

SURVEY STATEMENT NARRATIVE ANNEX

DNV Id No:
28000
Job Id:
1577896
Revision No:
a

Particulars of vessel

Name of vessel: **RIVERSIDE**
Owner: **Glory Riverside Navigation Ltd.**
IMO Number: **9412464**

Particulars of survey

Survey station: **Houston**
Place of survey: **Corpus Christi, Texas(USA)-Aransas Anchorage**
Survey started: **2021-03-24**
Survey completed: **2021-03-24**
Lead surveyor's name: **Yu, HaoBing**
Surveyor:



for DNV

*This document is signed electronically in accordance with IMO
FAL.5/Circ.39/Rev.2. Validation and authentication can be obtained from
trust.dnv.com by using the Unique Tracking Number (UTN): n1577896-
zjw and ID: 28000*

Yu, HaoBing
Surveyor

PSC Follow up Survey

Reference is made to the survey statement for the job referenced above for the documentation of the result of survey.

Narrative Report

According to PSC report of inspection issued by USCG, vessel has been inspected and detained at Corpus Christi on 2021-03-22. A total of 6 deficiencies have been recorded, of which 3 were ground for detention according to PSC report.

Safety management

Deficiency No. 03
PSC Code 15108
Action Code 30 a/c

Objective evidence discovered in an expanded ISM exam revealed the following non-conformities: the vessel failed to fully implement the requirements of the SMS as evident by deficiency #01 and #02. An external audit is required.

Repaired / Rectified: Additional ISM audit was carried out and completed, details of audit is recorded in separate audit report.



Propulsion driver arrangement

Deficiency No. 01
PSC Code 13101
Action Code 30 a/c

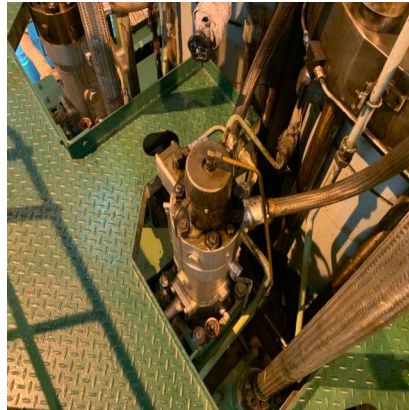
Main and auxiliary machinery essential for the propulsion and safety of the ship shall be provided with effective means for its operation and control. Vessel reported a loss of propulsion during outbound transit on 2021-03-15 resulting in the collision of the vessel with the MODA pier located in Ingleside, Tx. Vessel's main engine shut down and crew was unable to regain propulsion and maneuverability. On 2021-03-21, PSCO observed that the vessel did not conduct maintenance in accordance with manufacturer's recommendation for pneumatic components of the main engine to be replaced/overhauled every two years.

Repaired / Rectified: The vessel's maintenance record was checked, the last overhaul of the ME pneumatic starting system was carried out about 20 months ago, the completion date of overhaul is 2019-07-21 according to last overhaul report onboard and PMS records, the relevant system is not due for overhaul. And refer to service engineer report, the next recommended overhaul time is 2021-08. The vessel's PM schedule for this system was checked and found different from OEM's recommendation, NC was issued in the ISM report.

Deficiency No. 02
PSC Code 13101
Action Code 30 a/c

Precautions shall be taken to prevent any oil that may escape under pressure from any pump, filter or heater coming into contact with heated surfaces. Main diesel engine was found to have fuel leaking from #1 and #5 fuel oil pumps. PSCO observed excess amount of fuel oil collecting on top of the main diesel engine. Leaking over the #1 and #5 fuel oil pumps, and expending onto the main engine A-Frame.

Repaired / Rectified: The leaking fuel oil pump was overhauled by crew, the damaged seal was replaced. The fuel oil pump was inspected by attending surveyor during engine trail and no leaking was observed.

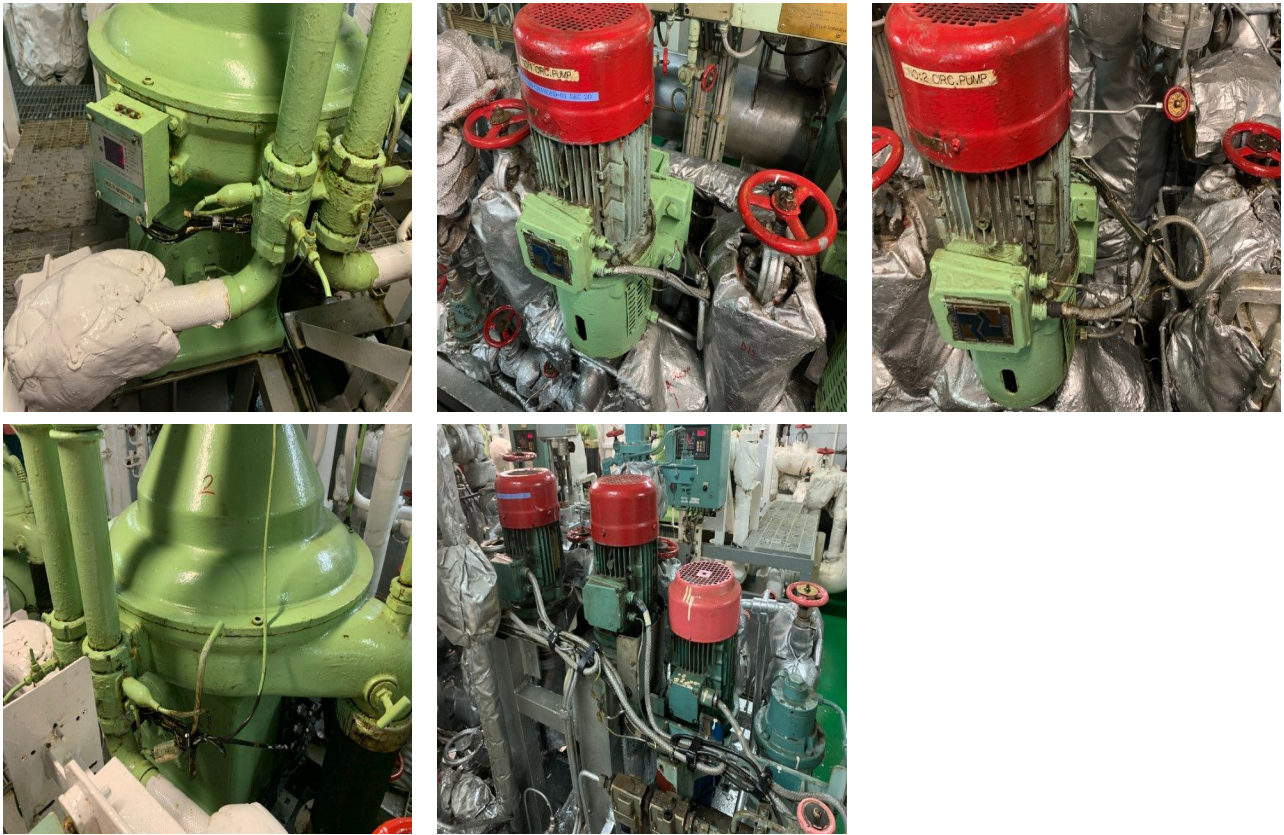


Cables

Deficiency No. 04
PSC Code 02108
Action Code 17 a/c

Where cable which are installed in hazardous area introduce the risk of fire or explosion in the event of an electrical fault in such areas, Special precautions against such risks shall be taken to the satisfaction of the administration. Cabling from the fuel circulation pumps in the fuel oil purifier room was found to be exposed and not properly secured.

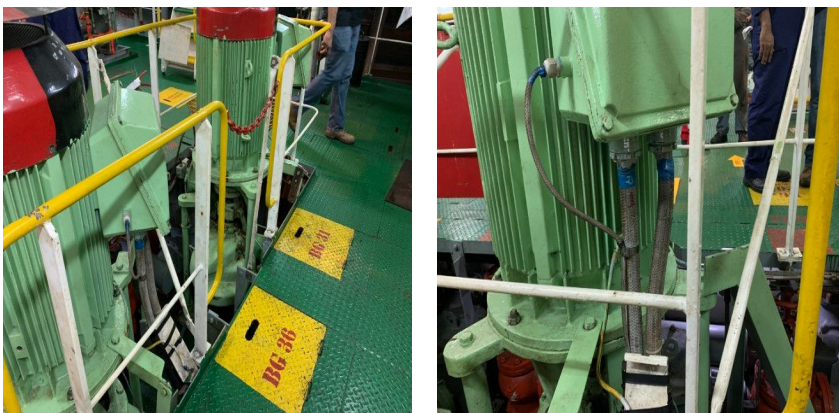
Repaired / Rectified: The repair was carried out by crew and verified by attending surveyor, the affected cable are reconnected and cable gland are tightened, the loose cable are secured on the support.



Deficiency No. 05
PSC Code 02108
Action Code 17 a/c

Cables and wiring shall be installed and supported in such a manner as to avoid chafing or other damage. Cabling for General Service/Fire and Fire/Bilge pumps were found to be exposed and improperly fastened to cable glands.

Repaired / Rectified: The repair was carried out by crew and verified by attending surveyor, the affected cable are reconnected and cable gland are tightened, the loose cable are secured on the support.



Deficiency No. 06
PSC Code 02108
Action Code 17 a/c

All electrical apparatus shall be so constructed and so installed as not to cause injury when handled or touched in the normal manner. Electrical junction boxes for General Service / Fire and Fire/Bilge pumps were found to be hanging loosely and without proper support.

Repaired / Rectified: The repair was carried out by crew and verified by attending surveyor, the loose cable and junction box are secured on the support.

