



PRE-PURCHASE  
INSPECTION

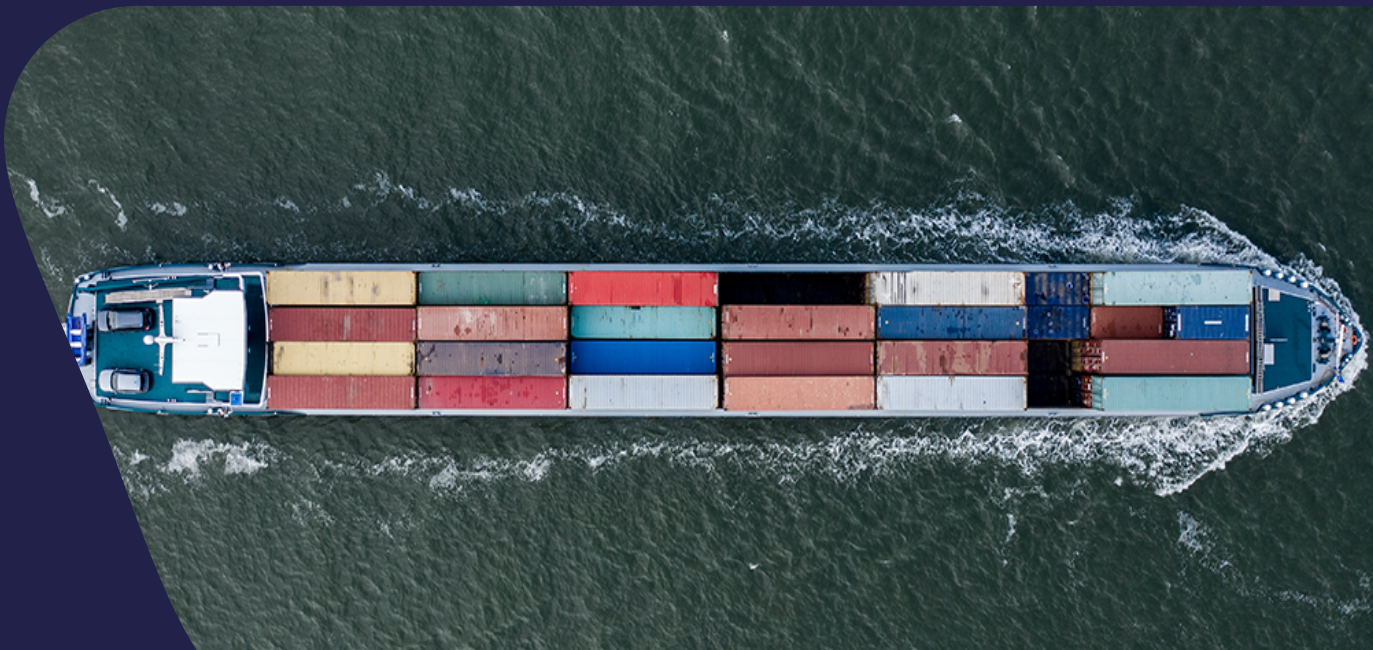
## EXAMPLE VESSEL

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IMO Number: 123456789

INSPECTED AT EXAMPLE PORT, SPAIN

1<sup>st</sup> MAY 2023



## REPORT TERMS OF USE

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|                                   |                             |
|-----------------------------------|-----------------------------|
| <b>Pre-sale report reference:</b> | 00/0000                     |
| <b>Report commissioned for:</b>   | Example Client              |
| <b>Organisation:</b>              | Example Company             |
| <b>PDF generated for:</b>         | example@example.com         |
| <b>Time &amp; date:</b>           | 10:42 (UTC) on 1st May 2023 |



At Idwal, we are proud to run a carbon neutral business and provide the industry's first carbon neutral inspection service. Idwal has been carbon neutral since 2021 and has achieved PAS 2060 certification from Carbon Footprint Ltd.



Carbon  
Neutral  
Organisation  
PAS 2060



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## ADDITIONAL DOCUMENTS



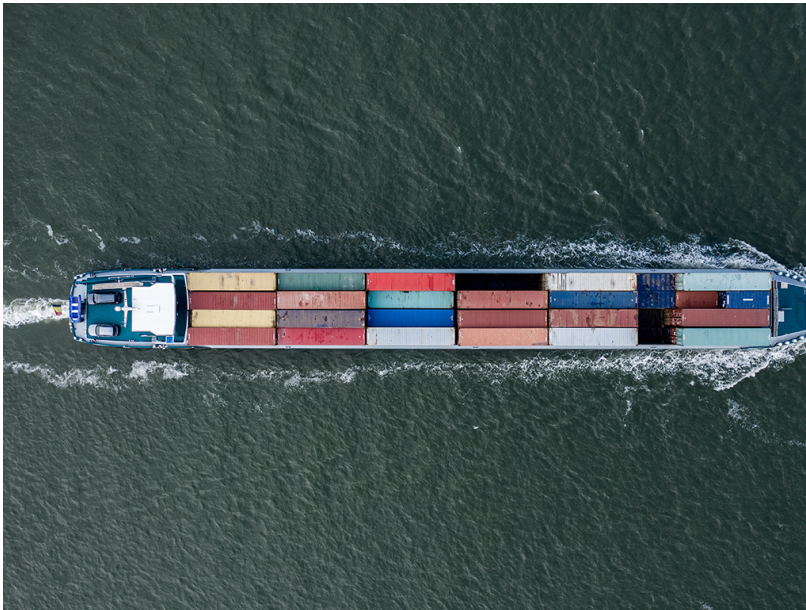
Vessel documents



Vessel photos



## INSPECTION SUMMARY

Example Port,  
Spain18 May  
2023Status:  
Loading8.5 Hours  
AboardLimited  
documents  
provided

The Example Vessel is an example DWT, example Gross Tonnage, example flagged, Containership built to a good standard by example shipbuilder, in People's Republic of China under example class supervision and was delivered on the 1st February 2011. The vessel is now Classed with example class.

A Pre-purchase Inspection of the vessel was conducted on the 1st May 2023 in example port, Spain by Idwal under instruction from Example Company.

Good cooperation was provided by the ship's crew however, no access was granted to the ballast tanks. The vessel was alongside, loading at the time of inspection.

The vessel was found to be in Good overall condition with an Idwal Grade at the average for vessels of a similar age, type and size but with a few notable items found during the inspection. These are reported specifically in the notable items section of this report.

74

IDWAL  
GRADE

## VESSEL PARTICULARS

|                        |                     |
|------------------------|---------------------|
| Ship Name              | Example Vessel      |
| Previous Name          | Example Vessel 1    |
| IMO Number             | 123456789           |
| Port of Registry       | Example Port        |
| Ship Type              | Containership       |
| Flag                   | Example Flag        |
| Classification Society | Example Class       |
| Registered Owner       | Example Owner       |
| Technical Manager      | Example Manager     |
| Shipbuilder            | Example Shipbuilder |
| Delivery Date          | 01/01/2008          |
| Dead Weight            | Example MT          |
| Gross Tonnage          | Example MT          |
| Net Tonnage            | Example MT          |
| Length Overall         | Example m           |
| Breadth                | Example m           |
| Depth                  | Example m           |
| Summer Draught         | Example m           |
| Lightweight            | Example MT          |



The onboard management was found to be Good with the Safety Management system found to be well implemented and the vessel generally presented in a Good overall condition. The vessel was found to provide a safe working environment. The Port State Control (PSC) history was found to be good to very good with 4 deficiencies and 0 detentions in the 4 inspections conducted in the past three years.

Given the good condition of the vessel it is estimated that the OPEX levels are likely to be as per industry norms for vessels of a similar age, type and size.

The vessel's Attained EEXI was reported in the provided EEXI Technical file to be 21.15, which is below the required EEXI of 21.17. It must be stated that the vessel will not be fully compliant until the Power Limitation is confirmed and the IEEC has been re-issued with the new Attained EEXI.

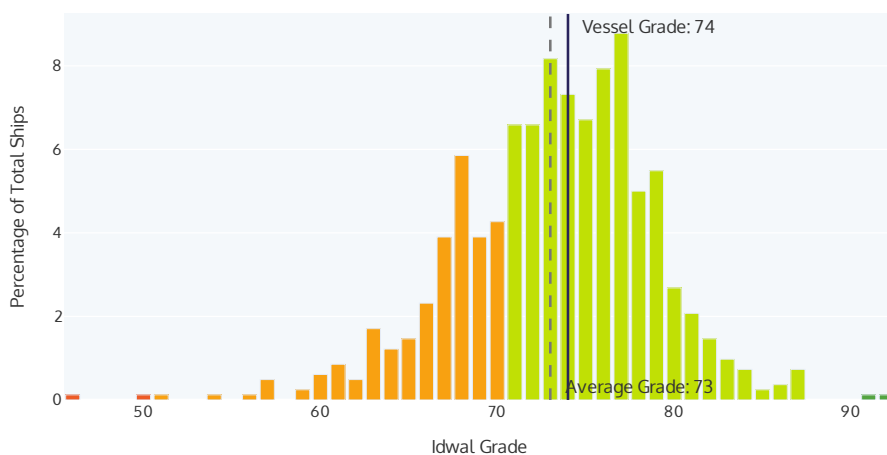
The vessel's 2021 Carbon Intensity Indicator (CII) score, from EU MRV data, which was the latest provided, was reported to be 15.24, which places the vessel in Band B for that Calendar year. If the vessel were to maintain this Attained CII score with no tangible reduction or increase, then the vessel will likely be in Band B by 2023 when the regulations come into force. This means that the vessel will not be required to create a carbon reduction plan and may receive certain incentives.

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# COMPARE YOUR IDWAL GRADE

This section of the report allows you to compare your ship's grade with similar ships.

## Your Idwal Grade vs other Feeder Container vessels

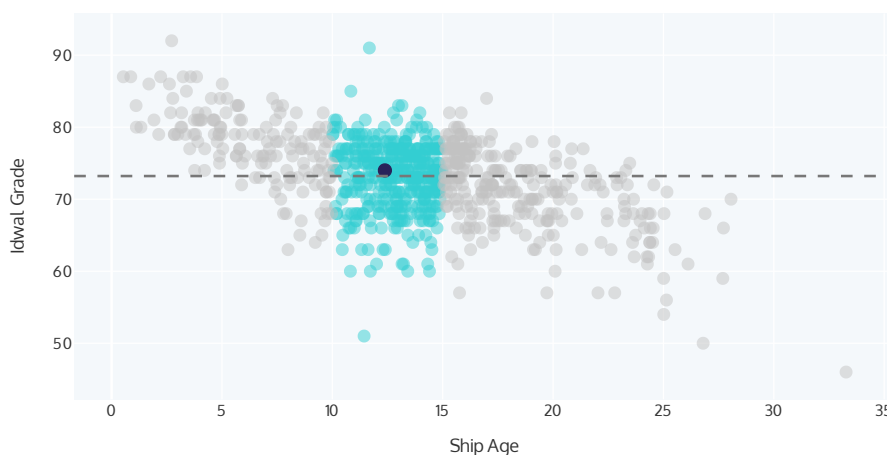


This graph shows the distribution of Idwal Grades against your ship's sector.

### KEY

|                  |                     |
|------------------|---------------------|
| Your Idwal Grade | Average Idwal Grade |
| —                | - - -               |
| Grade range      |                     |
| ≥ 90             | 70 - 89             |
| 50 - 69          | 30 - 49             |

## Your Idwal Grade vs other Feeder Container vessels, age 10-15 years



This graph shows your ship's Idwal Grade compared against other ships inspected in the same sector, within a similar age range, and how it compares against the average Idwal Grade for the sector.

### KEY















|                  |                      |
|------------------|----------------------|
| Your Idwal grade | Average Idwal grade  |
| ●                | - - -                |
| All sector ships | Age comparable ships |
| ●                | ●                    |

The ship's grade may appear different when compared with the average of the two graphs. This is as a result of the second graph comparing a smaller and more focused sample of ships.

For a more in-depth analysis of where your vessel compares amongst its peers, please contact your Idwal sales rep.

## KEY NOTABLE ITEMS

|   | Description   | Action / Timeline  | Estimated Cost [USD] |
|---|---|--|----------------------|
| ✖ | The vessel does not use Environmentally Acceptable Lubricants (EALs) in the stern tube or has an airseal and is therefore not VGP compliant in this regard. | Various upgrades and modifications may be required if the vessel wishes to trade in the USA.                                       | \$20000 - \$50000    |
| ✖ | Poor document control. Plans and drawings mixed up and some missing.  | For information only.  | \$0                  |
| — | Minor soft marine fouling was observed on the vessel's hull.  | The hull should be cleaned.  | \$5000 - \$20000     |
| — | Isolated areas of coating breakdown and subsequent surface corrosion were observed on the vessel's Hull.  | Areas of coating breakdown and corrosion should be addressed.  | \$5000 - \$20000     |
| — | Windlass band brakes had only minimal thicknesses remaining.  | Band brake linings to be renewed when possible.  | \$1000 - \$5000      |
| — | The Ballast tanks were seen to have moderate mud/sediment contamination.  | Consideration should be given to cleaning the tanks as soon as possible.   | \$1000 - \$5000      |
| — | The main engine was seen to be in a fair condition due to some minor oil leaks observed at aft end of main engine.  | Clean main engine. Rectify minor oil leaks observed at aft end of main engine as soon as reasonably possible.                      | \$1000 - \$5000      |
| — | Auxiliary Engines were in a fair condition due to minor oil leaks observed on crankcases.   | Deep clean and repair minor defects on the engines. Overhaul as required to improve the overall presentation.                      | \$1000 - \$5000      |
| — | Digital anemometer out of order.  | To be repaired or renewed.   | \$1000 - \$5000      |
| — | The latest lube oil analysis reports showed Auxiliary engine 1 with increased base number.  | The oils should be refreshed and re-tested as soon as possible. Oils with only a 'caution' warning are suitable for continued use. | \$1000 - \$5000      |
| — | Some poor quality and homemade equipment was seen to be in use in the Gymnasium.  | To be replaced.  | \$1000 - \$5000      |
| — | Minor oil leaks were observed in the purifier room and multiple areas of pipe lagging were seen to be stained or deteriorated.                              | Leaks to be addressed and pipe lagging to be renewed where required.   | \$1000 - \$5000      |

|   |  |  |                 |
|---|--|--|-----------------|
|    | Vessel is fitted with a reefer remote watch system but it was reportedly not used for a number of years so operation not able to be confirmed. | To be tested and re-commissioned.  | \$1000 - \$5000 |
|    | Engine room sounding pipes were not seen to be in satisfactory condition with a number of them not self closing during the inspection.         | Ensure sounding pipes are in good order with self-closing devices fully operational.       | <\$1000         |
|    | Fire hazards were found in the funnel area with combustible materials, such as plastics and boiler suits, in funnel trunk.                     | Funnel area should be cleared as soon as possible to reduce the risk of fire.              | <\$1000         |
|    | The lifeboat was seen to be in a fair condition internally due to seat foams being loose.  | Address Seat back foam loose and keep lifeboat in a well-maintained condition.             | <\$1000         |
|    | Various lockers were seen to have unguarded light fixtures.  | Guards to be re-fitted.  | <\$1000         |
|   | One homemade lighting unit was seen in operation.  | To be removed from service and appropriate lighting installed.                             | <\$1000         |
|  | Engine room workshop grinding machine with safety base missing.  | To be fitted.  | <\$1000         |
|  | Hatch cover emergency hydraulic trolley was in fair condition and was not seen to be well maintained.  | To be assessed and overhauled as required to ensure effective operation.                   | <\$1000         |
|  | Minor structural issues were found on the hull with minor indents and inseting observed.   | For information only, to be assessed and repairs made if deemed necessary.                 | \$0             |
|  | The last brake test was not seen to be stencilled on the mooring winches.  | The date of the last brake test should be stencilled on the mooring winches when possible. | \$0             |
|  | The vessel was involved in minor collisions in 2015 and 2018.  | For information only.  | \$0             |
|  | Drying of boiler suits and combustible material such as plastic, wood nearby exhaust pipes inside funnel.                                      | Combustible materials to be removed, follow best practices.                                | \$0             |
|  | Coaming tops compression surface is applied with Vaseline every time hatches are open/closed to maintain rubber packings in good condition.    | For information only.  | \$0             |
|  | The vessel holds a Class approved Inventory of Hazardous Material (IHM).   | An IHM is required for entry into EU ports.  | \$0             |



|   |   |  |     |
|---|---|--|-----|
| ✓ | It was reported that an IMO approved BWTS is installed with no documentation provided onboard to verify it's USCG compliance. | This is recommended to be further investigated | \$0 |
| ✓ | The vessel is reportedly fitted with paid to access limited use Wi-Fi system.   | Positive.                                      | \$0 |
| ✓ | The following additional engine room machinery is installed: MGO cooler.  | Positive.                                      | \$0 |
| ✓ | Hold 3 forward cell guide can be adjusted to 45 feet containers.  | For information only.                          | \$0 |

Please note, all costs are estimations only, based on industry averages, and may vary depending on locations and scopes of work. These costs are provided to assist the reader to consider the potential Capex or Opex impact of the related Notable Item and should not be used for budgeting purposes without further internal assessment of their accuracy.

## DECARBONISATION SUMMARY

The vessel was delivered to the market before the EEDI requirements, and therefore has no EEDI score assigned. The vessel's Attained EEXI was reported in the provided EEXI Technical file to be 21.15, which is below the required EEXI of 21.17. It must be stated that the vessel will not be fully compliant until the Power Limitation is confirmed and the IEEC has been re-issued with the new Attained EEXI. The vessel's 2021 Carbon Intensity Indicator (CII) score, from EU MRV data, which was the latest provided, was reported to be 15.24, which places the vessel in Band B for that Calendar year. If the vessel were to maintain this Attained CII score with no tangible reduction or increase, then the vessel will likely be in Band B by 2023 when the regulations come into force. This means that the vessel will not be required to create a carbon reduction plan and may receive certain incentives. For more information about technologies to reduce a vessel's EEXI, the creation of the EEXI technical file or operational measures to reduce a vessel's Attained CII, please contact your Idwal sales representative.

### EEXI

Required EEXI

21.17

gCO<sub>2</sub>/t.nm

Attained EEDI/EEXI

21.15

gCO<sub>2</sub>/t.nm

This vessel meets the required EEDI/EEXI

### CII

Last Recorded CII (2021)

15.24

gCO<sub>2</sub>/t.nm

Last attained CII Band (2021)

B

If the vessel maintains its last recorded CII score we anticipate it will be in Band B by 2023

## GRADING DATA



The Idwal Grade® is an industry recognised measure of asset integrity. Using proprietary algorithms, the Idwal Grade is programmatically calculated from over 500 individual data points, captured during a rigorous and standardised inspection process. Our data-driven methodology ensures that our reports are consistent, accurate and free from bias.

### SUB GRADES

The methodology used to calculate the Idwal Grade® is also applied to the grading of the different vessel areas and categories. Two key areas are the overall vessel condition and vessel management:

Condition



Management



The following are grades representing individual areas of interest of the vessel:

Bridge and Navigation Equipment



Accommodation



Lifesaving Appliances



Mooring Decks



Engine Room and Machinery



Vessel Capabilities and Cargo Systems



Ballast Tanks and Systems



Weather Decks and Fittings



Hull



Pollution Control



Onboard Management



Safe Working Environment



Forthcoming Regulatory Compliance



Crew Welfare



Crew Performance



Safety Management



Planned Maintenance System (PMS)



Classification and Certification



PSC Performance



Fire Fighting Equipment and Systems



Design and Construction



## DESIGN AND CONSTRUCTION

80

The construction and design was found to be good overall, with the vessel built to IACS standards and Rules in People's Republic of China by Example Shipbuilding with the keel laid on 20/06/2007. The vessel is a Containership, with 4 holds, driven by a controllable pitch propeller. The Main Engine is a NOx Tier 1, Wartsila 6RT-Flex50 and the vessel has 3, NOx Tier 1, Yanmar 8N21AL-SV Auxiliary Engines. It is not on the Enhanced Survey Program or Extended Dry Docking

schedule but does hold a Class notation for In Water Surveys. No Cargo Lifting Appliances are fitted. No UTM report was made available for review. No additional Bridge or communication equipment was fitted apart from those required by international rules and regulations, though the engine room and machinery were fitted with MGO cooler, incinerator sludge burning system, UMS capabilities and centralised sea water cooling.

## NOTABLE ITEMS

### Description

### Estimated Cost [USD]



**Issue:** Poor document control. Plans and drawings mixed up and some missing.

**Corrective Action:** For information only.

\$0

### Description

### Estimated Cost [USD]



**Issue:** The following additional engine room machinery is installed: MGO cooler.

**Corrective Action:** Positive.

\$0



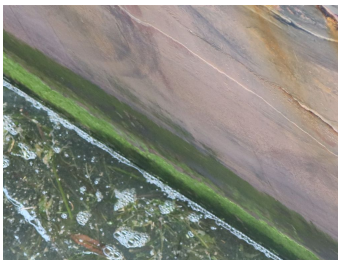

## HULL

70

The hull was seen to be in a fair to good overall condition, with the hull able to be inspected from the starboard side only. The vessel was found to be free of major structural defects, however, minor indentations were noted such as minor indents and inseting observed but had only minor scaling and surface corrosion, up to approximately 5% of the surface area,

mainly located mainly in way of anti-fouling above water line in areas that have been mechanically abrade by fender and anchor chain contact. Hull markings were well painted and legible with minor marine fouling observed. The vessel's last out of water bottom survey was carried out on 18-Dec-20, with the vessel's next out of water bottom survey due by 18-Dec-23.

## NOTABLE ITEMS

| Description   |  | Estimated Cost [USD] |
|---|--|----------------------|
| <div><div></div></div>  | <b>Issue:</b> Minor soft marine fouling was observed on the vessel's hull. | \$5000 - \$20000     |
|   | <b>Corrective Action:</b> The hull should be cleaned.                      |                      |
| <div><div></div><div></div></div> |  |                      |

| Description | Estimated Cost [USD] |
|-------------|----------------------|
|-------------|----------------------|

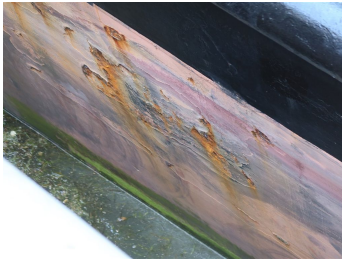


**Issue:** Isolated areas of coating breakdown and subsequent surface corrosion were observed on the vessel's Hull.

\$5000 -

**Corrective Action:** Areas of coating breakdown and corrosion should be addressed.

\$20000



## Description

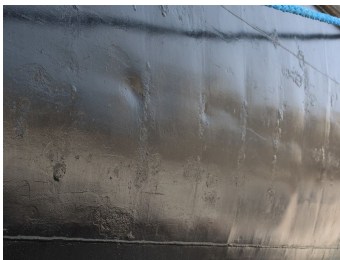
Estimated  
Cost [USD]



**Issue:** Minor structural issues were found on the hull with minor indents and insetting observed.

\$0

**Corrective Action:** For information only, to be assessed and repairs made if deemed necessary.



## MOORING DECKS

70

The Mooring decks were seen to be in a fair to good condition overall with the decks found to be free of structural defects and had only minor pitting and spot corrosion, up to approximately 5% of the mooring deck plating total surface area, mainly located in high traffic areas and in the vicinity of mooring machinery. Deck fittings were found to be in a good condition with fairleads and mooring rollers free to turn when tested. All Electric windlasses and winches were reported to be fully operational. Mooring machinery was in generally good condition however, band brake thicknesses were minimal,

and require replacement. Anchor chains and mooring ropes were in a good overall condition. Mooring practices were seen to be poor, due to turns overlapping in drums however, snap-back zone warnings were seen to be posted at the entrances to mooring areas as per industry best practice. The Bosun's store was in a good overall condition with no issues to the structure, coatings or housekeeping observed. The bitter end release arrangements were seen to be clear and unobstructed and the emergency towing booklet seen to be available near to the Foc'sle.

## NOTABLE ITEMS

### Description

### Estimated Cost [USD]



**Issue:** Windlass band brakes had only minimal thicknesses remaining.

**Corrective Action:** Band brake linings to be renewed when possible.

\$1000 - \$5000

### Description

### Estimated Cost [USD]



**Issue:** The last brake test was not seen to be stencilled on the mooring winches.

**Corrective Action:** The date of the last brake test should be stencilled on the mooring winches when possible.

\$0





## WEATHER DECKS AND FITTINGS

---

70

The Weather Decks and Fittings were seen to be in fair to good condition overall, with the decks found to be free of structural defects and had only minor scattered, pitting and spot corrosion, up to approximately 10% of the main deck plating total surface area, mainly located in way of coamings, walkways and

across deck plating. Deck fittings were found to be in a good overall condition with pipework and fittings free of leakages. The accommodation ladders and gangways were in a good overall condition, with no notable defects found, as were provisions lifting appliances.

## BALLAST TANKS AND SYSTEMS

70

Ballast tanks and systems were deemed to be in a fair to good overall condition. No tanks could be entered as all tanks in use only voids available with photographs of previous tank entries provided for review dated on 4th April 2023. The inspected ballast tanks were found to be generally free of significant structural defects and had only minor localised, scaling and surface corrosion, up to approximately 1% of the ballast tanks total surface area, mainly located free edges of structural

members and lightening holes. Ballast tank fittings such as ladders and pipework were seen to be in a good overall condition with Anodes seen to be depleted up to 5%. Tanks were seen to have a moderate amount of mud/sediment accumulation but were free of any signs of staining from sewage or marine fouling. Ballast control systems such as valves and gauges were reported to be fully operational and all ballast pumps were in good working order and in good visual condition.

## NOTABLE ITEMS

### Description

### Estimated Cost [USD]



**Issue:** The Ballast tanks were seen to have moderate mud/sediment contamination.

**Corrective Action:** Consideration should be given to cleaning the tanks as soon as possible.

\$1000 - \$5000

## ACCOMMODATION

70

The accommodation areas were seen to be in a fair to good condition overall with floor and wall coverings found to be in good condition and upholstery and furniture found to be free from deterioration and defects. The levels of housekeeping and cleanliness was found to be good with levels of hygiene also seen to be good in the sanitary facilities. The hospital was seen to be well equipped and ready for use with the drugs seen to be controlled and secured and with the associated drugs log kept up to date. The accommodation was found to be outfitted to an average quality, with issues observed with some outfitting and gym equipment. The Air Handling Unit (AHU) was found to be maintaining a comfortable temperature and was seen to be in good condition with no

defects. The galley equipment was deemed to be in a good overall condition with all equipment reportedly in good working order. The galley was found to be in a very clean condition with the galley hoods also found to be kept clean. The vessel's walk-in cold rooms were found to be clean and hygienic with temperatures at the required levels. Provision room components were seen to be generally free of frosting and deterioration. The external superstructure was found to be free of structural defects and was free of coating breakdown and corrosion. The external superstructure fittings were seen to be in a good overall condition with all external accommodation doors in good working order and properly closing.

## NOTABLE ITEMS

### Description

### Estimated Cost [USD]

**Issue:** Some poor quality and homemade equipment was seen to be in use in the Gymnasium.

**Corrective Action:** To be replaced.

\$1000 - \$5000



## Description

Estimated  
Cost [USD]**Issue:** Various lockers were seen to have unguarded light fixtures.**Corrective Action:** Guards to be re-fitted.

&lt;\$1000



## Description

Estimated  
Cost [USD]**Issue:** One homemade lighting unit was seen in operation.**Corrective Action:** To be removed from service and appropriate lighting installed.

&lt;\$1000





## BRIDGE AND NAVIGATION EQUIPMENT

80

The Bridge and navigation equipment were found to be in a good condition overall with housekeeping found to be good and with all bridge equipment reported to be fully operational. The vessel's VDR was found to be free from any unanticipated alarms with collection instructions posted nearby and with the Bridge Navigation Watch Alarm System (BNWAS) reported to be fully operational. The vessel's primary means of navigation, as listed on form E of the safety equipment certificate is a dual ECDIS system which were found to be up to date. An in-date compass deviation card was seen to be posted near to the helm and the compass deviation log was well maintained and without any major deviations. The

vessel is licensed to cover GMDSS sea areas A1, A2, and A3 and had a valid shore-servicing agreement in place. The radio batteries were seen to be well maintained and in good condition and the EPIRB, SART and VHF handheld batteries were all in date as required. Berth to berth passage plans were seen on-board and were signed by all navigating officers with nautical publications provided in Paper and Electronic format. Master's standing and night orders were found to be signed by all navigating officers with the bridge log book correctly filled in and the GMDSS logbook also up to date and correctly filled in. The Monkey island was found to be in a good overall condition with the mast, aerials and antennas seen to be satisfactory and free of defects.

## NOTABLE ITEMS

### Description

### Estimated Cost [USD]



**Issue:** Digital anemometer out of order.

**Corrective Action:** To be repaired or renewed.

\$1000 - \$5000

## ENGINE ROOM AND MACHINERY

70

The Engine room and machinery were found to be in a fair to good overall condition, with no significant defects reported or observed and with the engine room generally found to be clean. During the inspection the Auxiliary Engines, purifiers, pumps, air compressors and sewage treatment plant were seen running. Bilges and tank tops were generally free of oil or water. Pipework was seen to be in good overall condition, free of leaks, temporary repairs and significant corrosion however, lagging was severely deteriorated and dirty. Housekeeping was seen to be to a good overall standard with the vessel found to be equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS) which were seen to be neatly stowed and secured. A review of the latest lube oil analysis reports provided showed some areas of concern as follows: auxiliary engine 1 with increased base number. The NOx Technical file was up to date and last updated on 15-Mar-23. The Main Engine was reported to be fully operational but was seen to be in a fair to good overall condition due to some minor oil leaks observed at aft end of main engine. A review of the latest Main Engine performance report provided showed no areas of concern. Main Engine overhaul schedule is subject to Condition Based Monitoring

(CBM) and therefore no dedicated overhaul interval is provided and maintenance requirements are ascertained from performance reports and inspections. Propulsion systems, such as shafts, gearing and bearings including the Bow thruster were in good working order with no defects reported or sighted. The 3 Auxiliary Engines were reported to be fully operational but were seen to be in a fair to good overall condition due to minor oil leaks observed on main body. A review of the latest Auxiliary engines performance report provided showed no areas of concern. Auxiliary engines running hours data showed no areas of concern. The vessel's steam boiler was found to be fully operational and in good condition. The boiler safety valves were seen to be satisfactory and free of tampering. All Auxiliary equipment was found to be fully operational and in good condition barring purifiers, which were in fair condition with Minor oil leaks observed. The steering gear was seen in good working order, free of leakage with emergency steering instructions seen to be posted nearby. The machinery spaces are operated in Unmanned mode and the alarm and control system was seen to be free of any serious alarms. Electrical distribution systems including the main switchboard were in good working order and switchboard insulation readings were adequate.

## NOTABLE ITEMS

### Description

### Estimated Cost [USD]

**Issue:** The main engine was seen to be in a fair condition due to some minor oil leaks observed at aft end of main engine.

\$1000 -

**Corrective Action:** Clean main engine. Rectify minor oil leaks observed at aft end of main engine as soon as reasonably possible.

\$5000



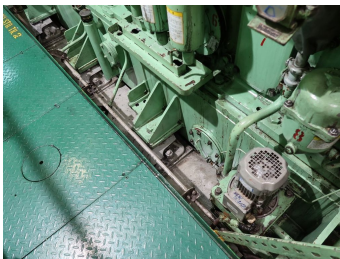
## Description

Estimated  
Cost  
[USD]

**Issue:** Auxiliary Engines were in a fair condition due to minor oil leaks observed on crankcases.

**Corrective Action:** Deep clean and repair minor defects on the engines. Overhaul as required to improve the overall presentation.

\$1000 -  
\$5000



## Description

Estimated  
Cost  
[USD]

**Issue:** The latest lube oil analysis reports showed Auxiliary engine 1 with increased base number.

**Corrective Action:** The oils should be refreshed and re-tested as soon as possible. Oils with only a 'caution' warning are suitable for continued use.

\$1000 -  
\$5000

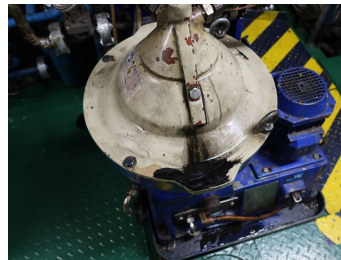
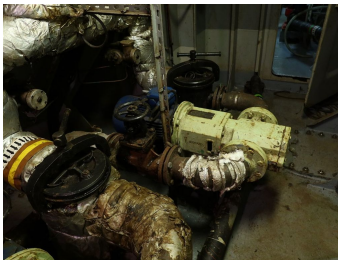
## Description

Estimated  
Cost  
[USD]

**Issue:** Minor oil leaks were observed in the purifier room and multiple areas of pipe lagging were seen to be stained or deteriorated.

**Corrective Action:** Leaks to be addressed and pipe lagging to be renewed where required.

\$1000 -  
\$5000



## Description

Estimated  
Cost  
[USD]

**Issue:** Engine room sounding pipes were not seen to be in satisfactory condition with a number of them not self closing during the inspection.

**Corrective Action:** Ensure sounding pipes are in good order with self-closing devices fully operational.

<\$1000



## Description

Estimated  
Cost [USD]**Issue:** Engine room workshop grinding machine with safety base missing.**Corrective Action:** To be fitted.

&lt;\$1000



## Description

Estimated  
Cost  
[USD]**Issue:** Drying of boiler suits and combustible material such as plastic, wood nearby exhaust pipes inside funnel.**Corrective Action:** Combustible materials to be removed, follow best practices.

\$0



## FIRE FIGHTING EQUIPMENT AND SYSTEMS

80

Fire Fighting Equipment and Systems were found to be in a good condition overall but with some fire hazards identified such as funnel area with combustible material in funnel trunk however, servicing and inspections of firefighting equipment were all up to date as required. The fire detection and alarm system was found to be fully operational and was free of signs of tampering and alarms. The vessel is fitted with Water Spray and CO2 fixed firefighting in the engine room, CO2 for the cargo areas and Galley CO2 in the accommodation. Fixed firefighting systems were all reported to be in good working condition with operating instructions clearly posted. The main and emergency fire pumps were reportedly fully operational and both were found to be in a good condition, free of leakages. A fire pump was tested during the inspection and was found

to deliver adequate pressure. The fire main and ancillaries such as hydrants and valves were in good overall condition, free of defects. Fire extinguishers were all in good condition and all portable equipment were positioned in accordance with the fire plan. Firefighting outfits and associated equipment were all in good condition with BA equipment found fully charged and ready for use. The emergency generator was tested during the inspection and found to be in good working order and in a good overall condition. Remote shutdown emergency devices such as quick closing valves, machinery stops and ventilation dampers were deemed to be in a good overall condition with no defective shut down equipment. The fire doors were found to be in good condition, closing effectively and free from any unauthorised 'hold-open' arrangements.

## NOTABLE ITEMS

### Description

### Estimated Cost [USD]



**Issue:** Fire hazards were found in the funnel area with combustible materials, such as plastics and boiler suits, in funnel trunk.

**Corrective Action:** Funnel area should be cleared as soon as possible to reduce the risk of fire.

<\$1000

## LIFESAVING APPLIANCES

70

Lifesaving appliances were seen to be in a fair to good overall condition with all equipment regularly serviced and inspected as required. The vessel is fitted with 1 free-fall lifeboat, which was seen to be in good overall condition externally though was in fair condition internally due to seat back foams being loose. The lifeboat engine was tested during the inspection and found to be in good working order. The vessel's rescue boat was found to be in a good overall condition and ready for immediate use. The vessel is equipped with 3 life rafts, which were found to be in good condition with Hydrostatic

Release Units (HRUs) in date and correctly rigged. Davits and lowering arrangements were found to be in good condition overall with evidence of regular maintenance, servicing and inspection sighted and evident. Ancillary lifesaving equipment such as lifejackets, immersion suits and EEBD's etc. were found to be in good condition and ready for immediate use with man overboard smoke and light signals seen to be in date. Embarkation ladders were found to be in a good, well maintained condition with the pyrotechnics and line throwing apparatus found to be stored appropriately and within their expiry dates.

## NOTABLE ITEMS

### Description

### Estimated Cost [USD]

**Issue:** The lifeboat was seen to be in a fair condition internally due to seat foams being loose.

**Corrective Action:** Address Seat back foam loose and keep lifeboat in a well-maintained condition.

<\$1000





## SAFE WORKING ENVIRONMENT

70

Safe working was deemed to be fair to good overall with no major unsafe practices observed during the inspection and the vessel presenting a generally safe working environment. Hazards were seen to be clearly marked and external walkways adequately coated with non-slip paint and free of trip hazards. Adequate PPE was seen to be worn by crew at all times and portable gas detection meters were provided and calibrated. Hazardous substances were seen to be generally safely managed with appropriate Material Safety Data Sheets provided. Risk

Assessments (RA) were seen to be up to date and satisfactory with enclosed space entry procedures followed and an effective Permit To Work (PTW) system in place. Main and emergency exits were clearly identified and unobstructed with all IMO signage seen to be satisfactory. Pilot ladders and boarding arrangements were seen to be in a good, safe condition. Regular drills were conducted on board with the last drill conducted on the 13-May-23, which was an Enclosed space drill.

## POLLUTION CONTROL

80

Pollution control was deemed to be good overall and generally found to be well implemented on board with the vessel free of pollution hazards.

The vessel holds a Class-approved Inventory of Hazardous Materials, which is required for entry into EU ports. The vessel's Oily Water Separator (OWS) was found to be fully operational and in good overall condition, with no obvious defects. The OWS was not tested during the inspection though the 15ppm Oil Content Meter (OCM) was seen to be calibrated. The bilge overboard was seen to be sealed and locked against unauthorised opening and the oily water treatment system as a whole was seen to be free from signs of tampering or unauthorised modification. The SOPEP locker or box was found to be well stocked with SOPEP equipment in good condition and an accurate list of equipment posted nearby. The Oil Record Book (ORB) was seen to be well-maintained and up-to-date, with the last entry on the 11-May-23. It was reported that an IMO approved Ballast Water Treatment System (BWTS) is fitted onboard with no documentation provided onboard to verify it's USCG compliance which was found to be fully

operational and in good overall condition. The vessel's ballast record book was seen to be up to date and correctly filled in. The vessel was not found to be Vessel General Permit (VGP) compliant, as the vessel had no valid oil-to-water interface controls such as Environmentally Acceptable Lubricants (EALs) or an Airseal. The vessel's sewage treatment plant was found to be fully operational and in good overall condition, with no obvious defects. Garbage segregation was found to be good, with adequate, labelled containers and garbage seen to be well sorted and containers seen to be made of approved non-combustible materials. The Garbage Record Book (GRB) was seen to be well-maintained and up-to-date, with the last entry on the 12-May-23. The Emission Control Area (ECA) change-over logbook was reviewed and found to be satisfactory with the date of last entry on 27-Nov-20. The vessel's incinerator was found to be fully operational and in good overall condition, with no obvious defects. The vessel complies with IMO 2020 regulations by employing the use of Very Low Sulphur Fuels Oils (VLSFO) with a sulphur content of less than 0.5%.

## NOTABLE ITEMS

### Description

### Estimated Cost [USD]



**Issue:** The vessel does not use Environmentally Acceptable Lubricants (EALs) in the stern tube or has an airseal and is therefore not VGP compliant in this regard.

**Corrective Action:** Various upgrades and modifications may be required if the vessel wishes to trade in the USA.

\$20000 -  
\$50000

## Description

Estimated  
Cost [USD]**Issue:** The vessel holds a Class approved Inventory of Hazardous Material (IHM).**Corrective Action:** An IHM is required for entry into EU ports.

\$0

## Description

Estimated  
Cost  
[USD]**Issue:** It was reported that an IMO approved BWTS is installed with no documentation provided onboard to verify it's USCG compliance.**Corrective Action:** This is recommended to be further investigated

\$0

## ONBOARD MANAGEMENT

70

Onboard management was found to be fair to good overall. The computer-based Safety Management System (SMS) was deemed to be functioning and well implemented in general, with Permits to Work (PTW), risk assessments and procedures understood and followed. Onboard management was found to deal with accidents, near misses and deficiencies in an effective manner and regular safety committee meetings were carried out on board. The vessel's MLC certificate was valid with records of hours of rest (ILO) correct and up to date and maximum work hours not regularly exceeded. The PMS system was found to be kept up to date with no critical overdue work orders. The Class-approved system-based

Planned Maintenance System (PMS) was fully integrated with the SMS for ordering of spares and general vessel management. The Port State Control (PSC) history was found to be good to very good with 4 deficiencies and 0 detentions in the 4 inspections conducted in the past three years. The vessel's flag is targeted by the United States Coastguard (USCG) and therefore will likely be subject to increased scrutinization by port state control (PSC). Security access controls were deemed to be satisfactory with the vessel conforming to International Ship and Port Security (ISPS) standards. The Master and crew were prepared for the inspection and provided good cooperation but with limited documents provided.

## NOTABLE ITEMS

### Description

### Estimated Cost [USD]



**Issue:** The vessel was involved in minor collisions in 2015 and 2018.

**Corrective Action:** For information only.

\$0

## VESSEL CAPABILITIES AND CARGO SYSTEMS

80

Vessel capabilities and cargo systems were deemed to be in a good overall condition. Holds 1 and 3 were entered for inspection however no photographs of previous hold entries were provided for review. The inspected cargo hold structural members were found to be free of damage and had only minor scattered, surface and spot corrosion, up to approximately 10% of the surface area, mainly located on the tank tops and in operational areas. Cell guides were free of damage and deformation. Hold 3 forward cell guide can be adjusted to 45 feet containers. Cargo hold fittings such as ladders, handrail, ventilation ducts, light fixtures and pipe guards etc. were seen to be generally free of damage and all cargo monitoring systems were fully operational. The cargo holds were free of signs of water ingress both from internal and external sources. Mechanical ventilation systems were in good working order. The vessel is fitted with hydraulic folding hatch covers, which were seen to be well aligned and closing correctly. Hatch covers were found to be free of structural defects and had only minor localised and surface corrosion, up to approximately 5% of the surface area, mainly located in areas where paint is removed by mechanical contact. Hatch cover operating systems were in

full working order and were seen to be in good condition, free of corrosion and leakages. Hatch cover rubber seals and retaining channels were in good overall condition with hold-open arrangements also in good condition. Hatch coamings were found to be free of structural defects and had only minor localised and surface corrosion, up to approximately 5% of the surface area, mainly located in way of the upper tables. Compression bars/strips were seen to be in good condition with hatch coaming drain channels free of corrosion, scaling and debris and the hatch coaming non-return valves clear and operational. Cargo securing fittings such as container sockets, pad-eyes and D-rings etc. were in good condition. Cargo securing equipment was plentiful with inspection records maintained and securing equipment in good condition as observed. Stability calculations were seen to be carried out and the vessel holds a Document of Compliance (DOC) for the carriage of Dangerous Goods (DG). The vessel is equipped to carry 250 Reefer containers whose temperatures were effectively monitored. Reefer sockets were seen in good condition with switchboards free of low insulation or earth faults. The vessel uses its own power for all Reefer containers, without the need for an additional auxiliary power unit.

## NOTABLE ITEMS

### Description

### Estimated Cost [USD]

**Issue:** Vessel is fitted with a reefer remote watch system but it was reportedly not used for a number of years so operation not able to be confirmed.

\$1000 -

**Corrective Action:** To be tested and re-commissioned.

\$5000

## Description

Estimated  
Cost  
[USD]

**Issue:** Hatch cover emergency hydraulic trolley was in fair condition and was not seen to be well maintained.

**Corrective Action:** To be assessed and overhauled as required to ensure effective operation.

&lt;\$1000



## Description

Estimated  
Cost  
[USD]

**Issue:** Coaming tops compression surface is applied with Vaseline every time hatches are open/closed to maintain rubber packings in good condition.

**Corrective Action:** For information only.

\$0

## Description

Estimated  
Cost [USD]



**Issue:** Hold 3 forward cell guide can be adjusted to 45 feet containers.

**Corrective Action:** For information only.

\$0

## OPERATIONAL DATA

### Operational Data Condition

Does the vessel have an Exhaust Gas Cleaning System (EGCS)? ☒ No

|   |                      |
|---|----------------------|
| Total High Sulphur Fuel Oil (HSFO) capacity:                          | m <sup>3</sup>       |
| Total Very and Ultra Low Sulphur Fuel Oil (VLSFO and ULSFO) capacity: | 576.1 m <sup>3</sup> |
| Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:              | 94.65 m <sup>3</sup> |

|   |                      |
|---|----------------------|
| What fuel type does the vessel run on for the majority of the time? | Heavy Fuel Oil (HFO) |
|---|----------------------|

Does the vessel have any energy efficiency technologies installed? ☒ No



## Engines Table

|  | Main<br>Engine 1 | Main<br>Engine<br>2 | Aux<br>Engine 1 | Aux<br>Engine 2 | Aux<br>Engine 3 | Aux<br>Engine<br>4 |
|--|------------------|---------------------|-----------------|-----------------|-----------------|--------------------|
| Designer   | Example          |                     | Example         | Example         | Example         |                    |
| Model  | Example          |                     | Example         | Example         | Example         |                    |
| Number of Cylinders  | 6                |                     | 8               | 8               | 8               |                    |
| Speed (RPM)  | 124              |                     | 900             | 900             | 900             |                    |
| Bore (mm)  | 500              |                     | 210             | 210             | 210             |                    |
| Stroke (mm)  | 2,005            |                     | 290             | 290             | 290             |                    |
| Specific Fuel Oil Consumption (SFOC) (g/kWhr) At 75% load for ME and 50% load for AEs, corrected to ISO conditions, as stated on Nox technical files | 170.8            |                     | 201.2           | 201.2           | 201.2           |                    |
| Nox Tier   | 1                |                     | 1               | 1               | 1               |                    |
| Fuel Oil Consumption at full load (tonnes/day)   | 38               |                     | 2.5             | 2.5             | 2.5             |                    |
| Cylinder Oil Consumption (litres/day)  | 160              |                     |                 |                 |                 |                    |
| System Oil Consumption (litres/day)  | 25               |                     | 10              | 10              | 10              |                    |
| Major Overhaul Interval (Hours)  |                  |                     | 20,000          | 20,000          | 20,000          |                    |
| Running Hours since last overhaul (Hours)  |                  |                     | 2,462           | 14,570          | 15,417          |                    |

|                | Vessel Speed (knots) | Consumption (t/day) |
|----------------|----------------------|---------------------|
| Loaded Eco     | 9                    | 10                  |
| Loaded Service | 18                   | 36                  |

## Main Engine Maintenance

| Component       | Condition Based Monitoring? | Overhaul Interval |
|-----------------|-----------------------------|-------------------|
| Cylinder Heads  | Yes                         |                   |
| Pistons         | Yes                         |                   |
| Bearings        | Yes                         |                   |
| Cylinder Liners | Yes                         |                   |

Main Engine No. 1

Unit Running Hours

|                 | 1      | 2      | 3      | 4      | 5      | 6      | 7 | 8 | 9 | 10 | 11 | 12 |
|-----------------|--------|--------|--------|--------|--------|--------|---|---|---|----|----|----|
| Cylinder Heads  | 10,677 | 26,015 | 4,239  | 20,225 | 1,141  | 1,592  |   |   |   |    |    |    |
| Pistons         | 26,696 | 26,015 | 4,239  | 20,225 | 2,428  | 1,592  |   |   |   |    |    |    |
| Bearings        | 22,604 | 22,604 | 22,604 | 22,604 | 22,604 | 22,604 |   |   |   |    |    |    |
| Cylinder Liners | 10,677 | 26,015 | 4,239  | 20,225 | 2,428  | 1,592  |   |   |   |    |    |    |

## Class Surveys

Were all Class and Statutory certificates valid?

☒ Yes

Is the vessel on the Extended Dry Docking (EDD) program? ☒ No

Is the vessel on the Enhanced Survey Program (ESP)? ☒ No

Does the vessel have an In Water Survey Class notation? ☒ Yes

Is the vessel ice classed? ☒ No

| Survey                   | Date Last Completed | Date Next Due |
|--------------------------|---------------------|---------------|
| Main / Special / Renewal | 31-Dec-20           | 01-Apr-26     |
| Intermediate             | 02-Mar-19           | 04-Apr-24     |
| Annual                   | 24-Nov-22           | 04-Apr-24     |
| Bottom in dry dock       | 18-Dec-20           | 18-Dec-23     |

*What was the location of the last out-of-water docking?*

*Example Shipyard*

Is the vessels last dry dock report provided and attached? ☒ No

*Provide details of works done in last dry dock*

*Not available onboard*

Has the vessel remained with the same flag since build? ☒ No

*Please provide details of previous flags*

*Example Flag*

Has the vessel remained with the same Class since build? ☒ No

*Please provide details of previous Class societies*

*Example Class*

In total, how many of the following does the vessel have?: Conditions of Class, Recommendations of Class, Statutory Findings, Statutory Items, Conditions of Authority, Etc.

0

Does the vessel have any Class Memos, Observations or Additional Requirements?

☒ No

The cost for the next out of water bottom survey or dry docking based on a far eastern shipyard and includes all survey and normal maintenance costs is approximately estimated at:

800,000

What was the status of the vessel at the time of inspection?

Loading

## DESIGN AND CONSTRUCTION

### Design and Construction Condition

Has the vessel been built to the standards and Rules of an IACS-member Class Society?

☒ Yes

Under what IACS Class society supervision was the vessel built?

Example Class

Did the vessel provide Ultrasonic Thickness Measurement (UTM) reports?

No, not available

### Hull & Structure

### Bridge & Communication

### Engine Room & Firefighting

What features were seen in the engine room?

☒ MGO Cooler

*Plate type*

☒ Incinerator sludge burning system

*TEAMTEC OG200 C 465 kw 400 litres solid waste per charge or 20 l/h sludge*

☒ UMS Capabilities (regardless of Class notation)

*E3 AUT Class Notation*

☒ Centralised Sea Water cooling

## HULL

## Hull Condition

What sections of the hull were inspected?

Stbd side

Was the vessel free of any major structural damage or indentations?

☒ Yes

Was the vessel free of any minor structural damage or indentations?

☒ No*minor indents and inseting observed*

What was the level of Hull coating breakdown and corrosion?

Minor

Coating breakdown and corrosion was mainly located in the following areas:

mainly in way of anti-fouling above water line in areas that have been mechanically abrade by fender and anchor chain contact

The amount of surface area coating breakdown and corrosion was approximately:

5%

Type of coating breakdown and corrosion:

☒ Scaling☒ Surface

What was the condition of the hull markings?

Well painted and clearly legible

What level of marine fouling was seen?

Minor

Were fenders installed on the hull?

☒ No

## MOORING DECKS

### Moorings Decks Condition

Were the decks free of any structural damage or deformations? ☒ Yes

What was the level of coating breakdown and corrosion observed on the decks?

Minor

Coating breakdown and corrosion was mainly located in the following areas:

in high traffic areas and in the vicinity of mooring machinery

The amount of surface area coating breakdown and corrosion was approximately:

5%

Type of coating breakdown and corrosion: ☒ Pitting

☒ Spot

What was the general condition of the deck fittings?

Good

Were fairleads and mooring rollers free to move when tested? ☒ Yes

Were all mooring machinery reported to be fully operational? ☒ Yes

What type of windlass(es) and winches were fitted?

Electric

What was the condition of the mooring machinery?

Good

What amount of band brake lining was seen to be remaining?

Minimal, requiring change

*Please provide further details*

*Windlass band brakes had only minimal thicknesses remaining*

What condition were the visible sections of the anchor chains seen to be in?

Good

What type of mooring lines did the vessel have?

Rope

What was the condition of the mooring ropes / wires?

Good

Were safe mooring practices observed? i.e. no overlapping turns on split drum, chafing of lines or unsafe leading.

☒ No

*turns overlapping in drums*

Was the last brake test seen to be stencilled on the mooring winches?

☒ No

*no details available*

What type of snap back warning signs/zones were posted?

Signs at the entrance to the mooring decks

Was the Bosun's / Foc'sle store available for inspection?

☒ Yes

What was the condition of the bosun's store structure?

Structurally sound with no visible damage

What was the condition of the bosun's store coatings?

Coatings fully intact with no corrosion

Was the condition of the bosun's store housekeeping?

Neat and tidy with items secured

Were the bitter end release arrangements seen to be clear and unobstructed?

☒ Yes

Was an 'emergency towing booklets/procedures' available near to the foc'sle?

☒ Yes



## WEATHER DECKS AND FITTINGS

### Weather Decks and Fittings Condition

Were the decks free of any structural damage or deformations? ☒ Yes

What was the level of coating breakdown and corrosion observed on the decks?

Minor

Coating breakdown and corrosion was mainly located in the following areas:

in way of coamings, walkways and across deck plating

The amount of surface area coating breakdown and corrosion was approximately:

10%

Type of coating breakdown and corrosion:

☒ Pitting

☒ Scattered

☒ Spot

What was the general condition of the deck fittings e.g handrails, brackets, vent heads, walkways, lighting etc.?

Good

Does the vessel have mooring winches fitted on the main deck? ☒ No

Were deck equipment and pipework free of leakages? ☒ Yes

What was the condition of the accommodation ladders or gangways?

Good

Was the vessel fitted with a provision lifting appliance(s)? ☒ Yes

What was the condition of the provision lifting appliance(s)?

Good

Does the vessel carry any major spares on external decks e.g. propeller blades, anchor etc. ☒ No

## BALLAST TANKS AND SYSTEMS

### Ballast Tanks and Systems Condition

Were ballast tanks entered?

☒ No

*Please provide further details*

*Reason tanks were not entered: All tanks in use only voids available*

Were recent (last 12 months) ballast tank inspection photographs provided?

☒ No

Were inspection reports or reports of the tanks condition provided?

☒ Yes

Were the tanks free of any structural damage or indentations?

☒ Yes

What was the level of Ballast Tank coating breakdown and corrosion?

Minor

Coating breakdown and corrosion was mainly located in the following areas:

free edges of structural members and lightening holes

The amount of surface area coating breakdown and corrosion was approximately:

1%

Type of coating breakdown and corrosion:

☒ Scaling

☒ Localised

☒ Surface

What was the condition of ballast tank fittings (e.g. ladders, handrails, pipes & manhole seals)?

Good

Were the ballast tanks fitted with sacrificial anodes?

☒ Yes

*Anode depletion:*

*5%*

How much mud/sediment was seen inside the ballast tanks?

Moderate

*Please provide further details*

*The Ballast tanks were seen to have moderate mud/sediment contamination.%*

Were the tanks seen to be free from any signs of staining from oil, sewage or marine fouling?

☒ Yes

Were ballast tank manhole covers seen to be in good condition?

☒ Yes

Were the remote ballast control systems fully operational (e.g. valves, gauging etc)?

☒ Yes

Were the ballast and/or anti-heeling pumps reported to be fully operational?

☒ Yes

What condition were the ballast and/or anti-heeling pumps in?

Good

## ACCOMMODATION

### Internal Accommodation Condition

Were accommodation spaces used for their assigned purposes? ☒ Yes

What was the condition of the flooring and wall coverings?

Good

What was the condition of the upholstery and furniture?

Good

What were the general levels of housekeeping and cleanliness?

Good

What was the level of hygiene of the sanitary facilities?

Good

Was all laundry equipment in good working order? ☒ Yes

Was the Hospital well equipped and ready for use? ☒ Yes

Were the drugs found to be controlled and secured with the associated drugs log kept up to date? ☒ Yes

What was the quality of accommodation outfitting?

Average quality of outfitting

Did the Air Handling Unit (AHU) maintain a comfortable temperature? ☒ Yes

What was the condition of the AHU?

Good

### Galley Condition

What was the level of cleanliness in the Galley?

Very Clean

Was all galley equipment operational?

☒ Yes

What was the general condition of galley equipment?

Good

Were the insides of Galley hoods clean?

☒ Yes

What type of cold provisions stores does the vessel have?

Walk-in stores / Cold rooms

Were provisions stores well organised with no provisions stored directly on the deck?

☒ Yes

Were provisions stores clean and hygienic?

☒ Yes

Were provisions stores at the required temperatures?

☒ Yes

Were provision stores temperatures recorded and records kept nearby?

☒ Yes

Were provisions machinery, pipework and door seals free of frosting and deterioration?

☒ Yes

Were lock-in alarms or handles in good working condition?

☒ Yes

## External Areas Condition

Was the external Superstructure / Accommodation Block found to be free from damages?

☒ Yes

Were accommodation external doors found to be in good condition and providing an adequate seal?

☒ Yes

What was the level of external accommodation superstructure coating breakdown and corrosion?

None

What was the general condition of external superstructure fittings?

Good

## Crew Welfare

What is the average contract length for crew members?

Officers:

4 Months

Crew:

6 Months

Was Wi-Fi provided on-board?

Yes. Paid, Limited

What is the approximate average internet speed?

Fast (Able to stream music or short videos in low quality)

Is access provided to catering facilities or food at all times?

☒ Yes

What Public Recreation equipment did the crew have access to?

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Free Weights                             | <input checked="" type="checkbox"/> Treadmill      |
| <input checked="" type="checkbox"/> Cycling Machine                          | <input checked="" type="checkbox"/> Rowing Machine |
| <input checked="" type="checkbox"/> Swimming Pool                            | <input checked="" type="checkbox"/> Television     |
| <input checked="" type="checkbox"/> Games console                            | <input checked="" type="checkbox"/> Karaoke        |
| <input checked="" type="checkbox"/> Musical Instruments                      | <input checked="" type="checkbox"/> Barbecue       |
| <input checked="" type="checkbox"/> En-suite facilities for all crew members |  |

What was the quality of crew recreation facilities?

Fair

*Crew recreation facilities were to a fair/poor standard due to:**Gym equipment broken or poor condition*

Are crew given time and resources to celebrate religious or cultural events (i.e. Christmas, Independence days etc.)?

☒ Yes

What facilities were provided in crew cabins?

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Sofa          | <input checked="" type="checkbox"/> Desk |
| <input checked="" type="checkbox"/> Ample storage |  |

Does the vessel have any onboard training facilities?

No

*Please provide further details*

*none available*

Is there a crew suggestion policy in place?

☒ Yes

Does the crew have access to a bonded store?

Yes, well stocked

Are the crew given additional periods of rest throughout the working week (e.g Sunday off)?

Yes

## BRIDGE AND NAVIGATION EQUIPMENT

### General Condition

Was all the bridge equipment reported to be fully operational? ☒ Yes

Was the bridge found to be clean and well maintained with good housekeeping? ☒ Yes

Were all required bridge equipment annual performance tests (e.g. VDR and AIS) completed in the last 12 months? ☒ Yes

Was the vessel fitted with a Voyage Data Recorder (VDR)? ☒ Yes

*Type of VDR fitted:*

*VDR*

Was the VDR seen to be free from any unanticipated alarms? ☒ Yes

Were the VDR collection instructions posted and known to the Master? ☒ Yes

Was the vessels Bridge Navigation and Watch Alarm System (BNWAS) fully operational, and turned on when at sea? ☒ Yes

*Normal time setting at sea*

*12 mins*

### Navigation Condition

|   | Primary | Secondary |
|---|---------|-----------|
| What was the vessels primary & secondary means of navigation as listed on Form E? | ECDIS   | ECDIS     |

Were the primary & secondary means of navigation found to be up to date? ☒ Yes



Latest update week

19

Does the vessel receive up to date weather information?

☒ Yes

17-May-23

What type of weather updating service does the vessel use?

Other

Other type:

internet free page passage way

Was an in-date compass deviation card posted near to the helm?

☒ Yes

Was a compass deviation log kept, up to date and free of any major deviations?

☒ Yes

Were azimuth rings (bearing diopters) found to be available on the bridge?

☒ Yes

## Communication Condition

What GMDSS sea areas was the vessel licensed to cover?

☒ A1☒ A2☒ A3☐ A4

Were the radio batteries seen to be in good condition?

☒ Yes

Were the EPIRBs, SARTs and Emergency Hand Held VHF Batteries within their expiry dates?

☒ Yes

### Battery expiry dates

EPIRBs

31-Mar-24

SARTs

30-Jun-26

VHF

31-Oct-23

Was a valid GMDSS shore servicing certificate seen to be posted near to radio equipment?

☒ Yes

## Documentation Condition

Were berth to berth passage plans seen on-board?

Yes

Were passage plans signed by all navigating officers?

☒ Yes

What format were nautical publications provided in?

Paper and Electronic

Were the Master's standing orders and night orders found to be signed by all navigating officers?

☒ Yes

Was the bridge log book up to date and correctly filled in?

☒ Yes

Was the GMDSS log book up-to-date and correctly filled in?

☒ Yes*Date of last test*

13-May-23

## External Condition

Was the Monkey Island found to be in good, well maintained condition?

☒ Yes

Were the main mast, aerials and antennas seen to be in good condition and free from damage?

☒ Yes

Were bridge wing manoeuvring controls fitted?

☒ Yes

Were the bridge wing manoeuvring controls reported to be fully operational and free from signs of water ingress?

☒ Yes

Were bridge wing engine speed and compass repeaters seen to be in good working condition?

☒ Yes

## ENGINE ROOM AND MACHINERY

### General Condition

What equipment was seen running?

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Auxiliary Engines        | <input checked="" type="checkbox"/> Purifiers        |
| <input checked="" type="checkbox"/> Pumps                    | <input checked="" type="checkbox"/> Air compressors  |
| <input checked="" type="checkbox"/> Sewage treatment plant   | <input checked="" type="checkbox"/> Auxiliary Boiler |
| <input checked="" type="checkbox"/> Refrigeration Compressor |  |

Was the engine room free of any significant defects, either reported by crew or observed?

☒ Yes

What was the general cleanliness of the Engine Room?

Clean

Were bilges and tank tops free of oil and water?

☒ Yes

Was housekeeping to a good overall standard?

☒ Yes

Was the vessel equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS)?

☒ Yes

Were spares neatly stowed and correctly secured?

☒ Yes

Were all sounding pipe self-closing devices in good working order and sounding pipes capped?

☒ No

*A number of them not self closing*

Were recent copies of lube oil analysis reports provided for review?

☒ Yes

Were any caution (amber) or action (red) alerts seen on the lube oil analysis reports?

☒ Yes

*Auxiliary engine 1 with increased base number*

Was the NOx Technical file kept up to date?

☒ Yes

*Date of entry:*

15-Mar-23

Were Chief Engineer Standing Orders clearly posted and signed by all engineers?

☒ Yes

Were all machinery special tools provided and in good condition?

☒ Yes

## Main Engine Condition

Was the main engine in good working condition?

Yes

What condition did the Main Engine appear to be in?

Fair

*Please provide further details*

*Some minor oil leaks observed at aft end of main engine*

Were Main Engine performance reports provided for review?

☒ Yes

Were the performance reports satisfactory?

☒ Yes

Was there any overdue maintenance on the Main Engine Turbochargers?

☒ No

## Propulsion

What type of propulsion does the vessel have?

Controllable Pitch Propeller (CPP)

Were the Propulsion systems, including shafts, machinery and electric motors, if relevant, in good working condition?

☒ Yes

What type of thruster systems does the vessel have?

☒ Bow Thruster

Was the thruster(s) in good working condition?

☒ Yes

What condition did the thruster(s) appear to be in?

Good

## Power Generation

How many Auxiliary Engines does the vessel have?

3

Were the auxiliary engines in good working condition?

☒ Yes

What condition did the Auxiliary Engines appear to be in?

Fair

*Please provide further details**Minor oil leaks observed on main body*

Were Auxiliary Engines performance reports provided for review?

☒ Yes

Were the performance reports satisfactory?

☒ Yes

Does the vessel have a shaft generator?

☒ No

Does the vessel have a shaft motor (Power Take-In)?

☒ No

## Auxiliary Machinery

Does the vessel have an Auxiliary Boiler?

☒ Yes

What type of boiler is fitted?

Steam

Was the boiler in good working condition?

☒ Yes

What condition did the Boiler appear to be in?

Good

| Equipment             | Fully operational? | Condition |
|-----------------------|--------------------|-----------|
| Purifiers             | Yes                | Fair      |
| Pumps                 | Yes                | Good      |
| Coolers               | Yes                | Good      |
| Air Compressors       | Yes                | Good      |
| Fresh Water Generator | Yes                | Good      |
| Filters               | Yes                | Good      |
| Fans                  | Yes                | Good      |
| Refrigeration Systems | Yes                | Good      |

*Why was 'No', 'Fair' or 'Poor' selected above?*

*Minor oil leaks observed*

Was all engine room pipework free of leakages? ☒ Yes

Was all pipework free of temporary repairs? ☒ Yes

Was all pipework free of corrosion or soft patches? ☒ Yes

|   |       |
|---|-------|
| What condition was pipework lagging in? | Dirty |
|---|-------|

*Please provide further details*

*Pipework lagging was deteriorated and dirty in general*

Was the steering gear in good working condition? ☒ Yes

Was the steering gear free of leakages? ☒ Yes

Was the emergency steering communication equipment and gyro repeater working as required? ☒ Yes

Were emergency steering instructions posted nearby? ☒ Yes

Was the Engine workshop clean and tidy? ☒ Yes

## ECR and Electrical

Was the Engine Control Room clean and tidy? ☒ Yes

Was the Engine Control and Alarm system free of any serious alarms? ☒ Yes

Does the vessel have an Unmanned Machinery Space (UMS) notation? ☒ Yes

Does the machinery space operate in UMS mode? ☒ Yes

Were all Electrical distribution systems in good working condition? ☒ Yes

Were Main Switchboard Insulation readings adequate? ☒ Yes

Were distribution and switchboard panels protected with approved rubber matting? ☒ Yes

## FIRE FIGHTING EQUIPMENT AND SYSTEMS

### Fire and Safety Appliances Condition

Was the vessel free of fire hazards?

☒ No

*Funnel area with combustible material in funnel trunk*

Was all fire and safety equipment regularly serviced?

☒ Yes

Date of last service

12-Jan-23

Were all relevant Fire and Safety instructions correctly posted?

☒ Yes

What was the vessels Fixed fire detection systems?

**Engine Room**

**Cargo Holds**

**Accommodation**

☒ Flame

☒ Flame

☒ Flame

☒ Smoke

☒ Smoke

☒ Smoke

☒ Heat

☒ Heat

☒ Heat

☒ Smoke & Heat  
(Combined)

☒ Smoke & Heat  
(Combined)

☒ Smoke & Heat  
(Combined)

Was the fire detection system reportedly fully operational?

☒ Yes

Was the fire detection system free of alarms or signs of tampering?

☒ Yes



What is the vessels Fixed firefighting systems?

**Engine Room****Cargo Holds****Accommodation**☒ CO2☒ CO2☐ Water Mist☐ Foam☐ Deck Foam☒ Galley CO2☒ Water Spray☐ Water Spray☐ Wet Chemical☐ None☐ None☐ None

Were all fixed fire fighting systems in good working condition?

☒ Yes

Were clear operating instructions posted for the fixed firefighting systems?

☒ Yes

Was the fixed firefighting system release protected against unauthorised operation?

☒ Yes

Was the main fire pump working?

☒ Yes

Was the emergency fire pump working?

☒ Yes

Was a fire pump tested during the inspection?

☒ Yes

Did the fire pump maintain adequate pressure?

☒ Yes

Were the main and emergency fire pumps in good condition and free of leakages?

☒ Yes

What was the condition of the fire main and ancillaries such as pipework hydrants and valves?

Good

Does the vessel have a fire control station?

☒ Yes

Were all portable equipment in place as per the fire plan?

☒ Yes

Were all fire extinguishers in good condition?

☒ Yes

Were the firefighting outfits and associated equipment in good condition?

☒ Yes

Were the International Shore Connections on board? ☒ Yes

*Location:*

*Fire station poop deck*

Was the BA equipment fully charged in good condition? ☒ Yes

Was the Emergency Generator tested during the inspection? ☒ Yes

Was the Emergency Generator in working order? ☒ Yes

Were Emergency Generator Starting instructions clearly posted? ☒ Yes

What was the condition of the Emergency Generator?

Good

Was the "18 hour" fuel level marked on the emergency generator fuel tank? ☒ Yes

Was the Quick Closing Valve system in good working order? ☒ Yes

Were fire doors in good condition and effectively closing? ☒ Yes

Were fire doors free of unauthorised "hold-open" arrangements? ☒ Yes

Were all ventilation dampers remote closing positions well labelled and in good working order? ☒ Yes

Were all remote machinery shutdown systems well labelled and in good working order? ☒ Yes

## LIFESAVING APPLIANCES

### Lifesaving Appliances Condition

Were all Lifesaving Appliances regularly serviced? ☒ Yes

Date of last service:

12-Jan-23

How many lifeboats is the vessel equipped with?

1

What type of lifeboat is the vessel fitted with?

Free-fall

What was the external condition of the lifeboat(s)?

Good

What was the internal condition of the lifeboat(s)?

Fair

*Please provide further details*

*Seat back foam loose*

Were Lifeboat Engines able to be tested? ☒ Yes

Were lifeboat engines in good working order? ☒ Yes

What was the condition of the rescue boat?

Good

How many life rafts does the vessel have?

3

What was the condition of the life rafts?

Good

Were Liferaft Hydrostatic Release Units (HRU) in date and correctly rigged?

☒ Yes

What was the condition of the Davits and lowering arrangements for the lifeboat(s), rescue boat and liferafts?

Good

What Date is the next Davit wire due for change?

19-Nov-25

Were legible launching/recovery instructions posted near to survival craft?

☒ Yes

Was evidence of regular maintenance, service and inspection of the launching appliances sighted and evident?

☒ Yes

What was the date of the last abandon ship drill?

06-May-23

Were all lifejackets, immersion suits, EEBDs and other lifesaving ancillary equipment in good condition and ready for use?

☒ Yes

Were Man Overboard Buoy (MOB) smoke and light signals in date?

☒ Yes

Were the embarkation ladders in a good, well maintained condition?

☒ Yes

Were pyrotechnics and line throwing apparatus available, stored in an appropriate container and within their expiry dates?

☒ Yes

## SAFE WORKING ENVIRONMENT

### Safe Working Environment Condition

- Were any unsafe practices observed during the inspection? ☒ No
- Did the vessel provide a safe working environment? ☒ Yes
- Were all hazard markings clear? ☒ Yes
- Were external walkways adequately coated with anti-slip paint and free of trip hazards? ☒ Yes
- Are all hazardous substances including safely managed and stored with relevant Material Safety Data Sheets (MSDS)? ☒ Yes
- Is Personal Protective Equipment (PPE) provided and worn by crew? ☒ Yes
- Are 'Enclosed Space Entry' procedures implemented? ☒ Yes
- Is an effective Permit To Work (PTW) process implemented? ☒ Yes

Date of last PTW:

15-Nov-25

- Is an effective Risk Assessment (RA) process in place? ☒ Yes
- Was evidence of the annual and 5-yearly inspections of both fixed and portable lifting equipment and appliances sighted? ☒ Yes
- Are main and emergency exits clearly identified and unobstructed? ☒ Yes
- Are sufficient portable oxygen and gas detection meters provided and regularly calibrated? ☒ Yes

Date of last calibration:

28-Dec-22

What is the working language of the vessel?

English

Are standing orders, procedures, instructions and manufacturers' manuals written in a language which can be understood by the crew?

☒ Yes

Are all IMO signs correctly placed, and compliant with IMO requirements?

☒ Yes

Is the vessel equipped with an approved SOLAS training manual?

☒ Yes

Were the pilot ladders and boarding arrangements in a good, safe condition?

☒ Yes

Are regular drills conducted on board?

☒ Yes

Last drill date

13-May-23

Last drill type

Enclosed space

## POLLUTION CONTROL

### General Condition

Was Pollution Control well implemented within the on board Safety Management System (SMS)? ☒ Yes

Is the vessel free of pollution hazards?

Yes, with no hazards

Does the vessel have a Class approved Inventory of Hazardous Materials (IHM)? ☒ Yes

*The vessel holds a Class approved Inventory of Hazardous Material (IHM)*

### Oil - Marpol Annex I

Is an Oily Water Separator (OWS) fitted? ☒ Yes

Was the OWS reportedly operational? ☒ Yes

What was the condition of the OWS?

Good

Was the OWS Tested? ☒ No

Was the 15ppm meter calibrated? ☒ Yes

*Date of calibration*

25-Oct-22

Was the Bilge Overboard valve secured against unauthorised opening with adequate signage and warnings posted? ☒ Yes

Means of securing ☒ Sealed  
☒ Locked

Was the oily water treatment system including valves and pipework free of any signs of tampering, bypass, or modifications? ☒ Yes

Was the SOPEP locker or box well stocked? ☒ Yes

What was the condition of the SOPEP equipment?

Good

Was a list of SOPEP equipment posted and accurate? ☒ Yes

Was the Oil Record Book (ORB) up to date and correctly filled in? ☒ Yes

*Date of last entry*

11-May-23

*Category of last entry*

C

Were previous bunkering checklists correctly filled out? ☒ Yes

*Date of last bunkering*

12-May-23

Were bunker samples correctly stored? ☒ Yes

Does the vessel have a Ballast Water Treatment System (BWTS) fitted? ☒ Yes

**Ballast Water Treatment System**

Manufacturer:

Example BWTS Manufacturer

Type:

Electrolysis

What regulation is listed on the Ballast Water Management Certificate?

D-2

Type of BWTS approval:

IMO approval

Was the BWTS operational? ☒ Yes

What was the condition of the BWTS?

Good



Was the Ballast Record Book up to date and correctly filled in?

☒ Yes

*Date of last entry*

18-May-23

Is the Vessel General Permit (VGP) compliant?

☒ No

*The vessel does not use Environmentally Acceptable Lubricants (EALs) in the stern tube or has an airseal and is therefore not VGP compliant in this regard*

## Sewage - Marpol Annex IV

Was a Sewage Treatment Plant fitted?

☒ Yes

Was the Sewage Treatment Plant operational?

☒ Yes

What was the condition of the Sewage Treatment Plant?

Good

Does the vessel have a sewage holding tank?

☒ Yes

What was the condition of the Sewage Holding Tank?

Good

## Garbage - Marpol Annex V

How was the condition of Garbage segregation?

Good

Were Garbage containers of approved, non-combustible type?

☒ Yes

Was the Garbage Record Book (GRB) up to date and correctly filled in?

☒ Yes

*Date of last entry*

12-May-23

*Category of last entry*

B

## Air - Marpol Annex VI

**How does the vessel comply with IMO 2,020 regulations?**

Use of Very Low Sulphur Fuel Oils (VLSFO), MGO, DO etc.

Does the vessel use Ozone Depleting Substances (ODS) as Refrigerant Gas?

☒ No

Was an Incinerator fitted?

☒ Yes

Was the Incinerator operational?

☒ Yes**What was the condition of the Incinerator?**

Good

Does the vessel have an Emission Control Area (ECA) change-over log?

☒ Yes*Date of last entry*

27-Nov-20

## EEXI

Does the vessel have an EEDI score assigned at build?

☒ No**What fuel type does the vessel run on for the majority of the time?**

Heavy Fuel Oil (HFO)

Does the vessel have any energy efficiency technologies installed?

☒ No

Is the vessel ice classed?

☒ No**Main Engine(s)****Specific Fuel Oil Consumption (SFOC) (g/kWhr):**

170.8

**Auxiliary Engines****Specific Fuel Oil Consumption (SFOC) (g/kWhr):**

201.2

Does the vessel have a shaft motor (Power Take-In)?

☒ No

What is the expiry date of the International Air Pollution Prevention (IAPP) certificate?

04-Jan-26

Year

What were the vessel's CII scores (From the IMO DCS data)? (gramsCO2/ton.Nautical mile)

2021

15.24

2020

17.23

## ONBOARD MANAGEMENT

### Onboard Management Condition

Does the vessel have a functioning Safety Management System (SMS)?

☒ Yes

How was the SMS Implemented?

Software / Electronic System

Were the officers familiar with, and allowed easy access to, the SMS?

☒ Yes

Was the SMS well implemented on board, with Permits to Work, Risk Assessments and Safety procedures understood and followed?

☒ Yes

Is the SMS system regularly reviewed by the Master?

☒ Yes

Date of last review

16-Mar-23

Does the vessel management deal with accidents, near-misses and deficiencies in an effective manner?

☒ Yes

Are regular safety committee and management meetings carried out on board?

☒ Yes

Does the vessel have a valid MLC certificate?

☒ Yes

Were Hours of Rest (ILO) records correct and up to date?

☒ Yes

Last updated

18-May-23

Are hours of maximum permissible work regularly exceeded?

☐ No

Is an effective Planned Maintenance System (PMS) implemented and kept up to date?

☒ Yes

What type of Planned Maintenance System (PMS) does the vessel have?

Class-approved system

Name of PMS

Example PMS

Was the PMS a fully integrated type system? (i.e. has integration with the SMS, spares ordering and is accessible by shore side management)

☒ Yes

Were there any critical overdue PMS work orders?

☐ No

#### Port State Control (PSC) inspection history

No. of Inspections in Past three years:

4

No. of Deficiencies in Past three years:

4

No. of Detentions in Past three years:

0

Is the vessel flag targeted by Port State Authorities?

☒ Yes

USCG:

Targeted

Is an effective system of security access control, conforming to ISPS standards, in place upon boarding the vessel?

☒ Yes

Type of access control

gangway watch

Do the Master and Chief Engineer have an effective hand over procedures?

☒ Yes

Are random or specific drug and alcohol testing carried out?

☐ No

Were the Master and crew prepared for the Inspection?

☒ Yes

What level of cooperation was provided by the crew and Master?

Good

Were documents provided as requested?

Limited documents provided

What was the overall impression of the general management of the vessel?

Fairly managed

## VESSEL CAPABILITIES AND CARGO SYSTEMS - CONTAINERSHIPS

### Vessel Capabilities and Cargo Systems - Containerships Condition

| Cargo hold              | Capacity in hold (TEU) | Capacity on deck (TEU) | Total (TEU) |
|-------------------------|------------------------|------------------------|-------------|
| Cargo Hold No.1         | 28                     | 42                     | 70          |
| Cargo Hold No.2         | 100                    | 162                    | 262         |
| Cargo Hold No.3         | 128                    | 180                    | 308         |
| Cargo Hold No.4         | 116                    | 216                    | 332         |
| Cargo Hold No.5         |                        | 112                    | 112         |
| Cargo Hold No.6         |                        |                        | 0           |
| Cargo Hold No.7         |                        |                        | 0           |
| Cargo Hold No.8         |                        |                        | 0           |
| Cargo Hold No.9         |                        |                        | 0           |
| Additional Deck Stowage |                        |                        | 0           |
| Total                   | 372                    | 712                    | 1,084       |

|  |   |
|--|---|
| How many cargo holds does the vessel have? | 4 |
|--|---|

- Were the cargo holds able to be entered and inspected? ☒ Yes *1 and 3*
- Were recent vessel cargo hold inspection photographs provided? ☒ No
- Were recent inspection reports provided? ☒ No
- Were cargo holds structural members found to be free from damage (e.g. side plating, tank top and framing)? ☒ Yes
- Were the cargo hold fittings such as ladders, hand rails, and ventilation ducting found to be free from damage and deterioration? ☒ Yes
- Were the cell guides free from any significant damage or significant deformation? ☒ Yes

What was the level of coating breakdown and corrosion observed in the Cargo Holds?

Minor

Coating breakdown and corrosion was mainly located in the following areas:

on the tank tops and in operational areas

The amount of surface area coating breakdown and corrosion was approximately:

10%

Type of coating breakdown and corrosion:

- ☒ Scattered ☒ Surface
- ☒ Spot

Were all cargo monitoring systems (e.g. bilge alarms, smoke detection systems etc.) fully operational and regularly tested? ☒ Yes

Were cargo hold bilges clear of debris and oil contamination? ☒ Yes

Were the cargo holds free from signs of significant water ingress? ☒ Yes

Were the cargo holds free from signs of previous and/or current internal leaks? (e.g. from manholes, adjacent tanks, pipework and fittings etc.) ☒ Yes

What is the method of cargo hold ventilation?

Mechanical



Were cargo hold ventilation systems in good working order? ☒ Yes

Were the cross-deck areas seen to be free from waving of the deck plates or any signs of torsional deformation? ☒ Yes

Is the fixed firefighting system in cargo spaces in apparent good condition? ☒ Yes

## Hatch Covers

What type of hatch covers are fitted?

Hydraulic folding type

What was the make and model of the Hatch covers?

Make and Model:

MacGregor total 10 panels

Maximum weight of the heaviest pontoon (tons):

0

Were the hatch covers found to be correctly aligned? ☒ Yes

Were the hatch cover found to be free from structural damage? ☒ Yes

What was the level of coating breakdown and corrosion observed on the hatch covers?

Minor

Coating breakdown and corrosion was mainly located in the following areas:

in areas where paint is removed by mechanical contact

The amount of surface area coating breakdown and corrosion was approximately:

5%

Type of coating breakdown and corrosion:

☒ Localised

☒ Surface

Were the hatch cover operating systems found to be fully operational? ☒ Yes

What was the condition of the hatch cover operating system, free from corrosion, leakage etc.?

Good

What was the condition of the hatch cover rubber seals/gaskets and retaining channels?

Good

What was the condition of hatch cover securing arrangements?

Good

What was the condition of hatch cover hold-open arrangements?

Good

What was the condition of the hatch cover landing pads?

Good

## Hatch Coamings

Were the hatch coamings found to be free from structural damage?

☒ Yes

What was the level of coating breakdown and corrosion observed on the hatch coamings?

Minor

Coating breakdown and corrosion was mainly located in the following areas:

in way of the upper tables

The amount of surface area coating breakdown and corrosion was approximately:

5%

Type of coating breakdown and corrosion:

☒ Localised

☒ Surface

Were the compression bars/strips seen to be in good condition?

☒ Yes

Were the hatch coaming drain channels seen to be free from corrosion, scaling or debris?

☒ Yes

Were hatch coaming non-return valves found to be clear and fully operational?

☒ Yes

## Cargo Securing

What was the condition of fixed cargo securing fittings, such as container sockets, pad-eyes, D-rings and fixed stacking cones, etc.?

Good

Was there an up to date Cargo Securing Equipment inventory? ☒ Yes

Were there any shortfalls of cargo securing devices? ☐ No

Were cargo securing device inspection records correctly maintained? ☒ Yes

What was the condition of Cargo Securing Equipment?

Good

Was there an approved Cargo Loading Manual on board? ☒ Yes

Was there an approved stability booklet on board? ☒ Yes

Did the vessel use a Class-approved computer based loading/stability software? ☒ Yes *Macs 3*

Were previous and current stability calculations seen to be carried out? ☒ Yes

Does the vessel have a Document of Compliance (DOC) for the carriage of dangerous goods? ☒ Yes

Are procedures for safe lashing and securing of containers being incorporated in the ship's SMS? ☒ Yes

Are appropriate securing points being used for cargo securing? ☒ Yes

## Reefer Containers

Is the vessel equipped to carry Reefer containers? ☒ Yes

### Reefer Capacity

|          |     |
|----------|-----|
| On deck  | 110 |
| In Holds | 140 |
| Total    | 250 |

What condition were reefer electrical sockets in?

Good

Was the reefer switchboard free of any low insulation or earth faults?

☒ Yes

Was the vessel's own electrical supply sufficient for all reefer containers, without the use of an additional Power Unit (package generator) ?

☒ Yes

Is there an effective system for monitoring reefer container temperatures?

☒ Yes

*Manual monitoring by crew*

# CARGO LIFTING APPLIANCES

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Cargo Lifting Appliances Condition