



**ALLEGATO AL MOD.**  
**ATTACHMENT TO FORM**

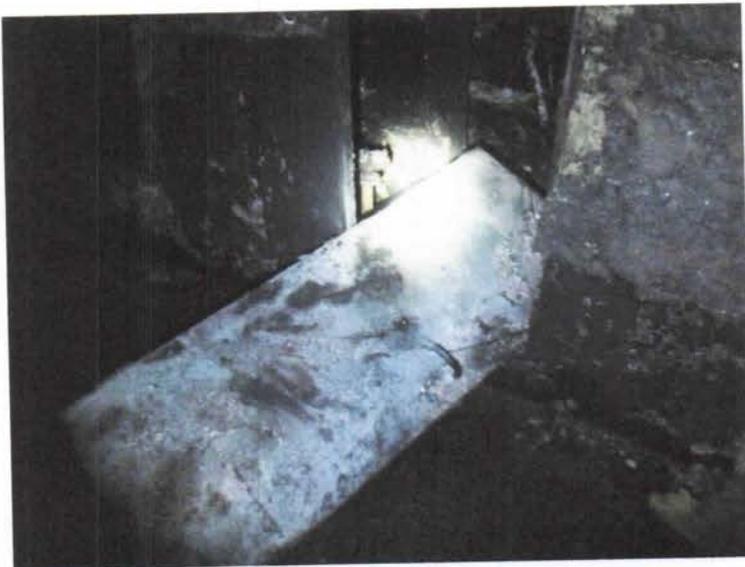
Porto di visita <i>Port of survey</i>	Data della visita <i>Date of survey</i>	Pratica <i>File</i>			
		16	XL	305	01
San Juan, PR	02/09/2016				

<b>Nome Nave</b> Caribbean Fantasy <i>Name of ship</i>	<b>Numero RINA</b> 76747 <i>RINA Number</i>
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With reference to the previous report - VISITE 2 , issued on 24 August 2016, following continuation of the surveys carried out at the owner's request, we did attend onboard the M/V CARIBBEAN FANTASY - IMO 8814263, while she was berthed at pier 15, San Juan, PR on 01/09/2016 in order to inspect the structural damages sustained from the fire, which started in the Engine Room and spread to other compartments on 17/08/2016.

The following damages were noted:

1. Cargo Deck C: No structural damages. However some fiber/plastic pipes for sewage located in overhead are melted. Cargo deck is covered with soot.
2. Cargo Deck B: Bunker Station (Port Side): Door pushed out and off the hinges.



The corresponding longitudinal bulkhead of the bunker station is deformed from fr. 72-83 due to the intense heat



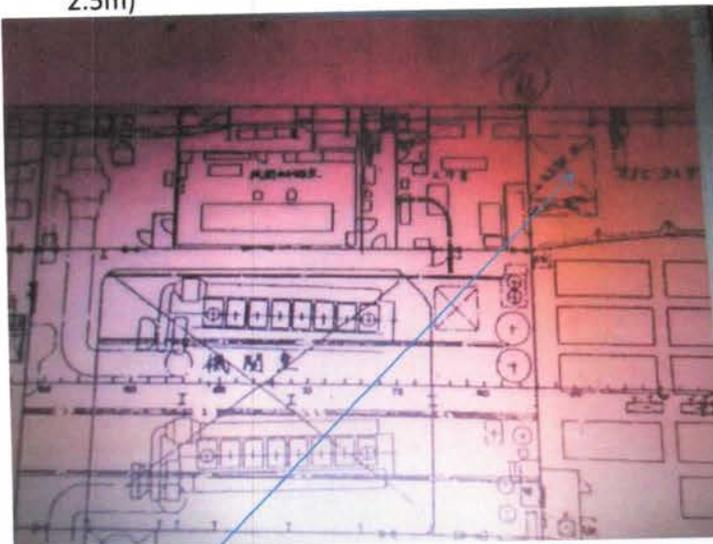
Longitudinal bulkhead

**Cargo Deck B:**

- Upper deck plating and internal structures at frame 84 are deformed/pushed up approximately 150mm. Deformation is from the port side to the center line.
- Additional deformations in deck plating on portside near bunker station frame 68 to about center line

**4. Engine Room:**

- Upper deck longitudinals located over aft portion of the port Main Engine are deformed but intact
- Transverse deck girder 6-8 (counting from aft WT Bulkhead at frame 54) are deformed but intact
- Fwd transverse WT bulkhead port side at frame 83 upper portion is deformed from the 2<sup>nd</sup>-10<sup>th</sup> deck longitudinal (counting from outboard-inboard). This is approximately 2.5m long. Maximum depth of deformation is approximately 35-40mm
- The aft bulkhead of the Port Lube oil storage tank which is integral with the WT bulkhead at fr. 83 (see below drawing) the maximum depth is about 35-40mm. Deformations are along the aft bulkhead (approximately 2.5m)



Lube oil storage tank port  
Form VISITE 2 – 02/2015

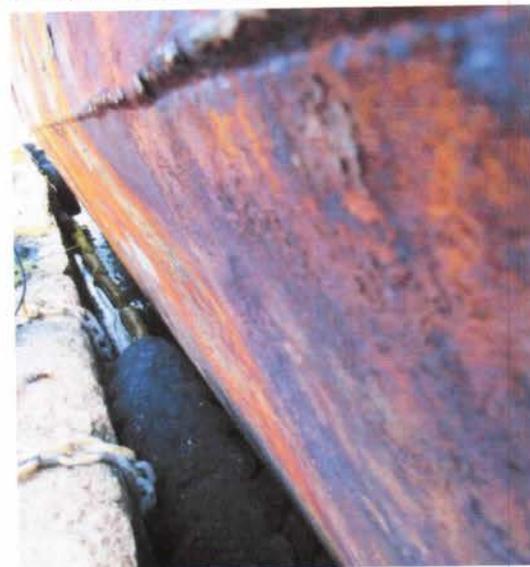


Deformations

## 5- Side Shell:

Stbd side shell:

- The Side Shell plating has slight deformations/indentation between frames 68-79, and from 500mm up to 2.5m above the water-line. The deformations/indentations measure approximately 25-50mm at the deepest part. Frames appear to be intact and with no visible fractures in the plating, when inspected from outboard side.



- Port side shell plating: Plating shows some deformations 25-30mm maximum, between fr. 65-69 around 500mm, above the water line. Additional Side shell plating deformations between frames 65-70 above bunker station door. Deformation in plating around 25-30mm



Deformations in the side shell (port side) plating

## 6-Bottom plate

- According to the Diver's report provided (see attachment 1), the damage identified in way of frame 55 (separating oil tank), centerline a small indentation with approximate opening of 150 mm x 13 mm.
- On 06/09/2016 divers attended from Commercial Diving, Inc, San Juan and carried out another inspection. A fracture was found near a longitudinal weld seam at the Keel plate between frames 60-61, not at frame 55 as previously reported. The fracture is within the ring cofferdam that surrounds the Main Engines. The fracture measures approximately 584mm long with 25mm opening in the middle (see below).

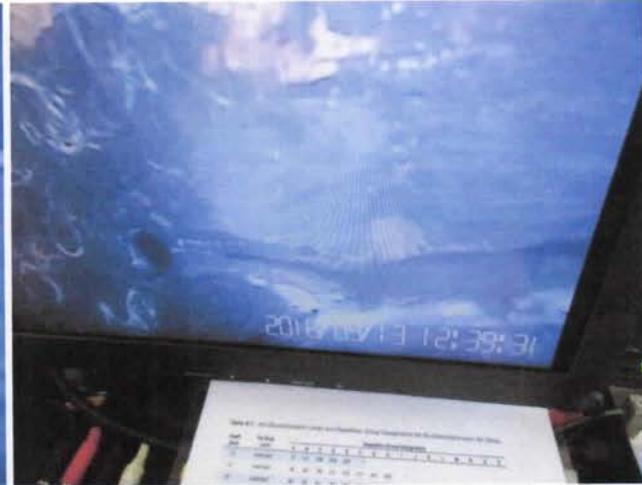


- Bottom plating within frames 57-63, port side are set in approximately 120mm
- On 12/09/2016 divers from Subsea Global, Miami attended for carrying out the temporary repairs of the fracture within the bottom plate (as noted above). During the inspection another small fracture was noted between frames 60-61, port side just forward of the large fracture. The fracture measured approximately 100mm x 5mm.

A repair proposal submitted by Subsea Global (attached) has been reviewed and accepted. The repairs consists of the following:

Large fracture (No. 1 (as referenced by Divers))

1. Fractures were drill stopped at each point noted using a 12mm drill bit



Drill stop at end of fracture

2. Fracture was ground smooth and beveled at 45° to allow proper penetration of weld
3. Doubler/insert plate was contoured to the hull deformations to allow a tight fit in the affected areas of the shell plating.
4. The fractures that extend past the affected area forward and aft. These consist of a "y" on the forward side have been re-welded and with the drill stops re-welded.

Small fracture (No. 2(as referenced by Divers))

1. Fracture was drill stopped using a 12mm drill bit
2. Fracture was ground smooth and beveled at 45°
3. Fracture was re-welded and including drill stop holes

At the conclusion of the repairs, the welds were checked with magnetic particle, with satisfactory results.

The above repairs are considered temporary for the single voyage from San Juan to a shipyard, located in Caribbean area. A relevant Conditional Safety Construction Certificate will be issued upon Flag authorization.

An IWS was carried out on 13/09/2016 and no further hull damages were noted.



Regarding the Administrative order issued on 27 August 2016:

" Minimize the threat to the environment by removing all oily waters, firefighting contact waters, petroleum products from any damaged or otherwise compromised tanks, and clean any excessively oiled surfaces within (30) days from the date this order is issued".

There are four (4) petroleum tanks located in the forward part of the engine room, upper level, and where the fire was mostly concentrated.

1. Port L.O. storage tank (Frame 83-87)
2. D.O. Service Tank P (Frame 83-87)
3. F.O. Service Tank S (Frame 83-87)
4. F.O. Settling Tank S (Frame 83-87)

The above petroleum tanks are separate from the hull and therefore do not pose a threat to the environment. The other petroleum tanks have all been sounded/monitored and there are no changes to the level.

Data: 14/09/2016  
Date



Nome e firma del Tecnico RINA SERVICES S.p.A.  
RINA SERVICES S.p.A. Surveyor name and signature