

SURVEY STATEMENT NARRATIVE ANNEX

Particulars of vessel

Name of vessel: **CMA CGM BIANCA**
Owner: **Teucarrier (No. 3) Corp.**
IMO Number: **9436367**

Particulars of survey

Survey station: **New Orleans**
Place of survey: **New Orleans, Louisiana(USA)**
Survey started: **2020-08-04**
Survey completed: **2020-08-04**
Lead surveyor's name: **Robinson, Lawrence**
Surveyor:

for **DNV GL**

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Robinson, Lawrence
Surveyor

Hull damage Surveys

Reference is made to the survey statement for the job referenced above for the documentation of the result of survey.



Narrative Report

Events

As requested by the ships master, Class attendance was arranged onboard the vessel at Nashville, Avenue Wharf, New Orleans, Louisiana, on 2020-08-04 for the purpose of damage survey in connection to the U.S. Coast Guard COTP 0335-20 restriction due to cargo hold damage from falling containers. The Captain notified the port authorities in New Orleans, who issued COTP and require Class to issue a report attesting to damage and repairs.

According to the Captain the following event occurred:

04:18 FWE ALL FAST, 5+3 mooring lines FWD 5+3 mooring lines AFT Starboard side alongside.

14:00 Storm force winds with heavy rain in formation of tornado suddenly hit the vessel. Cargo operation are in progress with two (2) cranes.

Vessel start moving away from the berth.

14:02 7-mooring lines broken FWD, 3 -mooring lines parted AFT, St.by all crew nobody injured, Master on bridge

14:10 SBE, Drop both Anchors and bow thruster in use. Observed that spreader for crane No. 5 fallen into the water with one (1) container, Crane was working on bay 10.

Another spreader of crane No. 6 on stacks on bay 38.

14:18 Report to all stations on VHF 16,67, to Keep Clear of the Vessel. Contacted with Traffic Control via VHF ch 67, Coast Guard replied on the same ch67, received info that tugs underway to the vessel.

Upon our arrival on 4 August 2020 we noted damage was limited to cargo hold No.5, Bay 38.

According to the Captain when the vessel began to move off the pier the shore gantry crane spreader in Hold No.5 was in way of row 06 in the cell guides lowering the 4th container, with three (3) containers previously loaded into hold. The spreader was swinging and fell onto a hatch cover guide, puncturing through the container floor, forward spreader bars detached; two forward spreader bars dropped with the container into the hold and remaining spreader pulled out of the hold and impaled a container in position 420588.

According to the Captain no containers were lost overboard from the vessel.

DAMAGES:

Lashing Bridge No 9 (Bay 38 42) frame 217, upper platform above hatch cover:

- Rails fwd from row 06 to row 07 Fractured and deformed over a length of nineteen (19) meters
- Rails aft from row 05 to row 07 Fractured and deformed over a length of 5000mm
- Hatch cover s guides rows 06, 03, 05, 07 (including lashing eyes) Bent and Fractured;
- Lashing bar holders five (5) pieces

Lashing Bridge No 8 (Bay 34 38) frame 179, upper platform above hatch cover:

- Rails fwd & aft from row 03 to row 05 Fractured and deformed over a length of 5000mm
- Hatch cover s guides rows 05, 06, (including lashing eyes) Bent and Fractured;
- Lashing bar holders four (4) pieces

Cargo Hold No.5F:

- Platform No 5 rows 04-08 between frames 179 and 182 heavily bended over length of 8000mm with flanges and brackets, braces and stiffeners to conform;
- Rails rows 04-08 abt 4mtrs Fractured and deformed over length of 5000mm;
- Two (2) Cell guides for Cell 06 both have broken attachment brackets in way of landing No. 5.
- Bulkhead between C/H No.5F & No1 Deep FO tank indented two (2) places as follows:
 - Indent to 40mm deep (abt 400x300mm). IWO Row 04
 - Gouge 300mm in length up to 20mm deep IWO Row 06

PREVENTIVE ACTIONS PRIOR DEPARTURE

Prior to departure wire ropes and turnbuckles are rigged and in place of damaged safety rails for cargo hold No. 5. The wire rope rails were inspected and found fit for temporary use. A condition of Class is hereby

issued for permanent replacement by pipe rails as original.

Limit the loading in these cells no more than 1 high on hatch covers on bay 38 row 05, 03, 01 from tier 84 to be released upon completion of safety rails.



CGM CMA BIANCA Container dropped into cargo hold No.5



CGM CMA BIANCA Container Spreader impaled into cargo container following wind event.



CGM CMA BIANCA Damage to Container in stack