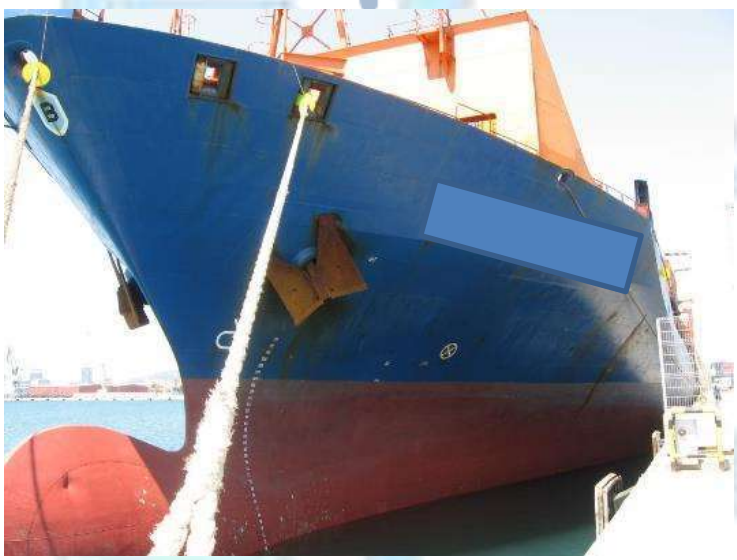
PART B-CONDITION ASSESMENT REPORT
VESSEL: MV SINOTECH MARINE
CONTAINER VESSEL

PRE- PURCHASE INSPECTION REPORT



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This condition assessment report has been prepared and issued by SINOTECH Marine Hong Kong for the sole use of the SINOTECH Marine's Customer. The purpose of this report is to offer an independent evaluation of the condition of the subject vessel, as found during the superficial Inspection of the vessel and in the independent opinion of the attending Surveyor/Inspector. The report is subject to any restrictions applied to the access of information, vessel areas, and/or records as described here in the report, and it is also subjected to the level of cooperation extended by the Ship Crew to the surveyor during the inspection. All details are given in good faith, and without guarantee. This report has been prepared and issued by SINOTECH Marine Corporation Hong Kong Ltd. to its Customers in accordance with the SINOTECH Standard Terms and Conditions which are available on our website www.sinotechmarine.com

SINOTEH MARINE REPORTS

PART A –Summary Report

The Purpose of this part of the report is to provide the Client an Overview of the vessel condition. This section include SINOTECH Marine grading of the vessel condition, highlight key areas of concerns, major vessel defects, scope of further improvement, and positive aspects of vessel design, features, equipment, machineries and any other benefit or advantage of the vessel.

PART B – Detailed Condition Evaluation Report

This part of the report provides detailed information on the vessel particulars, condition of the vessel various areas, visible part of the hull & shell plating, superstructure, machineries, equipment and outfitting on-board a vessel. In this part, evaluation of the condition of the various parts of the vessel is reflected on a scale of 1 to 5. 1 is considered poor and 5 as Very Good. This report also provides a ship-type specific condition evaluation of specific areas, cargo storage, cargo gears, hull, structure, or related equipment or machineries or systems of the ship.

PART C - Specific Requirements .

This part deals with client specific requirements which are not covered under vessel general condition assessment and specific to customer requirements such as Spare parts & LO, Fuel oil inventories, Annual OPEX, sampling, testing, witness, Inspection of class history etc.

1.0 General Information

Container ship Portugal Flagged, was accessed by appointed surveyor, from 10:06 LT to 19:30 LT on 21 July 2018 to assess the condition for Pre-purchase evaluation, while she was discharging of Cargo at Sagunto, Spain.

MV XXXXXXXX was built at Stocznia Gdanska Gdynia S.A. Poland and delivered in 01 April 2000, currently owned by MS "XXXXXXX" C/O Bernd Becker Shipmanagement GmbH & Co. Currently she is maintaining DNV-GL Class. Vessel has Russian and Pilipino crew onboard including Master and Officers.

2.0 General Particulars

Name of the vessel:	**SINOTECH MARINE**
Previous names:	XXXXXXXXXXXXXXXX
IMO No.:	9216107
Registered owner	MS "XXXXXXX" C/O *Bernd Becker Shipmanagement GmbH & Co. KG*
Managers:	*Bernd Becker Shipmanagement GmbH & Co. KG*
Charterer:	*Bernd Becker Shipmanagement GmbH & Co. KG*
Port of Registry/Flag	Portugal / Madeira
Building yard:	Stocznia Gdanska Gdynia S.A., Poland.
Hull No	8125/10
Keel Laying	30 September 1999
Delivery	01 March 2002
Type	Container Ship
Class	DNV-GL
Class characters:	+ 100 A5 E 'Containership' SOLAS II-2 Reg.19 + MC E AUT
Class period:	17 April 2015 -31 March 2020
Trading Area:	Unlimited
Hull Painting Scheme	Nil
Type of Hull Coating and Paint Maker	Hempatex 46410/56360 by Hempel

3.0 Measurement and Tonnage Particulars

Length Over All	**158.75 M**	Length BP	**145.00 M**
Breadth (moulded)	**24.60 M**	Depth (moulded)	**13.90 M**
Draught (summer)	**10.20 M**	Deadweight:	**18,425 MT**
Displacement (summer)	**25,215 MT**	Light weight:	**6,812 MT**

Tonnage measurements:

	International	Suez Canal	Panama
GT	**14,241 T**	**14,241 T**	--
NT	**6,256 T**	**6,256 T**	**12,613 T**

3.1 Speed, Consumption and Endurance

Consumption of **MAIN ENGINE** according Ship log abstract:

LOAD	FUEL CONSUMPTION/DAY	SPEED
APPROX. 90 % MCR	43.5 MT	18
--	28 MT	15
--	20.5 MT	12

Consumption of Fuel Oil in **AUX ENGINE** & **AUX BOILER** as per to log abstract

LOAD	CONDITION	LOG BOOK	
		FO	DO
AUX ENGINE	At sea	2.5	Nil
	Idle at port	2.5	Nil
	Active at port	5.5	Nil
AUX BOILER	At sea	Nil	Nil
	Idle at port	2.5	Nil
	Active at port	2.5	Nil

Consumption of Lube Oil

Main Engine Cylinder Oil (load dependent)	**310** Litres/day (Gravity Alexia 50)
Avg. Main Engine Crankcase Oil	**550** Litres/month
Avg. Aux. Engine Crankcase	**150** Litres/month per set

Comments: The consumptions are in line with expected prudent maintenance.

3.2 ACCOMODATION SUBDIVISION

NAME OF SUBDIVISION	COMPASS DECK
	BRIDGE DECK
	DECK 5
	DECK 4
	DECK 3
	DECK 2
	DECK 1
	POOP DECK
	UPPER DECK
COMMENTS	Accommodation lay out found to be satisfactory and workable. With sub-divisions separated self-closing fire doors.

3.3 Hull Divisions

NUMBER OF SUBDIVISION	5
NAME OF SUBDIVISION	Forecastle Deck
	Main Deck
	Poop Deck
	Superstructure
	Engine Room
SHAPE OF STEM	Bulbous Stem
SHAPE OF STERN	Transom Stern

3.4 MANNING

CREW COMPLIMENT	CAPTAIN
	3 OFFICERS
	CHIEF ENGINEER
	1 ENGINEERS)
	1 ELECTRICIAN
	1 FTR
	1 BOSUN
	1 AB & 4 OS
	1 OILER & 1 WIPER
	1 COOK
COMMENTS	Comply with Safe Manning. Vessel use unattended engine room.

Comments: The vessel has Accommodation for 20 including Pilot. The present crew strength without any Supernumerary is 17. So, there is space for 2 more for Buyer's planned Flag / Crewing pattern.

4.0 VESSEL CERTIFICATES

Certificate name	Issued	Expiry	Anniversary date
Registry Certificate	14 April 2018	13 April 2019	
Radio Station Licence	27 May 2015	26 May 2020	
International Tonnage Certificate	24 June 2015		
Panama Canal Tonnage Certificate	--		
Suez Canal Tonnage Certificate	--		
Certificate of Class	27 Feb. 2018	31 March 2020	17 April
International Load Line Certificate	27 Feb. 2018	31 March 2020	17 April
Cargo Ship Safety Construction Certificate	27 Feb. 2018	31 March 2020	17 April
Cargo Ship Safety Equipment Certificate	27 Feb. 2018	31 March 2020	17 April
Cargo Ship Safety Radio Certificate	27 Feb. 2018	31 March 2020	17 April
International Oil Pollution Prevention Certificate (MARPOL Annex-1)	27 Feb. 2018	10 July 2020	10 July

International Air Pollution Prevention Certificate (MARPOL Annex VI)	27 Feb. 2018	31 March 2020	17 April
International Sewage Pollution Prevention Certificate (MARPOL Annex IV)	27 Feb. 2018	31 March 2020	17 April
Minimum Safe Manning Document	14 April 2018	13 April 2019	
International Anti-Fouling Certificate	27 Feb. 2018	Full Term	
Document of Compliance (ISM Code)	10 April 2015	22 April 2019	
Safety Management Certificate (SMC)	19 June 2018	06 Sept. 2020	
International Ship Security Certificate (ISSC)	19 June 2018	06 Sept. 2020	
Document of compliance with the special requirements for ships carrying Dangerous Goods (SOLAS II-2/19.4)	03 April 2018	31 March 2020	17 April
Maritime Labour Convention Certificate (MLC)	16 Oct. 2015	06 Sep. 2020	
International Energy Efficiency Certificate	27 Feb. 2018	Full Term	17 April
Ballast Water Management Statement of compliance	20 Sep. 2010		
Continuous Synopsis of Records	30 April 2015		
Last PSC Inspection	05 May 2018		
Last Gyro Compass 1 Service	23- Dec 2017		

Last Gyro Compass 2 Service	23 Dec. 2017
SSAS Shore Test	26 Feb. 2018
EAL Compliance Statement	Nil
CO2 Extinguisher System Service	Feb. 2017
Dry Powder/Foam Annual Inspection	Nil

4.1 CLASS SURVEY STATUS

Certificate name	Issued/ done	Expiry/ done	Remarks
Class renewal	17 April 2015	31 March 2020	
Intermediate survey	15 May 2018	30 June 2023	
Annual survey	27 Feb. 2018	30 June 2019	
Dry Docking	15 May 2018	31 March 2020	
In-water-survey	--		
Normal shaft survey	17 April 2015	24 Sep. 2025	
Boiler survey	15 May 2018	31 March 2020	

4.2 CLASS STATUS REPORT

CLASS NAME	DNV-GL
LAST CLASS REPORT	15 May 2018
CURRENT CONDITION OF CLASS	Nil
CURRENT MEMORANDA OF CLASS	Nil
COMMENTS	Nil

4.3 ULTRASONIC THICKNESS REPORT

	Structure		DIMINUTION (%)		Maximum Permissible DIMINUTION (%)
Sr.	**Area**	**Sections**	**Port**	**Starboard**	
1	Cargo Hold 1	Bulkheads			
		Top Hopper			
		Bottom Hopper			
		Tank Top			
2	Cargo Hold 2	Bulkheads			

		Top Hopper			
		Bottom Hopper			
		Tank Top			
3	Cargo Hold 3	Bulkheads			
		Top Hopper			
		Bottom Hopper			
		Tank Top			
4	Cargo Hold 4	Bulkheads			
		Top Hopper			
		Bottom Hopper			
		Tank Top			

5	Cargo Hold 5	Bulkheads			
		Top Hopper			
		Bottom Hopper			
		Tank Top			
6	Ballast Tanks	Bulkheads			
		Top Hopper			
		Bottom Hopper			
		Tank Top			

Comments: It is imperative that the Thickness Gauging report is scrutinised so that steel renewal can be assessed from the point of view of cost for such renewal and time taken when vessel will be 'out of service' for carrying out such steel renewal. **The Thickness gauging report was not available with the vessel as advised by Master to our Surveyor**.

4.4 SUMMARY OF LAST DRY DOCKING

JOB DESCRIPTION	REMARKS
Ship's hull	
ME overhauled	Completed
ME turbocharger overhauled	Completed
Ship's plating Ultrasonic Thickness Measured	
All cargo system relative safety valves calibrated	
Steering Gear and Rudder inspected	
Tail Shaft and Propeller	

4.5 PSC INSPECTION MAJOR FINDINGS

Date	Place	Detention	Deficiencies	Severity
N/A				

5.0 CARGO Hold Capacities

DESCRIPTION OF CARGO AREA	Capacities
Hold 1	3484 m3
Hold 2	7264 m3
Hold 3	7359 m3
Hold 4	3652 m3
Comments	CONTAINER INTAKE: 1129 units: 436 TEU in holds/693 TEU on deck. or; alt. 551 units 208 FEU in holds/343 FEU on deck + 27 TEU HIGH CUBE ABILITY: in hold: 2 tiers 9'6'' plus 3 tiers 8'6'' or 4 tiers 9'6''; or 5 tiers 8'6'' REEFER PLUGS: 188 reefer plugs 156 sockets are installed above deck 32 sockets are installed under deck

Comments: 75 Reefer Plugs seems to be the usual load which has an additional electrical load of 800kw. A significant fuel consumption which needs to be checked against freight for reefers.

5.1 PERMISSIBLE LOAD

PERMISSIBLE DECK LOADS	
HATCH COVER	20' Container 70 T/Stack or 40' Container 90 T/Stack (1.75 T/m2)
TANK TOP	20' Container 120 T/Stack or 40' Container 150 T/Stack
TWIN DECK1	N/A
TWIN DECK 2 & 3	N/A

5.2 HATCH COVER DETAILS /SIZES

HOLDS	SIZE
HOLD 1 Hatch 1A	12800 x 15600 mm
HOLD 1 Hatch 1B	12800 x 15600 mm
HOLD 2 Hatch 2A	12800 x 20600 mm
HOLD 2 Hatch 2B	12800 x 20600 mm
HOLD 3 Hatch 3A	12800 x 20600 mm
HOLD 3 Hatch 3B	12800 x 20600 mm
HOLD 4 Hatch 4	12800 x 20600 mm
DIMENSIONS OF Hatch No 1 : 12,8 m x 7,3 m PONTOONS Hatch No 2 - 8 : 12,8 m x 10,3 m	
MAKER: MacGregor	
TYPE: Pontoon Covers Open Construction	
OPENING & CLOSING ARRANGMENT TYPE: Clip lock	

5.3 DECK CRANES

CRANES	DETAILS
CARGO CRANE NO.	1 & 2
MAKE / TYPE (JIB-BOOM / GANTRY)	Two (2) NMF electro-hydraulic pedestal jib-cranes Type: DK II 45026/40028. N.M.F., Hamburg
MAKE / TYPE / SWL / MAX-MIN OUTREACH	45 Ton x 26 m outreach 43 Ton x 28 m outreach
OTHER DECK CRANES.	Multipurpose/Provision Crane located aft.
MAKE(S)	Type PBS 5510/4016AB. Towimor-Torun, Poland
CAPACITY	55/40 KN x 10/16 m outreach
COMMENTS	

Comments: It does appear that the vessel on her Equatorial Guinea ports of Bata & Malabo need to use vessel cranes. This could not be confirmed. While the spare spreader which is present on board does not appear to have been used for a while. However the details on this vessel's Slewing bearing (last Rocking Test, and Slewing Bearing renewal is not available). It is critical these details are received from sellers as renewal of slewing bearings with excellent planning could still mean 8 days off-hire and cost of each bearing (assuming triple roller bearing) at 40k USD each.

5.4 OTHER TANKS CAPACITIES

TANK	CAPACITIES
BALLAST TANKS	7556 M3
HFO TANKS	Nil
DO TANKS	Nil
LSMDO/MGO	178 M3
LSFO	1521 M3
LUBE OIL TANKS	102 M3
FRESH WATER TANKS	233 M3

5.3 DECK MACHINERIES

NAME	Capacities
Windlass and Mooring Winches	Windlass: 2 X 160 KN @ 15 M/min Winches: 4 X 160 KN @ 15 M/min
Accommodation Ladder winch	-
Rescue Boat Davit/winch	-
Bunker Davit /winch	
Hose Crane	--
Provision Crane	See above
Lifeboat Davit/winch	-

6.0 MACHINERY

6.1 PROPULSION PLANT

MAIN ENGINE	
MAKER	B&W
BUILDER	Poland
TYPE	7S 50 MC
OUTPUT	MCR: 10,010 KW @ 127 rpm
BORE/STROKE	500MM / --
FUEL	IFO 380 / MGO

Any Observation/comments about engine design and lay out: Traditional MAN B&W engine, engine was well maintained, the cylinder oil lubricators had been changed to Alfa Lubricators.

The Liner wear as stated in the documents show that all ME cylinder liners have been renewed in the recent past, though date of renewal is not available.

RUNNING HOURS SINCE LAST OVERHAUL					
Cylinder unit	**Piston**	**Cylinder cover**	**Exhaust Valve**	**Cylinder liner**	**Main bearing**
No. 1	15037	15037	5732	15037	43639
No. 2	22949	806	5732	43639	34569
No. 3	806	806	806	806	806
No. 4	806	806	2071	15037	29178
No. 5	806	806	7253	43639	34569
No. 6-	22949	806	2071	43639	15037
No. 7	22949	806	7253	22949	43639

TURBOCHARGER SYSTEM	
RH FROM LAST OVERHAUL	806
MAKER	B & W
TYPE	Non-Cooled
RPM	11900
NO OF TURBOCHARGER	1
AUX BLOWER LAST OVERHAUL	--
COMMENTS	

6.2 POWER GENERATION PLANT

AUX ENGINE	
MAKER	Wartsila
TYPE	6L20
OUTPUT	930 KW @ 900 RPM
FUEL	IFO 380 / LSMGO
TURBOCHARGER	
MAKER	B & W. H. Cegielki Poznan, Poland
TYPE	NA 57/T 08144

AUX ENGINE RUNNING HOURS		
NAME	TOTAL RH	RH SINCE LAST OVERHAUL
AUX ENGINE 1	72594	10992
AUX ENGINE 2	62264	7876
AUX ENGINE 3	61844	12227
Comments: From details available and as supplied by Sellers, the Diesel generators are well maintained. However, that the Alternator bearing (between the Generator – Alternator) reaches 90 deg C. at high ambient temperatures is not normal. This needs to be checked and this bearing needs renewal or a realignment. This should be looked at from the point of view of commercial success of this vessel.		

6.3 AUX MACHINERY DETAILS

NAME	MAKE & TYPE	REMARKS/COMMENTS/OBSERVATION
SHAFT ALTERNATOR	Nil	
BOILER (1)	Combined oil fired/exhaust gas boiler, Type VT 720/440.	Normal working condition
AIR COMPRESSORS (3)	HATLAPA, Type W140	Normal working condition
DECK AIR COMPRESSOR	Nil	
BALLAST/BILGE PUMP	GZUT, Type 400 WLS 22M664	Normal working condition
INCINERATOR	TEAMTEC-GOLAR, Type F-50-45-T	Normal working condition
FIRE PUMPS (2)	GZUT, Type 100 WLS 80T656	Normal working condition
FRESH WATER GENERATOR	ALFA-LAVAL, Type SWP-26-C80/100	Normal working condition
OILY WATER SEPARATOR	NFV, Type PPT-BWS-5000	Normal working condition
REFER PLANT (2 Compressors)	YORK, Type 4P.2	Normal working condition
AIR CON PLANT (3 Compressors)	PZL-Debica, Type 16W92MR/WM	Normal working condition
ELELVATOR	NIL	
CATHODIC PROTECTION	--	Normal working condition
SEWAGE PLANT	TRITON-FORMAT, Type MSTP-1A	Normal working condition
BWTS	NIL	
MAIN DECK MACHINERY		
WINDLASS	HATLAPA, Type 1.94	Normal working condition
MOORING WINCH	HATLAPA, Type 1.94	Normal working condition
ANCHOR	Stockless High Holding	Normal working condition

CHAIN	--	Normal working condition
HOSE CRANES	Nil	
MOORING LINES	8-Strands Polypropylene Rope, Dia. 72mm	Normal working condition
CARGO HANDLING EQUIPMENT		
ME GOVERNOR	WOODWARD, Type PGA 200	Normal working condition
BOOSTER PUMPs (2)	LEISTRITZ, Type L3NG-38/60-AFOUN-G	Normal working condition
EMERGENCY PUMP	GZUT, Type 63WLS 80T654	Normal working condition
AUXILIARY BLOWERS (2)	MAWENT, Type DM-45-5P/5L	Normal working condition
NAVIGATIONAL & REDIO EQUIPMENTS		
STANDARD COMPASS	RAYTHEON, Type Reflecta 1	Reported/Observed normal
GYRO COMPASS	RAYTHEON, Type Standard 20	Normal working condition
RADARS/ARPA X- BAND (2)	FURUNO ELECTRIC, Type RPU-013	Normal working condition
ECO SOUNDER	ELAC, Type LAZ500-01	Normal working condition
GPS	KODEN, Type KGP-913	Normal working condition
ECDISC	TRANSAS, Type RS6B-Basic	Normal working condition
NAVTEX RECEIVER	FURUNO, Type NX-500	Normal working condition
SPEED LOG	CONSILIUM, Type SAL SD 1-1	Normal working condition
BNWAS	STEIN SOHN	Normal working condition
GMDSS	FURUNO ELECTRIC CO., LTD.	Normal working condition
VDR	FURUNO, Type VR-3000S	Normal working condition
AIS	FURUNO, Type FA-100	Normal working condition
LRIT	FURUNO, Type Felcom 15 W/IC	Normal working condition

LIFE SAVING & FIRE FIGHTING EQUIPMENT		
FREE-FALL LIFE BOAT	STOCZMIA USTKA, Type FFB 6	Normal working condition
RESCUE BOAT	FASSMER, Type RR4.2	Normal working condition
LIFE RAFT	SURVITEC, Type ESR	Normal working condition
FIRE FIGHTING SYSTEM	UNITOR SHIPS SERVICE CO., LTD.	Normal working condition
FIRE MAN OUTFIT	--	Normal working condition
SCUBA SET	DRAGER, Type BRHL	Normal working condition

7.0 SHIP CONDITION QUESTIONNAIRE & ASSESSMENT

1.0	Hull External	Yes	No	Comments/Assessment
1.1	Is there any sign of significant corrosion, pitting or damage on the Hull exterior Plating?		**No**	
1.2	Is there any Hull fouling or breakdown of Coating?		**No**	
1.3	***Are Draft Marks/Plimsoll marks clearly visible and well maintained without rust.***	**Yes**		
1.4	***Does the Coating in forward area has any significant rubbing, rusting or damage?***		**No**	Few signs of paint scratches
1.5	***Does the Coating in Mid-ship area has any significant rubbing, rusting or damage?***	**Yes**		Few scratch marks, localized surface corrosion, hard scale and coating breakdown on some spot areas
1.7	***Does the Coating in aft area has any significant rubbing, rusting or damage?***	**Yes**		Signs of paint scratches and minor dent in way of hatch no.4 Shell plating set-in area of 500 mm wide eight frames after frame no.5, at third strake below poop deck. Internals affected.
1.8	Does the Coating in the Boot top area have any significant rubbing, rusting or damage?		No	
1.9	***Were propeller blade tips visible? If yes, how was the condition?***		**No**	
1.10	***Was rudder stock and horn visible, if yes, how was the condition? Was Cementing on Palm Nuts intact/Cracked?***		**No**	No Visible in actual draft

1.11	Was Bilge Keel section visible? If yes how was the condition?		No	**Vessel afloat**
1.12	Was Hull Anodes visible? If yes, how was the condition?		No	**Vessel afloat**
1.13	***Were ICCP current and voltage within Normal range?***	Yes		**ICCP wasn't running at the time of inspection**
1.14	***Was any Sea Chest visible? If yes, how was the condition?***		No	**Vessel afloat**

Surveyor's Comments on Condition Assessment of Hull Externals
Hull in generally found in good condition. Except for 'dent' as stated in our Report, Part-A.

2.0	FOC'SLE DECK & POOP DECK	Yes	No	Comments/Assessment
2.1	Are mooring rope snap back zones clearly marked?		No	
2.2	Are fair leads, capstans and rollers in good condition and can they be moved freely by hand?	Yes		
2.3	***Is there any sign of oil leakage from windlass and mooring winches?***		No	
2.4	***Is the hydraulic pipes and control valve blocks in good condition? Is control lever held in neutral position, when there is no operation?***	Yes		
2.5	***Are Windlass break band and drum collar in good condition?***	Yes		

2.6	Are there any signs of visible damage, or significant rusting or leakage in Foc'sle deck and poop deck?		No	
2.7	***Are mooring rope and heaving lines in good condition?***	Yes		
2.8	***Are anchor chains in good condition no visible sign of significant wear or crack/fretting or twisting or any other damages?***	Yes		
2.9	***Does anchor cable stoppers sit properly in place?***	Yes		
2.10	***Does anchors stow in position and apparently in good condition?***	Yes		
2.11	***Does the forward and aft mast appear in good condition?***	Yes		
2.12	Is the general condition of deck plating and coating in good condition?	Yes		

Surveyor's Comment on the condition of the Forecastle and Poop Deck
Coating of Forecastle and Poop deck found normal condition. No damage, dent or deformation found of the deck plating. Forward dry space cofferdam bottom plating rusted including adjacent lower end of stiffening attached requiring cleaning, thickness sound & painting

3.0	MAIN DECK & Out fitting	Yes	No	Comments/Assessment
3.1	Is there any visible sign of significant damage to the deck plating or deck coating?		No	
3.2	Is there any visible sign of significant rust, pitting, damage or modification, or temporary repair on deck fire line?		No	Fire pipe maintained in normal condition

3.3	*Are sounding pipes, caps, air ventilators, flaps, plugs, air pipes in good condition, rust free, and freely operating?*		No	
3.4	Are weather tight doors, stores, and hatch opening covers, are in good condition, providing apparently enough sealing	Yes		Three front wall doors with gasket aged/deteriorated however weather tightness not jeopardized
3.5	*Are cross decks areas and mast houses are accessible and well maintained?*	Yes		
3.6	*Are accommodation ladder/gangways free of rust, damage, wire condition is good, turn table rotating smoothly, no jerky movement, safety net in place and well-greased?*	Yes		
3.7	*Are deck pipes, conduit, marking, save-alls, in good condition?*	Yes		
3.8	*Are deck paint stores, bosun's stores, and shelters in good condition?*	Yes		
3.9	Are bulwark on port and starboard sides in good condition?	Yes		Railing in main deck

Surveyor's comment on condition of the Main Deck
Coating of main deck found normal condition. No damage, dent or deformation found of the deck plating. Some fittings on deck such as vent head of FO tanks and Ballast tanks, gauge box, hydraulic valves box covers, piping line supports with minor rust.

4.0	Cargo Gears/ Deck Cranes/Gears	Yes	No	Comments Assessment
4.1	Is there any visible significant damage or defect or abnormal rust on deck fittings such as deck pipelines, flanges, valves, booby hatches, sounding pipes, air vents, and cable conduits etc.		No	
4.2	Are Bunker davit, lifeboat davit, and provision crane structures in good condition and apparently in operational state?	Yes		

4.3	*Did you find any kind of damages such as corrosion/pitting/holes/ clamps/inserts/modifications/temporary repair weld on Fire & Ballast pipelines, and hydraulic pipelines?*		No	
4.4	*Are Container Lashing Gears consistent with the requirement as per Cargo Gear Book are sufficient and in good condition, if applicable to vessel type?*	Yes		
4.5	*Are Jibs, jib rests, sheaves, cable drums and pulleys of cargo cranes apparently in good condition and free of rust, pitting, deformation or any other kind of damage?*	Yes		
4.6	Are Hydraulic systems of the cargo cranes in good condition free of oil leakages, any alarm on the control panel such as overheat/overload etc.?	Yes		
4.7	*Is there any significant sign of damage/ defect/ excessive rust /oil leakage /damage to lips sealing /deformation*		No	
4.8	*Whether Crane operation were being used during the inspection? If Yes, is the operation was smooth with normal load/ normal lube oil temperature/normal electric current/normal level noise and vibrations?*			Not in use
4.9	*Are the Operator cabins in tidy condition with operator controls working normal/ limit switches operational?*	Yes		
4.10	*Are Slewing gears of Cargo cranes in good condition with no visible sign of damage/ wear /deformation? Are records of rocking test and annual cargo survey available on-board?*	Yes		Records of rocking test not available
4.11	Are Hoisting & Luffing Drums in good condition with no visible sign of defect in brake operation, apparently normal brake bands (please observe brake tightness setting, does not exceed maximum limit), drum collar, and actuator?	Yes		
4.12	*Are the Cargo Cranes fitted with fine LO filters while filter element showing normal level of filtering element?*	Yes		
4.13	*What kind of slewing bearing is fitted on the Cargo Cranes? Single Ball Racer / Double Ball Racer / Triple Roller Type?*			Not available
4.14	*When was the Rocking Test for these cranes last carried out? Were they acceptable to vessel Class? What were the last Readings (Cr1/nnn, Cr2/nnn ….)?*			Not available
4.15	*When were the last time Deck Crane Hoisting and Luffing Wires were last renewed? How Many NEW Spare crane wires are on board (Hoisting / Luffing)?*	Yes		2009/2011/2017 1 spare each

4.16	*If Vessel has GANTRY Crane(s): When were the Cardial Shafts Last renewed? How many spare Cardial shafts available on Board?*	N/A		
4.17	*If Vessel has GANTRY Crane(s): What is the condition of the Rails, Rack/Pinion, Greasing of Rack n Pinion, Cow Catcher?*	N/A		
4.18	Is the vessel supplied with Flat Racks? How Many?	N/A		
4.19	*Is the vessel supplied with Spreader for Load/Disch of Containers? Fixed-TEU, Fixed-FEU or Variable TEU/FEU?*	N/A		Discarded
4.20	*When was the last time vessel Cargo Crane Load Test Carried out in presence of Class?*	Yes		22 Oct 2014
4.21	*When was the last time Cargo Crane Loose Gear testing was carried out?*	Yes		15 Sep 2017
4.22	*What is the condition of the Container Bins on Deck?*	N/A		
4.23	Which all Cargo Gear Books are Carried and updated on Board? Indian / Saudi Arabian …. Any others?	Yes		

Surveyor Comments about Condition of Deck Outfitting

All found in good apparent condition except most of the hatches cover cross catwalks plating found in general rusted and damaged with deformation requiring mayor renewals.

5.0	Cargo Holds & Hatch Covers	Yes	No	Comments (Assessment)
5.1	Are there any signs of significant Coating damages like hard rusting, loose rusting, peel off, blisters, material wastage, and pitting etc.?		No	
5.2	Is there any visible sign of damage to the coating or structure or frames found on the Side Plating and Bulkheads of the cargo holds?		No	
5.3	***Are the Twin Decks in the cargo holds in good condition (if applicable)?***	N/A		
5.4	***Are structural frames in the way of cargo holds in good condition?***	Yes		
5.5	***Is the cargo-hold Lighting (Isolation switch) is in good condition?***	Yes		
5.6	Is the tank top well painted, in good condition without any visible damage, loose rust and deformation?	Yes		
5.7	***Are cargo access Walkways, holds ladders in good condition free of any visible damage?***	Yes		
5.8	***Are Cargo Hold Cell Guides in good condition? Any severe deformation, Corrosion?***	Yes		
5.9	***Are Cargo Hold Cell Guide attachment to Watertight Bulkheads in Good condition? No severe corrosion nor thinning?***	Yes		
5.10	***Are Cargo Hold Cell Guide base (on Tank Top) pad plate show signs of deformation around the Pad Plate?***		No	
5.11	***Are the Bilge wells clean and clear of any cargo deposit/obstruction, filters in place?***	Yes		
5.12	Are Side Tunnel Watertight Access doors in Good order and fitted with Limit switches to indicate Open/Shut? Are they working?	N/A		Void WT spaces
5.13	***Are Side Tunnel kept well lit, painted and free from rust?***	Yes		Void WT spaces. Upper side void no.7 starboard with fwd. cable penetration collar plate corroded / broken

5.14	*Cargo Hold access doors from Side Tunnels : Are they water tight? Kept in Good condition?*	N/A		
5.15	*Cargo Hold access doors from Side Tunnels: Are they fitted with Limit Switches for Open/Shut indicators. Are they working?*	N/A		
5.16	*Cargo Hold access doors from Side Tunnels: Are they fitted with Diff-Press Switches to indicate pressure changes (fire) alarms?*	N/A		
5.17	*Are the anodes inside the cargo holds are in good condition?*	N/A		
5.18	*Is the cargo-hold bilge pumping arrangement visibly in good condition and working*	Yes		
5.19	Are cargo holds ingress alarms tested regularly and records of test results are maintained?	Yes		
5.20	Do Cargo Hold Vertical bulkheads lower reaches, say, 300mm from Tank Top show signs of corrosion?		No	
5.21	*Do Cargo Hold bulkheads show signs of water/Oil ingress? Look for a running horizontal stain on vert bulkheads.*		No	
5.22	*Are hatch cover coamings in good condition without any significant sign of damage/deformation of brackets/excessive rust/damaged coating/wasted channels?*	Yes		
5.23	*Are hatch cover Cleats rust free, properly greased and free, stoppers with any damage or wastage*	Yes		
5.24	*Are hatch compression bars, rest pads in good condition with no excessive wear?*	N/A		Open type construction
5.25	Are water tightness tests by hose carried out regularly with satisfactory test results?	N/A		
5.26	Does the results of last UV Ray Test of hatch cover show satisfactory water tightness of the hatches?	N/A		
5.27	*Are container fittings on hatch covers, Socket or Dove Tail type in good condition?*	Yes		

5.28	***Are the various sections of the hatch cover packing in good condition with normal indentation?***	N/A		
5.29	***Is the water draining Channels on hatch covers clear? Are non- return valves, Pontoons track ways, wheel and assembly in good condition?***	Yes		
5.30	***Is the hatch cover structure top or underside free from rust, deformation, damage or wastage?***	Yes		
5.31	Are 'BAY' numbers clearly marked and well painted on Hatch Covers?	Yes		

Surveyor's Comments about the condition of the tank dome and cargo piping:
Overall condition is GOOD.

6.0	**Ballast Tanks/Void Spaces**	**Yes**	**No**	**Comments (Assessment)**
6.1	Is there USCG approved Ballast Water Treatment System fitted on-board? If no, is there written approval granted by USCG for the due date of installation of BWTS on-board?	N/A		
6.2	Are tanks and void spaces free from significant damage, pitting, wastage and Scaling? Please advise tanks inspected in the comments.	Yes		See 5.13
6.3	***Is the Coating of the ballast tanks apparently in good condition free from significant sign of hard rust, wastage, damage, peo-off, blister etc.***	Yes		
6.4	***Are anodes installed and active with suitable amount remaining?***	N/A		
6.5	***Are steel structure and Stringer Plates, Brackets & Girders inside ballast tanks are free from buckling/fractures/doublers/temporary repairs?***	Yes		
6.6	***Is there significant deposit of mud or oil contamination inside ballast tanks?***		No	

6.7	*Is the bunker pipelines passing through ballast tanks are in good condition free from any leakage?*	N/A		No bunker pipelines passing through any of the ballast tanks
6.8	*Is manhole covers, seals and ladders in good condition?*	Yes		
6.9	*Is ballast tanks remote operation valve in good condition and no sign of leakage of oil?*	Yes		
6.10	*Is the record of Ballast Pump operation and capacity test are maintained? Is Ballast pump capacity compliant with requirements?*	Yes		
6.11	Is ballast tank bilges educator apparently in good condition?	Yes		
6.12	*Is Ballast valve control panel and hydraulic pipeline in good condition?*	Yes		
6.13	*Is the Fore peak tank free of excessive mud deposit, buckling, fracture, doublers, temporary repairs or any other kind of damage, and fitted with active anodes?*	Yes		
6.14	*Did you inspect Side / Wing ballast tank on either side of the ships? Please list the name of the Ballast tanks inspected.*	Yes		

Surveyor's Comment about condition of Ballast Tanks/Void Spaces/ Pumping arrangement
Nos.1B2 side tanks (P&S), No.4B side tank Stbd, fore peak and aft peak tanks, voids no. 2 (P&S), upper side voids nos. 6 and 7 (P&S). The condition of all tanks was found satisfactory with excellent paint coating. Internal structure examined and found structurally sound with no damages, cracks or dents noted though the inspection except: Fore peak upper bay paint found fair. Ladder in fore peak and no.2 starboard side tank upper section found with rust.

7.0	Accommodation	Yes	No	Results/Comments
7.1	Is the general condition of Accommodation superstructure good free from visible damage, buckling, fracture, and rusting?	Yes		
7.2	***Are various markings, stencils, placards and posters in good condition?***	Yes		
7.3	***Are accommodation sky doors in good condition, provide water tightness?***	Yes		
7.4	Are common areas in the accommodation such as Mess-rooms, Dayrooms, Galley, Alley ways, offices and staircases clean, tidy and maintained in good condition?	Yes		
7.5	***Are self-closing devices fitted on fire doors and in good condition and closing the doors fully?***	Yes		
7.6	***Are auto release door mechanisms (magnet released with sounding of fire alarm) fitted?***	Yes		
7.7	***Are crew cabins clean, well-appointed and adequate for the number of crew on-board?***	Yes		
7.8	***Are the laundry and sanitary places clean, tidy and maintained in good condition?***	Yes		
7.9	Is Cooking range in good condition without any low insulation alarm?	Yes		
7.10	Are Waste Commutator dispenser fitted with appropriate mesh and arrangements to protect disposal in ports?	Yes		
7.11	***Are the dry provision and refrigerated rooms clean, tidy and maintained in good condition?***	Yes		

7.12	***Are the temperatures of the refrigerated rooms maintained at correct levels and equipment working in good condition? (for Meat, Fish and Vegetable)***	Yes		At the time of inspection, temp. of meat/fish room is -15 ºC, veg. room 9 ºC, dairy room 10 ºC
7.12	***Is the hospital clean, tidy and organized and medicine locker maintained in good condition with proper arrangement for disposal of expired medicines?***	Yes		
7.13	***Is the hospital toilet clean, tidy and maintained in good condition?***	Yes		
7.14	***Is the hospital 'Call Alarm' fitted? Operational?***	N/A		
7.15	Is the refer room alarm is regularly tested and records maintained on-board?	Yes		Alarm in normal condition, no test nor record reviewed
7.16	Is the air-con room clean, tidy and well maintained. No abnormal noise, current, leakage of oil or water, dampers moving freely, condensation drains clear?	Yes		
7.17	***Are records of air-con leakage test maintained? Is there kit available for collection of refrigerants, if applicable? Records of refrigerant re-charge maintained on-board?***		No	No record showing in the inspection
7.18	***Is the general condition of floor tiles in the accommodation***	Yes		
7.19	Are the necessary Signs and placards in place?	Yes		All necessary placards are in place
7.20	***Is the Medical locker well maintained without any expired medicines? Ist it maintained to WHO scale?***	Yes		Good condition
7.20	***Is the Air con blower room in good condition?***	Yes		Good condition
7.21	Does the Blower room drain clear, no sign of deposit?	Yes		Good condition
7.22	***Is the Drier room in good condition?***	Yes		Good condition

7.23	*Is the level of Clininess and Hygiene in the accommodation satisfactory?*	Yes		Good condition
7.24	*Is the Laundry in good condition?*	Yes		Good condition
7.25	*Is there a dedicated Garbage station with proper colour coding for the segregation of the cargo?*	Yes		Good condition
7.26	*Is the overall Condition of accommodation structure normal?*	Yes		Good condition
7.27	*Is the Coating inside the accommodation bulkhead normal?*	Yes		Good condition

Surveyor's Comments on the Condition of Accommodation
Surveyor's Comments about condition of Accommodation All cabins are well furniture and maintained in high standard.

8.0	Navigation & Communication System	Yes	No	Comments Assessment
8.1	Is the Bridge arrangement & layout workable?	Yes		Good condition
8.2	Is the Navigational Equipment in good condition?	Yes		Good condition
8.3	Is the Communication Equipment, General Emergency Alarm, and Public addresser in good condition and regularly tested?	Yes		Good condition, have internet access
8.4	Are Emergency batteries in good condition and their current and voltage in normal range?	Yes		Good condition
8.5	Does the vessel have latest charts and publication and record of revisions available on board?	Yes		Good condition

8.6	***Does the vessel have dual ECDIS installed with its backup system?***	Yes		Good condition
8.7	***Is the BANWAS alarm operational?***	Yes		Good condition
8.8	***Are the Navigation lights operational and tested regularly?***	Yes		Good condition
8.9	***IS the Emergency communication equipment, SAT-C, GMDSS in normal operational condition***	Yes		Good condition
8.10	***Does the Ship e-mailing system in normal condition?***	Yes		Good condition
8.11	Are the Radars operational and maintained in good condition without any alarm on the panel?	Yes		Appearance in good condition, not running during the inspection, no defect reported
8.12	***Is there record available for the routine testing of the Ship fire alarm system?***	Yes		Good condition, no abnormal alarm found
8.13	Is the SART in good condition with valid battery life?	Yes		Good condition
8.14	***Is the EPIRB in good condition with valid battery life?***	Yes		Good condition
8.15	***Is the SAS Alarm regularly tested and recorded?***	Yes		
8.16	***Are the Pyro-techniques in good condition and within their expiry date?***	Yes		Good condition
8.17	Is the watch keeper Binoculars in good condition?	Yes		Good condition
8.18	***Is the AIS in good working condition?***	Yes		Good condition

9	Life Saving Appliances	Yes	No	Comments Assessment
9.1	***Are Lifeboat, engine & davit condition in good condition without any sign of damage, corrosion, wastage, rust and deformation?***	Yes		Visually checked normal, no testing conducted
9.2	***Is the Rescue boat & Davit in good condition without any sign of damage, corrosion, wastage, rust and deformation?***	Yes		Visually checked normal, no testing conducted
9.3	Are the SCBA sets & spare Cylinders in good condition? Please state number of total SCBA sets on-board?	Yes		Good condition
9.4	***Are the EEBD in good condition and deployed at appropriate location?***	Yes		Good condition
9.5	***Are the Life buoy & Life jackets in normal condition & Quantity?***	Yes		Good condition
9.6	***Is the Emergency escape route well equipped and illuminated?***	Yes		Good condition, well maintained and well equipped
9.7	Is the MOB equipment in normal condition?	Yes		Good condition
9.8	***Are he Life rafts & Davit in normal condition without any sign of visible damage?***	Yes		Good condition
9.9	***Is the Life Raft Hydrostatic release mechanism not expired and in good condition?***	Yes		Good condition
9.10	***Are the Life vest, Immersion suits & TPA in good condition?***	Yes		Good condition
9.11	***Are Sign, Symbols & tutorial in place for operation of lifeboat, life rafts and other lifesaving appliances?***	Yes		All safety posters are in place

10	Fire Fighting Appliances	Yes	No	Comments Assessment
10.1	*Is the Fire detection system in good condition without any abnormal alarm?*	Yes		Good condition
10.2	*Is the Fixed firefighting system in good condition with last service records available on-board?* *State type of fixed firefighting system for engine and deck in the comment box.*	Yes		
10.3	*Is the Emergency fire pump in satisfactory condition?*	Yes		
10.4	*Is the Emergency generator in good condition?*	Yes		No significant defect noted, no test conducted
10.5	Are the Deck fire hydrants free of rust and can be easily opened?	Yes		No leakage found, normal condition
10.6	*Is the Fire line on deck in good condition?*	Yes		Pipeline maintained in normal condition
10.7	*Is the Engine room fire line in good condition?*	Yes		
10.8	*Is the Engine room fire hydrant free of rust and eased?*	Yes		
10.9	*Is the Foam monitors in good condition?*	N/A		
10.10	*Is there record of Foam quality test & total QTY?*	N/A		
10.12	Cargo hold fire detection system	Yes		
10.13	*Is the deck Fire line deck isolation valve in good condition?*	Yes		

10.14	*Are Fire extinguishers regularly serviced?*	Yes		

Surveyor's Comment on Condition of the Firefighting Appliances
All firefighting system and equipment were maintained in normal condition.

11	Machinery Space & Electrical System	Yes	No	Comments Assessment
	Main Engine			
11.1	Is Main Engine apparently in good condition with no leakages of FO or LO or Cool. FW, or Exhaust gases noticed?	Yes		No FO/LO and water leakage found during the inspection, however, oily wet/stain found in way hopper of each unit of the Fuel injectors.
11.2	*Is the Main Engine Performance normal at optimal loads?* *Please analyse running parameters in the engine log book during the full load operation.* *Please confirm no abnormal alarm from the alarm history record, abnormal generation of sludge, abnormal FO & LO consumption etc.*	Yes		Reviewed the performance reports provided by ship, all performance took at engine 90% load, all parameters found in normal
11.3	*Are the Main Engine Control (Remote Telegraph, local Telegraph, & Governor System, Cylinder Lubricator systems) appeared to be in good operational condition?*	Yes		
11.4	*Are Main Engine Safeties such as shut-downs, slow-downs, and various overload alarms are not by-passed and /or de-activated? Please check alarm history to confirm no abnormal alarms during operation. Please state if Engine Room is operated Un-manned or not? If yes, whether Deadman and UMS alarms system operational and test records available?*	Yes		Engine room unmanned. Logbook sighted for last 15 day and all normal.
11.5	Are the fuel consumption & cylinder oil consumptions as recorded in the Engine log book in normal ranges as compared with Sea Trial data/ Charter Party data?	Yes		

11.6	*Is the regular analysis of LO samples of various engine and deck machinery carried out by shore lab and no abnormal results indicated in the test results? Are the results in satisfactory range?*	Yes		
11.7	*Is the Main engine structure in good condition and free of any sign of significant damage?*	Yes		Normal condition, foundation bolts and side bolts found in normal
11.8	*Are the Crank case relief doors in good condition and free of oil deposit or any error alarm on the Oil mist detector?*	Yes		Good condition, no leakage, very clean
11.9	Are the Main Engine Crankcase doors in good condition?	Yes		Normal condition
11.10	*Are the Main Engine Safety control system in operational condition and tested regularly?*	Yes		No abnormal alarms found on the panel
11.11	*Are the Main Engine bracings in the normal condition without any sign of damage?*	Yes		Normal condition, all intact
11.12	*Are the Maine Engine high pressure fuel pipes in good condition?*	Yes		Normal condition, no damaged, no leakage found
11.13	Is the condition of Main Engine Exhaust manifold and uptake in good condition?	Yes		Normal condition, no laggings damaged found
11.14	*Are the Main Engine Exhaust temp at full load running within in normal range?*	Yes		Normal condition
11.15	*Are the Running parameters of main engine in the normal range as per engine logbook records?*	Yes		Normal condition
11.16	*Are the Bottom end bolts of Main Engine foundation in good condition?*	Yes		Normal condition, all intact
11.17	Are the chokes free of any sign of damage?	Yes		Normal condition, no damage found

11.18	*Is the area under the Main Engine flywheel clear of any leakage, deposit?*	Yes		No leakage or deposits found
11.19	*Is the main Engine Air Distributor in normal condition?*	Yes		Normal condition
11.20	*Is the Automatic air control valve in normal operational condition?*	Yes		Normal condition
11.21	*Are the Main Engine Fuel pumps free of leakages?*	Yes		Normal condition, pump body were clean, no sign of leakage
11.22	*Is the Main Engine Crank Case oil and Cylinder oil within normal range?*	Yes		No sign of LO leakage from the engine
11.23	*Are the Main engine remote stops & shut downs regularly tested and results recorded?*	Yes		No test during the inspection
11.24	*Is the Turning gear in good condition and with no visible sign of damage to gears?*	Yes		Normal condition
11.25	Is the Engine control console in operational condition with no alarm?	Yes		Normal condition
	Aux Engine			
11.26	*Is the Aux engine: Performance satisfactory? Confirm Performance parameters recorded in the engine logbook are in normal ranges and no alarms visible on the control panel.*	Yes		No2 A/E was running, checked all parameters in normal. See comments
11.27	*Is there any overdue maintenance of Aux. Engines? If yes, please state in the comments with running hours since last overhaul.*		No	
11.28	*Is there any sign of leakage of LO, FO or cool water Aux. engine, particularly from fuel pump, cylinder heads, and flywheel areas?*		No	
11.29	Are the Running parameters of Aux engine within normal ranges as per the records?	Yes		Normal condition
	Stern Tube and Shafting			

11.30	Is EAL in use on-board with compliant seals in the stern tube?	Yes		Normal condition, no leakage found
11.31	***Is there any visible abnormality or sign of damage to intermediate shaft (such as crack, rust, corrosion, overheating on the surface), deformation, intermediate shaft bearing found?***		No	
11.32	***Is the shaft earth voltage within normal range?***	Yes		Normal condition
11.33	Are stern tube bearing temperatures in the log book within normal range?	Yes		
	Aux. Boiler			
11.34	Is the Boiler burner operation found normal with no leakage or sign of damage with normal parameters?	Yes		Normal condition, no leakage found
11.35	***Are the Boiler mountings (Safety valve, apparently in normal condition and tested regularly?***	Yes		Normal condition
11.36	***Are the boiler water level remote indicator, low alarms and shut down, flame failure alarm and fuel shut apparently okay and tested regularly as per records?***	Yes		Normal condition
11.37	***No abnormal alarm on the control panel of boiler found?***	Yes		
11.38	Aux boiler structure including furnace, uptake, foundation, insulation in normal condition with no visible sign of damage?	Yes		
11.39	***Are the boiler water test results in normal range with chemical levels maintained?***	Yes		
	Miscellaneous Items			
11.40	Is the Workshop kept tidy and clean?	Yes		Normal condition
11.41	***Are the Spare & Storerooms in tidy and clean condition?***	Yes		Normal condition

11.42	*Is the Purifier room free of oil leakages and purifiers operating in normal condition with no sign of abnormality*	Yes		No leaks but somewhat FO stained booster pumps
11.43	*Is the Refer & Air con plant operating in normal condition? What type of the Refrigerant is in use on-board? Is the refrigerant collection kit available on-board? Records of regular leakage testing and re-charging available on-board?*	Yes		Normal condition
11.44	*Is the Tank Top Clean, free of any leakage or deposits?*	Yes		Normal condition
11.45	Are Bilge wells free of any sign of oil contamination?	Yes		Normal condition
11.46	Is the Engine room operated under UMS mode? Are operation & records of alarms maintained?	Yes		Normal condition
11.47	*Are Quick closing valves and arrangement in good condition and operation regularly tested?*	Yes		Normal condition
11.48	*Does the Emergency escape free of any obstruction, deformation, damage and well illuminated with rescue gears like safety harness, pulley and rope arrangement in good condition?*	Yes		Normal condition, well lit and well maintained
11.49	*Are the Auxiliary machineries such as LO coolers, FW Coolers, FO Heaters, LO Heaters, Fuel Oil and LO filters, LO and FO pumps, Cooling water pumps in good condition and free of leakage and no visible sign of any damage?*	Yes		Normal condition
11.50	Are the engine room various pumps running normal with current and load within acceptable ranges?	Yes		
11.51	*Are the general Fuel oil piping's in the engine room in good condition?*	Yes		Normal condition
11.52	*Does the ship has Critical spares as per the class requirement?*	Yes		Ship has all major spares which fulfil the class requirements
11.53	*Are the Main air bottles structure in good condition?*	Yes		Normal condition, no leakage, clean

11.54	*Are the Main air compressors operating normal with temperature and pressure normal and cutting off in auto?*	Yes		Visually checked in normal condition, no running observed during the inspection
11.55	*Are Airline valves in normal condition?*	Yes		Normal condition, no sign of leakage
11.56	Is the Main switch board in normal condition with insulation of 220V and 440 Volts normal?	Yes		Normal condition
11.57	*Is the Emergency switch board in good condition with normal voltage and current levels?*	Yes		Normal condition
11.58	*Is the Alarm monitoring system operational and in normal condition?*	Yes		Normal condition
11.59	Is the engine room well illuminated with lighting guards	Yes		Engine room and accommodation passage main deck several lights found with acrylic cap aged and de-coloured. Illumination still satisfactory.

Surveyor's Comment on the condition of Machineries & Electrical Systems
Overall condition of machinery is maintained in a good level. The three generators observed with additional ventilation hoses faced over electric alternator bearing taken from main vent ducts. Reported by chief engineer that bearing oil reach 90 ºC activating alarm during summertime.

12	Pollution Prevention & Control	Yes	No	Comments Assessment
12.1	Is an approved Incinerator fitted on-board and apparently in operational condition with no visible damage to body, furnace, refractory, burner and fan? Are records of incinerator maintained on-board?	Yes		No visible damage found to the body, inside of the furnace wasn't allowed to check.

12.2	*Is an approved Sewage Treatment plant installed and operational on-board? Records of test and dosing available on-board? Is there a sewage holding tank fitted on-board with content level indicator?*	Yes		STP was working normal during the inspection. No holding tank fitted.
12.3	Is OWS Piping appeared to be in order without any visible un-authorized modification or any by-passing arrangement present?	Yes		No modification found to the OWS pipeline, overboard valve is well controlled
12.4	Is the Oil Record Book properly filled-up and up to date?			Not available
12.5	*Is the engine room & deck free of oil leakages posing potential risk to pollution?*	Yes		Good condition
12.6	*Is there Bunkering & Oil transfer procedure in place and displayed?*	Yes		
12.7	*Is an approved OWS installed with apparently in good condition with 15 PPM monitor calibrated and 3- way valve functional test records available?*	Yes		
12.8	Are there any temper proof seals fitted in the piping of the OWS and flanges on pipe leading to overboard?	Yes		
12.9	*Are the operation and test procedure for the OWS clearly identified and displayed near the equipment?*	Yes		
12.10	*Are deck Scupper plugs in place and no sign of potential pollution risk? Are the pugs visibly in good condition?*	Yes		
12.11	*Is there a class approved SOPEP/ SMPEP and a VRP, with an updated IMO coastal state contact listing on-board?*	Yes		
12.12	*Are Deck save-alls fitted with drain plugs as required?*	Yes		
12.13	Is the SOPEP equipment available and maintained in good condition?	Yes		

12.14	Is the Garbage record book up to date?			Not made available
12.15	***Is the list of ODS equipment, records of regular leakage test available in the PMS?***	N/A		
12.16	***Is there a fuel change over procedure in place for vessel operation in Emission Control Areas and records of fuel change over maintained as per MARPOL – Annex-VI requirements.***	N/A		
12.17	***Is there proper segregation of garbage with placards describing the color coding in place and appropriate storage on-board?***	Yes		

Surveyor's Comment on the condition on Pollution Prevention and Control
All pollution control equipment is in place and appeared to be well maintained.

13	Shipboard Management & Crew Welfare	Yes	No	Comments Assessment
13.1	Is the Shipboard Safety Management System effectively implemented? Are Internal ISM audits regularly carried out?	Yes		
13.2	***Is there an effective Planned Maintenance System on board and updated by the crew regularly? Which PMS system is currently in use on-board?***	Yes		
13.3	***Is there a procedure for reporting Defects & keeping follow-up on pending Corrective actions?***	Yes		
13.4	Are records of Non-conformity, accidents, near misses, root cause analysis and corrective actions maintained on-board?			Not made available

13.5	***Are the SOLAS equipment test records maintained on-board?***	Yes		
13.6	***Are the MARPOL equipment testing records maintained on-board?***	Yes		
13.7	***Does the Crew compliment on-board comply with the requirements of the Safe Manning Certificate issued by Flag State?***	Yes		
13.8	***Are the Critical operation contingency plans in place and displayed in common areas with duties of the responsible crew members?***	Yes		Master confirmed verbally
13.9	***Is there an approved stability booklet on-board and in use?***	Yes		
13.10	Do you find records of Superintendent inspections records on-board?	Yes		Master confirmed verbally
13.11	What nationalities of crew on-board and common language of communication among them? Please list them in the remark column.			Top officer Russians, other Philippines. English is working language
13.12	***Is there an approved loading computer on-board and stability/loading stress calculation are carried out as per the requirements?***	Yes		
13.13	***Are critical records like Oil Record Book, Garbage Record Book, Ballast water record book, Engine Log Books, and Deck Log Books maintained as required?***			Not made available
13.14	***Are the records of crew familiarisation, handing and taking over reports of Master/Chief Engineer prior joining of senior staff available on-board?***	Yes		Master confirmed verbally
13.15	***Is the record of defects found during PSC Inspection and corrective actions maintained on-board?***	Yes		
13.16	Are the record of random drug and alcohol tests maintained on-board?	Yes		Master confirmed verbally

Surveyor's comment on effectiveness of Crew ship and Crew Welfare
The ship was under control of a very good management system and maintained in good condition as normal to the ship's age.

8.0 Surveyor's Vessel Condition Grading

1 (unsatisfactory)	*Condition of inadequate strength or operational efficiency. Immediate extensive repair or renewal required to restore vessel serviceability.*
2 (Poor)	*Significant defect or damage present that require remedial action.*
3 (Fair)	*Obvious wear & tear, and other moderate deficiencies, require some level of corrective actions or repair works*
4 (Good)	*Non-significant wear & tear or minor defect, no immediate corrective action required*
5 (Very Good)	*Unimpaired condition without wear or deviation from original strength or operating efficiency*

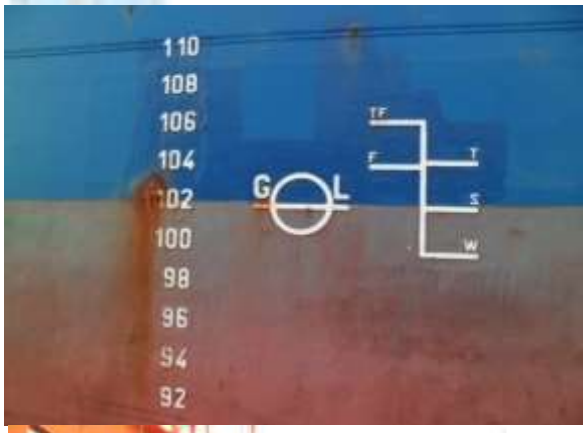
Sr. No.	Assessment Items	Grading (0-5)
1	Hull Exterior	4, 3(Port aft)
2	Forecastle Deck and Poop Deck	4
3	Main Deck, Deck Fitting	4, 3(Cross catwalks)
4	Cargo Holds, Hatch Covers	4
5	Cargo Cranes, Gears	4
6	Ballast Tanks and Void Spaces	4, 3(Void 7 ST)
7	Accommodation	4
8	Navigation and Communication System	4
9	Life Saving Appliances	4
10	Firefighting Appliances	4
11	Machinery Space, Machineries & Electrical system	4, 3(Lights)
12	Pollution Prevention and Control	4
13	Shipboard Management & Crew Welfare	5

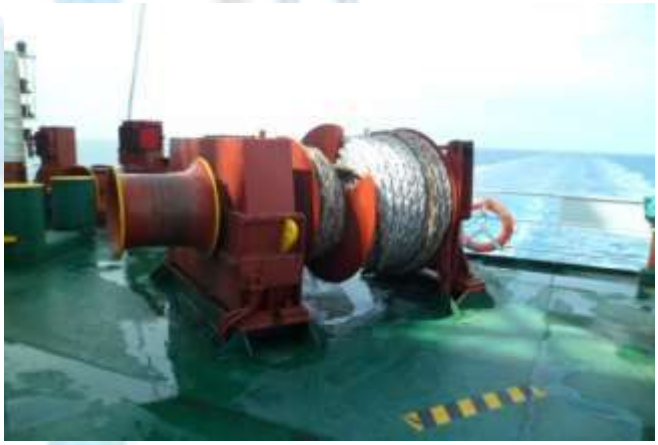
10. Conclusion

Based on findings of limited physical inspection, without exposing areas normally concealed, testing or opening out the machinery, gauging the structure, or testing for tightness, it is the opinion of the undersigned that subject vessel was generally in Good condition on 21th July 2018, subject to exceptions which may be set forth in the summary report part A and condition assessment report B.
Technically ship is in apparently good condition and recommended for the purchase.

Representative Photographs

Hull External





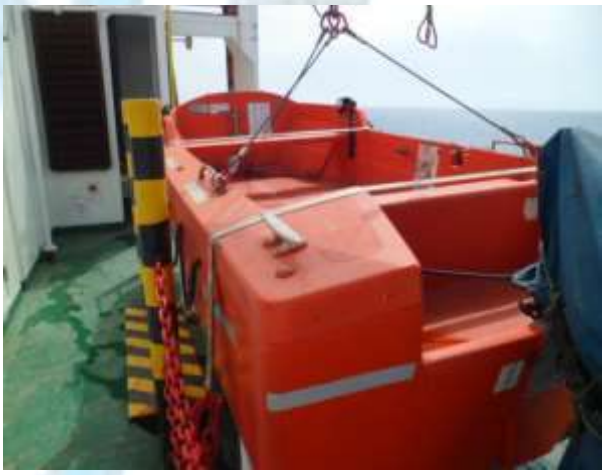
Main Deck

Cargo Holds



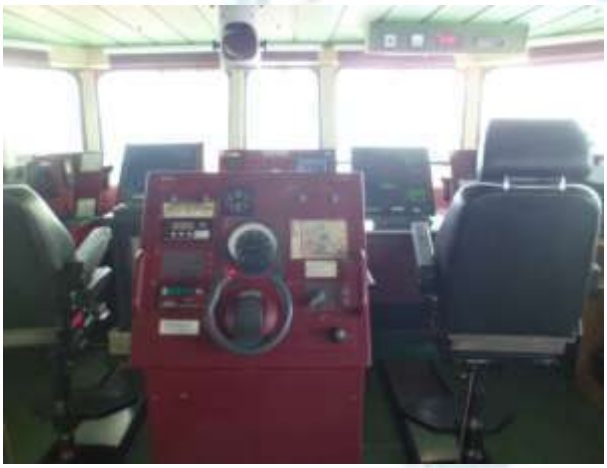



Life Saving Appliances

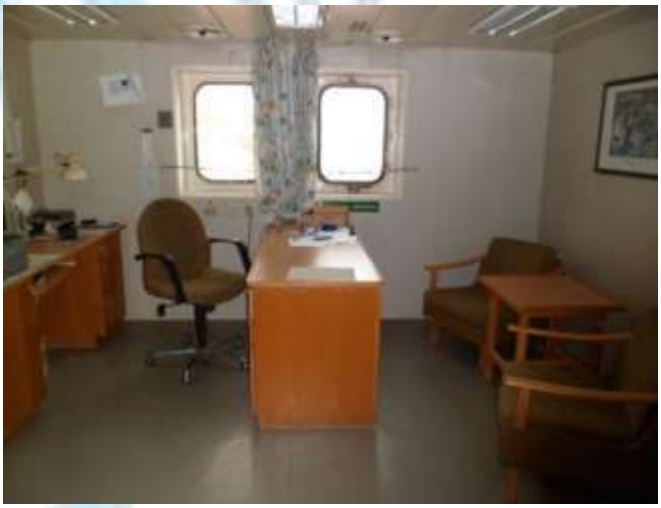



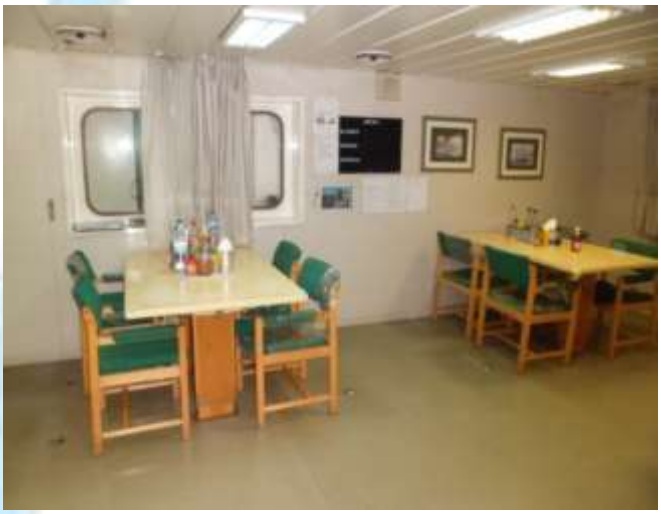


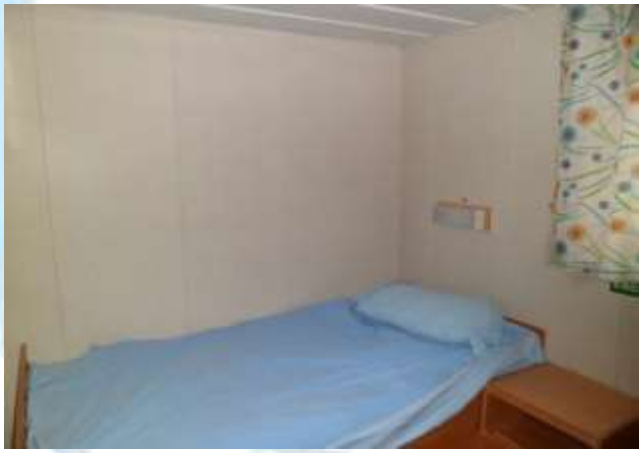
Navigation Bridge Deck



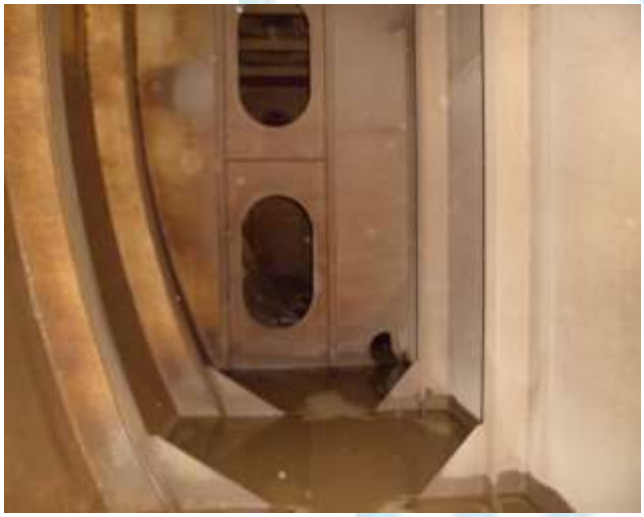
Accommodation

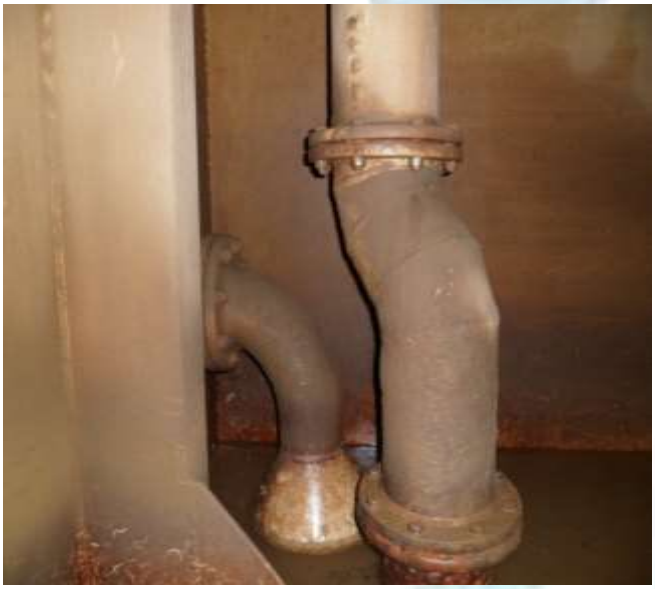



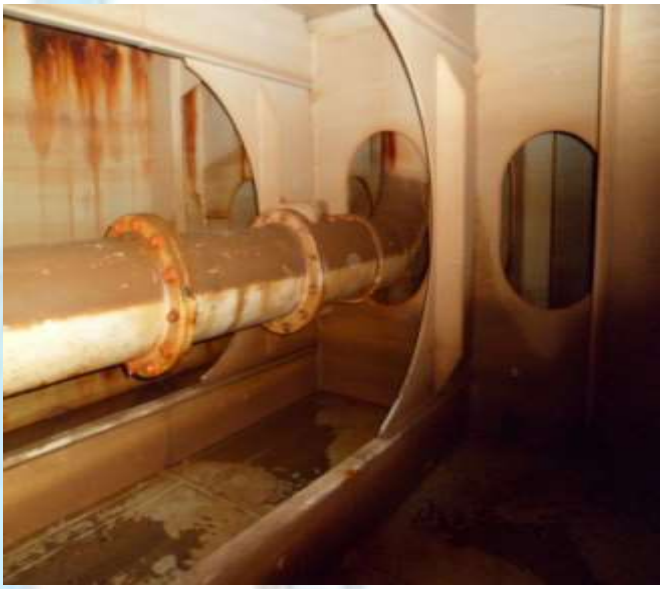




Ballast Tanks







Engine Room






11. Disclaimer

Whilst every reasonable effort has been made to survey the vessel concerned in accordance with instructions, neither SINOTECH Marine Corporation (HK) LTD. nor the Inspector conducting the inspection, accept any responsibility whatsoever for failure to survey or inspect any item of hull or machinery that is not reasonable, accessible or available for inspection, or (in the case of machinery) opened up for inspection and having regard always to the condition of the vessel and its location, whether or not the machinery was seen in operation and the time available for the carrying out of the Survey.

This report is without prejudice to any stake holder of the vessel. This report contains facts observed by the inspector and information shared by the Master/ CE/ crew of vessel. No observation (indicating apparent damage to equipment or malfunction of machinery) in this report has been investigated to ascertain the cause or extent of damage/ defect. The inspector and his employer is not responsible for any claims based on interpretation of information in this report.

Surveyor Sinotech Marine

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