Report commissioned by:

Example Individual

Organisation:

Example Organisation

PRE-PURCHASE INSPECTION

Example Containership

IMO Number: 123456789

INSPECTED IN AUSTRALIA
1st OCTOBER 2022

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Report commissioned for:	Example Individual
Organisation:	Example Organisation
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CONTENTS

ADDITIONAL DOCUMENTS

Vessel documents

Vessel photos

INSPECTION SUMMARY

Example Australia

1 Oct 2022

Status: Loading

6 Hours Aboard

Limited documents provided

The Example Vessel is an example DWT, example Gross Tonnage, Example flagged, gearless Containership vessel built to a good standard by Example Shipbuilding, in China under Example Class supervision and was delivered on the 1st January 2014. The vessel remains Classed with Example Class.

A Pre-purchase Inspection of the vessel was conducted on the 1st October 2022 in Sydney by Idwal under instruction from Example Owner.

Good cooperation was provided by the ship's crew however, no access was granted to the cargo holds or ballast tanks. Limited documentation was provided for review, including limited main and auxiliary engine running hour data.

The vessel was alongside, loading at the time of inspection.

74 IDWAL GRADE

VESSEL PARTICULARS

Ship Name	Example
Previous Name	Example
IMO Number	123456789
Port of Registry	Example Port
Ship Type	Example Ship Type
Flag	Example Flag
Classification Society	Example Class
Registered Owner	Example Owner
Technical Manager	Example Manager
Shipbuilder	Example Shipbuilder
Delivery Date	01/01/2014
Dead Weight	ExampleMT
Gross Tonnage	ExampleMT
Net Tonnage	Example MT
Length Overall	Example m
Breadth	Example m
Depth	Examplem
Summer Draught	Example m
TEU	Example
Lightweight	Example MT

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

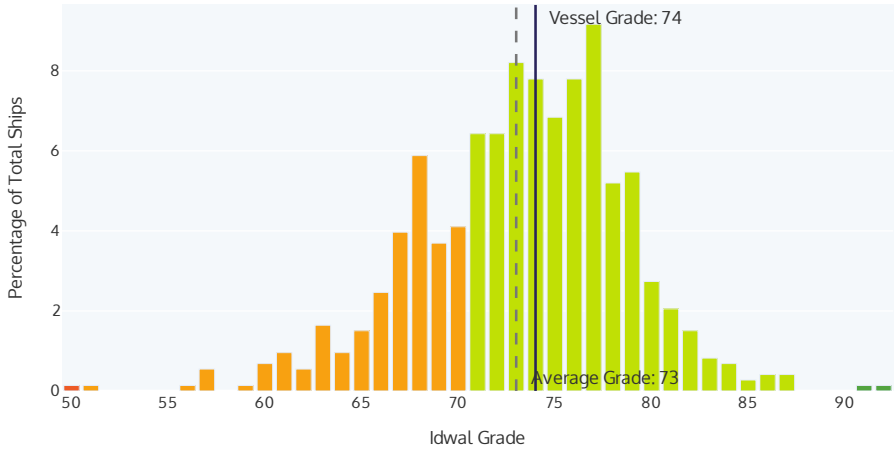
The onboard management was found to be good with the Safety Management system found to be well implemented and the vessel generally found to provide a safe working environment. The Port State Control (PSC) history was found to be good with 7 deficiencies and 0 detentions in the 5 inspections conducted in the past three years.

The vessel's Attained EEXI was calculated to be between 18.37 and 19.51, which is above the required EEXI of 17.08, and therefore the vessel will require the installation of technologies to reduce the EEXI score.

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

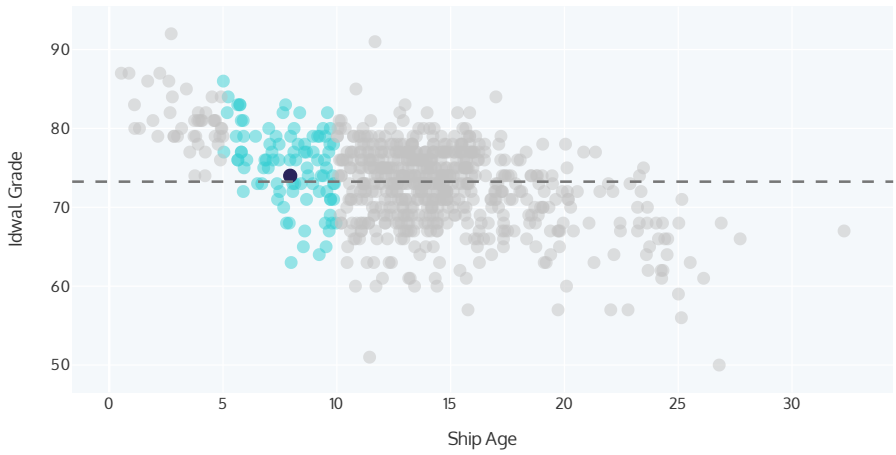
Your Idwal grade

Average Idwal grade

Grade range

> 90 | 71 - 90 | 51-70 | 30 - 50

Your Idwal Grade vs other Feeder Container vessels, age 5-10 years



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

KEY

Your Idwal grade

Average Idwal grade

All sector ships

Age comparable ships

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

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

KEY NOTABLE ITEMS

	Description	Action / Timeline	Estimated Cost [USD]
✖	The vessel does not use Environmentally Acceptable Lubricants (EALs) in the stern tube or has an airseal and is therefore not VGP compliant in this regard.	Various upgrades and modifications may be required if the vessel wishes to trade in the USA.	**$20000 - $50000**
✖	The vessel has one Condition of Authority as follows: The BWMS has not been commissioned at D-2 due date. Contingency measures according to IMO Circular BWM.2/Circ.62 will be used for managing non-compliant ballast water discharges, until the installation and commissioning is completed. Agreement on contingency measures must be obtained from the Coastal State of destination before exercised and arrival of coastal area. Due Date: 06 Dec 2022.	The Condition should be thoroughly addressed to Class satisfaction by the due date.	**$1000 - $5000**
✖	High running hours were noted on auxiliary engines 2, 3 and 4 since the last overhaul. However, no set overhaul intervals were provided.	To be further investigated and any required overhauls carried out as soon as practical.	**$20000 - $50000**
−	Cargo hatch covers were seen to have moderate scattered spot corrosion to the tops.	Remedial cosmetic maintenance to be carried out as soon as practical.	**<$1000**
−	Scattered areas of corrosion noted to deck plating under cross deck lashing walkways.	Remedial cosmetic maintenance to be carried out as soon as practical.	**<$1000**
−	Several draft markings found to be covered with corrosion.	To be renewed as soon as practical.	**<$1000**
−	Scattered areas of corrosion were noted to the main deck walkways and cross deck areas.	Remedial cosmetic maintenance to be carried out as soon as practical.	**<$1000**
−	The boiler circulation pump pressure gauge was found to be damaged.	To be further investigated and rectified as soon as practical.	**<$1000**
−	Gauges for LT fresh water cooling pump and fresh water heater unit were found to be damaged.	To be further investigated and rectified as soon as practical.	**<$1000**
−	ER air vent blower outlet cover, in way of auxiliary engine number 4, was found to be missing.	To be further investigated and rectified as soon as practical.	**<$1000**

Windlass band brakes had only minimal thicknesses remaining.	Band brake linings to be renewed when possible.	**<$1000**
Main and auxiliary engine performance reports were seen to all have been carried out at a low loads.	Ensure all future engine performance tests are carried out at a minimum load of 70% as per good marine practice.	**<$1000**

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 18.37 and 19.51. This Attained EEXI score is above the required EEXI of 17.08, 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

17.08

$gCO_2/t.nm$

Attained EEDI/EEXI

18.37 - 19.51

$gCO_2/t.nm$

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	74	Management	73

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

Design and Construction	80	Hull	70
Mooring Decks	80	Weather Decks and Fittings	70
Ballast Tanks and Systems	80	Accommodation	80
Bridge and Navigation Equipment	90	Engine Room and Machinery	60
Fire Fighting Equipment and Systems	80	Lifesaving Appliances	80
Safe Working Environment	80	Pollution Control	60
Onboard Management	70	Vessel Capabilities and Cargo Systems	70
Forthcoming Regulatory Compliance	60	Crew Welfare	80
Crew Performance	80	Safety Management	80
Planned Maintenance System (PMS)	80	Classification and Certification	70
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 Shipbuilding with the keel laid in January 2013. The vessel is a Containership, with 5 holds, driven by a fixed pitch, direct drive propeller. The Main Engine is a NOx Tier 2, Hyundai Heavy Industries and the vessel has 4 Auxiliary Engines, and no shaft generator. It is not on the Enhanced Survey Program or Extended Dry Docking schedule but does hold a Class notation for In Water Surveys. No Cargo Lifting Appliances are fitted. Apart from the equipment required by international rules and regulations, the bridge is also fitted with integrated bridge system, machinery space control system repeater panel and differential-GPS and the engine room and machinery are fitted with incinerator sludge burning system, UMS capabilities, 2-stroke engine mechanical lubricator and dual air handling unit refrigeration compressors.

HULL

70

The hull was seen to be in a fair to good overall condition, primarily due to the levels of corrosion noted, with the hull able to be inspected from the port side only. The vessel was found to be free of both major and minor structural defects and had only minor localised spot corrosion, up to approximately 5% of the surface area, mainly located to midships boot top and anti-foulings. Areas of abrasions from fenders and tugs were also noted. Hull markings were partly obscured, with several draft markings found to be covered with corrosion, with minor marine fouling observed. The vessel's last out of water bottom survey was carried out on 09-Sept-19, with the vessel's next out of water bottom survey due by 21-Oct-24.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Several draft markings found to be covered with corrosion. **Corrective Action:** To be renewed as soon as practical.	<$1000

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 scattered spot corrosion, up to approximately 2% of the mooring deck plating total surface area, mainly located to deck plating. Deck fittings were found to be in a good condition with fairleads and mooring rollers free to turn when tested. All Electric windlasses and winches were reported to be fully operational. Mooring machinery was in good condition however, band brake thicknesses were minimal, and require replacement. Clutching and gearing arrangements were sufficiently greased. Anchor chains and mooring ropes were in a good overall condition. Mooring practices were seen to be good and snap-back zone warnings were seen to be posted at the entrances to mooring areas as per industry best practice. The Bosun's store was in a fair overall condition with it noted that the housekeeping could be improved upon. The bitter end release arrangements were seen to be clear and unobstructed and the emergency towing booklet seen to be available near to the Foc'sle.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Windlass band brakes had only minimal thicknesses remaining. **Corrective Action:** Band brake linings to be renewed when possible.	<$1000

WEATHER DECKS AND FITTINGS

70

The Weather Decks and Fittings were seen to be in fair to good condition overall, primarily due to the levels of corrosion noted. The were decks found to be free of structural defects and had only minor scattered spot corrosion, up to approximately 5% of the main deck plating total surface area, mainly located to deck walkways and cross deck areas. Deck fittings were found to be in a good condition with pipework and fittings free of leakages. The accommodation ladders and gangways were in a good overall condition, with no notable defects found, as were provisions lifting appliances.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Scattered areas of corrosion noted to deck plating under cross deck lashing walkways. **Corrective Action:** Remedial cosmetic maintenance to be carried out as soon as practical.	<$1000




Description	Estimated Cost [USD]
Issue: Scattered areas of corrosion were noted to the main deck walkways and cross deck areas. **Corrective Action:** Remedial cosmetic maintenance to be carried out as soon as practical.	<$1000

BALLAST TANKS AND SYSTEMS

80

Ballast tanks and systems were deemed to be in a good overall condition. No tanks could be entered due to however, a very small number of photographs of previous tank entries in 22-Sept-22 were provided for review. Due to the small number of previous inspection photos provided for review the condition of the tanks is primarily based upon vessels of a similar age, type and size. 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 localised spot corrosion, up to approximately 2% of the ballast tanks total surface area, mainly located to edges of supports. Ballast tank fittings such as ladders and pipework were seen to be in a good overall condition with Anodes seen to be depleted up to 5%. Tanks were seen to have a 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 and wall coverings found to be in good condition and upholstery and furniture found to be free from deterioration and defects. The levels of housekeeping and cleanliness was found to be good with levels of hygiene also seen to be good in the sanitary facilities. The hospital was seen to be well equipped and ready for use with drugs and controlled substances locked away. The associated drugs log was kept up to date. The accommodation was found to be outfitted to an average quality. The Air Handling Unit (AHU) was found to be maintaining a comfortable temperature and was seen to be in good condition with no defects. The galley equipment was deemed to be in a good overall condition with all equipment reportedly in good working order. The galley was found to be in a clean condition with the galley hoods also found to be kept clean. 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 spot corrosion, up to approximately 2% of the surface area, mainly located to the edges of port holes and around weld seams. 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. The Crew Welfare was found to be in good overall with it noted that the vessel is fitted with a paid to access yet unlimited Wi-Fi system and crew were reported to have access to a well-stocked bond store.

BRIDGE AND NAVIGATION EQUIPMENT

90 The Bridge and navigation equipment were found to be in a good to very good condition overall with housekeeping found to be good and with all bridge equipment reported to be fully operational. The vessel's was found to be free from any unanticipated alarms with collection instructions posted nearby and with the Bridge Navigation Watch Alarm System (BNWAS) reported to be fully operational. The vessel's primary means of navigation, as listed on form E of the safety equipment certificate is a dual ECDIS system which were found to be up to date. RADAR blind sectors were seen to be posted near the RADARs with the compass deviation card up-to-date and available near to the helm. The compass deviation log was found to be satisfactory, with no major deviations and generally up-to-date. The vessel is licensed to cover GMDSS sea areas A1, A2, and A3 and had a valid shore-servicing agreement in place. The radio batteries were seen to be well maintained and in good condition and the EPIRB, SART and VHF handheld batteries were all in date as required. Berth to berth passage plans were seen on-board and were signed by all navigating officers with nautical publications provided in Electronic format. Master's standing and night orders were found to be signed by all navigating officers with the bridge log book correctly filled in and the GMDSS logbook also up to date and correctly filled in. The Monkey island was found to be in a good overall condition with the mast, aerials and antennas seen to be satisfactory and free of defects.

ENGINE ROOM AND MACHINERY

60 The Engine room and machinery were found to be in a fair overall condition, primarily due to the high running hours since last overhaul for auxiliary engines 2, 3, and 4. with no significant defects reported or observed and with the engine room generally found to be clean. During the inspection the Auxiliary Engines, purifiers, pumps, air compressors and sewage treatment plant were seen running. Bilges and tank tops were generally free of oil or water. Pipework was seen to be in good overall condition, free of leaks, temporary repairs and significant corrosion with pipework lagging seen to be all clean and intact. Housekeeping was seen to be to a good overall standard with the vessel found to be equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS) which were seen to be neatly stowed and secured. A review of the latest lube oil analysis reports provided showed no areas of concern. The Main Engine was reported to be fully operational and was seen to be in good condition, with no major visible defects. A review of the latest Main Engine performance report provided showed some areas of concern as follows: seen to have been carried out at a low load, 45%. 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. Cylinder heads and Pistons running hour data was not provided for review. Propulsion systems, such as shafts, gearing and bearings including the Bow thruster were in good working order with no defects reported or sighted. The 4 Auxiliary Engines were reported to be fully operational and were seen to be in good condition, with no major visible defects. A review of the latest Auxiliary engines performance report provided showed some areas of concern as follows: seen to have been carried out at a low loads, 60%. Auxiliary engines running hour data was provided post inspection with high running hours noted on engines 2, 3 and 4 since the last overhaul. However, no set overhaul intervals were provided. The vessel's steam boiler was found to be fully operational but in fair condition with the circulation pump pressure gauge found to be damaged. 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 pumps and fresh water generator, which were in fair condition with gauges for LT fresh water cooling pump and fresh water heater unit were found to be damaged. 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. However an ER air vent blower outlet cover, in way of auxiliary engine number 4, was found to be missing.

NOTABLE ITEMS

Description	Estimated Cost [USD]

	Issue: High running hours were noted on auxiliary engines 2, 3 and 4 since the last overhaul. However, no set overhaul intervals were provided. **Corrective Action:** To be further investigated and any required overhauls carried out as soon as practical.	$20000 - $50000

	Description	Estimated Cost [USD]
	Issue: The boiler circulation pump pressure gauge was found to be damaged. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000

	Description	Estimated Cost [USD]
	Issue: Gauges for LT fresh water cooling pump and fresh water heater unit were found to be damaged. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000

	Description	Estimated Cost [USD]

Issue: ER air vent blower outlet cover, in way of auxiliary engine number 4, was found to be missing.

Corrective Action: To be further investigated and rectified as soon as practical.

<$1000

Description	Estimated Cost [USD]
Issue: Main and auxiliary engine performance reports were seen to all have been carried out at a low loads. **Corrective Action:** Ensure all future engine performance tests are carried out at a minimum load of 70% as per good marine practice.	<$1000

FIRE FIGHTING EQUIPMENT AND SYSTEMS

80

Fire Fighting Equipment and Systems were found to be in a good condition overall and generally free of fire hazards with all firefighting equipment seen to be regularly serviced and inspected. The fire detection and alarm system was found to be fully operational and was free of signs of tampering and alarms. The vessel is fitted with CO2 and Water Spray fixed firefighting in the engine room, CO2 and Water Spray for the cargo areas and no fittings in the accommodation. Fixed firefighting systems were all reported to be in good working condition with operating instructions clearly posted. The main and emergency fire pumps were reportedly fully operational and both were found to be in a good condition, free of leakages. A fire pump was tested during the inspection and was found to deliver adequate pressure. The fire main and ancillaries such as hydrants and valves were in good overall condition, free of defects. Fire extinguishers were all in good condition and all portable equipment were positioned in accordance with the fire plan. Firefighting outfits and associated equipment were all in good condition with BA equipment found fully charged and ready for use. The emergency generator was tested during the inspection and found to be in good working order and in a good overall condition. Remote shutdown emergency devices such as quick closing valves, machinery stops and ventilation dampers were deemed to be in a good overall condition with no defective shut down equipment. The fire doors were found to be in good condition, closing effectively and free from any unauthorised 'hold-open' arrangements.

LIFESAVING APPLIANCES

80

Lifesaving appliances were seen to be in a good overall condition with all equipment regularly serviced and inspected as required. The vessel is fitted with 1 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 5 life rafts, which were found to be in good condition with Hydrostatic Release Units (HRUs) in date and correctly rigged. Davits and lowering arrangements were found to be in good condition overall with evidence of regular maintenance, servicing and inspection sighted and evident. Ancillary lifesaving equipment such as lifejackets, immersion suits and EEBD's etc. were found to be in good condition and ready for immediate use with man overboard smoke and light signals seen to be in date. Embarkation ladders were found to be in a good, well maintained condition and the pyrotechnics and line throwing apparatus were seen to be appropriately stored 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 with clear pilot boarding instructions posted. Regular drills were conducted on board with the last drill conducted on the 15-Sept-22, which was a Boat and Fire drill.

POLLUTION CONTROL

60

Pollution control was deemed to be fair overall, primarily due to the open Condition of Authority. Pollution control was generally found to be well implemented on board with the vessel free of pollution hazards. The vessel holds a Class-approved Inventory of Hazardous Materials, which is required for entry into EU ports. The vessel's Oily Water Separator (OWS) was found to be fully operational and in good overall condition, with no obvious defects. The OWS was simulation tested during the inspection and the 15ppm Oil Content Meter (OCM) was seen to be calibrated. The bilge overboard was seen to be sealed and locked against unauthorised opening and the oily water treatment system as a whole was seen to be free from signs of tampering or unauthorised modification. The SOPEP locker was found to be well stocked with SOPEP equipment in good condition and an accurate list of equipment posted nearby. The Oil Record Book (ORB) was seen to be well-maintained and up-to-date, with the last entry on the 26-Sept-22. An IMO approved Ballast Water Treatment System (BWTS) is fitted but was found not to be fully operational as the system was yet to be commissioned for use as per relevant Condition of Authority, though was in good condition as observed. 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, with no documentation provided to verify otherwise. The vessel's sewage treatment plant was found to be fully operational and in good overall condition, with no obvious defects. Garbage segregation was found to be good, with adequate, labelled containers and garbage seen to be well sorted and containers seen to be made of approved non-combustible materials. The Garbage Record Book (GRB) was seen to be well-maintained and up-to-date, with the last entry on the 28-Sept-22. The Emission Control Area (ECA) change-over logbook was reviewed and found to be satisfactory with the date of last entry on undefined. The vessel's incinerator was found to be fully operational and in good overall condition, with no obvious defects. The vessel complies with IMO 2020 regulations by employing the use of Very Low Sulphur Fuels Oils (VLSFO) with a sulphur content of less than 0.5%.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The vessel does not use Environmentally Acceptable Lubricants (EALs) in the stern tube or has an airseal and is therefore not VGP compliant in this regard. **Corrective Action:** Various upgrades and modifications may be required if the vessel wishes to trade in the USA.	$20000 - $50000

Description	Estimated Cost [USD]
Issue: The vessel has one Condition of Authority as follows: The BWMS has not been commissioned at D-2 due date. Contingency measures according to IMO Circular BWM.2/Circ.62 will be used for managing non-compliant ballast water discharges, until the installation and commissioning is completed. Agreement on contingency measures must be obtained from the Coastal State of destination before exercised and arrival of coastal area. Due Date: 06 Dec 2022. **Corrective Action:** The Condition should be thoroughly addressed to Class satisfaction by the due date.	$1000 - $5000

ONBOARD MANAGEMENT

70

Onboard management was found to be fair to good overall, primarily due to the issues noted with the auxiliary engine running hours. The computer-based Safety Management System (SMS) was deemed to be functioning and well implemented in general, with Permits to Work (PTW), risk assessments and procedures understood and followed. Onboard management was found to deal with accidents, near misses and deficiencies in an effective manner and regular safety committee meetings were carried out on board. The vessel's MLC certificate was valid with records of hours of rest (ILO) correct and up to date and maximum work hours not regularly exceeded. The PMS system was found to be kept up to date with no critical overdue work orders. The Class-approved system-based Planned Maintenance System (PMS) was fully integrated with the SMS for ordering of spares and general vessel management. The Port State Control (PSC) history was found to be good with 7 deficiencies and 0 detentions in the 5 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

70 Vessel capabilities and cargo systems were deemed to be in a fair to good overall condition, primarily due to the level of corrosion noted on the hatch covers. No cargo holds could be entered due to operational limitations and no photographs of previous hold entries were provided for review. Inspection reports were provided for review. In the absence of photographic support the condition of the holds is primarily based upon vessels of a similar age, type and size. The inspected cargo hold structural members were reported to be free of damage and had only minor scattered spot corrosion, up to approximately 10% of the surface area, mainly located to tanks tops and bulkheads, as well as to cell guides. Cell guides were reported to be free of damage and deformation. Cargo hold fittings such as ladders, handrail, ventilation ducts, light fixtures and pipe guards etc. were reported to be generally free of damage and all cargo monitoring systems were fully operational. The cargo holds were reported to be 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 but had moderate scattered spot corrosion, up to approximately 15% of the surface area, mainly located to tops and edges. Hatch coamings were found to be free of structural defects and had only minor localised spot corrosion, up to approximately 5% of the surface area, mainly located to edges. Compression bars/strips were not applicable due to . Hatch coaming drain channels were free of corrosion, scaling and debris and the coaming non-return valves were clear and operational. Cargo securing fittings such as container sockets, pad-eyes and D-rings etc. were in good condition. Cargo securing equipment was plentiful with inspection records maintained and securing equipment in good condition as observed. Stability calculations were seen to be carried out and the vessel holds a Document of Compliance (DOC) for the carriage of Dangerous Goods (DG). The vessel is equipped to carry 536 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 was reported to have 2,546 TEU capacity, however limited documentation was provided to verify a full breakdown.

NOTABLE ITEMS

	Description	Estimated Cost [USD]
−	**Issue:** Cargo hatch covers were seen to have moderate scattered spot corrosion to the tops. **Corrective Action:** Remedial cosmetic maintenance to be carried out as soon as practical.	<$1000

Description	Estimated Cost [USD]
Issue: Scattered areas of corrosion noted to deck plating under cross deck lashing walkways. **Corrective Action:** Remedial cosmetic maintenance to be carried out as soon as practical.	<$1000




OPERATIONAL DATA

Operational Data Condition

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

Total High Sulphur Fuel Oil (HSFO) capacity:	m^3
Total Very and Ultra Low Sulphur Fuel Oil (VLSFO and ULSFO) capacity:	2,677.5 m^3
Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:	147.6 m^3
Total Fresh Water capacity:	199.4 m^3
Total Ballast Capacity Excluding Cargo Hold Ballast Capacity:	9,726.2 m^3
Total Bilge water capacity:	24.2 m^3
Total sludge and residues capacity:	139.8 m^3

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

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

Engines Table

	Main Engine 1	Main Engine 2	Aux Engine 1	Aux Engine 2	Aux Engine 3	Aux Engine 4
Designer	Hyundai Heavy Industries	N/A	Daihatsu	Daihatsu	Daihatsu	Daihatsu
Model	Wartsila		6DK-26e	6DK-26e	6DK-26e	6DK-26e
Mark/Series/Revision	AA4,776		DKN626Z	DKN626Z	DKN626Z	DKN626Z
Number of Cylinders	7		6	6	6	6
Speed (RPM)	95		720	720	720	720
Bore (mm)	680		260	260	260	260
Stroke (mm)	2		4	4	4	4
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	172.7		198.5	198.5	198.5	198.5
Nox Tier	2		2	2	2	2
Fuel Oil Consumption at full load (tonnes/day)	66.8		6.1	6.1	6.1	6.1
Cylinder Oil Consumption (litres/day)	380					
System Oil Consumption (litres/day)	20		30	30	30	30

	Vessel Speed (knots)	Consumption (t/day)
Loaded Eco	15	38
Loaded Service	16	42
Ballast Eco	14	34
Ballast Service	17	42

Main Engine Maintenance

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

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

	1	2	3	4	5	6	7	8	9	10	11	12
Bearings	48,512	48,512	48,512	48,512	48.512	48,512	48,512					
Cylinder Liners	48,512	48,512	48,512	48,512	48,512	48,512	48,512					

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	09-Sept-19	21-Oct-24
Intermediate	04-Dec-17	21-Oct-22
Annual	25-Aug-21	21-Oct-22
Bottom In Water	26-Mar-22	
Bottom in dry dock	09-Sept-19	21-Oct-24

What was the location of the last out-of-water docking?	*Example Location*
Is the vessels last dry dock report provided and attached?	☒ No
Provide details of works done in last dry dock	*not provided for review*
Does the vessel intend to dry dock before the next scheduled bottom survey?	☒ No
Has the vessel remained with the same flag since build?	☒ No
Please provide details of previous flags	*Example Flag*
Has the vessel remained with the same Class since build?	☑ Yes

Does the vessel have any Conditions of Class or Recommendations of Class?	☑ Yes
Please provide further details	*The BWMS has not been commissioned at D-2 due date. Contingency measures according to IMO Circular BWM.2/Circ.62 will be used for managing non-compliant ballast water discharges, until the installation and commissioning is completed. Agreement on contingency measures must be obtained from the Coastal State of destination before exercised and arrival of coastal area. Due Date: 06 Dec 2,022.*
Does the vessel have any Class Memos, Observations or Additional Requirements?	☑ Yes
Please provide further details	*Based on the owner request and as a deviation from applicable DNV Rules, new anchor certified with IACS reference LR: QDO 2,110,150/245 has been installed. Owners confirmed that a procedure for regular / periodical monitoring for early identification of product damages, defects and deterioration has been established. Owners obliged to inform DNV without delay, if deviations of normal operation of the products are discovered.*

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

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? ☑ Yes

What was the level of Hull coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	to midships boot top and anti-foulings
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Localised ☑ Spot

What was the condition of the hull markings?	Partly obscured
What type of anti-fouling coating was applied?	Choguku Marine Paint
What level of marine fouling was seen?	Minor

Were fenders installed on the hull? ☒ No

What were the vessels draughts?

Fwd: (m)	8.70
Aft: (m)	10.30

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:	to deck plating
The amount of surface area coating breakdown and corrosion was approximately:	2%
Type of coating breakdown and corrosion:	☑ Scattered ☑ Spot
What was the general condition of the deck fittings?	Good
Were fairleads and mooring rollers free to move when tested?	☑ Yes
Were all mooring machinery reported to be fully operational?	☑ Yes
What type of windlass(es) and winches were fitted?	Electric
What was the condition of the mooring machinery?	Good
What amount of band brake lining was seen to be remaining?	Minimal, requiring change
Please provide further details	*Windlass band brakes had only minimal thicknesses remaining*

Were clutching and gearing arrangements sufficiently greased?	☑ Yes
What condition were the visible sections of the anchor chains seen to be in?	Good
What type of mooring lines did the vessel have?	Rope
What was the condition of the mooring ropes / wires?	Good
Were safe mooring practices observed? i.e. no overlapping turns on split drum, chafing of lines or unsafe leading.	☑ Yes
Was the last brake test seen to be stencilled on the mooring winches?	☑ Yes
What type of snap back warning signs/zones were posted?	Signs at the entrance to the mooring decks
Was the Bosun's / Foc'sle store available for inspection?	☑ Yes
What was the condition of the bosun's store structure?	Structurally sound with no visible damage
What was the condition of the bosun's store coatings?	Coatings fully intact with no corrosion
Was the condition of the bosun's store housekeeping?	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:	to deck walkways and cross deck areas
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Scattered ☑ Spot

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

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

Were deck equipment and pipework free of leakages? ☑ Yes

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

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

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

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

BALLAST TANKS AND SYSTEMS

Ballast Tanks and Systems Condition

Were ballast tanks entered?	☒ No	
Were recent (last 12 months) ballast tank inspection photographs provided?	☑ Yes	
Date photos were provided:	*22-Sept-22*	
Were inspection reports or reports of the tanks condition provided?	☑ Yes	
Were the tanks free of any structural damage or indentations?	☑ Yes	
What was the level of Ballast Tank coating breakdown and corrosion?	Minor	
Coating breakdown and corrosion was mainly located in the following areas:	to edges of supports	
The amount of surface area coating breakdown and corrosion was approximately:	2%	
Type of coating breakdown and corrosion:	☑ Localised	☑ Spot
Were ballast tanks coatings certified to PSPC standards?	☑ Yes	
What was the condition of ballast tank fittings (e.g. ladders, handrails, pipes & manhole seals)?	Good	
Were the ballast tanks fitted with sacrificial anodes?	☑ Yes	
Anode depletion:	*5%*	

How much mud/sediment was seen inside the ballast tanks?	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?	Good
What was the condition of the upholstery and furniture?	Good
What were the general levels of housekeeping and cleanliness?	Good
What was the level of hygiene of the sanitary facilities?	Good
Was all laundry equipment in good working order?	☑ Yes
Was the Hospital well equipped and ready for use?	☑ Yes
Were the drugs controlled and substances seen to be locked away?	☑ Yes
Was the associated drugs log kept up to date?	☑ Yes
What was the quality of accommodation outfitting?	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?	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:	to the edges of port holes and around weld seams
The amount of surface area coating breakdown and corrosion was approximately:	2%

Type of coating breakdown and corrosion:

- ☑ Localised
- ☑ Spot

What was the general condition of external superstructure fittings?	Good

Crew Welfare

What is the average contract length for crew members?

Officers:	4 Months
Crew:	6 Months

Was Wi-Fi provided on-board?	Yes Paid, Unlimited

What is the approximate average internet speed?	Average (Able to access social media apps and websites with ease)

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

- ☑ Yes

What Public Recreation equipment did the crew have access to?

- ☑ Free Weights
- ☑ Fixed weight machine
- ☑ Treadmill
- ☑ Cycling Machine
- ☑ Swimming Pool
- ☑ Television
- ☑ Games console
- ☑ Karaoke
- ☑ Musical Instruments
- ☑ Barbecue
- ☑ Public Computer
- ☑ 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] Off
- [x] Double bed
- [x] Sofa
- [x] Desk
- [x] Ample storage

Does the vessel have any onboard training facilities?	Yes

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
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
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
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
What type of weather updating service does the vessel use?	Digital subscription
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			
Was a valid GMDSS shore servicing certificate seen to be posted near to radio equipment?	☑ Yes			

Documentation Condition

Were berth to berth passage plans seen on-board?	Yes
Were passage plans signed by all navigating officers?	☑ Yes
What format were nautical publications provided in?	Electronic
Were the Master's standing orders and night orders found to be signed by all navigating officers?	☑ Yes

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

External Condition

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

ENGINE ROOM AND MACHINERY

General Condition

What equipment was seen running?	☑ Auxiliary Engines ☑ Pumps ☑ Sewage treatment plant ☑ Refrigeration Compressor ☑ Purifiers ☑ Air compressors ☑ Auxiliary Boiler
Was the engine room free of any significant defects, either reported by crew or observed?	☑ Yes
What was the general cleanliness of the Engine Room?	Clean
Were bilges and tank tops free of oil and water?	☑ Yes
Was housekeeping to a good overall standard?	☑ Yes
Was the vessel equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS)?	☑ Yes
Were spares neatly stowed and correctly secured?	☑ Yes
Were all sounding pipe self-closing devices in good working order and sounding pipes capped?	☑ Yes
Were recent copies of lube oil analysis reports provided for review?	☑ Yes
Were any caution (amber) or action (red) alerts seen on the lube oil analysis reports?	☒ No
Was the NOx Technical file kept up to date?	☑ Yes
Were Chief Engineer Standing Orders clearly posted and signed by all engineers?	☑ Yes
Were all machinery special tools provided and in good condition?	☑ Yes

Main Engine Condition

Was the main engine in good working condition?	Yes	
What condition did the Main Engine appear to be in?	Good	
Were Main Engine performance reports provided for review?	☑ Yes	
Were the performance reports satisfactory?	☒ No	*seen to have been carried out at a low load, 45%*
Was there any overdue maintenance on the Main Engine Turbochargers?	☒ No	

Propulsion

What type of propulsion does the vessel have?	Fixed Pitch Propeller (FPP)	
Were the Propulsion systems, including shafts, machinery and electric motors, if relevant, in good working condition?	☑ Yes	
What type of thruster systems does the vessel have?	☑ Bow Thruster	
Was the thruster(s) in good working condition?	☑ Yes	
What condition did the thruster(s) appear to be in?	Good	

Power Generation

How many Auxiliary Engines does the vessel have?	4	
Were the auxiliary engines in good working condition?	☑ Yes	

What condition did the Auxiliary Engines appear to be in?	Good

Were Auxiliary Engines performance reports provided for review? ☑ Yes

Were the performance reports satisfactory? ☒ No *seen to have been carried out at a low loads, 60%*

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?	Fair

Please provide further details *circulation pump pressure gauge found to be damaged*

Were boiler safety valves in satisfactory condition? ☑ Yes

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

Why was 'No', 'Fair' or 'Poor' selected above?	*gauges for LT fresh water cooling pump and fresh water heater unit were found to be damaged*
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
Please provide further details	*Severely deteriorated and dirty*
Was the steering gear in good working condition?	☑ Yes
Was the steering gear free of leakages?	☑ Yes
Was the emergency steering communication equipment and gyro repeater working as required?	☑ Yes

Were emergency steering instructions posted nearby?	☑ Yes
Was the Engine workshop clean and tidy?	☑ Yes

ECR and Electrical

Was the Engine Control Room clean and tidy?	☑ Yes
Was the Engine Control and Alarm system free of any serious alarms?	☑ Yes
Does the vessel have an Unmanned Machinery Space (UMS) notation?	☑ Yes
Does the machinery space operate in UMS mode?	☑ Yes
Were all Electrical distribution systems in good working condition?	☑ Yes
Were Main Switchboard Insulation readings adequate?	☑ Yes
Were distribution and switchboard panels protected with approved rubber matting?	☑ Yes

LIFESAVING APPLIANCES

Lifsaving Appliances Condition

Were all Lifesaving Appliances regularly serviced? ☑ Yes

Date of last service:	21-Jan-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?	05
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?	13-Jun-23

Were legible launching/recovery instructions posted near to survival craft?	☑ Yes
Was evidence of regular maintenance, service and inspection of the launching appliances sighted and evident?	☑ Yes

What was the date of the last abandon ship drill?	15-Sept-22

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

SAFE WORKING ENVIRONMENT

Safe Working Environment Condition

Were any unsafe practices observed during the inspection?	☒ No
Did the vessel provide a safe working environment?	☑ Yes
Were all hazard markings clear?	☑ Yes
Were external walkways adequately coated with anti-slip paint and free of trip hazards?	☑ Yes
Are all hazardous substances including safely managed and stored with relevant Material Safety Data Sheets (MSDS)?	☑ Yes
Is Personal Protective Equipment (PPE) provided and worn by crew?	☑ Yes
Are 'Enclosed Space Entry' procedures implemented?	☑ Yes
Is an effective Permit To Work (PTW) process implemented?	☑ Yes
Date of last PTW:	26-Sept-22
Is an effective Risk Assessment (RA) process in place?	☑ Yes
Was evidence of the annual and 5-yearly inspections of both fixed and portable lifting equipment and appliances sighted?	☑ Yes
Are main and emergency exits clearly identified and unobstructed?	☑ Yes
Are sufficient portable oxygen and gas detection meters provided and regularly calibrated?	☑ Yes
Date of last calibration:	26-Sept-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
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	15-Sept-22
Last drill type	Boat and Fire

POLLUTION CONTROL

General Condition

Was Pollution Control well implemented within the on board Safety Management System (SMS)?	☑ Yes	
Is the vessel free of pollution hazards?	Yes, with no hazards	
Were scuppers plugged in port as required?	☑ Yes	
Does the vessel have a Class approved Inventory of Hazardous Materials (IHM)?	☑ Yes	*The vessel holds a Class approved Inventory of Hazardous Material (IHM)*

Oil - Marpol Annex I

Is an Oily Water Separator (OWS) fitted?	☑ Yes	
Was the OWS reportedly operational?	☑ Yes	
What was the condition of the OWS?	Good	
Was the OWS Tested?	☑ Yes	
Means of testing	*Simulated*	
Was the 15ppm meter calibrated?	☑ Yes	
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	*26-Sept-22*
Category of last entry	*D*
Were previous bunkering checklists correctly filled out?	☑ Yes
Date of last bunkering	*24-Aug-22*
Were bunker samples correctly stored?	☑ Yes
Does the vessel have a Ballast Water Treatment System (BWTS) fitted?	☑ Yes

Ballast Water Treatment System

Manufacturer:	Example 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?	☒ No	*system yet to be commissioned as per relevant Condition of Authority*
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	*22-Sept-22*	
Is the Vessel General Permit (VGP) compliant?	☒ No	*The vessel does not use Environmentally Acceptable Lubricants (EALs) in the stern tube or has an airseal and is therefore not VGP compliant in this regard*

Sewage - Marpol Annex IV

Was a Sewage Treatment Plant fitted?	☑ Yes	
Was the Sewage Treatment Plant operational?	☑ Yes	
What was the condition of the Sewage Treatment Plant?	Good	
Does the vessel have a sewage holding tank?	☑ Yes	
What was the condition of the Sewage Holding Tank?	Good	

Garbage - Marpol Annex V

Does the vessel have a garbage management plan?	☑ Yes	
How was the condition of Garbage segregation?	Good	
Were Garbage containers of approved, non-combustible type?	☑ Yes	

Was the Garbage Record Book (GRB) up to date and correctly filled in?	☑ Yes
Date of last entry	*28-Sept-22*
Category of last entry	*B*

Air - Marpol Annex VI

Does the vessel have a valid IAPP certificate?	☑ Yes
Is the vessel compliant with IMO 2,020 Sulphur cap regulations?	☑ Yes
How does the vessel comply with IMO 2,020 regulations?	Use of Very Low Sulphur Fuel Oils (VLSFO), MGO, DO etc.
Does the vessel use Ozone Depleting Substances (ODS) as Refrigerant Gas?	☒ No
Was an Incinerator fitted?	☑ Yes
Was the Incinerator operational?	☑ Yes
What was the condition of the Incinerator?	Good
Does the vessel have an Emission Control Area (ECA) change-over log?	☑ Yes

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):	172.7

Auxiliary Engines

Specific Fuel Oil Consumption (SFOC) (g/kWhr):	198.5

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

What is the expiry date of the International Air Pollution Prevention (IAPP) certificate?	21-Oct-24

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-Aug-22
Does the vessel management deal with accidents, near-misses and deficiencies in an effective manner?	☑ Yes
Are regular safety committee and management meetings carried out on board?	☑ Yes
Does the vessel have a valid MLC certificate?	☑ Yes
Were Hours of Rest (ILO) records correct and up to date?	☑ Yes
Last updated	28-Sept-22
Are hours of maximum permissible work regularly exceeded?	☒ No
Is an effective Planned Maintenance System (PMS) implemented and kept up to date?	☑ Yes

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

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:	5
No. of Deficiencies in Past three years:	7
No. of Detentions in Past three years:	0

Is the vessel flag targeted by Port State Authorities? ☒ No

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

Type of access control	Gangway access.

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?	Limited 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	96	174	270
Cargo Hold No.2	202	240	442
Cargo Hold No.3	236	264	500
Cargo Hold No.4	236	288	524
Cargo Hold No.5	214	320	534
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	984	1,286	2,270

How many cargo holds does the vessel have?	5

Were the cargo holds able to be entered and inspected?	☒ No	*operational limitations*
Were recent vessel cargo hold inspection photographs provided?	☒ No	
Date photographs were taken:		*04-Aug-22*
Were recent inspection reports provided?	☑ Yes	
Date of inspection reports:		*04-Aug-22*
Were cargo holds structural members found to be free from damage (e.g. side plating, tank top and framing)?	☑ Yes	
Were the cargo hold fittings such as ladders, hand rails, and ventilation ducting found to be free from damage and deterioration?	☑ Yes	
Were the cell guides free from any significant damage or significant deformation?	☑ Yes	

What was the level of coating breakdown and corrosion observed in the Cargo Holds?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	to tanks tops and bulkheads, as well as to cell guides
The amount of surface area coating breakdown and corrosion was approximately:	10%

Type of coating breakdown and corrosion:	☑ Scattered	☑ Spot
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:	information not provided

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?	Moderate
Coating breakdown and corrosion was mainly located in the following areas:	to tops and edges
The amount of surface area coating breakdown and corrosion was approximately:	15%

Type of coating breakdown and corrosion: ☑ Scattered ☑ Spot

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

Please provide further details *operational limitations*

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:	to edges
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Localised ☑ Spot

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

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

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

Cargo Securing

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

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

Were there any shortfalls of cargo securing devices? ☒ No

Were cargo securing device inspection records correctly maintained? ☑ Yes

What was the condition of Cargo Securing Equipment?	Good

Was there an approved Cargo Loading Manual on board?	☑ Yes	
Was there an approved stability booklet on board?	☑ Yes	
Did the vessel use a Class-approved computer based loading/stability software?	☑ Yes	*CARGO ASSITANT / II*
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	348
In Holds	188
Total	536

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	*Automatic remote monitoring*

CARGO LIFTING APPLIANCES

Cargo Lifting Appliances Condition