



Vessel Findings Report

All finalized findings across two completed demonstration inspections of one fictional vessel.

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MV DEMO AURORA REACH | SF-DEMO-102

Aureline Demo Marine | Demo Port East | 12/Sep/2027 | Sample Inspector B

Rule / full inspected question	Result	Finding description
2.5 Do all personnel maintain rest period/work hours and are the rest hours in compliance with STCW or MLC requirements? (V)	No	Fire and safety rounds were carried out by the off-duty AB after each watch for approximately 13–18 minutes. However, this scheduled duty was not reflected in the Table of Shipboard Working Arrangements, in addition the time spent conducting the rounds was not recorded in the associated Work and Rest Hours records.
3.6 Has the Master/Pilot information exchange been taking place effectively and is the standard pilot card being completed as required? (V)	No	The vessel’s managers had established a procedure for completion of the Master/Pilot Information Exchange (MPX). Vessel’s personnel followed the established procedure, and the time of completion of the MPX was recorded in the logbook. However, the vessel’s managers had not provided a Master/Pilot Information Exchange checklist incorporating the information recommended in the Bridge Procedures Guide, C1.2.
3.13 Where fitted are the standard magnetic compass, gyro compass and Global Navigation Satellite System compass, operational, adjusted and properly maintained? (M&V)	No	The latest available magnetic compass adjustment carried out by a qualified compass adjuster was dated 04/Oct/2022, despite the requirement for adjustment at intervals not exceeding two years and following the vessel’s dry-docking in 12/Jul/2025. The Master carried out a compass swing on 07/Dec/2026; however, no evidence was available to demonstrate that the magnetic compass had subsequently been adjusted by a qualified compass adjuster at the first available opportunity.
4.2 Has a safety officer been appointed and adequately trained, onboard safety meetings held regularly and acknowledged by the vessel’s manager, with feedback provided where necessary, and are safety inspections of the main deck, machinery space, accommodation and forecastle store conducted at regular intervals in accordance with the company’s procedures, and are health, safety, and environmental hazards effectively identified? (V)	No	The Third Officer was appointed as the Safety Officer; however, the Safety Officer training course completed by him did not specify that the training had been conducted in accordance with the requirements of the STCW Code 2010, Tables A-II/2 and A-III/2, or IMO Model Course 4.11. Nevertheless, his understanding of the Safety Officer’s role and responsibilities was verified during the interview and found satisfactory.



Rule / full inspected question	Result	Finding description
4.5 Is the vessel provided with an enclosed space entry procedure, and is there documented evidence that it was followed, and is there evidence that the crew assigned to responsibilities requiring entry into enclosed spaces has attended a dedicated enclosed space entry course? (V)	No	No objective evidence was provided at the time of inspection that a ship-specific Enclosed Space Register, covering all enclosed and connected spaces, had been prepared and maintained on board, addressing the following: • Layout and access arrangements • Physical hazards • Connected and adjacent spaces • Special hazards (e.g. ballast water treatment effects) • Ventilation arrangements • Gas-testing methods • Locking and signage arrangements • Rescue equipment
4.7 Are procedures in place for the control of hot work, are they incorporated in the safety management system and is there documented evidence of compliance? (M)	No	The vessel's managers had established a Hot Work Permit procedure; however, the procedure did not include a requirement to prepare a written Hot Work Plan and submit it to the vessel's managers for verification and approval prior to the commencement of hot work operations outside the designated hot work area.
4.10 Are procedures for reporting, investigating, and closing out non-conformities, incidents, and hazardous situations available and being followed and, is an incident investigation report or a summarised lessons learned bulletin available for each reported incident? (V)	No	An incident involving injury and the provision of first aid to an injured person on 14/Apr/2027 was recorded on board; however, it was not reflected in the list of incidents provided by the inspection programme.
4.15 Has a smoking policy been implemented; is it being followed and are designated smoking areas adequately identified? (V)	No	The onboard smoking regulations provided by vessel's managers permitted smoking in private cabins rather than restricting smoking to designated smoking rooms/areas.
4.16 Are portable gas detectors suitable for atmosphere testing of enclosed spaces provided; in good condition; calibrated in accordance with the manufacturer's instructions, and are officers trained and competent with their operation? (V)	No	The required gas detection equipment capable of measuring CO ₂ concentrations in oxygen-deficient atmospheres was not available on board at the time of the inspection.
4.17 Is the welding and gas-burning equipment, as well as the electric arc welding equipment, properly stored and maintained in good working order? (M&V)	No	1. No recorded evidence was available to demonstrate that the annual check of the oxygen-acetylene welding equipment and installation had been carried out by a competent person in accordance with the equipment manufacturer's guidelines. 2. Acetylene and oxygen cylinders for gas-burning and welding equipment were stored in dedicated storage locations. However, it was observed that oxygen and acetylene cylinders remained connected to the distribution system while the vessel was alongside, despite no hot work being in progress. Furthermore, the cylinders were not clearly identified as "in use", "empty", or "full".



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4.44 Does the vessel manager have documented procedures in place to control stevedore activities onboard by identifying potential hazards and implementing appropriate mitigation measures? (V)	No	No recorded evidence was available to demonstrate that the vessel's managers had established a documented procedure for controlling stevedore activities on board, including the identification of potential hazards and implementation of appropriate mitigation measures.
5.8 Are suitable containment arrangements in place around the hydraulic components of deck machinery? (V)	No	The vessel was equipped with hydraulically operated folding-type hatch covers designed for lifting and opening the panels using hydraulic jacks. However, no suitable oil containment arrangements were provided around the hydraulic jacks on deck to contain potential hydraulic oil leakage during lifting and opening operations.
6.2 Does the SMS include procedures and instructions for regular inspection of cargo holds, ballast tanks, void spaces, trunks, duct keel and cofferdams by the ship's personnel and are records maintained? (V)	No	The vessel's managers had established a procedure and instructions for the regular inspection of ballast tanks; however, the prescribed inspection interval was 27 months instead of the required 15-month interval. Most ballast tanks had been inspected during 2027; however, inspections of the following tanks remained outstanding beyond the required 15-month interval: WBST No. 4S – last inspected on 23/Jun/2025, WBST No. 6P/S – last inspected on 01/Jul/2025, and WBST No. 7S – last inspected on 08/May/2026.
7A.2 Are bunker transfer systems hydrostatically tested to their Maximum Allowable Working Pressure (MAWP) on an annual basis and to 1.5 times their MAWP at least twice within any five years period? (M)	No	No records were available on board to demonstrate that the Diesel Oil bunker transfer line had been hydrostatically tested to its Maximum Allowable Working Pressure (MAWP) on an annual basis, or to 1.9 times the MAWP within the preceding 3.0 years.
7A.7 Are bunkering and oil fuel transfer procedures carefully planned and executed in accordance with industry standards, are the details of the last operation in accordance with industry standards, is the vessel equipped with a procedure for sampling the oil fuel used on board, and are bunker samples stored in a sheltered location? (V)	No	The Company's bunkering procedure, Annex 2 – Bunkering – Standard Operations, included general requirements for planning and carrying out bunkering operations, including identification of bunker quantities and distribution between tanks, pumping rates, tank soundings, valve operation and arrangements for topping-up tanks. However, the procedure/checklist did not provide designated fields or other means for documenting these essential planning details. For the latest bunkering operation, no documented evidence was available to demonstrate the bunker tanks selected for filling, quantities and maximum filling volumes assigned to each tank, the planned filling sequence and pumping rates, the required valve line-up, or the sounding/monitoring arrangements. No records were available to demonstrate that the fuel oil tank high-level alarms had been tested prior to bunkering. Consequently, although the procedure required several of these actions to be carried out, their actual implementation and verification for the bunkering operation could not be objectively demonstrated.



Rule / full inspected question	Result	Finding description
9A.15 If hatch covers are hydraulically operated, has the hydraulic oil been tested regularly for contamination and deterioration? (M&V)	No	No objective evidence was provided during the inspection to demonstrate that the hydraulic oil used in the hatch cover operating system had been renewed within the previous five years. Furthermore, no documentary evidence or confirmation from the oil manufacturer was available to support its continued use beyond five years. In addition, the vessel's managers had not established requirements for regular analysis of the hydraulic oil used in the hatch cover operating system.
10.1 Has the company established guidelines and procedures for the inspection, maintenance and wear zone management of the mooring lines and are they being implemented? (M&V)	No	There were no objective evidence provided during this inspection that Mooring Line Management Plan as specified in Section 2 of industry guidance on Line Management Plans had been developed, implemented and maintained on board.
10.4 Do mooring lines and mooring tails comply with industry guidelines and are they in good order? (M&V)	No	Unable to verify compliance of mooring lines with industry standards, as SDMBL could not be determined during this inspection.
10.5 Is there a procedure for testing the winch brake rendering setting and is it being tested regularly? (M&V)	No	No evidence were presented that brake holding capacity test was carried out on board and brake rendering was set according to industry standards.
10.14 Are appropriate stoppers in use and are the mooring ropes turned up to bitts correctly? (V)	No	The vessel was using loose mooring ropes at the forward and aft mooring stations, properly secured on the mooring bitts. However, no certificates for the rope stoppers used in conjunction with the loose mooring ropes were available on board during the inspection.
12.8 Are measures in place for controlling the use of removable media such as USB memory sticks, CDs, DVDs, and diskettes on shipboard computers? (V)	No	USB ports for both ECDIS units and the computer on the bridge were not fitted with removable media blockers. No removable media blockers were available on board during this inspection.
13.2 Are the responsibilities of watch standing engineers and engine ratings well-defined and clearly posted in the Engine Control Room? Is there a manning matrix for engineers that takes into account both planned and unplanned changes? (V)	No	No objective evidence was provided during the inspection to demonstrate that the vessel's managers had established an Engine Room Manning Matrix or equivalent guidance defining the required Engine Room manning levels for various navigational conditions. Consequently, it was not possible to verify the required Engine Room manning during the voyage from Demo State North to Demo State East, including departure, coastal passage and arrival
13.4 If the vessel has been certified for periodically unattended machinery spaces operation (UMS), is the machinery space being operated in that mode? (V)	No	Although the vessel was classed with UMS notation, the engine room had been operated in manned mode in line with the vessel's managers' instructions.



Rule / full inspected question	Result	Finding description
13.9 Is the engine room logbook, as well as other required records being properly maintained? (V)	No	The vessel was not fitted with an alarm logger, and the vessel's managers had not established a procedure or requirements for the manual recording of alarms in an alarm logbook.
13.14 Are the auxiliary engines maintained as per manufacturer's recommendations and records of periodic maintenance kept? (V)	No	The starter motor electrical connections on Auxiliary Engines No. 3 and No. 4 were found with signs of corrosion and contamination. In addition, protective insulating covers were missing from the exposed electrical terminals/connections on both starter motors.
13.35 Are engineers familiar with operation of the main engine from the local manoeuvring control position? (V)	No	No evidence was provided that engine room personnel carried out training in operation of the main engine from the local manoeuvring control position
13.37 If the starting source of the emergency generator relies on a single starter motor, has a spare starter motor been provided? (V)	No	The starting source of the emergency generator relied on one starter motor, however there was no spare starter motor available on board during this inspection.
14.9 Are the mast heads and their fittings, including but not limited to wire stays, as well as the flood lights, deck lights, emergency lights, and hold lights (if installed), in good working order? (V)	No	The vessel was fitted with three plastic-sheathed wire stays securing the main mast. No objective evidence was provided during the inspection to demonstrate that the vessel's managers had established a procedure for the routine inspection of these wire stays or for assessing the condition of the wires beneath the plastic sheathing.

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Aureline Demo Marine | Demo Port North | 18/Sep/2027 | Sample Inspector D

Rule / full inspected question	Result	Finding description
3.3 Is the manoeuvring information for the vessel displayed on the bridge and are bridge logbooks, bell book, radar performance book, and Change of Watch at Sea check list being correctly maintained? (V)	No	The vessel's engine power had been limited from 9328 kW to 8139 kW, and the corresponding propulsion particulars had been amended near the available wheelhouse poster. At the time of inspection, only one wheelhouse poster was available onboard, whereas separate posters reflecting both the limited and unrestricted power conditions were required.
5.8 Are suitable containment arrangements in place around the hydraulic components of deck machinery? (V)	No	The vessel was equipped with hydraulically operated folding-type hatch covers fitted with hydraulic jacks for lifting the panels. However, no suitable oil containment arrangements were provided around the hydraulic jacks on deck or beneath the hatch cover hydraulic control cabinets, to contain potential hydraulic oil leakage or spillage. Vessel was scheduled for shipyard repairs in November 2027.



Rule / full inspected question	Result	Finding description
7A.7 Are bunkering and oil fuel transfer procedures carefully planned and executed in accordance with industry standards, are the details of the last operation in accordance with industry standards, is the vessel equipped with a procedure for sampling the oil fuel used on board, and are bunker samples stored in a sheltered location? (V)	No	The vessel's retained bunker fuel samples were stored in a designated steel cabinet located within the engine room store compartment. However, the storage location was not demonstrated to be protected from elevated temperatures, and no localised fixed fire-fighting protection was provided for the sample storage cabinet.
9A.15 If hatch covers are hydraulically operated, has the hydraulic oil been tested regularly for contamination and deterioration? (M&V)	No	No objective evidence was provided during the inspection to demonstrate that the hydraulic oil used in the hatch cover operating system had been renewed within the previous five years. The vessel's current managers assumed management of the vessel on 24/Aug/2024, and no records relating to hydraulic oil renewal under the previous management were available on board. Furthermore, no documentary evidence or confirmation from the oil manufacturer was available to support the continued use of the hydraulic oil beyond five years.
10.20 Are the chain locker doors firmly battened down and are the bitter end securing arrangements located outside the chain locker and accessible? (V)	No	The bitter end emergency release arrangement was of a design whereby the release mechanism was enclosed within a cabinet. Access to the emergency release required the removal of five butterfly nuts and opening of the cabinet cover before it could be operated.