

# SURVEY STATEMENT NARRATIVE ANNEX

DNV Id No:  
**28000**  
Job Id:  
**1577282**  
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)-Anchorage  
Survey started: 2021-03-20  
Survey completed: 2021-03-20  
Lead surveyor's name: Ramalloso, Josue  
Surveyor: \_\_\_\_\_



for DNV

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trust.dnv.com by using the Unique Tracking Number (UTN): n1577282-  
tox and ID: 28000*

**Ramalloso, Josue**  
**Surveyor**

## PSC Rectification

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

## Narrative Report

### Port state control

According to the USCG PSC Report with MISLE #7156677 dated 03/15/2021, the vessel was issued a deficiency due to reported loss of propulsion during outbound transitting. Further instructions received that USCG requires a Class Surveyor physically attend M/T RIVERSIDE (IMO# 9412464) and witness satisfactory rectification of repairs, testing and provide additional report to include technical report from MAN service engineer findings/root cause of propulsion loss.

### Propulsion control and monitoring system

Item 01 Code 13101  
Action Code 17ac - Rectify deficiencies prior to departure.

Vessel's main engine shut down and was unable to regain power. Request class attendance and survey report attesting to proper operations of the vessel's main engine.

*Repaired / Rectified: Attended onboard at Aransas Anchorage and the following were verified:*



*ROOT CAUSE: That failure of the main engine to start, according to the MAN service engineer, was due to stuck actuator #6 in the starting air distributor, at engine firing position 6, thereby not giving signal to supply starting air.*

*CORRECTIVE ACTION: That said actuator was removed and cleaned, including the cylinder, and remounted.*

*Additionally, the scavenge ports were checked good, fuel pump puncture valves freely moves, all exhaust valves passed drop down test, all cylinder liners/pistons/rings were found in good condition, replaced sticky starting air valves 5 and 6.*

*Carried out reduced crash stop testing of the main engine at bridge, ECR, and at local control stand, while at anchor, by starting the main engine to 50rpm AHEAD and immediately to FULL ASTERN. The main engine responded quickly to astern command. The engine was immediately stopped once ASTERN rpm approached 50. The tests were satisfactory and no further tests may be necessary as the starting system is repaired and the engine operated as designed.*

*PREVENTIVE MEASURE: As recommended by the maker, in the signed Statement of Facts by the vessel, the pneumatic components of the main engine will be replaced/overhauled every two (2) years.*

*The vessel remains in class.*