



## PRE-SALE REPORT

# EXAMPLE VESSEL

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IMO Number: 123456789

INSPECTED AT VIETNAM  
1st OCTOBER 2022



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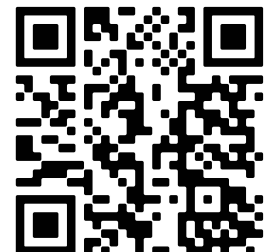
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## ADDITIONAL DOCUMENTS



Vessel documents



Vessel photos



## INSPECTION SUMMARY

Ho Chi  
Minh,  
Vietnam

22 Oct 2022

Status:  
Loading5.5 Hours  
AboardLimited  
documents  
provided

The SITC DANANG is a 18,078 DWT, 13,267 Gross Tonnage, Panama flagged, gearless Containership vessel built to a good standard by Iwagi Zosen Co Ltd, in Japan under ClassNK supervision and was delivered on the 120th December 2000. The vessel remains Classed with Nippon Kaiji Kyokai.

A Pre-Sale Inspection of the vessel was conducted on the 22nd October 2022 in Ho Chi Minh by Idwal under instruction from SITC Brokers (Shanghai) Company Limited .

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

The vessel was found to be in good overall condition with an Idwal Grade below 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.

72

IDWAL  
GRADE

## VESSEL PARTICULARS

Ship Name	Example
Previous Name	Example
IMO Number	9241009
Port of Registry	Example Port
Ship Type	Containership
Flag	Example
Classification Society	Nippon Kaiji Kyokai 2000-12
Registered Owner	SITC Danang Shipping Co Ltd
Technical Manager	Northstar Ship Management Ltd
Shipbuilder	Iwagi Zosen Co Ltd
Delivery Date	00/12/2000
Dead Weight	18078.00 MT 13267.00
Gross Tonnage	MT
Net Tonnage	7391.00 MT
Length Overall	161.85 m
Breadth	25.60 m
Depth	12.90 m
Summer Draught	9.06 m
TEU	1032.00

The onboard management was found to be good with the Safety Management system found to be well implemented and the vessel generally good. The vessel was found to provide a safe working environment. The Port State Control (PSC) history was found to be very good with 0 deficiencies and 0 detentions in the 12 inspections conducted in the past three years.

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

The vessel's Attained EEXI was calculated to be between 21.48 and 22.80, which is above the required EEXI of 19.43, and therefore the vessel will require the installation of technologies to reduce the EEXI score.

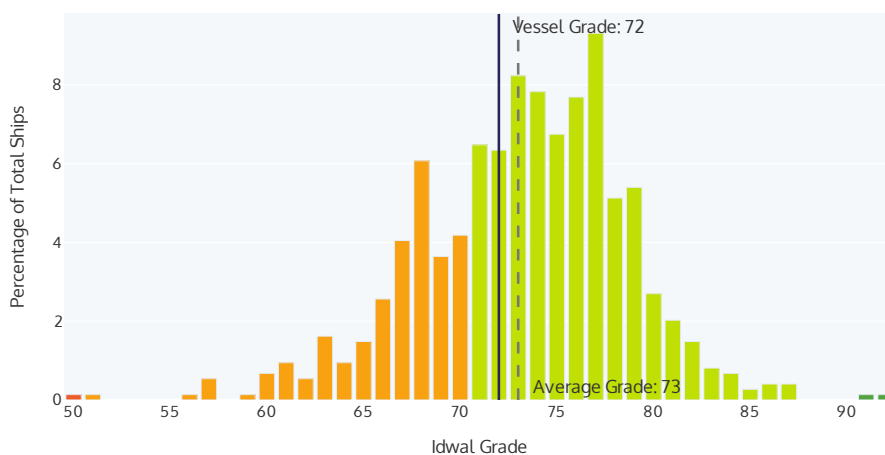
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# COMPARE YOUR IDWAL GRADE

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

## Your Idwal Grade vs other Feeder Container vessels

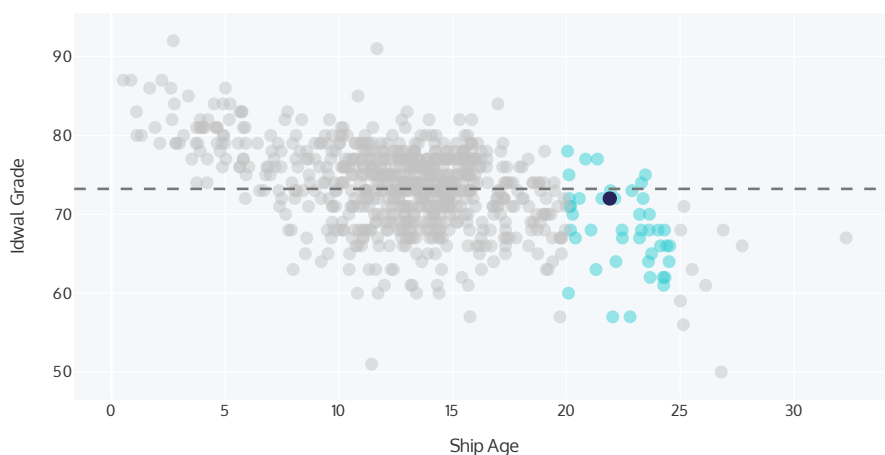


This graph shows the distribution of Idwal Grades against your ship's sector.

### KEY

Your Idwal grade	Average Idwal grade
—	- - -
Grade range	
> 90	71 - 90
51 - 70	30 - 50

## Your Idwal Grade vs other Feeder Container vessels, age 20-25 years



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

### KEY

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

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

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

## KEY NOTABLE ITEMS

	Description	Action / Timeline	Estimated Cost [USD]
✗	The vessel does not hold a Class approved Inventory of Hazardous Material (IHM)	An IHM is required for entry into EU ports.	\$0
✗	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
✗	Fire outfit items missing at time of inspection.	To be replaced.	\$0
—	Several minor indentations were observed on the plating of the side shell of the hull.	To note.	\$0
—	No international shore connections were on board.	Supply on board as soon as possible.	\$0
—	Engine room bilges were seen to have oil and water contamination.	Pump and clean bilges and rectify causes of oil or water.	\$0
—	Purifier and aux generators noted with areas of oil accumulation and staining.	To be cleaned and maintained properly	\$0
—	No Wi-Fi system was reported to be installed onboard.	Consider installing system as soon as practical to ensure crew can maintain regular communication with family.	\$0
—	Main deck cable supports and walkway grating supports found to be heavily corroded with instances of wastage.	Crew maintenance required.	\$1000 - \$5000
—	Coating breakdown and corrosion on the main deck was seen to be moderate notably across walkways and cross decks.	Crew maintenance required.	\$5000 - \$20000
✓	The vessel has completed an out of water bottom survey within 12 months from the date of inspection.	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 21.48 and 22.80. The EEXI has been calculated based on SFCapp as the SFOC for the Aux. Eng. at 50% load was not provided. This Attained EEXI score is above the required EEXI of 19.43, and therefore the vessel will require the installation of technologies to reduce the EEXI score. 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

**19.43**

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

Attained EEDI/EEXI

**21.48 - 22.80**

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

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



# GRADING DATA



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

## SUB GRADES

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

Condition



Management



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

Design and Construction



Hull



Mooring Decks



Weather Decks and Fittings



Ballast Tanks and Systems



Accommodation



Bridge and Navigation Equipment



Engine Room and Machinery



Fire Fighting Equipment and Systems



Lifesaving Appliances



Safe Working Environment



Pollution Control



Onboard Management



Vessel Capabilities and Cargo Systems



Forthcoming Regulatory Compliance



Crew Welfare



Crew Performance



Safety Management



Planned Maintenance System (PMS)



Classification and Certification



PSC Performance



## 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 Japan by Iwagi Zosen Co Ltd with the keel laid on 01/06/2000. The vessel is a Containership, with 4 holds, driven by a fixed pitch, direct drive propeller. The Main Engine is a NOx Tier 1, and the vessel has 3 Auxiliary Engines, and no shaft generator. It is not on the Enhanced Survey Program or Extended Dry

Docking schedule and does not hold a Class notation for in Water Surveys. No Cargo Lifting Appliances are fitted. No UTM report was made available for review. Apart from the equipment required by international rules and regulations, the bridge is also fitted with differential-GPS and internal and external CCTV system and the engine room and machinery are fitted with incinerator sludge burning system and UMS capabilities.

## HULL

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The hull was seen to be in a good overall condition, with the hull able to be inspected from the port side only. The vessel was found to be free of major structural defects, however, several minor indentations were observed on the plating of the side shell

port side but was free of significant coating breakdown and corrosion. Hull markings were partly obscured with minor marine fouling observed. The vessel's last out of water bottom survey was carried out on 19-Sept-22, with the vessel's next out of water bottom survey due by 18-Sept-25.

## NOTABLE ITEMS

### Description

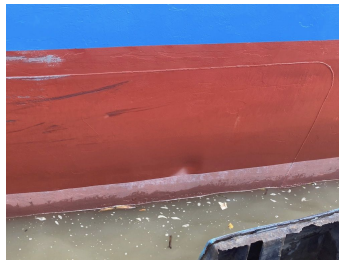
### Estimated Cost [USD]



**Issue:** Several minor indentations were observed on the plating of the side shell of the hull.

**Corrective Action:** To note.

\$0



### Description

### Estimated Cost [USD]



**Issue:** The vessel has completed an out of water bottom survey within 12 months from the date of inspection.

**Corrective Action:** None

\$0

## MOORING DECKS

80

The Mooring decks were seen to be in a good condition overall with the decks found to be free of structural defects and had only minor spot corrosion, up to approximately 5% of the mooring deck plating total surface area, mainly located in the vicinity of fittings. 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. It was also noted fwd Windlass Port side lock in pins not secured properly due to wastage of material.

Mooring machinery was in fair condition due to localised areas of early onset corrosion observed Anchor chains and mooring ropes were in a good overall condition. Mooring practices were seen to be poor, due to additional mooring ropes made fast to warping heads however, snap-back zone warnings were seen to be posted at the entrances to mooring areas as per industry best practice. The bitter end release arrangements were seen to be clear and unobstructed however, the emergency towing booklet was not 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 fair to good condition overall, with the decks found to be free of structural defects but had moderate spot corrosion, up to approximately 10% of the main deck plating total surface area, mainly located across walkways and cross decks. Deck fittings were found to be in

a fair condition due to cable supports and walkway grating supports found to be heavily corroded with instances of wastage however, 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

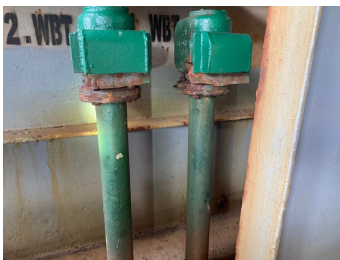
### Description

Estimated  
Cost  
[USD]

**Issue:** Main deck cable supports and walkway grating supports found to be heavily corroded with instances of wastage.

\$1000 -  
\$5000

**Corrective Action:** Crew maintenance required.



### Description

Estimated  
Cost [USD]





**Issue:** Coating breakdown and corrosion on the main deck was seen to be moderate notably across walkways and cross decks.

\$5000 -

**Corrective Action:** Crew maintenance required.

\$20000



## BALLAST TANKS AND SYSTEMS

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Ballast tanks and systems were deemed to be in a fair to good overall condition. Fore peak tank was entered for inspection however no photographs of previous tank entries were provided for review. The inspected ballast tanks were found to be generally free of significant structural defects and had only minor scaling corrosion, up to approximately 5% of the ballast tanks total surface area, mainly located around lightening holes, on structural members and bulkheads. Ballast tank fittings such as ladders and pipework were seen to be in a fair overall

condition due to some fittings, such as sections of pipework, were seen to have had signs of moderate corrosion with Anodes seen to be depleted up to 80%. 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

60

The accommodation areas were seen to be in a fair condition overall due in part to the condition of shared sanitary facilities. Floor and wall coverings were found to be in good condition and upholstery and furniture found to be free from deterioration and defects. The levels of housekeeping and cleanliness were found to be fair with multiple areas seen to require additional cleaning, particularly communal sanitary facilities and the galley but with levels of hygiene 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 an average quality. The Crew Welfare was found to be Poor to Fair overall with no Wi-Fi system reported to be installed onboard. 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 fair overall condition due to multiple pieces of equipment were seen to have been in requirement of cleaning but with all equipment reportedly in good working order. The galley was found to be in a slightly dirty condition however, the galley hoods were 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 had only minor localised and surface corrosion, up to approximately 5% of the surface area, mainly located in vicinity of doors. 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.

## BRIDGE AND NAVIGATION EQUIPMENT

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The Bridge and navigation equipment were found to be in a good condition overall with housekeeping found to be good and with all bridge equipment reported to be fully operational. The vessel's VDR was found to be free from any unanticipated alarms with collection instructions posted nearby and with the Bridge Navigation Watch Alarm System (BNWAS) reported to be fully operational. The vessel's primary means of navigation, as listed on form E of the safety equipment certificate is ECDIS backed up by a folio of paper charts 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 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.

## ENGINE ROOM AND MACHINERY

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The Engine room and machinery were found to be in a fair overall condition due to the levels of leakages and staining noted across the engine room. No significant defects were reported or observed and with the engine room generally found to be fairly clean. During the inspection the Auxiliary Engines and pumps were seen running. Bilges and tank tops were generally seen to be dirty with water was accumulated and oil stains can be noticed. Pipework was seen to be in good overall condition, free of leaks, temporary repairs and significant corrosion however, some pipework lagging had areas of deterioration and staining. 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. The NOx Technical file was up to date and last updated on 07-Jul-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 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 Cylinder heads and Pistons 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 3 Auxiliary Engines were reported to be fully operational but were seen to be in a fair overall condition due to it was observed that it was dirty underneath one of the generators with evidence of oil residue seen and water accumulation. 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 barring purifiers and pumps, which were in fair condition. It was also noted traces of oil were observed at the purifiers and underneath platform. It was reported that Refer container cooling F.W Water pump no 2 was undergoing an overhaul at the time of inspection. The steering gear was seen in good working order, free of leakage with emergency steering instructions seen to be posted nearby. The machinery spaces are operated in Unmanned mode and the alarm and control system was seen to be free of any serious alarms. Electrical distribution systems including the main switchboard were in good working order and switchboard insulation readings were adequate. It was also noted that the Emergency Light was not working in the Escape Truck.

## NOTABLE ITEMS

### Description

### Estimated Cost [USD]



**Issue:** Engine room bilges were seen to have oil and water contamination.

**Corrective Action:** Pump and clean bilges and rectify causes of oil or water.

\$0



## Description

Estimated  
Cost [USD]**Issue:** Purifier and aux generators noted with areas of oil accumulation and staining.**Corrective Action:** To be cleaned and maintained properly

\$0





## FIRE FIGHTING EQUIPMENT AND SYSTEMS

40

Fire Fighting Equipment and Systems were found to be in a poor condition overall as it was noted that firefighting outfits were missing from their correct locations. 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 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. 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 seen to have fire outfits missing from lockers however, BA equipment was 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. It was also noted main Deck fire hose removed during inspection to be placed.

## NOTABLE ITEMS

### Description

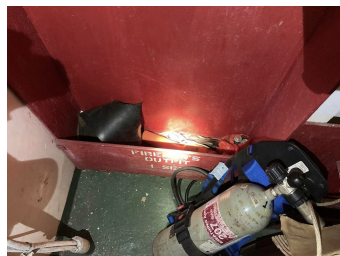
### Estimated Cost [USD]



**Issue:** Fire outfit items missing at time of inspection.

**Corrective Action:** To be replaced.

\$0



## Description

Estimated  
Cost [USD]**Issue:** No international shore connections were on board.**Corrective Action:** Supply on board as soon as possible.

\$0

## LIFESAVING APPLIANCES

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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 externally and internally. The lifeboat engines were not tested during the inspection, but was reported to be in good working order. The vessel has no dedicated rescue boat and uses the stbd lifeboat as a rescue boat. The vessel is equipped with 3 life rafts, which were found to be in good condition with Hydrostatic Release Units (HRUs) in date and correctly rigged. Davits and

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

## SAFE WORKING ENVIRONMENT

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Safe working was deemed to be fair to 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 11-10-2022, which was an Fire fighting & abandon drill.

## POLLUTION CONTROL

80

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

The vessel does not hold 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 operationally tested during the inspection and the 15ppm Oil Content Meter (OCM) was seen to be calibrated. The bilge overboard was seen to be 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 17-10-2022. 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 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 fair due to at the time of inspection, All Garbage were kept at aft poop deck area though containers were 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 21-10-2022. The Emission Control Area (ECA) change-over logbook was reviewed and found to be satisfactory with the date of last entry on 13-10-2022. The vessel's incinerator was found to be fully operational and in good overall condition, with no obvious defects. The vessel complies with IMO 2020 regulations by employing the use of Very Low Sulphur Fuels Oils (VLSFO) with a sulphur content of less than 0.5%.

## NOTABLE ITEMS

### Description

### Estimated Cost [USD]



**Issue:** The vessel does not hold a Class approved Inventory of Hazardous Material (IHM)

**Corrective Action:** An IHM is required for entry into EU ports.

\$0

## Description

Estimated  
Cost  
[USD]

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

**Corrective Action:** None

\$0



## ONBOARD MANAGEMENT

80

Onboard management was found to be good overall. The paper-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 not fully integrated with the SMS for ordering of spares and general vessel management. The Port State Control (PSC) history was found to be very good with 0 deficiencies and 0 detentions in the 12 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 but with limited 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 No 1 cargo hold (P) side were entered for inspection. It was seen that the cargo hold structural members were found to be free of damage and had only minor surface corrosion, up to approximately 5% of the surface area, mainly located inside booby hatch openings. 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 have damage with some cargo hold fittings were seen to have had moderate corrosion, such as vents and bracket support welds however 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 spot corrosion, up to approximately 10% of the surface area, mainly located underneath the top cover plate. Hatch cover

rubber seals and retaining channels were in good overall condition. Hatch coamings were found to be free of structural defects and had only minor localised and surface corrosion, up to approximately 15% of the surface area, mainly located on areas of the side plating and stays. 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. 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 104 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.

## 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:	1,263.5 m <sup>3</sup>
Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:	194.0 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	Mitsui		Daihatsu	Daihatsu	Daihatsu	
Model	MC-C		6DK-20	6DK-20	6DK-20	
Mark/Series/Revision	8S50MC(MK6		DK62,020,785	DK6,202,078	DK6,202,078	
Number of Cylinders	8		6	6	6	
Speed (RPM)	127		900	900	900	
Bore (mm)	500		200	200	200	
Stroke (mm)	1,910		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	175.9		215	215	215	
Nox Tier	1		1	1	1	
Fuel Oil Consumption at full load (tonnes/day)	45.2					
Cylinder Oil Consumption (litres/day)	200					
System Oil Consumption (litres/day)	20		10	10	10	

Major Overhaul Interval (Hours)			12,000	12,000	12,000	
Running Hours since last overhaul (Hours)			6,988.3	4,982.9	4,334	

	Vessel Speed (knots)	Consumption (t/day)
Loaded Eco	12.5	19.90
Loaded Service	15.	27.10
Ballast Eco	13	18.7
Ballast Service	15.50	25.90

## Main Engine Maintenance

Component	Condition Based Monitoring?	Overhaul Interval
Cylinder Heads		8,000
Pistons		8,000
Bearings	Yes	99,999
Cylinder Liners	Yes	8,000

## Main Engine No.1

## Unit Running Hours

	1	2	3	4	5	6	7	8	9	10	11	12
Cylinder Heads	1,937	4,248	5,222	1,540	1,150	5,583	1,247	1,456				
Pistons	1,937	4,248	5,222	1,540	1,150	5,883	1,247	1,456				
Bearings	11,464	2,191	2,191	2,191	1,139	2,240	2,191	2,191				
Cylinder Liners	1,937	4,248	5,222	1,540	1,150	5,883	1,247	1,456				

## 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? ☒ No

Is the vessel ice classed? ☒ No

## Survey

## Date Last Completed

## Date Next Due

Main / Special / Renewal	15-Oct-20	19-Dec-25
Intermediate	19-Sept-22	
Annual	19-Sept-22	19-Mar-24
Bottom in dry dock	19-Sept-22	18-Sept-25

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

YIU LIAN DRYDOCK

- 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?

☒ Yes
- Has the vessel remained with the same Class since build?

☒ Yes

Does the vessel have any Conditions of Class or Recommendations of Class?	No
---	----


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

No

The cost for the next out of water bottom survey or dry docking based on a far eastern shipyard and includes all survey and normal maintenance costs is approximately estimated at:	800,000
What was the status of the vessel at the time of inspection?	Loading



## DESIGN AND CONSTRUCTION

### Design and Construction Condition

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

☒ Yes

Under what IACS Class society supervision was the vessel built?

NK - ClassNK

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

No, not available

### Hull & Structure

### Bridge & Communication

What features were seen on the bridge?

☒ Differential-GPS

*JRCO JLR-78,000*

☒ Internal and External CCTV system

*(Port & Stbd) Gangway (P&S) inside bridge and poop deck and inside Alleyway of cabins*

### Engine Room & Firefighting

☒ Incinerator sludge burning system

*BGW-30N Type 20 kg/h of specified waste*

☒ UMS Capabilities (regardless of Class notation)

*As per Class notation*

## HULL

## Hull Condition

What sections of the hull were inspected?

Port side

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

☒ Yes

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

☒ No*several minor indentations were observed on the plating of the side shell port side*

What was the level of Hull coating breakdown and corrosion?

None

What was the condition of the hull markings?

Partly obscured

What type of anti-fouling coating was applied?

TBT-free self polishing

What level of marine fouling was seen?

Minor

Were fenders installed on the hull?

☒ No

What were the vessels draughts?

Fwd: (m)

7.2

Aft: (m)

7.35

Was the upper sections of the rudder visible?

☒ No

## 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?

Minor

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

in the vicinity of fittings

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

5%

Type of coating breakdown and corrosion: ☒ Spot

What was the general condition of the deck fittings?

Good

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

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

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

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?

Fair

*Please provide further details*

*localised areas of early onset corrosion observed*

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

Moderate / Adequate

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.

☒ No

*additional mooring ropes made fast to warping heads*

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

☒ No

*not seen to have been stencilled and no information regarding the last brake test was provided*

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?

Minor instances of indentations

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

Minor instances of coating breakdown and corrosion

Was the condition of the bosun's store housekeeping?

Fairly neat with some scattered equipment

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?

☒ No

*Emergency towing procedures were not  
available near to the foc'sle*

## WEATHER DECKS AND FITTINGS

### Weather Decks and Fittings Condition

Were the decks free of any structural damage or deformations?

☒ Yes

*The ventialor pipe bracket support welding seam*

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

Moderate

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

across walkways and cross decks

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

10%

Type of coating breakdown and corrosion:

☒ Spot

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

Fair

*Please provide further details*

*cable supports and walkway grating supports found to be heavily corroded with instances of wastage*

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*

*Tanks Entered: Fore peak tank*

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

☒ No

Were inspection reports or reports of the tanks condition provided?

☒ No

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:

around lightening holes, on structural members and bulkheads

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

5%

Type of coating breakdown and corrosion:

☒ Scaling

Were ballast tanks coatings certified to PSPC standards?

☒ Yes

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

Fair

*Please provide further details*

*some fittings, such as sections of pipework, were seen to have had signs of moderate corrosion*

Were the ballast tanks fitted with sacrificial anodes?

☒ Yes

*Anode depletion:*

*80%*

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?

☒ No

*Forepeak tank manhole cover seen with developing corrosion*

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?

Fair

*Please provide further details*

*multiple areas were seen to have been in requirement of cleaning, particularly communal sanitary facilities and the galley*

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?

Average quality of outfitting

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

What was the condition of the AHU?

Good

## Galley Condition

What was the level of cleanliness in the Galley?

Slightly Dirty

Was all galley equipment operational?

☒ Yes

What was the general condition of galley equipment?

Fair

*Please provide further details**multiple pieces of equipment were seen to have been in requirement of cleaning*

Were the insides of Galley hoods clean?

☒ Yes

What type of cold provisions stores does the vessel have?

Walk-in stores / Cold rooms

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

☒ Yes

Were provisions stores clean and hygienic?

☒ Yes

Were provisions stores at the required temperatures?

☒ Yes

Were provision stores temperatures recorded and records kept nearby?

☒ Yes

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

☒ Yes

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

☒ Yes

## External Areas Condition

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

☒ Yes

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

☒ Yes

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

Minor

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

in vicinity of doors

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

5%

Type of coating breakdown and corrosion:

☒ Localised

☒ Surface

What was the general condition of external superstructure fittings?

Good

## Crew Welfare

What is the average contract length for crew members?

Officers:

8 Months

Crew:

8 Months

Was Wi-Fi provided on-board?

No

*Please provide further details*

*no Wi-Fi system was reported to have been installed onboard*

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

☒ Yes

What Public Recreation equipment did the crew have access to?

☒ Off

☒ Television

What was the quality of crew recreation facilities?

Fair

*Crew recreation facilities were to a fair/poor standard due to:*

*limited facilities provided*

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

Does the vessel have any onboard training facilities?

No

*Please provide further details*

*none reported to have been fitted*

Is there a crew suggestion policy in place?

☒ Yes

Does the crew have access to a bonded store?

Yes, well stocked

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

Yes

## BRIDGE AND NAVIGATION EQUIPMENT

### General Condition

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

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

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*

6 mins

### Navigation Condition

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

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

☒ Yes

*Latest update week*

42

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

19-10-2022

**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?

☒ No

*Azimuth rings (bearing diopters) were not available on the bridge*

## 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

30-06-2023

SARTs

20-Oct-24

VHF

30-03-2023

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

☒ Yes

## Documentation Condition

Were berth to berth passage plans seen on-board?

Yes

Were passage plans signed by all navigating officers?

☒ Yes

What format were nautical publications provided in?

Paper and Electronic

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

☒ Yes

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

☒ Yes

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

☒ Yes

## 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?

☒ No

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☒ Auxiliary Boiler☒ Refrigeration  
CompressorWas 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*Water was accumulated and oil stains  
can be noticed*

Was housekeeping to a good overall standard?

☒ YesWas 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?

☒ YesWere all sounding pipe self-closing devices in good  
working order and sounding pipes capped?☒ YesWere recent copies of lube oil analysis reports  
provided for review?☒ No*Not Provided*

Was the NOx Technical file kept up to date?

☒ Yes*Date of entry:*

07-Jul-22

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

*Please provide further details*

*Main Engine surrounding area found with oil stains*

Were Main Engine performance reports provided for review? ☒ No

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?

3

Were the auxiliary engines in good working condition? ☒ Yes

What condition did the Auxiliary Engines appear to be in?

Fair

*Please provide further details*

*it was observed that it was dirty underneath one of the generators with evidence of oil residue seen and water accumulation*

Were Auxiliary Engines performance reports provided for review?

☒ No

*Soft copies will be sent by master to IDWAL*

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	Fair
Pumps	Yes	Fair
Coolers	Yes	Good
Air Compressors	Yes	Good
Fresh Water Generator	Yes	Good
Filters	Yes	Good
Fans	Yes	Good
Refrigeration Systems	Yes	Good

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

traces of oil were observed at the purifiers and underneath platform. It was reported that Refer container cooling F.W Water pump no 2 was undergoing an overhaul at the time of inspection.

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?

Stain

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? ☒ No

No Gyro repeater found

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?

☒ No

Were all Electrical distribution systems in good working condition?

☒ Yes

Were Main Switchboard Insulation readings adequate?

☒ Yes

Were distribution and switchboard panels protected with approved rubber matting?

☒ Yes

## FIRE FIGHTING EQUIPMENT AND SYSTEMS

### Fire and Safety Appliances Condition

Was the vessel free of fire hazards? ☒ Yes

Was all fire and safety equipment regularly serviced? ☒ Yes

Date of last service

07-09-2022

Were all relevant Fire and Safety instructions correctly posted? ☒ Yes

What was the vessels Fixed fire detection systems?

#### Engine Room

#### Cargo Holds

#### Accommodation

☒ Flame

☒ Flame

☒ Flame

☒ Smoke

☒ Smoke

☒ Smoke

☒ Heat

☒ Heat

☒ Heat

☒ Smoke & Heat  
(Combined)

☒ Smoke & Heat  
(Combined)

☒ Smoke & Heat  
(Combined)

Was the fire detection system reportedly fully operational? ☒ Yes

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

What is the vessels Fixed firefighting systems?

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

Were all fixed fire fighting systems in good working condition?

☒ Yes

Were clear operating instructions posted for the fixed firefighting systems?

☒ Yes

Was the fixed firefighting system release protected against unauthorised operation?

☒ Yes

Was the main fire pump working?

☒ Yes

Was the emergency fire pump working?

☒ Yes

Was a fire pump tested during the inspection?

☐ No

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

☒ Yes

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

Good

Does the vessel have a fire control station?

☒ Yes

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

☒ Yes

Were all fire extinguishers in good condition?

☒ Yes

Were the firefighting outfits and associated equipment in good condition?

☐ No*fireoutfits missing from lockers*

Were the International Shore Connections on board?

☐ No*No international shore connections were on board.*

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:

17-10-2022

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)?

Good

Were Lifeboat Engines able to be tested? ☐ No

Were lifeboat engines in good working order? ☒ Yes

What type of rescue boat was fitted?

Lifeboat designated as rescue boat

Which lifeboat is designated?

Stbd

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

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?

10-11-2022

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
- 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:

16-09-2022

What is the working language of the vessel?

Chinese

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	11-10-2022
Last drill type	Fire fighting & abandon

## 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)? ☒ No

*The vessel does not hold 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*

*Operational*

Was the 15ppm meter calibrated? ☒ Yes

*Date of calibration*

16-09-2022

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

Means of securing ☒ 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*

17-10-2022

*Category of last entry*

waste oil

Were previous bunkering checklists correctly filled out?

☒ Yes

*Date of last bunkering*

13-09-2022

Were bunker samples correctly stored?

☒ Yes

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

☒ Yes

#### Ballast Water Treatment System

Manufacturer:

Cosco Shipping Heavy Industry Technology

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*

17-10-2022

Is the Vessel General Permit (VGP) compliant?

☒ No*The vessel does not use Environmentally Acceptable Lubricants (EALs) in the stern tube or has an airseal and is therefore not VGP compliant in this regard*

### Sewage - Marpol Annex IV

Was a Sewage Treatment Plant fitted?

☒ Yes

Was the Sewage Treatment Plant operational?

☒ Yes

What was the condition of the Sewage Treatment Plant?

Good

Does the vessel have a sewage holding tank?

☒ No

### Garbage - Marpol Annex V

Does the vessel have a garbage management plan?

☒ Yes

How was the condition of Garbage segregation?

Fair

*Please provide further details**At the time of inspection, All Garbage were kept at aft poop deck area*

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*

21-10-2022

*Category of last entry*

food waste

## 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*

13-10-2022

## 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):

175.9

## Auxiliary Engines

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

215

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

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

19-12-2025



## ONBOARD MANAGEMENT

### Onboard Management Condition

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

☒ Yes

How was the SMS Implemented?

Paper Documents

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

15-09-2022

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

☒ Yes

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

☒ Yes

Does the vessel have a valid MLC certificate?

☒ Yes

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

☒ Yes

Last updated

18-09-2022

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)

☒ No

Were there any critical overdue PMS work orders?

☒ No

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

No. of Inspections in Past three years:

12

No. of Deficiencies in Past three years:

0

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

found to have been conforming to requirements using methods such as CCTV to monitor who accesses the vessel

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

Were the Master and crew prepared for the Inspection?

☒ Yes

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

Good

Were documents provided as requested?

Limited documents provided

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

Fairly managed

## VESSEL CAPABILITIES AND CARGO SYSTEMS - CONTAINERSHIPS

### Vessel Capabilities and Cargo Systems - Containerships Condition

Cargo hold	Capacity in hold (TEU)	Capacity on deck (TEU)	Total (TEU)
Cargo Hold No.1	62	96	158
Cargo Hold No.2	142	120	262
Cargo Hold No.3	152	160	312
Cargo Hold No.4	140	160	300
Cargo Hold No.5			0
Cargo Hold No.6			0
Cargo Hold No.7			0
Cargo Hold No.8			0
Cargo Hold No.9			0
Additional Deck Stowage			0
Total	496	536	1,032

How many cargo holds does the vessel have?	4
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Were the cargo holds able to be entered and inspected?

☒ Yes

*No 1 cargo hold (P) side*

Were recent vessel cargo hold inspection photographs provided?

☒ Yes

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

*some cargo hold fittings were seen to have had moderate corrosion, such as vents and bracket support weld area material wastage*

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:

inside booby hatch openings

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

5%

Type of coating breakdown and corrosion:

☒ Surface

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:

IMABARI Steel Pantoon type

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:

underneath the top cover plate

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

10%

Type of coating breakdown and corrosion:

☒ Spot

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

Good

What was the condition of hatch cover securing arrangements?

Good

What was the condition of 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:

on areas of the side plating and stays

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

15%

Type of coating breakdown and corrosion: ☒ Localised

☒ Surface

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

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

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

## Cargo Securing

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

Good

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

Were there any shortfalls of cargo securing devices? ☒ No

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*LOAD ACE*

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	104
Total	104

What condition were reefer electrical sockets in?

Good

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

☒ Yes

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

☒ Yes

Is there an effective system for monitoring reefer container temperatures?

☒ Yes*Manual monitoring by crew*



## CARGO LIFTING APPLIANCES

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Cargo Lifting Appliances Condition