

OPERATIONAL DATA

Operational Data Condition

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

Total High Sulphur Fuel Oil (HSFO) capacity:	m ³
Total Very and Ultra Low Sulphur Fuel Oil (VLSFO and ULSFO) capacity:	2,882 m ³
Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:	141 m ³
Total Fresh Water capacity:	164 m ³
Total Ballast Capacity:	11,048 m ³
Total Bilge water capacity:	38.1 m ³
Total sludge and residues capacity:	146.9 m ³

Main Engine Fuel Consumption

Engine Order	Ballasted Speed (knts)	Ballast Consumption (mt/24hrs)	Loaded Speed (knts)	Loaded Consumption (mt/24hrs)
Full Speed	21.6	73	21	82
Eco Speed	10	16.3	10	17.5

Auxiliary Engine Fuel Consumption

Engines Running	In Port Consumption (mt/24hrs)	At Sea Consumption (mt/24hrs)
1	3.6	3.6
2	5.4	5.4
3	7.2	7.2

Additional fuel consumption: 1 mt/24hrs

Comments on additional consumption (Why): Auxiliary boiler

Lube Oil Consumption

Machinery	Consumption (ltrs /24hrs)
Main Engine Crankcase	60
Main Engine Cylinder	0
Auxiliary Engines (Per Engine)	20

Class Surveys

Were all Class and Statutory certificates valid? Yes

Is the vessel on the Extended Dry Docking (EDD) program? Yes

Is the vessel on the Enhanced Survey Program (ESP)? No

Does the vessel have an In Water Survey Class notation?

Yes

Survey	Date Last Completed	Date Next Due
Main / Special / Renewal	24-Sep-20	25-Sep-25
Intermediate	19-Dec-18	25-Sep-23
Annual	24-Sep-20	25-Dec-21
Bottom In Water	24-Sep-20	
Bottom in dry dock	25-Sep-15	25-Mar-23

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

Grand Bahamas, Bahamas

Is the vessels last dry dock report provided and attached?

Yes

Does the vessel intend to dry dock before the next scheduled bottom survey?

No

Has the vessel remained with the same flag since build?

No

Please provide details of previous flags

Germany and Liberia.

Has the vessel remained with the same Class since build?

Yes

Does the vessel have any Conditions of Class or Recommendations of Class?

Yes

Please provide further details

CC25 Issued 17/01/2,021, due 17/02/2,021, postponed 17/09/2,021, postponed until 17/03/2,022 Rudder to be re-inspected for present condition of affected areas, specially leading edge of upper and lower rudder plate, lower areas of rudder horn and around rudder cutouts. Areas assessed as excessively corroded to be ground smooth, wasted weld seams to be re-welded by approved in-water welders/procedure/materials, and coated with epoxy coating. Adequate curing time to be allowed to ensure proper setting of epoxy. After temporary repairs, rudder to be re-inspected at monthly intervals.

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

Yes

Please provide further details

MO12 Issued 01/07/2,020 Below areas found indented, within class limit as following: Ballast side tank 2P(Frame 146-184); Web Frame plating in way of: 1.- at Frame no. 176 between stringer deck 12,580mm above B.L. to stringer deck 9,270mm above B.L. found with maximum depth of 40mm. 2.- at Frame no. 180 between stringer deck 12,580mm above B.L. to side shell longitudinal No.62 found with maximum depth of 45mm. Ballast side tank 2S(Frame 146-184); Web Frame plating in way of: 1.- at Frame no. 172 between side shell longitudinal no.62 to stringer deck 9,270mm above B.L. found with maximum depth of 30mm. Figure 30 & Figure 31 2.- at Frame no. 176 between stringer deck 12,580mm above B.L. to stringer deck 9,270mm above B.L. found with maximum depth of 60mm. Figure 32 & Figure 33 Ballast side tank 5P(Frame 019-053); Side shell plating in way of: 1.- at Frame no.40 + 500mm, in way of side shell longitudinal no.62 found with approximately maximum depth of 40mm. No signs of any cracks or detachment found in any of the above mentioned areas MO 7 02/05/2,017 Surveys for non harmonized OPP international certificates: The Oil pollution prevention (OPP) survey has been advanced and the OPP certificate de-coupled from the Harmonized System of Survey and Certification (HSSC) as accepted by Malta flag. Before change of flag the new Administration to be consulted for their acceptance to continue the de-harmonized OPP survey scheme. This memo shall be deleted by the surveyor who is performing the renewal survey for re-coupling (harmonization).

The cost for the next out of water bottom survey or dry docking based on a far eastern shipyard and includes all survey and normal maintenance costs is approximately estimated at:

900,000

What was the status of the vessel at the time of inspection?

Discharging

DESIGN AND CONSTRUCTION

Design and Construction Condition

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

Under what IACS Class society supervision was the vessel built?

DNV - Det Norske Veritas

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

Yes

Did the UTM report show any diminution of steelwork?

Minor

Please provide further details

The latest UTM report provided showed minor levels of steel diminution.

Hull & Structure

Bridge & Communication

What features were seen on the bridge?

Integrated Bridge system

The vessel is equipped with a central bridge alarm system and integrated navigation system

Differential-GPS

Vessel is equipped with D-GPS

Engine Room & Firefighting

What features were seen in the engine room?

Fuel Mass Flowmeters

The vessel is equipped with fuel flow meters

UMS Capabilities (regardless of Class notation)

Vessel's machinery spaces are unattended during night hours

Centralised Sea Water cooling

HT and LT system provided

Dual Air Handling Unit Refrigeration compressors

2 compressors for the AC unit is provided

HULL

Hull Condition

What sections of the hull were inspected?

Stbd side

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

No

large indentation seen in way of the starboard side at frame 168-174 just below the summer load line.

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

No

See Class memo.

What was the level of Hull coating breakdown and corrosion?

Moderate

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

hull vertical sides in way of the cargo holds.

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

15%

Type of coating breakdown and corrosion:

Scaling

Pitting

Scattered

What was the condition of the hull markings?

Partly obscured

What type of anti-fouling coating was applied?

TBT free

What level of marine fouling was seen?

Minor

Were fenders installed on the hull?

No

What were the vessels draughts?

Fwd: (m)	6.60
Aft: (m)	8.0

Was the upper sections of the rudder visible?

 Yes

What condition was the rudder in?	Good
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MOORING DECKS

Mooring Decks Condition

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

What was the level of coating breakdown and corrosion observed on the decks?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	Scattered over the full deck surface
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: Scaling Scattered
 Surface

What was the general condition of the deck fittings?	Good
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Were fairleads and mooring rollers free to move when tested? No *Some fairleads were not free to move when tested by hand.*

Were all mooring machinery reported to be fully operational? Yes

What type of windlass(es) and winches were fitted?	Electric
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What was the condition of the mooring machinery?	Good
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What amount of band brake lining was seen to be remaining?	Moderate / Adequate
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Were clutching and gearing arrangements sufficiently greased? Yes

What condition were the visible sections of the anchor chains seen to be in?	Good
What type of mooring lines did the vessel have?	Rope
What was the condition of the mooring ropes / wires?	Fair

Please provide further details

some of the lines had localized fraying and need to be renewed.

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

No

Overlapping turns on split drums and mooring lines secured on warping heads. Mooring lines not in use were seen to be spread over the deck

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

No

Reportedly no brake testing is being carried out

What type of snap back warning signs/zones were posted?	Signs at the entrance to the mooring decks
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Was the Bosun's / Foc'sle store available for inspection?

Yes

What was the condition of the bosun's store structure?	Structurally sound with no visible damage
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What was the condition of the bosun's store coatings?	Minor instances of coating breakdown and corrosion
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Was the condition of the bosun's store housekeeping?	Fairly neat with some scattered equipment
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Were the bitter end release arrangements seen to be clear and unobstructed?

Yes

Was an 'emergency towing booklets/procedures' available near to the foc'sle?

Yes

MAIN DECK AND FITTINGS

Main Deck and Fittings Condition

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

What was the level of coating breakdown and corrosion observed on the decks?	Moderate
Coating breakdown and corrosion was mainly located in the following areas:	Cross bay decks
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: Scaling Surface Spot

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

Several handrails on the cross bays were deformed due to mechanical impacts.

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

Were deck equipment and pipework free of leakages? No *Scupper pipes coming from the forecastle deck.*

What was the condition of the accommodation ladders or gangways?	Fair
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Please provide further details

starboard accommodation ladder bottom platform is not horizontal in the lowered position. One step of the same ladder found to be damaged.

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

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

Good

Does the vessel carry any major spares on external decks e.g. propeller blades, anchor etc.

No

BALLAST TANKS & SYSTEMS

Ballast Tanks and Systems Condition

Were ballast tanks entered?

No

Please provide further details

Reason tanks were not entered: The tanks were not ventilated for 24 hours prior to entry. No gas and oxygen gas sampling equipment was available, therefore the condition of the air inside the tank could not be checked prior to entry. No enclosed space entry procedures were being followed. No SCBA or EEED were made available at the manhole.

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

Yes

Date photos were provided:

24-Aug-21

Were inspection reports or reports of the tanks condition provided?

No

Were the tanks free of any structural damage or indentations?

No

reverse indentations in way of the side shell.

What was the level of Ballast Tank coating breakdown and corrosion?

Minor

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

at the edges of some openings, on stiffener, web frames, bracket and plate edges, around some mouse holes and lightening holes, along some some weld seams and some around fittings.

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

5%

Type of coating breakdown and corrosion:

Scaling

Localised

Pitting

Were ballast tanks coatings certified to PSPC standards?

No

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

Good

Were the ballast tanks fitted with sacrificial anodes?

No

Anode depletion:

%

How much mud/sediment was seen inside the ballast tanks?

Minimal

Please provide further details

%

Were the tanks seen to be free from any signs of staining from oil, sewage or marine fouling?

Yes

Were ballast tank manhole covers seen to be in good condition?

Yes

Were the remote ballast control systems fully operational (e.g. valves, gauging etc)?

Yes

Were the ballast and/or anti-heeling pumps reported to be fully operational?

No

Anti-heeling pump is out of service and awaiting spares. Heeling compensation is being done by ballast transfer

What condition were the ballast and/or anti-heeling pumps in?

Good

ACCOMMODATION

Internal Accommodation Condition

Were accommodation spaces used for their assigned purposes? Yes

What was the condition of the flooring and wall coverings?

Good

What was the condition of the upholstery and furniture?

Good

What were the general levels of housekeeping and cleanliness?

Good

What was the level of hygiene of the sanitary facilities?

Good

Was all laundry equipment in good working order? Yes

Was the Hospital well equipped and ready for use? Yes

Were the drugs controlled and substances seen to be locked away? Yes

Was the associated drugs log kept up to date? Yes

What was the quality of accommodation outfitting?

High quality of outfitting

Does the accommodation have extra facilities for crew comfort? Gym
 Sauna

Pool
 En-suite for all crew members

Was the Gymnasium seen to be clean and well maintained? Yes

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

What was the condition of the AHU?

Good

Galley Condition

What was the level of cleanliness in the Galley?

Clean

Was all galley equipment operational?

Yes

What was the general condition of galley equipment?

Good

Were the insides of Galley hoods clean?

Yes

What type of cold provisions stores does the vessel have?

Walk-in stores / Cold rooms

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

Yes

Were provisions stores clean and hygienic?

Yes

Were provisions stores at the required temperatures?

Yes

Were provision stores temperatures recorded and records kept nearby?

Yes

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

Yes

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

Yes

External Areas Condition

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

Yes

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

Yes

What was the level of external accommodation superstructure coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	Horizontal and structural member welds
The amount of surface area coating breakdown and corrosion was approximately:	0.5%

Type of coating breakdown and corrosion:

- Scaling
- Surface
- Localised

What was the general condition of external superstructure fittings?	Good
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BRIDGE, NAVIGATION AND COMMUNICATIONS EQUIPMENT

General Condition

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

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

Was the view from the bridge clear and unobstructed? Yes

Were all required bridge equipment annual performance tests (e.g. VDR and AIS) completed in the last 12 months? Yes

Was the vessel fitted with a Voyage Data Recorder (VDR)? Yes

Type of VDR fitted: VDR

Was the VDR seen to be free from any unanticipated alarms? Yes

Were the VDR collection instructions posted and known to the Master? Yes

Was the vessels Bridge Navigation and Watch Alarm System (BNWAS) fully operational, and turned on when at sea? Yes

Normal time setting at sea 12 mins

Navigation Condition

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

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

Latest update week

44

Was the Echo Sounder fully operational? Yes

Were the RADARs fully operational? Yes

Were the "blind sectors" posted near to the RADARs? Yes

Does the vessel receive up to date weather information? Yes

04-Nov-21

What type of weather updating service does the vessel use?

Digital subscription

Was an in-date compass deviation card posted near to the helm? Yes

Was a compass deviation log kept, up to date and free of any major deviations? Yes

Were azimuth rings (bearing diopters) found to be available on the bridge? Yes

Were the "blind sectors" posted near to the RADARs? Yes

Was an in-date compass deviation card posted near to the helm? Yes

Was a compass deviation log kept, up to date and free of any major deviations? Yes

Were azimuth rings (bearing diopters) found to be available on the bridge? Yes

Communication Condition

What GMDSS sea areas was the vessel licensed to cover? A1 A2 A3 A4

Were the radio batteries seen to be in good condition? Yes

Were the EPIRBs, SARTs and Emergency Hand Held VHF Batteries within their expiry dates? Yes

Battery expiry dates

EPIRBS	30-May-30
SARTs	30-Mar-25
VHF	30-Aug-23

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

Yes

What GMDSS sea areas was the vessel licensed to cover?

A1

A2

A3

A4

Were the radio batteries seen to be in good condition?

Yes

Were the EPIRBS, SARTs and Emergency Hand Held VHF Batteries within their expiry dates?

Yes

Battery expiry dates

EPIRBS	30-May-30
SARTs	30-Mar-25
VHF	30-Aug-23

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

Yes

Documentation Condition

Were berth to berth passage plans seen on-board?	Yes
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Were passage plans signed by all navigating officers?

Yes

What format were nautical publications provided in?	Electronic
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Were the Master's standing orders and night orders found to be signed by all navigating officers? Yes

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

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

Date of last test

03-Nov-21

External Condition

Was the Monkey Island found to be in good, well maintained condition? Yes

Were the main mast, aerials and antennas seen to be in good condition and free from damage? Yes

Were bridge wing manoeuvring controls fitted? Yes

Were the bridge wing manoeuvring controls reported to be fully operational and free from signs of water ingress? Yes

Were bridge wing engine speed and compass repeaters seen to be in good working condition? No

port side RPM indicator is indicating 20 RPM when the engine was stopped.

MACHINERY AND MACHINERY SPACES

General Condition

What equipment was seen running?

- | | |
|--|--|
| <input checked="" type="checkbox"/> Auxiliary Engines | <input checked="" type="checkbox"/> Purifiers |
| <input checked="" type="checkbox"/> Pumps | <input checked="" type="checkbox"/> Air compressors |
| <input checked="" type="checkbox"/> Sewage treatment plant | <input checked="" type="checkbox"/> Auxiliary Boiler |
| <input checked="" type="checkbox"/> Refrigeration Compressor | |

Was the engine room free of any significant defects, either reported by crew or observed?

No

Port Side Main Engine turbo charges is blocked and therefore the port side main engine is out of service. Auxiliary no.3 governor is not functioning as required, reportedly this is an electrical problem.

What was the general cleanliness of the Engine Room?

Clean

Were bilges and tank tops free of oil and water?

Yes

Was housekeeping to a good overall standard?

Yes

Was the vessel equipped with adequate critical spares as recommended by Class or Manufacturers?

Yes

Were spares neatly stowed and correctly secured?

Yes

Were all sounding pipe self-closing devices in good working order and sounding pipes capped?

Yes

Were recent copies of lube oil analysis reports provided for review?

Yes

Were there any areas of concern on the lube oil analysis reports?

Yes

Reduction gear reportedly as a result of a leaking cooler. The cooler reportedly has been repaired and the lube oil partly replaced. The lube oil analyses of the auxiliary engines no's 2 and 3, taken on 10 September are indicating an alert. This is most likely caused by faulty sampling. New samples have been analyzed one week later and all samples now indicate "pass".

Was the NOx Technical file kept up to date?

Yes

Date of entry:

16-Jun-20

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

Yes

Were all machinery special tools provided and in good condition?

Yes

Main Engine Condition

Was the main engine in good working condition?

No

port side main engine is out of service as a result of a blocked turbo charger. The turbo charger reportedly had been overhauled by ABB shore based technicians one month prior to it's failure.

What condition did the Main Engine appear to be in?

Fair

Please provide further details

port side main engine turbo charger is not operational and traces of cooling water leakage noted.

Were Main Engine performance reports provided for review?

Yes

Were the performance reports satisfactory?

Yes

Main Engine Specification

Main Engine(s)

Was the engine built under license or by designer?	Designer
Designer:	Wartsila
Model:	9L46D (2x)
Cylinders	9
Power (MCR) (kW):	10,935
Speed (RPM):	500
Stroke (mm):	580
Bore (mm):	460
Specific Fuel Oil Consumption (SFOC) (g/kWhr):	185
NOx Tier:	Tier 1

Main Engine Maintenance

Component	Condition Based Monitoring?	Overhaul Interval
Cylinder Heads		12,000
Pistons		12,000
Bearings		18,000
Cylinder Liners		12,000

	Unit Running Hours											
	1	2	3	4	5	6	7	8	9	10	11	12
Cylinder Heads	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000			
Pistons	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000			
Bearings	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000			
Cylinder Liners	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000			

Was there any overdue maintenance on the Main Engine Turbochargers? No

Propulsion

What type of propulsion does the vessel have?	Controllable Pitch Propeller (CPP)
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Were the Propulsion systems, including shafts, machinery and electric motors, if relevant, in good working condition? Yes

What type of thruster systems does the vessel have?

Bow Thruster

Was the thruster(s) in good working condition?

Yes

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

Fair

Please provide further details

Minor oil leakage.

Auxiliary Engine Specification

Diesel Generators / Auxiliary Engines

Number of Auxiliary Engines:	3
Designer:	Wartsila
Model:	9L20
Cylinders	9
Power (MCR) (kW):	1,600
Speed (RPM):	900
Stroke (mm):	280
Bore (mm):	200
Specific Fuel Oil Consumption (SFOC) (g/kWhr):	194
NOx Tier:	Tier 1

Power Generation

How many Auxiliary Engines does the vessel have?	3
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Were the auxiliary engines in good working condition? Yes

What condition did the Auxiliary Engines appear to be in?	Fair
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Please provide further details

Auxiliary engine no.3 governor reportedly is malfunctioning due to an electronic error. Engines also have minor oil leakages.

Were Auxiliary Engines performance reports provided for review? Yes

Were the performance reports satisfactory? No

Performance tests were done at 38% load which is far too low for the parameters recorded to be considered a valid representation of the engines performance. Performance tests should be completed at closer to full load.

Auxiliary Engines Maintenance

Condition Based Monitoring?	Overhaul Interval	Auxiliary Engines			
		1	2	3	4
	10,000	4,400	6,300	7,900	

Does the vessel have a shaft generator? Yes

Was the shaft generator unit in good working condition? Yes

Auxiliary Machinery

Does the vessel have an Auxiliary Boiler? Yes

What type of boiler is fitted?

Steam

Was the boiler in good working condition?

Yes

What condition did the Boiler appear to be in?

Good

Were boiler safety valves in satisfactory condition?

Yes

Equipment

Fully operational?

Condition

Equipment	Fully operational?	Condition
Purifiers	Yes	Good
Pumps	No	Good
Coolers	No	Good
Air Compressors	Yes	Good
Fresh Water Generator	Yes	Good
Filters	Yes	Good
Fans	Yes	Good
Refrigeration Systems	Yes	Good

Was all engine room pipework free of leakages?

No

at fuel pipework appliances

Was all pipework free of temporary repairs?

No

Ballast tank stripping pipe work has a temporarily repair.

Was all pipework free of corrosion or soft patches?

Yes

What condition was pipework lagging in?

Stain

- Was the steering gear in good working condition? Yes
- Was the steering gear free of leakages? Yes
- Was the emergency steering communication equipment and gyro repeater working as required? Yes
- Were emergency steering instructions posted nearby? Yes
- Was the Engine workshop clean and tidy? Yes

ECR and Electrical

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

FIRE AND SAFETY APPLIANCES

Fire and Safety Appliances Condition

Was the vessel free of fire hazards? Yes

Was all fire and safety equipment regularly serviced? Yes

Date of last service

24-Mar-21

Were all relevant Fire and Safety instructions correctly posted? Yes

What was the vessels Fixed fire detection systems?

Engine Room	Cargo Holds	Accommodation
<input checked="" type="checkbox"/> Flame	<input checked="" type="checkbox"/> Flame	<input checked="" type="checkbox"/> Flame
<input checked="" type="checkbox"/> Smoke	<input checked="" type="checkbox"/> Smoke	<input checked="" type="checkbox"/> Smoke
<input checked="" type="checkbox"/> Heat	<input checked="" type="checkbox"/> Heat	<input checked="" type="checkbox"/> Heat
<input checked="" type="checkbox"/> Smoke & Heat (Combined)	<input checked="" type="checkbox"/> Smoke & Heat (Combined)	<input checked="" type="checkbox"/> Smoke & Heat (Combined)

Was the fire detection system reportedly fully operational? No

The sector of the separators (no.6) had been disabled. Initially the fire detection system was indicating a fault, which later was rectified by the crew.

What is the vessels Fixed firefighting systems?

Engine Room	Cargo Holds	Accomodation
<input checked="" type="checkbox"/> CO2	<input checked="" type="checkbox"/> CO2	<input checked="" type="checkbox"/> Water Mist
<input checked="" type="checkbox"/> Foam	<input checked="" type="checkbox"/> Deck Foam	<input checked="" type="checkbox"/> Galley CO2
<input checked="" type="checkbox"/> Water Spray	<input checked="" type="checkbox"/> Water Spray	<input checked="" type="checkbox"/> Wet Chemical
<input checked="" type="checkbox"/> None	<input checked="" type="checkbox"/> None	<input checked="" type="checkbox"/> None

Were all fixed fire fighting systems in good working condition? Yes

Were clear operating instructions posted for the fixed firefighting systems? Yes

Was the fixed firefighting system release protected against unauthorised operation? Yes

Was the main fire pump working? Yes

Was the emergency fire pump working? Yes

Was a fire pump tested during the inspection? Yes

Did the fire pump maintain adequate pressure? Yes

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

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

Fair

Please provide further details

The suction piping for the emergency fire fighting pump was seen with signs of leakage and corrosion.

Does the vessel have a fire control station? Yes

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

Were all fire extinguishers in good condition? Yes

Were the firefighting outfits and associated equipment in good condition? Yes

Were the International Shore Connections on board? Yes

Location:

Deck B, safety store and on deck C

Was the BA equipment fully charged in good condition? Yes

Was the Emergency Generator tested during the inspection? Yes

Was the Emergency Generator in working order? Yes

Were Emergency Generator Starting instructions clearly posted? Yes

What was the condition of the Emergency Generator?

Good

Was the "18 hour" fuel level marked on the emergency generator fuel tank? No

The 18-hour fuel level was not marked on the emergency generator fuel tank.

Was the Quick Closing Valve system in good working order? Yes

Were fire doors in good condition and effectively closing? Yes

Were fire doors free of unauthorised "hold-open" arrangements? Yes

Were all ventilation dampers remote closing positions well labelled and in good working order? Yes

Were all remote machinery shutdown systems well labelled and in good working order? Yes

LIFESAVING APPLIANCES

Lifesaving Appliances Condition

Were all Lifesaving Appliances regularly serviced? Yes

Date of last service:	21-Oct-21
How many lifeboats is the vessel equipped with?	2
What type of lifeboat is the vessel fitted with?	Davit launched
What was the external condition of the lifeboat(s)?	Good
What was the internal condition of the lifeboat(s)?	Good

Were Lifeboat Engines able to be tested? Yes

Were lifeboat engines in good working order? Yes

What type of rescue boat was fitted?	Lifeboat designated as rescue boat
Which lifeboat is designated?	Stbd
How many life rafts does the vessel have?	3
What was the condition of the life rafts?	Good

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

What was the condition of the Davits and lowering arrangements for the lifeboat(s), rescue boat and liferafts?

Good

What Date is the next Davit wire due for change?

24-Apr-23

Were legible launching/recovery instructions posted near to survival craft? Yes

Was evidence of regular maintenance, service and inspection of the launching appliances sighted and evident? Yes

What was the date of the last abandon ship drill?

14-Oct-21

Were all lifejackets, immersion suits, EEBDs and other lifesaving ancillary equipment in good condition and ready for use? Yes

Were Man Overboard Buoy (MOB) smoke and light signals in date? Yes

Were the embarkation ladders in a good, well maintained condition? Yes

Were pyrotechnics and line throwing apparatus available, stored in an appropriate container and within their expiry dates? Yes

SAFE WORKING

Safe Working Condition

Were any unsafe practices observed during the inspection?	<input checked="" type="checkbox"/> Yes	<i>Unsafe mooring practices and lack of enclosed space entry protocols evident. Not all MSDS were placed in the appropriate places.</i>
Did the vessel provide a safe working environment?	<input checked="" type="checkbox"/> Yes	
Were all hazard markings clear?	<input checked="" type="checkbox"/> Yes	
Were external walkways adequately coated with anti-slip paint and free of trip hazards?	<input checked="" type="checkbox"/> No	<i>no non-skid paint used on deck and mooring stations</i>
Are all hazardous substances including safely managed and stored with relevant Material Safety Data Sheets (MSDS)?	<input checked="" type="checkbox"/> No	<i>Chemicals stored in the steering gear room do not have the MSDS posted nearby</i>
Is Personal Protective Equipment (PPE) provided and worn by crew?	<input checked="" type="checkbox"/> Yes	
Are 'Enclosed Space Entry' procedures implemented?	<input checked="" type="checkbox"/> No	<i>No safety precautions taken prior to ballast tank entry.</i>
Is an effective Permit To Work (PTW) process implemented?	<input checked="" type="checkbox"/> No	<i>Enclosed Space Entry procedures not being followed</i>
Is an effective Risk Assessment (RA) process in place?	<input checked="" type="checkbox"/> No	<i>Enclosed Space Entry procedures not being followed</i>
Was evidence of the annual and 5-yearly inspections of both fixed and portable lifting equipment and appliances sighted?	<input checked="" type="checkbox"/> Yes	
Are main and emergency exits clearly identified and unobstructed?	<input checked="" type="checkbox"/> No	<i>Evacuation ropes and safety belts secured at the escape ladders</i>

Are sufficient portable oxygen and gas detection meters provided and regularly calibrated? Yes

Date of last calibration:	27-Jul-21
What is the working language of the vessel?	English

Are standing orders, procedures, instructions and manufacturers' manuals written in a language which can be understood by the crew? Yes

Are all IMO signs correctly placed, and compliant with IMO requirements? Yes

Does the vessel have an adverse history of accidents and near-misses? No

Is the vessel equipped with an approved SOLAS training manual? Yes

Were the pilot ladders and boarding arrangements in a good, safe condition? No

port side pilot ladder steps are not horizontal and one step support is missing.

Does the vessel have clear pilot boarding instructions posted? Yes

Are regular drills conducted on board? Yes

Last drill date	14-Oct-21
Last drill type	fire and abandon ship

POLLUTION CONTROL

General Condition

Was Pollution Control well implemented within the on board Safety Management System (SMS)? Yes

Is the vessel free of pollution hazards?

Yes, with no hazards

Were scuppers plugged in port as required? Yes

Does the vessel have a Class approved Inventory of Hazardous Materials (IHM)? Yes

Oil - Marpol Annex I

Is an Oily Water Separator (OWS) fitted? Yes

Was the OWS reportedly operational? Yes

What was the condition of the OWS?

Good

Was the OWS Tested? Yes

Means of testing

Operational

Was the 15ppm meter calibrated? Yes

Date of calibration

26-Jul-17

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

Means of securing Locked

Was the oily water treatment system including valves and pipework free of any signs of tampering, bypass, or modifications? Yes

Was the SOPEP locker or box well stocked? Yes

What was the condition of the SOPEP equipment?

Good

Was a list of SOPEP equipment posted and accurate? Yes

Was the Oil Record Book (ORB) up to date and correctly filled in? Yes

Date of last entry

02-Nov-21

Category of last entry

/

Were previous bunkering checklists correctly filled out? Yes

Date of last bunkering

22-Oct-21

Were bunker samples correctly stored? Yes

Does the vessel have a Ballast Water Treatment System (BWTS) fitted? No

The vessel is not equipped with a Ballast Water Treatment System (BWTS)

Date of International Oil Pollution Prevention (IOPP) certificate renewal

13-May-22

What regulation is listed on the Ballast Water Management Certificate?

D-1

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

Date of last entry

31-Oct-21

Is the Vessel General Permit (VGP) compliant? Yes

Due to the use of an EAL or the airseal arrangements in place for the stern tube, the vessel is considered VGP compliant in this regard for trade to the USA

How is the vessel VGP Compliant? *Environmentally Acceptable Lubricant

Stern Tube EAL

Type of EAL

Gulfsea biodegradable stern tube oil 100

Sewage - Marpol Annex II

Was a Sewage Treatment Plant fitted?

Yes

Was the Sewage Treatment Plant operational?

Yes

What was the condition of the Sewage Treatment Plant?

Good

Does the vessel have a sewage holding tank?

Yes

What was the condition of the Sewage Holding Tank?

Good

Garbage - Marpol Annex V

Does the vessel have a garbage management plan?

Yes

How was the condition of Garbage segregation?

Good

Were Garbage containers of approved, non-combustible type?

No

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

Yes

Date of last entry

03-Nov-21

Category of last entry

B

Air - Marpol Annex VI

Does the vessel have a valid IAPP certificate? Yes

Is the vessel compliant with IMO 2,020 Sulphur cap regulations? Yes

How does the vessel comply with IMO 2,020 regulations?

Use of Very Low Sulphur Fuel Oils (VLSFO), MGO, DO etc.

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

Was an Incinerator fitted? Yes

Was the Incinerator operational? Yes

What was the condition of the Incinerator?

Good

Does the vessel have an Emission Control Area (ECA) change-over log? Yes

Date of last entry

22-Oct-21

ONBOARD MANAGEMENT

Onboard Management Condition

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

How was the SMS Implemented?

Software / Electronic System

Were the officers familiar with, and allowed easy access to, the SMS? Yes

Was the SMS well implemented on board, with Permits to Work, Risk Assessments and Safety procedures understood and followed? Yes

Is the SMS system regularly reviewed by the Master? Yes

Date of last review

07-Sep-21

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

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

Does the vessel have a valid MLC certificate? Yes

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

Last updated

03-Oct-21

Are hours of maximum permissible work regularly exceeded? Yes

Due to short voyages and high rotation schedule.

Is an effective Planned Maintenance System (PMS) implemented and kept up to date? Yes

What type of Planned Maintenance System (PMS) does the vessel have?

Class approved software

Name of PMS

DNV Shipmanager

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

Yes

Were there any critical overdue PMS work orders?

No

Port State Control (PSC) inspection history

No. of Inspections in Past three years:

7

No. of Deficiencies in Past three years:

0

No. of Detentions in Past three years:

0

Is the vessel flag targeted by Port State Authorities?

Yes

USCG:

Targeted

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

Yes

Type of access control

gangway watch

Do the Master and Chief Engineer have an effective hand over procedures?

Yes

Are random or specific drug and alcohol testing carried out?

Yes

Tests Carried out by

External Company

Were the Master and crew prepared for the Inspection?

Yes

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

Good

Were documents provided as requested?

Majority of documents provided

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

Well managed

VESSEL CAPABILITIES AND CARGO SYSTEMS - CONTAINERSHIPS

Vessel Capabilities and Cargo Systems - Containerships Condition

Cargo hold	Capacity in hold (TEU)	Capacity on deck (TEU)	Total (TEU)
Cargo Hold No.1	78	190	268
Cargo Hold No.2	172	253	425
Cargo Hold No.3	192	264	456
Cargo Hold No.4	188	306	494
Cargo Hold No.5	90	256	346
Cargo Hold No.6			0
Cargo Hold No.7			0
Cargo Hold No.8			0
Cargo Hold No.9			0
Additional Deck Stowage		138	138
Total	720	1,407	2,127
How many cargo holds does the vessel have?			5

- Were the cargo holds able to be entered and inspected? Yes *No.1*
- Were recent vessel cargo hold inspection photographs provided? No
- Were recent inspection reports provided? No
- Were cargo holds structural members found to be free from damage (e.g. side plating, tank top and framing)? Yes
- Were the cargo hold fittings such as ladders, hand rails, and ventilation ducting found to be free from damage and deterioration? Yes
- Were the cell guides free from any significant damage or significant deformation? Yes

What was the level of coating breakdown and corrosion observed in the Cargo Holds?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	tank tops and around fittings.
The amount of surface area coating breakdown and corrosion was approximately:	3%

- Type of coating breakdown and corrosion:
- Scaling Localised
 - Surface

Were all cargo monitoring systems (e.g. bilge alarms, smoke detection systems etc.) fully operational and regularly tested? Yes

Were cargo hold bilges clear of debris and oil contamination? Yes

Were the cargo holds free from signs of significant water ingress? No *Rust staining along the hold sides, coming from the hatch openings.*

Were the cargo holds free from signs of previous and/or current internal leaks? (e.g. from manholes, adjacent tanks, pipework and fittings etc.) Yes

What is the method of cargo hold ventilation?	Mechanical
---	------------

Were cargo hold ventilation systems in good working order? Yes

Were the cross-deck areas seen to be free from waving of the deck plates or any signs of torsional deformation? Yes

Is the fixed firefighting system in cargo spaces in apparent good condition? Yes

Hatch Covers

What type of hatch covers are fitted?

Pontoon

What was the make and model of the Hatch covers?

Make and Model:

MacGregor pontoon hatch covers

Maximum weight of the heaviest pontoon (tons):

34

Were the hatch cover found to be free from structural damage? Yes

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

Minor

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

gasket channels and container landing zones.

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

1%

Type of coating breakdown and corrosion:

Scaling

Localised

Pitting

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

Fair

Please provide further details

Corner pieces, gaskets and several landing pads found damaged.

What was the condition of hatch cover securing arrangements?

Good

What was the condition of the hatch cover landing pads?

Fair

Please provide further details

Several found with damage and wear

Hatch Coamings

Were the hatch coamings found to be free from structural damage?

Yes

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

None

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

N/A

The design does not provide for compression bars or strips, the hatch covers are resting on their landing pads.

Cargo Securing

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

Good

Was there an up to date Cargo Securing Equipment inventory?

Yes

Were there any shortfalls of cargo securing devices?

Yes

The following are missing (significantly)
Mid locks 1,012 Twist locks 520

Were cargo securing device inspection records correctly maintained?

Yes

What was the condition of Cargo Securing Equipment?

Good

Was there an approved Cargo Loading Manual on board?

Yes

- Was there an approved stability booklet on board? Yes
- Did the vessel use a Class-approved computer based loading/stability software? Yes *MACS3*
- Were previous and current stability calculations seen to be carried out? Yes
- Does the vessel have a Document of Compliance (DOC) for the carriage of dangerous goods? Yes
- Are procedures for safe lashing and securing of containers being incorporated in the ship's SMS? Yes
- Are appropriate securing points being used for cargo securing? Yes

Reefer Containers

- Is the vessel equipped to carry Reefer containers? Yes

Reefer Capacity	
On deck	220
In Holds	180
Total	400

What condition were reefer electrical sockets in?	Good
---	------

- Was the reefer switchboard free of any low insulation or earth faults? Yes
- Was the vessel's own electrical supply sufficient for all reefer containers, without the use of an additional Power Unit (package generator) ? Yes
- Is there an effective system for monitoring reefer container temperatures? Yes *Manual monitoring by crew*

CARGO LIFTING APPLIANCES

Cargo Lifting Appliances Condition

Crane	Safe Working Load (SWL) (t)	Reach (m)	Date of last wire change
1	45	25	
2	45	25	
3	45	24.40	
How many Cargo Lifting Appliances does the vessel have?	3		
What type of cargo lifting appliances are fitted?	Hydraulically operated cranes		
Were the cargo lifting appliances seen in operation?	<input checked="" type="checkbox"/> Yes	<i>All three cranes were operationally tested, as far as cargo operations permitted</i>	
<i>Please state which lifting appliances were seen in operation</i>	<i>All three cranes were operationally tested, as far as cargo operations permitted</i>		
Were all cargo lifting appliances fully operational?	<input checked="" type="checkbox"/> Yes		
Were the cargo lifting appliances found to be free from structural damage?	<input checked="" type="checkbox"/> Yes		
What level of coating breakdown and corrosion was seen on the cargo lifting appliances?	None		
In what condition were the wires for the cargo lifting appliances?	Good		

In what condition were the cargo lifting appliances motors and hydraulic systems?

Fair

Please provide further details

Crane no. 1, all slewing motors reportedly have been seen with hydraulic oil leakage.

In what condition were the cargo lifting appliances slewing bearings?

Good

Was slewing bearing wear monitored or rocking tests conducted and recorded?

No

Condition monitoring is only being done at the survey intervals

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

Yes

In what condition were the cargo lifting appliances control and operating positions, including their operator cabs if fitted?

Fair

Please provide further details

Operator' cabins have damaged windows

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

Yes

Were cargo lifting appliances angle indicators free to move?

No

No angle indicators provided

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

Yes

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

Good

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

Yes

Vessel: Louisiana Trader

CRR - V2.0

Louisiana Trader

IMO No: 9357121

Review of Class Records



11th November 2021

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SCOPE & PURPOSE

A Class records review was conducted at the request of Transmar for the purpose of highlighting any notable facts, defects or historical events relevant to the bulk carrier vessel Louisiana Trader.

SUMMARY

The Louisiana Trader is a 30,580 DWT Containership with a gross tonnage of 22,801 MT. The vessel was built under Germanischer Lloyd Class supervision by Aker MTW Werft GmbH, Germany. She was delivered on the 13th March 2008. The vessel is Maltese flagged.

This review of the records shows that there is 1 'Open' Condition of Class and 3 'Open' Class memoranda. There have been no major incidents reported with this vessel for groundings and no cases of being cancelled or suspended by Class.

Current Conditions of Class and Class memoranda are detailed as-issued in Appendix IV.

A review of the Class records showed a number of historic Conditions of Class, which are stated as-issued in Appendix V. Of particular note is several conditions including the currently 'Open' Condition relating to excessive corrosion of the rudder. There have also been several Conditions relating to corrosion which has required renewal works. Historic Class Memoranda are also detailed in Appendix V, and of these, it was noted that an indent was repaired, however no information as to when or where this renewal work was carried

In conclusion, the vessel's class records indicate full compliance with Class requirements, with no significant adverse history evident.

Vessel: Louisiana Trader

CRR - V2.0

APPENDIX I – Vessel particulars

Vessel name: Louisiana Trader

IMO number: 9357121

Date of delivery: 13th March 2008

Port of registry: Valleta

Flag: Malta

Class: DNV

Owners: Louisiana Trader Shipping Corp

Managers: Uniteam Marine Shipping GmbH

DWT: 30,580

GT: 22,801

Main engine manufacturer: Wartsila

Model: 2 x 9L46D

Total power: 10,395 kW

Rated speed: 500rpm

Auxiliary engines maker: Wartsila

Previous names: Conti Daphne, Maruba Asia

Capacity: 2,127 TEU

APPENDIX II – Survey Status

The vessel is 13 years old. All Class and statutory certificates delegated to Class were found to be in order and current. The next special survey is due in approximately 46 months.

Survey	Yes	No	Remarks
Is the vessel subject to an Extended Dry Docking (EDD) program?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	As reported in MO 9
Is the vessel on an Enhanced Survey Program (ESP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Survey	Date last completed	Date next due
Main/ Special / Renewal	24 th September 2020	25 th September 2025
Intermediate	19 th December 2018	25 th December 2023
Annual	24 th September 2020	25 th December 2021
Bottom in water	24 th September 2020	
Bottom in dry dock	25 th September 2015	25 th March 2023

- The annual surveys have a window of ±3 months, and the intermediate survey window begins from the opening of the 2nd annual window to the closing of the 3rd annual window.
- No intermediate survey is required in the first survey cycle.
- The special survey must be completed every five years, by the due date, and can be done from the opening of the 4th annual survey window.
- The vessel must dry dock at least two times in any 5-year period, unless the vessel has an In-water survey Class notation, allowing one of the dockings to be done in-water instead.
- A vessel may perform an in-water survey in lieu of dry docking without an in-water survey Class notation, but only by applying to, and gaining express permission from the Classification society.

APPENDIX III - Class notations

Class notations summarise the various standards applicable to the vessel in terms of cargoes that may be carried, hull strength, ship type, survey scheme, trades permitted, ability to carry hazardous cargo, machinery restrictions and limitations as well as a very large number of additional attributes. The notations for this vessel were reviewed and found to be as expected for a ship of this type, intended trade and era of build.

The vessel has the following Class notations:

Class Notations:

☒ 100 A5 E Container ship BWM SOLAS-II-2, Reg.19 IW
✕ MC E AUT RCP (290/70) TMON(oil lubricated)

Meanings:

100 A5: The construction symbol ☒ will be assigned to vessels built under the supervision of an IACS Class member. The duration of class is 5 years.

E - Ice class for ships the hull and machinery installations of which are strengthened for navigation in drift ice in mouths of rivers and coastal regions according to GL's Construction Rules. Upon request, the Notation E may be assigned independently for hull or machinery.

Container ship: Ships exclusively intended for the carriage of containers. Carriage of break bulk on inner bottom may be accepted in special cases.

BWM - Vessel has a Class approved Ballast Water Management Plan.

SOLAS-II-2, Reg.19 – vessel is equipped for the carriage of solid bulk cargoes in accordance with the IMSBC Code.

IW - Vessel is capable of carrying out In Water Surveys.

MC E: The machinery including electrical installations complies with the requirements of the Construction Rules of GL or other rules considered to be equivalent.

AUT: The machinery installation is fitted with equipment for unattended machinery spaces, so that it does not require to be operated and/or maintained for periods of at least 24 hours.

RCP (290/70) - Refrigerated container stowage positions, where X represents total number of certified refrigerated stowage positions, and Y is the percentage of refrigerated containers carrying fruit/chilled cargoes. Y shall be at least 20%

TMON(oil lubricated) – Stern Tube is Oil lubricated

APPENDIX IV – ‘Open’ Conditions of Class and Class Memoranda

Note - All errors in spelling and grammar (SIC) are intentionally left as-is to preserve originality.

Conditions

CC 26 **Date Issued:** 9th November 2021 **Due Date:** 17th March 2022

Rudder to be re-inspected for present condition of affected areas, specially leading edge of upper and lower rudder plate, lower reas of rudder horn and around rudder cutouts. Areas assesed as excessively corroded to be ground smooth, wasted weld seams to be rewelded by approved in-water welders/procedure/materials, and coated with epoxy coating. Adequate curing time to be allowed to ensure proper setting of epoxy.

Class Memoranda

MO 12 **Date Issued:** 1st July 2020

Below areas found indented, within class limit as following: Ballast side tank 2P(Frame 146-184); Web Frame plating in way of: 1.- at Frame no.176 between stringer deck 12580mm above B.L. to stringer deck 9270mm above B.L. found with maximum depth of 40mm. 2.- at Frame no.180 between stringer deck 12580mm above B.L. to side shell longitudinal No.62 found with maximum depth of 45mm.

Ballast side tank 2S(Frame 146-184); Web Frame plating in way of: 1.- at Frame no.172 between side shell longitudinal no.62 to stringer deck 9270mm above B.L. found with maximum depth of 30mm. Figure 30 & Figure 31 2.- at Frame no.176 between stringer deck 12580mm above B.L. to stringer deck 9270mm above B.L. found with maximum depth of 60mm.

Figure 32 & Figure 33

Ballast side tank 5P(Frame 019-053); Side shell plating in way of: 1.- at Frame no.40 + 500mm, in way of side shell longitudinal no.62 found with approximately maximum depth of 40mm. No signs of any cracks or detachment found in any of the above mentioned area.

MO 7 **Date Issued:** 2nd May 2017

Surveys for non harmonized OPP international certificates: The Oil pollution prevention (OPP) survey has been advanced and the OPP certificate de-coupled from the Harmonized System of Survey and Certification (HSSC) as accepted by Malta flag. Before change of flag the new Administration to be consulted for their acceptance to continue the de-harmonized OPP survey scheme. This memo shall be deleted by the surveyor who is performing the renewal survey for re-coupling (harmonization).

MO 9 **Date Issued:** 14th August 2019

Extended dry-docking program: This vessel has been accepted by Flag Malta into the 'Extended dry-docking program' (EED) which allows the vessel to carry out two consecutive bottom surveys afloat provided these are carried out with satisfactory results and in accordance with the vessel's EDD Survey Preparation Note (Form EDD 01a). Furthermore, a minimum of two inspections of the outside of the vessel's bottom shall be carried out during the renewal period of five years and the intervals between any two inspections shall not exceed 36 months. The scheme will be terminated and the MO shall be deleted by the attending surveyor in case of change of vessel's owner, management, flag or when the vessel reaches 15 years of age. Technical helpdesk/DATE shall be informed if changes affecting the EDD are made.

APPENDIX V – Historic Conditions of Class and Class Memoranda

Note - All errors in spelling and grammar (SIC) are intentionally left as-is to preserve originality.

Note – Comments in RED are from the reviewer

Conditions

CC 25 **Date Issued:** 17th January 2021 **Date Deleted:** 9th November 2021

Rudder to be re-inspected for present condition of affected areas, specially leading edge of upper and lower rudder plate, lower reas of rudder horn and around rudder cutouts. Areas assesed as excessively corroded to be ground smooth, wasted weld seams to be rewelded by approved in-water welders/procedure/materials, and coated with epoxy coating. Adequate curing time to be allowed to ensure proper setting of epoxy. After temporary repairs, rudder to be re-inspected at monthly intervals.

Action: Re-inspection of the previous temporary repairs carried out to the rudder blade and rudder horn done. Areas where the epoxy coating was applied before got lost and metal was expose and eroded. The affected areas were brushed, no further damage to steel plates noted and epoxy coating applied to covered areas where got lost.

Note: CC24, CC23, CC22, CC21, CC19 are all related to the above Condition and were closed out with a new Condition created on the Postponement of the original Condition , CC18 created on the 1st July 2020. It is also noted this relates to 'Open Condition of Class CC26.

CA 622 **Date Issued:** 15th November 2020 **Date Deleted:** 17th December 2020

Hotspots on all auxiliary engines in way of the turbochargers to permanetly rectify by the due date.

Action: Dealt with.

CC 20 **Date Issued:** 24th September 2020 **Date Deleted:** 19th October 2020

Findings related to damaged ventilation fans of cargo hold No.2 &4; ventilation ducts of No.1 & 2 and Lifelines & insulation of FO piping, waste supports inside the Cargo No.2,3,4 to be brought in order within due date.

Action: Repairs completed and presented to undersigned surveyor

CC 18 **Date Issued:** 1st July 2020 **Date Deleted:** 24th September 2020

Main class renewal (MC.R) survey, deficiencies: The deficiencies noted during commencement of MC.R have been assessed and found acceptable until given due date. Prior to completion of the MC.R, the findings must be brought in order / repaired, for the following areas/items:

- 01.- Rudder; Heavy erosion noted in way of: 1.-bottom plating at leading edge; and 2.-At the leading edge structure, in the elevation of Recess area.
- 02.- Ventilation system for the Cargo Holds No.#02 & #04 to be brought in order and tested at the satisfaction of DNV GL surveyor.
- 03.- Piping penetration, in way of main deck to be repaired and confirmed in order at the discretion of DNV GL surveyor.
- 04.- Platform, Walkways & support piping, in way of main deck to be repaired and confirmed in order at the discretion of DNV GL surveyor.
- 05.- Fire dampers for the Cargo Holds, in way of main deck to be repaired and confirmed in order at the satisfaction of DNV GL surveyor.
- 06.- Items related to Cargo Holds no.01, 02, 03, 04 & 05 to be repaired and confirmed in order at the discretion of DNV GL surveyor.
- 07.- Examination and service for the main switchboard and generator circuit breakers of the electric system, including service report issued by competent personnel and insulation measurement report, to be performed and witnessed by DNV GL surveyor.
- 08.- The test equipment to calibrate the temperature sensors on board the vessel, according to the manufacturers instructions, to be provided on board.
- 09.- Workstation no.#02 (screen only), to monitor the main engine parameters, to be repaired / replaced and tested at the satisfaction of DNV GL surveyor.
- 10.- Main Engine no.01 & no.02 governor and Auxiliary Engine no.02, turbocharge to be serviced and report submitted by DNV GL surveyor.
- 11.- Auxiliary Engine no.01 & no.02 and Main Engine no.02; spare parts replaced during the last overhauling performed by manufacture's representatives to be recorded into NOx technical file accordingly, including serial number and submitted to DNV GL surveyor for review.
- 12.- Deck cargo crane; 10 yearly hydraulic hose replacement found overdue.

Upon satisfactory completion of the above mentioned, Classification Certificate, Cargo Ship Safety Construction Certificate and International Load Line Certificate may be issued at the discretion of DNV GL Surveyor.

Action: New Condition of class were issued for outstanding items. (CC19, CC20)

Miami Deficiencies relevant to items nos. 03, 07, 08, 09, 10, 11, 12 found rectified. International Load Line Certificate issued. Outstanding deficiencies remains as follows: items nos. 01, 02, 04, 05, 06. Ref. to item 01 (Rudder), the mapping of corroded locations on rudder and rudder horn was carried by diving company on 2020-09-12 and reported in Narrative Annex to Survey Statement no. 1500186. Repair proposal for corroded leading edge bottom plate of the rudder horn shall be submitted by vessel managers.

Vessel: Louisiana Trader

CRR - V2.0

CC 621 **Date Issued:** 4th September 2019 **Date Deleted:** 2nd October 2019

Cargo holds 1 to 4 access hatch covers to be repaired/renewed. Thickness measurement to be considered.

Action: Cargo hold access hatch covers were properly repaired/renewed.

CC 13 **Date Issued:** 17th September 2018 **Date Deleted:** 19th December 2018

Corroded / holed ventilation duct for hold no.3 & 4 to permanently repaired, including flaps, by the due date. Ventilation duct for hold no.1, 2 & 5 to be confirmed in order by DNV GL surveyor.

Action: Concluded

CC 12 **Date Issued:** 11th May 2018 **Date Deleted:** 27th May 2018

Cracked due to damage container foundation iwo fr 168 in CH No. 2 shall be permanently repaired by inserts.

Action: As per permanent repair of crack by crop and insert a new plate, this CC has been deleted.

CC 8 **Date Issued:** 25th May 2015 **Date Deleted:** 11th November 2015

302.5 m of stud link anchor chain cable and one anchor of rule type and size to be provided and fitted by the due date. In connection with loss of anchor and chain the following has been advised the Master for his consideration:

- a) Tug assistance while entering and leaving port and while navigating in confined waters.
- b) Main engine / propulsion kept on stand by while at anchor.

Action: Eleven lengths, 302.5 meters, nominal diameter 73 mm, Grade U3(a), stud link anchor chain cable have been installed on board. Certificate for Anchor Chain Cable and Chain Cable Fittings issued by LR, Certificate No. NJG 1500862/4.

CC 7 **Date Issued:** 25th May 2015 **Date Deleted:** 25th September 2015

D.B. WBT No. 4 Stbd.: Shell plating E9A and E9B, between frames No. 81-85, 93-97 found indented. Maximum indentation approx. 40 mm. No signs of water ingress were noted.

- Frs. 81 - 85 and Frs. 93 94 found heavily buckled. No cracks were noted.

Damaged area to be internally examined no later than 2015-06-27 to verify that condition remains unchanged.

Action: Damaged shell plates starboard side between frames No 81 and 99 including affected internals in way cropped, renewed, examined, tested and found in order.

Class Memoranda**MO3****Date Issued 25th May 2008****Date Deleted: 25th September 2015**

Indents on tank top plating in way of bays 15-17 / aft of cargo hold No. 2: permanent repairs to be carried out at owners convenience.

Action: Damaged section of about 500 x 600 mm cropped and renewed. Repairs place and date unknown.