

Silver Ray

Pilot door port side, DK 5.



Roughly 7' by 7' opening, DK 5.

Pilot
Door
Open



Possible Water route from DK 5 Pilot door.

WTD to Engine Room Emergency Escape



WTD to elevator and emergency escape from engine room DK 5. (D5 MID PS Elevator Stairway Door)

Note: View is from DK 5 car deck.



Looking at WTD DK 5 leading from DK 5 to Elevator and Emergency Escape stairs from engine room.

Note: View is from stair way, other side of WTD is DK 5 car deck



View of WTD indicators from bridge with D5 MID PS Elevator Stairway Door Open. (red is open)



Looking down from DK 5 elevator stairway area.

Down to Engine Room and ECC



To WTD and Deck 5



Looking down Emergency Escape route.



Door to ECC

04/21/2020

Engine Control Room

Escape
Route to
Stairway
and DK 5



2nd
Engineer
would have
been here

Exit to DK5 from ECC

Looking from Port Side from Escape Stair to DK 5



Location of roving watch trapped in engine room.



Bridge



Fire hose position, reports state bridge wing fire hose was used to lower survivors to port bridge wing.



Starboard

Looking into bridge from starboard side.



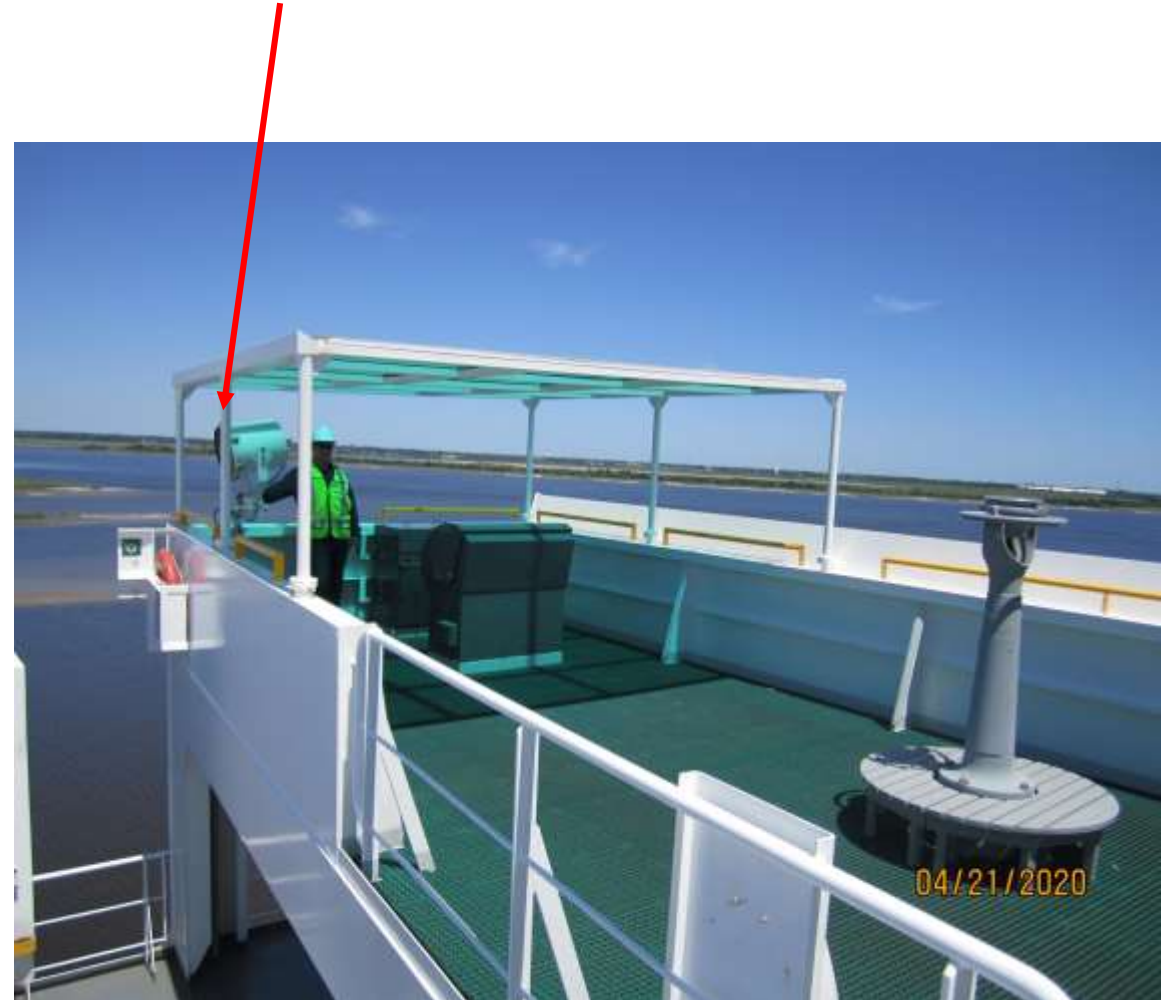
Survivors lowered themselves to port bridge wing to waiting vessels

Pilot stated he held onto gyrocompass next to pilot plug



Port bridge wing.

USCG 45 reported to pull up to this point to pick up survivors



Loadmate Stability Computer



IMAC updates tanks in real time

Stability Program - Cambridge V017.0-1-EST-ADM-004

Real / Simulate

Exit

No.	Name	Full (m³)	V.C.M (m)	L.C.M (m)	F.C.M (m)	FS (m³)	Sound (m)	ens. (MT/m³)	Weight (MT)	%
1	Fore Peak C	431.0	0.72	985.00	0.0	0.000	0.34	1.0250	0.1	0.10%
2	Tank DW No. 1	318.2	3.64	167.69	0.00	224.000	6.88	1.0250	293.4	63.93%
3	Tank DW No. 2 PS	358.2	3.48	154.91	-4.15	81.000	7.13	1.0250	301.6	84.19%
4	Tank DW No. 2 SB	306.6	2.90	155.12	3.03	55.000	6.20	1.0250	301.3	77.93%
5	Tank DW No. 3 PS	787.5	0.53	135.00	-7.14	448.000	8.95	1.0250	88.9	11.29%
6	Tank DW No. 3 SB	738.4	2.49	135.96	6.24	109.000	6.09	1.0250	600.3	81.30%
7	Tank DW No. 4 C	379.2	1.32	119.69	0.00	1758.000	2.63	1.0250	349.8	92.25%
8	Tank DW No. 4 PS	297.8	0.76	118.97	-11.58	50.000	1.16	1.0250	24.7	8.30%
9	Tank DW No. 4 SB	346.1	3.04	119.57	11.69	43.000	5.59	1.0250	230.8	66.69%
10	TR D-DW No. 5 C	487.6	1.20	92.70	0.00	922.000	2.39	1.0250	408.9	83.85%
11	TR D-DW No. 5 PS	452.7	1.34	92.67	-7.72	734.000	2.68	1.0250	426.0	94.11%
12	TR D-DW No. 5 SB	452.7	1.32	92.67	7.72	734.000	2.63	1.0250	418.1	92.36%
13	Tank DW No. 5 PS	569.0	1.75	92.44	-14.86	139.000	2.66	1.0250	144.4	25.37%
14	Tank DW No. 5 SB	563.4	2.14	92.28	14.87	37.000	3.61	1.0250	190.0	35.15%
15	Tank DW No. 6 C	380.9	1.23	65.70	0.00	1758.000	2.45	1.0250	327.4	85.97%
16	Tank DW No. 6 PS	335.1	2.28	65.43	-12.14	90.000	4.67	1.0250	211.4	63.09%
17	Tank DW No. 6 SB	292.9	2.81	65.33	11.77	144.000	6.35	1.0250	245.7	83.89%
18	Tank DW No. 7 PS	500.2	0.95	53.44	-6.79	782.000	1.74	1.0250	165.4	33.07%
19	Tank DW No. 7 SB	528.7	1.96	53.42	6.43	250.000	4.28	1.0250	417.4	78.94%
20	Tank AP C	347.4	0.41	1.76	1.46	13.000	0.38	1.0250	0.6	0.17%
21	Tank AP P	409.3	18.02	3.23	10.18	0.000	0.01	1.0250	0.0	0.00%
22	Tank AP S	438.8	0.44	3.33	11.35	277.900	0.53	1.0250	11.3	2.69%
Totals		9041.7				8612.000			5075.6	

Tank Selected: Fore Peak C

04/21/2020

Chief Mate estimates GM prior to offload and after offload.

Prior to discharge
of 2491 units at
Brunswick

on 20/10 2017
at Brunswick

LOADING CARGO	UNITS	GT
DISCH. CARGO	UNITS	GT
TOTAL CARGO	2491 UNITS / 2168 GT	
DRAFT	9.8	9.8
GM	2.5	M
GM	22 UNITS	1
GM	19 UNITS	1

DA/21/2020

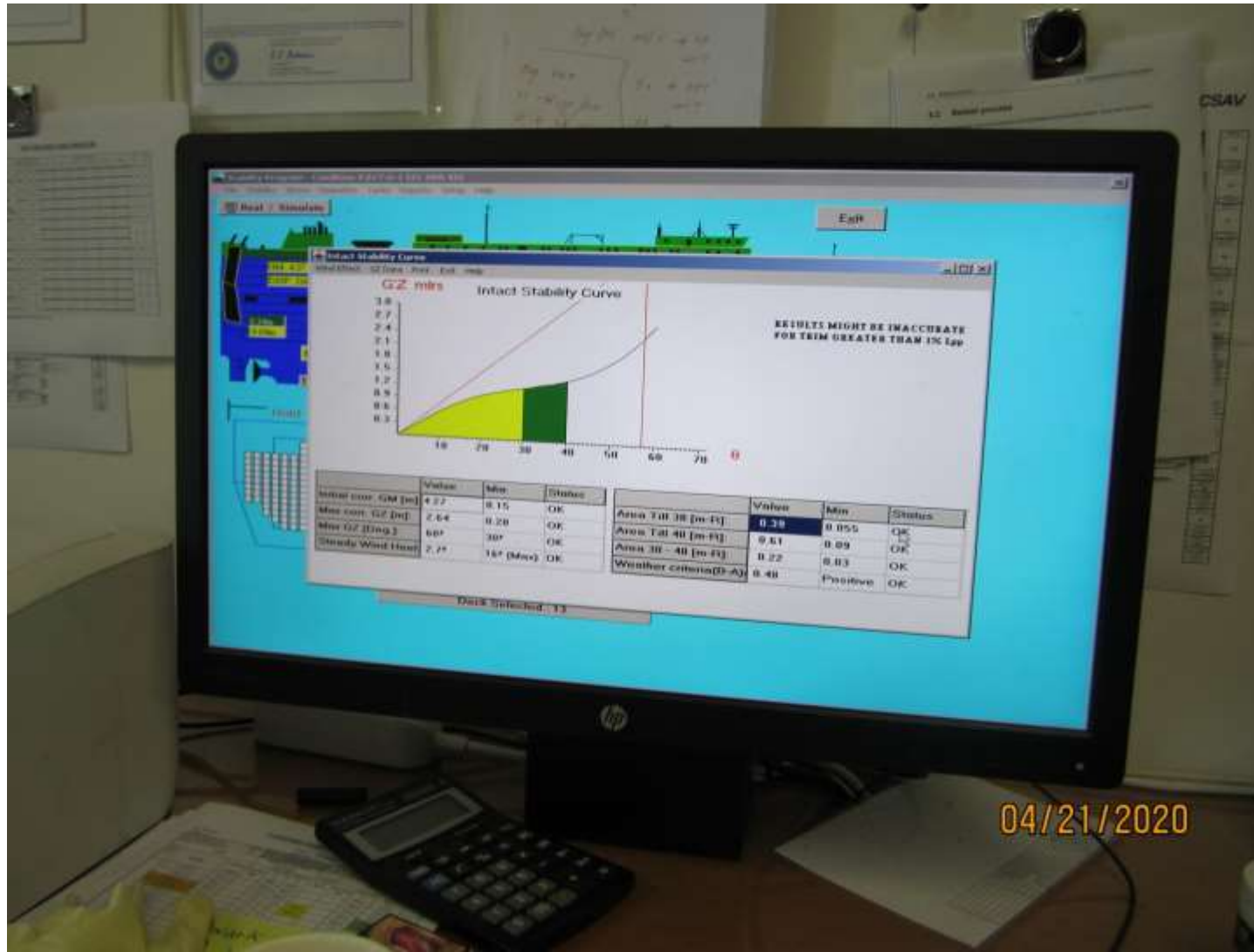
After discharge of
2491 units at
Brunswick

on 20/10 2017
at Brunswick

LOADING CARGO	UNITS	GT
DISCH. CARGO	2491 UNITS / 2168 GT	
TOTAL CARGO	2491 UNITS / 2168 GT	
DRAFT	9.8	9.8
GM	4.2	M
GM	19 UNITS	1
GM	18 UNITS	1

DA/21/2020

His estimate matched the final.



Typical securing arrangement of cargo. Fore to Aft



Port to Starboard

