DNV·GL

SURVEY STATEMENT

Name of owner

Maersk Tankers A/S

2015-04-04

StationPlace of surveySurvey startedHoustonHouston, Texas2015-03-12Lead surveyor's nameDonati, EdilioImage: Survey teamSurvey teamClose, Michael T; Fernandes, Rosevelt Saude

Survey of Hull Damages

This is to confirm that the following has been carried out:

Certificates

Name of vessel

CARLA MÆRSK

Certificate Name	Endorsed	Issued/ Extended	New expiry date
Cargo Ship Safety Construction Certificate		ShortTerm	2015-04-25
Classification Certificate		Interim	2015-04-25

Surveys

Survey Code Survey Name		Result
HULLDAM.O	Hull damage - Port side between frs 69 to 78	Complete

Impose	ed Condition of class(CC)	Due Date
CC	 Following the inspection carried out of the damages and the evaluation of these damages and of the residual strength of the vessel in such condition, it is considered that the vessel may be allowed to undertake a single direct voyage in ballast from Houston to a repair facility in Freeport Bahamas, subject to the following conditions: 1. The Bending Moment in way of the damaged section to be kept below 75% of the maximum Seagoing bending moment 2. The Shear Force in way of the damaged section to be kept below 64% of the allowable seagoing shear force 3. Weather conditions during the voyage to be Beaufort 5 or better. 4. Weather forecast to be confirmed as favorable for the duration of the voyage plus and additional 50% of the route to be considered as part of the Risk Assesment to be carried out for the voyage. 	2015-04-25
СС	Contact damage in side shell plating, Longitudinal bulkhead and ballast tanks internal stiffeners in Port Side between frs 69 to 78 to be permanently repaired.	2015-04-25

Notwithstanding anything to the contrary stated in the classification documentation for the present vessel DNV GL reserves the right to initiate a suspension procedure before finally suspending class.

*) Issued latest 7 days after completion -date, containing information regarding the survey. Possible restrictions regarding the use of the vessel is documented in the survey statement.

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Name of vessel	Name of owner	DNV GL Id No:	Job Id:
CARLA MÆRSK	Maersk Tankers A/S	27084	634515

Imposed Condition of class(CC)

Due Date

This condition of class is not to be postponed unless appropriate actions are taken and considered in order by a DNVGL surveyor before due date. If not carried out, the vessel's class may be subject to suspension.

Finding(s):

[Sides]

The extent of the damage is as follows:

1. Between frames 69 to 78 and between the main deck down to the 1st horizontal side stringer, the side shell plating has been severely indented, with an open gash visible between frs 72 to 78. In this area the main deck has been indented with a maximum deformation inboard of approximately 2.0m.

2. Between the 1st and 2nd horizontal side stringer and between frs 69 to 74, the side shell plating has been pushed in a smooth uniform manner, except between frs 69 -70 where a heavy indent is present and a vertical crack in the plating can be observed at fr. 70.

3. The area between frs. 69 to 73, below the 2nd horizontal side stringer, is mostly underwater. From what is visible above water and what has been revealed by an underwater inspection carried out on 25th March, the side shell plating has been pushed in against the inner longitudinal bulkhead all the way from the 2nd horizontal side stringer down to the turn of bilge. As reported by the diver, several sections of the shell plating appear to be missing.

4. Following an internal inspection carried out by an ROV inside Cargo tank 4 Port, two holes were found in the inner longitudinal bulkhead in way of Fr. 71, one being of oval shape 260 x 125mm and the other of elongated shape 360 x 35mm.

5. Internal inspection of Cargo Tank 4 Port of the parts above the waterline, revealed localized shallow buckling deformations in the longitudinal bulkhead as follows:

a. In the vertical and upper sloping plate between frs, 71 and 73

b. Overall smooth, bow like, inboard vertical deflection of the plating between frs. 70 to $72\,$

c. Localized buckling in the first corrugation of the transverse bulkhead at fr 70 in way of connection with longitudinal bulkhead.

6. Internal inspection of Cargo Tank 3 Port revealed localized shallow buckling deformations in the longitudinal bulkhead as follows:a. In the vertical and upper sloping plate between frs, 74 and 75.

7. Internal inspection of Cargo Tank 5 Port revealed localized shallow buckling deformations in the longitudinal bulkhead as follows:a. In the vertical plate between frs, 69 and 70.