

Report commissioned by: Example Client Organisation: Example Company



EXAMPLE CONTAINERSHIP

IMO Number: 123456789

INSPECTED AT EXAMPLE PORT, SPAIN 1st MAY 2023





Ref: 0/0000 Issued On: May 1 2023

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| Pre-sale report reference: | 0/0000 |
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| Report commissioned for: | Example Client |
| Organisation: | Example Company |
| PDF generated for: | example@Example.com |
| Time & date: | 14:46 (UTC) on 1st May 2023 |



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Carbon Neutral Organisation PAS 2060





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INSPECTION SUMMARY









9.5 Hours Aboard



The example vessel I (ex. "example vessel 1") is an example DWT, example Gross Tonnage, example flagged, Small Feeder gearless Container vessel built to a good standard by example shipyard, in China under example class supervision. She was delivered on the 23rd March 2004. The vessel continues to be Classed with example class.

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

Good cooperation was provided by the ship's crew with access provided to a sample of available ballast tanks. The vessel was alongside, conducting cargo operations at the time of inspection.



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 |



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

The onboard management was found to be good with the Safety Management system found to be well implemented and the vessel generally maintained. The vessel was found to provide a safe working environment. The Port State Control (PSC) history was found to be fair to good with 17 deficiencies and 0 detentions in the 6 inspections conducted in the past three years. 13 of the recent defects were reported during a single PSC inspection in Novorossiisk, Russia on the 29-Oct-2021.

The vessel's Attained EEXI was reported to be 24.95, which is below the required EEXI of 25.69, and therefore the vessel can likely move ahead with forthcoming regulatory compliance without the need for technical modification.



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COMPARE YOUR IDWAL GRADE

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



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







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.

| erage Idwal grade |
|--------------------|
| |
| |
| e 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.



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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. | \$0 |
| 8 | At the time of inspection the vessel had two open Conditions of Class (CC26 and CC50). CC26 requires the damaged shell plating between frame 6 - 16 and 20 - 21, between the main deck and poop deck to be permanently repaired. CC50 details a temporary repair in way of the E.R. at Bay 25 which had been holed by a heavy container impact. CC50 was being permanently repaired at the time of inspection with Class in attendance to close out the repair. | To be verified that CC50 is closed. CC26 should be permanently repaired to the satisfaction of Class by the 28-Feb-2025. | \$0 |
| • | It was reported that an IMO approved Ballast Water Treatment System is installed with no documentation provided onboard to verify it's USCG compliance | This is recommended to be further investigated | \$0 |
| • | Extensive marine fouling in the form of soft green growth observed below 9m above the keel and hard fouling seen in way of the visible rudder edges. | Hull cleaning to be considered to improve the vessel's hull performance. | \$0 |
| • | Minor oil leaks observed from hose ends in way of the mooring machinery hydraulic pump unit (HPU). | To be professionally arrested and leakage traces to be cleaned. | \$0 |
| • | Bridge wing sun shelters/ Panama shelter top panels found to be corroded and the material was wasted. | Wasted panels to be renewed. | \$0 |
| | Pipework around the Fresh Water Generator Evaporator seen to be in poor condition with temporary repairs. | Pipework lengths likely need to be renewed. | \$0 |
| | Several minor oil leaks observed in way of the M.E. injectors, the main body and engine top. A number of oil leaks were also observed around the Aux. Engines with leakage traces from the engine tops and main body. There were oil traces in the bilges below toe M.E. and Aux. Engines. | Leakages to be professionally arrested and leakage traces to be cleaned. | \$0 |



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| | Sight Glass for Hotwell/Cascade Tank was not clear. | Glass to be renewed. | \$0 |
|---|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| 0 | Oil leak traces seen right around the Steering Gear unit. | To be cleaned and leakages to be arrested to the extent possible. | \$0 |
| 0 | As per the spares inventory list provided, various main engine and auxiliary spares were below the stated required stocks. | Spares reported to be below the required stocks to be provided. | \$0 |
| • | The latest L.O. samples were dated Feb- 2023. A caution was issued for the sample from the Stern Tube as the sample contained elevated water and sodium content. | Oils with only a 'caution' warning are suitable for continued use. Positive action should have been taken to investigate the cause of the caution notice. | \$0 |
| • | Hatch cover emergency pump in fair condition and stowed on deck, unprotected. The pressure gauge was broken. There was no evidence of the emergency pump having been tested or maintained. | Hatch cover emergency operation unit to be tested and maintained. | \$0 |
| | Few minor leaks on hatch cover opening consoles. | To be arrested. | \$0 |
| • | Several cell guides in holds deformed or with damage to the top sections and top section brackets. | Did not look to prohibit cargo operations in any rows. Damaged guides to be added to repair plan for upcoming dry-docking. | \$0 |
| • | As per the records provided, the M.E. Cylinder head and Piston were due an overhaul on unit no. 1. The overhaul of unit 2 will also reportedly be due very shortly. The exhaust valve overhaul for unit 1 and 2 were reported to be overdue. The Fuel Pump Shock Absorber overhaul was due for overhaul for unit 3. The M.E. Turbocharger was also reported to be overdue for overhaul. | Overdue maintenance to be completed at the earliest opportunity. | \$0 |
| • | Auxiliary engines running hours data provided showed that Auxiliary Engine No.2 was overdue a major overhaul. The Fuel Injecting pump, Conning Rod check and Camshaft Drive inspections for Aux. Engine 3 were also reportedly overdue. | Any overdue maintenance to be completed at the earliest opportunity. | \$0 |
| | The vessel is reportedly fitted with free to access limited use Wi-Fi system | Positive. | \$0 |
| | The vessel was built to FS lce Class IA standards. | Positive. | \$0 |



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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.



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DECARBONISATION SUMMARY

The vessel was delivered to the market before the EEDI requirements, and therefore has no EEDI score assigned. The vessel provided an EEXI technical file stamped with an approval mark dated the 17-May-2022. The provided EEXI technical file indicated that the Attained EEXI score was calculated to be 24.95. This Attained EEXI score is below the required EEXI of 25.69, and therefore the vessel can likely move ahead with forthcoming regulatory compliance without the need for technical modification. The IEE Certificate will need to be rewritten, not later than the first annual, intermediate or renewal survey of IAPP Certificate, whichever is earlier, on or after 1 January 2023. 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.

ΕΕΧΙ

Required EEXI

25.69 gCO₂/t.nm Attained EEDI/EEXI



This vessel meets the required EEDI/EEXI



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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:





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DESIGN AND CONSTRUCTION

The construction and design was found to be good overall, with the vessel built to IACS standards and Rules in China, by example shipyard with the keel laid on the 30-Mar-2003. The vessel is a Small Feeder Containership built to FS Ice Class 1A standards. The vessel has four cargo holds covered by end folding steel hatch covers. The vessel has 6 cargo hatches with additional container stowage provided in front of the accommodation above the E.R. The vessel has a maximum theoretical Twenty-foot equivalent unit capacity of 956 TEU. The machinery arrangement is conventional and includes a 2-Stroke, Single Acting, In-Line (Vertical) 5 Cyl. Maine Engine couled to a Fixed Pitched Propeller by a single shaft. Three

Auxiliary Engine Generator sets are provided for auxiliary power generation. A Bow and Stern Thruster are provided for maneuvering. The vessel holds a Class notation for In Water Surveys. No Cargo Lifting Appliances are fitted. No UTM report was made available for review. As per the G.A. plan, a rudder bulb is provided for flow optimization. Apart from the equipment required by international rules and regulations, the bridge is also fitted with Differential-GPS and the engine room and machinery are fitted with an MGO cooler, incinerator sludge burning system and UMS capabilities. "Leanmarine" fuel optimization software is reportedly installed onboard. Mechanical flow meters were provided with counters.



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HULL

The hull was seen to be in a fair overall condition, with the hull able to be inspected from the starboard side only. Extensive marine fouling in the form of soft green growth was observed below 9m above the keel and hard fouling was seen in way of the visible rudder edges. The vessel was found to be free of both major and minor structural defects and had minor to moderate coating breakdown, covering up to approximately 10% of the visible surface area, with coating breakdown and

corrosion mainly located across the bow and along the visible boot-top region of the parallel mid-body. Hull markings were partly obscured below 9m above the keel due to the extensive fouling. The vessel's last out of water bottom survey was credited on the 23-Feb-20, at the example shipyard with the vessel's next out of water bottom survey due by the 28-Feb-25. An in-water bottom survey in-lieu of dry-docking was completed on the 30-June-2022.

NOTABLE ITEMS

| | [] |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| Issue: Extensive marine fouling in the form of soft green growth observed below 9m above the keel and hard fouling seen in way of the visible rudder edges. Corrective Action: Hull cleaning to be considered to improve the vessel's hull performance. | \$0 |

| Description | Estimated Cost [USD] |
|---------------------------------------------------------------------------------------------------------|-------------------------|
| Issue: The vessel was built to FS Ice Class IA standards. Corrective Action: Positive. | \$0 |
| | |



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MOORING DECKS

The Mooring decks were seen to be in a fair to good condition overall with the decks found to be free from structural defects and free from significant coating breakdown and corrosion. Minor oil leaks were observed from the hose ends in way of the mooring machinery hydraulic pump units (HPU) and some of the mooring lines had surface abrasion damage from heavy wear and tear. Deck fittings were found to be in a good condition with fairleads and mooring rollers free to turn when tested. All Hydraulic windlasses and winches were reported to be fully operational and free from hydraulic leakage as observed. Mooring machinery was in generally good condition with the band brake linings seen to have

substantial thicknesses. The visible sections of the anchor chains were in a good condition. Some of the mooring ropes were in a fair condition, with general wear and tear on some of the loose lines. Mooring practices were seen to be fair. Some lines were held under tension on the drum-ends which is not recommended. Snap-back zone warnings were seen to be posted at the entrances to mooring areas as per the latest 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

| | Estimated |
|-----------------------------------------------------------------------------------------------------------------|-----------|
| Description | Cost |
| | [USD] |
| | |
| Issue: Minor oil leaks observed from hose ends in way of the mooring machinery hydraulic pump uni (HPU). | it |

Corrective Action: To be professionally arrested and leakage traces to be cleaned.

\$0



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WEATHER DECKS AND FITTINGS

The Weather Decks and Fittings were seen to be in a fair condition overall. At the time of inspection, the vessel had two open Conditions of Class (CC26 and CC50). CC26 requires the damaged shell plating between frame 6 - 16 and 20 - 21, between the main deck and poop deck to be permanently repaired. CC50 details a temporary repair in way of the E.R. at Bay 25 which had been holed by a heavy container impact. CC50 was being permanently repaired at the time of inspection with Class in attendance to reportedly close out the repair. Other than the damage

listed a as Conditions of Class, the decks were found to be free of structural defects and had only minor spots of scaling corrosion, covering up to approximately 1% of the main deck plating total surface area, with coating breakdown restricted to the cross-decks. Deck fittings were found to be in a good 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 provision lifting appliances.

NOTABLE ITEMS

| | Description | Estimated Cost [USD] |
|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|
| 8 | Issue: At the time of inspection the vessel had two open Conditions of Class (CC26 and CC50). CC26 requires the damaged shell plating between frame 6 - 16 and 20 - 21, between the main deck and pool deck to be permanently repaired. CC50 details a temporary repair in way of the E.R. at Bay 25 which had been holed by a heavy container impact. CC50 was being permanently repaired at the time of inspection with Class in attendance to close out the repair. | c \$0 |
| | Corrective Action: To be verified that CC50 is closed. CC26 should be permanently repaired to the satisfaction of Class by the 28-Feb-2025. | |
| | | |



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BALLAST TANKS AND SYSTEMS

Ballast tanks and systems were deemed to be in a fair to good overall condition. The vessel is calling at Lisbon every 2 weeks and the ballast taken was muddy which meant moderate sediment accumulation was evident within the tanks. Double Bottom Tank (D.B.T.) 3 port and 3 starboard and 12 side and 13 side tank were entered for inspection. Inspection reports were provided from the latest inspections of the other ballast tanks. The inspected ballast tanks were found to be generally free of significant structural defects and had only minor scattered, scaling corrosion, covering up to approximately 3% of the ballast tanks total surface area, with coating breakdown and

corrosion mainly located over structural edges and corners. As per the inspection reports provided, more prominent coating breakdown and corrosion was evident within the Void Spaces. Ballast tank fittings such as ladders and pipework were seen to be in a good overall condition. 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.



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ACCOMMODATION

The accommodation areas were seen to be in a fair to good condition overall with floor and wall 70 coverings found to be in fair condition due to age related wear and tear. Upholstery and furniture was found to be free from significant deterioration and defects. The levels of housekeeping and cleanliness was found to be fair to good with levels of hygiene generally seen to be good in the sanitary facilities. The water coming out the taps was yellowish which may indicate rust in the pipework. Some of the pillows within the cabins were stained. Some of the light covers were missing and had been removed as had some air handling outlet covers. 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. All cabins were en-suite. Recreational WiFi was provided for the crew and some additional recreational equipment and spaces were provided for the crew. 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 clean condition with the galley hoods also found to be kept clean. In the galley, fly traps were hanging on top of food which was not considered hygienic. Furthermore, the galley cutting board color code instructions were not being followed. The vessel's walk-in cold rooms were found to be clean and hygienic however, temperatures were not at the required levels as the fish freezer was being maintained at -15 degrees Celsius which is slightly above the required minimum temperature for a freezer store. 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 had only minor spots of scaling corrosion, covering up to approximately 1% of the surface area, with coating breakdown and corrosion mainly located around historical impacts from containers against the superstructure. 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: The vessel is reportedly fitted with free to access limited use Wi-Fi system Corrective Action: Positive. | \$0 |



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BRIDGE AND NAVIGATION EQUIPMENT

The Bridge and navigation equipment were found to be in a good condition overall with 80 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 paper charts 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 were in a good condition although excessive gear was kept in the battery room locker. 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. The bridge wing sun shelter/ Panama shelter top panels were found to be corroded and the material was wasted.

NOTABLE ITEMS

| Description | Estimate Cos [USE] |
|---------------------------------------------------------------------------------------------------------------------|--------------------------|
| Issue: Bridge wing sun shelters/ Panama shelter top panels found to be corroded and the material was wasted. | 5 |
| Corrective Action: Wasted panels to be renewed. | \$ |



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ENGINE ROOM AND MACHINERY

The Engine room and machinery were found to be in a fair overall condition. As per the running 60 hours provided there was some overdue maintenance for the Main Engine and Auxiliary Engines. Furthermore, some leakage traces were seen around the Main and Auxiliary Engines and the pipework around the Fresh Water Generator Evaporator had temporary repairs. During the inspection the Auxiliary Engines, purifiers, pumps, air compressors and sewage treatment plant were seen running. Bilges and tank tops around the main engine and auxiliary engines were generally seen to be dirty with oil seen within the bilges. Pipework was seen to be in a fair condition generally. Notably, the pipework around the F.W.G. Evaporator was seen to be in poor condition with temporary repairs. Some pipework insulation lagging had areas of deterioration and staining. Housekeeping in the workshop could be improved upon. As per the spares inventory list provided, various main engine and auxiliary engine spares were below the stated required stocks. A review of the latest lube oil analysis reports provided showed an area of note. The latest samples were dated Feb-2023. A caution was issued for the sample from the Stern Tube as the sample contained elevated water and sodium content. The NOx Technical file was up to date and last updated on 04-Apr-23. The Main Engine was reported to be fully operational but was seen to be in a fair overall condition with several minor oil leaks observed in way of the injectors, the main body and engine top. A review of the latest Main Engine performance report provided showed no areas of concern. A review of the latest engine running hours showed that the Bearings and Cylinder Liners overhaul schedules are subject to Condition Based Monitoring (CBM) and therefore no dedicated overhaul

intervals are provided and the Cylinder head and Piston were due an overhaul on unit no. 1. The overhaul of unit 2 will also reportedly be due very shortly. The exhaust valve overhaul for unit 1 and 2 were reported to be overdue. The Fuel Pump Shock Absorber overhaul was due for overhaul for unit 3. The M.E. Turbocharger was also reported to be overdue for overhaul. Propulsion systems, such as shafts and bearings including the bow and stern thrusters 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 overall condition. A number of oil leaks were observed from the engine top and main bodies. A review of the latest Auxiliary engines performance report provided showed no areas of concern. Auxiliary engines running hours data showed that Auxiliary Engine No.2 was overdue a major overhaul. The Fuel Injecting pump, Conning Rod check and Camshaft Drive inspections for Aux. Engine 3 were also reportedly overdue. 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. The sight glass for the Hotwell/Cascade Tank was not clear. All Auxiliary equipment was found to be fully operational and in good condition barring the fresh water generator, which was in poor condition due to the temporary pipework repairs around the evaporator. The steering gear was seen in good working order, but wasn't free of leakage. The emergency steering instructions were 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: Pipework around the Fresh Water Generator Evaporator seen to be in poor condition with temporary repairs. | ¢. |
| Corrective Action: Pipework lengths likely need to be renewed. | \$0 |

| | Estimated |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| Description | Cost |
| | [USD] |
| | |
| Issue: Several minor oil leaks observed in way of the M.E. injectors, the main body and engine top. A number of oil leaks were also observed around the Aux. Engines with leakage traces from the engine tops and main body. There were oil traces in the bilges below toe M.E. and Aux. Engines. | \$0 |
| Corrective Action: Leakages to be professionally arrested and leakage traces to be cleaned. | |

| Description | Estimated Cost [USD] |
|------------------------------------------------------------|-------------------------|
| Issue: Sight Glass for Hotwell/Cascade Tank was not clear. | |
| Corrective Action: Glass to be renewed. | \$0 |
| | |

Description

Estimated



| | Issue: Oil leak traces seen right around the Steering Gear unit. | |
|---|---------------------------------------------------------------------------------------------|-----|
| 7 | Corrective Action: To be cleaned and leakages to be arrested to the extent possible. | \$0 |

| Description | Estimated Cost [USD] |
|------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|
| Issue: As per the spares inventory list provided, various main engine and auxiliary spares were below the stated required stocks. | ¢۵ |
| Corrective Action: Spares reported to be below the required stocks to be provided. | Ф О |

| I | Description | stimated Cost [USD] |
|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| ļ | Issue: The latest L.O. samples were dated Feb-2023. A caution was issued for the sample from the Stern Tube as the sample contained elevated water and sodium content. | |
| | Corrective Action: Oils with only a 'caution' warning are suitable for continued use. Positive action should have been taken to investigate the cause of the caution notice. | \$0 |

Description

Estimated



| Issuec | I On: |
|--------|-------|
| May 1 | 2023 |

| | Cost [USD] |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| Issue: As per the records provided, the M.E. Cylinder head and Piston were due an overhaul on unit no. 1. The overhaul of unit 2 will also reportedly be due very shortly. The exhaust valve overhaul for unit 1 and 2 were reported to be overdue. The Fuel Pump Shock Absorber overhaul was due for overhaul for unit 3. The M.E. Turbocharger was also reported to be overdue for overhaul. | \$0 |

Corrective Action: Overdue maintenance to be completed at the earliest opportunity.

| Es | stimated Cost [USD] |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| Issue: Auxiliary engines running hours data provided showed that Auxiliary Engine No.2 was overdue a major overhaul. The Fuel Injecting pump, Conning Rod check and Camshaft Drive inspections for Aux. Engine 3 were also reportedly overdue. | \$0 |
| Corrective Action: Any overdue maintenance to be completed at the earliest opportunity. | |



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FIRE FIGHTING EQUIPMENT AND SYSTEMS

Fire Fighting Equipment and Systems were found to be in a fair to good condition overall. The 70 vessel was generally free of fire hazards with all firefighting equipment seen to be regularly serviced and inspected. The fire detection and alarm system was found to be fully operational. One heat detector was covered in the engine workshop which was an example of poor practice by the crew. The vessel is fitted with Local 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

a fair overall condition. One fire main hydrant valve handle was broken in way of the accommodation superstructure. One hydrant in the engine room had heavy salt deposits around the packing which indicates potential leakages. 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 sighted. The fire doors were found to be in good condition, closing effectively. Held open self closing fire doors were found within the engine room and boiler trunk.



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LIFESAVING APPLIANCES

Lifesaving appliances were seen to be in a good overall condition with all equipment regularly serviced and inspected as required. The vessel is fitted with a free-fall lifeboat, which was seen to be in good overall condition externally and internally. 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. A lifebuoy was seen to to tied onto a railing which is not recommended as it may hamper the quick use of the buoy in an emergency. 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.



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SAFE WORKING ENVIRONMENT

Safe working was deemed to be good overall. The vessel presented a generally safe working environment. Hazards were seen to be clearly marked and external walkways adequately coated with nonslip 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 28-Apr-23, which was a Fire, Abandon ship and Emergency Steering drill. The Safety Management has been graded as fair as a number of poor practices were observed onboard. A fire detector in the E.R. workshop was covered, some self-closing fire doors were held open, a lifebuoy was tied to the ships rail, the bridge deck battery locker had various lose items around the batteries and the main deck scupper plugs were not maintained close to the scupper ports to permit quick deployment and closure of the scuppers.



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POLLUTION CONTROL

Pollution control was deemed to be good overall and generally found to be well implemented on 80 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 18-May-23. An IMO approved Ballast Water Treatment System (BWTS) is fitted onboard with no documentation provided onboard to verify it's USCG

compliance. The BWTS was reported 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. The Garbage Record Book (GRB) was seen to be well-maintained and up-to-date, with the last entry on the 19-May-23. The Emission Control Area (ECA) change-over logbook was reviewed and found to be satisfactory with the date of last entry on 26-Nov-21. 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 | stimated 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. | \$0 |



| | Description | Estimated Cost [USD] |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|
| • | Issue: It was reported that an IMO approved Ballast Water Treatment System is installed with no documentation provided onboard to verify it's USCG compliance Corrective Action: This is recommended to be further investigated | \$0 |



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ONBOARD MANAGEMENT

Onboard management was found to be good 80 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 though there was some overdue items reported in the engine room. The Planned Maintenance System has been graded as fair accordingly. 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 fair to good with 17 deficiencies and 0 detentions in the 6 inspections conducted in the past three years. 13 of the defects were during a single PSC inspection in Example port on example date. The vessel's flag is not targeted by any Memorandum of Understanding (MoU) or the USCG. 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. The Classification and Certification has been graded as fair to good as the vessel had two open Conditions of Class at the time of inspection



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VESSEL CAPABILITIES AND CARGO SYSTEMS

Vessel capabilities and cargo systems were deemed to be in a fair to good overall condition. 70 Several cell guides in the holds were deformed or with damage to the top sections and top section brackets. A few minor leaks were seen on the hatch cover opening consoles. The hatch cover emergency pump was in fair condition and was stowed on deck, unprotected. The pressure gauge was broken. There was no evidence of the emergency pump having been tested or maintained. No 3 cargo hold was entered. Cargo operations were ongoing in the holds so the other holds were inspected from the main deck through the open hatches. The inspected cargo hold structural members were found to be free of damage and had only minor scaling corrosion, covering up to approximately 15% of the visible surface area, with coating breakdown and corrosion mainly located over the tank tops and bulkheads. Cell guides had some visible damage. The damage sighted did not look to prohibit cargo operations in any rows. 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 scaling corrosion, covering up to approximately 10% of the visible surface area, with coating breakdown and corrosion mainly located over the exterior surfaces in container landing areas. Hatch cover operating systems were in full working order. 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 surface corrosion, covering up to approximately 15% of the surface area, with coating breakdown and corrosion mainly located over the coaming tops. 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 195 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 it's own power for all Reefer containers, without the need for an additional auxiliary power unit. The vessel is gearless.

NOTABLE ITEMS

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



\$0

Issue: Hatch cover emergency pump in fair condition and stowed on deck, unprotected. The pressure gauge was broken. There was no evidence of the emergency pump having been tested or maintained.

Corrective Action: Hatch cover emergency operation unit to be tested and maintained.

| Description | Estimated Cost [USD] |
|----------------------------------------------------------------|-------------------------|
| Issue: Few minor leaks on hatch cover opening consoles. | |
| Corrective Action: To be arrested. | \$0 |
| | |

| Description | Estimated Cost [USD] |
|------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|
| Issue: Several cell guides in holds deformed or with damage to the top sections and top section brackets. | |
| Corrective Action: Did not look to prohibit cargo operations in any rows. Damaged guides to be added to repair plan for upcoming dry-docking. | \$0 |



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OPERATIONAL DATA

Operational Data Condition

| Does the vessel have an Exhaust Gas Cleaning System (EGCS)? | × No |
|-----------------------------------------------------------------------|-----------------------|
| Total High Sulphur Fuel Oil (HSFO) capacity: | m ³ |
| Total Very and Ultra Low Sulphur Fuel Oil (VLSFO and ULSFO) capacity: | 795.27 m ³ |
| Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity: | 268.3 m ³ |
| | |
| 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 |



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Engines Table

| | Main Engine 1 | Main Engine 2 | Aux Engine 1 | Aux Engine 2 | Aux Engine 3 | Aux Engine 4 |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|---------------------|-----------------|-----------------|-----------------|--------------------|
| Designer | Example | | Example | Example | Example | |
| Model | Example | | Example | Example | Example | |
| Mark/Series/Revision | 7 | | | | | |
| Number of Cylinders | 5 | | 7 | 7 | 6 | |
| Speed (RPM) | 127 | | 900 | 900 | 900 | |
| Bore (mm) | 500 | | 225 | 225 | 225 | |
| Stroke (mm) | 2,000 | | 300 | 300 | 300 | |
| 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 | 173.79 | | 215 | 215 | 215 | |
| Nox Tier | 1 | | 1 | 1 | 1 | |
| Fuel Oil Consumption at full load (tonnes/day) | 28 | | 3.7 | 3.7 | 3.4 | |
| Cylinder Oil Consumption (litres/day) | 301 | | | | | |
| System Oil Consumption (litres/day) | 16 | | 50 | 50 | 50 | |



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| Major Overhaul Interval (Hours) | 18,000 | 18,000 18,000 |
|-------------------------------------------|----------------------|---------------------|
| Running Hours since last overhaul (Hours) | 8,694 | 24,824 4,600 |
| | Vessel Speed (knots) | Consumption (t/day) |
| Loaded Eco | 12 | 18 |
| Ballast Eco | 12 | 15 |

Main Engine Maintenance

| Component | Condition Based Monitoring? | Overhaul Interval | | |
|-----------------|-----------------------------|-------------------|--|--|
| Cylinder Heads | | 18,000 | | |
| Pistons | | 18,000 | | |
| Bearings | Yes | | | |
| Cylinder Liners | Yes | | | |



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Main Engine No.1

Unit Running Hours

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|-----------------|--------|--------|--------|--------|--------|---|---|---|---|----|----|----|
| Cylinder Heads | 18,283 | 17,885 | 7,051 | 2,897 | 93 | | | | | | | |
| Pistons | 18,376 | 17,978 | 6,031 | 2,989 | 93 | | | | | | | |
| Bearings | 66,115 | 66,115 | 66,115 | 66,115 | 66,115 | | | | | | | |
| Cylinder Liners | 66,115 | 66,115 | 66,115 | 66,115 | 66,115 | | | | | | | |

Class Surveys

| Were all Class and Statutory certificates valid? | Ves |
|-------------------------------------------------------------|------|
| 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? | Yes |
| Ice class: | IA |



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| Survey | Date Last Completed | Date Next Due |
|--------------------------|---------------------|---------------|
| Main / Special / Renewal | 23-Jan-20 | 28-Feb-25 |
| Intermediate | 05-May-23 | 31-May-28 |
| Annual | 05-May-23 | 28-May-24 |
| Bottom In Water | 30-Jun-22 | |
| Bottom in dry dock | 23-Jan-20 | 28-Feb-25 |

| Example shipyard |
|-----------------------------|
| × No |
| No copy available on-board. |
| × No |
| Example flag |
| Yes |
| 2 |
| |



Ref: 0/0000

| | Description | Area | Due Date |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|-------------------|
| CC 26 | The damaged shell plating between frame 6 - 16 and 20 - 21, between main deck and poop deck | Hull | 28- Feb- 25 |
| CC 50 | Damaged hull plating in way of Engine room at Bay 25 now temporarily repaired to be permanently repaired. | Hull | 13- Jun- 23 |
| Does the vessel have any Class Memos, Observations or Additional Requirements? <i>Please provide further details</i> | Yes MO24: Loading computer approved test conditions available for version v.3.187. current version on board is v. NET 1.1. Arrangement of results and units used for shear forces and bending moments are different and comparative evaluation is more difficult. This MO can be deleted once new software version test condition has been reviewed and approved by DNV. | | |
| 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: | 700,000 | | |
| What was the status of the vessel at the time of inspection? | Discharging | | |


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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 | |
| What features were seen on the hull? | Rudder Bulb As per the G.A. plan. |
| Bridge & Communication | |
| What features were seen on the bridge? | V Differential-GPS FURUNO GP 170 and KODEN KGP 9,922 |
| Engine Room & Firefighting | |
| What features were seen in the engine room? | MGO Cooler manufacturer GEA bloksma BV design temperature 110 shell and 80 tube Optimized fuel economy device (E.g. Leanmarine) Leanmarine Incinerator sludge burning system UMS Capabilities (regardless of Class notation) |



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? | ✓ Yes |
| What was the level of Hull coating breakdown and corrosion? | Minor |
| Coating breakdown and corrosion was mainly located in the following areas: | bow and boot-top region of parallel mid-body. |
| The amount of surface area coating breakdown and corrosion was approximately: | 10% |
| Type of coating breakdown and corrosion: | Scaling Scattered |
| What was the condition of the hull markings? | Partly obscured |
| What level of marine fouling was seen? | Moderate |
| What type of marine fouling was seen? | Soft |
| Please provide further details | extensive green growth observed below 9m above the keel and hard fouling seen in way of the rudder edges. |
| Were fenders installed on the hull? | ×No |



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MOORING DECKS

Mooring 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? | None |
| 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? | Hydraulic |
| Were the windlass(es) and winches seen to be free of hydraulic oil leaks? | ✓ Yes |
| Was the mooring machinery hydraulic pump unit (HPU) seen to be free from leaks? | ► No Minor leaks observed from hose ends. |
| What was the condition of the mooring machinery? | Good |
| What amount of band brake lining was seen to be remaining? | Substantial |
| 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? | Fair |
|--------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|
| Please provide further details | general wear and tear on some of the loose lines. |
| Were safe mooring practices observed? i.e. no overlapping turns on split drum, chafing of lines or unsafe leading. | No lines held under tension on the drum- ends |
| Was the last brake test seen to be stencilled on the mooring winches? | Yes |
| 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 |



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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: | cross-decks |
| The amount of surface area coating breakdown and corrosion was approximately: | 1% |
| Type of coating breakdown and corrosion: | Scaling 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 |



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BALLAST TANKS AND SYSTEMS

| Ballast Tanks and Systems Condition | | |
|------------------------------------------------------------------------------------------------------|--------------------------------------------------------|--|
| Were ballast tanks entered? | ✓ Yes | |
| Please provide further details | Tanks Entered: dbt 3 port, 3 stbd, 12 side and 13 side | |
| 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? | Ves Yes | |
| What was the level of Ballast Tank coating breakdown and corrosion? | Minor | |
| Coating breakdown and corrosion was mainly located in the following areas: | structural edges and corners | |
| The amount of surface area coating breakdown and corrosion was approximately: | 3% | |
| Type of coating breakdown and corrosion: | Scaling Scattered | |
| What was the condition of ballast tank fittings (e.g. ladders, handrails, pipes & manhole seals)? | Good | |
| Were the ballast tanks fitted with sacrificial anodes? | × No | |
| Anode depletion: | % | |



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



Ref: 0/0000

ACCOMODATION

Internal Accomodation Condition Were accommodation spaces used for their assigned 🖌 Yes purposes? What was the condition of the flooring and wall Fair coverings? Please provide further details age related wear and tear What was the condition of the upholstery and Good furniture? What were the general levels of housekeeping and Good cleanliness? What was the level of hygiene of the sanitary facilities? Good Was all laundry equipment in good working order? V Yes Was the Hospital well equipped and ready for use? Ves Were the drugs found to be controlled and secured 🗸 Yes with the associated drugs log kept up to date? What was the quality of accommodation outfitting? Average quality of outfitting Ves Did the Air Handling Unit (AHU) maintain a comfortable temperature? What was the condition of the AHU? Good



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Galley Condition

| What was the level of cleanliness in the Galley? | | 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? | Ves | |
| Were provisions stores at the required temperatures? | X No | Fish maintained at -15 degrees Celsius which is slightly above the required for a freezer store. |
| 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? | Ves | |



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| What was the level of external accommodation superstructure coating breakdown and corrosion? | Minor |
|----------------------------------------------------------------------------------------------|--------------|
| Coating breakdown and corrosion was mainly located in the following areas: | impacts |
| The amount of surface area coating breakdown and corrosion was approximately: | 1% |
| Type of coating breakdown and corrosion: | Scaling Spot |
| 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: | 9 Months |
| Was Wi-Fi provided on-board? | Yes, Free, Limited |
| What is the approximate average internet speed? | Average (Able to access social media apps and websites with ease) |
| Is access provided to catering facilities or food at all times? | Yes |
| What Public Recreation equipment did the crew have access to? | Free WeightsFixed weight machineCycling MachineSwimming PoolKaraokeEn-suite facilities for all crew members |
| What was the quality of crew recreation facilities? | Good |



| 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? | Sofa Sofa Ample storage |
| Does the vessel have any onboard training facilities? | Yes |
| Type of onboard training facilities: | Videotel |
| 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 |



Vessel: Example Vessel_____

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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? | Ves |
| 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? | Ves |
| 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? | Paper Charts | |
| Were the primary & secondary means of navigation found to be up to date? | Yes | |



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| Latest update week | 20 | | | |
|--------------------------------------------------------------------------------------------|------|-----------------------|-----------------|-------------|
| Does the vessel receive up to date weather information? | Yes | 18-May-23 | | |
| What type of weather updating service does the vessel use? | | Digital subscript | ion | |
| 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 | A 3 | X A4 |
| Were the radio batteries seen to be in good condition? | × No | Excessive gear kept i | n battery room. | |
| Were the EPIRBs, SARTs and Emergency Hand Held VHF Batteries within their expiry dates? | Yes | | | |
| | | Battery expiry date | 25 | |
| EPIRBS | | 31-Jan-25 | | |
| SARTs | | 30-Sept-24 | | |
| VHF | | 30-Oct-25 | | |
| Was a valid GMDSS shore servicing certificate seen to be posted near to radio equipment? | Yes | | | |

Documentation Condition



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| 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 | 19-May-23 |

External Condition

| Was the Monkey Island found to be in good, well maintained condition? | Ves Yes |
|------------------------------------------------------------------------------------------------------------------|---------|
| Were the main mast, aerials and antennas seen to be in good condition and free from damage? | Ves |
| Were bridge wing manoeuvring controls fitted? | Ves |
| Were the bridge wing manoeuvring controls reported to be fully operational and free from signs of water ingress? | Ves Yes |
| Were bridge wing engine speed and compass repeaters seen to be in good working condition? | Yes |



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elevated water and sodium content.

ENGINE ROOM AND MACHINERY

General Condition

| What equipment was seen running? | Auxiliary Er Pumps Sewage trea plant Refrigeratio Compresso | ngines vertical Purifiers Air compressors atment vertical Auxiliary Boiler on r |
|--------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| 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? | | Fairly Clean |
| Were bilges and tank tops free of oil and water? | × No | oil seen within bilges in way of auxiliary engines and main engine. |
| Was housekeeping to a good overall standard? | X No | housekeeping could be improved in the workshop |
| Was the vessel equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS)? | X No | As per the inventory list provided various main engine and auxiliary spares were below the stated required stocks. |
| Were spares neatly stowed and correctly secured? | Yes | |
| Were all sounding pipe self-closing devices in good working order and sounding pipes capped? | Yes | |
| 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 | The latest samples were dated Feb-2,023. A caution was issued for the sample from the Stern Tube as the sample contained |



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| Was the NOx Technical file kept up to date? | Yes | |
|---------------------------------------------------------------------------------|-----|-----------|
| Date of entry: | | 04-Apr-23 |
| Were Chief Engineer Standing Orders clearly posted and signed by all engineers? | Yes | |
| Were all machinery special tools provided and in good condition? | Ves | |

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 | Several minor oil leaks observed in way of the injectors, the main body and engine top. |
| Were Main Engine performance reports provided for review? | Ves Yes |
| Were the performance reports satisfactory? | ✓ Yes |
| Was there any overdue maintenance on the Main Engine Turbochargers? | Yes as per the running hours provided. |
| Propulsion | |
| What type of propulsion does the vessel have? | Fixed Pitch Propeller (FPP) |
| Were the Propulsion systems, including shafts, machinery and electric motors, if relevant, in good working condition? | Ves Yes |
| What type of thruster systems does the vessel have? | Stern Thruster |
| Was the thruster(s) in good working condition? | Ves Yes |



Ref: 0/0000

| 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? | Ves |
| What condition did the Auxiliary Engines appear to be in? | Fair |
| Please provide further details | A number of oil leaks observed from the engine tops and 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? | Ves 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 |

Were boiler safety valves in satisfactory condition?

Ves



Ref: 0/0000

| Equipment | Fully operational? | Condition |
|-----------------------------------------------------|---------------------------------------------------------------------|--------------------------------------------|
| Purifiers | Yes | Good |
| Pumps | Yes | Good |
| Coolers | Yes | Good |
| Air Compressors | Yes | Good |
| Fresh Water Generator | Yes | Poor |
| Filters | Yes | Good |
| Fans | Yes | Good |
| Refrigeration Systems | Yes | Good |
| Why was 'No', 'Fair' or 'Poor' selected above? | Pipework around F.W.G. Evaporator seen t with temporary repairs. | to be in poor condition |
| Was all engine room pipework free of leakages? | No Pipework around F. to be in poor condit repairs. | W.G. Evaporator seen ion with temporary |
| Was all pipework free of temporary repairs? | No Pipework around F. to be in poor condit repairs. | W.G. Evaporator seen ion with temporary |
| Was all pipework free of corrosion or soft patches? | No Pipework around F. to be in poor condit | W.G. Evaporator seen ion with temporary |

 repairs.

 What condition was pipework lagging in?
 Stain

 Was the steering gear in good working condition?
 Yes

 Was the steering gear free of leakages?
 No



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| Was the emergency steering communication equipment and gyro repeater working as required? | Ves |
|----------------------------------------------------------------------------------------------|-----|
| Were emergency steering instructions posted nearby? | Ves |
| Was the Engine workshop clean and tidy? | Ves |

ECR and Electrical

| Was the Engine Control Room clean and tidy? | Ves |
|----------------------------------------------------------------------------------|-----|
| 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? | Ves |
| 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? | Ves |



Ref: 0/0000

FIRE FIGHTING EQUIPMENT AND SYSTEMS

Fire and Safety Appliances Condition Was the vessel free of fire hazards? V Yes Was all fire and safety equipment regularly serviced? 🗸 Yes Date of last service 02-Dec-22 Were all relevant Fire and Safety instructions correctly V Yes posted? What was the vessels Fixed fire detection systems? **Engine Room Cargo Holds** Accomodation 🗸 Flame 🗶 Flame 🗶 Flame Smoke V Smoke √ Smoke \checkmark Heat 🗶 Heat 🗶 Heat Smoke & Heat (Combined) Smoke & Heat (Combined) Smoke & Heat (Combined) Was the fire detection system reportedly fully Yes operational? Was the fire detection system free of alarms or signs 🗸 Yes of tampering?



| What is the vessels Fixed firefighting systems? | Engine Room | Cargo Holds | Accomodation |
|-----------------------------------------------------------------------------------------------|-------------------------------------------|---------------------------------------|---------------------|
| | 🗹 со2 | 🗹 со2 | 🗴 Water Mist |
| | 🗴 Foam | X Deck Foam | Galley CO2 |
| | Vater Spray | 🗶 Water Spray | 🗶 Wet Chemical |
| | X None | X None | X None |
| Were all fixed fire fighting systems in good working condition? | Ves | | |
| 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? | Ves | | |
| Was the emergency fire pump working? | Ves | | |
| 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? | Ves | | |
| What was the condition of the fire main and ancillaries such as pipework hydrants and valves? | | Fair | |
| Please provide further details | Generally good but o accommodation sup | ne valve handle was br erstructure | roken in way of the |
| Does the vessel have a fire control station? | Ves | | |
| Were all portable equipment in place as per the fire plan? | Yes | | |
| Were all fire extinguishers in good condition? | Ves | | |
| Were the firefighting outfits and associated equipment in good condition? | Yes | | |



| Were the International Shore Connections on board? | Ves Yes |
|------------------------------------------------------------------------------------------------|--------------|
| Location: | fire station |
| 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 |



Ref: 0/0000

LIFESAVING APPLIANCES

Lifsaving Appliances Condition

| Were all Lifesaving Appliances regularly serviced? | Ves Yes |
|-----------------------------------------------------------------------------|-----------|
| Date of last service: | 02-Dec-22 |
| 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)? | Good |
| 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? | 15-Jan-25 |
| Were legible launching/recovery instructions posted near to survival craft? | Ves |
| 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? | 28-Apr-23 |
| Were all lifejackets, immersion suits, EEBDs and other lifesaving ancillary equipment in good condition and ready for use? | Ves |
| Were Man Overboard Buoy (MOB) smoke and light signals in date? | Ves |
| Were the embarkation ladders in a good, well maintained condition? | Ves |
| Were pyrotechnics and line throwing apparatus available, stored in an appropriate container and within their expiry dates? | √ Yes |



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SAFE WORKING ENVIRONMENT

Safe Working Environment Condition

| Were any unsafe practices observed during the inspection? | × No | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|-----------|
| Did the vessel provide a safe working environment? | Ves | |
| Were all hazard markings clear? | Ves | |
| Were external walkways adequately coated with anti- slip paint and free of trip hazards? | Ves | |
| 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? | Ves | |
| Are 'Enclosed Space Entry' procedures implemented? | Yes | |
| Is an effective Permit To Work (PTW) process implemented? | Yes | |
| Date of last PTW: | | 20-May-23 |
| | | |
| Is an effective Risk Assessment (RA) process in place? | Y es | |
| Is an effective Risk Assessment (RA) process in place? Was evidence of the annual and 5-yearly inspections of both fixed and portable lifting equipment and appliances sighted? | ✓ Yes✓ Yes | |
| Is an effective Risk Assessment (RA) process in place? Was evidence of the annual and 5-yearly inspections of both fixed and portable lifting equipment and appliances sighted? Are main and emergency exits clearly identified and unobstructed? | ✓ Yes ✓ Yes ✓ Yes | |
| Is an effective Risk Assessment (RA) process in place? Was evidence of the annual and 5-yearly inspections of both fixed and portable lifting equipment and appliances sighted? Are main and emergency exits clearly identified and unobstructed? Are sufficient portable oxygen and gas detection meters provided and regularly calibrated? | ✓ Yes ✓ Yes ✓ Yes ✓ Yes | |



| 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? | Ves Yes |
| Are regular drills conducted on board? | ✓ Yes |
| Last drill date | 28-Apr-23 |
| Last drill type | Fire, Abandon ship and Emergency Steering |



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POLLUTION CONTROL

General Condition

| Was Pollution Control well implemented within the on board Safety Management System (SMS)? | Ves | |
|-----------------------------------------------------------------------------------------------------------------------------------|--------|----------------------------------------------------------------------------|
| 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? | Ves | |
| Was the OWS reportedly operational? | Ves | |
| What was the condition of the OWS? | | Good |
| Was the OWS Tested? | × No | |
| Was the 15ppm meter calibrated? | Ves | |
| Date of calibration | | 14-Sept-21 |
| Was the Bilge Overboard valve secured against unauthorised opening with adequate signage and warnings posted? | Yes | |
| Means of securing | Sealed | |
| 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 | 18-May-23 |
| Category of last entry | i |
| Were previous bunkering checklists correctly filled out? | Ves |
| Date of last bunkering | 29-Apr-23 |
| Were bunker samples correctly stored? | Ves |
| Does the vessel have a Ballast Water Treatment System (BWTS) fitted? | ✓ Yes |
| Ballast Water Treatment System | |
| Manufacturer: | Example BWTS Manufacturer |
| Туре: | UV |
| 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 |



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| Was the Ballast Record Book up to date and correctly filled in? | Yes | |
|-----------------------------------------------------------------|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Date of last entry | | 20-May-23 |
| Is the Vessel General Permit (VGP) compliant? | X 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? | Ves | |
| Was the Sewage Treatment Plant operational? | Ves | |
| What was the condition of the Sewage Treatment Plant? | | Good |
| Does the vessel have a sewage holding tank? | Ves | |
| 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 | 19-May-23 |
| Category of last entry | В |



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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 | 26-Nov-21 |

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? | Ves Ves |
| Ice class: | IA |



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Main Engine(s)

| Specific Fuel Oil Consumption (SFOC) (g/kWhr): | 173.79 |
|----------------------------------------------------------------------------------------------|-----------|
| Auxiliary Engines | |
| Specific Fuel Oil Consumption (SFOC) (g/kWhr): | 215 |
| Does the vessel have a shaft motor (Power Take-In)? | X No |
| What is the expiry date of the International Air Pollution Prevention (IAPP) certificate? | 28-Feb-25 |



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ONBOARD MANAGEMENT

Onboard Management Condition

| Does the vessel have a functioning Safety Management System (SMS)? | Yes | |
|------------------------------------------------------------------------------------------------------------------------------------|------|-----------------------------|
| How was the SMS Implemented? | S | oftware / Electronic System |
| Were the officers familiar with, and allowed easy access to, the SMS? | Ves | |
| Was the SMS well implemented on board, with Permits to Work, Risk Assessments and Safety procedures understood and followed? | Ves | |
| Is the SMS system regularly reviewed by the Master? | Yes | |
| Date of last review | | 03-Apr-23 |
| Does the vessel management deal with accidents, near-misses and deficiencies in an effective manner? | Ves | |
| 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 | | 20-May-23 |
| Are hours of maximum permissible work regularly exceeded? | X 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: | 6 |
| No. of Deficiencies in Past three years: | 17 |
| No. of Detentions in Past three years: | 0 |
| Is the vessel flag targeted by Port State Authorities? | × No |
| 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? | Ves 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? | Well managed |



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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 | 34 | 32 | 66 |
| Cargo Hold No.2 | 36 | 72 | 108 |
| Cargo Hold No.3 | 56 | 72 | 128 |
| Cargo Hold No.4 | 60 | 90 | 150 |
| Cargo Hold No.5 | 60 | 90 | 150 |
| Cargo Hold No.6 | 50 | 90 | 140 |
| Cargo Hold No.7 | | 90 | 90 |
| Cargo Hold No.8 | | | 0 |
| Cargo Hold No.9 | | | 0 |
| Additional Deck Stowage | | | 0 |
| Total | 296 | 536 | 832 |
| How many cargo holds does the vessel have? | | 4 | |

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| Were the cargo holds able to be entered and inspected? | X No | no 3 entered. Cargo operations were ongoing in the holds so the holds were inspected from the main deck through the open hatches. |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|---------|--------------------------------------------------------------------------------------------------------------------------------------------|
| 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? | 🗴 No | several guides in holds deformed or with damage to the top sections and top section brackets. |
| 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: | | tank tops and bulkheads |
| The amount of surface area coating breakdown and corrosion was approximately: | | 15% |
| Type of coating breakdown and corrosion: | Scaling | |
| Were all cargo monitoring systems (e.g. bilge alarms, smoke detection systems etc.) fully operational and regularly tested? | 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? | Ves | |


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| 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: | Hydraulic folding built by huahai under licence by tts |
| Were the hatch covers found to be correctly aligned? | Ves 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: | exterior surfaces in container landing areas. |
| The amount of surface area coating breakdown and corrosion was approximately: | 10% |
| Type of coating breakdown and corrosion: | Scaling Spot |
| 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.? | Fair |
| Please provide further details | few minor leakas on opening console |
| What was the condition of the hatch cover rubber seals/gaskets and retaining channels? | Good |



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| 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: | coaming top |
| The amount of surface area coating breakdown and corrosion was approximately: | 15% |
| Type of coating breakdown and corrosion: | 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 |



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| 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?

| | | Ree | efer Capacity |
|---------------------------------------------------|-----|-----|---------------|
| On deck | | | 133 |
| In Holds | | | 62 |
| Total | 195 | | 195 |
| | | | |
| What condition were reefer electrical sockets in? | | | Good |

Ves



Ref: 0/0000

| Was the reefer switchboard free of any low insulation or earth faults? | Ves | |
|------------------------------------------------------------------------------------------------------------------------------------------------------|-----|---------------------------|
| Was the vessel's own electrical supply sufficient for all reefer containers, without the use of an additional Power Unit (package generator) ? | Ves | |
| Is there an effective system for monitoring reefer container temperatures? | Ves | Manual monitoring by crew |



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CARGO LIFTING APPLIANCES

Cargo Lifting Appliances Condition

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