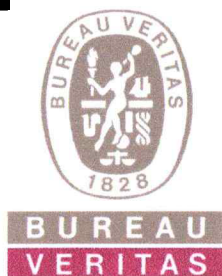


Report No : [REDACTED]



## REPORT OF SURVEY FURTHER TO A DETENTION OR RESTRICTION/NON-DETAINABLE DEFICIENCY

**Name of ship: OCEAN NAVIGATOR**

**IMO No: 9213131**

**Port of registry: NASSAU**

**Gross tonnage: 4954**

**Year of build : 2004**

**BV Register Number: 07075S**

**Place of inspection: Portland, ME, USA**

**Port State Control attending the ship:**

**US Coast Guard, Portland, ME, USA.**

**Date of notification by Port State Control: 18 October 2023**

At the request of the Master, the undersigned, Surveyor to Bureau Veritas declares having surveyed the above mentioned vessel at Portland, ME, USA on 18 October 2023 for the purpose of reporting the on-board actions taken after the fire reported by the owners to the Port State Control Organization - USCG

**It was reported by the owners** that upon arrival to Portland, ME, USA upon main engines shuts off after Pilotage on 18th October 2023 at about 07:13 LT alarms went off showing fire in Engine Room. The fire patrol went for examination and fire was extinguished by closing fire dampers with ventilation shut down. No CO2 was released at this time. The evaluation of damages is still in progress.

The Auxiliary Generator No.2 was reported as causing the fire with damage from connecting rod failure. Auxiliary Generator No.1 has wiring and Engine Control Module (ECM) damaged by fire. The vessel's only source of power currently is Emergency Diesel Generator.

### **Findings of the Surveyor after survey:**

Upon arrival onboard the surveyor the Emergency Diesel Generator (EDG) was overall examined under load with no abnormalities and considered satisfactory. Emergency switchboard was overall examined and capable of supplying power to Emergency Fire

The latest published Rules of the Bureau Veritas Marine Division and the General Conditions therein are applicable.

*La dernière édition des Règlements de la Division Marine du Bureau Veritas ainsi que les conditions Générales qui y figurent sont applicables*

Any person not a party to the contract pursuant to which this certificate is delivered may not assert a claim against Bureau Veritas for any liability arising out of errors or omissions which may be contained in said certificate, or for errors of judgement, fault or negligence committed by personnel of the Society or of its Agents in the establishment or issuance of this certificate, and in connection with any activities for which it may provide.

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Pump (EFP). EFP was tested by remote start from the Navigation Bridge with two (2) fire hoses with pressure reaching about 120 PSI and considered satisfactory. In addition, the vessel's emergency switchboard is capable of supplying Main Fire Pump via Main Switch board. Main Fire Pump No.1 was tested with two (2) fire hoses and considered satisfactory.

Fire detection system was randomly tested with auto actuation of General Alarm, including smoke alarm tests and call point and remains operational. (several smoke/flame sensors and one (1) call point in Engine Room were damaged by fire and to be dealt with after complete evaluation of the damages)

Fire hoses, portable fire extinguishers, fireman outfits, SCBA were randomly examined. CO2 bottle room visually examined. The Paint Locker fixed CO2 and the galley ANSUL WETCHEM were visually examined and considered satisfactory. Engine Room fire dampers operationally tested with remote vent fans shutdowns. In addition the Machinery Space Ventilation DWG No.92098-513-01 was located onboard and it shows separate from accommodation arrangement (General notes mention that all Material and Workmanship shall be in accordance with USCG 46CFR as the vessel was built in USA). The Accommodation Main Vertical Zone 2 ventilation and dampers shutdowns were tested from the Navigation Bridge and considered satisfactory.

This report is issued within the scope of the BUREAU VERITAS Marine Division General Conditions at the request of the Owner/Manager/Master.

Made at : Portland, ME, USA  
On : 18 October 2023



Vasyl Strelkovskyy

Surveyor to Bureau Veritas

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