Report commissioned by:

Example Client

Organisation:

Example Company

CONDITION REPORT

EXAMPLE VESSEL

IMO Number: 123456789

INSPECTED AT EXAMPLE PORT, ARAB EMIRATES
1st MAY 2023

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This report is intended for the sole use of **Example Client** and is designed to offer a condition evaluation of the subject vessel, as found on the day of the survey and in the opinion of the surveyor concerned. The report is subject to any access restrictions as described herein, and subject always to the level of cooperation afforded to the surveyor during the inspection itself. All details are given in good faith, and without guarantee.

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Report commissioned for:	Example Client
Organisation:	Example Company
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Carbon Neutral Organisation PAS 2060

CONTENTS

ADDITIONAL DOCUMENTS

Vessel documents

Vessel photos

INSPECTION SUMMARY

Example port United Arab Emirates

1 May 2023

Status: Discharging

7.5 Hours Aboard

Majority of documents provided

The Example Vessel (ex. "Example Vessel 1"; "Example Vessel 2"; "Example Vessel 2") is a example DWT, example Gross Tonnage, example flagged, geared Feedermax Container vessel built to a good standard by example shipbuilding, in China under example class supervision. She was delivered on the 13th February 2009. The vessel is now Classed with example class.

A Condition Inspection of the vessel was conducted on the 1st May 2023 in example port, United Arab Emirates by Idwal under instruction from example company.

Good cooperation was provided by the ship's crew however, no access was possible to the ballast tanks due to terminal safety restrictions at the port of inspection. The vessel was alongside, discharging at the time of inspection.

68 IDWAL GRADE

VESSEL PARTICULARS

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

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

The onboard management was found to be fair with the Safety Management system found to be implemented and the vessel generally maintained to only a fair standard. The vessel was found to provide a safe working environment.

Given the fair overall condition of the vessel, OPEX levels are likely to be up to 5% higher than for vessels of a similar age, type and size, until the notable items identified have been rectified.

Based on information provided by the vessel during the inspection, the Attained EEXI score was calculated to be between 20.38 and 21.64. This Attained EEXI score is above the required EEXI of 17.78, and therefore the vessel will require the installation of technologies to reduce the EEXI score. As per the EEXI Technical File provided, the M.E. will need to be limited to 12,800 kW which is approx. 67% of the vessel's original M.C.R. to meet forthcoming EEXI requirements which will need to be met by the first IAPP survey after the 01-Jan-2023; The forthcoming regulatory compliance has been graded as fair accordingly.

KEY NOTABLE ITEMS

Description	Action / Timeline	Estimated Cost [USD]
The vessel had four open Conditions of Class associated to the external hull areas, which will require repairs by the due date which is the 13-Nov-2023. There are five wasted pad eyes in way of the port side Bow Thruster protective grid which need to be renewed and the starboard side bow thruster protective grid is missing because the pad eyes are completely wasted. Furthermore, the bow thruster tunnel has been blanked as there are holes and local corrosion within the thruster tunnel. Excessive and substantially corroded areas were also reported in areas of the side and bottom shell plating as per the latest UTM report	To be repaired to Class satisfaction by the due date which is the 13-Nov-2023.	**$50000+**
The Bow Thruster is not operational with a Condition of Class in place.	Bow Thruster to be repaired by the due date which is the 13-Nov-2023.	**$20000 - $50000**
Aux. Eng. No.1 was not operational. After the last overhaul a number of parts were identified as needing replacement due to condition though the required spares were not available. A number of O-rings, a nozzle element, joint ring, cylinder head assembly, fuel injection pump assembly, transverse thrust piece, radial thrust piece and parallel pin have all been ordered.	Items to be provided as soon as possible and repairs to be carried out.	**$5000 - $20000**
The vessel was sailing under a short term international sewage pollution prevention certificate. The sewage treatment plant aft bulkhead had two localized holes which had been temporarily repaired by double plates reinforced by two. steel interposed supporting tube bars.	Definitive repairs need to be carried out by the 07 July 2023.	**$5000 - $20000**

✖	The latest lube oil analysis reports were dated Mar-2023. Critical alerts were issued for the samples from Crane 1, 2 and 3 slewing gearboxes (high calcium), Aux. Eng. 2 (high containments and viscosity), the Emergency Generator (high wear metals and containments) and the Stern Tube aft (high wear metals). Caution alerts were issued for the samples from the Remote Control Valves system (high viscosity) and the Main Engine (high wear metals).	The oils should be refreshed and re-tested as soon as possible. Oils with only a 'caution' warning are suitable for continued use.	**$0**
−	As per the inventory provided, the vessel was lacking some critical spares as recommended by the ship manager Safety Management System (SMS).	Ensure the vessel has adequate spares as recommended by the ship manager Safety Management System (SMS).	**$5000 - $20000**
−	The F.W. Generator is working but the crew are investigating the low production rate. The crew suspects an issue with the ejector nozzle and intend on replacing or reconditioning the nozzle.	To be investigated and repaired.	**$5000 - $20000**
−	Mooring machinery was in fair condition with developing coating breakdown over framing and fitting edges. Some minor hydraulic leaks were seen from pipework unions.	To be maintained to arrest further deterioration. Leakages to be arrested.	**$1000 - $5000**
−	Insufficient performance from Air Handling System in the accommodation to regulate the temperatures in the extreme heat at the port of inspection (40-43 degrees C). Portable fans were in use around the accommodation.	Performance of Air Handling Unit and system to be improved.	**$1000 - $5000**
−	Minor spot corrosion seen over accommodation superstructure and fittings with developing wastage over some fittings edges and port hole frames.	To be treated to arrest further deterioration	**$1000 - $5000**
−	Endemic, minor oil leakages were seen throughout the E.R. from various components with some areas with oil soaked insulation laggings identified.	Leakages to be arrested and cleaned and insulation lagging to be replaced were oil soaked.	**$1000 - $5000**
−	Some of the lights in way of the lashing bridges were damaged.	To be repaired.	**<$1000**
−	Weather tight packings for hatch cover natural ventilation closures were in poor condition in way of a number of hatch covers.	Condition to be improved and weather tight integrity to be verified.	**<$1000**

⊖	It was reported that an IMO approved Ballast Water Treatment System is installed with no documentation provided onboard to verify it's USCG compliance	This is recommended to be further investigated	**$0**
⊖	Container securing equipment flat racks in fair condition with moderate corrosion and edge wastage.	Condition of flat racks to be closely monitored.	**$0**
✓	The Stern Tube was fitted with an air seal and is therefore VGP compliant in this regard.	Positive.	**$0**
✓	The vessel has completed an out of water bottom survey within 12 months from the date of inspection.	Positive.	**$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 20.38 and 21.64. This Attained EEXI score is above the required EEXI of 17.78, and therefore the vessel will require the installation of technologies to reduce the EEXI score. As per the EEXI Technical File provided, the M.E. will need to be limited to 12,800 kW which is approx. 67% of the vessel's original M.C.R. to meet forthcoming EEXI requirements which will need to be met by the first IAPP survey after the 01-Jan-2023; The forthcoming regulatory compliance has been graded as fair accordingly. 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

17.91

$gCO_2/t.nm$

Attained EEDI/EEXI

20.38 - 21.64

$gCO_2/t.nm$

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	69	Management	64

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

Design and Construction	80	Hull	40
Mooring Decks	70	Weather Decks and Fittings	80
Ballast Tanks and Systems	80	Accommodation	80
Bridge and Navigation Equipment	80	Engine Room and Machinery	60
Fire Fighting Equipment and Systems	80	Lifesaving Appliances	80
Safe Working Environment	80	Pollution Control	60
Onboard Management	60	Vessel Capabilities and Cargo Systems	60
Forthcoming Regulatory Compliance	60	Crew Welfare	80
Crew Performance	60	Safety Management	80
Planned Maintenance System (PMS)	80	Classification and Certification	40
PSC Performance	80		

DESIGN AND CONSTRUCTION

80

The construction and design was found to be good overall, with the vessel built to IACS standards and Rules in China, by example shipyard with the keel laid on the 05-June-2005. The vessel is a standard design (SDARI 2000), with 5 holds and 9 hatches covered by steel pontoon type non-sequential hatch covers. The machinery arrangement is conventional for a container vessel of this size and includes a slow speed two stroke direct reversing main engine coupled to a fixed pitched propeller via a single shaft, four (4) aux. engine generator sets and a single composite tube boiler with exhaust gas economizer. The single rudder is driven by a rotary-vain type steering gear actuator situated in a separate compartment. The vessel has a 1,060kW transverse bow thruster unit fitted. The vessel was built to FS Ice Class II standards. The vessel is provided with three cranes with SWL of 45t. The vessel holds a Class notation for In Water Surveys. No UTM report was made available for review. Apart from the equipment required by international rules and regulations, the bridge is also fitted with machinery space control system repeater panel and differential-gps and the engine room and machinery are fitted with incinerator sludge burning system, UMS capabilities and 2-stroke engine adaptive cylinder lubricators.

HULL

40

The hull was seen to be in a poor overall condition, with the grading downgraded as a result of the vessel having four open Conditions of Class associated to the external hull areas, which will require repairs by the due date which is the 13-Nov-2023. There are five wasted pad eyes in way of the port side Bow Thruster protective grid which need to be renewed and the starboard side bow thruster protective grid is missing because the pad eyes are completely wasted. Furthermore, the bow thruster tunnel has been blanked as there are holes and local corrosion within the thruster tunnel. Excessive and substantially corroded areas were also reported in areas of the side and bottom shell plating as per the latest UTM report. At the time of inspection the visible hull shell plating was free of major structural defects, however, small sharp indentations were observed in way of the starboard side hull abeam of no.1 and 2 holds. The visible hull coatings had only minor scattered spots of scaling corrosion, covering up to approximately 1% of the visible surface area, with coating breakdown and corrosion restricted to across the bow were the anchors have chaffed across and in some localised areas of the vertical sides in way of fender abrasions. Hull markings were well painted and legible with minor marine fouling observed. The vessel's last out of water bottom survey was credited on the12-Jan-23, with the vessel's next bottom survey due by the 12-Jan-2026. The vessel's Condition of Class are due by the 13-Nov-2023 and the Conditions for the hull will likely need the vessel to be out-of-water to carry out repairs.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The vessel had four open Conditions of Class associated to the external hull areas, which will require repairs by the due date which is the 13-Nov-2023. There are five wasted pad eyes in way of the port side Bow Thruster protective grid which need to be renewed and the starboard side bow thruster protective grid is missing because the pad eyes are completely wasted. Furthermore, the bow thruster tunnel has been blanked as there are holes and local corrosion within the thruster tunnel. Excessive and substantially corroded areas were also reported in areas of the side and bottom shell plating as per the latest UTM report **Corrective Action:** To be repaired to Class satisfaction by the due date which is the 13-Nov-2023.	$50000+

MOORING DECKS

70

The Mooring decks were seen to be in a fair to good condition overall with the decks found to be free of structural defects. Minor, localised scaling corrosion, covering up to approximately 10% of the mooring deck plating total surface area, was sighted with coating breakdown and corrosion mainly located over deck edges, weld seams and fitting foundations. Deck fittings were found to be in a fair condition with minor, occasionally moderate corrosion seen over fitting edges with some areas of wastage over fittings. Fairleads and mooring rollers free to turn when tested. All Hydraulic windlasses and winches were reported to be fully operational but were, however, not free of hydraulic leakage with minor instances of leaks observed from hydraulic pipeline unions. Mooring machinery was in generally fair condition with developing corrosion seen over foundation, framing and fitting edges, including the brake bands and linkages and dog-clutches and linkages. The band brake linings were seen to have adequate remaining thickness. The visible sections of the anchor chains were in a good condition. Mooring ropes were in a fair condition, with localized surface abrasion seen over mooring lines. Mooring practices were seen to be fair, with lines held under tension on drum ends. Snap-back zone warnings were seen to be posted at the entrances to mooring areas as per the latest industry best practice. The Bosun's store was in a fair overall condition with some example of poor housekeeping and minor corrosion sighted. The bitter end release arrangements were seen to be clear and unobstructed and the emergency towing booklet seen to be available near to the Foc'sle.

NOTABLE ITEMS

	Description	Estimated Cost [USD]
−	**Issue:** Mooring machinery was in fair condition with developing coating breakdown over framing and fitting edges. Some minor hydraulic leaks were seen from pipework unions. **Corrective Action:** To be maintained to arrest further deterioration. Leakages to be arrested.	$1000 - $5000

WEATHER DECKS AND FITTINGS

80

The Weather Decks and Fittings were seen to be in good condition overall, with the decks found to be free of structural defects. Minor scaling and pitting corrosion, covering up to approximately 10% of the main deck plating total surface area, was sighted. Deck fittings were found to be in a fair condition with minor developing corrosion over fitting edges however, pipework and fittings were seen to be generally free of leakages. Some of the lights in way of the lashing bridges were damaged. 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:** Some of the lights in way of the lashing bridges were damaged. **Corrective Action:** To be repaired.	<$1000

BALLAST TANKS AND SYSTEMS

80

Ballast tanks and systems were deemed to be in a good overall condition. No tanks could be entered. There were terminal safety restrictions which prevents entry into enclosed spaces during cargo operations. A small, limited sample of photographs from previous tank entries in Feb-23 were provided for review. The condition assessment of the tanks was very limited due to the limited sample of photographs of the tanks made available for review. From the photographs provided, it was seen that the ballast tanks were found to be generally free of significant structural defects and had only minor scattered, scaling corrosion, covering up to approximately 5% of the ballast tanks total surface area, with coating breakdown and corrosion mainly located at the edges of openings, on some stiffener, bracket, stinger and plate edges, around some mouse holes and lightening holes, in way of some weld seams and around some reverse impact indentations. Some tank coating maintenance work looks to have been conducted recently. Ballast tank fittings such as ladders and pipework were seen to be in a good overall condition with Anodes seen to be depleted up to 20%. 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

80

The accommodation areas were seen to be in a good condition overall with floor, wall coverings, upholstery and furniture found to be free from significant deterioration and defects. The accommodation flooring was observed to be stained in a few areas. The levels of housekeeping and cleanliness was found to be good with levels of hygiene also seen to be good in the sanitary facilities. The hospital was seen to be well equipped and ready for use with the drugs seen to be controlled and secured and with the associated drugs log kept up to date. The accommodation was found to be outfitted to an average quality. Reportedly, no recreational WiFi was available for the crew. Some additional recreational spaces and equipment were however available for the crew. The Air Handling Unit (AHU) was not maintaining a comfortable temperature at the time of inspection. There was insufficient performance to regulate the temperatures in the extreme heat at the port of inspection (40-43 degrees C). Portable fans were in use around the accommodation. 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 had only minor scattered, spots of scaling corrosion, covering up to approximately 5% of the surface area, with coating breakdown and corrosion mainly located around the port hold, fittings and structural edges. 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: Insufficient performance from Air Handling System in the accommodation to regulate the temperatures in the extreme heat at the port of inspection (40-43 degrees C). Portable fans were in use around the accommodation. **Corrective Action:** Performance of Air Handling Unit and system to be improved.	$1000 - $5000

Description	Estimated

		Cost [USD]
−	**Issue:** Minor spot corrosion seen over accommodation superstructure and fittings with developing wastage over some fittings edges and port hole frames. **Corrective Action:** To be treated to arrest further deterioration	$1000 - $5000

BRIDGE AND NAVIGATION EQUIPMENT

80

The Bridge and navigation equipment were found to be in a good condition overall with housekeeping found to be good and with all bridge equipment reported to be fully operational. The vessel's VDR was found to be free from any unanticipated alarms with collection instructions posted nearby and with the Bridge Navigation Watch Alarm System (BNWAS) reported to be fully operational. The vessel's primary means of navigation, as listed on form E of the safety equipment certificate is a dual ECDIS system which were found to be up to date. An in-date compass deviation card was seen to be posted near to the helm and the compass deviation log was well maintained and without any major deviations. The vessel is licensed to cover GMDSS sea areas A1, A2, and A3 and had a valid shore-servicing agreement in place. The radio batteries were seen to be well maintained and in good condition and the EPIRB, SART and VHF handheld batteries were all in date as required. Berth to berth passage plans were seen on-board and were signed by all navigating officers with nautical publications provided in Paper and Electronic format. Master's standing and night orders were found to be signed by all navigating officers with the bridge log book correctly filled in and the GMDSS logbook also up to date and correctly filled in. The Monkey island was found to be in a good overall condition with the mast, aerials and antennas seen to be satisfactory and free of defects.

ENGINE ROOM AND MACHINERY

60 The Engine room and machinery were found to be in a fair overall condition, with numerous defects identified. Aux. Eng. No.1 was not operational. After the last overhaul a number of parts were identified as needing replacement due to their condition though the required spares were not available. A number of O-rings, a nozzle element, joint ring, cylinder head assembly, fuel injection pump assembly, transverse thrust piece, radial thrust piece and parallel pin have all been ordered. The Bow thruster was also not operational and was awaiting spares as per the open Conditions of Class. The F.W. Generator is working but the crew are investigating the low production rate. The crew suspects an issue with the ejector nozzle and intend on replacing or reconditioning the nozzle. The engine room was seen to be generally dirty with numerous leaks and traces of oil observed in many locations. During the inspection the Auxiliary Engines, purifiers, pumps and air compressors were seen running. Bilges and tank tops were generally seen to be dirty with noticeable traces of oil seen on the tank tops and in the bilges. Pipework was seen to be in good overall condition, free of leaks, temporary repairs and significant corrosion with some sections of pipework insulation lagging seen to be oil soaked and in need of replacement. Housekeeping was seen to be lacking with endemic oil leakages from numerous items. As per the inventory provided, the vessel was also lacking critical spares as recommended by the ship manager Safety Management System (SMS). A review of the latest lube oil analysis reports provided showed some areas of concern. The latest samples were dated Mar-2023. Critical alerts were issued for the samples from Crane 1, 2 and 3 slewing gearboxes (high calcium), Aux. Eng. 2 (high containments and viscosity), the Emergency Generator (high wear metals and containments) and the Stern Tube aft (high wear metals). Caution alerts were issued for the samples from the Remote Control Valves system (high viscosity) and the Main Engine (high wear metals). The NOx Technical file was up to date and last updated on 23-Apr-23. The Main Engine was reported to be fully operational but was seen to be in a fair overall condition due to endemic, minor leakages from numerous components. A review of the latest Main Engine performance report provided showed no areas of concern. Main Engine overhaul schedule is subject to Condition Based Monitoring (CBM) and therefore no dedicated overhaul interval is provided and maintenance requirements are ascertained from performance reports and inspections. Propulsion systems, such as shafts and bearings were in good working order with no defects reported or sighted. The Bow Thruster was not operational with an open Condition of Class. The 4 Auxiliary Engines were generally operational, barring Aux. Eng. No.1 which was out of service pending the delivery of spares. A review of the latest Auxiliary engines performance report provided showed some areas to note. The latest performance tests were conducted at less than 60% load. Performance tests need to be conducted at closer to full load to accurately asses the engines performances. 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 the fresh water generator, which was in poor 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 capable of being operated in Unmanned mode and the alarm and control system was seen to be free of any serious alarms. The vessel in on a short sailing schedule of less than 24hrs and hence the engine room is being manned at all times. Electrical distribution systems including the main switchboard were in good working order and switchboard insulation readings were adequate.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The Bow Thruster is not operational with a Condition of Class in place. **Corrective Action:** Bow Thruster to be repaired by the due date which is the 13-Nov-2023.	$20000 - $50000

Description	Estimated Cost [USD]
Issue: Aux. Eng. No.1 was not operational. After the last overhaul a number of parts were identified as needing replacement due to condition though the required spares were not available. A number of O-rings, a nozzle element, joint ring, cylinder head assembly, fuel injection pump assembly, transverse thrust piece, radial thrust piece and parallel pin have all been ordered. **Corrective Action:** Items to be provided as soon as possible and repairs to be carried out.	$5000 - $20000

Description	Estimated Cost [USD]
Issue: The latest lube oil analysis reports were dated Mar-2023. Critical alerts were issued for the samples from Crane 1, 2 and 3 slewing gearboxes (high calcium), Aux. Eng. 2 (high containments and viscosity), the Emergency Generator (high wear metals and containments) and the Stern Tube aft (high wear metals). Caution alerts were issued for the samples from the Remote Control Valves system (high viscosity) and the Main Engine (high wear metals). **Corrective Action:** The oils should be refreshed and re-tested as soon as possible. Oils with only a 'caution' warning are suitable for continued use.	$0

Description	Estimated Cost [USD]
Issue: As per the inventory provided, the vessel was lacking some critical spares as recommended by the ship manager Safety Management System (SMS). **Corrective Action:** Ensure the vessel has adequate spares as recommended by the ship manager Safety Management System (SMS).	$5000 - $20000

Description	Estimated Cost [USD]
Issue: The F.W. Generator is working but the crew are investigating the low production rate. The crew suspects an issue with the ejector nozzle and intend on replacing or reconditioning the nozzle. **Corrective Action:** To be investigated and repaired.	$5000 - $20000

Description	Estimated Cost [USD]
Issue: Endemic, minor oil leakages were seen throughout the E.R. from various components with some areas with oil soaked insulation laggings identified. **Corrective Action:** Leakages to be arrested and cleaned and insulation lagging to be replaced were oil soaked.	$1000 - $5000

FIRE FIGHTING EQUIPMENT AND SYSTEMS

80

Fire Fighting Equipment and Systems were found to be in a good condition. Servicing and inspections of firefighting equipment were all up to date as required. The fire detection and alarm system was found to be fully operational and was free of signs of tampering and alarms. The vessel is fitted with CO2 and Local Water Spray 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 all in good condition with BA equipment found fully charged and ready for use. The emergency generator was tested during the inspection and found to be in good working order and in a good overall condition. Remote shutdown emergency devices such as quick closing valves, machinery stops and ventilation dampers were deemed to be in a good overall condition with no defective shut down equipment sighted. The fire doors were found to be in good condition, closing effectively 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 a free-fall lifeboat, which was seen to be in good overall condition externally and internally. The lifeboat engine was tested during the inspection and found to be in good working order. The vessel's rescue boat was found to be in a good overall condition and ready for immediate use. The vessel is equipped with 3 life rafts, which were found to be in good condition with Hydrostatic Release Units (HRUs) in date and correctly rigged. Davits and lowering arrangements were found to be in good condition overall with evidence of regular maintenance, servicing and inspection sighted and evident. Ancillary lifesaving equipment such as lifejackets, immersion suits and EEBD's etc. were found to be in good condition and ready for immediate use with man overboard smoke and light signals seen to be in date. 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

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. Regular drills were conducted on board with the last drill conducted on the 16-May-23, which was a Fire, Abandon ship and Oil Spill drill.

POLLUTION CONTROL

60

Pollution control was deemed to be fair overall. The vessel was sailing under a short term international sewage pollution prevention certificate. The sewage treatment plant aft bulkhead had two localized holes which had been temporarily repaired by double plates reinforced by two. steel interposed supporting tube bars. Definitive repairs need to be carried out by the 07 July 2023. 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 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 21-May-23. The vessel is fitted with an IMO approved Ballast Water Treatment System (BWTS). No documentation was provided onboard to verify the BWTS USCG compliance. The BWTS was reported to be fully operational and in good overall condition. The vessel's ballast record book was seen to be up to date and correctly filled in. The vessel is fitted with an airseal on the stern tube and is therefore Vessel General Permit (VGP) compliant in this regard. The vessel's sewage treatment plant was found to be fully operational but was temporarily repaired. 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 22-May-23. 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 was sailing under a short term international sewage pollution prevention certificate. The sewage treatment plant aft bulkhead had two localized holes which had been temporarily repaired by double plates reinforced by two. steel interposed supporting tube bars. **Corrective Action:** Definitive repairs need to be carried out by the 07 July 2023.	$5000 - $20000

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

	Description	Estimated Cost [USD]
	**Issue:** The Stern Tube was fitted with an air seal and is therefore VGP compliant in this regard. **Corrective Action:** Positive.	$0

ONBOARD MANAGEMENT

60

Onboard management was found to be fair overall with a backlog of maintenance in a number of areas onboard. The computer-based Safety Management System (SMS) was deemed to be functioning and well implemented in general, with Permits to Work (PTW), risk assessments and procedures understood and followed. Onboard management was found to deal with accidents, near misses and deficiencies in an effective manner and regular safety committee meetings were carried out on board. The vessel's MLC certificate was valid with records of hours of rest (ILO) correct and up to date and maximum work hours not regularly exceeded. The PMS system was found to be kept up to date with no critical overdue work orders. The Class-approved system-based Planned Maintenance System (PMS) was fully integrated with the SMS for ordering of spares and general vessel management. The Port State Control (PSC) history was graded as good, as there have been no inspection in the past three years, with the last inspection reported in Oct-2018. 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. The Classification and Certification grading has been downgraded to poor as a result of the 5 open Conditions at the time of inspection. The Crew Performance grading has been downgraded slightly, as there was a backlog of maintenance in some areas onboard.

VESSEL CAPABILITIES AND CARGO SYSTEMS

60 Vessel capabilities and cargo systems were deemed to be in a fair overall condition. The cargo holds were partially laden with containers at the time of inspection. Photographs of previous hold entries in Feb-23 were provided for review. From the photographs provided, it was seen that the cargo hold structural members were found to be free of damage but had moderate scattered, scaling corrosion, covering up to approximately 15% of the surface area, with coating breakdown and corrosion mainly located over tank-tops and fittings.. Cell guides were free of damage and deformation. Moderate corrosion was seen of the guide contact surfaces and brackets. Cargo hold fittings such as ladders, handrail, ventilation ducts, light fixtures and pipe guards etc. were with moderate levels of corrosion observed on most fittings 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 scattered, pitting and spot corrosion, covering up to approximately 10% of the surface area, with coating breakdown and corrosion mainly located over the container landing areas. Hatch cover rubber seals and retaining channels were in fair overall condition with indentations observed in the hatch cover drainage lips. The weather tight packings for the hatch cover natural ventilation closures were in poor condition in way of a number of hatch covers. Hatch coamings were found to be free of structural defects and had only minor localised scaling corrosion, covering up to approximately 15% of the surface area, with coating breakdown and corrosion mainly located over the weld seems and table-tops. 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 fair 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 506 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 has 3 cargo lifting appliances, which were found to be in a fair overall condition. Reportedly, the cargo cranes are not regularly used. Lifting appliances were found to be generally free of significant structural defects and had only minor scattered, scaling corrosion, covering up to approximately 5% of the surface area, with coating breakdown and corrosion mainly located over the crane pedestal and jib edges. Wires were in good overall condition as were motors and hydraulic systems, which were free of defects and leaks. Lifting appliances components, such as sheaves, blocks and cylinders were seen to be in a good overall condition though control and operating positions were in fair condition due to the cabins being very dirty. Safety devices were seen to be fully operational. The slewing bearings were found to be in a good overall condition though no evidence of bearing rocking tests were provided for review. Lifting appliances were regularly examined by shore side technicians with maintenance records accurate and up-to-date.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Weather tight packings for hatch cover natural ventilation closures were in poor condition in way of a number of hatch covers. **Corrective Action:** Condition to be improved and weather tight integrity to be verified.	<$1000

Description	Estimated Cost [USD]
Issue: Container securing equipment flat racks in fair condition with moderate corrosion and edge wastage. **Corrective Action:** Condition of flat racks to be closely monitored.	$0

OPERATIONAL DATA

Operational Data Condition

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

Total High Sulphur Fuel Oil (HSFO) capacity:	m^3
Total Very and Ultra Low Sulphur Fuel Oil (VLSFO and ULSFO) capacity:	3,089 m^3
Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:	204 m^3

What fuel type does the vessel run on for the majority of the time?	Light Fuel Oil (LFO)

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	Example		Example	Example	Example	Example
Model			Example	Example	Example	Example
Mark/Series/Revision	7		31,003	31,004	31,005	31,006
Number of Cylinders	8		9	9	9	9
Speed (RPM)	105		900	900	900	900
Bore (mm)	600		200	200	200	200
Stroke (mm)	2,400		300	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	170.4		205.4	205.4	205.4	205.4
Nox Tier	1		1	1	1	1
Fuel Oil Consumption at full load (tonnes/day)	81.0		4	4	4	4
Cylinder Oil Consumption (litres/day)	160					
System Oil Consumption (litres/day)	60		30	30	30	30

Major Overhaul Interval (Hours)			15,000	15,000	15,000	15,000
Running Hours since last overhaul (Hours)			5,453	5,456	471	2,015

	Vessel Speed (knots)	Consumption (t/day)
Loaded Eco	13	30
Loaded Service	19	66
Ballast Eco	14	25
Ballast Service	21	59

Main Engine Maintenance

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

Main Engine No.1 — **Unit Running Hours**

	1	2	3	4	5	6	7	8	9	10	11	12
Cylinder Heads	4,920	4,291	5,741	4,200	5,741	4,468	4,562	4,384				
Pistons	4,920	9,974	5,741	8,328	4,562	4,468	4,562	4,384				
Bearings	67,020	67,020	67,020	67,020	67,020	67,020	67,020	67,020				
Cylinder Liners	67,020	67,020	67,020	67,020	67,020	67,020	67,020	67,020				

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	13-Mar-23	12-Mar-28
Intermediate		12-Mar-26
Annual	13-Mar-23	12-Mar-24
Bottom In Water		12-Jan-26
Bottom in dry dock	12-Jan-23	12-Mar-28

What was the location of the last out-of-water docking?	*Example shipyard*
Is the vessels last dry dock report provided and attached?	☒ No
Provide details of works done in last dry dock	*not provided.*
Has the vessel remained with the same flag since build?	☒ No
Please provide details of previous flags	*Example flag*
Has the vessel remained with the same Class since build?	☒ No
Please provide details of previous Class societies	*Example class*

In total, how many of the following does the vessel have?: Conditions of Class, Recommendations of Class, Statutory Findings, Statutory Items, Conditions of Authority, Etc.	5

	Description	Area	Due Date
KWT0/2,023/J5,050-H3C	Bow Thruster tunnel blanked as per attached agreed drawing. A permanent repair of the holes and local corrosion in Bow Thruster tunnel to be done. The crew should inspect the area in regular intervals and the bilge level alarm should be tested and recorded once per week.	Hull	13-Nov-23
KWT0/2,023/J5,050-H4C	The 5 numbers of wasted padeyes from total number of 12 of the Port side protective grid of the bow thruster tunnel to be renewed as per original design.	Hull	13-Nov-23
KWT0/2,023/J5,050-H5C	Excessive and Substantial corrosion areas of side and bottom shell plating as per attached UTM report Nr. NT 4,663/22 to be definitively repaired using approved materials by certified welders before limit date.	Hull	13-Nov-23
KWT0/2,023/J5,050-H6C	STBD protective grid of the bow thruster tunnel is lost, its padeyes are completely wasted. To be installed as originally designed.	Hull	13-Nov-23
KWT0/2,023/J5,050-M5C	Bow Thruster found out of order. To be definitively repaired / replaced before limit date.	Machinery and Machinery Spaces	13-Nov-23

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?	No, not available

Hull & Structure

Bridge & Communication

What features were seen on the bridge?

☑ Machinery Space Control System repeater panel

☑ Differential-GPS

2 units fitted. 1st Unit: Make - Sam electronics, Model - DEBEG 4,422D. 2nd Unit: Make - SAAB, Model - R5 SUPREME CDU

Engine Room & Firefighting

☑ Incinerator sludge burning system

CSSC.LZ TEAMTEC NANJING LUZHOU MACHINE WORKS. TYPE: DG120C MAX CAP:180,000KCAL/HR SLUDGE:202 KG/HR SOLID WASTE:144,000 KCAL/HR

☑ UMS Capabilities (regardless of Class notation)

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

HULL

Hull Condition

What sections of the hull were inspected?	Stbd side

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

Was the vessel free of any minor structural damage or indentations? ☒ No *small sharp indentations observed in way of the starboard side hull abeam of no.1 and 2 holds.*

What was the level of Hull coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	across the bow were the anchors have chaffed across and in some localised areas of the vertical sides in way of fender abrasions.
The amount of surface area coating breakdown and corrosion was approximately:	1%

Type of coating breakdown and corrosion: ☑ Scaling ☑ Scattered ☑ Spot

What was the condition of the hull markings?	Well painted and clearly legible
What level of marine fouling was seen?	Minor

Were fenders installed on the hull? ☒ No

MOORING DECKS

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:	deck edges, weld seams and fitting foundations.
The amount of surface area coating breakdown and corrosion was approximately:	10%

Type of coating breakdown and corrosion: ☑ Scaling ☑ Localised

What was the general condition of the deck fittings?	Fair

Please provide further details

minor, occasionally moderate corrosion over fittings edges with some areas of wastage over fittings edges.

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? ☒ No

Minor instances of leaks observed from hydraulic pipeline unions.

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	*corrosion seen over foundation, framing and fitting edges, including the brake bands and linkages and dog-clutches and linkages.*
What amount of band brake lining was seen to be remaining?	Moderate/Adequate
What condition were the visible sections of the anchor chains seen to be in?	Good
What type of mooring lines did the vessel have?	Rope
What was the condition of the mooring ropes / wires?	Fair
Please provide further details	*localized surface abrasion seen over mooring lines.*

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

☒ No — *lines held under tension on drum ends.*

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

☑ Yes

Date of last test — *27-Nov-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?	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?	☑ Yes

WEATHER DECKS AND FITTINGS

Weather Decks and Fittings Condition

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

What was the level of coating breakdown and corrosion observed on the decks?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	at random
The amount of surface area coating breakdown and corrosion was approximately:	10%

Type of coating breakdown and corrosion: ☑ Scaling ☑ Pitting

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

Please provide further details *minor developing corrosion over fitting edges.*

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

Were deck equipment and pipework free of leakages? ☑ Yes

What was the condition of the accommodation ladders or gangways?	Good

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

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

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

BALLAST TANKS AND SYSTEMS

Ballast Tanks and Systems Condition

Were ballast tanks entered? ☒ No

Please provide further details: *Reason tanks were not entered: Port restrictions prevents entry into enclosed spaces.*

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

Date photos were provided: *23-Feb-23*

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:	at the edges of openings, on some stiffener, bracket, stingers and plate edges, around some mouse holes and lightening holes, in way of some weld seams and around some reverse impact indentations.
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Scaling ☑ Scattered ☑ Spot

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

Were the ballast tanks fitted with sacrificial anodes?	☑ Yes
Anode depletion:	*20%*
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

ACCOMODATION

Internal Accomodation Condition

Were accommodation spaces used for their assigned purposes?	☑ Yes	
What was the condition of the flooring and wall coverings?	Fair	
Please provide further details	*Accommodation flooring observed to be stained in numerous areas.*	
What was the condition of the upholstery and furniture?	Good	
What were the general levels of housekeeping and cleanliness?	Good	
What was the level of hygiene of the sanitary facilities?	Good	
Was all laundry equipment in good working order?	☑ Yes	
Was the Hospital well equipped and ready for use?	☑ Yes	
Were the drugs found to be controlled and secured with the associated drugs log kept up to date?	☑ Yes	
What was the quality of accommodation outfitting?	Average quality of outfitting	
Did the Air Handling Unit (AHU) maintain a comfortable temperature?	☒ No	*Insufficient performance to regulate the temperatures in the extreme heat at the port of inspection (40-43 degrees C). Portable fans were in use around the accommodation.*

What was the condition of the AHU?	Good

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? ☑ 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:	port hold, fitting and structural edges with associated rust staining.
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion:

- ☑ Scaling
- ☑ Scattered
- ☑ Spot

What was the general condition of external superstructure fittings?	Good

Crew Welfare

What is the average contract length for crew members?

Officers:	7 Months
Crew:	9 Months

Was Wi-Fi provided on-board?	No

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

- ☑ Yes

What Public Recreation equipment did the crew have access to?

- [x] Free Weights
- [x] Fixed weight machine
- [x] Treadmill
- [x] Cycling Machine
- [x] Table Tennis
- [x] Basketball hoop
- [x] Sauna
- [x] Television
- [x] Games console
- [x] Karaoke
- [x] Entertainment Library - Books, DVDs, Games, etc.
- [x] Musical Instruments
- [x] Barbecue
- [x] Public Computer
- [x] 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.)?

- [x] Yes

What facilities were provided in crew cabins?

- [x] Sofa
- [x] Desk
- [x] Ample storage

Does the vessel have any onboard training facilities?	Yes

Type of onboard training facilities:

- [x] Videotel
- [x] Seagull
- [x] Marlins

Is there a crew suggestion policy in place?

- [x] Yes

Does the crew have access to a bonded store?	Yes, well stocked

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

BRIDGE AND NAVIGATION EQUIPMENT

General Condition

Was all the bridge equipment reported to be fully operational?	☑ Yes
Was the bridge found to be clean and well maintained with good housekeeping?	☑ Yes
Were all required bridge equipment annual performance tests (e.g. VDR and AIS) completed in the last 12 months?	☑ Yes
Was the vessel fitted with a Voyage Data Recorder (VDR)?	☑ Yes
Type of VDR fitted:	*VDR*
Was the VDR seen to be free from any unanticipated alarms?	☑ Yes
Were the VDR collection instructions posted and known to the Master?	☑ Yes
Was the vessels Bridge Navigation and Watch Alarm System (BNWAS) fully operational, and turned on when at sea?	☑ Yes
Normal time setting at sea	*12 mins*

Navigation Condition

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

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

Latest update week	*21*	
Does the vessel receive up to date weather information?	☑ Yes	*23.05.2,023*

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	01.07.2,029
SARTs	01.02.2,025
VHF	01.12.2,024

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

Documentation Condition

Were berth to berth passage plans seen on-board?	Yes

Were passage plans signed by all navigating officers? ☑ Yes

What format were nautical publications provided in?	Paper and Electronic

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

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

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

Date of last test *23.05.2,023*

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 ☑ Auxiliary Boiler	☑ Purifiers ☑ Air compressors ☑ Refrigeration Compressor
Was the engine room free of any significant defects, either reported by crew or observed?	☒ No	*Aux. Eng No.1 is out of order. After the last overhaul a number of parts were identified as needing replacement due to condition though the required spares were not available. A number of o-rings, a nozzle element, joint ring, cylinder head assembly. fuel injection pump assembly, transverse thrust piece, radial thrust piece and parallel pin have all been ordered. The Bow thruster was also not operational and awaiting spares as per the open Conditions of Class. The F.W. Generator is working but the crew are investigating the low production rate. The crew suspects an issue with the ejector nozzle and intend on replacing or reconditioning the nozzle.*
What was the general cleanliness of the Engine Room?	Dirty	
Please provide further details	*Numerous leaks and traces of oil observed in many locations.*	
Were bilges and tank tops free of oil and water?	☒ No	*noticeable traces of oil seen on the tank tops and in the bilges.*
Was housekeeping to a good overall standard?	☒ No	*endemic oil leakages from numerous items.*
Was the vessel equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS)?	☒ No	*as per the critical spares inventory provided, the vessel was short of a number of items listed as critical spares.*

Were spares neatly stowed and correctly secured?	☑ Yes	
Were all sounding pipe self-closing devices in good working order and sounding pipes capped?	☑ Yes	
Were recent copies of lube oil analysis reports provided for review?	☑ Yes	
Were any caution (amber) or action (red) alerts seen on the lube oil analysis reports?	☑ Yes	*latest samples dated Mar-2,023. Critical alerts issued for the samples from Crane 1, 2 and 3 slewing gearboxes (high calcium), Aux. Eng. 2 (high containments and viscosity), the Emergency Generator (high wear metals and containments) and the Stern Tube aft (high wear metals). Caution alerts were issued for the samples from the Remote Control Valves system (high viscosity) and the Main Engine (high wear metals).*
Was the NOx Technical file kept up to date?	☑ Yes	
Date of entry:		*23-Apr-23*
Were Chief Engineer Standing Orders clearly posted and signed by all engineers?	☑ Yes	
Were all machinery special tools provided and in good condition?	☑ Yes	

Main Engine Condition

Was the main engine in good working condition?	Yes
What condition did the Main Engine appear to be in?	Fair
Please provide further details	*endemic, minor leakages from numerous components.*
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?	☒ No	*not operational and waiting spares to carry out repairs.*

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

Please provide further details *not operational and waiting spares to carry out repairs.*

Power Generation

How many Auxiliary Engines does the vessel have?	4

Were the auxiliary engines in good working condition?	☒ No	*Aux. Eng. No.1 out of service pending the delivery of spares.*

What condition did the Auxiliary Engines appear to be in?	Overhaul in progress

Were Auxiliary Engines performance reports provided for review?	☑ Yes	
Were the performance reports satisfactory?	☒ No	*latest performance tests conducted at less than 60% load. Performance tests need to be conducted at closer to full load.*

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	Poor
Filters	Yes	Good
Fans	Yes	Good
Refrigeration Systems	Yes	Good

Why was 'No', 'Fair' or 'Poor' selected above?	*The F.W. Generator is working but the crew are investigating the low production rate. The crew suspects an issue with the ejector nozzle and intend on replacing or reconditioning the nozzle.*

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?	☒ 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?	☒ No	*numerous oil leaks within the E.R. with exposed hot spots due to damaged insulation.*
Was all fire and safety equipment regularly serviced?	☑ Yes	
Date of last service	09-Dec-22	
Were all relevant Fire and Safety instructions correctly posted?	☑ Yes	

What was the vessels Fixed fire detection systems?

	Engine Room	Cargo Holds	Accomodation
	☑ 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	Accomodation
	☑ 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?	☑ Yes
Were the International Shore Connections on board?	☑ Yes
Location:	*Port and starboard entrances to the gangway decks.*

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

Lifsaving Appliances Condition

Were all Lifesaving Appliances regularly serviced? ☑ Yes

Date of last service:	09-Dec-22
How many lifeboats is the vessel equipped with?	1
What type of lifeboat is the vessel fitted with?	Free-fall
What was the external condition of the lifeboat(s)?	Good
What was the internal condition of the lifeboat(s)?	Good

Were Lifeboat Engines able to be tested? ☑ Yes

Were lifeboat engines in good working order? ☑ Yes

What was the condition of the rescue boat?	Good
How many life rafts does the vessel have?	3
What was the condition of the life rafts?	Good

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

What was the condition of the Davits and lowering arrangements for the lifeboat(s), rescue boat and liferafts?	Good
What Date is the next Davit wire due for change?	19-Dec-27

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?	16-May-23

Were all lifejackets, immersion suits, EEBDs and other lifesaving ancillary equipment in good condition and ready for use?	☑ Yes
Were Man Overboard Buoy (MOB) smoke and light signals in date?	☑ Yes
Were the embarkation ladders in a good, well maintained condition?	☑ Yes
Were pyrotechnics and line throwing apparatus available, stored in an appropriate container and within their expiry dates?	☑ Yes

SAFE WORKING ENVIRONMENT

Safe Working Environment Condition

Were any unsafe practices observed during the inspection?	☒ No
Did the vessel provide a safe working environment?	☑ Yes
Were all hazard markings clear?	☑ Yes
Were external walkways adequately coated with anti-slip paint and free of trip hazards?	☑ Yes
Are all hazardous substances including safely managed and stored with relevant Material Safety Data Sheets (MSDS)?	☑ Yes
Is Personal Protective Equipment (PPE) provided and worn by crew?	☑ Yes
Are 'Enclosed Space Entry' procedures implemented?	☑ Yes
Is an effective Permit To Work (PTW) process implemented?	☑ Yes
Date of last PTW:	23-May-23
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:	19-Dec-22

What is the working language of the vessel?	English

Are standing orders, procedures, instructions and manufacturers' manuals written in a language which can be understood by the crew?	☑ Yes
Are all IMO signs correctly placed, and compliant with IMO requirements?	☑ Yes
Is the vessel equipped with an approved SOLAS training manual?	☑ Yes
Were the pilot ladders and boarding arrangements in a good, safe condition?	☑ Yes
Are regular drills conducted on board?	☑ Yes

Last drill date	16-May-23
Last drill type	Fire,Abandon ship and Oil Spill

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?	Fair with few hazards
Please provide further details	*endemic minor oil leakages in the E.R.*
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	*30-Nov-22*

Was the Bilge Overboard valve secured against unauthorised opening with adequate signage and warnings posted?	☑ Yes
Means of securing	☑ Sealed ☑ Locked
Was the oily water treatment system including valves and pipework free of any signs of tampering, bypass, or modifications?	☑ Yes
Was the SOPEP locker or box well stocked?	☑ Yes

What was the condition of the SOPEP equipment?	Good

Was a list of SOPEP equipment posted and accurate?	☑ Yes
Was the Oil Record Book (ORB) up to date and correctly filled in?	☑ Yes
Date of last entry	*21-May-23*
Category of last entry	*D*
Were previous bunkering checklists correctly filled out?	☑ Yes
Date of last bunkering	*14-May-23*
Were bunker samples correctly stored?	☑ Yes
Does the vessel have a Ballast Water Treatment System (BWTS) fitted?	☑ Yes

Ballast Water Treatment System

Manufacturer:	Example BWTS Manufacturer
Type:	UV

What regulation is listed on the Ballast Water Management Certificate?	D-2
Type of BWTS approval:	IMO approval

Was the BWTS operational? ☑ Yes

What was the condition of the BWTS?	Good

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

Date of last entry *23-May-23*

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? ☑ Yes

What was the condition of the Sewage Holding Tank?	Good

Garbage - Marpol Annex V

How was the condition of Garbage segregation?	Good

Were Garbage containers of approved, non-combustible type? ☑ Yes

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

Date of last entry	*22-May-23*
Category of last entry	*A-B-C*

Air - Marpol Annex VI

How does the vessel comply with IMO 2,020 regulations?	Use of Very Low Sulphur Fuel Oils (VLSFO), MGO, DO etc.

Does the vessel use Ozone Depleting Substances (ODS) as Refrigerant Gas? ☒ No

Was an Incinerator fitted? ☑ Yes

Was the Incinerator operational? ☑ Yes

What was the condition of the Incinerator?	Good

Does the vessel have an Emission Control Area (ECA) change-over log? ☒ No *vessel has not operated in an ECA in some time.*

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?	Light Fuel Oil (LFO)

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

Is the vessel ice classed? ☒ No

Main Engine(s)

Specific Fuel Oil Consumption (SFOC) (g/kWhr):	170.4

Auxiliary Engines

Specific Fuel Oil Consumption (SFOC) (g/kWhr):	205.4

Does the vessel have a shaft motor (Power Take-In)? ☒ No

What is the expiry date of the International Air Pollution Prevention (IAPP) certificate?	12-Mar-28

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	01-May-23
Does the vessel management deal with accidents, near-misses and deficiencies in an effective manner?	☑ Yes
Are regular safety committee and management meetings carried out on board?	☑ Yes
Does the vessel have a valid MLC certificate?	☑ Yes
Were Hours of Rest (ILO) records correct and up to date?	☑ Yes
Last updated	23-May-23
Are hours of maximum permissible work regularly exceeded?	☒ No
Is an effective Planned Maintenance System (PMS) implemented and kept up to date?	☑ Yes

What type of Planned Maintenance System (PMS) does the vessel have?	Class-approved system
Name of PMS	Example PMS

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

Were there any critical overdue PMS work orders? ☒ No

Port State Control (PSC) inspection history

No. of Inspections in Past three years:	0
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	manned gangway, security tags and locked accesses.

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	146	126	272
Cargo Hold No.2	202	220	422
Cargo Hold No.3	232	231	463
Cargo Hold No.4	224	240	464
Cargo Hold No.5	88	138	226
Cargo Hold No.6			0
Cargo Hold No.7			0
Cargo Hold No.8			0
Cargo Hold No.9			0
Additional Deck Stowage		58	58
Total	892	1,013	1,905

How many cargo holds does the vessel have?	5

Were the cargo holds able to be entered and inspected?	☒ No	*Cargo operations in progress.*
Were recent vessel cargo hold inspection photographs provided?	☑ Yes	
Date photographs were taken:		*15-Feb-23*
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	*moderate levels of corrosion observed on most fittings.*
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?	Moderate
Coating breakdown and corrosion was mainly located in the following areas:	tank-top and fittings.
The amount of surface area coating breakdown and corrosion was approximately:	15%

Type of coating breakdown and corrosion:

- ☑ Scaling
- ☑ Pitting
- ☑ Scattered
- ☑ Surface
- ☑ Flaking

Were all cargo monitoring systems (e.g. bilge alarms, smoke detection systems etc.) fully operational and regularly tested?	☑ Yes
Were the cargo holds free from signs of significant water ingress?	☑ Yes
Were the cargo holds free from signs of previous and/or current internal leaks? (e.g. from manholes, adjacent tanks, pipework and fittings etc.)	☑ Yes

What is the method of cargo hold ventilation?	Mechanical

Were cargo hold ventilation systems in good working order?	☑ 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:	IHI
Maximum weight of the heaviest pontoon (tons):	16

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:	container landing areas
The amount of surface area coating breakdown and corrosion was approximately:	10%

Type of coating breakdown and corrosion: ☑ Pitting ☑ Scattered ☑ Spot

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

Please provide further details *indentations observed in the hatch cover drainage lips*

What was the condition of hatch cover securing arrangements?	Fair

Please provide further details *moderate corrosion on securing arrangements.*

What was the condition of the hatch cover landing pads?	Fair

Please provide further details *general wear and tear.*

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:	weld seems and table-tops
The amount of surface area coating breakdown and corrosion was approximately:	15%

Type of coating breakdown and corrosion: ☑ Scaling ☑ Localised

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.?	Fair
Please provide further details	*Moderately corroded*

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	*ship master.*
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	246
In Holds	260
Total	506

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

Cargo Lifting Appliances Condition

Crane	Safe Working Load (SWL) (t)	Reach (m)	Date of last wire change
1	45	26	12-Dec-22
2	45	26	12-Dec-22
3	45	26	12-Dec-22

How many Cargo Lifting Appliances does the vessel have?	3
What type of cargo lifting appliances are fitted?	LIEBHERR; Type CBB

Were the cargo lifting appliances seen in operation? ☒ No

Were all cargo lifting appliances fully operational? ☑ Yes

Were the cargo lifting appliances found to be free from structural damage? ☑ Yes

What level of coating breakdown and corrosion was seen on the cargo lifting appliances?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	crane pedestal and jib edges.
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Scaling ☑ Scattered

In what condition were the wires for the cargo lifting appliances?	Good
In what condition were the cargo lifting appliances motors and hydraulic systems?	Good
In what condition were the cargo lifting appliances slewing bearings?	Good

Was slewing bearing wear monitored or rocking tests conducted and recorded? ☒ No *no information provided.*

Were all safety features and equipment (e.g. limit switches) fitted on the cargo lifting appliances fully operational? ☑ Yes

In what condition were the cargo lifting appliances control and operating positions, including their operator cabs if fitted?	Fair
Please provide further details	*control cabins were very dirty.*

Were cargo lifting appliances regularly examined by appropriately qualified shore side technician? ☑ Yes

Were cargo lifting appliances angle indicators free to move? ☑ Yes

Was the Safe Working Load (SWL) clearly marked on the cargo lifting appliances? ☑ Yes

What condition were the cargo lifting appliances components such as sheaves, blocks and cylinders in?	Good

Were cargo lifting appliances maintenance records accurate and up to date? ☑ Yes

CUSTOMER SPECIFIC REQUIREMENTS

SCOPE	RESULTS/REMARKS
Please complete and return this report along with the main inspection report templates. In case you have any questions or would like to discuss the customer requirements, please do get in touch with a member of our Technical team.	
pay special attention and if possible, to make separate small note on the condition of following with some pictures:	
CO2 line condition	Well maintained.
Hydraulic Line condition	Well maintained and observed to be leak free. Some minor leakages were seen from the pipework around the mooring machinary.
Fire Line condition	Well maintained and marked throughout.
Electric cable trays/supports etc on deck condition	In good condition.
Brake lining conditions	Adequate brake linings observed on all winches.
Critical equipment spares situation	Aux. Eng. No.1 was not operational. After the last overhaul a number of parts were identified as needing replacement due to condition though the required spares were not available. A number of O-rings, a nozzle element, joint ring, cylinder head assembly, fuel injection pump assembly, transverse thrust piece, radial thrust piece and parallel pin have all been ordered. The Bow Thruster is not operational with a Condition of Class in place. The vessel was sailing under a short term international sewage pollution prevention certificate. The sewage treatment plant aft bulkhead had two localized holes which had been temporarily repaired by double plates reinforced by two. steel interposed supporting tube bars. The F.W. Generator is working but the crew are investigating the low production rate. The crew suspects an issue with the ejector nozzle and intend on replacing or reconditioning the nozzle. As per the inventory provided, the vessel was lacking some critical spares as recommended by the ship manager Safety Management System (SMS).
Maintenance regime on board – general view	Fair, though there were a number of significant defects and a general backlog of maintainance in soem areas. This is likely due tot he vessel's very busy trading schedule.
ER Bilges condition	Fair with evidence of oil from endemic minor oil leakages.

Piping in ER if temp repaired and general condition	Some insulation lagging was oil soaked and needed renewing.
Ladders around hatch covers, Closing Cleats condition etc	Fair with moderate corrosuion
Pilot Gangway and accommodation Ladder condition- underneath pedestals/pipe supports etc	Good with some moderate corrosion over some appendages.