

Inst. Date : 12-Mar-2022
Job No. : NY-M53-0816
Report No. : 1
Report Date : 10-Jun-2022

ABL USA Inc.
100 Wall Street, Suite 2202
New York, NY 10005, USA

T +1 212 587 9300

SURVEY REPORT

THIS IS TO CERTIFY

that at the request of Murphy, Rogers, Sloss, Gambel & Tompkins, 701 Poydras Street, New Orleans, Louisiana A 70139, and on behalf of Owners and/or their P & I Underwriters concerned, attend on board the

M/V "AKTI "

32,350 Gross tons, Port of Registry: Majuro

(Owners: Akti Maritime Inc.)

on 12 through 14 March 2022, while berthed port side to Chevron pet coke Terminal, Pascagoula, Mississippi, in order to determine the nature and extent of damage sustained as a result of having been struck by drill ship "VALARIS DS-16" that reportedly broke moorings and drifted onto the starboard side of the subject vessel.

ATTENDING SURVEY

- Captain Xyderis Michail, Master of the vessel.
- Karachalios Dionysios, Chief Officer of the vessel
- Captain Bobby Surendra, Surveyor with ABL-Group, representing the Owners of M/V "AKTI"
- Captain Sanjeev Gupta, Surveyor with FMC, representing the Owners of M/V "VALARIS DS-16"
- Jim Boucher, Surveyor with Class NKK (Nippon Kaiji Kyokai)

GENERAL PARTICULARS OF VESSEL

The subject vessel is a geared bulk carrier, with main superstructure, bridge, accommodation and machinery spaces located aft, built 2013 in China.

Five (5) cargo holds are covered with hydraulically operated, split fore & aft folding type, MacGregor hatch covers.

Cargo gear consists of four (4) electro-hydraulic cranes rated at 30 SWL metric tons each.

| | | |
|--------------------------------|--|--------------|
| Managers: | Z&G Halcoussis Co. Ltd. | |
| Official Number: | 9278 | |
| Call Sign: | V7A4538 | |
| Net Registered Tonnage: | 19,448.00 | R/Tons |
| Length Overall: | 189.99 | Meters |
| Length Between Perpendiculars: | 185.60 | Meters |
| Breadth Moulded: | 32.26 | Meters |
| Depth Moulded: | 18.00 | Meters |
| Summer Draft: | 12.827 | Meters |
| Summer Freeboard: | 5.225 | Meters |
| Displacement at Summer Draft: | 67,810.00 | M/T |
| Deadweight at Summer Draft: | 57,936.00 | M/T |
| Grain Cubic Capacity: | 72,654.20 | Cubic Meters |
| Propulsion: | One (1) Mitsui MAN-B&W, 6S50MC-C7 type, diesel engine, developing 8,480 kW @ 123 rpm | |
| Classification Society: | Nippon Kaiji Kyokai | |

BACKGROUND

While chartered to Bunge, the subject vessel arrived at Pascagoula pilot station on 11 March at 0330 hours, and after embarking a pilot, proceeded to Chevron pet coke terminal, where she was made all fast at 1330 hours. The vessel was scheduled to load a cargo of pet coke in bulk, approximately 46,500 metric tons, designated for discharge at Thessaloniki, Greece.

Loading operations were commenced at 1648 hours, utilizing a shore loader, positioned in Hold No. 3. Loading was ceased at 2205 hours due to rain and the loader was removed from the vessel and hatch cover closed. The quantity of cargo that had been loaded was reported to be approximately 2,000 metric tons.

INCIDENT

Approximately 0030 hours on 12 March, drill ship "VALARIS DS - 16" drifted on to the subject vessel and made contact along starboard side, commencing from the aft section of Hold No. 2 extending to the poop deck. Weather at the time of the incident was inclement with northerly wind, approximately 20 knots.

It was reported by U. S. Coast Guard that a shore bollard to which five (5) mooring lines from the bow of the drill ship had been secured became detached from its base causing the bow to swing out of berth, which in turn placed additional strain on aft mooring lines that subsequently parted. It was unknown whether the aforementioned forward mooring lines and aft mooring lines were headlines, stern lines, breast lines and/or spring lines.

POST INCIDENT

All concerned parties were notified about the incident, and the vessel was subsequently attended by QI, USCG and Class NK. Also in attendance were Howard Jenkins and Jim Marshall of Chevron Terminal.

Approximately 1300 hours on 12 March 2022, the drill ship was separated from the subject vessel, with the assistance of pilot and tugs. As the shore bollard of the berth that the drill ship had been secured to (prior to the incident) sustained damage, the vessel was secured to another berth. No further details of the berth were available.

DAMAGE

| FOUND | RECOMMENDED |
|--|--|
| <p><i>No. 4 Topside tank (S)</i></p> <p>Starboard side shell plating, sheer strake in way of No. 4 TST, indented 0 to 50 mm at 3 locations between frames 71 through 74, over an area of 2,200 x 700 mm</p> | <p>Crop & renew</p> <p>Sheer strake</p> <p>3,000 x 1,000 x 16 mm, AH36 steel</p> |

| | |
|---|--|
| <p>Cofferdam (S)</p> <p>Starboard side shell plating in way of cofferdam in engine room, sheer strake, holed/ fractured/ distorted in way of frame 29, between 3rd and 4th SL from main deck plating, with forward bulkhead, brackets, side longitudinals and deck stringer in way distorted to conform.</p> <p>Shell plating (s)</p> <p>Starboard side shell plating in way of cofferdam in engine room, set in 0 to 25 mm between frames 23 and 24, between 3rd and 4th SL from the overhead main deck plating.</p> | <p>Sheer strake 450 x 450 x 14 mm, AH steel</p> <p>Forward bulkhead plating (Frame 29) 1,000 x 300 x 14 mm, AH Steel</p> <p>Corner triangular brackets 300 x 300 x 14 mm x 2 pcs, AH steel</p> <p>Deck stringer 1,000 x 300 x 14 mm, AH Steel</p> <p>SL 4th and 5th from overhead main deck 1,080 x 270/110 x 14 mm each, AH Steel</p> <p>Sheer strake 1,000 x 1,000 x 14 mm, AH Steel</p> |
| <p>Main deck handrailing (S)</p> <p>Main deck, starboard side hand railing, in way of frames 55 through 72, between Holds No 4 and 5, fractured and distorted, with Panama Canal</p> | <p>Upper railing 15,000 x 40 mm diameter, schedule 40 pipe</p> |

| | |
|---|--|
| <p>chock in way sporadically nicked/ gouged and sheer stake edge sporadically distorted</p> | <p>Middle railing 15,000 x 25 mm diameter, round bar</p> <p>Bottom railing 15,000 x 25 mm diameter, round bar</p> <p>Vertical stanchion 700 x 60 x 12 mm x 11 pcs</p> <p>Diagonal round bars 600 x 25 mm x 5 pcs</p> <p>Heat and fair distorted edge of Sheer strake</p> <p>Grind and fill Panama Canal chock where nicked/ gouged</p> |
| <p><i>Accommodation block</i></p> <p>Bridge front and side plating in way of starboard side navigation light distorted 0 to 25 mm between frames 27 through 29</p> | <p>Bridge front plating 2,000 x 2,000 x 12 mm AH Steel</p> <p>Side plating 4,000 x 4,000 x 12 mm AH Steel</p> |
| <p><i>Navigation light</i></p> <p>Metal casing in way of bottom/ lower lamp of starboard side navigation light fractured</p> | <p>To be renewed as per IMO/ SOLAS specifications</p> |

| | |
|--|--|
| <p><i>Man overboard signal with lifebuoy</i></p> <p>Starboard side Man Overboard signal broken, with lifebuoy crushed and bracket distorted.</p> | <p>To be renewed as per IMO/ SOLAS specifications – Pains Wessex</p> |
| <p><i>Lifebuoy with self-igniting light</i></p> <p>Starboard side main deck lifebuoy with bracket broken and missing.</p> | <p>To be renewed as per IMO/ SOLAS specifications – Pains Wessex</p> |
| <p><i>Bridge wing awning structure</i></p> <p>Bridge wing,starboard side awning structure to provide shelter for Panama Canal pilots broken and distorted</p> | <p>Vertical railing – 1,250 x 60 mm x 4 pcs Diagonal railing – 480 x 60 mm 4 pcs Horizontal railing – 1,500 x 60 mm x 3 pcs Horizontal railing – 1,800 x 60 mm x 2 pcs Brackets – 75/50 x 12 mmx 16 pcs Vertical round bar – 225 x 60 mm Cap rail – 3,000 x 240/ 90 mm angle</p> |
| <p><i>Projector light</i></p> <p>Starboard bridge wing, projector light fixture broken and adrift.</p> | <p>Renew as original - 500 watts, 220 volts, with bracket</p> |

| | |
|---|---|
| <p><i>Side shell coating breakdown</i></p> <p>Starboard side shell plating, sporadic coating breakdown over parallel body</p> <p>Extent of coating breakdown below water lines unknown</p> | <p>Prepare surface and applied coating as per original specifications:</p> <p>Primer – Jotamastic 80 WG, Aluminium, 208 microns</p> <p>Primer – Jotamastic 80 WG, Aluminium, red toned, 139 microns</p> <p>Finish – Jotun Hardtop XP, Black</p> |
| <p>Underwater hull/ coating damage, if any, unknown</p> | <p>To be determined</p> |

GENERAL NOTES

- (A.) Whether or not dry docking will be required to effect permanent repairs to be determined after inspection of the external hull that is currently underwater
- (B.) Necessary pilotage and tug assistance to be provided to assist vessel to and from repair facility.
- (C.) Necessary services of riggers to be provided to handle lines and gangway on and off upon arrival and departure of repair facility.
- (D.) Necessary cleaning and gas freeing to be carried out prior to commencement of the foregoing repairs.
- (E.) Necessary gas free chemist's certificate to be provided prior to commencement of the foregoing repairs.
- (F.) Necessary transportation of men and materials to be provided to effect the foregoing repairs.
- (G.) Necessary floating equipment to be provided to effect the foregoing repairs.
- (H.) Necessary fire watch to be provided during all "hot work" repairs.

- (L). Necessary services of crane to be provided to effect the foregoing repairs.
- (M) Necessary temporary lighting and ventilation to be provided to effect the foregoing repairs.
- (N) Necessary staging to be erected to effect the foregoing repairs and upon completion, dismantled and removed.
- (O) Necessary removals to effect the foregoing repairs to be replaced in good order to applicable Classification Society and Governmental standards.
- (P) Necessary fairing of adjacent plating to be carried out to effect a fair landing for renewed plating.
- (Q) Necessary testing to be carried out to the satisfaction of all interested parties.
- (R) Necessary recoating to be carried out in way of all new and disturbed work.
- (S) Necessary services of manufacturer's representative to be provided to supervise the foregoing repairs.
- (T) Scrap of no commercial value

GENERAL REQUIREMENTS:

It is intended that the description of repairs above is to restore the vessel to the condition as existed before the present damage occurred. During necessary repairs, all materials and workmanship are to be of quality being both suitable for the purpose intended and to the satisfaction of attending Class Surveyors, Owners & Underwriters Representatives.

Any damage caused by Contractors employees carrying out repairs is to be made good at their expense.

Any changes to the above description of damages or further equipment found damaged which has not yet been noted or reported is to be notified to the interested parties for consideration.

All sizes are approximate and repair contractors to independently verify the size, material and grade

SURVEYOR COMMENTS

- a. Damage sustained to the vessel may reasonably be attributed to a casualty of the nature alleged.
- b. The cost of permanent repairs was estimated to be in the region of USD 200,000, and the duration of repairs about 2 weeks. Loss of hire claim is unknown.
- c. The cost of downtime for suspending loading operations at Chevron terminal, Pascagoula, was roughly estimated to be in the region of USD 100,000.
- d. According to the Master, the Owners were in discussion with Class NK about the scope of permanent and/or temporary repairs, and underwater inspection of the hull

SURVEY MADE WITHOUT PREJUDICE



Captain Bobby Surendra
ABL-USA Inc

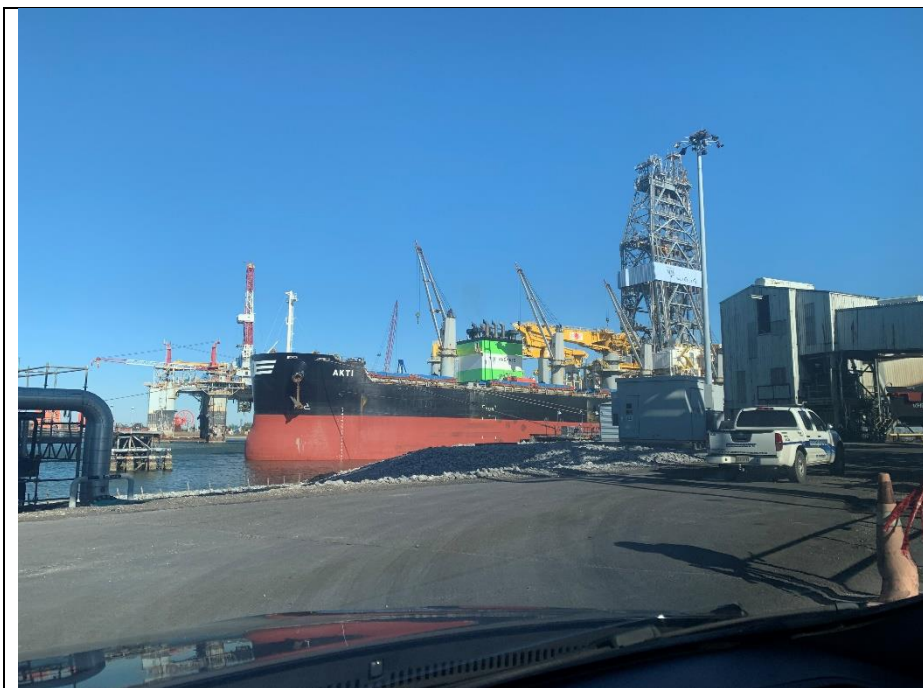
ATTACHMENTS

- a. Incident report
- b. USCG report
- c. Class NK report

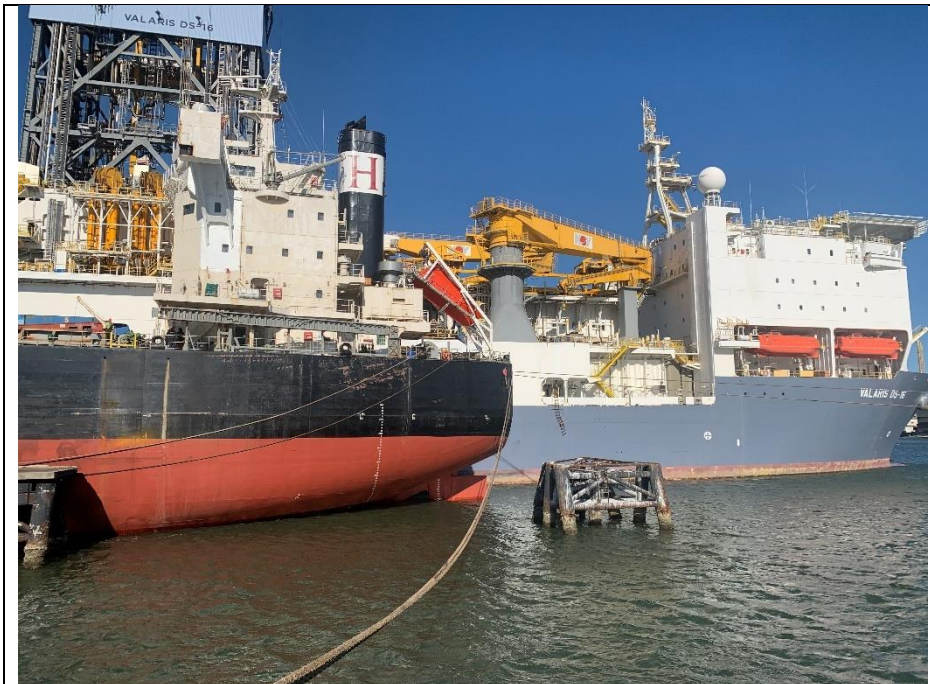
This report (including any enclosures and attachments) has been prepared for the exclusive use and benefit of the addressee(s) and solely for the purpose for which it is provided. Save to the extent provided for in the Company's Terms and Conditions or such other contract between the Company (or its affiliate) and the Client (or its affiliate) governing the issuance of this report, the Company assumes no liability to the addressee(s) for any claims, loss or damage whatsoever suffered by the addressee(s) as a result of any act, omission or default on the part of the Company or any of its servants, whether due to negligence or otherwise. No part of this report shall be reproduced, distributed or communicated to any third party without the prior written consent of the Company. The Company does not assume any liability or owe any duty of care if this report is used for a purpose other than that for which it is intended or where it is disclosed to or used by a third party.



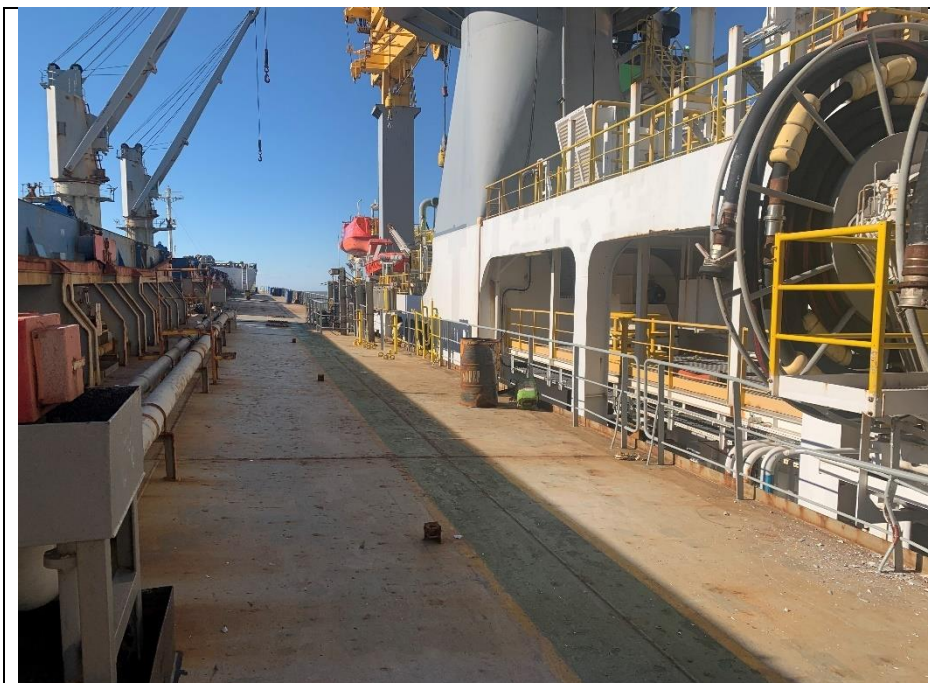
- | | |
|----|---|
| 1. | M/V "AKTI" with M/V "VALARIS-DS16" alongside starboard side |
|----|---|



- | | |
|----|---|
| 2. | M/V "AKTI" with M/V "VALARIS-DS16" alongside starboard side |
|----|---|



- | | |
|----|---|
| 3. | M/V "AKTI" with M/V "VALARIS-DS16" alongside starboard side |
|----|---|



- | | |
|----|---|
| 4. | M/V "AKTI" with M/V "VALARIS-DS16" alongside starboard side |
|----|---|



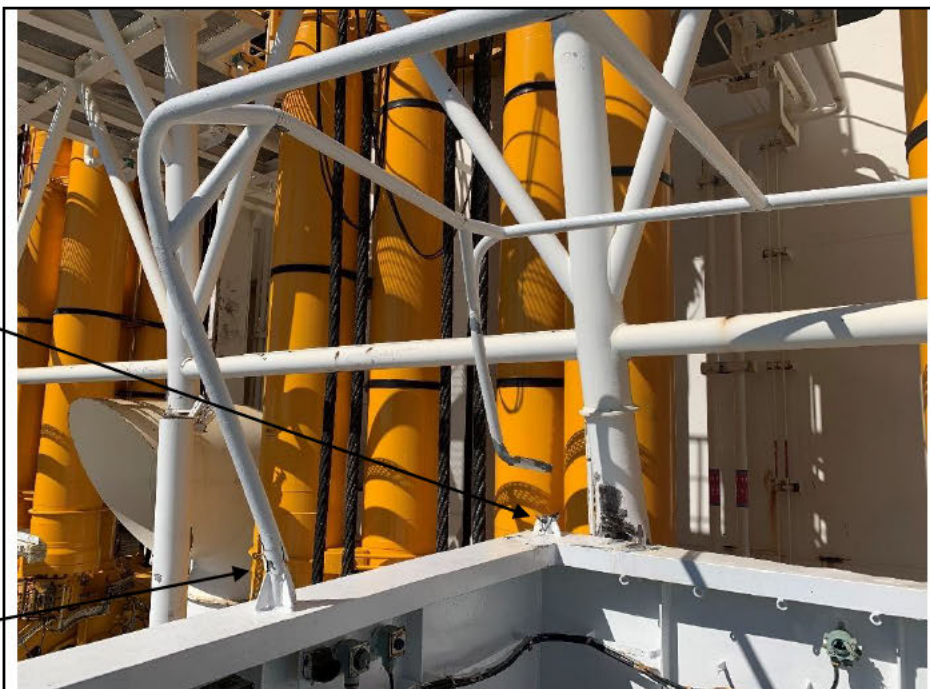
| | |
|----|--------------------------------|
| 5. | Main deck hand railing buckled |
|----|--------------------------------|



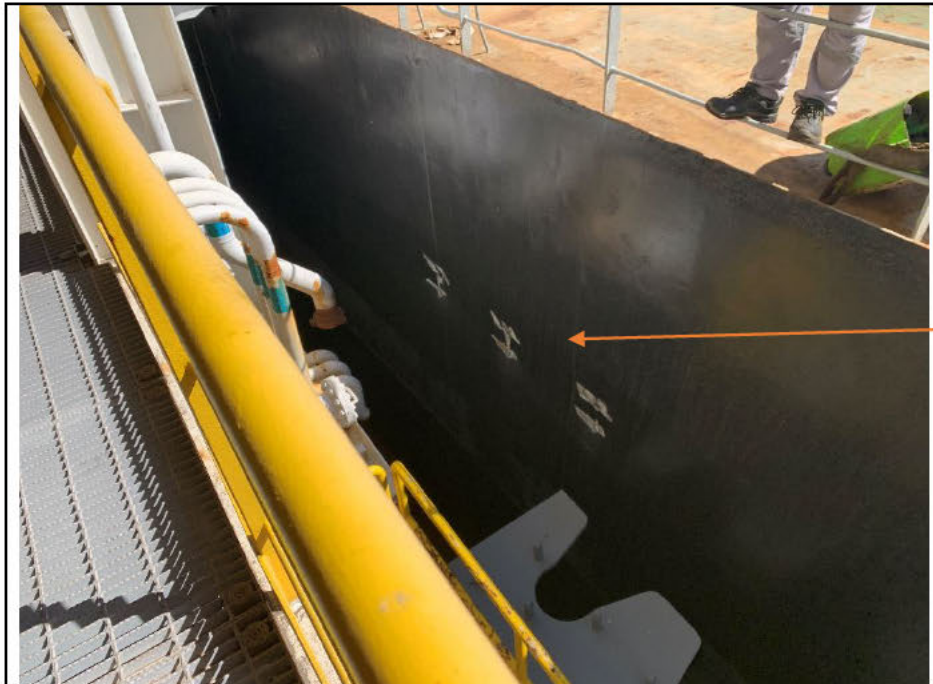
| | |
|----|---|
| 6. | Plating in way of starboard bridge wing crushed |
|----|---|



7. Projector lamp broken & adrift



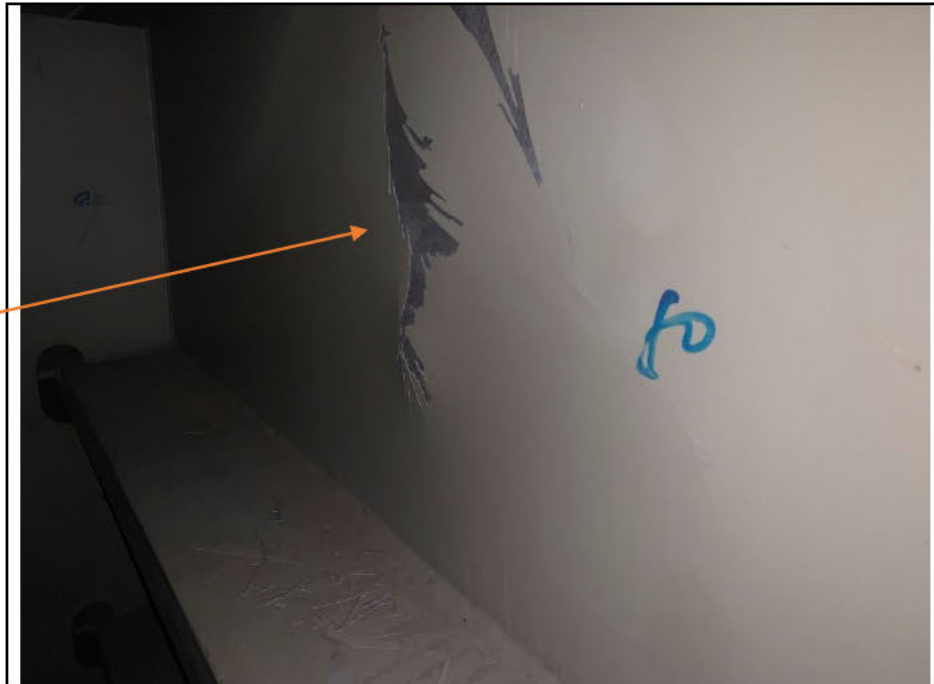
8. Starboard bridge wing awning fractured and bent



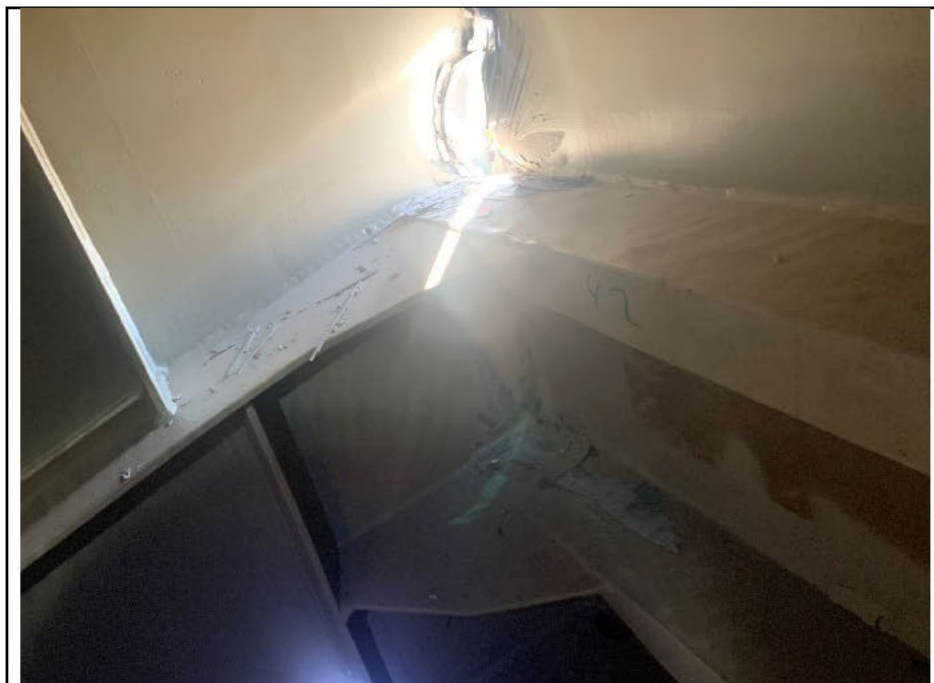
| | |
|---|---|
| 9 | Indentation in shell plating in way of No. 4 topside tank (S) – viewed externally |
|---|---|



| | |
|----|---|
| 10 | Indentation in shell plating in way of No. 4 topside tank (S) - viewed internally |
|----|---|



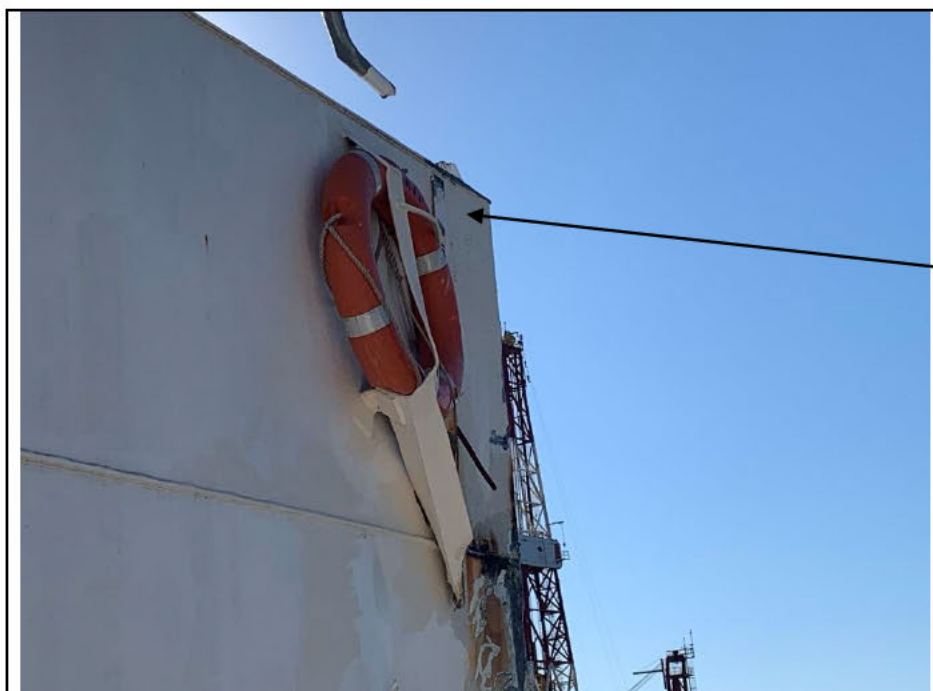
| | |
|----|--|
| 11 | Indentation and coating breakdown in shell plating in way of cofferdam |
|----|--|



| | |
|----|---|
| 12 | Shell plating in way of cofferdam holed |
|----|---|



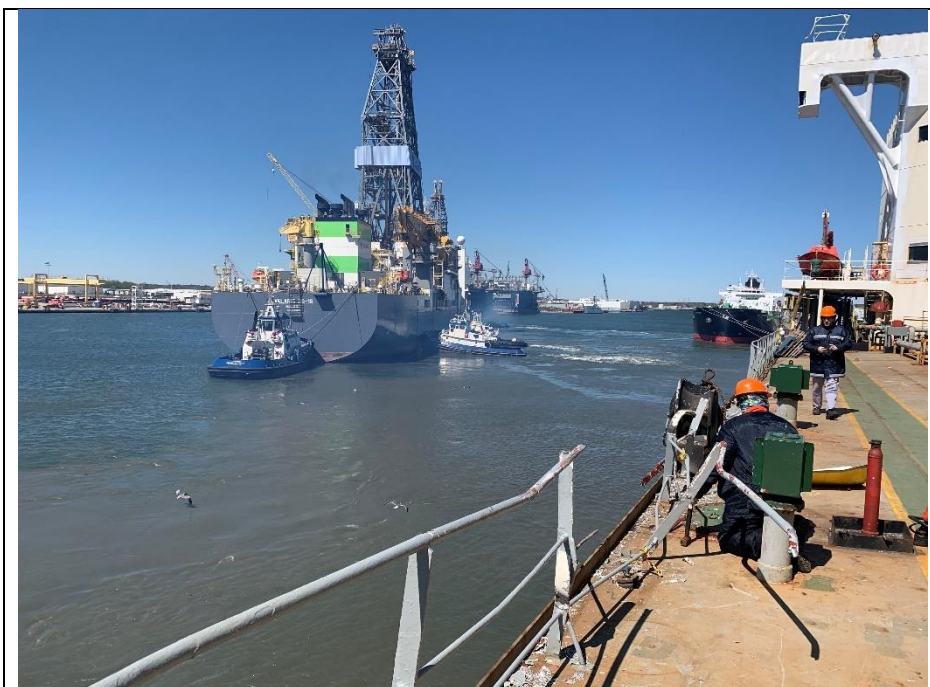
13 Starboard side navigation light casing broken



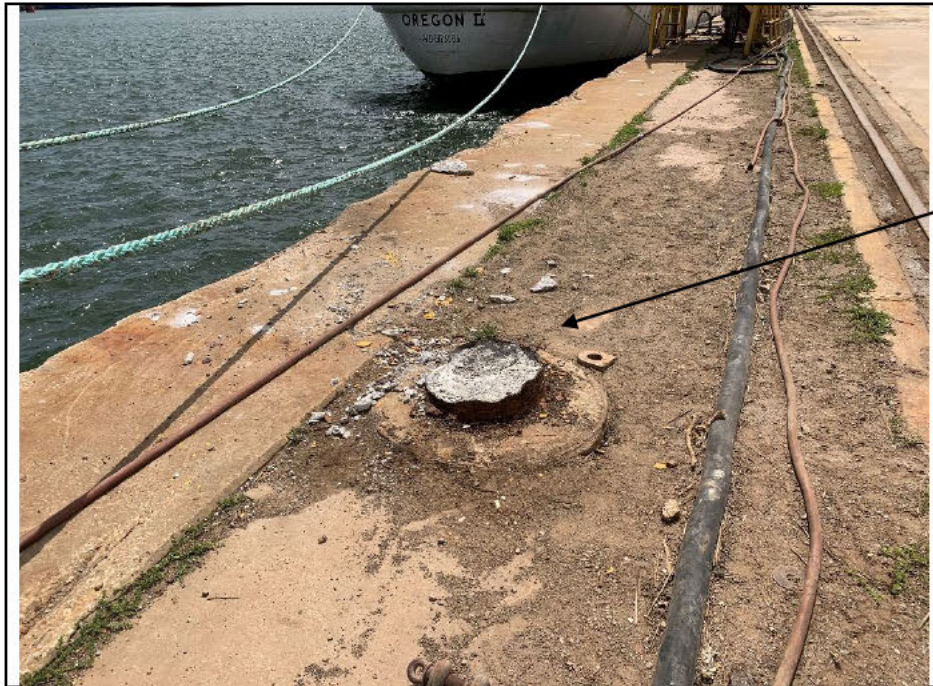
14 Bracket for Man overboard lifebuoy distorted



| | |
|----|---|
| 15 | M/V "VALARIS-DS16" separating from M/V "AKTI" |
|----|---|



| | |
|----|--|
| 16 | M/V "VALARIS-DS16" proceeding to berth |
|----|--|



| | |
|----|-------------------------------------|
| 17 | Shore bollard that reportedly broke |
|----|-------------------------------------|



| | |
|----|-------------------------------------|
| 18 | Shore bollard that reportedly broke |
|----|-------------------------------------|

Initial Assessment Form

Instructions: Items marked with an asterisk (*) are the most critical for initial assessment, and should be as accurate as possible. Critical information should be passed shore side as soon as possible. Additional information can be provided later.

☒ **REAL WORLD INCIDENT**
☐ **DRILL OR EXERCISE**

| | | | | |
|--|---|--|--|--|
| Key Info | Vessel Name*: AKTI | | IMO or Official Number*: 9660649 | |
| | Info on this Form Provided By*: CAPTAIN | | Date & Time*: 12/0400 | |
| Casualty Specifics | Company: AKTI MARITIME INC., MAJURO | | Phone: _____ Email: _____ | |
| | Date & Time of Casualty*: 12/MAR/2022 0030LT | | Nearest Port: PASCAGOULA CHEVRON BERTH | |
| | Position*: <input type="checkbox"/> Offshore <input checked="" type="checkbox"/> Pier side <input type="checkbox"/> Near shore <input type="checkbox"/> River | | Latitude: _____ Longitude: _____ <input type="checkbox"/> E <input type="checkbox"/> W | |
| | Other Location Info: Vessel Loading @ Chevron Berth | | | |
| | Crew Injury Requiring Medevac*: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> UNKNOWN Details: _____ | | | |
| Contact Info | Pollution*: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> UNKNOWN | | Number of Persons Onboard: 22 All accounted for: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | |
| | Type of Casualty*: (Check all that apply) | | Pilot Onboard: <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> Unknown | |
| | <input type="checkbox"/> Grounding <input type="checkbox"/> Sinking <input type="checkbox"/> Risk of fire <input type="checkbox"/> Capsizing <input checked="" type="checkbox"/> Collision/Allision <input type="checkbox"/> Flooding <input type="checkbox"/> Fire/explosion <input type="checkbox"/> Structural <input type="checkbox"/> Oil/HAZMAT Spill <input type="checkbox"/> Loss of Main Propulsion <input type="checkbox"/> Other: _____ | | | |
| | Damage Description* refer to page 2 for further Damage Detail: <input type="checkbox"/> No Damage <input checked="" type="checkbox"/> Above Waterline <input type="checkbox"/> Below waterline <input checked="" type="checkbox"/> Unknown | | | |
| | Main ship systems known to be inoperable: <input type="checkbox"/> Communication <input type="checkbox"/> Lifesaving <input type="checkbox"/> Main Engine <input type="checkbox"/> Navigation <input type="checkbox"/> Firefighting <input type="checkbox"/> Ballast System <input type="checkbox"/> Auxiliary Engine(s) <input type="checkbox"/> Vessel's Crane <input type="checkbox"/> Mooring winches <input type="checkbox"/> Anchor Windlass <input type="checkbox"/> Inert Gas System <input type="checkbox"/> Cargo Handling System <input type="checkbox"/> Other: _____ | | | |
| Vessel Details | Weather (Beaufort Scale or other details): _____ | | | |
| | Wind Speed: 5 BEAUFORT | | Wind Direction: NW | |
| | Swell Direction: _____ | | Estimated Wave Ht: _____ m ft | |
| | Set and Drift: n/a | | | |
| | Vessel Info*: Master's Name: MICHAEL XYDERIS Phone: _____ Company: AKTI MARITIME INC., MAJURO Email: _____ | | | |
| Loading Details | Designated Person Ashore or Other Primary Contact*: Name: Spintzos Fanouris Phone (mobile): _____ Company: Z. & G. HALCOUSSIS CO. LTD., PIRAEUS Email: _____ | | | |
| | Agent Information: Name: Gensteam Shipping Mobile Phone (mobile): _____ Representing: _____ Company: _____ Email: _____ | | | |
| | Vessel type*: BULK CARRIER | | | |
| | LOA*: 189.99 m ft LBP: 185.60 m ft Breadth/Beam*: 32.26 m ft Depth*: 18.00 m ft <input type="checkbox"/> TPI <input checked="" type="checkbox"/> TPC: 57.47 Summer Load Line Draft: 12.827 m ft Lightship Displacement/Wt: 9874 | | | |
| | Fast Oil Recover System (FORS): <input type="checkbox"/> YES <input type="checkbox"/> NO Tow Bracket: <input type="checkbox"/> FWD <input type="checkbox"/> AFT <input type="checkbox"/> NONE Damage Assessment Provider: <input type="checkbox"/> ABS RRDA <input type="checkbox"/> DNVGL ERS <input type="checkbox"/> BV ERS <input type="checkbox"/> LLOYDS ERS <input checked="" type="checkbox"/> NONE <input type="checkbox"/> Other: _____ | | | |
| Cargo Type and Quantity*: PETCOKE ESTIMATED 2000MT | | | | |
| Bunkers Onboard: LF=583.28MT / LD=82.10MT | | | | |
| Onboard Loading Computer: Please send printout and load case file (or EDI) with this form <input type="checkbox"/> CARGOMAX <input type="checkbox"/> GLM/GHS <input type="checkbox"/> NAPA <input type="checkbox"/> LOADMASTER <input type="checkbox"/> NAVIS MACS3 <input type="checkbox"/> NONE/UNKOWN <input type="checkbox"/> OTHER: _____ | | | | |

Page 2 contains less urgent information and should be filled in as known.
 Do not delay transmission of critical info on Page 1 if some information is not known.

****Please provide
 Safety Data
 Sheet for Cargo**

DEPARTMENT OF HOMELAND SECURITY
U.S. COAST GUARD

MISLE Activity Number:

7410626

PORT STATE CONTROL REPORT OF INSPECTION - FORM A*

Exam Type:

IN SERVICE

In accordance with the IMO's Procedures for Port State Control

| | | | |
|---|-------------------------------------|--|-----------------------|
| 1. Reporting Country: United States of America | | 2. Name of Ship: AKTI | |
| 3. Flag of Ship: MARSHALL ISLANDS | | 4. Ship Type Code: 40 | 5. Call Sign: V7A4538 |
| 6. IMO Number: 9660619 | | 7. Gross Tonnage: 32350 | 8. Deadweight: |
| 9. Yr. of Build: 2013 | 10. Date of Inspection: 12 MAR 2022 | | |
| 11. Place of Inspection: PORT OF PIRAEUS, GR | | 12. Classification Society: NIPPON KAIJI KYOKAI (NKK) | |
| 13. Detention Info: | | a) Date/Time Imposed: N/A b) Date/Time Released: N/A | |
| 14. Ship Management Information (include address): Z & G HALCOUSSIS CO. LTD 5 AKTI MIAOLI PIRAEUS, 18535, GREECE | | | |
| Charterer (include address): | | | |
| ISM DOC Company w/IMO Company #: Z & G HALCOUSSIS CO. LTD IMO # 0620439 | | | |
| Owner w/IMO Company #: AKTI MARITIME INC. IMO # 6200624 | | Operator w/IMO Company #: Z & G HALCOUSSIS CO. LTD IMO # 0120439 | |

| 15. Relevant Certificates/Documents** | | |
|---------------------------------------|----------------------|-----------------------------|
| a) Name | b) Issuing Authority | c) Date of Issue and Expiry |
| 1) _____ | _____ | _____ |
| 2) _____ | _____ | _____ |
| 3) _____ | _____ | _____ |
| 4) _____ | _____ | _____ |

| d) Information on last intermediate or annual survey/audit ** | | |
|---|------------------------------|-------|
| Date | Surveying/Auditing Authority | Place |
| 1) _____ | _____ | _____ |
| 2) _____ | _____ | _____ |
| 3) _____ | _____ | _____ |
| 4) _____ | _____ | _____ |

Check all applicable for 16-19 below:

| | | | | |
|------------------------------|--|---|---|--|
| 16. Deficiencies Identified: | <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes | | |
| 17. Major Control Action: | <input checked="" type="checkbox"/> No | <input type="checkbox"/> Detention | <input type="checkbox"/> Expulsion | <input type="checkbox"/> Denial of Entry |
| 18. Exam Category: | <input type="checkbox"/> PSC A | <input type="checkbox"/> PSC B | <input checked="" type="checkbox"/> Other | |
| 19. Drills Conducted? | <input checked="" type="checkbox"/> No | <input type="checkbox"/> Fire Drill | <input type="checkbox"/> Abandon Ship Drill | <input type="checkbox"/> ISPS/Security Related Drill |

Copy provided to: HYPERIS MICHAEL (Printed name of Master/Vessel Representative)

Duly Authorized PSCO: LTJG (Printed name of Duly Authorized PSCO of Reporting Authority)

| | | | |
|---|---|------------------------|-------|
| Issuing Unit Name, Address, and E-Mail: USCG SECTOR MOBILE - PORT STATE CONTROL 1500 15TH STREET, MOBILE, AL 36615 SECMOBARRIVALS@USCG.MIL | Copies forwarded to (Check as appropriate): <input type="checkbox"/> Agent <input type="checkbox"/> Ship Management <input type="checkbox"/> Flag State <input type="checkbox"/> Recognized Organization <input type="checkbox"/> Recognized Security Organization | Reviewed by Supervisor | |
| | | Name: | Date: |
| | | Signature: | |

* This inspection report has been issued solely for the purposes of informing the master and other port States that an inspection by the USCG has taken place. This inspection report shall not be construed as a seaworthiness certificate in excess of certificates the ship is required to carry.
** To be completed in the event of a detention.

DEPARTMENT OF HOMELAND SECURITY
U.S. COAST GUARD

MISLE Activity Number:

7410626

Exam Type:

In Service

PORT STATE CONTROL REPORT OF INSPECTION - FORM B

In accordance with IMO Port State Control Procedures

1. Reporting Country: United States of America

2. Name of Ship: AKTI

3. IMO Number: 9660619

4. Date of Inspection: 12 MAR 2022

5. Place of Inspection: Port of Pascagoula

6. Nature of Deficiency¹:

| No. | Code | Description | Cite (Convention) | Action Taken ² |
|-----|-------|--|---------------------|---------------------------|
| 1 | 01102 | The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons on board. Following a reported marine casualty, marine inspectors found damage to electrical and lifesaving equipment, and other systems. PSCO requires vessel to be surveyed to assess damages and attest to repairs prior to departing the COTP zone. | SOLAS(20) 1/11a | 17a |
| 2 | 01102 | Ships shall be maintained in compliance with the structural, mechanical, and electrical requirements of a classification Society which is recognized by the Administration. Following a reported marine casualty, marine inspectors identified structural damage to the starboard section of the vessel including but not limited to decks, vertical supports, overheads, and cross beams. PSCO requires vessel to be surveyed to assess damages and attest to repairs prior to departing the COTP zone. | 74 SOLAS(20) 1/13-1 | 17a |

Copy provided to:

XYDERIS MICHAELS

(Printed name of Master/Vessel Representative)

Duly Authorized PSCO:

LTJG

(Printed name of Duly Authorized PSCO of Reporting Authority)

(Signature)

Issuing Unit Name, Address, and E-Mail:

USCG Sector Mobile

1500 15th Street, Mobile, AL 36615

secmobilearrivals@uscg.mil

Copies forwarded to (Check as appropriate):

- ☐ Agent ☐ Ship Management
☐ Flag State ☐ Recognized Organization
☐ Recognized Security Organization

Reviewed by Supervisor

Name:

Date:

Signature:

¹ This inspection was not a full survey and deficiencies listed may not be exhaustive. In the event of a detention, it is recommended that a full survey is carried out and all deficiencies are rectified before an application for re-inspection is made.

² Codes for action taken, see below:

| | | | | | |
|----|---|----|--|----|---|
| 10 | Deficiency Rectified | 15 | Rectify deficiencies by next port | 16 | Rectify deficiencies within 14 days |
| 17 | Rectify deficiencies prior to departure | 20 | Ship expelled | 25 | Ship denied entry: |
| 30 | Ship Detained | 40 | Rectify deficiencies prior to next U.S. port after sailing foreign | a. | To the satisfaction of RO/RSO |
| 50 | Rectify deficiencies within 30 days | 60 | Rectify deficiencies prior to movement | b. | To the satisfaction of the Administration |
| | | | | c. | To the satisfaction of the Coast Guard |

741 0626

In Service

In accordance with IMO Port State Control Procedures

3. IMO Number: 9660619

5. Place of Inspection: Port of Pasargoula

Action Taken²

Ground rails or bolsters shall be fitted around all exposed decks. Following a reported marine casualty, marine inspectors found damaged/destroyed handrails on starboard side of vessel. Repair handrails to satisfaction of the RO.

ICU 66(11)/25-2

17c

XYDERIS MICHAELIS
(Printed name of Master/Vessel Representative)

(Printed name of Self, Authorized User or Reporting Authority)

(Signature)

USCG Sector Mobile
1500 15th Street, Mobile, AL 36615
secmobilearrivals@uscg.mil

☐ Agent ☐ Ship Management
☐ Flag State ☐ Recognized Organization
☐ Recognized Security Organization

Signature _____

² Codes for action taken, see below:

b. **To the satisfaction of the Administration**

| | |
|----|--|
| c. | To the satisfaction of the Coast Guard |
|----|--|

| | |
|------------|----------|
| Class No. | 149292 |
| Record No. | 22NL0090 |
| Sheet No. | 1/1 |

☒ Class Maintenance ☐ Installations ☐ Statutory ☐ Others

☒ PSC

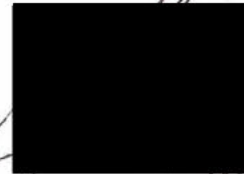
(Check boxes are to be filled as applicable. Descriptions for each article are to be made in detail as far as possible in the blank space below. Each article should be described with proper Heading.)

PRELIMINARY findings from collision M/V AKTI and Drill Ship VALARIS DS-16.

Following damages found:

- 200mm round shell puncture at Fr.29 iwo Cofferdam(S) at bottom of sheer shall be repaired to maintain watertight integrity. Doubler-plate may be accepted as temporary measure if desired. B/H and internal stiffeners in way buckled. Other indents similar level at Fr. 23 & 24 w/o breach.
- 3 x 400mm round indents 50mm deep iwo No.4 T.S.W.B.T.(P) between Fr. 71-74, midway of sheer plate. CoC to be set if not repaired. No temporary repair required. Watertight integrity confirmed.
- Handrail Upper Deck (S) Fr. 50-75 to be at least temporarily repaired by cable.
- Stbd Side Bridge wing contacted and slightly distorted. No structural temporary repairs required at this time. CoC to be set out if not repaired at this time.
 - Stbd Side Light housing cracked but light functional. To be renewed; CoC if not.
 - Lifebuoy/MOB Smoke Signal to be renewed.
 - Projector light damaged and out of use.

--The End--



12 Mar 2022
Vessel free to
commence loading

