



SHIPS IN SERVICE SURVEY REPORT

ITB0/2025/J6183

21484E

Register Number

EAST WIND I

Ship Name

9278973

IMO Number

Connecting District	BV PIRAEUS (LPR0)
Marine Operation Center	South East Europe, Black Sea & Adriatic
Flag	PANAMA
Ship Manager	LA MARITIME S.A.
Ship Owner	EAST WIND SHIPPING CO
DATES OF SURVEY	PLACE OF SURVEY
Start	26/09/2025
End	06/11/2025
SURVEYORS	SSQM
ATALAY BIRHAN ERDEM, MUSTAFA ERGAL	HAMDİ KARADENİZ
Report validated	Stamp
on	28-11-2025
by	HAMDİ KARADENİZ



SURVEY STATEMENT

CERTIFICATES / DOCUMENTS OF COMPLIANCE ISSUED OR EXTENDED

Certificates / Documents of Compliance	Status	Expiry Date
IAFS Anti-Fouling System	New definitive certificate issued	

SURVEY(S) CARRIED OUT

Code	Survey Name
ASH	Hull Annual Survey
ASHS	Annual survey of structure (Complete)
INT	Hull Intermediate Survey (Complete)
DOK	Periodical Bottom Survey in Dry Dock
ASM	Machinery Annual Survey
ASB	Boiler Annual Survey
AOF1	Auxiliary Oil-Fired Boiler No 1 Internal and External Survey
ASA	Automated Installations Annual Survey
LLPI	Load Line Annual Survey
HSCA	Harmonized Safety Construction Annual Survey
HSCI	Harmonized Safety Construction Intermediate Survey (Complete)
HSEA	Harmonized Safety Equipment Annual Survey
HSRP	Harmonized Safety Radio Periodical Survey
DGAS	Dangerous Goods Annual Survey
POMA	IOPP Annual Survey
IAPA	IAPP Annual Survey
BWMA	Ballast Water Management Annual Survey
AFSO	Anti-Fouling System Occasional Survey (reason : issuance certificate)

NEW PLANNED INSPECTION ITEMS

Number	Description	Limit Date	Type	Verif Sch .1	Extends / Upgrades
Class - Machinery					
ITB0/2025/J6183-M1C	Missing datas to be fixed on the shapoli display unit and to be tested with attendance of BV surveyor.	06/01/2026	Coc	2	

¹Verification scheme :

1. Inspection/test/report by authorized person and confirmation of action taken through <http://www.veristar.com> by the indicated limit date. Documentary evidence to be kept on board. Verification/confirmation by the Society Surveyor during next attendance onboard.
2. Survey by the Society Surveyor by limit date.



SURVEY REPORT

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1. Surveyor's statement

DCC001B	AFSO -AOF1-ASA-ASB-ASH-ASHS-ASM-BWMA-DG AS-DOK-HSCA-HSCI-HSEA-HSRP-IAPA-INT- LLPI-POMA	Coef : 0.0
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Confirmation that applicable items of Rules and Regulations and International Conventions relevant to the present survey scope have been surveyed to the surveyor's satisfaction without remark, except when indicated otherwise hereunder

DCC002	AFSO -AOF1-ASA-ASB-ASH-ASHS-ASM-BWMA-DO K-HSCA-HSCI-HSEA-HSRP-IAPA-INT-LLPI-P OMA	Coef : 0.0
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Confirmation that the master or owner has reported immediately to the appropriate authorities of the port State and Flag Administration when any accident occurs to a ship or a defect is discovered, either of which affects the safety of the ship or the efficiency or completeness of its life-saving appliances or other equipment.

DCC005D	AFSO -AOF1-ASA-ASB-ASH-ASHS-ASM-BWMA-DO K-HSCA-HSCI-HSEA-HSRP-IAPA-INT-LLPI-P OMA	Coef : 0.0
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Confirmation that the Master has been asked if he had anything to declare or put to his attention and that no additional points have been raised by the Master with respect to the ship's classification and statutory certification.

DCC009A	AFSO-AFSO -AOF1-ASA-ASB-ASH-ASHS-ASM-BWMA-DG AS-DOK-HSCA-HSCI-HSEA-HSRP-IAPA-INT- LLPI-POMA	Coef : 0.0	See Remark
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Confirmation that in case of class and statutory findings related to ISM code, like maintenance, operations, emergency preparedness, a PR17 report is issued.

Remark

Pr17 report was not issued.

2. Documentation

Documents

DCA010B	AFSO-AFSO -AOF1-ASA-ASB-ASH-ASHS-ASM-BWMA-DG AS-DOK-HSCA-HSCI-HSEA-HSRP-IAPA-INT- LLPI-POMA	Coef : 0.0	Done in current job	See Remark
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Verification of records of previous PSC inspections and Flag State Inspections which have raised deficiencies in relation with class or statutory certificate issued by BV (ship detained or not). Confirmation, through records or survey, that these deficiencies have been effectively corrected.

Remark

Last 2 Port State control was conducted as below;
Black Sea Mou on 04.05.2025 in Odessa.
Paris mou 07.10.2024 in Pireaus.

Please see attachements to further informations.

3. Hull

Hull and hull equipment

CAC010B	ASH-HSCA	Coef : 0.0
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General examination of decks and side shell above waterline. Examination, if applicable, of accessible parts of the rudder.

CAC021	ASH-HSCA-LLPI	Coef : 0.0	See Remark
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Examination of the means of closing and securing the weathertightness of miscellaneous openings in freeboard, superstructure and exposed decks (cargo hatchways, other hatchways and other openings)

Remark



Weathertight doors and closing appliances on the exposed deck and superstructure was found poor paint condition.

Ships crew has removed the closing appliances such as the cover of cargo hold entrances, Superstructure doors outside and made chipping and painting.

CAC051 ASH-LLPI Coef : 0.0 See Remark
Examination of ventilators, including their coamings and closing appliances.

Remark

Minor hole was observed on the Cover of the number 5 cargo hold stb ventilation cover.

Ships crew removed the cover and the steel of the cover was cropped and renewed.

CAC079 HSCA Coef : 0.0 See Remark
Confirmation the ship-specific towing and mooring information is provided and kept onboard.

Remark

Mooring arrangement manual was verified on board.

CAC080 ASH-HSCA Coef : 0.0 See Remark
General examination of accessible cargo holds, in particular in areas likely to be damaged by cargo handling.

Remark

Some tripping brackets of the cargo holds were found buckled.

Tripping brackets were cropped and renewed as necessary.

WPS, WPQR, Welder certificates, wire, electrode, steel certificates were checked before starting the steel works.

Please see attached steel renewal sketch for further informations.

CAC140B ASH Coef : 0.0
Verification of proper operation of the loading instrument, if any, with standard test.

Test results :

● Satisfactory ○ Not satisfactory - See Remarks

EMB001A HSEA Coef : 0.0
Verification of means of embarkation and disembarkation from ships for use in port and in port-related operations, such as gangways and accommodation ladders, are in satisfactory condition

Date of the last 5-yearly test **13/09/2023**

Hatch covers, hatchways and coamings

PCA181A ASH-HSCA

[Mechanically operated type] Random checking of satisfactory operation of hatch covers, including : stowage and securing in open condition / proper fit, locking and efficiency of sealing in closed position / operational testing of hydraulic and power components, wires, chains, and link drives.

(at least the hatch cover sets within the forward 25% of the ship's length and at least one additional set should be surveyed open, closed and in operation to the full extent in each direction; the remaining hatch covers are to be surveyed in closed position)

Hatch identification	Stowage and securing in open condition	Proper fit and efficiency of sealing in closed condition	Operational testing of hydraulic and power components	Last Op. Test date	Last Op. Test job
Hatch Cover 4	Satisfactory	Satisfactory	Satisfactory	04 01 2025	BBY0/2025/J5002
Hatch Cover 3	Satisfactory	Satisfactory	Satisfactory	04 01 2025	BBY0/2025/J5002
Hatch Cover 5	Satisfactory	Satisfactory	Satisfactory	04 01 2025	BBY0/2025/J5002
Hatch Cover 1	Satisfactory	Satisfactory	Satisfactory	04 01 2025	BBY0/2025/J5002
Hatch Cover 2	Satisfactory	Satisfactory	Satisfactory	04 01 2025	BBY0/2025/J5002

4. Bottom survey

Bottom (periodical survey)



DOK010A DOK-HSCI Coef : 0.0 Done in current job **See Remark**

Examination of bow, keel, bottom, turn of bilge, bilge-keel attachments, sides and stern.

Remark

Ship's bottom was generally examined nad no any abnormality observed.

DOK040 DOK-HSCI Coef : 0.0 Done in current job

Propeller-shaft clearances :

Clearance positions:	mm
TOP	69,10
BOTTOM	68,70

DOK060 DOK-HSCI Coef : 0.0 Done in current job

Examination of rudder; clearances measured :

Clearance position:	mm
STB	0,60
PS	0,30
FWD	0
AFT	0,25

DOK061 DOK-HSCI Coef : 0.0 Done in current job **See Remark**

Pressure test of the rudder, if deemed necessary by the Surveyor.

Remark

Rudder bottom plug was removed by the shipyard technician.

No water ingress was observed. Therefore, pressure testing of the rudder was not deemed necessary.

Bottom (others)

OTH050B DOK Coef : 0.0

Thickness measurements of the outer shell plating.

Ref. to TM report (Page Nbr) **43**

OTH080A DOK Coef : 0.0 **See Remark**

Maintenance and repair works.

Description and remark

Hull and sea chest were cleaned, high-pressure water washing & painting was done with satisfactory results.

Cybutryne & TBT free AFS was applied to the ship's bottom.

5. Structure

CAX020B INT Coef : 0.0

Date and place of survey planning meeting, name of the master of the ship in attendance or an appropriately qualified representative appointed by the master or Company, name of the owner's representative(s) and name(s) of the thickness measurement firm's representative(s) so as to ensure the safe and efficient execution of the surveys and thickness measurements to be carried out onboard.

	Survey planning meeting N°1	Survey planning meeting N°2 (if any)
Date of survey planning meeting	26/09/2025	
Place of survey planning meeting	TORLAK SHIPYARD	
Master of the ship or appropriatly qualified representative	Ameen Khal?el	
Owner's representative(s)	Imad Chadade	
Thickness measurements firm representative(s)	Frekans Gemi	

Internal surveys

VIN105 HSCI Coef : 0.0 Done in current job **See Remark**

Internal examination of representative spaces used for water ballast.

See Annex

Remark



Before steel work, all wps wpqr, welder, steel, wire and electorde certiificates were reviewed and found satisfactory.

Forepeak shell plate was renewed due to indentation and ut test was carried out by BV approved company Anka.

Please see the repairs in annexes and found the steel work sketch in attachements.

VIN127 HSCI Coef : 0.0 Done in current job
Internal examination of selected cargo spaces
See Annex

Overall surveys

VG040A INT Coef : 0.0 Done in current job
Overall survey of all cargo holds.
See Annex

VG060 INT Coef : 0.0 Done in current job
Overall survey of all ballast tanks (inside and outside cargo area).
See Annex

VG065 INT Coef : 0.0 Done in current job
Overall survey of all other spaces than fuel oil, fresh water or lubricating oil tanks, within the cargo length area.
See Annex

VG220 ASHS Coef : 0.0 Done in current job
For single skin bulk carriers, overall survey of all cargo holds.
See Annex

VGX010 ASH-INT Coef : 0.0 Done in current job **See Remark**
Additional tank overall surveys, as deemed necessary by Survey Centre surveyor.
See Annex

Remark

The tank that in the annex were inspected due to vessel is in preceeding class renewal scope.

Systematic and other thickness measurements

CAX010C ASH-INT Coef : 0.0 Done in current job
Confirmation that thickness measurements required in the context of hull structural classification surveys are witnessed by a Surveyor.
This requires the Surveyor to be on board while gaugings are taken to the extent necessary to control the process.
This includes a survey meeting to be held prior to commencement of the survey, the monitoring of the thickness measurement process on-board and the review and verification of preliminary and final reports.
Concurrent crediting to both Intermediate Survey and Class Renewal Survey for surveys and thickness measurements of spaces are not acceptable.

Date of first measurement	26/09/2025
Date of last measurement	27/09/2025

MES224 INT Coef : 0.0 Done in current job
Thickness measurements of shell plating in way of overboard discharges as considered necessary by the Surveyor.
Ref. to TM report (Page Nbr) **1047-1053**

MES234 INT Coef : 0.0 Done in current job
Thickness measurements of representative exposed superstructure deck plating (poop, bridge and forecastle decks)
Ref. to TM report (Page Nbr) **908-918**

MEV035 INT Coef : 0.0 Done in current job
Thickness measurements of all deck plates within the cargo area, outside the line of cargo-hatch openings.
Ref. to TM report (Page Nbr) **1021-1029**

MEV065 INT Done in current job
Thickness measurements of three (3) transverse sections, within the cargo area, with one in the midship area, outside the line of cargo-hatch openings .



Section	Frame Number	Reference to TM report (page number)	Coef.	Done
1	62-63	9-20	0.0	X
2	138-139	21-31	0.0	X
3	81-82	9-20	0.0	X

MEV085 INT Coef : 0.0 Done in current job

Thickness measurements of all bottom plates within the cargo area.

Ref. to TM report (Page Nbr) **44-49**

MEV105 INT Coef : 0.0 Done in current job

Thickness measurements of all wind-and-water strakes within the cargo area.

Ref. to TM report (Page Nbr) **38-42**

MEV117A INT Coef : 0.0 Done in current job

Thickness measurements of all wind-and-water strakes outside the cargo area.

Ref. to TM report (Page Nbr) **38-42**

MEX030B ASH-DOK-INT Coef : 0.0 Done in current job

Additional thickness measurements as deemed necessary.

☐ Yes ☒ No

VRX130 ASH-ASHS Coef : 0.0 Done in current job

Have substantial corrosion areas been identified during survey or before present survey ?

☐ Yes ☒ No

Close-up surveys and/or associated thickness measurements

VRV205 ASHS Coef : 0.0 Done in current job

For single skin bulk carriers, close-up survey of lower region of minimum 25% of shell frames, including shell frame end attachment and adjacent shell plating, in the forward cargo hold.

VRV210 ASHS Coef : 0.0 Done in current job

For single skin bulk carriers, close-up survey of lower region of 25% of shell frames, including shell frame end attachment and adjacent shell plating, in one (1) selected cargo hold, other than forward cargo hold.

VRV365 INT Coef : 0.0 Done in current job

For single skin bulk carriers, close-up survey and thickness measurements of all shell frames in all cargo holds, including upper and lower end attachments and adjacent shell plating .

See Annex

VRV370A INT Coef : 0.0 Done in current job

Close-up survey and thickness measurements of all transverse webs with associated plating and longitudinals in each water ballast tank

See Annex

VRV375A INT Coef : 0.0 Done in current job

Close-up survey and thickness measurements of all transverse bulkheads in all ballast tanks.

See Annex

VRV381B INT Coef : 0.0 Done in current job

Close-up survey and thickness measurements of all cargo hold transverse bulkheads, including internal structure of upper and lower stools if fitted.

See Annex

VRV385B INT Done in current job

Close-up survey and thickness measurements of all cargo hold hatch covers and coamings (platings and stiffeners).

Hatch identification	Type	Close-Up Survey	Thickness Measurements	Coef.	Done
Hatch Cover 4	Mechanically operated	Satisfactory	Satisfactory	0.0	X
Hatch Cover 3	Mechanically operated	Satisfactory	Satisfactory	0.0	X
Hatch Cover 5	Mechanically operated	Satisfactory	Satisfactory	0.0	X
Hatch Cover 1	Mechanically operated	Satisfactory	Satisfactory	0.0	X
Hatch Cover 2	Mechanically operated	Satisfactory	Satisfactory	0.0	X

VRV390B INT

Coef : 0.0 Done in current job

Close-up survey and thickness measurements of all deck plating and underdeck structure inside line of hatch openings between cargo hold hatches.
See Annex

6. Machinery and electricity

Battery installations not covered by add. class notation

BATT005 ASM

Coef : 0.0

Is the ship provided with Li-Ion Batteries of a capacity above 20kWh or used as emergency source or transitional source not covered by the additional class notation BATTERY SYSTEM.

☐ Yes ☒ No

7. Fire protection and fire fighting

Basic fire fighting equipment

FFE165 ASM-HSEA

Coef : 0.0

See Remark

Type of gas used in the fixed fire-fighting appliance in other spaces (like paint lockers, galleys, etc.) ?

- ☐ Halon
☐ CO2
☒ Other

Remark

Paint locker is protected by sprinkler system from main fire line.
Galley is protected by fixed co2 system.

Special arrangements in machinery spaces

FFE083 ASM-HSEA

Coef : 0.0

Location of any fixed local application fire-fighting system which has been tested.

Location: **purifiers**

FFE090 ASM-HSEA

Coef : 0.0

Type of gas used in the fixed fire-fighting system for the machinery spaces ?

- ☐ Halon
☒ CO2
☐ Other

Cargo spaces

FFE117 ASM-HSEA

Coef : 0.0

Type of gas used in the fixed fire-fighting system for the cargo spaces ?

- ☐ Halon
☒ CO2
☐ Other

Carriage of dangerous goods

FFE170A DGAS-HSEA

Coef : 0.0

Examination, as far as possible, and test, as feasible, of additional safety measures in cargo spaces intended for the carriage of dangerous goods.

8. Boiler survey

BOIL001A AOF1

Coef : 0.0

See Remark

Boiler(s) internal/external examination and tests

Remark

Boiler was internally examined and safety valve dismantled/maintained in the workshop.

Calibration certificates of the gauges were examined before start testing.

As manager declaration boiler is used with 5 bar and accordingly Safety valve pressure test was carried out with 5 bar pressure satisfactorily.



Boiler hydrostatic test was carried out with 7.5 bar and no any leak observed on the tubes.

BOIL002 AOF1

Coef : 0.0

Hydrostatic pressure test when direct visual internal inspection is no feasible due to limited size of internal spaces.

9. Safety - Miscellaneous

Safety of navigation

NAV041A HSEA

Coef : 0.0

Checking that records are maintained identifying any pilot ladders placed into service and any repair effected.

Applicable to equipment and arrangements for pilot transfer which are installed on or after 1st July 2012.	Y
Applicable, in so far as is reasonable and practicable, to equipment and arrangements for pilot transfer which are installed on or after 1st July 2012 and which are a replacement of equipment and arrangements provided on ship before 1st July 2012.	-

10. Life-saving appliances

Lifeboats

LSA220 HSEA

Coef : 0.0

Test of lowering of one lifeboat to the water, if practicable.
Number and side of the lowered lifeboat(s): **PS LIFEBOAT**

11. Radiocommunications

Reference of Radio Surveyor s report

STR009 HSRP

Coef : 0.0

See Remark

Reference of Radio Surveyor's report :

Description and remark

Radio survey was carried out by BV approved company RTM Denizcilik and witnessed.

12. MARPOL Annex 1

Oil discharge from machinery spaces

MSE023 POMA

Coef : 0.0

See Remark

Examination of the oil content meter (15-ppm alarm and bilge monitor).
For equipment approved under MEPC 107(49), verification of the calibration record or calibration certificate.

Remark

Owily water seperator 15 ppm calibraiton certificate was found available on board and operational tests were carried satisfactorily including 15 ppm alarm and 3 wav valve opening.

13. Air pollution

Incinerators

INC001 IAPA

Coef : 0.0

See Remark

External examination of each incinerator and confirmation that each incinerator is in a generally satisfactory condition and free from leaks of gas or smoke.

Remark



Incinerator was externally examined. After examination, operational test was carried out with safety alarms satisfactorily.

14. Anti-Fouling

AFS005 AFSO Coef : 0.0

Scope and description of occasional survey of the anti-fouling system.

AFS021 AFSO Coef : 0.0

Type of anti-fouling system.

TBT&CYBTRUNE FREE

AFS022 AFSO Coef : 0.0

Name of anti-fouling system manufacturer.

Chugoku Paints

AFS023 AFSO Coef : 0.0

Name and color of anti-fouling system.

SEAGRANDPRIX 80 BROWN

AFS024 AFSO Coef : 0.0

See Remark

Active ingredient(s) and their Chemical Abstract Service Registry Number (CAS number (s)).

Description and remark

Cuprous(I)Oxide /CAS 1317-39-1 4,5 Dichlor-2-N-Octyl-4-Isotiazole-3-One / CAS 64359-81-5

AFS030 AFSO Coef : 0.0

Date of beginning and Date of end of application of the anti-fouling system.

	Date
Beginning	29/09/2025
Ending	04/09/2025

15. Ballast Water Management

BWM010A BWMA Coef : 0.0

Is the ship fitted with a ballast water management system?

☒ Yes ☐ No

BWM060A BWMA Coef : 0.0

Is the ship fitted with a prototype ballast water treatment technology?

☐ YES ☒ NO

16. Annex for Overall/Internal Tank Survey

Identification	Use ¹	Frame		Done ²	Protection	Extent	Coating Condition	Close up	Results ³				Piping/Fittings	Add. Close up	Findings ⁴			Item
		I	F						CO	CR	BU	IN			Rep.	PII	SA	
FPT (FR.194-208)	BT	194	208	X	Hard coated	Complete	Fair	Y	N	N	N	N	Satisfactory	N	Y		N	VIN105, VGV060, VRV370A, VRV375A
NO.1 WBT (BILGE HOPPER) PORT (FR.165-194)	BT	165	194	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	N		N	VIN105, VGV060, VRV370A, VRV375A
NO.1 WBT (BILGE HOPPER) STBD (FR.165-194)	BT	165	194	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	N		N	VIN105, VGV060, VRV370A, VRV375A
NO.2 WBT (BILGE HOPPER) PORT (FR.131-165)	BT	131	165	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	N		N	VIN105, VGV060, VRV370A, VRV375A
NO.2 WBT (BILGE HOPPER) STBD (FR.131-165)	BT	131	165	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	N		N	VIN105, VGV060, VRV370A, VRV375A
NO.3 WBT (BILGE HOPPER) PORT (FR.97-131)	BT	97	131	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	N		N	VIN105, VGV060, VRV370A, VRV375A
NO.3 WBT (BILGE HOPPER) STBD (FR.97-131)	BT	97	131	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	N		N	VIN105, VGV060, VRV370A, VRV375A
NO.4 WBT (BILGE HOPPER) PORT (FR.63-97)	BT	63	97	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	N		N	VIN105, VGV060, VRV370A, VRV375A

(1) Use

BT : Ballast Tank
CH : Cargo Hold
MS : Machinery Space
CO : Cofferdam & other compartments
FW : Fresh Water Tank

(2) Done

FD : Fuel/Diesel Oil Tank
LO : Lub Oil Tank
X : in current job

(3) Results

CO : Corrosion
CR : Crack
BU : Buckling
IN : Indent

(4) Findings

Rep. : Repairs carried out
PII : Planned Inspection Item
R : Recommendation
O : Observation
SA : Suspect Areas (presenting substantial corrosion)



Identification	Use ¹	Frame		Done ²	Protection	Extent	Coating Condition	Close up	Results ³				Piping/Fittings	Add. Close up	Findings ⁴			Item
		I	F						CO	CR	BU	IN			Rep.	PII	SA	
																		VRV375A
NO.4 WBT (BILGE HOPPER) STBD (FR.63-97)	BT	63	97	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	N		N	VIN105, VGV060, VRV370A, VRV375A
NO.5 WBT (BILGE HOPPER) PORT (FR.30-63)	BT	29	63	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	N		N	VIN105, VGV060, VRV370A, VRV375A
NO.5 WBT (BILGE HOPPER) PORT (FR.29-63)	BT	29	63	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	Y		N	VIN105, VGV060, VRV370A, VRV375A
NO.1 WBT (TOPSIDE) PORT (FR.165-194)	BT	165	194	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	Y		N	VIN105, VGV060, VRV370A, VRV375A
NO.1 WBT (TOPSIDE) STBD (FR.165-194)	BT	165	194	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	Y		N	VIN105, VGV060, VRV370A, VRV375A
NO.2 WBT (TOPSIDE) PORT (FR.131-165)	BT	131	165	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	Y		N	VIN105, VGV060, VRV370A, VRV375A
NO.2 WBT (TOPSIDE) STBD (FR.131-165)	BT	131	165	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	Y		N	VIN105, VGV060, VRV370A, VRV375A
NO.3 WBT (TOPSIDE) PORT (FR.97-131)	BT	97	131	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	Y		N	VIN105, VGV060, VRV370A, VRV375A
NO.3 WBT (TOPSIDE) STBD	BT	97	131	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	Y		N	VIN105,

(1) Use

BT : Ballast Tank
CH : Cargo Hold
MS : Machinery Space
CO : Cofferdam & other compartments
FW : Fresh Water Tank

(2) Done

FD : Fuel/Diesel Oil Tank
LO : Lub Oil Tank
X : in current job

(3) Results

CO : Corrosion
CR : Crack
BU : Buckling
IN : Indent

(4) Findings

Rep. : Repairs carried out
PII : Planned Inspection Item
R : Recommendation
O : Observation
SA : Suspect Areas (presenting substantial corrosion)



Identification	Use ¹	Frame		Done ²	Protection	Extent	Coating Condition	Close up	Results ³				Piping/Fittings	Add. Close up	Findings ⁴			Item
		I	F						CO	CR	BU	IN			Rep.	PII	SA	
(FR.97-131)																		VG060, VRV370A, VRV375A
NO.4 WBT (TOPSIDE) PORT (FR.63-97)	BT	63	97	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	Y		N	VIN105, VGV060, VRV370A, VRV375A
NO.4 WBT (TOPSIDE) STBD (FR.63-97)	BT	63	97	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	Y		N	VIN105, VGV060, VRV370A, VRV375A
NO.5 WBT (TOPSIDE) PORT (FR.29-63)	BT	30	63	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	N		N	VIN105, VGV060, VRV370A, VRV375A
NO.5 WBT (TOPSIDE) STBD (FR.29-63)	BT	30	63	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	Y		N	VIN105, VGV060, VRV370A, VRV375A
NO.1 CARGO HOLD	CH	165	194	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	Y		N	VIN127, VGV040A, VGV220, VRV365, VRV381B, VRV390B
NO.2 CARGO HOLD	CH	131	165	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	Y		N	VIN127, VGV040A, VGV220, VRV365, VRV381B, VRV390B
NO.3 CARGO HOLD	CH	97	131	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	Y		N	VIN127, VGV040A, VGV220, VRV365,

(1) Use

BT : Ballast Tank
CH : Cargo Hold
MS : Machinery Space
CO : Cofferdam & other compartments
FW : Fresh Water Tank

(2) Done

FD : Fuel/Diesel Oil Tank
LO : Lub Oil Tank
X : in current job

(3) Results

CO : Corrosion
CR : Crack
BU : Buckling
IN : Indent

(4) Findings

Rep. : Repairs carried out
PII : Planned Inspection Item
R : Recommendation
O : Observation
SA : Suspect Areas (presenting substantial corrosion)



Identification	Use ¹	Frame		Done ²	Protection	Extent	Coating Condition	Close up	Results ³				Piping/Fittings	Add. Close up	Findings ⁴			Item
		I	F						CO	CR	BU	IN			Rep.	PII	SA	
																		VRV381B, VRV390B
NO.4 CARGO HOLD	CH	63	97	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	Y		N	VIN127, VGV040A, VGV220, VRV365, VRV381B, VRV390B
NO.5 CARGO HOLD	CH	30	63	X	Hard coated	Complete	Good	Y	N	N	N	N	Satisfactory	N	Y		N	VIN127, VGV040A, VGV220, VRV365, VRV381B, VRV390B

(1) Use

BT : Ballast Tank
CH : Cargo Hold
MS : Machinery Space
CO : Cofferdam & other compartments
FW : Fresh Water Tank

FD : Fuel/Diesel Oil Tank
LO : Lub Oil Tank

(2) Done

X : in current job

(3) Results

CO : Corrosion
CR : Crack
BU : Buckling
IN : Indent

(4) Findings

Rep. : Repairs carried out
PII : Planned Inspection Item
 R : Recommendation
 O : Observation
SA : Suspect Areas
 (presenting substantial corrosion)



Tank characteristics : FPT (FR.194-208)

Init. Frame : 194 Final Frame : 208 Use :Ballast Tank

Position : Centre

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : **All transverse webs with associated plating and longitudinals in each water ballast tank.**

All transverse bulkheads in ballast tanks, including stiffening system fr 194.

Corresponding thickness measurements (reference of report, page, N°) : **page nr 686-718**

Findings

Repairs Carried Out During Survey (Detail parts replaced-add sketches as deemed necessary)

Some scallop part of the profiles on shell side,scallop parts of the transverse webs longitudinal bulkheads.

Ps shell plate was found indented.

See attached repair report.

Other Comments/Conclusion :

Tank was found satisfactory condition after repair.

Tank characteristics : NO.1 CARGO HOLD

Init. Frame : 165 Final Frame : 194 Use :Cargo Hold

Position : Centre

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All shell frames in all cargo holds including upper and lower end attachments and adjacent shell plating.**

***All cargo hold transverse bulkheads 165/194**

***All cargo hold hatch covers and coamings**

***All deck plating and underdeck structure inside line of hatch openings between all cargo hold hatches**

Corresponding thickness measurements (reference of report, page, N°) : **pages;**

shell plating:841-852

transverse bulkheads;757-761

inner bottom:993-996

Findings

Repairs Carried Out During Survey (Detail parts replaced-add sketches as deemed necessary)

Some tripping brackets were found buckled.Shipyard renwed the brackets as necessary.

Other Comments/Conclusion :

Cargo hold was found satisfactory.

Tank characteristics : NO.1 WBT (BILGE HOPPER) PORT (FR.165-194)

Init. Frame : 165 Final Frame : 194 Use :Ballast Tank

Position : Portside

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All transverse webs with associated plating and longitudinals in each water**

ballast tank. frames 191-188-185-183-180-176-171-168)

***All transverse bulkheads in ballast tanks, including stiffening system 165-194**

Corresponding thickness measurements (reference of report, page, N°) : **286-376**

Other Comments/Conclusion :

Tank was found satisfactory.

Tank characteristics : NO.1 WBT (BILGE HOPPER) STBD (FR.165-194)

Init. Frame : 165 Final Frame : 194 Use :Ballast Tank

Position : Starboard

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All transverse webs with associated plating and longitudinals in each water ballast tank. frames 191-188-185-183-180-176-171-168)**

***All transverse bulkheads in ballast tanks, including stiffening system 165-194**

Corresponding thickness measurements (reference of report, page, N°) : **286-376**

Other Comments/Conclusion :

Tank was found satisfactory.

Tank characteristics : NO.1 WBT (TOPSIDE) PORT (FR.165-194)

Init. Frame : 165 Final Frame : 194 Use :Ballast Tank

Position : Portside wing

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All transverse webs with associated plating and longitudinals in each water ballast tank. frames 191-188-185-183-180-176-171-168)**

***All transverse bulkheads in ballast tanks, including stiffening system 165-194**

Corresponding thickness measurements (reference of report, page, N°) : **51-112**

Findings

Repairs Carried Out During Survey (Detail parts replaced-add sketches as deemed necessary)

Some scallop parts of the longi bulkheads and transverse webs due to thickness diminution.

Tank characteristics : NO.1 WBT (TOPSIDE) STBD (FR.165-194)

Init. Frame : 165 Final Frame : 194 Use :Ballast Tank

Position : Starboard wing

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All transverse webs with associated plating and longitudinals in each water ballast tank. frames 191-188-185-183-180-176-171-168)**

***All transverse bulkheads in ballast tanks, including stiffening system 165-194**

Corresponding thickness measurements (reference of report, page, N°) : **51-112**

Findings

Repairs Carried Out During Survey (Detail parts replaced-add sketches as deemed necessary)

Some scallop parts of the longi bulkheads and transverse webs due to thickness diminution.

Tank characteristics : NO.2 CARGO HOLD

Init. Frame : 131 Final Frame : 165 Use :Cargo Hold

Position : Centre

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All shell frames in all cargo holds including upper and lower end attachments and adjacent shell plating. 131-165**

***All cargo hold transverse bulkheads 131-165**

***All cargo hold hatch covers and coamings**

***All deck plating and underdeck structure inside line of hatch openings between all cargo hold hatches**

Corresponding thickness measurements (reference of report, page, N°) : **pages;**

shell plating:853-865

transverse bulkheads;768-776

inner bottom:998-1001

Findings

Repairs Carried Out During Survey (Detail parts replaced-add sketches as deemed necessary)

Some tripping brackets were found buckled.Shipyard renwed the brackets as necessary.

Other Comments/Conclusion :

Cargo hold was found satisfactory.

Tank characteristics : NO.2 WBT (BILGE HOPPER) PORT (FR.131-165)

Init. Frame : 131 Final Frame : 165 Use :Ballast Tank

Position : Portside

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All transverse webs with associated plating and longitudinals in each water ballast tank. frames 160-156-151-146-141-136*****All transverse bulkheads in ballast tanks, including stiffening system 131-165**Corresponding thickness measurements (reference of report, page, N°) : **376-474**

Other Comments/Conclusion :

ALL FOUND SATISFACTORY.**Tank characteristics : NO.2 WBT (BILGE HOPPER) STBD (FR.131-165)**

Init. Frame : 131 Final Frame : 165 Use :Ballast Tank

Position : Starboard

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All transverse webs with associated plating and longitudinals in each water ballast tank. frames 191-188-185-183-180-176-171-168)*****All transverse bulkheads in ballast tanks, including stiffening system 131-165**Corresponding thickness measurements (reference of report, page, N°) : **376-474**

Other Comments/Conclusion :

Thickness diminution were observed on the scallops of L profiles on shell side ,longitudinal bulkhead side and transverse webs.**Repaired by shipyard and sketches were attached to the report.****Tank characteristics : NO.2 WBT (TOPSIDE) PORT (FR.131-165)**

Init. Frame : 131 Final Frame : 165 Use :Ballast Tank

Position : Portside wing

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All transverse webs with associated plating and longitudinals in each water ballast tank. frames 160-156-151-146-141-136*****All transverse bulkheads in ballast tanks, including stiffening system 131-165**Corresponding thickness measurements (reference of report, page, N°) : **112-165**

Findings

Repairs Carried Out During Survey (Detail parts replaced-add sketches as deemed necessary)

Some scallop parts of the longi bulkheads and transverse webs due to thickness diminution.

Other Comments/Conclusion :

Thickness diminution were observed on the scallops of L profiles on shell side ,longitudinal bulkhead side and transverse webs.**Repaired by shipyard and sketches were attached to the report.**

Tank characteristics : NO.2 WBT (TOPSIDE) STBD (FR.131-165)

Init. Frame : 131 Final Frame : 165 Use :Ballast Tank

Position : Starboard wing

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All transverse webs with associated plating and longitudinals in each water ballast tank. frames 191-188-185-183-180-176-171-168)**

***All transverse bulkheads in ballast tanks, including stiffening system 131-165**

Corresponding thickness measurements (reference of report, page, N°) : **112-160**

Findings

Repairs Carried Out During Survey (Detail parts replaced-add sketches as deemed necessary)

Some scallop parts of the longi bulkheads and transverse webs due to thickness diminution.

Other Comments/Conclusion :

Thickness diminution were observed on the scallops of L profiles on shell side ,longitudinal bulkhead side and transverse webs.

Repaired by shipyard and sketches were attached to the report.

Tank characteristics : NO.3 CARGO HOLD

Init. Frame : 97 Final Frame : 131 Use :Cargo Hold

Position : Centre

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All shell frames in all cargo holds including upper and lower end attachments and adjacent shell plating. 97-131**

***All cargo hold transverse bulkheads97-131**

***All cargo hold hatch covers and coamings**

***All deck plating and underdeck structure inside line of hatch openings between all cargo hold hatches**

Corresponding thickness measurements (reference of report, page, N°) : **pages;**

shell plating:865-879

transverse bulkheads;781-799

inner bottom:1003-1005

Findings

Repairs Carried Out During Survey (Detail parts replaced-add sketches as deemed necessary)

Some tripping brackets were found buckled.Shipyard renwed the brackets as necessary.

Other Comments/Conclusion :

Cargo hold was found satisfactory.

Tank characteristics : NO.3 WBT (BILGE HOPPER) PORT (FR.97-131)

Init. Frame : 97 Final Frame : 131 Use :Ballast Tank

Position : Portside

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All transverse webs with associated plating and longitudinals in each water**

ballast tank. frames 126-120-114-108-102

***All transverse bulkheads in ballast tanks, including stiffening system 97-131**

Corresponding thickness measurements (reference of report, page, N°) : **474-550**

Other Comments/Conclusion :

ALL FOUND SATISFACTORY.

Tank characteristics : NO.3 WBT (BILGE HOPPER) STBD (FR.97-131)

Init. Frame : 97 Final Frame : 131 Use :Ballast Tank

Position : Starboard

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All transverse webs with associated plating and longitudinals in each water ballast tank. frames 126-120-114-108-102**

***All transverse bulkheads in ballast tanks, including stiffening system 97-131**

Corresponding thickness measurements (reference of report, page, N°) : **474-550**

Other Comments/Conclusion :

ALL FOUND SATISFACTORY.

Tank characteristics : NO.3 WBT (TOPSIDE) PORT (FR.97-131)

Init. Frame : 97 Final Frame : 131 Use :Ballast Tank

Position : Portside wing

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All transverse webs with associated plating and longitudinals in each water ballast tank. frames 126-120-114-108-102**

***All transverse bulkheads in ballast tanks, including stiffening system 97-131**

Corresponding thickness measurements (reference of report, page, N°) : **162-199**

Findings

Repairs Carried Out During Survey (Detail parts replaced-add sketches as deemed necessary)

Some scallop parts of the longi bulkheads and transverse webs due to thickness diminution.

Other Comments/Conclusion :

Thickness diminution were observed on the scallops of L profiles on shell side ,longitudinal bulkhead side and transverse webs.

Repaired by shipyard and sketches were attached to the report.

Tank characteristics : NO.3 WBT (TOPSIDE) STBD (FR.97-131)

Init. Frame : 97 Final Frame : 131 Use :Ballast Tank

Position : Starboard wing

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All transverse webs with associated plating and longitudinals in each water ballast tank. frames 126-120-114-108-102**

***All transverse bulkheads in ballast tanks, including stiffening system 97-131**

Corresponding thickness measurements (reference of report, page, N°) : **162-199**

Findings

Repairs Carried Out During Survey (Detail parts replaced-add sketches as deemed necessary)

Some scallop parts of the longi bulkheads and transverse webs due to thickness diminution.

Other Comments/Conclusion :

Thickness diminution were observed on the scallops of L profiles on shell side ,longitudinal bulkhead side and transverse webs.

Repaired by shipyard and sketches were attached to the report.

Tank characteristics : NO.4 CARGO HOLD

Init. Frame : 63 Final Frame : 97 Use :Cargo Hold

Position : Centre

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All shell frames in all cargo holds including upper and lower end attachments and adjacent shell plating. 63-97*****All cargo hold transverse bulkheads 63-97*****All cargo hold hatch covers and coamings*****All deck plating and underdeck structure inside line of hatch openings between all cargo hold hatches**Corresponding thickness measurements (reference of report, page, N°) : **pages;****shell plating 880-893****transverse bulkheads; 799-816****inner bottom: 1007-1009**

Findings

Repairs Carried Out During Survey (Detail parts replaced-add sketches as deemed necessary)

Some tripping brackets were found buckled. Shipyard renewed the brackets as necessary.

Other Comments/Conclusion :

Cargo hold was found satisfactory.**Tank characteristics : NO.4 WBT (BILGE HOPPER) PORT (FR.63-97)**

Init. Frame : 63 Final Frame : 97 Use :Ballast Tank

Position : Portside

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All transverse webs with associated plating and longitudinals in each water****ballast tank. frames 191-188-185-183-180-176-171-168)*****All transverse bulkheads in ballast tanks, including stiffening system 145-193**Corresponding thickness measurements (reference of report, page, N°) : **550-626**

Other Comments/Conclusion :

ALL FOUND SATISFACTORY.**Tank characteristics : NO.4 WBT (BILGE HOPPER) STBD (FR.63-97)**

Init. Frame : 63 Final Frame : 97 Use :Ballast Tank

Position : Starboard

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All transverse webs with associated plating and longitudinals in each water****ballast tank. frames 191-188-185-183-180-176-171-168)*****All transverse bulkheads in ballast tanks, including stiffening system 145-193**Corresponding thickness measurements (reference of report, page, N°) : **550-626**

Other Comments/Conclusion :

ALL FOUND SATISFACTORY.

Tank characteristics : NO.4 WBT (TOPSIDE) PORT (FR.63-97)

Init. Frame : 63 Final Frame : 97 Use :Ballast Tank

Position : Portside wing

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All transverse webs with associated plating and longitudinals in each water ballast tank. frames 191-188-185-183-180-176-171-168)**

***All transverse bulkheads in ballast tanks, including stiffening system 63-97**

Corresponding thickness measurements (reference of report, page, N°) : **200-238**

Findings

Repairs Carried Out During Survey (Detail parts replaced-add sketches as deemed necessary)

Some scallop parts of the longi bulkheads and transverse webs due to thickness diminution.

Other Comments/Conclusion :

Thickness diminution were observed on the scallops of L profiles on shell side ,longitudinal bulkhead side and transverse webs.

Repaired by shipyard and sketches were attached to the report.

Tank characteristics : NO.4 WBT (TOPSIDE) STBD (FR.63-97)

Init. Frame : 63 Final Frame : 97 Use :Ballast Tank

Position : Starboard wing

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All transverse webs with associated plating and longitudinals in each water ballast tank. frames 191-188-185-183-180-176-171-168)**

***All transverse bulkheads in ballast tanks, including stiffening system 63-97**

Corresponding thickness measurements (reference of report, page, N°) : **200-238**

Findings

Repairs Carried Out During Survey (Detail parts replaced-add sketches as deemed necessary)

Some scallop parts of the longi bulkheads and transverse webs due to thickness diminution.

Other Comments/Conclusion :

Thickness diminution were observed on the scallops of L profiles on shell side ,longitudinal bulkhead side and transverse webs.

Repaired by shipyard and sketches were attached to the report.

Tank characteristics : NO.5 CARGO HOLD

Init. Frame : 30 Final Frame : 63 Use :Cargo Hold

Position : Centre

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All shell frames in all cargo holds including upper and lower end attachments and adjacent shell plating. 30-63**

***All cargo hold transverse bulkheads30-63**

***All cargo hold hatch covers and coamings**

***All deck plating and underdeck structure inside line of hatch openings between all cargo hold hatches**

Corresponding thickness measurements (reference of report, page, N°) : **pages;**

shell plating 894-907

transverse bulkheads;816-834

inner bottom:1013-1016

Findings

Repairs Carried Out During Survey (Detail parts replaced-add sketches as deemed necessary)

Some tripping brackets were found buckled.Shipyard renwed the brackets as necessary.

Other Comments/Conclusion :

Cargo hold was found satisfactory.

Tank characteristics : NO.5 WBT (BILGE HOPPER) PORT (FR.29-63)

Init. Frame : 29 Final Frame : 63 Use :Ballast Tank

Position : Starboard

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All transverse webs with associated plating and longitudinals in each water ballast tank. frames 191-188-185-183-180-176-171-168)**

***All transverse bulkheads in ballast tanks, including stiffening system 145-193**

Corresponding thickness measurements (reference of report, page, N°) : **626-679**

Findings

Repairs Carried Out During Survey (Detail parts replaced-add sketches as deemed necessary)

Some scallop parts of the longi bulkheads and transverse webs due to thickness diminution.

Other Comments/Conclusion :

ALL FOUND SATISFACTORY.

Tank characteristics : NO.5 WBT (BILGE HOPPER) PORT (FR.30-63)

Init. Frame : 29 Final Frame : 63 Use :Ballast Tank

Position : Portside

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All transverse webs with associated plating and longitudinals in each water ballast tank. frames 191-188-185-183-180-176-171-168)**

***All transverse bulkheads in ballast tanks, including stiffening system 145-193**

Corresponding thickness measurements (reference of report, page, N°) : **626-679**

Other Comments/Conclusion :

ALL FOUND SATISFACTORY.

Tank characteristics : NO.5 WBT (TOPSIDE) PORT (FR.29-63)

Init. Frame : 30 Final Frame : 63 Use :Ballast Tank

Position : Portside wing

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All transverse webs with associated plating and longitudinals in each water ballast tank. frames 191-188-185-183-180-176-171-168)**

***All transverse bulkheads in ballast tanks, including stiffening system 29-63**

Corresponding thickness measurements (reference of report, page, N°) : **239-285**

Other Comments/Conclusion :

Thickness diminution were observed on the scallops of L profiles on shell side ,longitudinal bulkhead side and transverse webs.

Repaired by shipyard and sketches were attached to the report.

Tank characteristics : NO.5 WBT (TOPSIDE) STBD (FR.29-63)

Init. Frame : 30 Final Frame : 63 Use :Ballast Tank

Position : Starboard wing

Close Up Survey

EXTENT (locate frame n°. type of structure examined as per Rules) : ***All transverse webs with associated plating and longitudinals in each water ballast tank. frames 191-188-185-183-180-176-171-168)**

***All transverse bulkheads in ballast tanks, including stiffening system 145-193**

Corresponding thickness measurements (reference of report, page, N°) : **239-285**

Findings

Repairs Carried Out During Survey (Detail parts replaced-add sketches as deemed necessary)

Some scallop parts of the longi bulkheads and transverse webs due to thickness diminution.

Other Comments/Conclusion :

Thickness diminution were observed on the scallops of L profiles on shell side ,longitudinal bulkhead side and transverse webs.

Repaired by shipyard and sketches were attached to the report.

17. Annex for Documentation on board**Reference Documents**

BWM001 BWMA

Coef : 0.0

Verification that the Ballast Water Management Plan is on board

Approved on	22/04/2021
Approved by	Panama Maritime
Language	English

DCO030 POMA

Coef : 0.0

See Remark

References of the approved SOPEP :

Remark

Sopep is approved by BV ON 20/05/2021.

NAV086 HSEA

Coef : 0.0

Verification that the ECDIS Type Approval Certificate is available on board

● **ENC** ○ **RCDS**

Certificate No. **MED00002CD**

NAV110 HSEA

Coef : 0.0

Confirmation that the Automatic Identification System has been subject to an annual testing and that a AIS Test Report issued by the testing facility is kept on board the ship

Test report issued by:	RTM DENIZCILIK
Date of issuance:	02/10/2025

NAV131 HSEA

Coef : 0.0

Confirmation that the voyage data recorder (VDR) or Simplified Voyage Data Recorder (S-VDR) has been subjected to an annual performance test and that a certificate of compliance issued by the testing facility is kept on board the ship.

Certificate issued by:	HANSAEL SIA
Date of issuance:	02/10/2025

NAV145 HSEA

Coef : 0.0

Confirmation that a valid conformance test report for the LRIT is available on board*.

ASP name	Pole Star
Date of issuance	27/08/2025



18. Annex for Safety and Fire Fighting Equipment

Fire protection and fire fighting

Fighter's outfits

FFE032A ASM-HSEA Coef : 0.0
 Date of recharge of the air cylinders :
 Date : **26/09/2025**

Fire extinguishers

FFE022A ASM Coef : 0.0
 Date of recharge or date of inspection of the portable fire extinguishers :
 Date : **26/09/2025**

FFE023A ASM Coef : 0.0
 Date of recharge or date of inspection of the non-portable fire extinguishers :
 Date : **26/09/2025**

Special arrangements in machinery spaces

FFE073A ASM Coef : 0.0
 Date when the CO2 cylinders were weighed or date when their level was checked :
 ● **Checked** ○ Weighted
 date : **26/09/2025**

FFE075A ASM Coef : 0.0
 Date when any foam compounds were either analysed or renewed :
 ● **Analysed** ○ Renewed
 Date : **26/09/2025**

Cargo spaces

FFE114A ASM Coef : 0.0
 Date when the CO2 cylinders were weighed or date when their level was checked :
 Date : **26/09/2025**

Life-saving appliances

DCE082B HSEA Coef : 0.0

Verification through documentary evidence that survival crafts and rescue boat launching appliances were subjected to a periodical thorough examination and a dynamic test of the winch brake at the maximum lowering speed by a competent person. (record dates of last annual and 5-yearly examination and test)

Surv. craft type & identification	Annual	5-yearly
No. 1 (S)	25/10/2025	22/06/2022
No. 2 (P)	25/10/2025	22/06/2022

DCE084B HSEA Coef : 0.0

Verification through documentary evidence that the survival craft and rescue boat on-load release systems were subjected to a thorough examination and operational test by a competent person. (record dates of last annual and 5-yearly examination and test)

Surv. craft type and identification	Annual	5-yearly
No. 1 (S)	25/10/2025	22/06/2022
No. 2 (P)	25/10/2025	22/06/2022



LIST OF DOCUMENTS ATTACHED TO JOB NUMBER ITB0/2025/J6183

RFS
THICKNESS MEASUREMENT REPORT
RADIO REPORT
AIS TEST REPORT
VDR APT REPORT
LSA REPORTS
Rudder Clearances and wear down measurements
ESP FILES

End of List