



# Preliminary Report

Vessel Name: HAFNIA AMESSI  
Work Order: 6215087  
First Visit Date: 14-Jan-2024  
Last Visit Date: 14-Jan-2024

## SURVEY AFTER CONSTRUCTION VESSEL REPORT

Vessel Name HAFNIA AMESSI  
Class Number 15265524  
IMO Number 9719745  
of

Singapore, Republic of Singapore

This is to certify that the undersigned surveyor(s) to this Bureau, did at the request of the Owner's representative, attend the subject Vessel on 14 January 2024 as the vessel lay afloat at Charleston in order to carry out the survey(s) noted below.

Survey Task	Task Status	Finding Issued
<b>Surveys for Classification</b>		
Damage Survey (Class) Contact / Striking Damage	Completed	No
<b>Statutory Surveys</b>		
Port State Control Survey Intervention	Commenced	No

### Report Findings

#### Statement/Observation

Finding No	Asset	Survey Task	Date Created
54.0	Water Ballast Tank No.04 Stbd	Damage Survey (Class) Contact / Striking Damage	14-Jan-2024

#### Found

The undersigned surveyor did, at the request of the owners, attend the "HAFNIA AMESSI", ABSID 15265524, on 14 January 2024 while moored at Columbus Pier, Charleston, S.C., to report on an allision with the forward dolphin of Navy Pier B.

The owners reported that while in transit outbound Charleston Port at approximately 1019 vessel made contact with the forward dolphin at Navy Pier B. The contact occurred on the starboard side at approximately location Frames 60 to Frame 67 in way of Water Ballast Tank No. 03 Stbd and Water Ballast Tank No. 04 Stbd with an approximate area of 0.8 meters width by 20.3 meters length at draft mark 7.8 to 8.6 Meter. There was no reported machinery casualties and steering gear was tested satisfactory. Soundings taken prior to vessel departure and post incident showed no change in tank level.

An internal survey between the 2nd and 3rd stinger plates of Water Ballast tank No. 3 Stbd and No. 4 Stbd was completed. Internal strength members were intact.

There were no identified fractures in way of area between frames 60-67. A smooth set in of approximately 4 to 7 centimeters was observed on the side shell between Longitudinal L-27 and L-28 with minor coating damage. Transverse bulkheads at Frame 61, Frame 62 and Frame 63 between Longitudinal L-27 and L-28 had minor buckling of approximately 3 to 5 centimeters.

**Supplemental Damage Statement ~Contact / Striking Damage :**  
ALLISION WITH NAVY PIER BRAVO

#### Closing Paragraph:

NOTE: This Report evidences that the survey reported herein was carried out in compliance with one or more of the Rules, guides, standards or other criteria of the American Bureau of Shipping and is issued solely for the use of the Bureau, its committees, its clients or other authorized entities. This Report is a representation only that the vessel, structure, item of material equipment, machinery or any other item covered by this Report has been examined for compliance with, or has met one or more of the Rules, guides, standards or other criteria of American Bureau of Shipping. The validity, applicability and interpretation of this Report is governed by the Rules and standards of American Bureau of Shipping who shall remain the sole judge thereof. Nothing contained in this Report or in any notation made in contemplation of this Report shall be deemed to relieve any designer, builder, owner, manufacturer, seller, supplier, repairer, operator or other entity of any warranty express or implied.



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It is recommended that the Vessel, HAFNIA AMESSI, be retained as classed with this Bureau.

### Attending Surveyor(s):

Caporuscio, Jessica Mary