

# SURVEY STATEMENT

## Particulars of vessel

Name of vessel:	<b>MAUNALEI</b>
Owner:	<b>Matson Navigation Company, Inc.</b>
IMO Number:	<b>9273686</b>

## Particulars of survey

Survey station:	<b>Seattle</b>
Place of survey:	<b>Portland, Oregon(USA)-Vigor Shipyard</b>
Survey started:	<b>2022-08-13</b>
Survey completed:	<b>2022-08-29</b>
Lead surveyor:	<b>Nair, Dinesh</b>
Surveyor:	<b>Read, Philip M; Dasgupta, Sanglap</b>

## Damage survey & delection of condition

### This is to confirm:

That the following have been carried out:

## Surveys

Survey Code	Survey Name	Result
MACHDAM.O	Machinery damage occasional	<b>Complete</b>

## Follow-Up Surveys

### Condition of class(CC)

**CC 31**

**Deleted**

#### Issued: 2022-07-22

Corroded and holed deck plating, overhead Emergency generator room, is to be rectified and dealt with. Prior to repair, repairs procedure is subject to review by DNV.

#### Action:

Damaged deck plating repaired and found satisfactory.

#### Deck houses (Repaired / Rectified in this job)

USCG vessel inspection requirements report, dated 2022-07-12.

Deficiency No. 1, Action Code 50 A (Rectify deficiency within 30 days, to the satisfaction of RO)

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**Description:**

Prove that the wasted deck above the E-gen room under the drain pipe meets the fire integrity requirement of table 9.6.

*Damaged plate on deck renewed and found in order.*



**CC 32**

**Deleted**

**Issued: 2022-08-07**

Within due date, as directed the vessel to discharged loaded cargo containers on board at Port of Anchorage, AK, and vessel to sail directly to Vigor Marine Shipyard, Portland, OR for drydocking and make the necessary arrangements for permanent repairs to the MAN CPP propeller blade seals.

In the meantime, the vessel's chief engineer to constantly monitor and records the loss/replenishment of oil in CPP lubrication oil head tank system. And with any abrupt change(s) in the current condition to be immediately informed the U.S. Coast Guard and DNV office.

**Action:**

Vessel dry docked at Vigor Marine Shipyard, Portland. Damaged CPP blade # 4 renewed and #2 blade temporary repaired. A new condition issued for the temporary repair.

**Propeller shaft arrangements (Repaired / Rectified in this job)**

The master reported to U.S Coast Guard Sector Anchorage Command Center while in transit to Alaska that the vessel has been leaking lube oil coming out from controllable pitch propeller boss lubricating system.

*This condition deleted and new Condition of Class issued.*

**CC**

**Imposed / Due date: 2022-09-29**

Temporary repaired #2 blade of CPP to be renewed. Till that time vessel to restrict the engine speed to 90 rpm, Engine power 9159 kW and Vessel speed app. 17.7 knots

**Propeller arrangements > Propeller, controllable pitch (Pending)**

Crack noted on CPP blade #4 and the blade was replaced by new certified blade ( DNV cert. #N141ZA4D)supplied by MAN. Crack noted in way of pressure side bolt holes for # 2 blade. Same was weld repaired by approved welder in line with approved weld procedure. After completion of the temporary repair, blade was mounted on hub, tested and found no oil leak and in order. All the repair work as well installation was done in presence of MAN Engineer. MAN suggested restrictions on engine speed and power. As informed, onboard testing will be done by MAN Engineer during sea passage. Report issued by MAN to be forwarded to DNV for our review. During voyage, crew should closely monitor CPP parameters such as pressure,oil quality, temperature or other parameters which are suitable as per MAN advice. DNV recommend first diver inspection within one month and should be be witnessed by DNV surveyor and thereafter within three months in operation.Further diver inspections may be needed depending on the time until final repair. Customer informed they have plans for diving inspections frequently for close monitoring the repaired area.



Renewed #4 blade

Repaired #2 blade installed



for **DNV**

*This document is signed electronically in accordance with IMO FAL.5/Circ.39/Rev.2. Validation and authentication can be obtained from [trust.dnv.com](http://trust.dnv.com) by using the Unique Tracking Number (UTN): n1782109-nto and ID: G111520*

**Nair, Dinesh**  
**Surveyor**

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