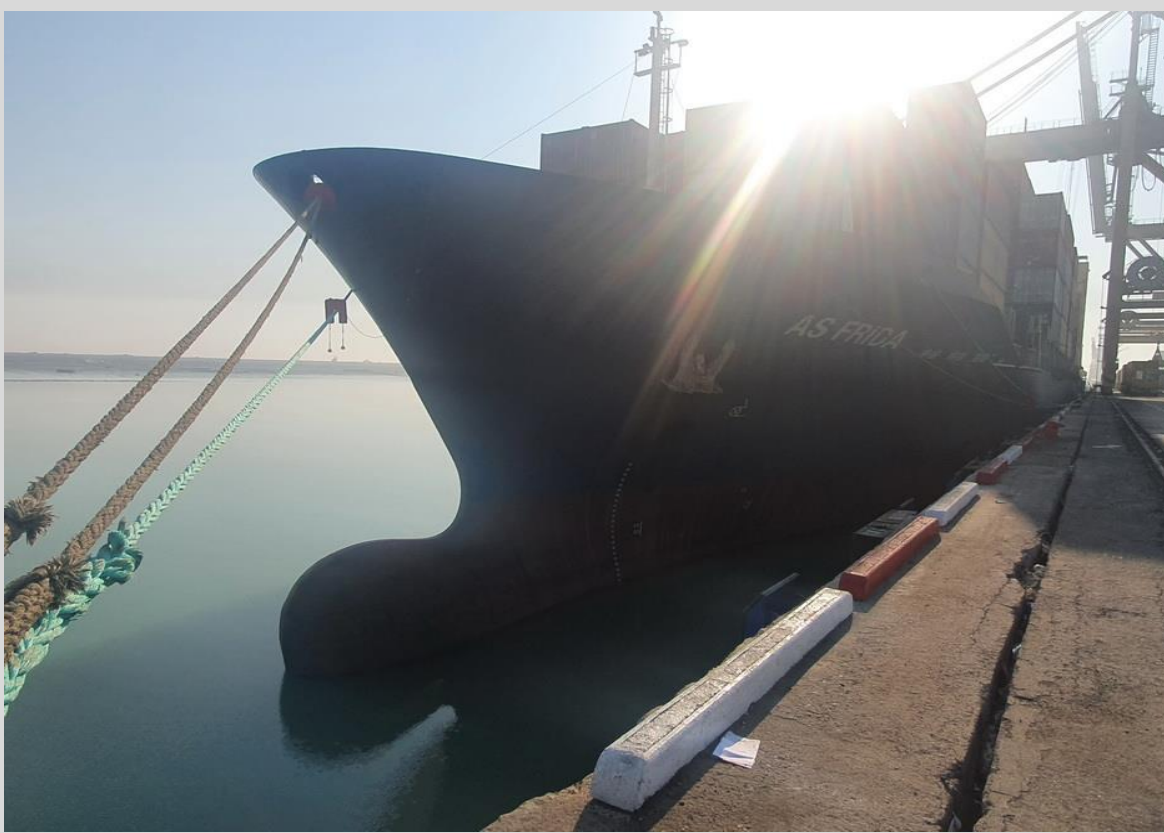




# SeaTec



## AS FRIDA

07<sup>th</sup> Dec 2020 – Jebal Ali, UAE – IMO No. 9248928

### Condition Inspection Report

Inspected at:	Jebal Ali UAE
Inspected by:	Muhammad Imran
Inspected Date:	07 Dec 2020
Project Account:	SC2855

## Approvals

Author(s):	Muhammad Imran	Date:	09 Dec 2020
Approver(s):	Nilesh Saldanha	Date:	11 Dec 2020

## Revision

Version:	01	Date:	12 Dec 2020	Details:	Issue to client
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## Definitions

### Inspection Limitations and Code of Conduct

#### Inspections

SeaTec Terms and Conditions of Service apply (available on request).

Any report is issued solely to the person to whom it is addressed and under no circumstances is any part of it to be issued or made available to any other party.

Inspections are limited to those parts of the vessel, the machinery equipment or records (if made available) which were actually exposed, uncovered or readily accessible. SeaTec is unable to report on any other part of the vessel, her machinery or equipment and shall have no responsibilities whatsoever in such respect.

SeaTec are unable to report on the vessel's water tightness or integrity, the operational efficiency of its machinery or equipment, its suitability for any business or trade, or its stability characteristics.

SeaTec shall in no circumstances be liable for any indirect, consequential or economic losses arising from any surveys of vessels or other services.

The maximum liability for any loss arising from surveys or services shall be 10 times the fee payable therefor.

Relations between the parties shall be governed by English Law.

#### Code of Conduct

SeaTec will endeavour:-

To represent our project credentials, qualifications, experience, and ability fairly, and accurately in all communications and advertisements.

To accept only engagements for which we are qualified.

To serve our clients with honesty, integrity, loyalty, competence and objectivity.

To disclose to our clients any situation that we believe might create a conflict of interest for our accepting or carrying out an assignment for a client.

To keep client information and records of client engagements confidential, and use proprietary client information only with client permission.

To charge fees and expenses that are fair, reasonable and legitimate.

To keep informed of, understand and uphold relevant laws and regulations relating to the maritime industry and our consulting activities.

To comply with all copyright laws, and use proprietary information or methodologies only with permission.

## Rating Definitions

Ratings	Hull	Machinery	Other Equipment and Systems	Overall Status
<b>1 – Very Good Condition</b>	<ul style="list-style-type: none"> <li>- No signs of wear and tear</li> <li>- No signs of structural defects</li> <li>- No signs of poor coating</li> <li>- No signs of corrosion</li> </ul> <p>No actions are required</p>	<ul style="list-style-type: none"> <li>- All systems and components were in good working condition</li> </ul> <p>-Very good documentation and maintenance is present</p> <p>No maintenance or repaired was required</p>	<ul style="list-style-type: none"> <li>-All other equipment and systems are in good working condition with no signs of wear and tear</li> </ul> <ul style="list-style-type: none"> <li>- No signs of corrosion, poor overall condition or structural defects on all other equipment and systems</li> <li>- Very good documentation and maintenance of all other equipment and systems</li> </ul> <p>No actions are required.</p>	<ul style="list-style-type: none"> <li>- Condition superior in all respects. Very well maintained.</li> </ul> <p>A condition of unimpaired original strength and/or efficiency; no maintenance or repair required.</p>
<b>2 – Good Condition</b>	<ul style="list-style-type: none"> <li>- Small signs of wear and tear</li> <li>- Slight structural defects</li> <li>- Coating and anodes are at least in good condition</li> <li>- Slight signs of corrosion</li> </ul> <p>No further actions are required</p>	<ul style="list-style-type: none"> <li>- Small deficiencies, in terms of leakages, insulation, corrosion and irregular readings, found on systems and components, but safe operation is not compromised.</li> <li>- Good maintenance and documentation.</li> </ul> <p>No immediate maintenance or repair is required.</p>	<ul style="list-style-type: none"> <li>- Small deficiencies found on other equipment and systems, but safety and operability is not affected</li> <li>- Small signs of tear and wear, corrosion or poor overall condition</li> </ul> <ul style="list-style-type: none"> <li>- Good maintenance and documentation</li> </ul> <p>No further actions, maintenance or repairs are required</p>	<ul style="list-style-type: none"> <li>- Average satisfactory condition. Well maintained.</li> </ul> <p>Deficiencies of a minor nature not requiring correction; a condition of wear and tear of such an extent as not to essentially affect original strength and/or efficiency.</p>
<b>3 – Fair Condition</b>	<ul style="list-style-type: none"> <li>- Signs of wear and tear are exist</li> <li>- Signs of structural defects exist</li> <li>- Coating is in poor condition, but supplemented by anodes in good condition</li> <li>- Visible signs of corrosion</li> </ul> <p>Operations and safety are not compromised, no immediate actions are required</p>	<ul style="list-style-type: none"> <li>- Deficiencies, in terms of leakages, insulation, corrosion and irregular readings exist on systems and components.</li> <li>- Maintenance and documentation in fair condition</li> </ul> <p>No immediate maintenance or repair is required, safety and operability are not compromised</p>	<ul style="list-style-type: none"> <li>- Deficiencies on other equipment and systems exist</li> <li>- Signs of wear and tear, corrosion and poor overall condition</li> <li>- Maintenance and documentation is of fair condition</li> </ul> <p>No immediate actions are required, safety and operability are not compromised</p>	<ul style="list-style-type: none"> <li>- Condition average.</li> </ul> <p>Condition of wear and tear of such an extent as to reduce strength and/or efficiency to a degree short of necessity for immediate corrective measures.</p>
<b>4 – Poor Condition</b>	<ul style="list-style-type: none"> <li>- Very visible signs of wear and tear</li> <li>- Very visible signs of structural defects</li> <li>- Very poor condition of coating and anodes</li> <li>- Big signs of corrosion</li> </ul> <p>Class Status might be affected significantly</p>	<ul style="list-style-type: none"> <li>- Big deficiencies, in terms of leakages, insulation, corrosion and irregular readings in systems and components</li> <li>- Poor maintenance and documentation</li> </ul> <p>Maintenance and repairs are required immediately, safety and operability might be affected.</p>	<ul style="list-style-type: none"> <li>- Big deficiencies in other equipment and systems</li> <li>- Very visible signs of wear and tear, corrosion and poor overall condition</li> <li>- Very poor maintenance and documentation</li> </ul> <p>Safety and operability might be compromised, maintenance and repairs are immediately required, Class Status might be affected</p>	<ul style="list-style-type: none"> <li>- Condition below average.</li> </ul> <p>Deficiencies requiring immediate corrective measures or those carrying a condition of class.</p>
<b>5 – Very Poor Condition</b>	<ul style="list-style-type: none"> <li>- Condition which could not be determined. Area unexamined.</li> </ul> <p>Explanation is required for clarification in the note.</p>	<ul style="list-style-type: none"> <li>- Condition which could not be determined. Area unexamined.</li> </ul> <p>Explanation is required for clarification in the note.</p>	<ul style="list-style-type: none"> <li>-Condition which could not be determined. Area unexamined.</li> </ul> <p>Explanation is required for clarification in the note.</p>	<ul style="list-style-type: none"> <li>-Condition which could not be determined due to vessel being laden, not gas free or tanks and spaces not clean etc.</li> <li>- Item not inspected.</li> </ul> <p>Explanation is required for clarification in the note.</p>

# Inspection Information

## Vessel Particulars

Vessel Information		Vessel Dimensions	
Vessel Name	AS FRIDA	LOA (m)	154.51
Call Sign	CQIW5	LBP (m)	148.1
IMO Number	9248928	Breadth moulded (m)	25.21
Official Number	1554	Depth moulded (m)	14.20
Type	Gearless Cellular Containership	Summer Draft (m)	9.0
Builder	DH Rolandwerft GmbH	Lightship (MT)	6023
Port of Registry	Madeira	Summer Deadweight (MT)	16421
Registered Owner	AS FRIDA OpCo B.V.	Gross Tonnage (International)	14308
Beneficial Owner	AS FRIDA OpCo B.V.	Net Tonnage (International)	4650
Vessel Management	Ahrenkiel Steamship GmbH & Co. KG		
Flag	Portugal		
Date of Build	Mar 2003		
Class	DNV-GL		
Full Class Notation	✱100 A5 E Container ship SOLAS-II-2, Reg.19 IW NAV-OC ✱ MC E AUT		

## Inspection Details

Inspection Type	Vessel Location	Port of Inspection	Date
Condition	UAE	Jebal Ali	07 Dec 2020
Vessel ETA	Vessel ETD	Boarding Time	Disembark Time
07 Dec 2020	07 Dec 2020	03:00	11:30
Cargo Types	Vessel Condition	Weather Condition	Time of Day
Containers	Loaded	Sunny	Daytime
Crew cooperation	Other inspectors on-board		
Good	No		
Spaces Available during Inspection			
Ballast Water Spaces:			
<b>BW Tanks:</b>	1C		
Cargo Spaces and Cofferdams:			
<b>Cargo Spaces:</b>	1,2&3		
<b>Cofferdams:</b>	Nil		

## Executive Summary

A condition inspection of MV 'AS FRIDA' was carried out while berthed port side and loading / discharging in Jebal Ali, UAE on 07th Dec 2020. The vessel is a container carrier, built in 2003 in Germany by 'DH Rolandwerft GmbH'.

Seatec Condition Assessment is **Fair** with an overall rating of **3 / 5**.

When carrying out the inspection, safety was the first priority of the crew as appropriate procedures were followed throughout the inspection.

### Overall Condition

The Class status of 06<sup>th</sup> Oct 2020 was sighted, all certificates are full term. There is no condition related to Class or Statutory certificates observed. Next docking survey SS4 will be due in Mar 2023.

Safety equipment's are in good condition, inspection and maintenance is being carried out regularly and proper records maintained.

There are below few items from the engine room that need to be noted:

- The cylinder liner for main engine unit #06 needs to be renewed due to excessive wear.
- Auxiliary engine #01 is approx. 500 hours overdue for 16000 hour maintenance.
- Main air compressor No 2 crankshaft is damaged and need to be renewed, reportedly spare is on order.
- Main engine Alpha Lubricator BCU card is defective and need to be renewed.
- Oily rags observed under Auxiliary Engines lub oil coolers and oil-soaked lagging observed at the fuel oil module.
- Auxiliary engine 3 exhaust manifold insulation top metallic cover is not secured properly.
- Main engine exhaust uptake expansion bellow insulation is not properly secured, and bellow flange (hot spot) is exposed.
- Fuel oil settling tanks inlet valves have signs of leaks and oil-soaked lagging.
- MSB 230V distribution noticed with low insulation 0.03 MΩ.
- LT cooler sea water pipe strobe coupling noticed with temporary repair.
- Temporary oil pans noticed under stern tube forward seal.

Electrical equipment and automation is observed to be in good condition.

The lube oils in use for the Stern Tube and Bow Thruster are not EAL compliant.

- External hull and outfitting's are in fair to poor condition. Both anchor chains visible sections observed loose studs. Deck cosmetics touch up maintenance is apparent in forecabin and poop deck, main deck, cross deck and deck fittings cosmetic maintenance has considerable backlog. Main deck starboard observed with cosmetic maintenance backlog with isolated spot corrosion and hard scale. Port anchor wash pipe has a leak from the welding seam. Forward store access hatch cover packing channel is corroded and wasted but painted over. Also, considerable mud deposits noticed in ballast tanks.
- Cargo holds are in structurally in good to fair condition with some exceptions: Cargo hold No 3 one cell guide top crown is damaged and detached. Cargo hold No 3 one cell guide is damaged beyond operational condition. Reportedly cell guides in cargo hold No 1, 2 and 4 also have few cell guides with indentation and wasted back support but still in operational condition. Cell guides on deck aft of No 4-cargo hold are heavily corroded, bent and wasted at various location. Cell guide back supports are heavily corroded and wasted variously.
- Hatch cover landing surface on hatch coaming top is heavily corroded and with considerable loose rust. Hatch cover top side coating has cosmetic maintenance backlog. Container shoes where sighted are in good to fair condition, reportedly some container shoes have damage but not to the extent to obstruct cargo operation. Hatch covers are structurally in a good condition. Hatch cover packing, resting pads, cleats, and landing surface on hatch coaming are in good to fair condition.
- Auto heeling system is operated in manual mode. The vessel's officers mentioned a new computer for the monitoring system was received but still have a software issue for auto operation of the heeling system.

- Bridge navigation and communication equipment are in a good condition with below exception:
  - No 2-steering gear control is not operational with auto pilot, reportedly the required spares are in order.
- The accommodation is well maintained with the common places such as mess room, toilets, changing rooms and smoke room kept clean. The air condition air handling unit insulation noticed with masking tape temporary repair and some damaged insulation.
- Onboard management noticed effective and good ISM implementation regime was apparent.

Area	Area Average	
Class and Certification	2	Good
Safety Equipment	2	Good
Machinery	3	Fair
Electrical	3	Fair
Hull and Outfitting	3	Fair
Cargo Systems & Deck Equipment	3.5	Fair to Poor
Accommodation & Bridge Equipment	2.5	Good to Fair
Management & Crew	2	Good
<b>SeaTec Condition Assessment</b>	<b>3</b>	



## Defect List and Areas to note

ID	Details	Due Date / Recommendation	Approximate Cost (USD)
1	Vessel is not provided with BWTP	Installation of the BWTP is required until next renewal of IOPP in Mar 2023. Vessel's management to investigate on the location and time of the installation.	500000
2	Cargo hold No 3 one cell guide is damaged beyond operational condition. Reportedly cell guides in cargo hold No 1, 2 and 4 also have few cell guides with indentation and wasted back support but still in operational condition.	Recommend to get the cell guides repaired at the earliest opportunity	20000
3	Cargo hold No 3 one cell guide top crown is damaged and detached.	Recommend to get the cell guides repaired at the earliest opportunity	3000
4	Cell guides on deck aft of No 4-cargo hold are heavily corroded, bent and wasted at various location. Cell guide back supports are heavily corroded and wasted variously.	Recommend to get the cell guides repaired at the earliest opportunity	60000
5	Hatch cover landing surface on hatch coaming top is heavily corroded and with considerable loose rust.	Recommend ship's crew to follow up with cosmetic maintenance	NA
6	Hatch cover top side coating has cosmetic maintenance backlog	Recommend ship's crew to follow up with cosmetic maintenance	NA
7	Cargo hold tank top plating was found in fair to poor condition requiring upgrading.	Recommend this item to be inserted on the next scheduled docking repair list for Mar 2023	NA
8	Cross deck noticed with cosmetic maintenance backlog	Recommend ship's crew to follow up with cosmetic maintenance	NA
9	Main deck starboard noticed with cosmetic maintenance backlog with isolated spot corrosion and hard scale.	Recommend ship's crew to follow up with cosmetic maintenance	NA
10	Both anchor chain visible section has loose studs	Recommend to check with class and get these studs welded by a certified class welder. The other option is to insert this item on the next scheduled docking repair list for Mar 2023	10000
11	Forward store access hatch cover packing channel is corroded and wasted but painted over	Recommend repair to be done at earliest opportunity	1500
12	Port anchor wash pipe has leak from welding seam	Recommend repair to be done at earliest opportunity	1000
13	Container shoes were noticed heavily corroded and wasted at few locations	Recommend repair to be done at earliest opportunity	2000
14	Cargo hold No 3 cargo hold Fan S 48 impeller is broken, new impeller is received and repair in progress	Repair in progress	NA
15	Auto heeling system is operated in manual mode, reportedly new computer for monitoring system was received but still has a software issue for auto operation of heeling system.	Recommend root cause to be identified and rectified at the earliest opportunity	NA
16	Considerable mud deposits noticed in the ballast tanks	Recommend to get the ballast tanks cleaned prior to next scheduled docking repair Mar 2023	NA
17	Main engine cylinder unit No 6 liner needs to be renewed due to excessive wear.	Reportedly planned for next opportunity	10000

18	Main engine last performance dated Nov 2020 was taken on 54.2 % of the rated load.	Engine performance should be taken on higher load to determine actual condition of the engine	NA
19	Auxiliary engine #1 is 500-hours overdue for 16000-hour maintenance.	Reportedly the required spares are received, and overhauling will be starting soon by ship staff	NA
20	Main air compressor No 2 crank shaft is damaged and need to be renewed, reportedly spare is in order.	Repair is in progress	NA
21	Fresh water generator ejector pump motor is damaged and needs to be renewed.	Repair in progress	NA
22	ME Alpha Lubricator BCU card is defective and need to be renewed	Reportedly required spare in in order	NA
23	Auxiliary engine #03 last lub oil analysis report dated Nov 2020 is showing an alert due to high sodium content	Recommend root cause to be identified and rectified at the earliest opportunity	NA
24	No 2-steering gear control is not operational with auto pilot, reportedly the required spare in on order	Repair in progress	2000
25	Oily rags noticed under Auxiliary Engines LO coolers	Root cause to be identified and rectified at the earliest opportunity	NA
26	Auxiliary engine # 03 exhaust manifold insulation top metallic cover is not secured properly	Insulation metallic cover to be secured properly at earliest opportunity	NA
27	Main engine exhaust uptake expansion bellow insulation is not properly secured and bellow flange (hot spot) is exposed	Recommend to have this insulation secured properly at earliest opportunity	NA
28	Auxiliary engine No 1 lub oil purifier top connection noticed with rags wrapped around the water connection.	Root cause to be identified and rectified at earliest opportunity	NA
29	Oil-soaked lagging noticed at fuel oil module	Recommend to have this oil-soaked lagging to be renewed at earliest opportunity	1000
30	FO settling tanks inlet valve has sign of leak and oil-soaked lagging	Recommend to have this leak rectified and oil-soaked lagging to be renewed at earliest opportunity	1000
31	MSB 230V distribution noticed with low insulation 0.03 MΩ	Root cause to be identified and rectified at earliest opportunity	NA
32	LT cooler SW pipe strobe coupling noticed with temporary repair.	Root cause to be identified and rectified at earliest opportunity	2000
33	Minor oil leak was noticed in remote valve hydraulic solenoid valve cabinet	Root cause to be identified and rectified at earliest opportunity	NA
34	Temporary oil pans noticed under stern tube forward seal	Root cause to be identified and rectified at earliest opportunity	NA
35	AC air handling unit insulation noticed with masking tape temporary repair and some damaged insulation	Permanent repair to be done at earliest opportunity	2000

**Note:** Costs mentioned above are just rough estimates and it will be prudent to take appropriate quotes from workshops for relevant items in the above list before planning the budgets. Estimates for items that can be handled by onboard team only includes the material costs.

# Vessel Assessment

## Class and Certification

<b>Summary</b>	<b>2</b> <b>Good</b>	Vessel has full term DNV-GL Class certificate, and all statutory certificates valid till 31 Mar 2023. COC or statutory deficiencies were not noted in the Class survey status report dated 06 Oct 2020. The certificates reviewed were valid and without restrictions. Class records should be examined for incident and/or accident history of the vessel.
	<b>Rating</b>	<b>Notes</b>

<b>Documents</b>		
Outstanding Condition of Class	2	No Conditions of Class were included in the Class status provided.
Due Class Survey	2	No Class surveys appear as due in the course of 2020
Overdue Class Survey	2	No overdue Class surveys were noted.
Historical Condition of Class	2	Historical Conditions or Recommendations of Class have not been reported in the Class Status Report.
Outstanding Memos	2	No outstanding Memo were recorded in the Class status.
Continuous Machinery Item due and overdue	2	No overdue or due items noted in CMS
Continuous Hull Item due and overdue	2	Continuous Hull items were not overdue and most will be due in Mar 2023
Others		Last UTG and docking report of May 2020 were not available on board.

## Safety Equipment

<b>Summary</b>	<b>2 Good</b>	In general, all the safety equipment is well maintained and ready for use. All found located at the correct location as per LSA & FFA Plan. None of the routine maintenance and shore-based services are due.
<b>Rating</b>		<b>Notes</b>
<b>Lifesaving and Fire Protection</b>		
Fixed fire extinguishing system (CO2, foam etc.)	2	Engine room and cargo holds provided with a CO2 fire extinguishing system. The system consists of CO2 battery placed in separate room on poop deck. Last bi-annual examination was carried out in Nov 2019. The CO2 room appeared clean and well kept.
Quick closing valves-Fan remote stops-Fire dampers/ flaps/ draft stops	2	The operation of the Quick Closing Valves was tested with ship's engineers and found operational.
Emergency fire pump	2	Emergency Fire Pump fitted in bow thruster room was found in good condition. Pump tested and pressure obtained 5.0 Bar with closed discharge valve.
Lifeboats/Rescue boats	2	The vessel is equipped with freefall lifeboat. The interior of lifeboat was inspected and found satisfactory. Rescue boat is provided on 1 <sup>st</sup> deck starboard side and was noticed in good condition.
Lifeboat davits and falls	2	Lifeboat davits and falls found in good order.
Liferafts & launching facilities	2	Three Survitec life rafts fitted onboard and all found in good condition, including HRU and cradles.
Emergency Generator		Emergency generator was started and found satisfactory. The generator starting method is by "battery" and secondary means by an inertia starter.
Others	2	Fire hydrants, hoses and hose box are in good condition. Hyper mist system appeared satisfactory

## Summary

**3  
Fair**

Engine room was well lit and in fair condition. All machineries appeared working satisfactorily with some exceptions. Minor oil and water leaks observed around Aux engine platform. Performance records of Main engine and Aux engine checked. Below points to be noted:

- Main engine last performance test dated Nov 2020 was taken on 54.2 % of the rated load. Engine performance should be taken on higher load to determine actual condition of engine.
- Main engine unit No 6 liner needs to be renewed due to excessive wear.
- Main engine exhaust uptake expansion bellow insulation is not properly secured, and the bellow flange (hot spot) is exposed.
- Main engine Alpha Lubricator BCU card is defective and needs to be renewed.
- Main air compressor No 2 crankshaft is damaged and needs to be renewed, reportedly spare is in order.
- Fresh water generator ejector pump motor is damaged and needs to be renewed.
- Auxiliary engine # 3 exhaust manifold insulation top metallic cover is not secured properly.
- Auxiliary engine # 1 is 500 hours overdue for 16000 hours maintenance.
- No 1 auxiliary engine lub oil purifier top connection noticed with rags wrapped up.
- Oil-soaked lagging noticed at Fuel oil module.
- Fuel oil settling tanks inlet valve has sign of leaks and oil-soaked laggings.
- MSB 230V distribution noticed with low insulation 0.03 MΩ.
- Low temperature cooler sea water pipe strobe coupling noticed with temporary repair.
- Minor oil leak was noticed in remote valve hydraulic solenoid valve cabinet.
- Temporary oil pans noticed under stern tube forward seal.

Bilges and Tank top dry and well maintained.

### Rating

### Notes

## Main Propulsion and Manoeuvring Systems

Main Propulsion Engine

2.5

Main engine running hours were recorded as 88865 on 30-Nov- 2020. Records indicated that No1 liner is recently renewed.

Cylinder No.	Last Overhaul Date	Total Liners Hrs	Maximum Liner wear in mm	Running hours since last Piston overhaul
1	04 <sup>th</sup> Dec 2020	48	New	48
2	No Info	88865	2.44	9770
3	No Info	88865	2.07	9770
4	No Info	88865	2.49	9770
5	No Info	88865	2.31	9770

6	No Info	88865	2.70	9770
7	No Info	88865	2.39	6423

Maintenance and overhauling reports were made available and checked.

An Alpha lubricator is fitted with setting 1.2 g/kWh. The Alpha Lubricator BCU card is defective and need to be renewed.

Latest crankshaft deflection measurement was carried out in May 2020. The data was not available for sighting.

Main Engine performance records are maintained, and records of Nov 2020 were sighted. The sighted exhaust temperatures of 300 - 327°C at 108 rpm appeared satisfactory

Main engine cylinder unit No1 piston was overhauled in last port and was reopened in Jebal Ali this time reportedly due to problem with piston rod, which was being replaced with spare piston at the time of inspection.

No major problems were reported by staff. Externally the engine was seen in satisfactory condition without significant leaks or damage.

As per the records sighted auxiliary engines have run 77514, 103493 and 79972 hours for AE1, AE2 and AE3 respectively as on 30<sup>th</sup> Nov 2020 as below.

Auxiliary Engines	Total hours	Hours since last overhaul, Piston and overhaul Dates	Max liner wear in mm at last overhaul
No.1	77514	16499	No Info
No.2	103493	11865	No Info
No.3	79972	7233	No Info

- Auxiliary engine # 1 is 500-hours overdue for 16000-hour maintenance.

A single engine takes full sea load as reported and two engines are run during bow thruster operations.

Auxiliary engine # 1 was seen in operation during the inspection and the exhaust temperatures were noted around 320 - 350°C at loads of around 450 kW.

- Oily rags noticed under Auxiliary Engines LO coolers.
- Auxiliary engine # 3 exhaust manifold insulation top metallic cover is not secured properly.

Performance of auxiliary engines was sighted as follows:

Engine no.	1	2	3
Test date	29 <sup>th</sup> Nov 2020	30 <sup>th</sup> Nov 2020	25 <sup>th</sup> Nov 2020
KW Load	460	480	500
Exh. temp, Cel, Min / Max	310 / 340	300 / 360	350 / 370
Peak Pressure, Min / Max	95.7 / 100.7	96.7 / 99.7	102.7 / 113.7

Auxiliary Engines/Shaft Generator/Cargo Engine

3

		<p><u>Latest crankshaft deflection measurement was carried out in Dec 2020 as satisfactory.</u></p> <ul style="list-style-type: none"> <li>Minor oil and water leaks observed around Aux engine platform.</li> </ul>
Steering Gear/Stern Tube/Propeller	3	<p>The Steering Gear KGW Schweriner ram type system was found in good condition, kept clean and no major leakages were noted.</p> <p>The Stern Tube is with oil lubrication system. The forward seal area was checked from engine room side and found temporary oil pans noticed under stern tube forward seal.</p> <p><u>Stern tube Oil in use is not EAL compliant – Castrol CDX30.</u></p> <p>Propeller was not visible due to vessel's draft.</p>
Thrusters	2.5	<p>One Schottel Bow Thruster with CPP is reportedly operational, no leak was noticed from shaft seal. <u>Oil in use is not EAL compliant Castrol Alpha SP 100</u></p>
Shipside sea boxes, connections & valves	3	<p>Superficially appeared in fair condition.</p>
Machinery Compartments/ER Spaces	3	<p>The first impression of the engine room was fair. Machinery appeared in good to fair condition with some exceptions as mentioned in the machinery summary above.</p>
Spare Parts and General Consumables Stores	2	<p>As far as could be seen, the spare parts storing appeared at good levels with one new spare liner seen for the main engine. Pics of major spares liners, pistons, etc. were taken.</p>
Ventilation	2	<p>Appeared satisfactory. No obvious problem noted.</p>
Coating & Cathodic protection stores and equipment (MGPS/ICCP)	2	<p>Appeared satisfactory and operational.</p>
<b>Steam Systems</b>		
Oil fired boilers and associated systems	2	<p>Vessel is provided with one Aalborg Mission TM OS 2300 auxiliary smoke tube boiler with designed working pressure of 6.0 kgs/cm<sup>2</sup> and capacity of 1600 kg / hr. During the inspection, the boiler was being bank fired in auto mode on VLSFO. As far as could be seen, the equipment appeared in satisfactory condition and no leaks were visible.</p> <p>Hot well was clear of any oil leaks.</p>
Exhaust gas economisers and associated systems	2	<p>Also fitted is one Aalborg AV-4 Exhaust gas economizer of straight tube cylindrical type with capacity of 1000 kg / hr. All seagoing needs are reportedly met by the exhaust gas boiler.</p>
Steam heating coils and fittings	2	<p>Appeared satisfactory.</p>
<b>Compressed Air Systems</b>		
Main and auxiliary starting air systems	2.5	<p>Three main J.P Sauer &amp; Sohn reciprocating air compressors are fitted for main starting air system and were reported as working satisfactorily with below exception</p> <ul style="list-style-type: none"> <li>Main air compressor No 2-crank shaft is damaged and need to be renewed, reportedly spare is on order.</li> </ul>
<b>Cooling Systems</b>		
Seawater cooling pumping systems	3	<p>As far as could be seen, the piping above and below the floor plates appeared in satisfactory condition with below exception:</p> <ul style="list-style-type: none"> <li>LT cooler SW pipe strobe coupling noticed with temporary repair.</li> </ul>
Freshwater cooling pumping systems	2	<p>Overall appeared satisfactory.</p>

Heat exchangers and coolers	2	Heat exchangers and coolers are all plate type, Sondex A/S make, were inspected, and found in good condition, without leaks, and good overall appearance.
Fresh water generator	3	One Fresh Water Generator Sondex A/S is installed onboard, rated for 20 mt/day, however crew advised that standard production rate is approx. 16 mt/day. <ul style="list-style-type: none"> <li>Fresh water generator ejector pump motor is damaged and needs to be renewed.</li> </ul>
Cooling Water Analysis	2	Cooling water analysis for Boilers and Main Engine is being carried out by crew and the chemicals are dosed accordingly. Reports were presented for inspection and no relevant issues were spotted.

## Waste Disposal and Monitoring Systems

Incinerator plant	2	One Atlas Incinerator, Model 200 SI is fitted on-board, with a rated capacity of 360 KW, is reported to be working satisfactorily. The exterior aspect is good.  <u>As per Class status report Incinerator is decommissioned.</u>
Sewage plant	2	One Sewage Treatment Plant, Triton-Format GmbH, Biological Type has been reported by ship's engineers to be in good working condition.
Oily water separator plant	2	One Oily Water Separator is manufactured by NFV Norddeutsche/ Model PPT-BWS-2500 appeared as satisfactory. The 15 PPM unit is by OMD 2005. <ul style="list-style-type: none"> <li>The 3<sup>rd</sup> party inspection / calibration report was dated Mar 2018.</li> </ul>
General waste disposal and monitoring (Garbage Management)	2	Observed to be satisfactory.

## Lube Oil and Fuel Oil

Lube oil purifier plants	2.5	The vessel is equipped with two auxiliary engine lube oil purifiers and one main engine lub oil purifier, all manufactured by WESTFALIA. The exterior of the purifiers and supply unit was fair and were reported in satisfactory condition with below exception. <ul style="list-style-type: none"> <li>No 1 auxiliary engine lub oil purifier top connection covered with rags.</li> </ul>
Fuel oil purifier plant	2	The vessel is equipped with two fuel oil purifiers manufactured by WESTFALIA. The exterior aspect of the purifiers was fair. The units were reported as fully operational.
Lube Oil Analysis	2.5	The latest Lube Oil analysis reports for main machinery was dated Nov 2020. <ul style="list-style-type: none"> <li>Auxiliary engine # 03 last Lub oil analysis report is showing alert due to high sodium content.</li> </ul>
Fuel Oil Analysis	2	The Chief Engineer confirmed that Fuel Oil sampling and subsequent analysis are carried out following every bunkering operation. The company has an agreement with laboratory company FOBAS for this analysis.

## Ballast Water Systems

Ballast piping, valves, actuators & securing	2	Ballast valves are hydraulically operated from the ballast control process computer in ships office.
Ballast pumps, drives, foundations & fittings	2	The Vessel is having two Iron Pumps vertical centrifugal ballast pumps with capacity of 350 m <sup>3</sup> /hr at 40 m of head and two fire / bilge & ballast pumps with capacity 300 m <sup>3</sup> /hr located in engine room.



Ballast level gauging & monitoring equipment	2	Sounding is through the tanks monitoring system located in ship's office. Typical de-ballast time appeared around 18 hours. Minor quantity, less than 50 m <sup>3</sup> of un-pumpable water was noted in Ballast tanks according to Ballast Logbook and confirmed by Chief Officer.
Ballast Water Treatment System (BWTS)	2	No BWTP is provided on board. The vessel has no USCG waiver for the BWTS plant. BWMC is with D1 compliance. The vessel's IOPP renewal is de-harmonized and is due in Mar 2023.

## Electrical

Summary	3 Fair	<p>Megger test records checked, and all electrical system noted in good condition. Main and Auxiliary switch boards well maintained. All breakers reported in good condition. None of the electric motors are due for overhaul. Batteries are well maintained.</p> <p><u>Emergency generator was tried out satisfactorily during inspection.</u> Below are certain points to be noted:</p> <ul style="list-style-type: none"> <li>No 2 steering control is not operational with auto pilot, spares are in order.</li> <li>ME Alpha Lubricator BCU card is defective and needs to be renewed.</li> <li>FWG ejector pump motor is damaged and needs to be renewed.</li> <li>MSB 230V distribution noticed with low insulation 0.03 MΩ.</li> </ul>
	<b>Rating</b>	<b>Notes</b>

## Electrical Generation and Distribution Systems

Motors, Stators, Alternators etc.)	2.5	<p>The electric motors seen around the engine room and the rest of the vessel were in good condition with below exception:</p> <ul style="list-style-type: none"> <li>Fresh water generator ejector pump motor is damaged and need to be renewed.</li> </ul> <p>Latest Megger test records, dated Sep 2020, were checked, and found satisfactory.</p> <p>The battery locker was also checked and found in good condition and well maintained. The batteries appeared as rather new and a proper battery check log was available.</p>
Main and Emergency Switchboards	2	<p>The main switchboard panel, located in the Engine Control Room, has a typical arrangement, with one panel for each Diesel Generator, one synchronizing panel and the 440 V and 220 V power panels for the various consumers.</p> <p>The emergency switchboard panel, located in the Emergency Generator Room, has a similar arrangement, with the bus tie to the main switchboard, the shore power connection and the and the 440 V and 220 V power panels for the various consumers.</p> <ul style="list-style-type: none"> <li>MSB 230V distribution noticed with low insulation 0.03 MΩ.</li> </ul> <p>Both switchboard panels are manufactured by STN.</p>

## Automation, Alarm and Protection Systems

ECR Monitoring and alarm system	2	The ECR is of standard configuration, with the electrical Main Switchboard on one long side and a console on the opposite side. Automation is provided for
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		<p>main alarms and indication of the readings for operational parameters from main machinery. Sam Electronics computer-based automation system is fitted with centralized alarm control panel and operational panel for the equipment. Display monitors confirm the system is operational.</p> <p>The alarm panel manufacturer is Sam Electronics, and power supply is 220 V and 24 V.</p> <p>Main engine manoeuvring control is manufactured by NorControl.</p>
High Voltage System (6.6 kV)		NA
Bridge monitoring and alarm systems	3	<p>One control console for the NorControl alarm system is installed on the bridge, as well as on the manoeuvring console for the main engine - remote bridge control.</p> <ul style="list-style-type: none"><li>No 2-steering control is not operational with auto pilot. The required spare is in order.</li></ul>

## Hull and Outfitting

	Rating	Notes
<b>Summary</b>	<b>3 Fair</b>	<p>External hull and outfitting are in fair condition. The visible boot topping area appeared overall with coating in good to fair condition with rubbing marks noted in way of the fender contact. Main deck starboard side and cross deck cosmetic maintenance has some backlog and improvement could be recommended.</p> <p>Deck fittings showed overall age, related wastage on edges but were structurally sound. Pipelines and cable guards require attention with some corrosion on edges, flanges and supports.</p>
<b>External Structures and Fittings</b>		
External hull and underwater structure (Topsides, Vertical bottom, Flat bottom etc.)	2.5	<p>The vessel was last dry docked in May 2020 in Dubai. No docking details were sighted nor did any detailed painting specifications. Class records of anti-fouling indicate that Tin free paints were used.</p> <p>The topside is coated in blue colour. As far as could be seen, the coating in way of the top side appeared with about 10 pc coating detached with some rust spots and streaks along drains.</p> <p>The visible boot topping area appeared overall with coating in fair condition with rubbing marks noted in way of the fender contact. Paint was detached in various areas in way of outline of longitudinal frames. Moderate rust was seen in way of detachment areas with weeping rust marks.</p> <p>Structurally, the plating appeared in good condition. As far as could be seen, no pitting was noted. Light longitudinal rib caging was noted on forward shall plating. The weld seams appeared intact and overall, in good condition.</p> <p>No marine growth was visible.</p>
External deck structure (Forecastle, Poop deck etc.)	3	<p>The main deck plates have 70% isolated spot corrosion and hard scale on starboard side. Deck plating of main deck port side is in good to fair condition and touched up.</p> <p>Structurally, the plates appeared in good condition with no active pitting, corrosion, or erosion. The weld seams appeared intact and no issues were noted. Some rusting was noticeable at attachment of fittings to the deck. Old pitting was noted in scattered areas.</p> <p>Cross decks were with widespread corrosion in many areas. Aft Poop and forecastle decks were in fair coating condition.</p>
Deck Pipelines and Electrical Cable Conduit	3	<p>The deck pipelines and supports generally appeared in satisfactory condition structurally on port and starboard sides.</p> <p>Fire line, hydraulic lines and various miscellaneous lines were noted to be coated along port and starboard sides but neglected on cross decks where rust was observed. Also rust was spotted with some corrosion on couplings, edges, flanges and supports etc.</p> <p>Electrical conduit line and conduit boxes were satisfactory, with edge rust on covers. Small dia piping and protective covers are in fair condition.</p> <p>Hydraulic lines, U clamps and pipe resting locations were satisfactory.</p>

External accommodation structure incl. monkey island	2	Superstructure generally appeared with coating intact condition. Monkey island plating was in a good condition.
External deck housings structure	2	All the decks appeared with coating intact and in a good condition with some fading noted. Anti-slip grating was provided on the bridge wings.
External Funnel Structure and Logo	2	Funnel was in a good coating condition.
External ladders, bulwarks & railings structure External vent pipes, vent heads and save-alls structure	3	<p>As far as could be ascertained, the closed fairleads, bollards, rollers, bits, etc. appeared overall in a satisfactory condition and free to move.</p> <p>The railings, mush room vents, stairs etc appeared in fair condition.</p> <p>Various deck fittings like the air vents for tanks, sounding pipes, oil spill containments, walkways etc. generally appeared in fair condition with some exception, Hatch cover landing surfaces on hatch coaming top is heavily corroded and with considerable loose rust was observed.</p> <p>Lighting fixtures generally appeared in satisfactory condition.</p> <p>Generally, most original deck fittings showed age related wastage on edges but were structurally sound.</p>
Container fittings	2.5	<p>Fixed posts are provided on deck for the container shoes. These container posts appeared in satisfactory condition with some rust.</p> <p>Shoes and fittings on hatch cover where accessible were fairly sound with some wear and rust noted. Some renewals will be required.</p>
Rudder(s)	2	Rudder was not visible during inspection, but no issues were reported.
Propeller(s) (spare sighted only)	2	Propeller was not visible during inspection, but no issues were reported.

## Cargo Systems and Deck Equipment

<b>Summary</b>	<b>3.5 Fair to Poor</b>	<p>Cargo holds are overall in fair to poor conditions requiring coating upgrades, and considerable repairs to cell guides and cell guides back supports.</p> <p>Hatch cover are structurally is good condition, HC packing, resting pads, cleats, are in fair condition. Hatch hover packing channels shown some signs of deterioration.</p> <ul style="list-style-type: none"> <li>• Hatch cover landing surface on hatch coaming top is heavily corroded and with considerable loose rust.</li> <li>• Hatch cover top side coating has cosmetic maintenance backlog.</li> <li>• Cargo hold No 3 one cell guide top crown is damaged and detached.</li> <li>• Cargo hold No 3 one cell guide is damaged beyond operational condition. Reportedly cell guides in cargo hold No 1, 2 and 4 also have few cell guides with indentation and wasted back support but still in operational condition.</li> <li>• Cell guides on deck aft of No 4-cargo hold are heavily corroded, bent and wasted at various location. Cell guide back supports are heavily corroded and wasted variously.</li> <li>• Cargo hold tank top plating was found in fair to poor condition requiring upgrading.</li> </ul> <p>Mooring equipment appeared in fair condition.</p> <ul style="list-style-type: none"> <li>• Port and starboard anchor chains, visible section has loose studs.</li> </ul>
	<b>Rating</b>	<b>Notes</b>

Cargo Systems		
Hatch Coves	3.5	<p>The vessel has four cargo holds, all are located forward of the accommodation superstructure. Each hold has two side by side Lift off TTS hatch cover panels, except no. 1 hold that has an additional one forward, due to the streamline of the forward hull.</p> <p>Cargo holds are fitted with CO2 fixed fire protection system.</p> <p>Top of hatch cover coating is in fair condition. Observed rust at several places and needs up gradation, with scattered rusting at over 20~30% area. Undersides were satisfactory.</p> <p>Hatch covers seen on pier showed undersides as fair with some damaged packing and moderate rust on channels. Hatch packings were seen fair. Resting pads were fair. Cross joints areas were a bit deteriorated. Cleats were satisfactory.</p> <p>Hatch cover ventilation dampers louvers and covers noted in good condition.</p> <p>Some gutter lips were distorted in areas. Non-Return valves looked sound.</p> <p>Shoes and fittings on hatch covers were with rusty fittings and some need attention.</p> <p>Coamings were satisfactory with some exception,</p> <ul style="list-style-type: none"> <li>• Hatch cover landing surface on hatch coaming top is heavily corroded and with considerable loose rust.</li> </ul>

Catwalks	3.5	<p>Catwalks are provided between hatches depending on the configuration.</p> <ul style="list-style-type: none"> <li>Inspected 3-4 lower level catwalks and noted considerable / scattered corrosion.</li> </ul>
Cargo holds	3.5	<p>All cargo holds have electrical exhaust fans, ensuring a three times air change per hour basis empty hold.</p> <ul style="list-style-type: none"> <li>No 3 cargo hold Fan S 48 impeller is broken, new impeller has been received and repair is in progress.</li> </ul> <p>Access to the cargo holds is through port and starboard side entrances located on the cross decks.</p> <p>Limited internal inspection of the cargo holds nos. 1, 2, and 3 showed them to be generally fair and poor in certain sections. Observed below defects:</p> <ul style="list-style-type: none"> <li>Cargo hold No 3 one cell guide top crown is damaged and detached</li> <li>Cargo hold No 3 one cell guide is damaged beyond operational condition.</li> <li>Cell guides on deck aft of No 4 cargo hold is heavily corroded, bent and wasted at various locations. Certain cell guide back supports are heavily corroded and wasted.</li> </ul> <p>The landing pads on tank-top plating were in fair / poor condition with corrosion and scales observed at some places. Tank top plating was found in fair to poor condition requiring upgrading.</p> <p>Ventilation ducts are in good to fair condition.</p> <p>Intermediate stringer plating's were in good condition.</p> <p>Pipelines inside holds were in fair condition. Various pipe penetrations observed to be in a poor condition. <u>Bilge wells showed some rust.</u></p> <p>The cargo holds have accumulated a lot of garbage. Water ingress seems likely through hatch covers.</p> <p>Ladders and railings were satisfactory.</p> <p>Urgent attention is needed in general. Cargo holds condition is indicative of much water ingress.</p>
Container Capacity	2	<p>The vessel is designed to carry containers in holds, and on top of hatch covers distributed as 744 TEU on deck and 456 TEU on holds and 150 reefer sockets are provided for reefer containers.</p> <p>Out of these, she can carry a 364 of 40 feet containers on deck and 220 40 feet container in holds.</p>
Reefer Carriage	2	<p>Plugs: 440 V x 150 units x 60 Hz x 3 phase</p> <p>The vessel is fitted with reefer plugs located towards the sides.</p> <p>No remote reefer container monitoring system is fitted. On deck reefer containers are air cooled and in the holds.</p> <p>Plug fittings were generally seen as intact.</p>
Ventilation	3	<p>There is a forced ventilation system provided for each container hold. All cargo holds have electrical exhaust fans, ensuring a three times air change per hour basis empty hold.</p>

		<ul style="list-style-type: none"> <li>Ventilator fittings in cross decks were significantly corroded and will need urgent upgrading.</li> </ul>
Cargo spaces bilges and fittings	2	<p><u>Fire Prevention</u></p> <p>Cargo holds are fitted with CO2 fixed fire protection system with four inlets and provided with fire/smoke detection system.</p> <p><u>Lashings</u></p> <p>Vessel has a good inventory of container lashing equipment and understand that all damaged items are quickly replenished by the company. Reportedly vessel has sufficient inventory and spares to load vessel to the full container capacity. A lashing gear equipment inventory was obtained from the vessel.</p> <p>Presently, vessel is using steel rods for container lashing. The lashing material is stored on racks on either side of the main deck. Twist locks are stored in steel boxes aft. Spare twist locks and steel rods are stored forward in the fore peak stores. Lashings will require some replenishment.</p>
Lifting Gear/Deck Cranes/Provision Cranes/Grabs/Log Gears	2	<p>Provision crane electrically driven of 2T SWL is provided on 1<sup>st</sup> deck port side a visual inspection revealed no issues and general satisfactory condition.</p> <p>Starboard side 2T SWL rescue boat crane provided on 1<sup>st</sup> deck can also be used for provision and store handling and was noticed in satisfactory condition.</p> <p>All the cranes were well greased.</p> <p>No rocking tests or grease analysis was sighted.</p>
Ship's Office/Ballast Control Room	2.5	<p>There is common room for ballast control and ship's deck office functions, with a dedicated panel for monitoring and operation. This was observed to be in good order with below exception.</p> <ul style="list-style-type: none"> <li>Auto heeling system is operated in manual mode, reportedly new computer for process monitoring system was received but still have a software issue for auto operation of the heeling system.</li> </ul>

## Anchoring and Mooring Systems

Windlasses and Mooring Winches	2.5	<p>Anchor and mooring winches are electrically driven. Mooring winches were reported as operational by crew.</p> <p>Brake bands, brake ling and drums were satisfactory.</p>
Anchors and chains	3.5	<p>Vessel is fitted with two anchors which could not be seen from berth. The visible portions of anchor chains appeared in fair condition with below exception:</p> <ul style="list-style-type: none"> <li>Port and starboard anchor chains visible sections has loose studs.</li> </ul> <p>The latest anchor chain calibration records not found onboard. No spare anchor is provided.</p> <ul style="list-style-type: none"> <li>Port anchor wash pipe has leak from welding seam.</li> </ul>

Mooring ropes and wires	2	Mooring ropes were in use for berthing at loading terminal and in general they appeared in satisfactory conditions, looking rather new. There are a few new spare ropes in the forward store.
Fairleads, Bollards, Chocks, Rollers etc.	2	As far as could be ascertained, the closed fairleads, bollards, rollers, bits, etc. appeared overall in good conditions and free to move.
Emergency towing arrangements		NA

## Ballast Water Tanks and Deck Spaces

Ballast tanks (Fwd peak tanks, Double bottom tanks, Topside tanks and Aft peak tanks)	2	<p>All ballast tanks are epoxy coated.</p> <p>No 1C tank was inspected.</p> <p>Sighted areas of the 1C tank were generally satisfactory with coating in good condition. Collision bulkhead was sound.</p> <p># 01C tank was seen with coating in a good condition.</p> <p>Railings, ladders and Pipelines were in good condition.</p> <p>Zinc anodes are not provided.</p> <p>Considerable mud deposite noticed in ballast tanks.</p>
Chain Lockers		Not Inspected.
Bosun Store	2	The bosun store, located in the forecastle, was inspected and found well maintained.
Bow/Stern thruster rooms	2	<p>The vessel is fitted with one Schottel Bow Thruster with CPP of 700 KW located in a separate compartment as bow thruster room. Crew reported unit is in good operational condition.</p> <p><u>Oil is use is not EAL compliant - Castrol Alpha SP 100</u></p> <p>Condition of the bow thruster appeared to be satisfactory externally. There were no traces of oil under the bow thruster motor, shaft seals or any connections. The bow thruster room was found clean and well maintained.</p>
Bunker stations	2	Bunker station is in good condition, structurally all piping and valves are good.



## Accommodation & Bridge Equipment

<b>Summary</b>	<b>2.5 Good to Fair</b>	<p>The accommodation was found in good condition. Cabins are fitted with standard furniture. All cabins are provided with showers and toilets. Flush system was noted in good condition. Common mess room and recreation rooms are provided for ratings and officers. Alleyways are well maintained. Spacious galley is provided, and all equipment reported operational. Reefer rooms are well maintained.</p> <p>All Navigational and communication equipment reported operational. Two independent ECDIS as primary and secondary means of navigation. One Gyro is provided and working satisfactorily. Bridge M/E control is in use. Deck logbooks and various bridge records were checked and found satisfactory. Bridge team management was satisfactory.</p> <ul style="list-style-type: none"> <li>No 2-steering control is not operational with auto pilot, reportedly the required spare is in order.</li> <li>Air condition air handling unit insulation noticed with masking tape temporary repair and some damaged insulation.</li> </ul>

Rating	Notes
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### Navigation and Communications Systems (Bridge)

Navigation equipment operation and servicing (i.e. ECDIS, ARPA, gyro compass etc.)	2.5	<p>All bridge navigation and communication equipment were reported to be in good operating condition with below exception,</p> <ul style="list-style-type: none"> <li>No 2-steering control is not operational with auto pilot, reportedly the required spare in on order.</li> </ul> <p>ARPA, Gyro, Speed Log, GPS units were visually inspected and observed in good working order. No alarm or error messages noted. VDR and BNWAS are fitted and found operational.</p> <p>Vessel has dual ECDIS as primary and secondary means of navigation.</p> <p>A copy of Bridge Equipment list with details of Radar sets, BNWAS, ECDIS, VDR, etc. has been obtained.</p>
Communications equipment operation and servicing (i.e. MF/VHF radio, Sat phone, GMDSS etc.)	2	<p>Communication equipment on the bridge was generally seen in good condition. No obvious problem noted. Records were found well maintained.</p> <p>Deck officers confirmed that all equipment is in good working order.</p>

### Office and Administration Systems

Shipboard office furnishings	2	Furniture and upholstery were noticed in good condition.
Computers/ Computers hardware and software/Photographic equipment	2	The computer network on board the vessel was reported as being operational, with the PMS and the common folders available on all the PC's onboard.
General stationary/Instruction books and training materials	2	No problem noted.

### Accommodation Services and Systems

Ventilation & air conditioning systems	2.5	<p>Two Bitzer compressors are fitted for air conditioning plant. Refrigerant in use is R404. The plant was in operation during the inspection. The plant was reported to maintain comfort temperature under warm conditions. The blower room appeared clean and well kept.</p> <p>Air conditioning air handling unit insulation noticed with masking tape temporary repair and some damaged insulation.</p>
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Provision refrigeration plant, spaces & fittings	2	Adequate space for dry provisions and refrigerated rooms are provided. Chiller room +6C, Meat room -19C, Fish room -18C and Dairy room +4C. The refrigeration plant maker: Bitzer. Refrigerant- R404A.
Domestic & potable water systems	2	Domestic & potable water systems was noticed in good condition
Officers and Crew mess rooms	2	Common mess rooms are provided for officers and crew. One common day room for officers and crew are available. Comfort standards were good.
Galley equipment	2	An adequately equipped galley is provided on the vessel and it was found clean and tidy. Fixed firefighting system is installed in the galley.
Cabins furnishing & fittings	2	The accommodation is provided for 20 crew + Owner + 6 Suez crew. All areas were found in satisfactory condition and clean. Toilets and showers are provided in all cabins.
Hospital, Medical Supplies and Equipment	2	Hospital is well maintained, and medical chest certificate is valid till Mar 2021.
Toilets and Sanitary Systems	2	Toilets are working properly. Fresh water is used for the sanitary system.
Laundry equipment	2	Laundry equipment is in good condition.
Recreational equipment	2	One gymnasium is provided in the accommodation on 1 <sup>st</sup> deck, where the exercise equipment and a tennis table are provided for crew use.
Gangways incl. pilot and Accommodation ladders	2	Two accommodation ladders are located on the port and starboard sides, of the accommodation, facing forward. The port side ladder was seen deployed, the aspect of both ladders was good, and they were correctly marked. The operation is by means of electric motors.
Crew Elevators		NA
Other	2	WiFi is provided in accommodation.

## Management and Crew

<b>Summary</b>	<b>2 Good</b>	<p>Total 17 crew of mixed nationality from, Ukraine, Russia, Moldova and Philippines are on board. All crew have valid COC. Master is Ukrainian.</p> <p>The onboard management was found to be good overall. The Port State Control (PSC) history of the vessel was found to be good. Ship's crew is conversant with management policies and procedures.</p>

	<b>Rating</b>	<b>Notes</b>
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<b>Management and Crew</b>		
Audits, Safety, ISPS, ISM, MLC	2	Onboard management noticed effective and good ISM implementation regime was apparent.
Port State / Flag State Inspections	2	<p>Last PSC inspection was carried out by Sudan PSC at Port Sudan on 16 Sep 2020 with NIL deficiency.</p> <p>Last flag state inspection report was not sighted on board.</p>

## Vessel Details

### Machinery Details

<b>Main Propulsion Engines</b>	<b>Number and Type:</b>	1
	<b>Maker:</b>	MAN B&W
	<b>Model:</b>	7S50MC-C
	<b>Performance:</b>	11060 kW @ 127 rpm
	<b>Fuel Specification:</b>	177.8 g/kwh
<b>Auxiliary Electrical Power Generation</b>	<b>Number and Type:</b>	3
	<b>Model:</b>	MAN 6L 23/30H
	<b>Rated Power:</b>	780 kW @ 720 rpm
	<b>Alternators and Capacity:</b>	750 kW 3ph, 60 Hz
	<b>Fuel Specification:</b>	211.5 g/kwh
<b>Emergency Electrical Generating Power</b>	<b>Number and Type:</b>	1
	<b>Model:</b>	MAN D 2866 E
	<b>Rated Power:</b>	780 kW @ 720 rpm
	<b>Alternators and Capacity:</b>	100 Kw 3ph, 60 Hz
	<b>Fuel Specification:</b>	No Info
<b>Propeller(s)</b>	<b>Number and Type:</b>	1
	<b>Maker:</b>	Schottel/MMG
	<b>Diameter:</b>	5500mm
	<b>Pitch:</b>	Fixed Pitch
	<b>Material:</b>	Ni-Al- Br
<b>Bow / Stern Thruster(s) / Stabilisers</b>	<b>Number and Type:</b>	1
	<b>Model:</b>	Schottel STT 550 LKCP
	<b>Rated Power:</b>	700 Kw
	<b>Propeller:</b>	CPP
	<b>Thrust:</b>	550 Kw

### Cargo Details

<b>Hatch Covers</b>	<b>Number:</b>	15	
	<b>Type and Operation:</b>	Lift Off Type	
	<b>Arrangement:</b>	Two per Hold	
	<b>Mechanism:</b>	Lift Off	
<b>Cargo Spaces</b>	<b>Cargo Hold No. 1:</b>	Ni Info	m <sup>3</sup>
	<b>Cargo Hold No. 2:</b>	No Info	m <sup>3</sup>
	<b>Cargo Hold No. 3:</b>	No Info	m <sup>3</sup>
	<b>Cargo Hold No. 4:</b>	No Info	m <sup>3</sup>
	<b>Weather ballast hold number:</b>	NA	
	<b>Strengthened for heavy cargo hold number(s):</b>	NA	

## Cargo Handling Details

<b>Cargo Handling Equipment</b>	Number, Type & Rating:	...
	Cargo Pumps rated capacity:	...
	Maximum loading rate/Simultaneous run:	...
<b>Cargo Control Room</b>	Location:	Upper Deck
	Loading Computer:	Seacoc MACS3
	Systems and Controls	Hoppe

## Consumption

### Fuel

#### Main Engine

**Fuel Used:** VLSFO

Laden Voyage at <b>90</b> rpm, average speed of <b>13.0</b> kts:	19.5 MT / day
Ballast Voyage at <b>xx</b> rpm, average speed of <b>xx</b> kts: (*Manoeuvring carried out on fuel oil)	No Info MT / day

#### Oil Fired Auxiliary Boiler

**Fuel Used:** VLSFO

In port:	1.0 MT / day
At sea for ER:	0.0 MT / day
Cargo Heating:	NA MT / day

#### Auxiliary Engine

**Fuel Used:** VLSFO

At sea with <b>one</b> engine	2.8 MT / day
In port idle	2.4 MT / day
In port discharging with <b>one</b> engines	2.6 MT / day
In port loading with <b>one</b> engines	2.6 MT / day

### Lubricating Oil

Main engine crankcase lube oil consumption	95 litres / day
Main engine cylinder lube oil consumption	120 litres / day
Auxiliary Engine crankcase	10 litres / day / engine

### Fresh Water

Design capacity of the freshwater generator	20 MT / day
Daily generation of fresh water at sea	16 MT / day
Domestic Fresh water consumption	6 MT / day
* (Sanitary water system is on fresh water)	

### Electric Load

At sea <b>one</b> generator	550 kW
In port idle <b>one</b> generator	480 kW
In port, discharging with <b>one</b> engines	500 kW
In port, loading with <b>one</b> engines	500 kW
Maximum load borne by each generator	500 kW
Rated capacity of alternators	750 kW

### Voyage Performance

From Abstract and Logbook of last 4 months averages.

Voyage Description	M/E (RPM)	Load MCR (%)	M/E Consumption (MT/ day IFO)	Speed	AE Consumption (MT/day IFO)
Loaded	108	54	29.0	17.5	2.8

## Documentation Inspected

### Documentation requested from Master:

Documents	Received	Notes
<b>a) Certificates</b>		
List of certificates (usually maintained as Excel file showing expiry dates)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Latest Class survey status	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Intl Tonnage certificate	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Intl Load Line Certificate + Exemption if any	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Continuous Synopsis record (if there is change of Owner/ Manager/Flag or Class)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
International Anti Fouling System Certificate + Record of Anti-Fouling System	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Intl Air Pollution Certificate + Supplement	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Intl Energy Efficiency Certificate + Supplement	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Safety Construction Certificate	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Safety Equipment Certificate + Supplement Form E + Exemptions	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Safety Radio Certificate with Supplement Form R	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Certificate of Class	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Certificate of Registry	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Radio Station License	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Document of Compliance (ISM)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Safety Management Certificate	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Maritime Labour Certificate	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Intl Ship security certificate	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
IOPP Certificate + Supplement Form B	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Intl Sewage pollution prevention certificate + Approved Rate of discharge (untreated sewage)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Intl Ballast Water Management Certificate/ Statement of Compliance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Inventory of Hazardous Materials + Asbestos Free declaration	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Not Available yet
Any dispensation issued by Flag State	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Any interim or short term certificates	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Any USCG waiver for Ballast water treatment system	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Statement of compliance for LSMGO usage with list of dedicated LSMGO tanks/ evidence of conversion or modification of tanks or piping for LSMGO.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
LSA / FFA Equipment - Last Service Certificates and list of expiry dates.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Lifeboat release gear modification statement (if applicable)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

### Plans:

General arrangement	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Capacity Plan	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Mid-ship plan	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Pumping plan	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

### Other documents/ info:

Ship's particulars (usual one given to authorities, pilot, agent etc)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Crew List (Arrival)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
List of last 10 ports	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
List of last cargoes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
List of CCR equipment (Tank level gauging system, Loadcom, Valve control system, Maker and type)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Mooring Wires / Ropes List	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

List of navigational equipment with details of ECDIS, BNWAS and VDR etc.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Approximate time required to de-ballast including stripping	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Quantity of unpumpable ballast	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Past ballast tank inspection pictures/ reports	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Last Class Hull Executive Summary Report and ESP File	<input type="checkbox"/> Yes	<input type="checkbox"/> No	NA
Last Ultrasonic Thickness Gauging report, any areas of substantial corrosion.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Past Class records (as applicable)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Delivery yard painting schedule.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Last Dry Dock work list / report	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Last anchor chain calibration records	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Last In-water survey report (if later than last DD)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Last PSC and Flag State inspection reports	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Last USCG/ AMSA report	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Deck logbook	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Garbage logbook	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Ballast water handling log	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	

#### Approval/ cover pages of:

Stability Booklet	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Damage control booklet	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Loading Instrument/computer- Intact or damaged stability approved	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
SEEMP	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
SOPEP / SMPEP	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Ballast Water Management Manual	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Garbage management plan	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Emergency towing booklet	<input type="checkbox"/> Yes	<input type="checkbox"/> No	NA
Ship Structure Access Manual	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Emergency towing procedure	<input type="checkbox"/> Yes	<input type="checkbox"/> No	NA
Coating technical file	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	

#### Documentation requested from Chief Engineer:

Documents	Received	Notes
<b>a) Reports/Records</b>		
Particulars of machinery in engine room (list and brief details) – from shipyard	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Particulars of machinery on deck – mooring winches, power packs, thruster (make and type), deck cranes, etc. – from shipyard	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Any retrofitted major equipment since delivery	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Guarantee Claims list (if within 6 months of delivery)	<input type="checkbox"/> Yes <input type="checkbox"/> No	NA
Main and Auxiliary engines running hours of components (especially liners, pistons and turbochargers)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Main and Auxiliary engines deflection and bearing clearance report.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Main and Auxiliary engines performance report	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Main and Aux engine Piston or Liner overhaul/De-Carb Report for all units.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Turbo/ Shaft generator running hours/ last overhaul records	<input type="checkbox"/> Yes <input type="checkbox"/> No	NA
Log abstract showing fuel oil/lube oil consumptions for Main Engine, Aux Engine and Boiler.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Lube Oil chart for machinery.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Lube Oil analysis reports for main and auxiliary machineries	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Last FO analysis report (HSFO or LSMGO)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Last MDO analysis report	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Last Megger Test Readings.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

Last cooling water test records for boilers and main / auxiliary engine systems	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Monthly Maintenance reports for last two months	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
List of overdue jobs from Planned Maintenance System	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
LSMGO, LSFO and Low TBN Cylinder Oil tank capacities and location	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Dry dock specs for upcoming dry dock (if DD due within next 6 months)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Fresh water analysis report (under MLC)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
HMI setting for Alpha lubricator if fitted.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
List of major spare parts for main engine, auxiliary engines and other auxiliaries / deck machinery on-board and ashore for repairs	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Rocking tests of cranes-last report	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Grease analysis of cranes-last report	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Ballast, fire pumps and eductor details	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Ballast water treatment system details, last sensor calibration	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Not Fitted

#### Other documents/ info:

Any chillers or coolers fitted for LSMGO operation	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Cooler
Is vessel fitted with means of evaporation from sludge tanks, any entry in ORB	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Sewage holding tank if any	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Stern seal –make and type; Lubricating oil is EAL	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Bow thruster – if CPP type; Lubricating oil is EAL	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Propeller – if CPP; Lubricating oil is EAL	<input type="checkbox"/> Yes	<input type="checkbox"/> No	NA

#### Other logbooks/records:

Engine logbook	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Oil Record Book	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Ozone depleting substances record book	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Fuel oil record book	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Environmental seal record	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
FO consumption reporting as per EU MRV and IMO DCS (as applicable)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Bunker Delivery note (last)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
EEDI technical file	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
NOX Files for M/E and A/E's	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Sea trial /speed trial report	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	

#### Documentation requested particularly for Bulk Carriers:

Documents	Received		Notes
Baltic Questionnaire	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
DOA for Grain	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
DOC for Dangerous Goods (if applicable)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Cargo gear register (for geared bulkers)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Grain loading booklet- approval page	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Hatch cover operating Staffa motors details	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Crane slew rotator / Spreader details if any	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Grab make and operation type: Radio or electrical; details	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
De-humidifier for cargo holds-details	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Ventilation fans for cargo hold-details	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Last date / report when cargo holds sand blasted and recoated	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Last date of carriage of grain or such sensitive cargoes	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Equipment for handling spill of dangerous cargo in hold- dedicated eductor, pump	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Past cargo holds inspection pics/ reports	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	



## Certificates and Documents Status

### Certificates Status

Certificate	Issued	Expires	Notes
Class	30 Mar 2018	31 Mar 2023	
Safety Construction	09 Jan 2020	31 Mar 2023	
Safety Equipment	08 Jul 2020	31 Mar 2023	
Safety Radio	30 Mar 2018	31 Mar 2023	
International Load Line	30 Mar 2018	31 Mar 2023	
IOPP	12 May 2020	31 Mar 2023	
ISPP	30 Mar 2018	31 Mar 2023	
IAPP	12 May 2020	31 Mar 2023	
DOC	08 Oct 2020	23 Mar 2025	
SMC	08 Oct 2020	13 May 2023	
ISSC	08 Oct 2020	13 May 2023	
Antifouling	12 May 2020	-	
Fitness Certificate	-	-	
Ballast Water	30 Mar 2018	31 Mar 2023	-

### Classification Status

Survey type	Last	Next	Notes
Special Survey	30 Mar 2018	31 Mar 2023	
Intermediate Survey	12 May 2020	30 Jun 2026	
Annual Survey	12 May 2020	30 Jun 2021	
Boiler Survey (P&S)	30 Mar 2018	30 Mar 2021	
Docking Survey, UWILD	12 May 2020	31 Mar 2023	
No. 1 Prop. Shaft Survey	12 Mar 2013	30 Sep 2028	

### Condition of Class/Overdue Items/Memos to Owners

#### Conditions of Class: (give particulars of all COCs recently cleared or due)

No.	Issued Date	Issued at
None		

#### Overdue Items (CSM):

No.	Issued Date	Issued at
None		

#### Memo to Owners:

No.	Issued Date	Issued at
At request of owner, incinerator decommissioned from operation, IOPP-A, IAPP, GPP-SoC re-issued without incinerator. For future operation restoration, incinerator shall be surveyed and tested by DNV GL surveyor.	12 May 2020	Dubai