

**IDWAL**

Report commissioned by:

Example Individual

**Organisation:**

Example Organisation



CONDITION  
REPORT

## EXAMPLE VESSEL

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IMO Number: 123456789

INSPECTED AT EXAMPLE PORT  
MALAYSIA

1<sup>st</sup> OCTOBER 2022



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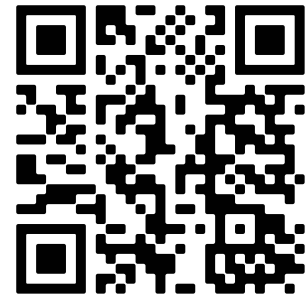
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## ADDITIONAL DOCUMENTS

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Vessel documents



Vessel photos



## INSPECTION SUMMARY

78

IDWAL  
GRADEExample  
Malaysia

1 Oct 2022

Status:  
Discharging6 Hours  
AboardMajority of  
documents  
provided

The Example Vessel is an example DWT, example Gross Tonnage, Example flagged, gearless Containership built to a good standard by Example Shipyard, in South Korea, under Example Class supervision and was delivered on the 1st January 2006. The vessel is now Classed with Example Class.

A Condition Inspection of the vessel was conducted on the 1st October 2022 in Example Port by Idwal under instruction from Example Organisation.

Good cooperation was provided by the ship's crew with access granted to the holds and ballast tanks. The vessel was alongside, discharging at the time of inspection.

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

## VESSEL PARTICULARS

Ship Name	Example
Previous Name	Example
IMO Number	123456789
Port of Registry	Example Port
Ship Type	Containership
Flag	Example Flag
Classification Society	Example Class 2009-12
Registered Owner	Example Owner
Technical Manager	Example Manager
Shipbuilder	Example Shipbuilder
Delivery Date	01/01/2006
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
TEU	Example
Lightweight	Example MT

The onboard management was found to be good with the Safety Management system found to be well implemented and the vessel generally maintained to a good standard. The vessel was found to provide a safe working environment. The Port State Control (PSC) history was found to be good with 3 deficiencies and 0 detentions in the 6 inspections conducted in the past three years.

The vessel's Attained EEXI was calculated to be between 17.94 and 19.04, which is above the required EEXI of 16.64, and therefore the vessel will require the installation of technologies to reduce the EEXI score.

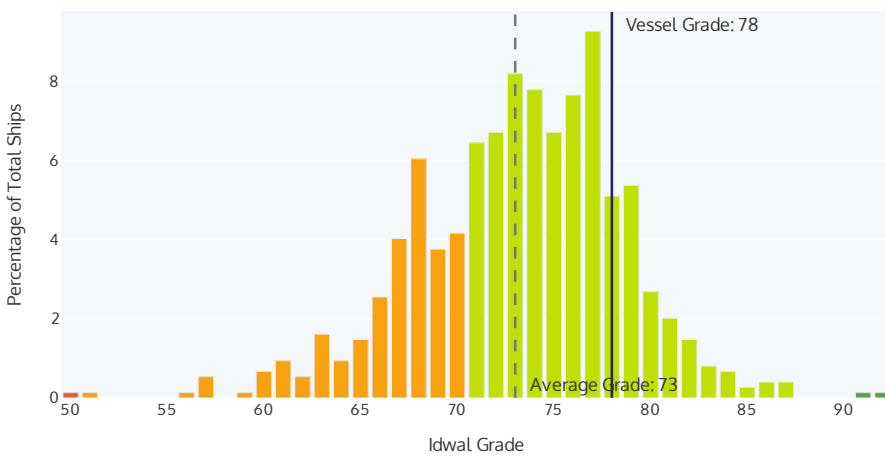
The vessel's latest Carbon Intensity Indicator (CII) score was reported to be 11.04, which places the vessel in Band C for this current Calendar year. If the vessel were to maintain this Attained CII score with no tangible reduction or increase, then the vessel will likely be in Band C by 2023 when the regulations come into force. This means that the vessel will not be required to create a carbon reduction plan in 2023.

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# COMPARE YOUR IDWAL GRADE

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

**Your Idwal Grade vs other Feeder Container vessels**



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

**KEY**

- Your Idwal grade: ———
- Average Idwal grade: - - - -
- Grade range:
  - > 90: Green
  - 71 - 90: Yellow-green
  - 51 - 70: Orange
  - 30 - 50: Red

**Your Idwal Grade vs other Feeder Container vessels, age 15-20 years**



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











**KEY**

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

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

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

## KEY NOTABLE ITEMS

Description	Action / Timeline	Estimated Cost [USD]
 The vessel has a Condition of Class stating that the structural damage of Fresh Water Side Tank starboard to be rectified, plating and structures surrounding the tank was seen to be deformed in areas such as the steering gear room and on the starboard aft side. Additionally The vessel has a memo of Class relating to indents seen to shell plating in the steering gear room, engine room and ballast tank 1 P and S.	The Condition should be thoroughly addressed to Class satisfaction by the due date.	\$0
 Lashing platforms were seen with instances of spot corrosion particularly on hand rails.	Areas of coating breakdown and corrosion should be addressed when possible.	<\$1000
 Cargo hold 6C seen with distorted cable trays.	To be rectified as required.	<\$1000
 Provisions stores temperature records were not recorded or kept near the stores.	Ensure daily logs are kept of temperatures and that the log is easily available near the stores.	<\$1000
 Insulation reading were low on the 440V switchboard reportedly due to reefer containers.	Investigate and rectify cause of the low insulation as soon as possible.	\$1000 - \$5000
 Some hand rails and lashing bar bins seen were with spot corrosion and some railings were seen to be deformed.	To be addressed when possible.	<\$1000
 The vessel is fitted with an airseal on the stern tube however the bow thruster was noted not to be using an Environmentally Acceptable Lubricant (EAL) so full VGP compliance could not be established in this regard for the purposes of trading to the USA.	For information.	\$0
 Starboard lifeboat was seen with a clouded window.	To be replaced as required.	<\$1000
 The vessel is reportedly fitted with free to access limited use Wi-Fi system	None	\$0
 A USCG approved BWTS is installed.	None.	\$0

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



## DECARBONISATION SUMMARY

The vessel was delivered to the market before the EEDI requirements, and therefore has no EEDI score assigned. Based on information provided by the vessel during the inspection, the Attained EEXI score was calculated to be between 17.94 and 19.04. This Attained EEXI score is above the required EEXI of 16.64, and therefore the vessel will require the installation of technologies to reduce the EEXI score. For this reason forthcoming regulatory compliance was deemed to be fair overall. The vessel's latest Carbon Intensity Indicator (CII) score was reported to be 11.04, which places the vessel in Band C for this current Calendar year. If the vessel were to maintain this Attained CII score with no tangible reduction or increase, then the vessel will likely be in Band C by 2023 when the regulations come into force. This means that the vessel will not be required to create a carbon reduction plan in 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.

### EEXI

Required EEXI

**16.64**

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

Attained EEDI/EEXI

**17.94 - 19.04**

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

Vessel does not meet the EEDI/EEXI requirement and requires additional retrofitting of technologies

### CII

Last Recorded CII (2021)

**11.04**

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

Last attained CII Band (2021)

**C**

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

# GRADING DATA



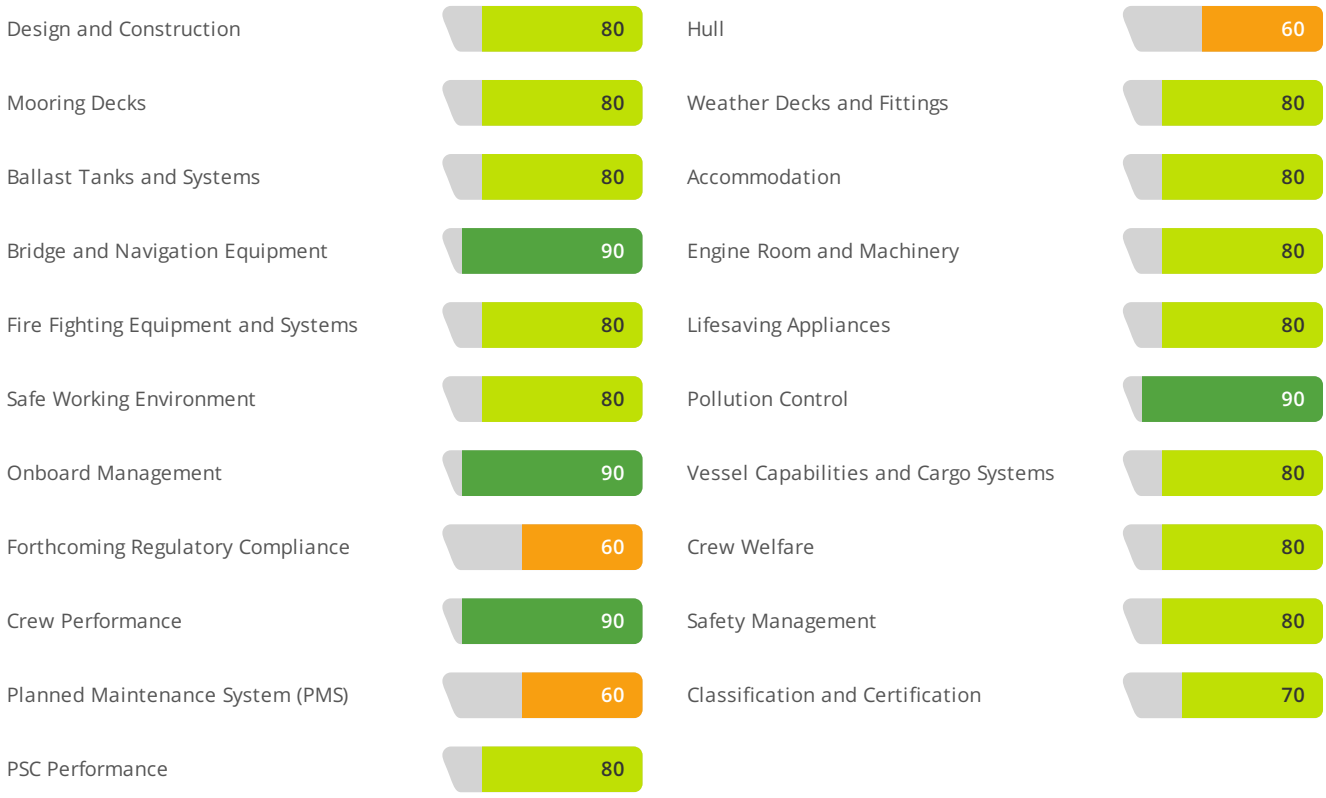
The Idwal Grade® is an industry recognised measure of asset integrity. Using proprietary algorithms, the Idwal Grade is programmatically calculated from over 500 individual data points, captured during a rigorous and standardised inspection process. Our data-driven methodology ensures that our reports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

## SUB GRADES

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



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



## DESIGN AND CONSTRUCTION

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The construction and design was found to be good overall, with the vessel built to IACS standards and Rules in South Korea, by Example Shipyard with the keel laid on 26-Sep-2005. The vessel is a Containership, with 6 holds, driven by a fixed pitch, direct drive propeller. The Main Engine is a MAN B&W and the vessel has 4 Auxiliary Engines, and no shaft generator. It is not on the Enhanced Survey Program or Extended Dry Docking schedule but does hold a Class

notation for In Water Surveys. No Cargo Lifting Appliances are fitted. The UTM report showed only minor steel diminution. The structure and Hull of the vessel is fitted with new panama mooring fixtures. 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 incinerator sludge burning system, UMS capabilities, 2-stroke engine mechanical lubricator and centralised sea water cooling.

## HULL

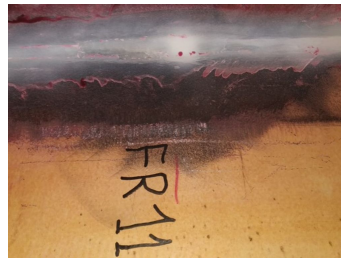
60

The hull was seen to be in a fair overall condition. The vessel has a Condition of Class stating that the structural damage of Fresh Water Side Tank starboard to be rectified. Plating and structures surrounding the tank was seen to be deformed in areas such as the steering gear room and on the starboard aft side. Additionally The vessel has a memo of Class relating to

indents seen to shell plating in the steering gear room, engine room and ballast tank 1 P and S. The hull was able to be inspected from the port side only and was seen with localised corrosion, up to approximately 5% of the surface area. Hull markings were well painted and legible with no marine fouling observed. with the vessel's next out of water bottom survey due by 20-Dec-23.

## NOTABLE ITEMS

Description	Estimated Cost [USD]
<p><b>Issue:</b> The vessel has a Condition of Class stating that the structural damage of Fresh Water Side Tank starboard to be rectified, plating and structures surrounding the tank was seen to be deformed in areas such as the steering gear room and on the starboard aft side. Additionally The vessel has a memo of Class relating to indents seen to shell plating in the steering gear room, engine room and ballast tank 1 P and S.</p> <p><b>Corrective Action:</b> The Condition should be thoroughly addressed to Class satisfaction by the due date.</p>	\$0





## MOORING DECKS

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The Mooring decks were seen to be in a good condition overall with the decks found to be free of structural defects and significant coating breakdown and corrosion. 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 good condition with the band brake linings seen to have substantial thicknesses and clutching and gearing

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

## WEATHER DECKS AND FITTINGS

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The Weather Decks and Fittings were seen to be in good condition overall, with the decks found to have structural defects as the an area on the starboard side was seen to have bulged out due to the incident with the fresh water tank. The deck was however, free of significant coating breakdown and corrosion. Deck fittings were generally found to be in a good condition,

however some hand rails and lashing bar bins seen were with spot corrosion and some railings were seen to be deformed. Pipework and fittings were seen to be generally free of leakages. The accommodation ladders and gangways were in a good overall condition, with no notable defects found, as were provisions lifting appliances.

## NOTABLE ITEMS

Description	Estimated Cost [USD]
<p><b>Issue:</b> Some hand rails and lashing bar bins seen were with spot corrosion and some railings were seen to be deformed.</p> <p><b>Corrective Action:</b> To be addressed when possible.</p>	<\$1000



## BALLAST TANKS AND SYSTEMS

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Ballast tanks and systems were deemed to be in a good overall condition. APT, 5(S) DBWBT and DBWBT were entered for inspection and photographs of previous tank entries in 24-Oct-22 were provided for review. It was seen that the ballast tanks were generally free of significant structural defects and had only minor spot corrosion, up to approximately 2% of the ballast tanks total surface area, mainly located on stiffeners and

lighting holes. Ballast tank fittings such as ladders and pipework were seen to be in a good overall condition. Tanks were seen to have a minimal 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.



## ACCOMMODATION

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The accommodation areas were seen to be in a good condition overall with floor and wall coverings found to be in good condition and upholstery and furniture found to be free from deterioration and defects. The levels of housekeeping and cleanliness was found to be good with levels of hygiene also seen to be good in the sanitary facilities. The hospital was seen to be well equipped and ready for use with drugs and controlled substances locked away. The associated drugs log was kept up to date. The accommodation was found to be outfitted to a high quality. The Air Handling Unit (AHU) was found to be maintaining a comfortable temperature though was seen in a fair condition due to surface corrosion on the

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

## NOTABLE ITEMS

### Description

Estimated  
Cost  
[USD]

**Issue:** Provisions stores temperature records were not recorded or kept near the stores.



**Corrective Action:** Ensure daily logs are kept of temperatures and that the log is easily available near the stores.

<\$1000

## BRIDGE AND NAVIGATION EQUIPMENT

90

The Bridge and navigation equipment were found to be in a good to very good condition overall with housekeeping found to be good and with all bridge equipment reported to be fully operational. Radar magnetrons were being replaced at the time of the inspection. The vessel's VDR was found to be free from any unanticipated alarms with collection instructions posted nearby and with the Bridge Navigation Watch Alarm System (BNWAS) reported to be fully operational. The vessel's primary means of navigation, as listed on form E of the safety equipment certificate is a dual ECDIS system which were found to be up to date. RADAR blind sectors were seen to be posted near the RADARs with the compass deviation card up-to-date and available near to the helm. The compass deviation log was found to be satisfactory, with no

major deviations and generally up-to-date. The vessel is licensed to cover GMDSS sea areas A1, A2, and A3 and had a valid shore-servicing agreement in place. The radio batteries were seen to be well maintained and in good condition and the EPIRB, SART and VHF handheld batteries were all in date as required. Berth to berth passage plans were seen on-board and were signed by all navigating officers with nautical publications provided in 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.


## ENGINE ROOM AND MACHINERY

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The Engine room and machinery were found to be in a good overall condition, with no significant defects reported or observed and with the engine room generally found to be very clean. During the inspection the Auxiliary Engines, purifiers, pumps, air compressors and sewage treatment plant were seen running. Bilges and tank tops were generally free of oil or water. Pipework was seen to be in good overall condition, free of leaks, temporary repairs and significant corrosion with pipework lagging seen to be all clean and intact. Housekeeping was seen to be to a good overall standard with the vessel found to be equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS) which were seen to be neatly stowed and secured. A review of the latest lube oil analysis reports provided showed no areas of concern. The NOx Technical file was up to date and last updated on 15-Oct-22. The Main Engine was reported to be fully operational and was seen to be in good condition, with no major visible defects. 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 Cylinder heads, Pistons, Bearings and Cylinder liners overhauls were

within the service hours. Propulsion systems, such as shafts, gearing and bearings including the Bow thruster were in good working order with no defects reported or sighted. The 4 Auxiliary Engines were reported to be fully operational and were seen to be in good condition, with no major visible defects. A review of the latest Auxiliary engines showed no engine was overdue a major overhaul. Auxiliary engines running hour data was not provided on board the vessel but has been requested from the vessel manager/owner. The vessel's steam boiler was found to be fully operational and in good condition. The boiler safety valves were seen to be satisfactory and free of tampering. All Auxiliary equipment was found to be fully operational and in good condition. The steering gear was seen in good working order, free of leakage with emergency steering instructions seen to be posted nearby. The machinery spaces are operated in Unmanned mode and the alarm and control system was seen to be free of any serious alarms. Electrical distribution systems including the main switchboard were in good working order however, insulation readings were seen to be low on the 440V switchboard.

## NOTABLE ITEMS

Description	Estimated Cost [USD]
<p> <b>Issue:</b> Insulation reading were low on the 440V switchboard reportedly due to reefer containers.</p> <p><b>Corrective Action:</b> Investigate and rectify cause of the low insulation as soon as possible.</p>	\$1000 - \$5000



## FIRE FIGHTING EQUIPMENT AND SYSTEMS

80

Fire Fighting Equipment and Systems were found to be in a good condition overall and 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 and was free of signs of tampering and alarms. The vessel is fitted with CO2 and Water Spray fixed firefighting in the engine room, CO2 and Water Spray for the cargo areas and None in the accommodation. Fixed firefighting systems were all reported to be in good working condition with operating instructions clearly posted. The main and emergency fire pumps were reportedly fully operational and both were found to be in a good condition, free of leakages. A fire pump was tested during the inspection and was found to deliver adequate pressure. The

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

## LIFESAVING APPLIANCES

80

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 2 davit launched lifeboats, which were seen to be in good overall condition though the starboard lifeboat was seen with a clouded window. The lifeboat engines were tested during the inspection and found to be in good working order. The vessel has no dedicated rescue boat and uses the port lifeboat as a rescue boat. The vessel is equipped with 5 life rafts, which were found to be in good condition with Hydrostatic Release Units (HRUs) in date and

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

## NOTABLE ITEMS

### Description

### Estimated Cost [USD]

**Issue:** Starboard lifeboat was seen with a clouded window.

**Corrective Action:** To be replaced as required.

<\$1000



## SAFE WORKING ENVIRONMENT

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80

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

were seen to be up to date and satisfactory with enclosed space entry procedures followed and an effective Permit To Work (PTW) system in place. Main and emergency exits were clearly identified and unobstructed with all IMO signage seen to be satisfactory. Pilot ladders and boarding arrangements were seen to be in a good safe condition with clear pilot boarding instructions posted. Regular drills were conducted on board with the last drill conducted on the 30-Oct-22, which was an abandon ship drill.

## POLLUTION CONTROL

90

Pollution control was deemed to be good to very good overall and generally found to be well implemented on board with the vessel free of pollution hazards. The vessel holds a Class-approved Inventory of Hazardous Materials, which is required for entry into EU ports. The vessel's Oily Water Separator (OWS) was found to be fully operational and in good overall condition, with no obvious defects. The OWS was simulation tested during the inspection and 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 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 30-Oct-22. A US coastguard approved Ballast Water Treatment System (BWTS) is fitted and was found to be fully operational and in good overall condition. The vessel's ballast record book was seen

to be up to date and correctly filled in. The vessel is fitted with an airseal on the stern tube, however the bow thruster was noted not to be using an Environmentally Acceptable Lubricant (EAL) so full VGP compliance could not be established in this regard for the purposes of trading to the USA. The vessel's sewage treatment plant was found to be fully operational and in good overall condition, with no obvious defects. Garbage segregation was found to be good, with adequate, labelled containers and garbage seen to be well sorted and containers seen to be made of approved non-combustible materials. The Garbage Record Book (GRB) was seen to be well-maintained and up-to-date, with the last entry on the 27-Oct-22. The Emission Control Area (ECA) change-over logbook was reviewed and found to be satisfactory with the date of last entry on 15-Dec-20. The vessel's incinerator was found to be fully operational and in good overall condition, with no obvious defects. The vessel complies with IMO 2020 regulations by employing the use of Very Low Sulphur Fuels Oils (VLSFO) with a sulphur content of less than 0.5%.

## NOTABLE ITEMS

Description	Estimated Cost [USD]
<p><b>Issue:</b> The vessel is fitted with an airseal on the stern tube however the bow thruster was noted not to be using an Environmentally Acceptable Lubricant (EAL) so full VGP compliance could not be established in this regard for the purposes of trading to the USA.</p> <p><b>Corrective Action:</b> For information.</p>	\$0



Description

Estimated  
Cost [USD]



**Issue:** A USCG approved BWTS is installed.

**Corrective Action:** None.

\$0

## ONBOARD MANAGEMENT

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90

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

based Planned Maintenance System (PMS) was fully integrated with the SMS for ordering of spares and general vessel management. As the PMS is reportedly non Class approved it was deemed to be fair overall. The Port State Control (PSC) history was found to be good with 3 deficiencies and 0 detentions in the 6 inspections conducted in the past three years. 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 with the majority of requested documents provided.

## VESSEL CAPABILITIES AND CARGO SYSTEMS

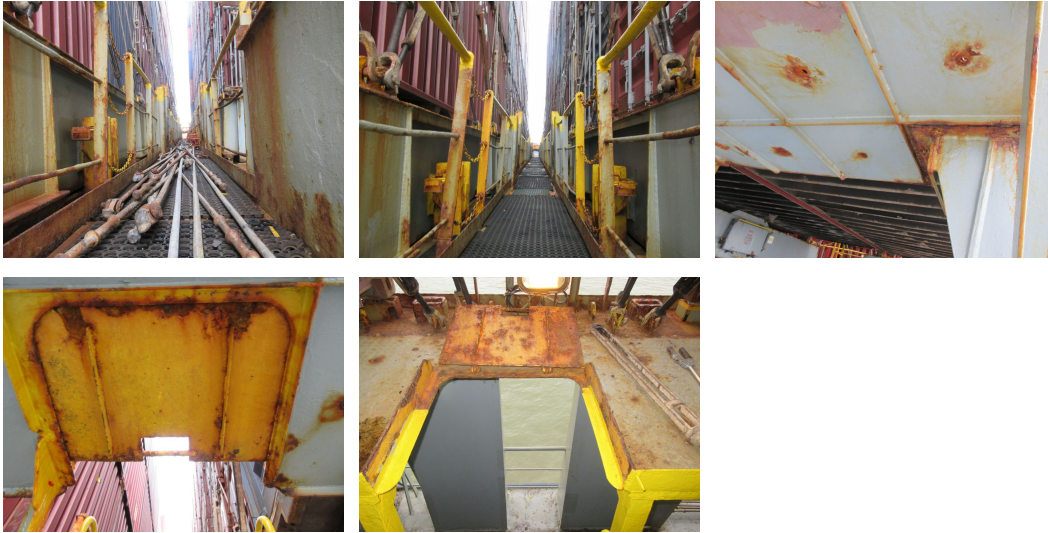
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Vessel capabilities and cargo systems were deemed to be in a good overall condition. Holds 6C and 5F were entered for inspection and photographs of hold entries in Oct-22 were provided for review. It was seen that the cargo hold structural members were found to be free of damage and had only minor spot corrosion, up to approximately 5% of the surface area, mainly located near cell guides. Cell guides were free of damage and deformation. Cargo hold fittings such as ladders, handrail, ventilation ducts, light fixtures and pipe guards etc. were seen to be free of significant damage, however ventilation ducts were seen with instances of surface corrosion. Also Cargo hold 6C was seen with distorted cable trays. 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 pontoon hatch covers. Hatch covers were found to be free of structural defects and had only minor localised corrosion, up to approximately 5% of the surface

area, mainly located near edges. Hatch cover rubber seals and retaining channels were in good overall condition. Hatch coamings were found to be free of structural defects and significant coating breakdown and corrosion. Compression bars/strips were seen to be in good condition with hatch coaming drain channels free of corrosion, scaling and debris and the hatch coaming non-return valves clear and operational. Cargo securing fittings such as container sockets, pad-eyes and D-rings etc. were in good condition. Cargo securing equipment was plentiful with inspection records maintained and securing equipment in good condition as observed. Stability calculations were seen to be carried out and the vessel holds a Document of Compliance (DOC) for the carriage of Dangerous Goods (DG). The vessel is equipped to carry 586 Reefer containers whose temperatures were effectively monitored. Reefer sockets were seen in good condition though there were instances of low insulation. The vessel uses its own power for all Reefer containers, without the need for an additional auxiliary power unit. The vessel is gearless.

## NOTABLE ITEMS

Description	Estimated Cost [USD]
<p><b>Issue:</b> Lashing platforms were seen with instances of spot corrosion particularly on hand rails.</p> <p><b>Corrective Action:</b> Areas of coating breakdown and corrosion should be addressed when possible.</p>	<\$1000



Description

Estimated  
Cost [USD]



**Issue:** Cargo hold 6C seen with distorted cable trays.

**Corrective Action:** To be rectified as required.

<\$1000



## OPERATIONAL DATA

## Operational Data Condition

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

Total High Sulphur Fuel Oil (HSFO) capacity:	m <sup>3</sup>
Total Very and Ultra Low Sulphur Fuel Oil (VLSFO and ULSFO) capacity:	3,307.9 m <sup>3</sup>
Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:	220.1 m <sup>3</sup>

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

Does the vessel have any energy efficiency technologies installed?  No

## Engines Table

	Main Engine 1	Main Engine 2	Aux Engine 1	Aux Engine 2	Aux Engine 3	Aux Engine 4
Designer	MAN B&W		MAN B&W	MAN B&W	MAN B&W	MAN B&W
Model	MC-C		8L28/32H	8L28/32H	8L28/32H	8L28/32H
Mark/Series/Revision	7		BA1,697-1	BA1,697-2	BA1,697-3	BA1,697-4
Number of Cylinders	7		8	8	8	8
Speed (RPM)	104		720	720	720	720
Bore (mm)	800		280	280	280	280
Stroke (mm)	2,300		320	320	320	320
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	174.43		111	111	111	111
Nox Tier	1		1	1	1	1
Fuel Oil Consumption at full load (tonnes/day)	176.81		203.5	203.5	203.5	203.5
Cylinder Oil Consumption (litres/day)	375					
System Oil Consumption (litres/day)	50		38	38	38	38

Major Overhaul Interval (Hours)			12,000	12,000	12,000	12,000
Running Hours since last overhaul (Hours)			3,063	4,664	11,512	10,069

	Vessel Speed (knots)	Consumption (t/day)
Loaded Eco	12	18
Loaded Service	19.8	73
Ballast Eco	12.5	16
Ballast Service	20.3	69

### Main Engine Maintenance

Component	Condition Based Monitoring?	Overhaul Interval
Cylinder Heads		8,000
Pistons		16,000
Bearings		8,000
Cylinder Liners		8,000

Main Engine No.1

Unit Running Hours

	1	2	3	4	5	6	7	8	9	10	11	12
Cylinder Heads	1,373	389	4,664	3,913	4,664	2,936	1,887					
Pistons	1,231	8,643	12,787	13,193	12,418	2,936	10,522					
Bearings	2,274	2,274	2,274	2,274	2,274	2,274	2,274					
Cylinder Liners	1,373	389	4,664	3,913	4,664	2,936	1,887					

### Class Surveys

- Were all Class and Statutory certificates valid?  Yes
- Is the vessel on the Extended Dry Docking (EDD) program?  No
- Is the vessel on the Enhanced Survey Program (ESP)?  No
- Does the vessel have an In Water Survey Class notation?  Yes
- Is the vessel ice classed?  No

Survey

Date Last Completed

Date Next Due

Main / Special / Renewal	26-Jan-21	26-Jan-26
Intermediate	22-Jan-19	26-Apr-24
Annual	13-Mar-22	26-Apr-23
Bottom In Water	20-Dec-20	
Bottom in dry dock		20-Dec-23



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

*Example Port, China*

Is the vessels last dry dock report provided and attached?

Yes

Does the vessel intend to dry dock before the next scheduled bottom survey?

No

Has the vessel remained with the same flag since build?

No

*Please provide details of previous flags*

*Example Flag*

Has the vessel remained with the same Class since build?

No

*Please provide details of previous Class societies*

*Example Class*

Does the vessel have any Conditions of Class or Recommendations of Class?

Yes

*Please provide further details*

*Finding related to structural damage of Fresh Water Side Tank Starboard to be rectified*

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

No

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

1,000,000

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

Discharging

## 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?

Yes

Did the UTM report show any diminution of steelwork?

Minor

*Please provide further details*

*The latest UTM report provided showed minor levels of steel diminution.*

### Hull & Structure

What features were seen on the hull?

New Panama mooring fixtures

### Bridge & Communication

What features were seen on the bridge?

Differential-GPS

*Maker : Furuno Model : GP 170*

### Engine Room & Firefighting

Incinerator sludge burning system

*Maker : HYUNDAI - ATLAS INCINERATOR Model : MAXI 150  
SL-1 WS*

UMS Capabilities (regardless of Class notation)

2-Stroke Engine Adaptive Cylinder Oil Control e.g.  
MAN B&W Alpha Lubricator

*Alpha Lubricators*

Centralised Sea Water cooling

*Plate type heat exchangers*

# HULL

## Hull Condition

What sections of the hull were inspected?	Port side
Was the vessel free of any major structural damage or indentations?	<input checked="" type="checkbox"/> No <i>vessel has a Condition of Class stating that the structural damage of Fresh Water Side Tank Starboard to be rectified</i>
Was the vessel free of any minor structural damage or indentations?	<input checked="" type="checkbox"/> No <i>shallow indent seen bellow the waterline on the port side</i>
What was the level of Hull coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	throughout
The amount of surface area coating breakdown and corrosion was approximately:	5%
Type of coating breakdown and corrosion:	<input checked="" type="checkbox"/> Localised
What was the condition of the hull markings?	Well painted and clearly legible
What type of anti-fouling coating was applied?	Tin free anti fouling coating Intersmooth 460 Ecoflex SPC (Dark Red)
What level of marine fouling was seen?	None
Were fenders installed on the hull?	<input checked="" type="checkbox"/> No

**What were the vessels draughts?**

Fwd: (m)	9.2
Aft: (m)	9.6

Was the upper sections of the rudder visible?

 Yes

What condition was the rudder in?	Good
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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?  Yes

What was the condition of the mooring machinery?

Good

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

Substantial

Were clutching and gearing arrangements sufficiently greased?  Yes

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

Good

What type of mooring lines did the vessel have?

Rope

What was the condition of the mooring ropes / wires?

Good

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

Yes

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

Yes

*Date of last test*

29-Oct-22

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

Signs at the entrance to the mooring decks

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

Yes

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

Structurally sound with no visible damage

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

Coatings fully intact with no corrosion

Was the condition of the bosun's store housekeeping?

Neat and tidy with items secured

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

Yes

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

Yes

## WEATHER DECKS AND FITTINGS

### Weather Decks and Fittings Condition

Were the decks free of any structural damage or deformations?

No

*an area of the starboard deck was seen to have bulged when the fresh water tank was overfilled*

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

None

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

Fair

*Please provide further details*

*hand rails and lashing bar bins seen with spot corrosion, some railings were seen to be deformed*

Does the vessel have mooring winches fitted on the main deck?

No

Were deck equipment and pipework free of leakages?

Yes

What was the condition of the accommodation ladders or gangways?

Good

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

Yes

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

Good

Does the vessel carry any major spares on external decks e.g. propeller blades, anchor etc.

No



## BALLAST TANKS AND SYSTEMS

### Ballast Tanks and Systems Condition

Were ballast tanks entered?

Yes

*Please provide further details*

*APT, 5(S) DBWBT and DBWBT*

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

Yes

*Date photos were provided:*

24-Oct-22

Were inspection reports or reports of the tanks condition provided?

Yes

Were the tanks free of any structural damage or indentations?

Yes

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

Minor

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

on stiffeners and lighting holes

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

2%

Type of coating breakdown and corrosion:

Spot

Were ballast tanks coatings certified to PSPC standards?

No

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

Good

*Please provide further details*

*Minor surface corrosion on the manhole covers bolt holes*

Were the ballast tanks fitted with sacrificial anodes?  No

*Anode depletion:* %

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

Minimal

*Please provide further details* %

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

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

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

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

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

Good

## ACCOMMODATION

### Internal Accommodation Condition

Were accommodation spaces used for their assigned purposes?  Yes

What was the condition of the flooring and wall coverings?

Good

What was the condition of the upholstery and furniture?

Good

What were the general levels of housekeeping and cleanliness?

Good

What was the level of hygiene of the sanitary facilities?

Good

Was all laundry equipment in good working order?  Yes

Was the Hospital well equipped and ready for use?  Yes

Were the drugs controlled and substances seen to be locked away?  Yes

Was the associated drugs log kept up to date?  Yes

What was the quality of accommodation outfitting?

High quality of outfitting

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

What was the condition of the AHU?

Fair

*Please provide further details*

*surface corrosion on the galley supply ducting*

### 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?

Yes

Were provisions stores at the required temperatures?

Yes

Were provision stores temperatures recorded and records kept nearby?

No

*Provisions stores temperature records were not recorded or kept near the stores.*

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

Yes

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

Yes

### External Areas Condition

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

Yes

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

Yes

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

None

What was the general condition of external superstructure fittings?

Good

## Crew Welfare

What is the average contract length for crew members?

Officers:

4 Months

Crew:

6 Months

Was Wi-Fi provided on-board?

Yes, 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 Weights
- Treadmill
- Cycling Machine
- Television
- Games console
- Musical Instruments
- En-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
- Desk
- Ample storage

Does the vessel have any onboard training facilities?

Yes

Type of onboard training facilities:

Other

*Please provide further details*

*Walport*

Is there a crew suggestion policy in place?

Yes

Does the crew have access to a bonded store?

Yes, minimal stock

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

Yes

# BRIDGE AND NAVIGATION EQUIPMENT

## General Condition

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

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

Was the view from the bridge clear and unobstructed?  Yes

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

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

*Type of VDR fitted:* VDR

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

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

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

*Normal time setting at sea* 12 mins

## Navigation Condition

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

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

Yes

*Latest update week*

43

Was the Echo Sounder fully operational?

Yes

Were the RADARs fully operational?

Yes

Were the "blind sectors" posted near to the RADARs?

Yes

Does the vessel receive up to date weather information?

Yes

31-Oct-22

**What type of weather updating service does the vessel use?**

Weather fax

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

Yes

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

Yes

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

Yes

### Communication Condition

What GMDSS sea areas was the vessel licensed to cover?

A1

A2

A3

A4

Were the radio batteries seen to be in good condition?

Yes

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

Yes

#### Battery expiry dates

EPIRBs

01-Mar-25

SARTs

01-Dec-24

VHF

01-Jun-24



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

### Documentation Condition

Were berth to berth passage plans seen on-board?

Yes

Were passage plans signed by all navigating officers?  Yes

What format were nautical publications provided in?

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*

28-Oct-22

### External Condition

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

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

Were bridge wing manoeuvring controls fitted?  Yes

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

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

# ENGINE ROOM AND MACHINERY

## General Condition

What equipment was seen running?

- Auxiliary Engines
- Pumps
- Sewage treatment plant
- Refrigeration Compressor
- Purifiers
- Air compressors
- Auxiliary Boiler

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?**

Very Clean

Were bilges and tank tops free of oil and water?

- Yes

Was housekeeping to a good overall standard?

- Yes

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

- Yes

Were spares neatly stowed and correctly secured?

- Yes

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

- 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?

- No

Was the NOx Technical file kept up to date?

- Yes

*Date of entry:*

15-Oct-22

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

- Yes

Were all machinery special tools provided and in good condition?  Yes

### Main Engine Condition

Was the main engine in good working condition? Yes

What condition did the Main Engine appear to be in?

Good

Were Main Engine performance reports provided for review?  Yes

Were the performance reports satisfactory?  Yes

Was there any overdue maintenance on the Main Engine Turbochargers?  No

### Propulsion

What type of propulsion does the vessel have?

Fixed Pitch Propeller (FPP)

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

What type of thruster systems does the vessel have?  Bow Thruster

Was the thruster(s) in good working condition?  Yes

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

Good

### Power Generation

How many Auxiliary Engines does the vessel have?

4

Were the auxiliary engines in good working condition?  Yes

What condition did the Auxiliary Engines appear to be in?

Good

Were Auxiliary Engines performance reports provided for review?

Yes

Were the performance reports satisfactory?

Yes

Does the vessel have a shaft generator?

No

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

No

### Auxiliary Machinery

Does the vessel have an Auxiliary Boiler?

Yes

What type of boiler is fitted?

Steam

Was the boiler in good working condition?

Yes

What condition did the Boiler appear to be in?

Good

Were boiler safety valves in satisfactory condition?

Yes

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

Was all engine room pipework free of leakages?  Yes

Was all pipework free of temporary repairs?  Yes

Was all pipework free of corrosion or soft patches?  Yes

What condition was pipework lagging in?	Clean
---	-------

Was the steering gear in good working condition?  Yes

Was the steering gear free of leakages?  Yes

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

Were emergency steering instructions posted nearby?  Yes

Was the Engine workshop clean and tidy?  Yes

ECR and Electrical

- Was the Engine Control Room clean and tidy?  Yes
- Was the Engine Control and Alarm system free of any serious alarms?  Yes
- Does the vessel have an Unmanned Machinery Space (UMS) notation?  Yes
- Does the machinery space operate in UMS mode?  Yes
- Were all Electrical distribution systems in good working condition?  Yes
- Were Main Switchboard Insulation readings adequate?  No
- Were distribution and switchboard panels protected with approved rubber matting?  Yes

*insulation reading were low on the 440V switchboard*

# FIRE FIGHTING EQUIPMENT AND SYSTEMS

## Fire and Safety Appliances Condition

Was the vessel free of fire hazards?  Yes

Was all fire and safety equipment regularly serviced?  Yes

Date of last service

25-May-22

Were all relevant Fire and Safety instructions correctly posted?  Yes

What was the vessels Fixed fire detection systems?

	Engine Room	Cargo Holds	Accommodation
<input checked="" type="checkbox"/> Flame	<input checked="" type="checkbox"/> Flame	<input checked="" type="checkbox"/> Flame	<input checked="" type="checkbox"/> Flame
<input checked="" type="checkbox"/> Smoke	<input checked="" type="checkbox"/> Smoke	<input checked="" type="checkbox"/> Smoke	<input checked="" type="checkbox"/> Smoke
<input checked="" type="checkbox"/> Heat	<input checked="" type="checkbox"/> Heat	<input checked="" type="checkbox"/> Heat	<input checked="" type="checkbox"/> Heat
<input checked="" type="checkbox"/> Smoke & Heat (Combined)	<input checked="" type="checkbox"/> Smoke & Heat (Combined)	<input checked="" type="checkbox"/> Smoke & Heat (Combined)	<input checked="" type="checkbox"/> Smoke & Heat (Combined)

Was the fire detection system reportedly fully operational?  Yes

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

What is the vessels Fixed firefighting systems?

Engine Room	Cargo Holds	Accommodation
<input checked="" type="checkbox"/> CO2	<input checked="" type="checkbox"/> CO2	<input checked="" type="checkbox"/> Water Mist
<input checked="" type="checkbox"/> Foam	<input checked="" type="checkbox"/> Deck Foam	<input checked="" type="checkbox"/> Galley CO2
<input checked="" type="checkbox"/> Water Spray	<input checked="" type="checkbox"/> Water Spray	<input checked="" type="checkbox"/> Wet Chemical
<input checked="" type="checkbox"/> None	<input checked="" type="checkbox"/> None	<input checked="" type="checkbox"/> None

Were all fixed fire fighting systems in good working condition?  Yes

Were clear operating instructions posted for the fixed firefighting systems?  Yes

Was the fixed firefighting system release protected against unauthorised operation?  Yes

Was the main fire pump working?  Yes

Was the emergency fire pump working?  Yes

Was a fire pump tested during the inspection?  Yes

Did the fire pump maintain adequate pressure?  Yes

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

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

Good

Does the vessel have a fire control station?  No

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

Were all fire extinguishers in good condition?  Yes

Were the firefighting outfits and associated equipment in good condition?  Yes



Were the International Shore Connections on board?  Yes

*Location:*

*Main deck*

Was the BA equipment fully charged in good condition?  Yes

Was the Emergency Generator tested during the inspection?  Yes

Was the Emergency Generator in working order?  Yes

Were Emergency Generator Starting instructions clearly posted?  Yes

**What was the condition of the Emergency Generator?**

Good

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

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

Were fire doors in good condition and effectively closing?  Yes

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

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

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

## LIFESAVING APPLIANCES

### Lifesaving Appliances Condition

Were all Lifesaving Appliances regularly serviced?  Yes

Date of last service:	10-Apr-22
How many lifeboats is the vessel equipped with?	2
What type of lifeboat is the vessel fitted with?	Davit launched
What was the external condition of the lifeboat(s)?	Good
What was the internal condition of the lifeboat(s)?	Fair

*Please provide further details*

*starboard lifeboat was seen with a clouded window*

Were Lifeboat Engines able to be tested?  Yes

Were lifeboat engines in good working order?  Yes

What type of rescue boat was fitted?	Lifeboat designated as rescue boat
Which lifeboat is designated?	Port
How many life rafts does the vessel have?	5

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?

08-Aug-23

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

Yes

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

Yes

What was the date of the last abandon ship drill?

30-Oct-22

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

Yes

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

Yes

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

Yes

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

Yes

## SAFE WORKING ENVIRONMENT

### Safe Working Environment Condition

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

**Date of last PTW:**

31-Oct-22

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

**Date of last calibration:**

21-Dec-21

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

Does the vessel have an adverse history of accidents and near-misses?  No

Is the vessel equipped with an approved SOLAS training manual?  Yes

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

Does the vessel have clear pilot boarding instructions posted?  Yes

Are regular drills conducted on board?  Yes

Last drill date

30-Oct-22

Last drill type

abandon ship

## POLLUTION CONTROL

### General Condition

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

Is the vessel free of pollution hazards?

Yes, with no hazards

Were scuppers plugged in port as required?  Yes

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

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

### Oil - Marpol Annex I

Is an Oily Water Separator (OWS) fitted?  Yes

Was the OWS reportedly operational?  Yes

What was the condition of the OWS?

Good

Was the OWS Tested?  Yes

*Means of testing*

*Simulated*

Was the 15ppm meter calibrated?  Yes

*Date of calibration*

*01-Apr-21*

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

Yes

Means of securing

Sealed  
 Locked

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

Yes

Was the SOPEP locker or box well stocked?

Yes

**What was the condition of the SOPEP equipment?**

Good

Was a list of SOPEP equipment posted and accurate?

Yes

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

Yes

*Date of last entry*

30-Oct-22

*Category of last entry*

/

Were previous bunkering checklists correctly filled out?

Yes

*Date of last bunkering*

24-Sept-22

Were bunker samples correctly stored?

Yes

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

Yes

**Ballast Water Treatment System**

**Manufacturer:**

Alfa Laval

**Type:**

UV

What regulation is listed on the Ballast Water Management Certificate?

D-2

Type of BWTS approval:

USCG approval

Was the BWTS operational?

Yes

What was the condition of the BWTS?

Good

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

Yes

*Date of last entry*

27-Oct-22

Is the Vessel General Permit (VGP) compliant?

Yes

*Due to the use of an EAL or the airseal arrangements in place for the stern tube, the vessel is considered VGP compliant in this regard for trade to the USA*

How is the vessel VGP Compliant? \*Environmentally Acceptable Lubricant

Stern Tube Airseal

### Sewage - Marpol Annex IV

Was a Sewage Treatment Plant fitted?

Yes

Was the Sewage Treatment Plant operational?

Yes

What was the condition of the Sewage Treatment Plant?

Good

Does the vessel have a sewage holding tank?

No

### Garbage - Marpol Annex V

Does the vessel have a garbage management plan?

Yes



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*

27-Oct-22

*Category of last entry*

B

### Air - Marpol Annex VI

Does the vessel have a valid IAPP certificate?

Yes

Is the vessel compliant with IMO 2,020 Sulphur cap regulations?

Yes

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*

15-Dec-20

### EEXI

Does the vessel have an EEDI score assigned at build?

No

What fuel type does the vessel run on for the majority of the time?

Heavy Fuel Oil (HFO)

Does the vessel have any energy efficiency technologies installed?

No

Is the vessel ice classed?

No

**Main Engine(s)**

Specific Fuel Oil Consumption (SFOC) (g/kWhr):

174.43

**Auxiliary Engines**

Specific Fuel Oil Consumption (SFOC) (g/kWhr):

111

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

No

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

26-Jan-26

**Year**

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

2021

11.04

2020

9.43

2019

10.3

# ONBOARD MANAGEMENT

## Onboard Management Condition

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

**How was the SMS Implemented?**

Software / Electronic System

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

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

Is the SMS system regularly reviewed by the Master?  Yes

**Date of last review**

09-Aug-22

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

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

Does the vessel have a valid MLC certificate?  Yes

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

**Last updated**

30-Oct-22

Are hours of maximum permissible work regularly exceeded?  No

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

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

Non Class-approved system

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:

3

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

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

Yes

Are random or specific drug and alcohol testing carried out?

Yes

Tests Carried out by

Onboard by Master

External Company

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?

Majority of documents provided

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

Well managed

# VESSEL CAPABILITIES AND CARGO SYSTEMS - CONTAINERSHIPS

## Vessel Capabilities and Cargo Systems - Containerships Condition

Cargo hold	Capacity in hold (TEU)	Capacity on deck (TEU)	Total (TEU)
Cargo Hold No.1	24	56	80
Cargo Hold No.2	118	200	318
Cargo Hold No.3	208	264	472
Cargo Hold No.4	288	232	520
Cargo Hold No.5	232	312	544
Cargo Hold No.6	212	336	548
Cargo Hold No.7		342	342
Cargo Hold No.8			0
Cargo Hold No.9			0
Additional Deck Stowage			0
<b>Total</b>	<b>1,082</b>	<b>1,742</b>	<b>2,824</b>
How many cargo holds does the vessel have?			6

Were the cargo holds able to be entered and inspected?

Yes

6C and 5F

Were recent vessel cargo hold inspection photographs provided?

Yes

*Date photographs were taken:*

1-Oct-22

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?

No

*ventilation ducts seen with instances of surface corrosion. Cargo hold 6C seen with distorted cable trays.*

Were the cell guides free from any significant damage or significant deformation?

Yes

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

Minor

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

near cell guides

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

5%

Type of coating breakdown and corrosion:

Spot

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

Yes

Were cargo hold bilges clear of debris and oil contamination?

Yes

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

Yes

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

Yes

**What is the method of cargo hold ventilation?**

Mechanical

Were cargo hold ventilation systems in good working order?  Yes

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

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

### Hatch Covers

What type of hatch covers are fitted?	Pontoon
---------------------------------------	---------

What was the make and model of the Hatch covers?

Make and Model:	Example
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Maximum weight of the heaviest pontoon (tons):	32
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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
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Coating breakdown and corrosion was mainly located in the following areas:	near edges
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The amount of surface area coating breakdown and corrosion was approximately:	5%
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Type of coating breakdown and corrosion:  Localised

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
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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?

None

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

Yes

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

Yes

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

Yes

### Cargo Securing

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

Good

Was there an up to date Cargo Securing Equipment inventory?

Yes

Were there any shortfalls of cargo securing devices?

No

Were cargo securing device inspection records correctly maintained?

Yes

What was the condition of Cargo Securing Equipment?

Good

Was there an approved Cargo Loading Manual on board?

Yes

Was there an approved stability booklet on board?

Yes

Did the vessel use a Class-approved computer based loading/stability software?

Yes

*Example Software*

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

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

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

Are appropriate securing points being used for cargo securing?  Yes

### Reefer Containers

Is the vessel equipped to carry Reefer containers?  Yes

	Reefer Capacity
On deck	312
In Holds	274
<b>Total</b>	<b>586</b>

What condition were reefer electrical sockets in?	Good
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Was the reefer switchboard free of any low insulation or earth faults?  No *440V panel indicated low insulation in the engine room*

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

Is there an effective system for monitoring reefer container temperatures?  Yes *Manual monitoring by crew*

# CARGO LIFTING APPLIANCES

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Cargo Lifting Appliances Condition