



Preliminary Report

Vessel Name: JOHN J. BOLAND
 Work Order: 5809327
 First Visit Date: 21-Apr-2023
 Last Visit Date: 22-Apr-2023

SURVEY AFTER CONSTRUCTION VESSEL REPORT

Vessel Name JOHN J. BOLAND
 Class Number 7311939
 IMO Number 7318901
 of

Wilmington, DE, United States of America

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 from 21-Apr-2023 to 22-Apr-2023 as the vessel lay afloat at Rogers City, MI in order to carry out the survey(s) noted below.

Survey Task	Task Status	Finding Issued
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Surveys for Classification

Damage Survey (Class) Grounding	Completed	Yes
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Report Findings

Conditions of Class

Opened Findings

Finding No	Status	Asset	Survey Task	Due Survey Task	Finding Type/ Criticality	Date Created	Due Date
303.0	Open	Main Hull	Damage Survey (Class) Grounding		Outstanding/ Recommendation	22-Apr-2023	01-May-2023

Found

AT THE REQUEST of the Owner, the undersigned Surveyor did attend the vessel for reported water ingress into Ballast Tank 01P and 02P while she lay afloat at anchor near Rogers City, MI on 21 and 22 April 2023.

AT THIS TIME, Ballast Tanks 01P, 02P, 03P, 04P, 05P, 06P and Forepeak were internally examined. For details, see below:

FOUND

- Ballast Tank 01P
 - Found one (1) leaking fracture in the bottom shell at the aft bulkhead in way of the third bottom longitudinal from side shell. Fracture length is approximate 6 inches.
 - Found one (1) leaking fracture in the bottom shell approximately 20 feet forward of the aft bulkhead, in way of the third transverse web from from the aft bulkhead and the third bottom longitudinal from outboard. Fracture length is approximately 6 inches.
 - Found bottom shell longitudinals, third and fourth from the side shell distorted and laid over from the aft bulkhead to approximately 3/4 of the length of the tank, forward.
 - Found six (6) transverse web frames, starting from the aft bulkhead, forward distorted and tripped in way of the third and fourth side shell longitudinal from the side shell.
 - Found outboard Keelson structure distorted and or tripped from the aft bulkhead to approximately 3/4 of the length of the tank, forward.
- Ballast Tank 02P
 - Found one (1) leaking fracture in the bottom shell in way of the bottom of the turn of the bilge, one bay aft of the forward bulkhead. Fracture length is approximately 6 inches.

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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- Found one (1) leaking fracture in the bottom shell in way of the fourth bottom shell longitudinal and forward bulkhead. Fracture length is approximately 6 inches.
- Found fourth and fifth from side shell bottom longitudinals tripped and or distorted and upset, full length of the tank.
- Ballast Tank 03 P
 - Found fourth and fifth from side shell bottom longitudinals distorted and upset, full length of the tank.
 - No leakage was noted.
- Ballast Tank 04P
 - Found fourth and fifth from side shell bottom longitudinals sporadically distorted from approximately 1/4 the length of the tank forward.
 - Found one (1) vertical flatbar distorted in way of the fourth bottom longitudinal from the side shell.
- Ballast Tank 05P
 - No damage noted.
- Ballast Tank 06P
 - No damage noted.
- Forepeak
 - No damage noted.

AT THIS TIME, a diver was requested to examine the bottom shell in way of the aforementioned damage. For details, see below:

- The diver examined the bottom shell from the forward tunnel thruster to approximately 30 feet aft of midships, port side.
- The diver confirmed the aforementioned fractures and leakage.
- The diver reported insets and scraping damage from the areas of 1P to 4P ballast tanks, in way of the aforementioned areas.
- The diver reported insets and scraping damage from the areas of 1P to 4P ballast tanks, in way of the turn of the bilge.
- The diver reported no damage aft of 4P ballast tank.

AT THIS TIME, the Steering Gear was tested with no indications noted.

AT THIS TIME, the No. 1 and No.2 Ballast Pumps were operationally tested with no indications noted.

AT THIS TIME, the crew was able to slow leakage on the leaking fracture in the bottom shell approximately 20 feet forward of the aft bulkhead in Ballast Tank 01P.

AT THIS TIME, the crew has been utilizing the ballast pump at approximately four hour intervals to lower the water level of 01P and 02P ballast tanks from approximately 3 feet to near empty in a timeframe of approximately 5 to 10 minutes.

Based on the above examinations and diver information, the undersigned Surveyor considers the vessel fit to proceed in its current condition to offload port. Once, offloading is complete, the vessel shall proceed to a suitable repair facility in ballast condition with no cargo aboard for repairs and further examination as deemed necessary by the attending Surveyor.

Recommended

IT IS RECOMMENDED that the aforementioned damage be re-examined and satisfactorily repaired at a suitable repair facility within ten (10) days of the date of this report.

Supplemental Damage Statement ~Grounding :

IT WAS REPORTED BY THE OWNER THE WHILE DOWNBOUND AFTER LOADING AT CEDARVILLE ON 21 APRIL 2023, 1P AND 2P BALLAST TANKS WERE EXPERIENCING WATER INGRESS.

Closing Paragraph:

It is recommended that the Vessel, JOHN J. BOLAND, be retained as classed with this Bureau.

Attending Surveyor(s):

Kapp, Matthew E