



MARiTECH COMMERCIAL, INC.

Independent Marine Surveyors, Consultants, Investigators for Cargo, Hull & Machinery Claims, Port Captains & Port Engineers

HOUSTON OFFICE

Portway Plaza, Suite #190
1717 Turning Basin Dr.
Houston, Texas 77029
Phone: (713) 674-8700
Fax: (713) 674-8701
Houston@maritechcommercial.com

NEW ORLEANS OFFICE

909 West Esplanade Ave.
Suite # 208
Kenner, La. 70065-2700
Phone: (504) 469-1100
Fax: (504) 469-1106
Nola@maritechcommercial.com

TAMPA OFFICE

Harbor Pointe Business Center
447 Apollo Beach Blvd.,
Apollo Beach, FL 33572,
Tel: +1 813 641 2555
Fax: +1 813 641 2555
tampa@maritechcommercial.com

BALTIMORE OFFICE

6755 Business Parkway
3rd Floor, Suite 301,
Elkridge, MD 21075
Cellular: +1(504) 908 0030
Phone: +1(318) 479 0200
baltimore@maritechcommercial.com

<http://www.maritechcommercial.com>

Report No.: 185286

SURVEY REPORT

March 26, 2023

THIS IS TO CERTIFY that, the undersigned Independent Marine/Cargo surveyor, did at the request of and jointly on behalf of M/S. "OLDENDORFF CARRIERS GmbH & Co. KG.", "OLDENDORFF CARRIERS DENMARK APS" and "MAZOVIA INVESTMENTS INC." to whom it may concern, attend on board the

M/V "SIROCCO" (Voy.32L)

(Gross tonnage: 43,974)

Port Of Registry: PANAMA)

On March 24th, 2023, while she lay afloat anchored at Ama Anchorage, in the Mississippi river, Louisiana in order to determine the quantity of Fuel and Gas Oils on board at the time of Delivery to Charterers M/S "OLDENDORFF CARRIERS GmbH & Co. KG." from Disponent Owner M/S "MAZOVIA INVESTMENT INC. PANAMA" reported to be at 06:36 Hours local time and 05:36 hours U.T.C. on February 28th, 2023, while **Dropping Last Outward Sea pilot in Rotterdam**, and to conduct a survey of structural conditions and inspection for grain readiness in way of her seven (7) cargo holds, main deck, and Mooring Gear/Ropes.

ATTENDING SURVEY: Captain Pradip K. Thakur, the Master and Mr. Voronovs Dmitrus, the Chief Engineer of the vessel.

BUNKER SURVEY

The undersigned independent marine surveyor and the vessel's Chief Engineer Mr. Voronovs Dmitrus measured/sounded all bunker compartments. The following quantities were mutually agreed upon as being on board the vessel at 15:30 hours local time on March 24th, 2023, while she lay afloat anchored at Ama Anchorage, in the Mississippi river:

VLS Fuel Oil: 981.564 M/T

LS Marine Gas Oil: 68.357 M/T

The M/V "SIROCCO" is reported to have to Charterers M/S "OLDENDORFF CARRIERS GmbH & Co. KG." from Disponent Owner M/S "MAZOVIA INVESTMENT INC. PANAMA" reported to be at 06:36 Hours local time and 05:36 hours U.T.C. on February 28th, 2023, while **Dropping Last Outward Sea pilot in Rotterdam**.

Exhibit 19 - Coast Guard Production

1

In accepting this report or instrument it is agreed that the extent of the obligation of MARiTECH COMMERCIAL, Inc. with respect thereto is limited to furnishing a surveyor believed to be competent, and in the making of this report or instrument, the surveyor is acting on behalf of the person, company and/or firm requesting the same, and no liability shall attach to MARiTECH COMMERCIAL, Inc. for the inaccuracy, errors and omissions thereto.

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MARiTECH COMMERCIAL, INC.

Report No.: 185286

[2]

M.V. "SIROCCO"

CONSUMPTION: Between the time of survey at 15:30 hours local time on March 24th, 2023, and her delivery time reported to be at 06:36 Hours local time and 05:36 hours U.T.C. on February 28th, 2023, based on actual consumption, the following quantities were calculated and mutually agreed as consumption:

VLS Fuel Oil: 547.300 M/T

LS Marine Gas Oil: 77.290 M/T

Thus, allowing for consumption for port stay and departure harbor steaming from the time of Re-delivery/delivery and the time of survey, the bunkers calculated for the time of delivery at 06:36 Hours local time and 05:36 hours U.T.C. on February 28th, 2023, were as follows:

VLS Fuel Oil: 1,528.864 M/T

LS Marine Gas Oil: 145.647 M/T

Grain Pre-load Condition:

Chief Officer, Captain, and I met to discuss the current condition of cargo holds and perform an inspection for loading grain next voyage.

All cargo holds were found to have exposed rusty surfaces in patches, with uncoated surfaces scattered on lower hopper slopes and some rust brown patches on tank top, as well as several areas of white staining on upper sections of coamings and in the fore and aft corrugations. Photographs are attached in the Condition survey, also damages have been noted.

Mooring Gear and Ropes Inspection

The Forward mooring windlass, Aft mooring winches, Forward Spring winch and Aft spring winch were reported operational at the time of inspection.

Forward Port side Windlass consists of two mooring drums of split type on either side of the Gypsy wheel, fitted with two (2) UHMWPE (Ultra-High Molecular weight Polyethylene) ropes in good condition.

Forward starboard side Windlass consists of two mooring drums of split type on either side of the Gypsy wheel, fitted with two (2) UHMWPE (Ultra-High Molecular weight Polyethylene) ropes in good condition.

Four (4) in Nos. Polyester-Polypropylene ropes kept as spare at forward stations, all noted with heavy wear and tear.

Exhibit 19 - Coast Guard Production

2

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MARiTECH COMMERCIAL, INC.

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[3]

M.V. "SIROCCO"

Forward spring Mooring winch of split drum type winch is in between Cargo Holds #1 and #2 with 1 HMPE-Polyethene in good condition. One (1) Polyester-Polypropylene as spare with heavy wear and tear.

Aft spring Mooring winch of split drum type winch is in between Cargo Holds #6 and #7 with 1 HMPE-Polyethene in good condition. One (1) Polyester-Polypropylene as spare with heavy wear and tear.

Aft Port side Winch consists of two mooring drums of split type, fitted with two (2) UHMWPE (Ultra-High Molecular weight Polyethylene) ropes in good condition.

Aft starboard side Winch consists of two mooring drums of split type, fitted with two (2) UHMWPE (Ultra-High Molecular weight Polyethylene) ropes in good condition.

Two (2) in Nos. Polyester-Polypropylene ropes kept as spare to be used with heavy wear and tear.

Note: Polyester-Polypropylene Mooring ropes were in poor condition, with heavy wear at the time of survey. Please find attached Photos #9-#27 of the photo report for close view of ropes and all equipment. Mooring gear and rope certificates are attached.

Surveyor's Notes

1. All sounding pipe positions were ascertained from ship's plans.
2. Tank volumes were determined by interpolation, using the vessel's calibration tables and making due corrections for trim and temperature.
3. Bunker Survey was carried out from 13:30 to 14:50 hours on March 24th, 2023 and Condition survey was conducted from 15:00 to 17:00 hours on March 24th, 2023.
4. Signed field survey reports are attached.
5. Mooring gear and ropes certificates attached.

GENERAL PARTICULARS OF THE VESSEL: The subject vessel is an all-welded steel single hull, single screw, power driven, geared bulk carrier of seven (7) cargo holds, fitted with hydraulically operated, side opening, weather tight, steel panel hatch covers. Accommodation and Machinery spaces are all located aft. The vessel was reportedly built by "**SAINTY SHIPYARD CO. LTD. CHINA**" She is owned by "**MAZOVIA INVESTMENTS INC.**". The vessel is classed with (BV) and her principal particulars are as follows:

Exhibit 19 - Coast Guard Production

3

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MARiTECH COMMERCIAL, INC.

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[4]

M.V. "SIROCCO"

IMO No. : 9603996
Call sign : 3 E Z Y 8
Length Overall : 229.00 M
Length Between Perpendiculars : 225.50 M
Breadth moulded : 32.26 M
Depth moulded : 20.05 M
Summer Deadweight : 81,576 M/Tons

GENERAL NOTES:

- 1) All elements mentioned in this report are numbered in a clockwise manner starting from the port corner of forward bulkhead to port corner of after transverse bulkhead, so that, structures on forward transverse bulkheads are numbered from port to starboard and those on after transverse bulkheads from starboard to port. However, shell frames on both starboard and port sides are always numbered from forward to aft unless otherwise specified.
- 2) Ladder rungs, man-guards, trim plates, stanchions, horizontal stiffeners, stiffeners, guards and uprights are numbered from bottom upwards. Tank top strakes are counted from port to starboard; however, whenever a mention of Shell Frame coordinating reference is given, those shell frames are counted from forward to aft, unless specifically indicated otherwise.
- 3) Transverse corrugated bulkheads are identified as bulges and valleys as seen from viewer's side. The notation system **PS** for Port, **SB** for Starboard and **SF** for Shell Frame are used.
- 4) Indents less than about 1/4" depth at epicenter are considered normal wear and tear and are not specifically mentioned herein. Indents of about 1/2" depth at epicenter are called medium, while those between about 1/2" to about 1" are called heavy and those between about 1" to 1-1/2" depth are called very heavy. Indents exceeding the depth of 1-1/2" are called extremely heavy. Reservations are made about any concealed or hidden defects or damages not apparent and not noticed at the time of survey. All sizes where mentioned are approximate.

HOLD No. 1

Hatch Coamings: Light scratches and indents scattered.

Forward transverse bulkhead: Numerous light indentations, scratches and gouges scattered. The Vertical ladders and lower platform was noted with minor indentations.

- **Light Paint fowling on lower section. (Photo #44)**

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4

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[5]

M.V. "SIROCCO"

Starboard side: Numerous light indentations, scratches and gouges scattered.

- **Starboard side bulkhead pipe guards bent. (Photo #54)**

After transverse bulkhead: Numerous light indentations, scratches and gouges scattered.

Port side: Numerous light indentations, scratches and gouges scattered.

- **Portside bulkhead pipe guards bent and missing also white stains present on upper section. (Photo #53)**
- **Paint fowling and exposed metal on lower hopper slope. (Photo #46)**

Tank top: Numerous light indents and gouges scattered all over the plating under the hatch square. The protective coating on the tank top plating was partly depleted.

- **Rust browning present. (Photo #52)**
-

HOLD No. 2

Hatch Coamings: Light scratches and indents scattered.

Forward transverse bulkhead: Numerous coating scratches and gouges scattered. The Australian ladder was noted with minor indentations. Rungs at Stool area noted with heavy indentation.

- **Paint fowling and exposed metal on lower hopper slope. (Photo #55)**

Starboard side: Numerous light indents coating scratches and gouges scattered.

- **Paint fowling and exposed metal on lower hopper slope. (Photo #56)**

After transverse bulkhead: Numerous light indentations, scratches and gouges scattered.

- **Lower access ladder frame bent on after bulkhead and paint fowling present. (Photo #64)**
- **Paint missing and flaking on lower section of bulkhead. (Photo #59)**

Port side: Numerous light indents coating scratches and gouges scattered.

- **Paint fowling and exposed metal on lower hopper slope. (Photo #57)**
-

Tank top: Numerous light indents and gouges scattered all over the plating under the hatch square.

- **Heavy rust present throughout the tank top. (Photo #63)**

Exhibit 19 - Coast Guard Production

5



MARiTECH COMMERCIAL, INC.

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[6]

M.V. "SIROCCO"

HOLD No. 3

Hatch Coamings: Light scratches and indents scattered.

Forward transverse bulkhead: Numerous coating scratches and gouges scattered.

- **Paint missing and flaking along lower hopper slope. (Photo #65)**

Starboard side: Numerous light indents coating scratches and gouges scattered.

- **Paint missing and flaking along lower hopper slope. (Photo #66)**

After transverse bulkhead: Numerous light indentations, scratches and gouges scattered.

Port side: Numerous light indents coating scratches and gouges scattered.

Tank top: Numerous light indents and gouges scattered all over the plating under the hatch square. The protective coating on the tank top plating was partially depleted.

- **Rust present on tank top and exposed metal along lower sections of slopes. (Photo #72)**

HOLD No. 4

COULD NOT BE INSPECTED DUE TO BALLAST CONDITION.

HOLD No. 5

Hatch Coamings: Light scratches and indents scattered.

Forward transverse bulkhead: Numerous coating scratches and gouges scattered.

- **Lower access ladder door broken and hanging. (Photo #85)**
- **Rust spots are present throughout bulkhead. (Photo #85)**

Starboard side: Numerous light indents coating scratches and gouges scattered.

- **Paint missing along lower hopper slope. (Photo #75)**

After transverse bulkhead: Numerous light indentations, scratches and gouges scattered.

Port side: Numerous light indents coating scratches and gouges scattered.

- **Paint missing along lower hopper slope. (Photo #76)**

Tank top: Numerous light indents and gouges scattered all over the

Exhibit 19 - Coast Guard Production

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[7]

M.V. "SIROCCO"

plating under the hatch square.

- **Rust present on tank top. (Photo #84)**

HOLD No. 6

Hatch Coamings: Light scratches and indents scattered.

Forward transverse bulkhead: Numerous coating scratches and gouges scattered. The Australian ladder was noted with minor indentations. Rungs at Stool area noted with heavy indentation.

Starboard side: Numerous light indents coating scratches and gouges scattered.

- **Paint missing and flaking along lower hopper slope. (Photo #87)**

After transverse bulkhead: Numerous light indentations, scratches and gouges scattered.

- **Pipe guard bent on lower section of bulkhead. (Photo #97)**

Port side: Numerous light indents coating scratches and gouges scattered.

- **Paint missing and flaking along lower hopper slope. (Photo #88)**

Tank top: Numerous light indents and gouges scattered all over the plating under the hatch square.

- **Heavy rust present on tank top. (Photo #97)**
-

HOLD No. 7

Hatch Coamings: Light scratches and indents scattered.

Forward transverse bulkhead: Numerous coating scratches and gouges scattered. The Australian ladder was noted with minor indentations. Rungs at Stool area noted with heavy indentation.

- **Rung #5 bent on lower access ladder. (Photo #106)**
- **Rust Present on lower slope. (Photo #106)**

Starboard side: Numerous light indents coating scratches and gouges scattered.

- **Paint flaking and rust preset on lower sections. (Photo #99)**

After transverse bulkhead: Numerous light indentations, scratches and gouges scattered. Paint missing and fowling on lower hopper slope.

Port side: Numerous light indents coating scratches and gouges scattered.

- **Paint flaking and rust preset on lower sections. (Photo #100)**

Exhibit 19 - Coast Guard Production

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[8]

M.V. "SIROCCO"

Tank top: Numerous light indents and gouges scattered all over the plating under the hatch square.

Main Deck

Main deck was provided with three tiers of railings on each side. Numerous light indents scattered along some parts of port and starboard side. There were no significant indentations noted to the Main and forecastle deck.

All air pipes, ventilators, hatchway access and other structures on main deck port and starboard and cross decks forward and aft of holds were noted without any major exceptions.

Hull Above The Water Line

Vessel was inspected at ballast condition with a draft of about 9.25 M Aft and 5.95 M Forward. Exposed section of the Hull Coating was mostly intact with normal wear and tear due to berthing un-berthing of the vessel. No sea growth/bio fouling noted to the visible sections of the top side and boot topping. **Note: Rust and paint fouling on Lower sections of Starboard and portside hull.**

One Hundred six (106) photographs taken during our survey reflecting conditions sighted along with remarks form an integral part of this report.

This survey was conducted, and the report issued without prejudice or liability and is subject to the rights of whom it may concern. The right to amend or supplement this report, should additional information become available, is reserved.

Corey K. Hirstius

Corey K. Hirstius

MARiTECH COMMERCIAL, Inc.

New Orleans, March 27th, 2023

Exhibit 19 - Coast Guard Production

8

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Form: F 800-302-002-01 Issue No. 03/2023



MARITECH COMMERCIAL, INC.

CERTIFICATE OF ON-HIRE BUNKER QUANTITY

Place of Delivery: DLOSP ROTTERDAM
Date of Delivery: February 28, 2023
Time of Delivery: 06:36 HRS LT

BROB: VLSFO 1528.864 M/T

LSMGO 145.647 M/T

Place / Date / Time Survey completed: Ama Anchorage, Mississippi River / March 24, 2023 / 15:30 HRS LT

This is to certify that SIROCCO, under PANAMANIAN flag, Port of Registry PANAMA, GRT 43,974, NRT 27,688 Delivered to Messrs OLDENDORFF CARRIERS GMBH & CO. KG. by Messrs OLDENDORFF CARRIERS DENMARK APS subject to all terms, conditions and exceptions agreed between Owners and Charterers as per governing Charter Party.

The undersigned Independent Marine Surveyor, acting jointly on behalf of OLDENDORFF CARRIERS GMBH & CO. KG. and OLDENDORFF CARRIERS DENMARK APS carried out Bunker Survey in order to determine the amount of bunkers remain on board. All bunker tanks were carefully sounded with the presence of Chief Engineer and the following quantities found and agreed, as calculated from the vessel's calibration tables.

| | | |
|-----------------------------|----------------|---------|
| Very Low Sulphur Fuel Oil: | 981.564 | M. Tons |
| Low Sulphur Marine Gas Oil: | 68.357 | M. Tons |

The consumption from the time of survey to the time of Delivery is calculated and verified with the Chief Engineer to be:

| | | |
|-----------------------------|----------------|---------|
| Very Low Sulphur Fuel Oil: | 547.300 | M. Tons |
| Low Sulphur Marine Gas Oil: | 77.290 | M. Tons |

Consequently, the following Bunkers was onboard at the time of Delivery:

| | | |
|-----------------------------|------------------|---------|
| Very Low Sulphur Fuel Oil: | 1,528.864 | M. Tons |
| Low Sulphur Marine Gas Oil: | 145.647 | M. Tons |

REMARK:

SIGNED:
On behalf of Owners: MAZOVIA INVESTMENTS INC.
The Master of SIROCCO Voy: 32L

M V SIROCCO
[Redacted Signature]
Capt. Thakur P. Kumar
MASTER

The Chief Engineer

Jointly On Behalf Of: OLDENDORFF CARRIERS GMBH & CO. KG. and OLDENDORFF CARRIERS DENMARK APS

[Redacted Signature]
Chief Engineer: Voronovs Dmitriy

[Redacted Signature]
Corey K. Hirstius
Independent Marine Surveyor



1. Viewing at the M/V "SIROCCO" while she was lay afloat and anchored at Ama anchorage in the Mississippi River, Louisiana.



2. Viewing Starboard side hull forward section.



3. Viewing
Starboard
side hull
mid to fwd
section.

Note: Rust
scaling and
paint fowling
present.



4. Viewing
Starboard
side hull
mid to aft
section.

Note: Rust
scaling and
paint
fowling
present.



5. Viewing Starboard side after section.



6. Viewing at her transom stern.



7. Viewing at her Port side hull after section.



8. Viewing at her Port side hull mid to fwd section.



9. Port side mooring windlass.

4 HMPE-Polythene ropes present in good condition.



10. Port side mooring windlass close up of brake.



11. Port side mooring windlass name plate.



12. Port side mooring windlass condition of HMPE-Polythene rope.



13. Port side mooring windlass spare rope.

1 Polyester-Polypropylene moderate wear and tear present.



14. Port side mooring windlass break test.

2 HMPE-POLYETHENE lines present in good condition.



15. Starboard side mooring windlass.

4 HMPE-Polythene ropes present in good condition.



16. Starboard side mooring windlass close view of HMPE-Polythene rope.



17. Starboard side mooring windlass close view of break.



18. Starboard side mooring windlass testing of break.

2 HMPE-POLYETHENE lines present in good condition.



19. Starboard side mooring windlass name plate.



20. After Midship mooring winch.

1 HMPE-Polyethene in good condition

1 Polyester-Polypropylene moderate wear and tear present.

Exhibit 19 – Coast Guard Production



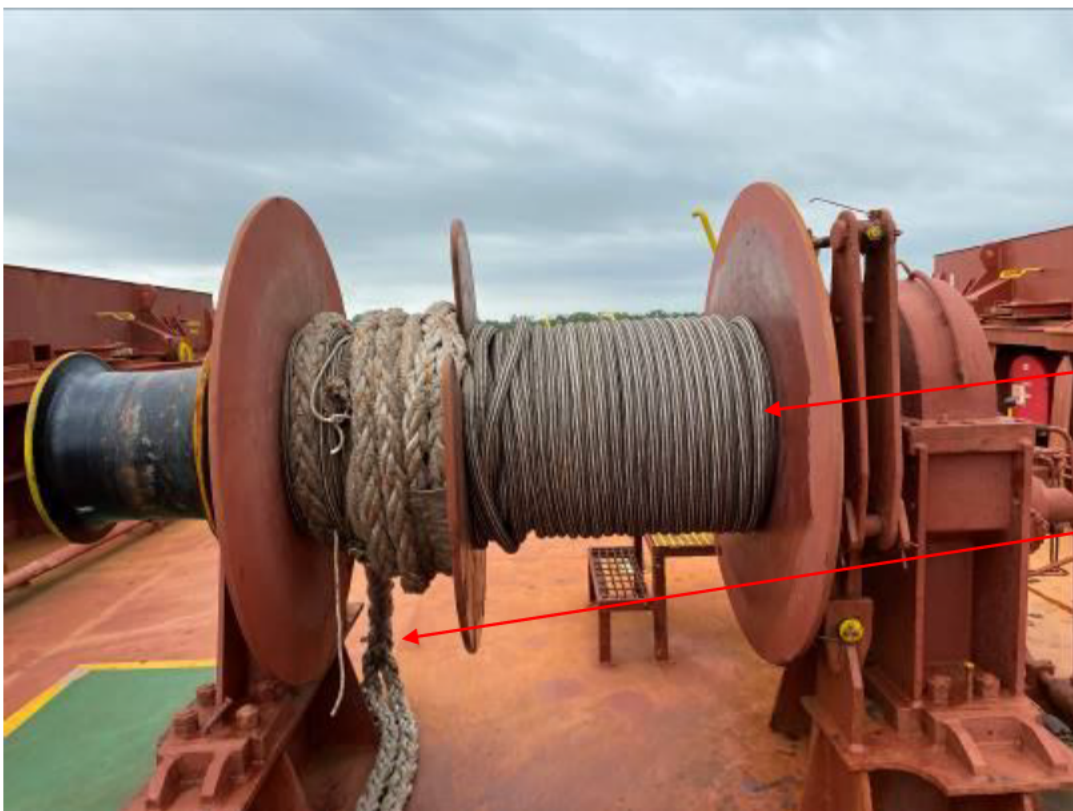
21. After Midship mooring winch close view of HMPE-Polyethene rope.



22. After Midship mooring winch name plate.



23. After Midship mooring winch break test.



24. Forward Midship mooring winch.

1 HMPE-Polyethene in good condition

1 Polyester-Polypropylene moderate wear and tear present.



25. Forward Midship mooring winch close view of HMPE-Polyethylene rope.



26. Forward Midship mooring winch name plate.



27. Forward Midship mooring winch break test.



28. Viewing port side main deck with hatch cover.



29. Mooring winch and anchor chain located at Port side forward mooring station.

2 HMPE-Polyethene in good condition.

2 Polyester-Polypropylene moderate wear and tear present on ground.



30. Close view of Mooring winch HMPE-Polyethene rope located at Port side forward mooring station.



31. Close view of Mooring winch HMPE-Polyethylene rope located at Port side forward mooring station.



32. Close view of Mooring winch HMPE-Polyethylene rope located at Port side forward mooring station.



33. Close view of Mooring winch HMPE-Polyethene rope located at Port side forward mooring station.



34. Close view of break located at Port side forward mooring station.



35. Close view of break located at Port side forward mooring station.



36. Mooring winch and anchor chain located at starboard side forward mooring station.

2 HMPE-Polyethene in good condition.

2 Polyester-Polypropylene moderate wear and tear present on ground.



37. Close view of Mooring winch HMPE-Polyethylene rope located at starboard side forward mooring station.



38. Close view of Mooring winch HMPE-Polyethylene rope located at starboard side forward mooring station.



39. Close view of Mooring winch HMPE-Polyethene rope located at starboard side forward mooring station.



40. Close view of Mooring winch HMPE-Polyethene rope located at starboard side forward mooring station.



41. Close view of break located at starboard side forward mooring station.



42. Close view of break located at starboard side forward mooring station.



43. Viewing free fall lifeboat at after station.



44. Hold #1 - Forward flush transverse Bulkhead.

Paint Fowling on lower section.

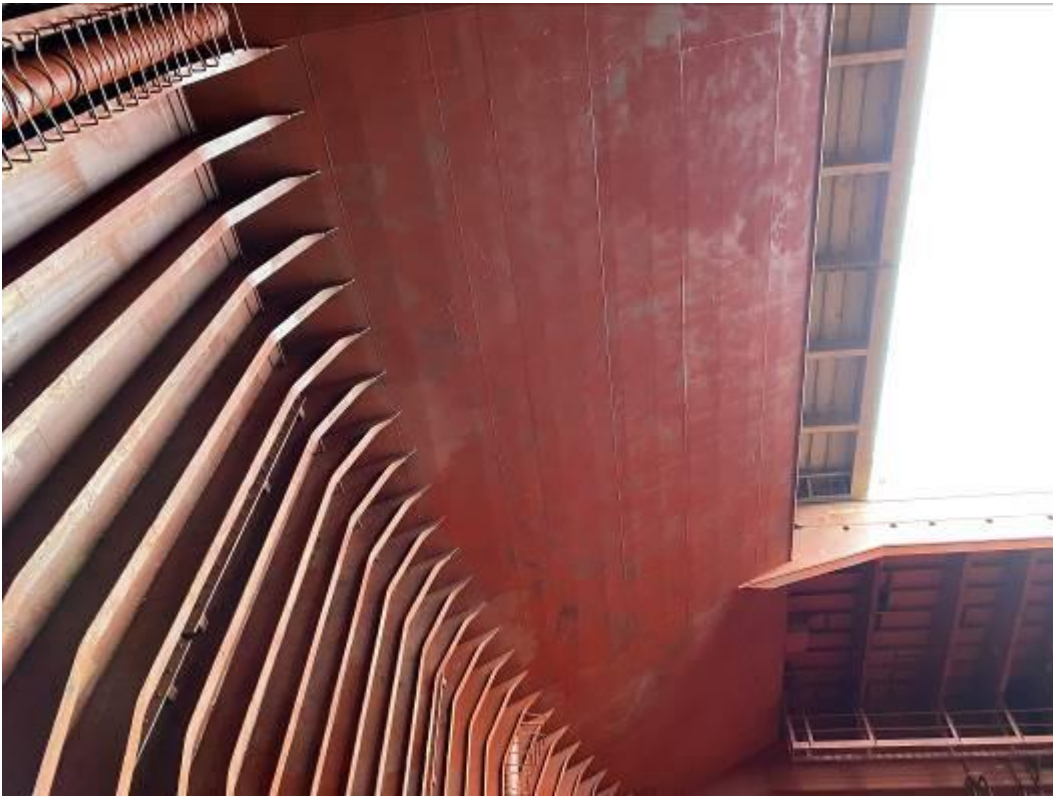


45. Hold #1 - Full viewing of starboard side.



46. Hold #1 - Port side Lower hopper slope.

Paint fowling and exposed metal.



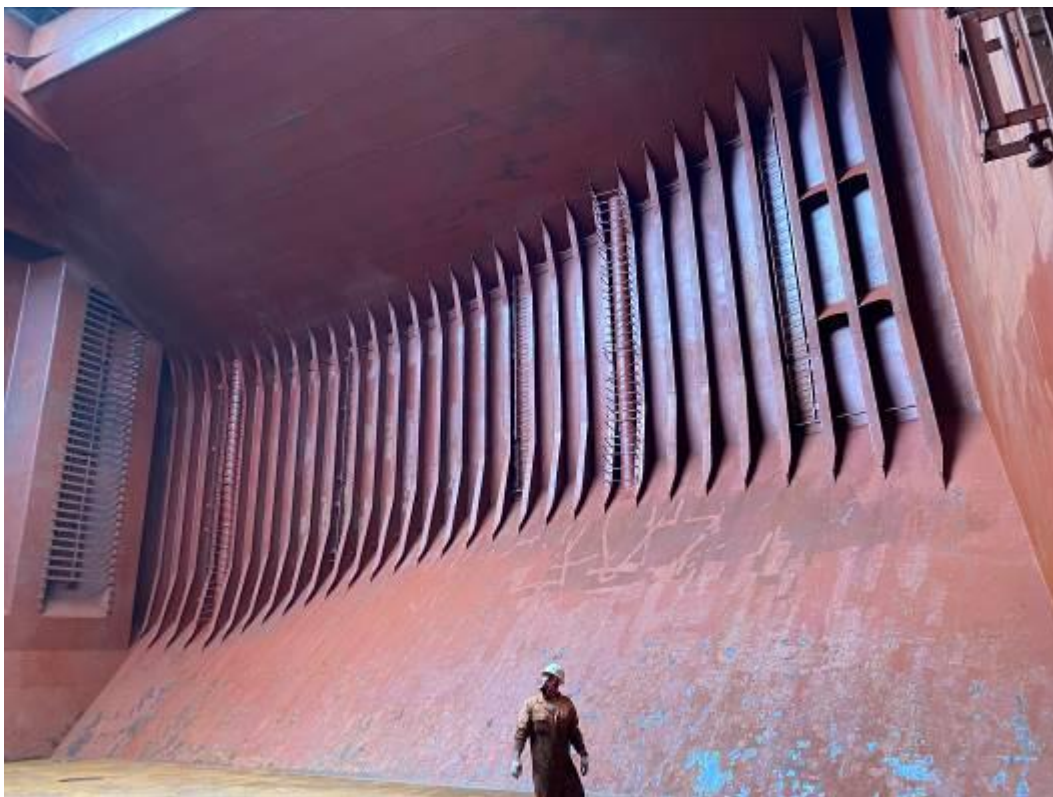
47. Hold #1
Port side
Upper
hopper
slope.



48. Hold #1 -
After
upwards
coaming
overhang.



49. Hold #1 - Full viewing of port side.



50. Hold #1 - Lower hopper slope starboard side.

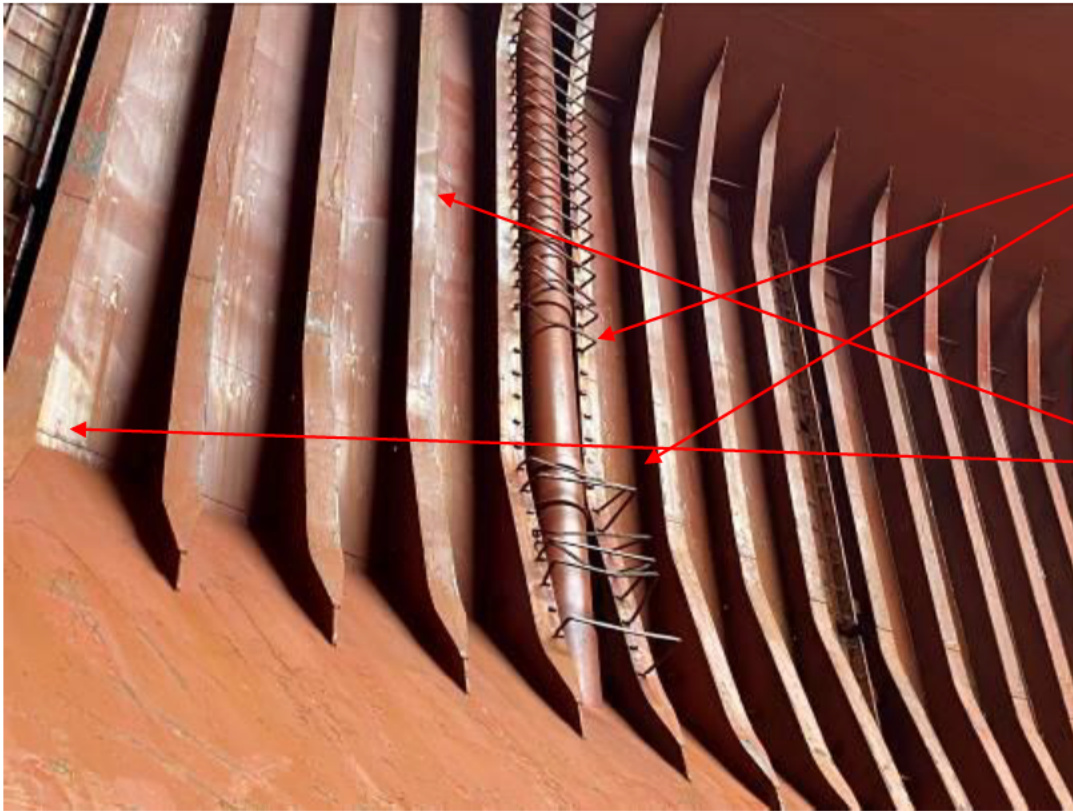


51. Hold #1 -
Upper
hopper
slope
starboard
side.



52. Hold #1 -
Tank top

Note: Rust
browning on
tank top.



53. Hold #1
-
Portside
bulkhead
pipe guards
bent and
missing.

Note: White
stains present
on upper
section.



54. Hold #1
-
Starboard
side
bulkhead
pipe guards
bent.



55. Hold #2 - Forward vertically corrugated transverse bulkhead.

Note: Paint missing on lower hopper slope.



56. Hold #2 - Full viewing of starboard side bulkhead.

Note: Paint missing along lower hopper slope.



57. Hold #2 -
Port side
lower
hopper
slop.

Note: Paint
missing along
lower hopper
slope and rust
present.



58. Hold #2 -
After
overhang.



59. Hold #2 -
After
vertically
corrugated
transverse
bulkhead.

Note: Paint
missing along
lower hopper
slope.

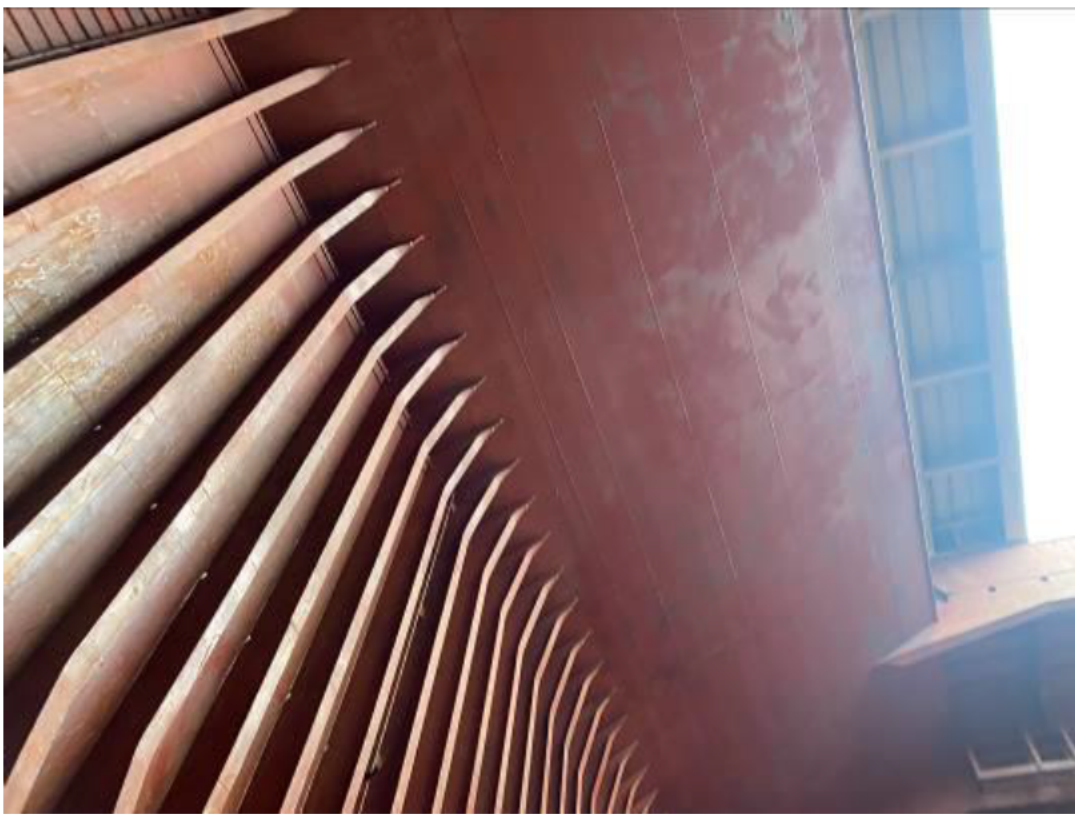


60. Hold #2 -
Starboard
side
bulkhead.



61. Hold #2 -
Starboard
side lower
hopper
slop.

Note: Paint
missing along
lower hopper
slope.



62. Hold #2 -
Starboard
side upper
hopper
slop.



63. Hold #2 -
Tank Top.

Note: Heavy
Rust present
on tank top.



64. Hold #2 -
Lower
access
ladder
frame bent
and paint
fowling
present
throughout
the after
bulkhead.



65. Hold #3-
Forward
vertically
corrugated
transverse
Bulkhead.

Note: Paint
missing and
flaking along
lower hopper
slope.



66. Hold #3 -
Starboard
side
bulkhead.

Note: Paint
missing and
flaking along
lower hopper
slope.



67. Hold #3 -
Port side
lower
hopper
slop.

Note: Paint
missing and
flaking along
lower hopper
slope.



68. Hold #3 -
After
vertically
corotated
transverse
bulkhead.



69. Hold #3 - Full viewing of port side bulkhead.



70. Hold #3 - Starboard side lower hopper slop.

Note: Paint missing and flaking along lower hopper slope.



71. Hold #3 -
Starboard
side upper
hopper
slop.



72. Hold #3 -
Tank top.

Note: Rust
present on
tank top and
exposed metal
along lower
sections of
slopes.



73. Hold #4 -
Could not
be
inspected
due to
ballast
condition.

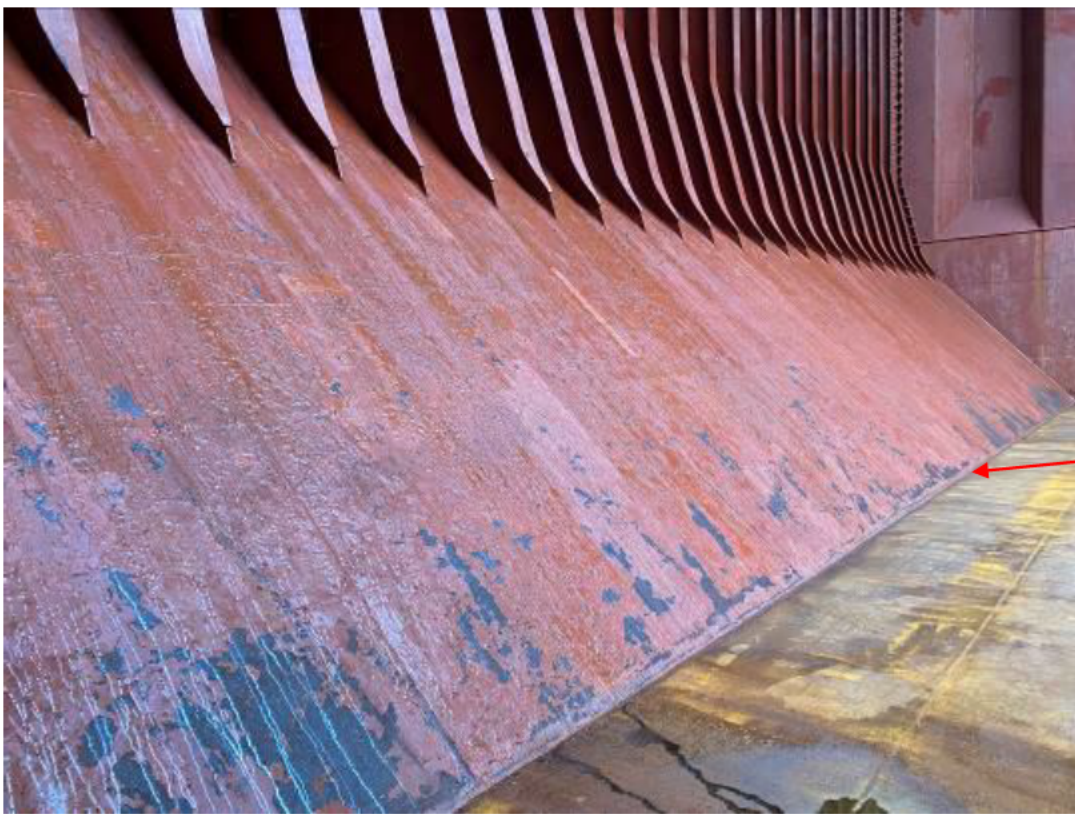


74. Hold #5 -
Forward
vertically
corrugated
transverse
bulkhead.



75. Hold #5 - Full viewing of starboard side bulkhead.

Note: Paint missing along lower hopper slope.



76. Hold #5 - Port side lower hopper slope.

Note: Paint missing along lower hopper slope.



77. Hold #5 -
Port side
upper
hopper
slope.



78. Hold #5 -
After
overhead
coaming.



79. Hold #5 -
After
vertically
corrugated
transverse
bulkhead.



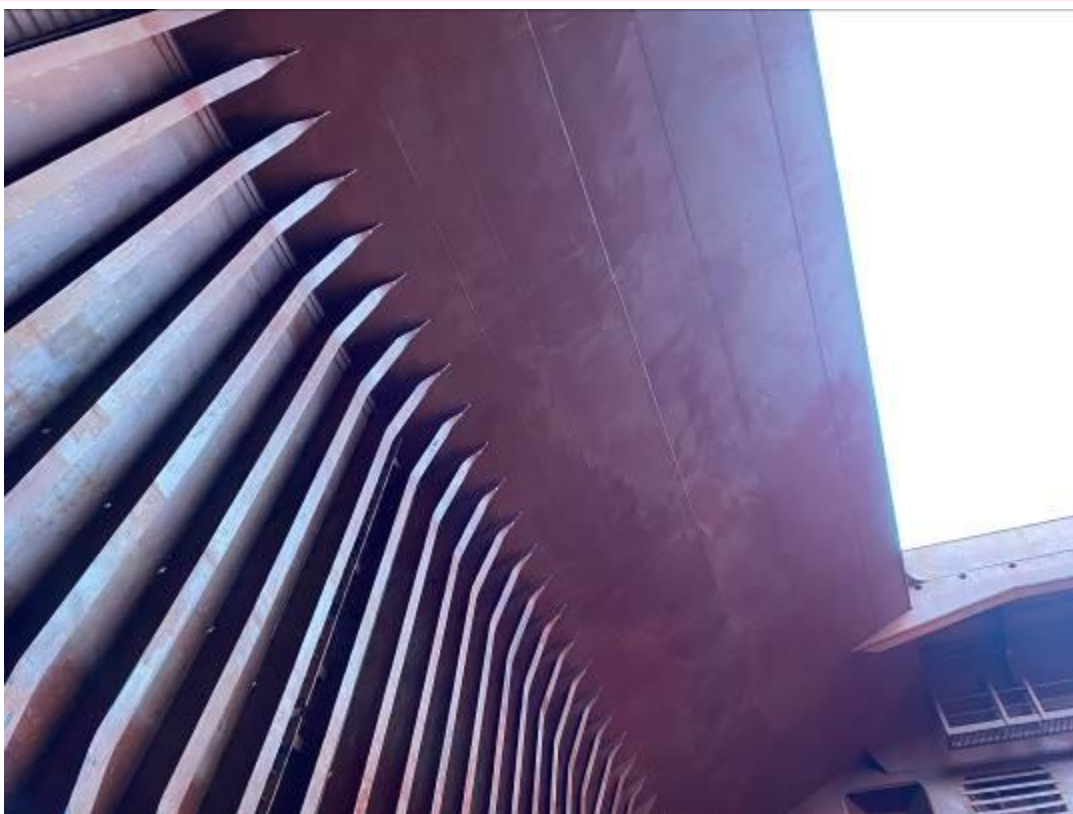
80. Hold #5 -
Full
viewing of
Port side
bulkhead.

Note: Paint
missing along
lower hopper
slope.



81. Hold #5 -
Starboard
side lower
hopper
slop.

Note: Paint
missing and
exposed metal
along lower
hopper
slope.



82. Hold #5 -
Starboard
side upper
hopper
slope.



83. Hold #5 -
Forward
overhead
coaming.



84. Hold #5 -
Tank top.

Note: Heavy
rust present
along tank
top.



85. Hold #5 - Lower access ladder door broken and hanging.

Note: Rust spots present throughout Bulkhead.



86. Hold #6 - Forward vertically corrugated transverse bulkhead.



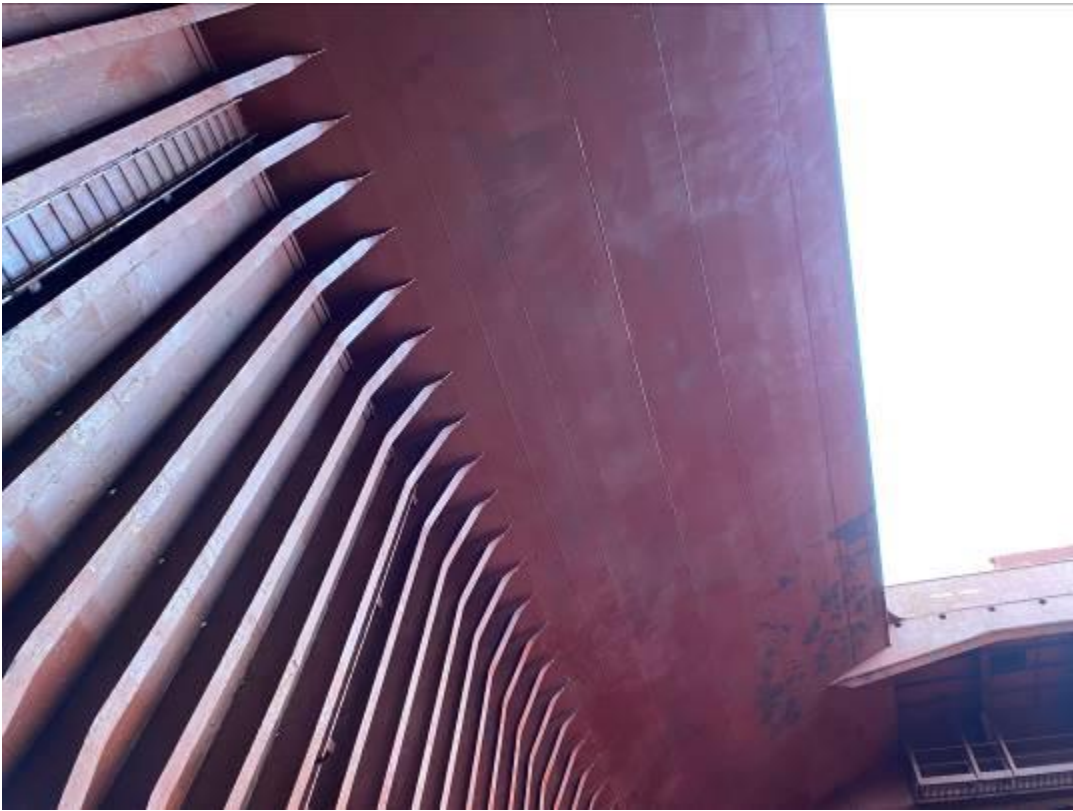
87. Hold #6 - Full viewing of starboard side bulkhead.

Note: Paint missing and flaking along lower hopper slope.



88. Hold #6 - Port side lower hopper slope.

Note: Paint missing along lower hopper slope.



89. Hold #6 -
Port side
upper
hopper
slope.



90. Hold #6 -
After
overhead
coaming.



91. Hold #6 -
After
vertically
corrugated
transverse
bulkhead.



92. Hold #6 -
Full
viewing of
Port side
bulkhead.

Note: Paint
missing along
lower hopper
slope.



93. Hold #6 -
Starboard
side lower
hopper
slop.

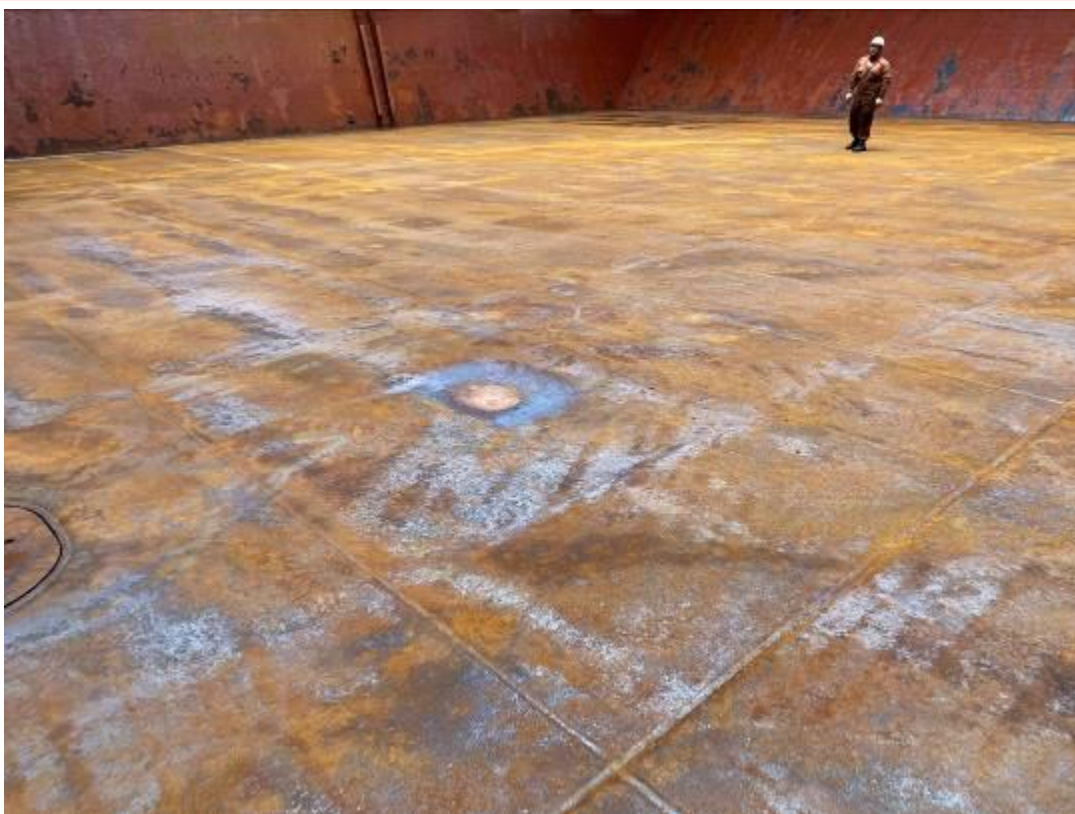
Note: Paint
missing along
lower hopper
slope.



94. Hold #6 -
Starboard
side upper
hopper
slope.

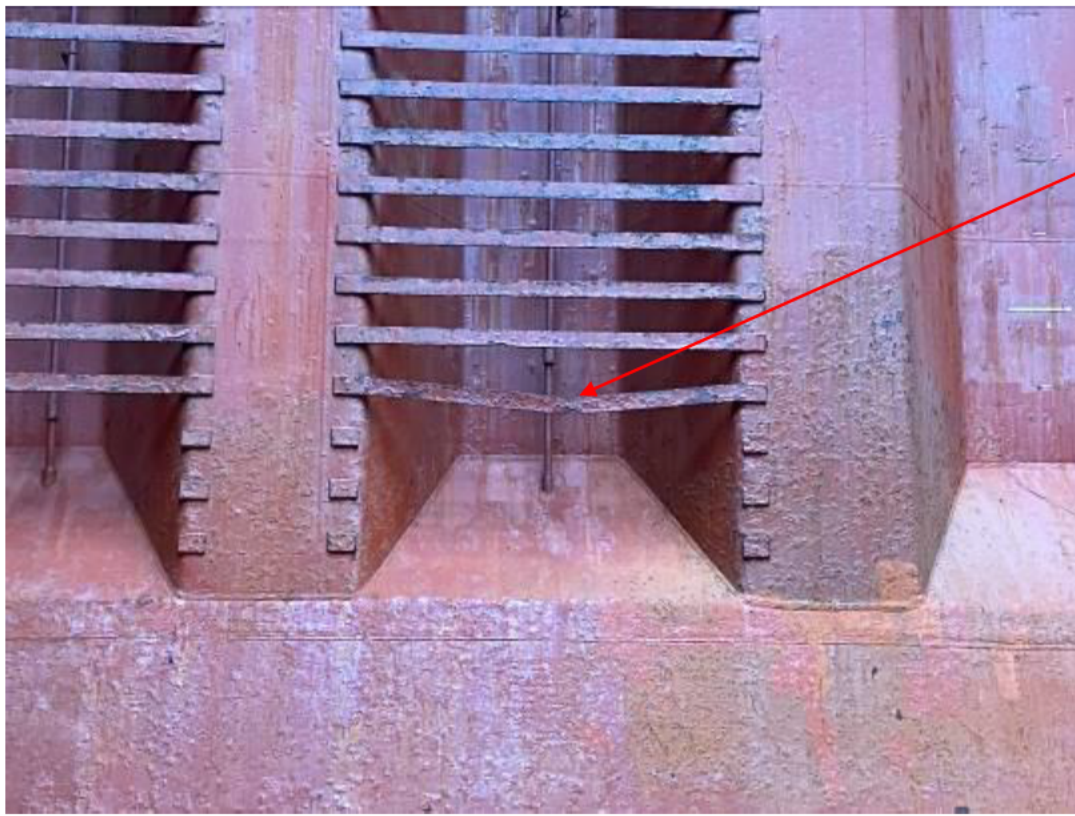


95. Hold #6 - Forward overhead coaming.



96. Hold #6 - Tank top.

Note: Heavy rust throughout tank top.



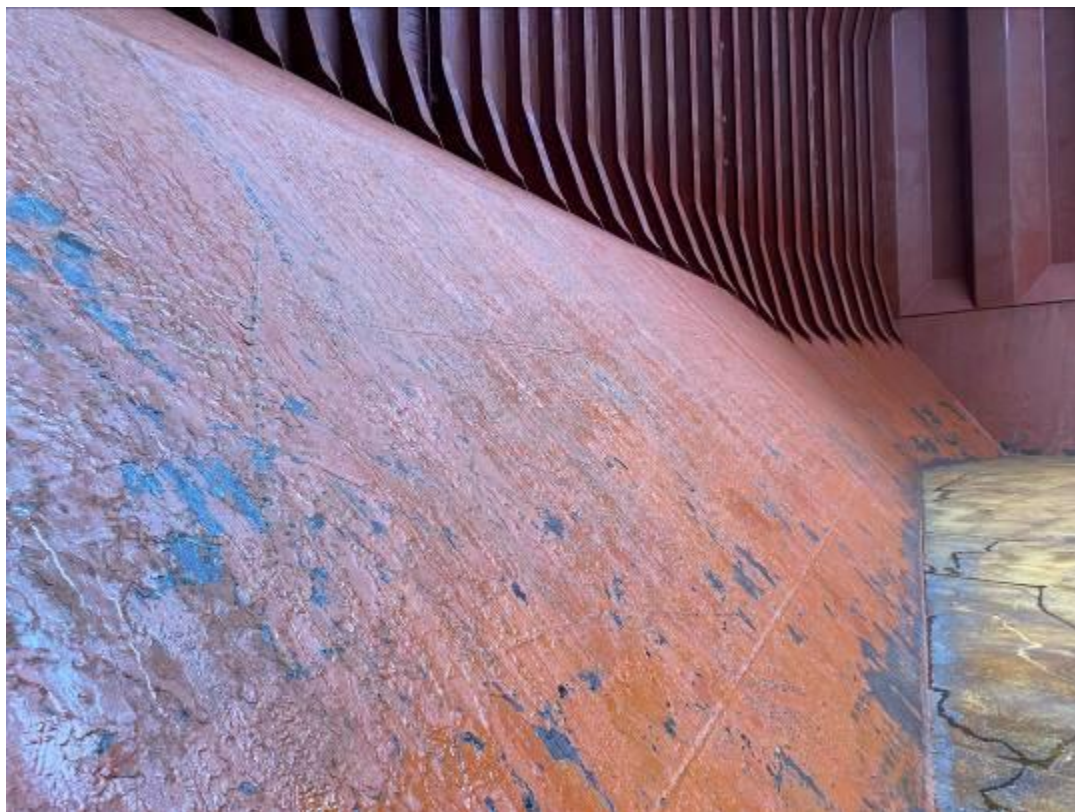
97. Hold #6 -
Pipe guard
bent.



98. Hold #7 -
Forward
vertically
corrugated
transverse
bulkhead.



99. Hold #7 - Full viewing of starboard side bulkhead.



100. Hold #7 - Port Side Lower hopper slope.

Note: Paint missing along lower hopper slope.



101. Hold #7
After
upwards
coaming
overhang.



102. Hold #7 -
After flush
transverse
bulkhead.



103. Hold #7 -
Port side
bulkhead.



104. Hold #7 -
Starboard
side lower
hopper
slope.



105. Hold #7 -
Tank top.



106. Hold #7 -
Rung #5
bent on
lower
access
ladder.

Note: Paint
missing and
rusting along
lower hopper
slope.