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Applicant:

Vestas-American Wind Technology, Inc.
1417 NW Everett Street
Portland, OR 97209
USA

SEO.O.G. REPORT NO.: 2018-056-2

Date of application: 05/26/2018

Reference: **FIRE INCIDENT INVESTIGATION**
MV CHIPOLBROK MOON – VOYAGE 72
VESTAS REF. NO. 18/120

This is to certify that our Marine & Cargo Surveyor attended - at the request of Vestas American Wind Technology, Inc. (as cargo owners / receivers) –

ON 05/27/2018

ON BOARD the Hong Kong flagged multi-purpose heavy-lift vessel

"CHIPOLBROK MOON" of Hong Kong

While she was berthed with her port side to the Port of Houston “City Docks” in order to investigate in connection with the fire incident in cargo hold #3 port side which reportedly occurred in the night time from May 22nd to May 23rd 2018 whilst berthed at the Industrial Terminal (Dock 1 West)

SHIPPER:	Vestas Wind Technology (China) Co., Ltd.
VESSEL OWNER:	Chipolbrok Moon Marine Company Limited
OPERATOR:	Chinese-Polish Joint Stock Shipping Company
AGENT: (at time of incident)	Chipolbrok America Inc. (inhouse agency)
CARGO ON BOARD: (at time of incident)	109 x “V126 – 3.45MW” windmill components
CARGO INSPECTED:	on board and at the Free Trade Zone (FTZ) outside Industrial Terminal

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Table of contents:

Attachments to report:

- Captains statement regarding hot work incident (2 pages)
- Ships particulars (1 page)
- IMO Crew List (1 page)
- Stowage Plan (1 page)
- Final Tally Report (9 pages)
- Hot work permit issued by Chief Officer (1 page)
- Marine Chemist Report / ext. permission for hot work (1 page)
- Invitation Letter for joint Investigation (1 page)

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1. Introduction:

SEA.O.G., LLC was originally appointed to monitor and to report about the discharge operation of windmill components from MV Chipolbrok Moon whilst she was berthed at the pier "Dock 1 West" of the Industrial Terminal Houston, TX / USA.

The vessel had arrived at the Industrial Terminal Houston / TX in the afternoon of 21st May 2018 and was loaded with 109 x Vestas "V126 – 3.45MW" windmill components of following projects:

Project	Blades	Nacelles	Hubs
SP45936 – Lot. 18/120-1 & 18/120-03 – CIP - Blue Cloud Port of loading: Tianjin / China & Dafeng / China	63	13	16
SP48699 – Lot. 18/120-2 – Capital Power - New Frontier Port of loading: Tianjin / China		7	7
SP00375 – Lot. 18/120-4 - SCR Kanban 3x V126 Blades Port of loading: Dafeng / China	3		

1.1. General explanation of events:

Discharge operation commenced on May 22nd 2018 with the discharge of 66 blades from hatch covers. The vessel's command – in charge of hot work operations on board – started cutting of the securing stopper plates of under deck cargo in hold no. 3 port & starboard at 19:15 hrs. in order to allow fast discharge of contained nacelles and hubs. This job was performed by 1 welder (Fitter) as well as 2 watchmen (2nd officer and Oiler).

The cutting gang shifted from port side to starboard side hold at around 23:40 hrs. to perform same job. At 00:10 hrs. of 23rd May the ships fire alarm sounded and the fire alarm panel located on the bridge indicated smoke in cargo hold #3 port side. At that time the cutting gang had left the cargo hold. The hatch covers were closed, access of fresh air was only given through ventilation flaps & dampers (vessel not fitted with ventilation system). The captain had thus decided to close the dampers and to extinguish the fire by means of the ships installed CO2 system as he did not want to risk the life of crew members due to restricted accessibility / visibility. The fire was successfully extinguished (time unknown – cargo hold closed and inaccessible)

1.2. Chain of notification:

Shortly after incident:	Chipolbrok offices in Houston & Shanghai via (satellite) telephone
May 23rd 2018 at 03:00 hrs:	E-mail written to Houston agency as not available via telephone during night time
May 23rd 2018 at 08:30 hrs:	Inhouse agency reported fire incident to US Coast Guard
May 23rd 2018 at 08:45 hrs:	US Coast Guard reported to Fire Marshal's office / Houston
May 24th 2018 at 09:30 hrs:	The undersigned (as attending Surveyor for Vestas) and terminal noted incident when hatch covers of cargo hold #3 port side were opened for the first time while in port

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2. The results of the initial inspection of the fire affected cargo hold #3 on May 24th 2018:

At 10:15 hrs. the undersigned had carried out and initial inspection of the affected cargo on the upper tween-deck & lower tween-deck of cargo hold #3 port side.

2.1. Persons present during the inspection:

- Mr. [redacted] – US Coast Guard; Sector Houston-Galveston Investigations; Houston / TX
- Mr. [redacted] – Chief Investigator; Harris County Fire Marshal's Office; Houston / TX
- Mr. Chris Turrentine – Operational Liaison / Harris County Fire Marshal's Office; Houston / TX
- Mr. [redacted] – Lieutenant / Harris County Fire Marshal's Office; Houston / TX
- Mr. Brian Young – Chief Engineer & Marine Accident Investigator; NTSB; Washington / DC
- Mr. Daniel Spiers – Inspector; Port Houston; Houston / TX
- Mr. Slawomir Piankowski – President Chipolbrok America Inc.; Houston / TX
- Mr. Naing Win Cho – Owners P&I Surveyor; Seatran Maritime, LLC; Houston / TX
- Mr. Paul Hansen – Salvage Master; Ardent Americas, LLC; Dania Beach / FL

View on top of nacelles whilst stowed on the upper tween-deck of cargo hold #3 port side

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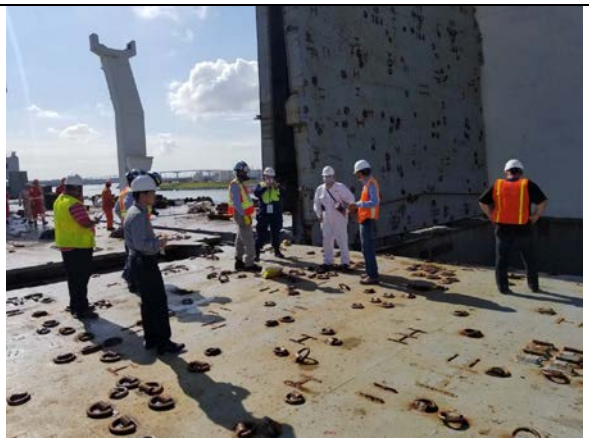
2.2 Findings in cargo hold #3 port side

Thereby, eight (8) nacelles were found in extremely dirty condition, more precisely covered with black soot from all sides. Apparent damage to those units was not noted but had to be proper ascertained once discharged. The lower hold was, besides four (4) Vestas hubs, loaded with steel pipes and construction parts at its forward and aft entrance areas which posed a potential trip hazard due to restricted visibility at that time. For that reason, the Harris County Fire Marshal continued the inspection in the lower hold without the other attending parties but reported that one (1) hub was severely damaged outside and inside by fire (serial no. 18020106 as noted later)



Meeting on hatch covers before inspection

View onto nacelle located aft port side of hold

Boxes with accessories (cables, junction boxes etc.)

Upper tween-deck #3 port side – in between nacelles

View onto rear end nacelle – unit covered in black soot

All stopper plates found cut cargo hold #3 port side

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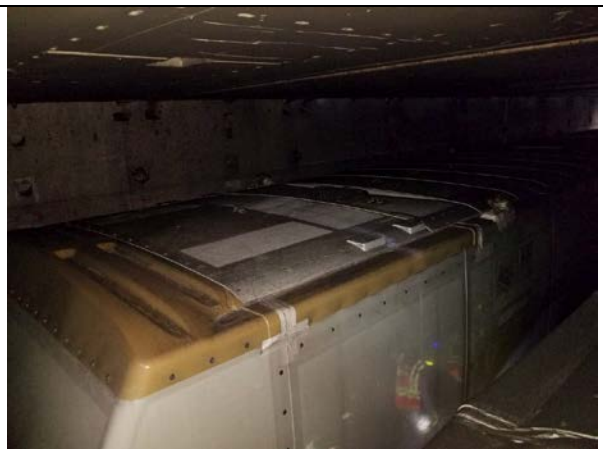

View on top of nacelle on lower tween-deck #3 port side

Entrance to lower hold obstructed by contruction parts

2.3. Nacelles located on upper tween-deck of cargo hold #3 port side:

- 18030058 – project SP45936 (CIP - Blue Cloud) – POL Tianjin / China
- 18030051 – project SP45936 (CIP - Blue Cloud) – POL Tianjin / China
- 18050050 – project SP45936 (CIP - Blue Cloud) – POL Tianjin / China
- 18030049 – project SP45936 (CIP - Blue Cloud) – POL Tianjin / China

2.4. Nacelles located on lower tween-deck of cargo hold #3 port side:

- 18030043 – project SP48699 (Capital Power - New Frontier) – POL Tianjin / China
- 18030052 – project SP45936 (CIP - Blue Cloud) – POL Tianjin / China
- 18030044 – project SP48699 (Capital Power - New Frontier) – POL Tianjin / China
- 18030045 – project SP48699 (Capital Power - New Frontier) – POL Tianjin / China

2.5. Hubs located in the lower hold of cargo hold #3 port side:

- 18020106 – project SP48699 (Capital Power - New Frontier) – POL Tianjin / China
- 18020100 – project SP48699 (Capital Power - New Frontier) – POL Tianjin / China
- 18020101 – project SP48699 (Capital Power - New Frontier) – POL Tianjin / China
- 18020102 – project SP48699 (Capital Power - New Frontier) – POL Tianjin / China

Apparent damage to the above units was not noted during the inspection but had to be proper ascertained once discharged (see discharge process on following pages)

For further details regarding the discharge ops and stowage locations for every single windmill component were refer to our report # 2018-056-1 as well as attached stowage plan and final tally report

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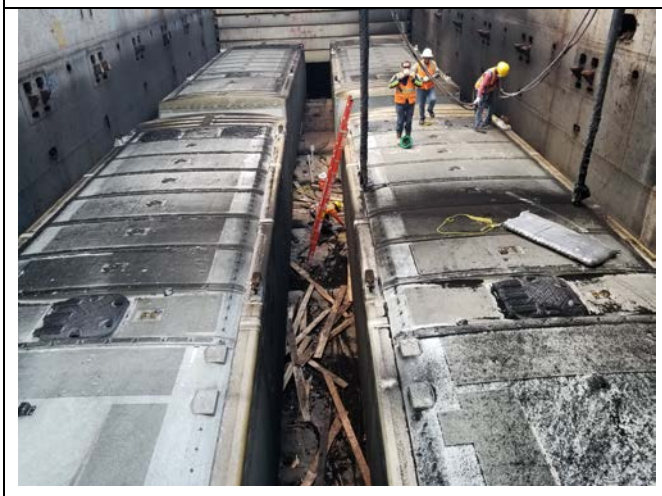
MV Chipolbrok Moon in fully laden condition

Discharging of affected nacelles from upper tween-deck #3

Discharging of nacelle from upper tween-deck #3 port side

View onto bottom of nacelle while being discharged



View on top of nacelles on lower tween-deck #3 port side

Discharging of nacelle from lower tween-deck #3 port side

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View into fire affected lower cargo hold #3 port side; burnt hub #18020106 in upper left corner of picture

View on top of burnt hub #18020106 whilst stowed in lower cargo hold #3 port side

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View into fire affected lower cargo hold #3 port side from forward entrance (upper tween-deck level)

Damaged hub # 18020106 (rigging for discharge)

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Side view onto damaged hub # 18020106

Damaged hub # 18020106 – blade flange cover molten

Damaged hub # 18020106 – view onto spinner shells

Damaged hub # 18020106 – view inside main housing

Damaged hub # 18020106

Damaged hub # 18020106 – discharged by ship's crane

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2.6. Damage noted to hub #18020106 during initial inspection:

- All blade flange transport covers to most part molten (plastic running from top downwards)
- Wrapping material around spinner shells on top of hub found to most past burnt
- Spinner shells could not be inspected as covered by remains of wrapping material
- Electrical & hydraulic equipment inside main housing found covered with black soot
- Unit in general found extremely dirt and covered with black soot

2.7. Damage noted to surrounding hubs in lower hold #3 port side

- Units found extremely dirty and covered with black soot
- No heat affects on plastic transport covers or spinner shell wrapping material noted
- Units found in apparent undamaged condition

Hub #18020101 – discharged in very dirty condition

Hub #18020100 – discharged in extremely dirty condition

Hub #18020102 – discharged in very dirty condition

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2.8. Damage noted to nacelles on tween-decks of cargo hold #3 port side:

- Units found extremely dirty and covered in black soot
- Bottom transport cover (yaw cover) of nacelle #18030052 deformed / wavy – very likely caused by heat in lower cargo hold during fire one deck below. This unit was stowed directly above burnt hub #18020106

Bottom transport cover (yaw cover) of nacelle #18030052 deformed / wavy

Bottom transport cover (yaw cover) of nacelle #18030052 deformed / wavy

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2.9. Findings in cargo hold #3 starboard side

The cargo holds #3 port side and #3 starboard of MV Chipolbrok Moon are separated by means of a longitudinal bulkhead located midships. Access between both sides is given by a walkway through the bulkhead which is located at the aft end of the lower hold. Black soot was thus able also contaminate 10 nacelles which were located inside cargo hold #3 starboard side.

View on top of burnt hub #18020106 whilst stowed in lower cargo hold #3 port side

2.10. Nacelles located inside cargo hold #3 starboard side:

- 18030054 – project SP45936 (CIP - Blue Cloud) – POL Tianjin / China (upper tween-deck)
- 18030055 – project SP45936 (CIP - Blue Cloud) – POL Tianjin / China (upper tween-deck)
- 18050056 – project SP45936 (CIP - Blue Cloud) – POL Tianjin / China (upper tween-deck)
- 18030057 – project SP45936 (CIP - Blue Cloud) – POL Tianjin / China (upper tween-deck)
- 18030053 – project SP45936 (CIP - Blue Cloud) – POL Tianjin / China (lower tween-deck)
- 18030046 – project SP45936 (CIP - Blue Cloud) – POL Tianjin / China (lower tween-deck)
- 18030047 – project SP45936 (CIP - Blue Cloud) – POL Tianjin / China (lower tween-deck)
- 18030048 – project SP45936 (CIP - Blue Cloud) – POL Tianjin / China (lower tween-deck)
- 18030039 – SP48699 (Capital Power - New Frontier) – POL Tianjin / China (lower hold)
- 18030040 – SP48699 (Capital Power - New Frontier) – POL Tianjin / China (lower hold)

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3. Fire Incident Investigtion / interview with ship's crew on May 27th 2018:

3.1. Reason for ongoing investigation after initial inspection

US Coast Guard marine investigators carry out investigations of commercial vessel casualties and report of violation that require a determination for apparent cause and culpability. Their findings are used to create safety recommendations to prevent future marine casualties. The primary purpose of such an investigation is to ascertain the cause an accident, casualty, or personnel behaviors to determine if corrective measures should be taken and to determine whether any violation of federal law or applicable regulations has occurred. The undersigned was informed that the US Coast Guard estimated the extent of occurred cargo / ship damage – after initial inspection on board – to around 12,000,000 (twelve million) USD. The undersigned did not confirm or comment on that.

The NTSB becomes involved whenever a marine casualty exceeds the value of 500,000 USD. US Coast Guard officer Mr. [redacted] underlined that this is not a criminal investigation.

It was decided by the attending US Coast Guard Officer, Mr. [redacted], to interview the directly involved ship's crew and to further inspect the fire affected cargo at the Free Trade Zone (FTZ). The undersigned received a "Party In Interest" letter from the US Coast Guard, allowing him to participate in the interview of the ship's crew as well as the joint cargo inspection at the Free Trade Zone (FTZ)

3.2. Persons present during the interview on board MV Chipolbrook Moon:

- Mr. [redacted] – US Coast Guard; Sector Houston-Galveston Investigations; Houston / TX
- Mr. [redacted] – Chief Investigator; Harris County Fire Marshal's Office; Houston / TX
- Mr. Brian Young – Chief Engineer & Marine Accident Investigator; NTSB; Washington / DC
- Mr. Daniel Spiers – Inspector; Port of Houston
- Mr. Slawomir Piankowski – President Chipolbrok America Inc.; Houston / TX
- Mr. Naing Win Cho – Owners P&I Surveyor; Seatran Maritime, LLC; Houston / TX
- Mr. Dominik Schaefer – Director of Marine Operations; SEA.O.G.; Seattle / WA

The undersigned met with the abovementioned parties / persons on board MV Chipolbrook Moon in order to interview the crewmembers that had been directly involved in the fire incident. After an official introduction of the interested parties, the interview started at 09:30 hrs. with below crewmembers (in sequential order):

Notes:

- Communication with ships crew was difficult as they lacked the ability to speak English
- The interview was recorded by Mr. Brian Young / NTSB
- See enclosure no. 3 (IMO Crew List) for further details of crew members

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3.3. Statement of captain Zhao Jianbing:

The captain gave a general explanation about the fire events and measures to extinguish the fire. According to him, the hot work started on May 22nd at 19:50 hrs. inside the cargo hold #3 port side. The cutting gang consisted of the fitter (as cutter) as well as the 2nd mate and the Oiler as watchmen. Hot work was performed with blow torches using oxygen / acetylene gas mixture. Fire extinguisher, fire blankets, fire hose, garden water hose as well as two walkie-talkies were on site at all times. Furthermore, an atmospheric test with calibrated / certified meter was carried out in beforehand. The cargo holds are considered as “enclosed spaces” when hatch covers are closed. Furthermore, cargo holds are not equipped with mechanical ventilation but air flaps located in alleyways. The Chief Officer issued a signed hot work permit as part of the company safety management system. In addition, a marine chemist issued hot work permit for this working area. Fire alarm sounded at 00:10 hrs. and captain informed the crew via public announcement system. At about the same time, the cutting gang smelled smoke and left the hold. After mustering of the crew, designated fire-fighting crew members donned appropriate equipment to prepare for engagement. At 00:18 hrs the captain ordered the 3rd Officer + 1 engineer to release 60 (sixty) CO2 charged bottles via ship’s fixed installed system into the cargo hold to extinguish the fire. It was stressed out that this decision was taken in order to not risk the life of crewmembers in an enclosed space with restricted visibility.

3.4. Statement of Chief Officer Jing Ligang:

Chief Officer has 13 years seagoing experience and issues hot work permits on a regular basis since sailing as Chief Officer. He explained that fire blankets were stuffed between tween-deck pontoons during cutting to prevent falling flag. Furthermore, cutting gang had fire extinguisher, fire blankets, fire hose and torch lights on standby at all times. The garden hose (slim and flexible) would be preferred as safety measure as it can be easily shifted between hold compartments and fire can be tackled quickly. Fitter was cutting, oiler and 2nd mate as watchmen. **He was not sure about origin of fire but said that falling hot slag was likely the cause**.

3.5. Statement of 2nd mate Zhu Chuanchuan:

The 2nd officer has 8 years seagoing experience and took over the watch from 3rd Officer at 23:00 hrs. He was fire watchman and patrolled the lower hold / lower tween-deck during cutting and always had fire extinguisher and garden water hose with him. According to him the cutting inside cargo hold #3 port side completed at 23:10 hrs. He then left the hold at 23:40 hrs. as he keeps patrolling the hold for 25-30 minutes after completion of hot work. Fire alarm rang at 00:10 hrs, smoke was sighted at 00:12 hrs.

3.6. Statement of Fitter Xu Jin:

The ship’s fitter has 10 years of experience and said to have special qualification to perform welding / cutting. The performed hot work started in the lower hold, then upper tween-deck followed by lower tween-deck. This pattern appears unlogic but is necessary to shift oxygen / acetylene hose. He was ordered by the vessels command to rest during the day so that he could work during the night time.

3.7. Statement of Oiler Li Mo:

Oiler Li Mo was watchman during cutting ops and followed the fitter at all time. He heard the fire alarm shortly after detecting the smoke. He then left the cargo hold through the aft exit and pulled out oxygen / acetylene hose and closed the gas bottes in order to prevent further risk of fire.

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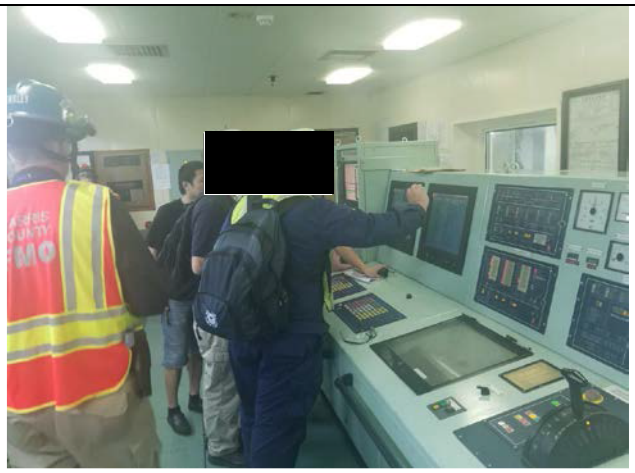
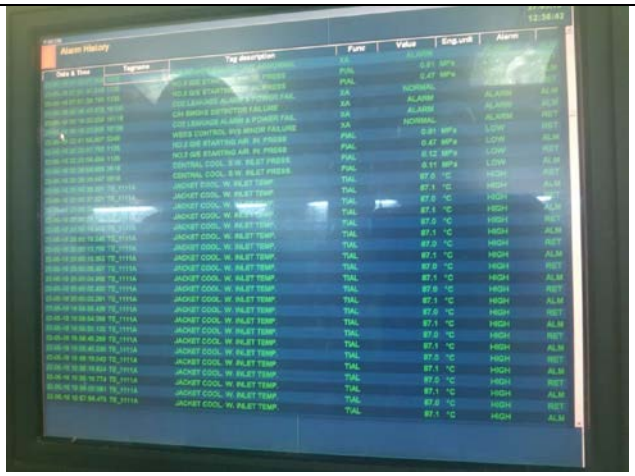
3.8. Inspection of MV Chipolbrok Moon

After the interview, the abovementioned persons proceeded into the ship's engine control room to investigate for the exact time of CO_2 release into cargo hold #3. The control panel indicated that the release occurred on May 23rd at 00:18 hrs as stated by the captain.



Meeting in ship's engine control room



Control panel indicates release of CO2 into the cargo hold on May 23rd 2018 at 00:18 hrs

The inspecting parties then proceeded to the CO_2 control room, where the ship stores 126 bottles of compressed CO_2 to let the captains explain the action taken during the fire incident. According to him, he gave the order to release 60 bottles in to the cargo hold #3. The release was performed by ship's safety officer (3rd Mate) as well as the 2nd Engineer.

Meeting in ship's engine control room

Control panel indicates release of CO2 into the cargo hold on May 23rd 2018 at 00:18 hrs

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3.9. General explanation about the utilization of the ship's CO_2 system

A fixed installed CO_2 flooding system (or central bank CO_2 system) is one of the common fixed fire- fighting systems installed on most ships. It releases carbon dioxide (CO_2) in bulk quantity to a protected space (such as engine rooms & cargo holds) being affected by a fire. It is an effective fire suppression agent applicable to a wide range of fire hazards. It has a high expansion rate which allows it to quickly extinguish a fire by reducing the atmospheric oxygen level in a confined space (which is needed to keep a fire alive). It is a clean and odorless gas that is, when exposed to high level concentration without protective breathing apparatus, lethal for humans / animals.

The system on board MV Chipolbrok Moon consists of 126 cylinders filled with CO_2 in liquid state. These bottles are interconnected in series, so that a desired quantity – in this case 60 bottles – can be distributed from the common manifold via main valves and distribution pipes to the fire affected areas. For safety reasons, the CO_2 flooding system can only be manually released from a release cabinet located outside the protected space.

4. Inspection of affected cargo at the Free Trade Zone (FTZ)

All discharged windmill components from MV Chipolbrok Moon where stored at the Free Trade Zone (FTZ) outside the Industrial Terminal. Before commencement of the inspection it was requested by the US Coast Guard Officer, Mr. [redacted], to open the eight (8) nacelles which were located in the cargo hold #3 port side during the fire incident.

View of the 109 x V136-3.45MW Vestas windmill components whilst stored at the Free Trade Zone (FTZ)

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4.2. Persons present during the cargo inspection at the Free Trade Zone (FTZ):

- Mr. [redacted] – US Coast Guard; Sector Houston-Galveston Investigations; Houston / TX
- Mr. [redacted] – Chief Investigator; Harris County Fire Marshal's Office; Houston / TX
- Mr. Brian Young – Chief Engineer & Marine Accident Investigator; NTSB; Washington / DC
- Mr. Daniel Spiers – Inspector; Port of Houston
- Mr. Slawomir Piankowski – President Chipolbrok America Inc.; Houston / TX
- Mr. Naing Win Cho – Owners P&I Surveyor; Seatran Maritime, LLC; Houston / TX
- Mr. Dominik Schaefer – Director of Marine Operations; SEA.O.G.; Seattle / WA
- Mr. Mike Lutz – General Superintendent; Gulf Stream Marine; Houston / TX
- Mr. David Osborne – Vestas Technician
- Mr. Floyd Lynes – Vestas Technician

4.3. Results of the inspection:

The inspection was carried out together with all abovementioned participants. In general, all nacelles and 3 hubs (excluding fire damaged hub #18020106) were found in very dirty condition. Apparent physical damage to the units was not noted

The technicians confirmed that these units were indeed contaminated from inside and that damage to electronic components as well as a contamination of greased parts cannot be excluded

View onto lined up nacelles at the Free Trade Zone (FTZ). Eight units had been opened for a thorough interior insection

Look inside nacelle entrance

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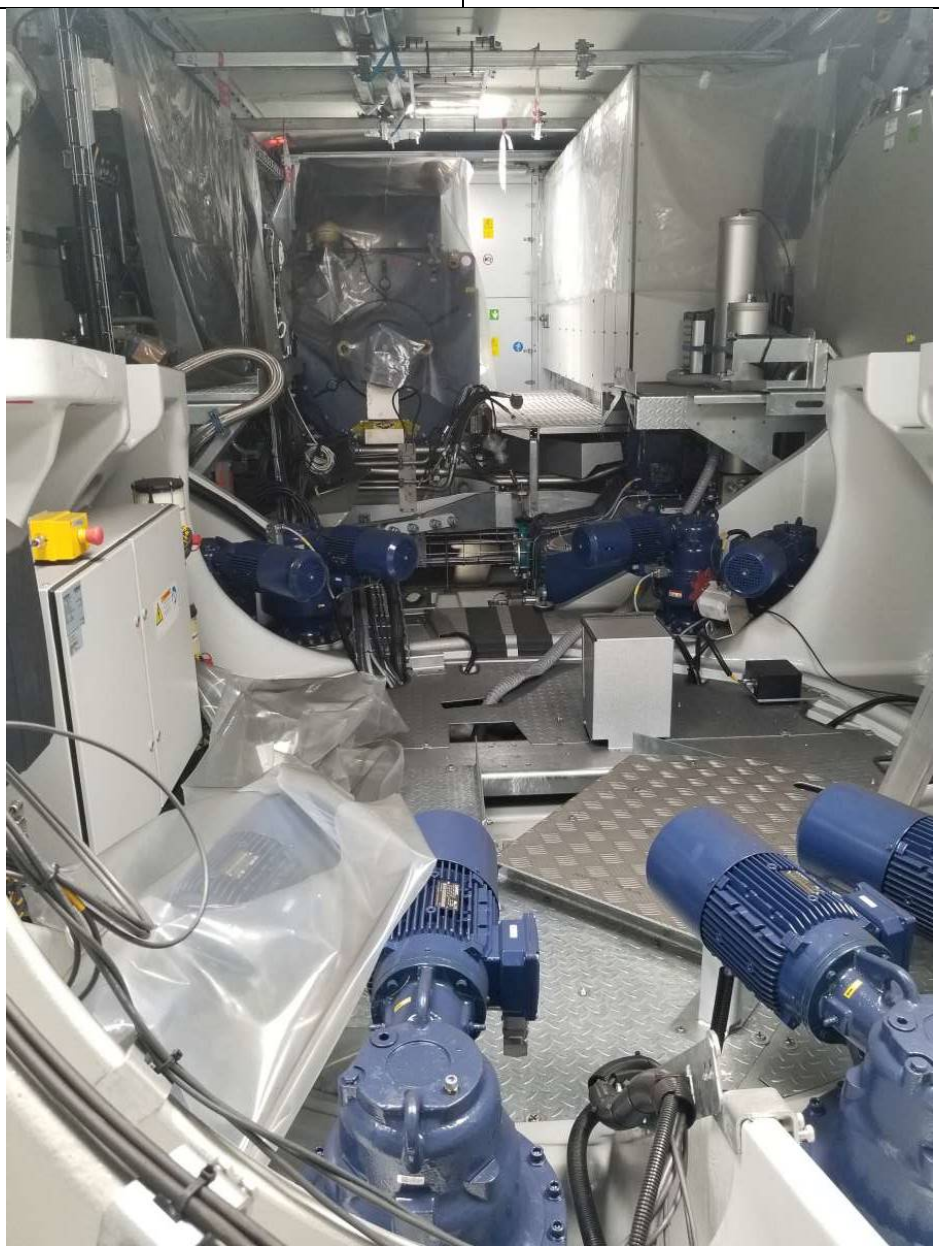
Interior covered with fine black soot (wipetest failed)

Contamination of greased parts could not be excluded



View inside nacelle

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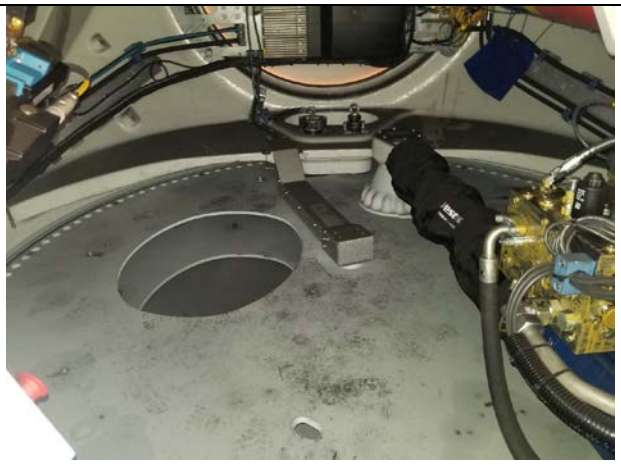
After the inspection of nacelles, the fire affected hubs were inspected by the abovementioned persons. One hub had been opened by the attending Vestas technicians to ascertain the interior condition. Same as the affected nacelles, the hub interior was contaminated with fine black dust

Hubs lined up at Free Trade Zone (FTZ)



View into contaminated hub (stowed in fire affecrted hold)

View into contaminated hub (stowed in fire affecrted hold)

View into contaminated hub (stowed in fire affecrted hold)

The burnt hub #18020106 was thoroughly inspected by the abovementioned persons with the help of the attending Vestas technicians. As described before, the unit was found with burnt spinner shells and transport flange covers. Furthermore, molten plastic was found inside the unit, indicating that the fire must have raged inside to unknown extent. Electric components as well as hydraulic hoses and wirings were found covered with soot.

It is yet uncertain whether the hub #18020106 must to be considered as constructive total loss. As per statement of Vestas technicians on site, the unit could not be refurbished without great effort and that the fire – evolved temperature unknown – may have had a quality decreasing affect on the structural integrity of the main housing.

Therefore, we advise to have to the unit inspected by appropriate Vestas mechanical engineers for a qualified statement regarding the extent of damage.

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Burnt hub #18020106 at Free Trade Zone during inspection

Burnt hub #18020106 at Free Trade Zone during inspection

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Deformed spinner shells of burnt hub #18020106

View onto top of burnt hub #18020106 at Free Trade Zone during inspection

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View inside burnt hub #18020106

4.4. Extent & costs of fire damage:

The undersigned does not dispose of information concerning the insured value of the fire affected cargo. Furthermore, an approximation of the damage extent can only be issued once known whether burnt hub #18020106 can be refurbished at reasonable costs and effort.

The affected nacelles and hubs will have to be properly washed by means of fresh water and soap. Moreover, all nacelles will have to be cleaned from inside but remains to be confirmed by appropriate Vestas engineers after inspection.

5. Cause of fire on board MV Chipolbrok Moon

As noted by the attending Chief Investigator Mr. [redacted] during the initial inspection on board MV Chipolbrok Moon, the burnt hub #18020106 was stowed underneath a gap between two lower tween-deck pontoons. As per statement of the involved crew members during the interview, the cutting of stoppers in cargo hold #3 port side was completed at the lower tween-deck level on May 22nd at 23:10 hrs. The gang then shifted from the port side cargo hold into the starboard side cargo hold compartment. The inspecting parties are certain that falling hot blistering slag must have fallen onto hub #18020106 in the lower hold. It is likely that the cutting gang had already shifted into the starboard side cargo hold when the fire started.

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6. Further measures:

The US Coast Guard inspector Mr. [redacted] and NTSB investigator Mr. Brian Young requested the following documents for their perusal:

- Technical diagrams with weight & dimensions of nacelles and hubs
- Project related information (POL, final destination, project names, lot. numbers etc.)
- Insured value of nacelles and hubs
- Discharge survey report #2018-056-1

The USCG investigation report will be completed in around end of June 2018 and then published on the USCG Maritime Information Exchange platform (available on the public internet). The US Coast Guard should be contacted in case of sensitive information that must not be made accessible to the public.

THIS IS TO CERTIFY

that the undersigned carried out the inspection to the best of his knowledge and beliefs and that the information given in this report is true and unadulterated.

Acting Surveyor: Mr. Dominik Schaefer

Place / Date: Houston, 05/30/2018

Issued at Houston, TX / USA
On May 30th, 2018

_____
Dominik M. Schaefer – Director Marine Operations

NOTE OF SEA PROTEST

Port: HOUSTON
Date: MAY 23rd 2018

To: Parties Concerned

Name Of Vessel: Chipolbrok Moon
Port Of Registry: Hong Kong
Call Sign: VRZT3
IMO Number: 9272216
Kind Of Cargo: steel round bar ,wind blade, windmill equipments , wood cases etc.
Total: 11478.122MTS.
Owner: Chipolbrok Moon Marine Company Limited.
Operator: Chinese-Polish Joint Stock Shipping Company.

My vessel sailed from Port of Dafeng China on April 18th 2018, arrived at Houston USA at 1020lt (1520utc) on May 21st 2018, berthed at industrial terminal at 1508lt on May 21st 2018.

At 0730lt on May 22nd 2018 ,stevedore started discharging deck cargo, and gang stopped at 1930lt , for convenience to discharge the NACELLES which were secured by welding stopper in C/H no.3 , At 1950lt , arranged deck fitter XUJIN and two fire watchmen to start cutting the stopper in C/H no.3 port side, at 2310lt they finished the cutting job in C/H no.3 port side, and at 2335lt one fire watchman second officer got down to the no.3 hold port side, and patrolled around the hold , no smoke and no naked fire was found, at 2340lt they got down to NO.3 starboard side to continued the cutting job, At 0010lt on May 23rd 2018, the hold smoke detect alarm system trigger a fire alarm, at 0012lt on bridge checked and found the smoke detect alarm system displayed NO.3 hold port side was on fire, and sound fire alarm, all crew mustered and took action to detect the fire, when came near the C/H no.3 hold , found dense smoke emitted from the man hole of no.3 hold portside forward, considered the H/C was closed, and difficult to get down to detect the fire, and decided to release co2 to put out the fire, at 0016lt mustered all crew and counted the crew number ,all in outside, at 0018lt closed the four manholes of no.3 hold, at 0020lt stated to release the co2 to hold no.3, at 0030lt 59 bottles co2 were correctly released to no.3hold, the meantime using the fire hose to cooling the bulkhead of no.3 hold. At o100lt arranged to detect the temperature of the bulkhead of the C/H.no.3, the temperature of bulkhead of C/H no.3 was not found increasing , until the protest was delivered , still kept monitoring the temperature of the bulkhead of no.3 hold , no abnormal was found .

And in anticipating the possibility of loss of damage to the cargo and ship in consequence of the above said incident , I here by note my protest in against all

losses, damage etc, and reserving my right to extend same at time and place convenient..

I hereby affirm that report mentioned above is correct and true.

Yours truly,

Master Of M/V Chipolbrok Moon: [redacted] jianping

Witness On Board:

Chief Officer: JI LIGANG [redacted] Third Officer: LUO XINHUA [redacted]

2ND officer : ZHU CHUANCHUAN [redacted] deck fitter: XUJIN [redacted]

OILER: LIMO [redacted]

SHIP'S PARTICULARS

SHIP'S NAME	CHIPOLBROK MOON			
OWNER	CHIPOLBROK MOON MARITIME COMPANY LIMITED			
OPERATER	CHINESE-POLISH JOINT STOCK SHIPPING COMPANY			
KIND OF SHIP	30,000 DWT MULTI-PURPOSE HEAVY-LIFT VESSEL			
REGISTRATION	FLAG	HONGKONG CHINA	CALL SIGN	VRZT3
	PORT	HONGKONG	KEEL LAYING	31/03/2003
	IMO No.	9272216	LAUNCHING	09/10/2003
	OFFICIAL No.	HK-1263	DELIVERY	30/04/2004

LENGTH 199.8M	BREATH 27.8M	DEPTH 15.5M	MAX.H. 50.944M

TONNAGE	INTERNATIONAL	SUEZ CANAL	PANAMA CANAL	LIGHT SHIP
GRT	24,167	24,001.99		
NRT	10,714	20,515.44	21,184	13059.069
		SCID:29013	PCID:6002610	

DW	FREEBOARD(m)	DRAFT(m)	DISPLACEMENT(t)	DEADWEIGHT(t)
FRESH	4.299	11.225	43354.3	30295.231
SUMMER	4.524	11.000	43519.5	30460.431
				TPC:48.5

CLASSIFICATION CCS	GL+100 A5 E Multi-purpose Cargo ship, G. equipped for carriage of containers, strengthened for Heavy Cargo, IW, NAV-0, SOLAS II-2 Reg.54 +MC E AUT

COMM.	INM-C1	INM-C2	FAX	TEL		MMSI	DATA64	DATA56
	447700014	447700015	783151052	773152562	773236619	477160100	600385417	600385418

		(E-A)	(NA)
MAIN ENGINE	WARTSILA-SULZER 7RT-flex 60C (common rail) x 1set	16520kw	114.0rpm
BOW THRUSTER			900KW 1185HP

MANOEUVRING SPEED

	ENGINE MOVEMENTS	RPM	SPEED(BALLAST)	SPEED (LOADED)
AHEAD	FULL	70	14.2	13.4
	HALF	60	11.3	10.9
	SLOW	40	7	6.8
	D. SLOW	25	3.3	3.1
ASTREN	D. SLOW	25	1.2	1
	SLOW	40	3.1	2.8
	HALF	60	4.5	4.3
	FULL	70	5.2	4.9
	NAVIGATION	114	20.9	19.8

CRITICAL RPM 46-56 load up program 80-114rpm/40min, Load down program 114-80/20min

Email master.moon@chipolbrok.amosconnect.com

IMO CREW LIST

☑ Arrival ☐ Departure

Page No. 1/1

1.Name of ship	2.Port of Arrival/Departure	3.Date of Arrival/Departure
CHIPOLBROK MOON		
4.Nationality of ship	5.Next port	6.Nature and No of identity Documents
HONGKONG.CHINA		

7.No.	8.Family name,given name		9.Rank	Sex	10.Nation	11.Date and place of birth	11.Date and place of Join	Seaman's book	
								Number	Exp date
1	ZHAO JIANBING	赵建兵	CAPT	[redacted]					
2	ZHU MINYI	朱敏毅	COMM						
3	JING LIGANG	景立刚	C/O						
4	ZHU CHUANCHUAN	朱川川	2/O						
5	LUO XINHUA	罗新华	3/O						
6	ZHANG SONG	张 松	BOSUN						
7	CHEN CHUNYE	陈春野	CARP						
8	WU TONGJIN	吴同金	3/O						
9	HUANG LINHUI	黄林辉	AB						
10	XU HENGSHAN	许恒山	AB						
11	CHEN JUNMING	陈君明	AB						
12	LIAO XINGXIANG	廖兴祥	C/E						
13	CHEN WEI	陈伟	1ST/E						
14	CHEN BOYUN	陈波云	2ND/E						
15	AI YUPAN	艾玉盘	3RD/E						
16	LIU SHUNXI	刘顺玺	3RD/E						
17	GAO XIULEI	高休磊	ASS/E						
18	XU JIN	徐 进	FITTER						
19	ZHOU GONGQIAN	周功钱	OILER						
20	LI MO	李 谟	OILER						
21	CAI LEI	蔡 磊	C/COOK						
22	REN XUEPING	任学平	STEW						
23	LUO XIANG	罗 翔	CADET						
24	XU YU	许 渝	CADET						

IMO Convention on Facilitation of International Maritime Traffic

12.Date and signature by master,authorized agent or officer

IMO FAL

Form 5

C97

PT (August 2003)

SQMS I-SD007-F004

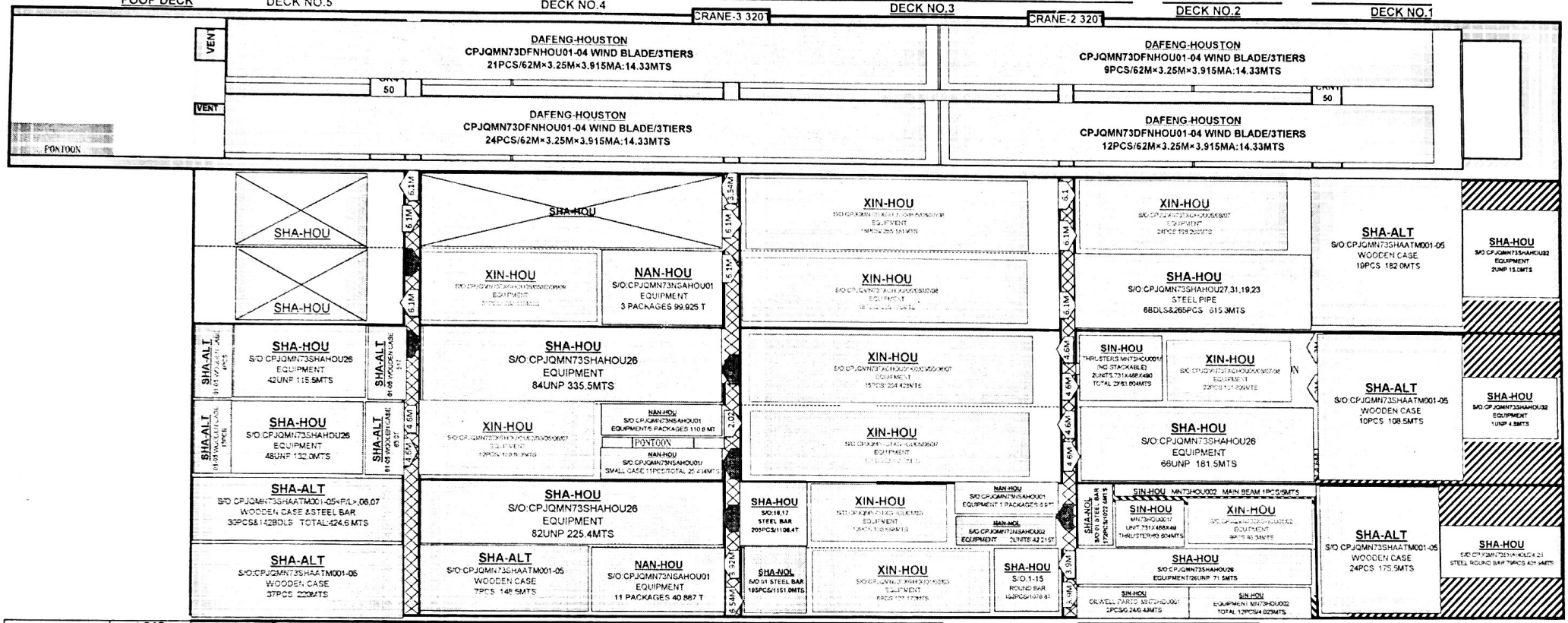
STOWAGE PLAN

Rev. No. 00

M/V: CHIPOLBROK MOON VOYAGE NO. 73 DRAFT: F= 8.30 m A= 8.50 m GM= 2.80 m STRENGTH: OK DATE: 2018.05.21

LOADING PORTS: SINGAPORE NANSHA SHANGHAI XINGANG DAFENG

DISCHARGING PORTS: HOUSTON NEW ORLEANS ALTAMIRA



B/L NO	LOAD PORT	DISCH PORT	DECK PCS	DECK TS	HOLD NO.1 PCS	HOLD NO.1 TS	HOLD NO.2 PCS	HOLD NO.2 TS	HOLD NO.3 PCS	HOLD NO.3 TS	HOLD NO.4 PCS	HOLD NO.4 TS	HOLD NO.5 PCS	HOLD NO.5 TS	TOTAL PCS	TOTAL TS
		HOUSTON	66	945.594	82	421.700	418	1294.409	459	3669.419	239	1266.147	90	247.500	1354	7844.769
		NEW ORLEANS					172	1022.616	197	1203.215					369	2226.830
		ALTAMIRA			53	466.000					7	148.500	226	768.617	286	1373.117
															0	0.000
															0	0.000
															0	0.000
															0	0.000
															0	0.000
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															0	0.000
															0	0.000
						0.000									0	0.000
TOTAL			0.000	0.000	135.000	887.700	590.000	2317.024	656.000	4872.634	246.000	1414.647	316.000	1006.117	2009	11443.716

SIGNATURE: MASTER: ZHAO JIANBING

C/O JING LIGANG

TALLY REPORT

5/26/2018

SEA.O.G #:	2018-056	PORT:	
OPERATION:	UNDER HOOK (D)	TERMINAL:	
VESSEL:		WEATHER:	

PL ID	CARGO ID	PROJECT NUMBER	CARGO DESCRIPTION	L (m)	W (m)	H (m)	WEIGHT (MT)	R/T	DAMAGE	LOCATION	TIME	Hatch	Hatch Location
205313	V0104	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 8:02 AM	Two	Hatch Covers
205311	V0104	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 8:15 AM	Two	Hatch Covers
205312	V0104	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747458, -95.177	5/22/2018 8:49 AM	Two	Hatch Covers
205305	V0102	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 9:07 AM	Two	Hatch Covers
205304	V0101	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	Inflated paint in trailing edge (2x2") - noted in stow	29.747, -95.177	5/22/2018 9:18 AM	Two	Hatch Covers
205307	V0102	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 10:01 AM	Two	Hatch Covers
205306	V0102	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	Rubbing on trailing edge - noted in stow	29.747, -95.177	5/22/2018 10:30 AM	Two	Hatch Covers
205303	V0101	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 10:52 AM	Two	Hatch Covers
205302	V0101	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747458, -95.177	5/22/2018 11:00 AM	Two	Hatch Covers
205271	V0090	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 11:14 AM	Two	Hatch Covers
205269	V0090	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 11:25 AM	Two	Hatch Covers
205270	V0090	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 12:02 PM	Two	Hatch Covers
205260	V0087	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 12:15 PM	Two	Hatch Covers
205262	V0087	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 12:31 PM	Two	Hatch Covers
205261	V0087	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747458, -95.177	5/22/2018 12:39 PM	Two	Hatch Covers
205255	V0085	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 2:12 PM	Two	Hatch Covers

205254	V0085	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 2:37 PM	Two	Hatch Covers
205256	V0085	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 2:47 PM	Two	Hatch Covers
205258	V0086	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 2:55 PM	Two	Hatch Covers
205257	V0086	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 3:16 PM	Two	Hatch Covers
205259	V0086	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747458, -95.177	5/22/2018 3:38 PM	Two	Hatch Covers
205275	V0092	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 4:16 PM	Three	Hatch Covers
205276	V0092	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 4:37 PM	Three	Hatch Covers
205277	V0100	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 4:56 PM	Five	Hatch Covers
205288	V0096	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 5:14 PM	Five	Hatch Covers
205289	V0096	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 5:32 PM	Five	Hatch Covers
205287	V0096	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747458, -95.177	5/22/2018 5:47 PM	Five	Hatch Covers
205310	V0103	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 6:01 PM	Five	Hatch Covers
205309	V0103	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 6:15 PM	Five	Hatch Covers
205308	V0103	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 6:29 PM	Five	Hatch Covers
205278	V0093	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 6:49 PM	Five	Hatch Covers
205279	V0093	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/22/2018 7:04 PM	Five	Hatch Covers
205280	V0093	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747458, -95.177	5/22/2018 7:25 PM	Five	Hatch Covers
205314	V0105	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	Ripped tarp - noted in stow	29.747, -95.177	5/22/2018 7:44 PM	Five	Hatch Covers
205316	V0105	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 7:34 AM	Three	Hatch Covers
205315	V0105	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 7:49 AM	Three	Hatch Covers
205301	V0100	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 7:57 AM	Three	Hatch Covers

205315	V0100	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 8:06 AM	Three	Hatch Covers
205315	V0100	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747458, -95.177	5/23/2018 8:23 AM	Five	Hatch Covers
205297	V0099	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 8:29 AM	Five	Hatch Covers
205298	V0099	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 8:43 AM	Five	Hatch Covers
205296	V0099	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 8:59 AM	Three	Hatch Covers
205248	V0083	SP00375	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 1:10 PM	Three	Hatch Covers
205250	V0083	SP00375	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 1:17 PM	Three	Hatch Covers
205249	V0083	SP00375	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747458, -95.177	5/23/2018 1:50 PM	Three	Hatch Covers
205285	V0095	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 2:02 PM	Three	Hatch Covers
205284	V0095	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 2:16 PM	Three	Hatch Covers
205286	V0095	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 2:33 PM	Five	Hatch Covers
205282	V0094	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 2:46 PM	Three	Hatch Covers
205283	V0094	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 3:10 PM	Three	Hatch Covers
205281	V0094	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747458, -95.177	5/23/2018 3:18 PM	Three	Hatch Covers
205264	V0088	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 3:29 PM	Three	Hatch Covers
205263	V0088	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 3:38 PM	Three	Hatch Covers
205265	V0088	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	Ripped tarp about 1 foot - noted in stow	29.747, -95.177	5/23/2018 3:48 PM	Three	Hatch Covers
205267	V0089	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 3:56 PM	Three	Hatch Covers
205268	V0089	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 4:03 PM	Three	Hatch Covers
205266	V0089	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747458, -95.177	5/23/2018 4:18 PM	Three	Hatch Covers

205272	V0091	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 4:32 PM	Three	Hatch Covers
205274	V0091	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 4:40 PM	Three	Hatch Covers
205273	V0091	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 4:49 PM	Three	Hatch Covers
205295	V0098	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	vertical 4" scratch in center location of blade - noted in stow	29.747, -95.177	5/23/2018 5:53 PM	Three	Hatch Covers
205293	V0098	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 6:06 PM	Three	Hatch Covers
205294	V0098	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	3/4" chip in location 10m from tip frame - noted in stow	29.747458, -95.177	5/23/2018 6:17 PM	Five	Hatch Covers
205290	V0092	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 6:26 PM	Five	Hatch Covers
205291	V0092	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 6:35 PM	Three	Hatch Covers
205292	V0092	SP45936	62m Blade (V126-3.45MW)	62	3.025	3.92	14.7	734.26	False	29.747, -95.177	5/23/2018 6:44 PM	Three	Hatch Covers
18020135		SP45936	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	False	29.747, -95.177	5/24/2018 8:12 AM	Two	Tween Deck
18020134		SP45936	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	False	29.747, -95.177	5/24/2018 8:27 AM	Two	Tween Deck
18020137		SP45936	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	1x1cm deep kink + two 2" gouges in conection area between main housing and blade flange	29.747458, -95.177	5/24/2018 8:40 AM	Two	Tween Deck
18020140		SP45936	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	1cm chip in conection area between main housing and blade flange	29.747, -95.177	5/24/2018 8:53 AM	Two	Tween Deck
18020139		SP45936	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	False	29.747, -95.177	5/24/2018 9:07 AM	Two	Tween Deck
18020138		SP45936	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	False	29.747, -95.177	5/24/2018 9:21 AM	Two	Tween Deck

18020142		SP45936	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	Small kinks between main housing and blade flange	29.747, -95.177	5/24/2018 12:00 PM	Two	Tween Deck
18020136		SP45936	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	False	29.747, -95.177	5/24/2018 12:10 PM	Two	Tween Deck
18020141		SP45936	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	False	29.747458, -95.177	5/24/2018 12:21 PM	Two	Tween Deck
18020143		SP45936	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	False	29.747, -95.177	5/24/2018 12:51 PM	Two	Tween Deck
18020105		SP48699	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	False	29.747, -95.177	5/24/2018 2:22 PM	Two	Tween Deck
18020104		SP48699	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	False	29.747, -95.177	5/24/2018 2:33 PM	Two	Tween Deck
18020103		SP48699	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	False	29.747, -95.177	5/24/2018 2:46 PM	Two	Tween Deck
18030058		SP45936	Nacelle (V126-3.45MW)	12.9	4	3.41	68	175.41	Unit extremely dirty / covered with soot due to burnt hub in lower hold. No apparent damage noted but subject to closer inspection.	29.747, -95.177	5/24/2018 3:10 PM	Three	Tween Deck
18030051		SP45936	Nacelle (V126-3.45MW)	12.9	4	3.41	68	175.41	Unit extremely dirty / covered with soot due to burnt hub in lower hold. No apparent damage noted but subject to closer inspection.	29.747458, -95.177	5/24/2018 3:46 PM	Three	Tween Deck
18030049		SP45936	Nacelle (V126-3.45MW)	12.9	4	3.41	68	175.41	Unit extremely dirty / covered with soot due to burnt hub in lower hold. No apparent damage noted but subject to closer inspection.	29.747, -95.177	5/24/2018 4:05 PM	Three	Tween Deck

18030050		SP45936	Nacelle (V126-3.45MW)	12.9	4	3.41	68	175.41	Unit extremely dirty / covered with soot due to burnt hub in lower hold. No apparent damage noted but subject to closer inspection.	29.747, -95.177	5/24/2018 4:11 PM	Three	Tween Deck
18030045		SP48699	Nacelle (V126-3.45MW)	12.9	4	3.41	68	175.41	Nacelle extremely dirty due to fire in lower hold. No apparent damage noted, subject to further inspection	29.747, -95.177	5/25/2018 7:26 AM	Three	Tween Deck
18030044		SP48699	Nacelle (V126-3.45MW)	12.9	4	3.41	68	175.41	Nacelle extremely dirty due to fire in lower hold. No apparent damage noted, subject to further inspection. 20cm cut in bottom transport cover	29.747, -95.177	5/25/2018 7:52 AM	Three	Tween Deck
18030052		SP45936	Nacelle (V126-3.45MW)	12.9	4	3.41	68	175.41	Nacelle extremely dirty due to fire in lower hold. Bottom transport cover deformed / wavy - likely from heat in cargo hold during fire one deck below	29.747, -95.177	5/25/2018 8:19 AM	Three	Tween Deck
18030043		SP48699	Nacelle (V126-3.45MW)	12.9	4	3.41	68	175.41	Nacelle extremely dirty due to fire in lower hold. No apparent damage noted but subject to further inspection	29.747458, -95.177	5/25/2018 8:55 AM	Three	Tween Deck
18030054		SP45936	Nacelle (V126-3.45MW)	12.9	4	3.41	68	175.41	Nacelle very dirty due to fire in adjacent cargo hold	29.747, -95.177	5/25/2018 10:03 AM	Three	Tween Deck
18030055		SP45936	Nacelle (V126-3.45MW)	12.9	4	3.41	68	175.41	Nacelle very dirty due to fire in adjacent cargo hold	29.747, -95.177	5/25/2018 10:21 AM	Three	Tween Deck

18020106		SP48699	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	Unit suffered critical fire damage. Subject to further inspection by qualified Vestas engineers	29.747, -95.177	5/25/2018 10:43 AM	Three	Lower Hold
18020102		SP48699	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	Unit extremely dirty due to hub on fire next to it. No apparent damage noted but subject to further inspection	29.747, -95.177	5/25/2018 11:24 AM	Three	Lower Hold
18020100		SP48699	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	Unit extremely dirty due to hub on fire next to it. No apparent damage noted but subject to further inspection	29.747, -95.177	5/25/2018 11:40 AM	Three	Lower Hold
18020101		SP48699	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	Unit extremely dirty due to hub on fire next to it. No apparent damage noted but subject to further inspection	29.747458, -95.177	5/25/2018 12:03 PM	Three	Lower Hold
18020162		SP45936	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	False	29.747, -95.177	5/25/2018 2:22 PM	Four	Tween Deck
18020164		SP45936	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	Minor scuff on main housing	29.747, -95.177	5/25/2018 2:33 PM	Four	Tween Deck
18020160		SP45936	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	False	29.747, -95.177	5/25/2018 2:44 PM	Four	Tween Deck
18020163		SP45936	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	False	29.747, -95.177	5/25/2018 3:01 PM	Four	Tween Deck
18020161		SP45936	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	False	29.747, -95.177	5/25/2018 3:11 PM	Four	Tween Deck
18030056		SP45936	Nacelle (V126-3.45MW)	12.9	4	3.41	68	175.41	Unit very dirty due to burnt hub in adjacent cargo hold. No apparent damage noted but subject to further inspection	29.747458, -95.177	5/25/2018 4:02 PM	Three	Tween Deck

18030057		SP45936	Nacelle (V126-3.45MW)	12.9	4	3.41	68	175.41	Unit very dirty due to burnt hub in adjacent cargo hold. No apparent damage noted but subject to further inspection	29.747, -95.177	5/25/2018 4:24 PM	Three	Tween Deck
18030053		SP45936	Nacelle (V126-3.45MW)	12.9	4	3.41	68	175.41	Unit very dirty due to burnt hub in adjacent cargo hold. No apparent damage noted but subject to further inspection	29.747, -95.177	5/25/2018 5:49 PM	Three	Tween Deck
18030046		SP45936	Nacelle (V126-3.45MW)	12.9	4	3.41	68	175.41	Unit very dirty due to burnt hub in adjacent cargo hold. No apparent damage noted but subject to further inspection	29.747, -95.177	5/25/2018 6:12 PM	Three	Tween Deck
18030047		SP45936	Nacelle (V126-3.45MW)	12.9	4	3.41	68	175.41	Unit very dirty due to burnt hub in adjacent cargo hold. No apparent damage noted but subject to further inspection	29.747, -95.177	5/25/2018 6:30 PM	Three	Tween Deck
18030048		SP45936	Nacelle (V126-3.45MW)	12.9	4	3.41	68	175.41	Unit very dirty due to burnt hub in adjacent cargo hold. No apparent damage noted but subject to further inspection	29.747, -95.177	5/25/2018 6:51 PM	Three	Tween Deck
18030039		SP48699	Nacelle (V126-3.45MW)	12.9	4	3.41	68	175.41	Unit very dirty to burnt hub in adjacent cargo hold.	29.747458, -95.177	5/26/2018 8:00 AM	Three	Lower Hold
18030040		SP48699	Nacelle (V126-3.45MW)	12.9	4	3.41	68	175.41	Unit very dirty due to burnt hub in adjacent cargo hold.	29.747, -95.177	5/26/2018 8:48 AM	Three	Lower Hold
18030041		SP48699	Nacelle (V126-3.45MW)	12.9	4	3.41	68	175.41	Unit dirty	29.747, -95.177	5/26/2018 9:20 AM	Four	Tween Deck

18030042		SP48699	Nacelle (V126-3.45MW)	12.9	4	3.41	68	175.41	Unit dirty + 1" scratch at lower hub end	29.747, -95.177	5/26/2018 9:54 AM	Four	Tween Deck
18020165		SP45936	Hub (V126-3.45MW)	5.45	3.76	3.66	32.5	75	False	29.747, -95.177	5/26/2018 10:17 AM	Four	Tween Deck

明火作业许可 Hot Work Permit

SQMS I-ED002-F001 Rev. No.00

船名Ship's name: CHIPOLBROK MOON 作业地点Location: NO.2、NO.3 HOLDS 日期Date: 2018.05.22

1、作业内容Description of work: HOT WORK FOR CUTTING STOPPER

2、作业时间 Duration of work: 18 时H 00 分M— 01时H 00 分M

3、操作者姓名Name of operator: [redacted] 特种作业操作证编号License No: T310101196607130015

4. 看火员姓名Name of fire watchman: [redacted]

明火作业风险控制措施检查表Risk control measures for hot work check list

序号	内容	是	否
1	作业现场可燃物是否已清理Is the working area clear of combustible materials?	☒	☐
2	本次明火作业为封闭处所，是否已检测处所内空气和采取了适当的预防措施 Is the area enclosed space, Is Oxygen tested in space and suitable pre-caution measures taken ?	☒	☐
3	作业现场是否配备了合适有效的灭火器材 Are fire-fighting equipments ready for use on spot?	☒	☐
4	通往作业现场的油路和蒸汽管路是否已隔离 Are all oil line and vapor line isolated?	☒	☐
5	是否正进行货物作业或驳油作业或压载水操作Is cargo operation, oil transfer or ballast water operation in progress?	☐	☒
6	看火员是否安排、并明了其职责 Is the fire watch posted and instructed	☒	☐
7	本次明火作业为高处作业，已按照“高处作业风险控制措施检查表”逐项检查确认Is Hot work in high and pre-caution taken?	☐	☒
8	作业人员是否穿妥防护服装和防护面罩 Is the operator equipped with protective outfit and mask?	☒	☐
9	作业现场是否已挂警示牌 Is Warning Notice posted on the spot?	☒	☐
10	是否已获得港口主管机关的许可 Is the permit by authority obtained?	☒	☐
11	是否已通知值班驾驶员并建立通讯联系 Is duty officer instructed and communication established?	☒	☐
12	作业者是否认真检查了焊接气割设备、容器和安全装置 Has the operator checked welding or cutting instruments or safety devices carefully?	☒	☐

现场负责人Person in charge: [redacted] 部门长 Head of department: [redacted]

船长批准Approved by Master: [redacted] 日期/时间Date/time: 2018.05.22. 1730LT

本许可有效期This permit is valid to : 2018.05.22 1730LT - 2018.05.23 0600LT

注Note: 由船舶保存3年 To be kept in ship's file and retain for 3 years.

MARINE CHEMIST CERTIFICATE

SERIAL NO. P 033918

Page 1 of 1

Survey Requested by	Vessel Owner or Agent	Date
Chipolbrok America	Chipolbrok America	5/22/18
Vessel	**Type of Vessel**	**Specific Location of Vessel**
Chipolbrok moon	Freighter	Industrial terminal
Last Three (3) Loadings	**Tests Performed**	**Time Survey Completed**
Ground Cargo	O2 LEL Visual	1630

Cargo Holds #2 Port
#3 P/S
#4 S } Atmosphere Safe for Workers
Safe for Hotwork
20.8% O_2 <1% LEL

Maindeck Area - Atmosphere Safe for Workers
Safe for Hotwork
20.8% O_2 <1% LEL

Note - Scope of Work is to high-cut! sea fasteners (stoppers - I-beams) High cutting only hotwork must be kept minimum of 1' off hollow structures

Entire Vessels Instructions

Post Firewatches in upper and lower hold throughout hotwork.

Keep hotwork 1 ft off untested spaces and hollow structures unless otherwise designated.

Maintain hotwork areas 35 ft/12 m free of flammable + combustible materials

Maintain gaps separating tween deck pontoons covered with dunnage/Fireblanket during hotwork

In the event of physical or atmospheric changes affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, this certificate is voided; spaces not listed on the Certificate are not to be entered unless authorized on another Certificate and/or maintained in accordance with OSHA 29 CFR 1915; or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist. Unless otherwise stated on the Certificate, all spaces and affected adjacent spaces are to be reinspected daily or more often as necessary by the competent person in support of work prior to entry or recommencement of work.

QUALIFICATIONS: Transfer of ballast, cargo, fuel, or manipulation of valves or closure equipment tending to alter conditions in pipelines, tanks, or compartments subject to gas accumulation, unless specifically approved on this Certificate, requires inspection and a new Certificate for spaces so affected. All lines, vents, heating coils, valves, and similar enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated. Movement of the vessel from its specific location voids the Certificate unless shifting of the vessel within the facility has been specifically authorized on this Certificate.

STANDARD SAFETY DESIGNATIONS: (partial list, paraphrased from NFPA 306).

ATMOSPHERE SAFE FOR WORKERS: In the compartment or space so designated (a) the oxygen content of the atmosphere is at least 19.5 percent and not greater than 22 percent by volume; (b) the concentration of flammable materials is below 10 percent of the lower explosive limit; (c) any toxic materials in the atmosphere associated with cargo, fuel, tank coatings, inerting mediums, or fumigants are within permissible concentrations at the time of the inspection.

NOT SAFE FOR WORKERS: In the compartment or space so designated, entry is not permitted.

ENTER WITH RESTRICTIONS: In the compartment or space so designated, entry for work is permitted only if conditions of proper protective equipment, or clothing, or time, or all of the aforementioned, as appropriate, are as specified.

SAFE FOR HOT WORK: In the compartment or space so designated (a) the oxygen content of the atmosphere is not greater than 22 percent by volume; (b) the concentration of flammable materials in the atmosphere is less than 10 percent of the lower explosive limit; (c) the residues, scale, or preservative coatings are cleaned sufficiently to prevent the spread of fire and are not capable of producing a higher concentration than permitted by (a) or (b); (d) all adjacent spaces, containing or having contained flammable or combustible materials shall be sufficiently cleaned of residues, scale, or preservative coatings to prevent the spread of fire, or they are inerted. Ship's fuel tanks, lube tanks, or engine room or fire room bilges, or other machinery spaces, are treated in accordance with the Marine Chemist's requirements.

SAFE FOR LIMITED HOT WORK: In the compartment or space so designated (a) portions of the space meet the requirements for Safe for Hot Work and Partial Cleaning, as applicable, or (b) the space is inerted, adjacent spaces meet the requirements for Safe for Hot Work, and hot work is restricted to specific locations; (c) portions of the space shall meet the requirements for Safe for Hot Work, as applicable, and the nature or type of hot work is limited or restricted.

NOT SAFE FOR HOT WORK: In the compartment or space so designated, hot work is not permitted.

CHEMISTS ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under NFPA 306 and understands conditions and limitations under which it was issued, and the requirements for maintaining its validity."

This Certificate is based on conditions existing at the time the inpection herein set forth was completed and is issued subject to co[redacted]

Signed X [redacted] Chipolbrok 5/22/18
Name Company Date

Signed [redacted]
Marine Chemist Certificate No.

Chief Mate

[redacted]

CUSTOMER COPY

Printed in U.S.A.

20M-11-08

U.S. Department of Homeland Security

United States Coast Guard

Commander
United States Coast Guard
Sector Houston-Galveston

[redacted]

[redacted]

May 26, 2018

Sea of Gravity.
C/O Dominik Schaefer
1001 4th Avenue, Suite 3258
Seattle, WA
98154

Dear Mr.Schaefer,

The U.S. Coast Guard is conducting a marine casualty investigation into the damages involving the M/V CHIPOLBROK MOON fire on May 23, 2018, on the Houston Ship Channel.

We have received your notice, requesting *party in interest* (PII) designation as defined by 46 United States Code (USC) § 6303 and 46 Code of Federal Regulations (CFR) § 4.03-10. You are hereby designated a party in interest. As a party in interest, you have the opportunity to: (1) be represented by counsel; (2) examine and cross-examine witnesses and; (3) call witnesses that are relevant to the investigation.

Rights prescribed for parties in interest do not invalidate the right of the Investigating Officer (IO) to exercise control during the investigation. Should you wish to examine or cross-examine a witness in the context of this investigation, you or your counsel may ask the questions during the interview however, the IO will first determine if the questions are relevant to the case and direct the witness to answer the question. Further, the IO will not accept any evidence submitted that is deemed irrelevant by the IO or Senior Investigating Officer (SIO).

As a party in interest, if you have additional witnesses or evidence believed to be relevant to the investigation, please provide the names of witnesses or copies of materials to our office so that we can evaluate their relevance to the investigation and, if appropriate, interview witnesses or examine records.

Finally, as a participant in a federal investigation, we ask that you and your counsel not share any details of the investigation with anyone who is not involved in the investigation until completed. If you have any questions, you may contact me, at [redacted].

Sincerely,

[redacted]

U.S. Coast Guard
Chief, Investigations Division
By direction of the Officer in Charge, Marine Inspection