检验报告
SURVEY REPORT

DH-T-(16)089

“MAHONI”轮 检验报告

上海双希海事发展有限公司

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“MAHONI”轮 检验报告

兹证明应上海海事法院委托，下列署名咨询验船师分别于2016年10月18日、19日在上海中海工业有限公司立丰船厂登“MAHONI”轮，对该轮的船舶技术状况进行了全面勘验，为委托方处理该轮的有关事项提供公正合理的参考依据。

现报告如下。

一 船舶资料（摘录自该轮船舶证书等）

船　　名: MAHONI
曾 用 名: NEW DIAMOND
船 籍 港: 巴拿马（Panama）
I M O 编 号: 9117868
船 级 社: KR
船 级 符 号: BULK CARRIER ‘ESP’ (HC/E: HOLD NOS 2,4 MAY BE EMPTY) CDG ENV (IAFS, IOPP, ISPP, IAPP) CHA LI UMA
船 舶 类 型: 木材散货船
船 舶 材 料: 钢质
营 运 海 区: 无限航区（Ocean going） / A1+A2+A3
总长/船宽/型深: 158.54 / 26.20 / 13.80 米
总 吨/净 吨: 16,498 / 9,670
满 载 排 水 量: 33,509.9 吨
载 货 量: 27,239.3 吨（summer deadweight）
空 船 重 量: 6,251.3 吨（摘录自《稳性计算书》）

满 载 吃 水: 9.90 米

主 机 和 功 率: 韩国MAN B&W柴油机壹台，5479千瓦

建造完工日期: 1997年1月10日

建 造 厂: 韩国韩进重工釜山船厂

船 舶 所 有 人: PT. MERANTI MARITIME

船 舶 经 营 人: STX MARINE SERVICE CO., LTD.

船 舶 管 理 人: PAN OCEAN CO., LTD.

二 船舶证书、资料及安全检查记录情况

2.1 船舶证书

看守船员提供的有关证书情况如下:

2.1.1 登记证书: 签发人巴拿马海事机构，签发日期为2012年1月19日，有效期至2017年1月18日。

2.1.2 国际吨位证书: 签发人为Isthmus Bureau of Shipping，签发日期为2011年12月5日。

2.1.3 国际载重线证书: 签发人为韩国船级社，签发日期为2012年1月16日，有效期至2017年1月8日，最近1次检验（年度检验）的完成日期为2014年3月25日。

2.1.4 货船安全结构证书: 签发人为韩国船级社，签发日期为2012年1月16日，有效期至2017年1月8日，最近1次检验（年度检验）的完成日期为2014年3月25日。

2.1.5 货船安全设备证书: 签发人为韩国船级社，签发日期为2013年2月14日，有效期至2017年1月8日，最近1次检验（定期检验）的完成日期为2014年3月25日。

2.1.6 货船安全无线电证书：签发人为韩国船级社，签发日期为2011年12月29日，有效期至2017年1月8日，最近1次检验（定期检验）的完成日期为2014年3月25日。

2.1.7 国际防污底证书：签发人为韩国船级社，签发日期为2011年9月8日，2012年1月16日完成最近1次涂层检查。

2.1.8 国际防油污证书：签发人为韩国船级社，签发日期为2012年1月16日，有效期至2017年1月8日，最近1次检验（年度检验）的完成日期为2014年3月25日。

2.1.9 国际防止生活污水污染证书：签发人为韩国船级社，签发日期为2012年1月16日，有效期至2017年1月8日。

2.1.10 国际防止空气污染证书：签发人为韩国船级社，签发日期为2012年1月16日，有效期至2017年1月8日，最近1次检验（年度检验）的完成日期为2014年3月25日。

2.1.11 国际安保证书：签发人为巴拿马海事机构，签发日期为2012年3月23日，有效期至2017年1月13日，最近1次审核（中间审核）的完成日期为2014年7月8日。

2.1.12 国际能效证书：签发人为韩国船级社，签发日期为2015年1月16日。

2.1.13 国际固体散装货物符合声明：签发人为韩国船级社，签发日期为2012年1月16日，有效期至2017年1月8日。

2.1.14 船舶危险品适装符合声明：签发人为韩国船级社，签发日期为2012年1月16日，有效期至2017年1月8日。

详细内容参见附件-1。

☞ 《国际载重线证书》、《货船安全结构证书》、《货船安全设备证书》、《货船安全无线电证书》、《国际防油污证书》、《国际防止空气污染证书》均已失效。

2.2 图纸资料

上层建筑张贴有《总图纸图》、《防火控制及安全图》、《舱容图》和《压载管系图》等。

甲板部资料如《谷物装载稳性计算书及总纵强度计算》、甲板木材装载资料等存放于大副房间内；但除几份图纸外，大量的船体相关图纸未见。

轮机长房间内归类保存有相关图纸和资料，完整度不明。

2.3 船级社检验报告/记录

2.3.1 检验状态表

根据韩国船级社2015年1月28日刊发的船舶检验状态表，该轮下次中间检验窗口期为2014年10月8日至2015年4月8日，下次特检窗口期为2016年10月8日至2017年1月8日，下次尾轴检验日期为2015年4月7日，下次锅炉检验日期为2015年10月27日，下次临时损坏检验日期为2015年4月7日。

详细内容参见附件-2。

2.3.2 加强检验报告

该轮2012年1月在中国岱山海舟船厂完成第3次特检，并签发了状况评估报告（CONDITION EVALUATION REPORT）。

根据测厚报告，检测区域总体未见严重的麻点腐蚀。

涂层检查情况为：5个货舱涂层状况良好（Good），艏、艉间舱脱层状况一般（Fair），5个顶边舱涂层状况一般（Fair），5个双层底舱涂层状况良好（Good）。

报告未见缺陷项或观察项。

详细内容参见附件-3。

2.3.3 检验报告

该轮2015年1月在中国龙口港因事故造成损坏，韩国船级社验船师于2015年1月15、16日在龙口港对该轮进行损坏检验，并签发了临时检验报告。

根据报告内容，海损造成船首左舷205-209肋位处艏楼外板、艏楼舷墙等的损坏。破损处进行了临时性修理，但永久性修理应于2015年4月7日以前完成。

详细内容参见附件-4。

2.4 其它

《连续概要记录》、《港口国安全检查记录》、《船舶测厚报告》（上次特检）、“船舶坞修检查/检测报告”等资料未见。

三 船舶技术状况

3.1 基本情况

该轮系1996年8月23日铺设龙骨、1997年1月9日在韩国韩进重工釜山船厂建造完成的27000载重吨级无限航区（A1+A2+A3）木材散货船，巴拿马国籍、韩国船级社（KR）入级。

该轮为钢制全焊接结构、货舱单壳双底、带球鼻首、单机单桨、单舵、艏楼结构、柴油机直接驱动的艉机型货船，设计航速14.2节。

船首设置艏楼，其后布置5个货舱，机舱和上层建筑位于船尾。

货舱区域为双层底和带顶边舱、底边舱的单壳结构，顶边舱均为压载水舱，底舱分别为压载水舱和重油舱，货舱间横舱壁为槽形舱壁。

货舱配备折叠液压式风雨密钢制舱盖板，其中1号舱盖为2片式，其它2-5号舱盖为4片式；舱口间配备4台克令吊作为起货设备，安全负荷30吨；主甲板上设置装载木材用的固定和可倒式立柱。

主机为韩国Korea Heavy Industries & Construction Co., Ltd.于1996年10月制造的壹台“Honjung MAN B&W 5L50MC”型号5缸直列式、废气涡轮增压、二冲程低速柴油机，额定功率5479千瓦，额定转速122转/分，可使用重油或者柴油作为燃料。

机舱内配备3台柴油机驱动的主发电机组：副机为6缸柴油机，型号“SSANG YONG AEI1-128”；发电机为现代重工制造，额定功率500kVA，额定转速1200转/分；副机可使用重油或者柴油作为燃料。

查阅相关记录，该轮2015年3月10日在中国江阴港完成最后一个装卸货航次，随后在长江口锚地抛锚；3月28日转移至吴淞锚地抛锚；9月24日起在上海立丰船厂停靠、闲置至今，目前由船厂提供所需电力，主要机器设备处于停用状态。

3.2 总布置

该轮设有艏楼、尾部设有上层建筑/机舱；其间设有前后5个货舱，配备折叠液压式风雨密钢制舱盖板，配备4台30吨克令吊作为起货设备；主甲板上设置装载木材用的固定和可倒式立柱，1号货舱甲板木材装载高度7米，2-5号货舱甲板木材装载高度8.7米。

船首主甲板以上为储物间、木工间、锚机液压间和油漆间；主甲板下方为艏尖舱。

船中设置5个货舱，为单壳双底结构；顶边舱为1-5号顶边压载水舱，底舱为1-5号双层底压载水舱和3-5号燃油舱，顶板压载舱和底压载舱有舷侧通道连接，货舱间横舱壁为槽形舱壁。

尾部上层建筑自主甲板向上，分别为A甲板、B甲板、C甲板、桥楼甲板和罗经甲板，其中布置有驾驶室、船员舱室、病房、厨房、冰库、餐厅、浴室、厕所、库房、二氧化碳间、应急发电机间和理货间等。

尾部主甲板以下依次布置有机舱、淡水舱/尾尖舱和舵机间等。机舱自主甲板以下，设置上平台层（9900毫米平台层）、下平台层（6600毫米平台层）和机舱底层。

主要舱室具体布置如下。（注：下列信息摘录自《舱容图》）

3.2.1 货舱

舱室名称	肋位	舱口尺寸（米）	舱容（立方米）	
			Grain	Log / Bale
1号货舱	166~191	10.4×13.4	4518.1	4382.6
2号货舱	136~166	16.0×15.0	7092.2	6879.4
3号货舱	102~136	19.2×15.0	8118.7	7875.1
4号货舱	68~102	19.2×15.0	8164.9	7920.0
5号货舱	34~68	19.2×15.0	7493.9	7269.1
小计:			35387.8	34326.2
1号货舱甲板	166~191			1329.7
2号货舱甲板	136~166			3164.2
3号货舱甲板	102~136			3832.1
4号货舱甲板	68~102			3832.1
5号货舱甲板	34~68			3740.2
小计:				15898.3

3.2.2 压载水舱

舱室名称	肋位	舱容（立方米）
艏尖舱	191~FE	784.7
1号顶边&底压载水舱 左	166~191	512.7
1号顶边&底压载水舱 右	166~191	512.7
2号顶边&底压载水舱 左	136~166	696.0
2号顶边&底压载水舱 右	136~166	696.0
2号底压载水舱 中	136~166	340.4
3号顶边&底压载水舱 左	102~136	733.9
3号顶边&底压载水舱 右	102~136	733.9
4号顶边&底压载水舱 左	68~102	756.1
4号顶边&底压载水舱 右	68~102	756.1
5号顶边&底压载水舱 左	34~68	885.1
5号顶边&底压载水舱 右	34~68	885.1
尾尖舱	AE~11	152.4
第3货舱	136~166	8118.7
小计:		16563.8

3.2.3 淡水舱

舱室名称	**肋位**	**舱容（立方米）**
淡水舱 左	AE~11	135.7
淡水舱 右	AE~11	135.7
小计:		271.4

3.2.4 油舱

舱室名称	**肋位**	**舱容（立方米）**
3号重油舱 中	102~136	578.7
4号重油舱 中	68~102	578.7
5号重油舱 中	34~68	192.8
重油澄清舱 左	24~28	18.7
重油日用舱 左	28~33	29.0
小计:		1397.9
双层底柴油舱 左	20~33	23.1
双层底柴油舱 右	20~33	33.4
柴油舱 右	26~34	143.3
柴油澄清舱 左	19~24	6.7
柴油日用舱 左	19~24	13.4
小计:		219.9
滑油储藏舱 中	19~30	13.8
主机滑油澄清舱 右	22~24	17.6
主机滑油储藏舱 右	24~25	9.4
辅机滑油储藏舱 右	20~21	2.5
气缸油储藏舱 右	20~22	12.9
小计:		56.2

☞ 根据看守船员提供的数据，2016/10/19重油（LSFO）存量约为43.6吨，轻柴油（MGO）存量约为7.4吨。

3.2.5 其它舱室

舱室名称	肋位	舱容（立方米）
重油溢流舱 左	28~31	5.7
重油油渣舱 左	26~31	2.2
滑油油渣舱 右	25~27	2.5
污油柜 中	12~15	7.1
污水柜 中	15~18	13.5
CWT 中	AE~12	10.2
小计:		41.2

3.3 船体结构

舷侧外板

现场检验时，该轮停靠上海立丰船厂、处于闲置状态，艏/舯/艉吃水约0.6/1.8/2.7米；由于条件限制，仅能检查水线以上可见部分。

3.3.1 左舷船艏外板205-209肋位凹陷变形，尺寸约4000×8750毫米；构件相应地变形损坏。

右舷船中外板第4-5货舱区域、水面上方可见10档肋位范围内凹陷变形。

除上述两处损坏外，其它外板钢板基本平整、光顺，局部出现锈斑，总体状况较好；涂层局部擦痕，总体状况不甚满意。

3.3.2 六面水尺标志局部模糊不清。

上甲板

3.3.3 货舱区域上甲板左、右两舷基本平整，局部麻点腐蚀，总体状况良好；涂层局部脱落，总体状况一般。

3.3.4 舱间甲板基本平整，局部锈蚀，总体状况较好；涂层部分出现锈皮，总体状况不甚满意。

3.3.5 主甲板舷墙状况正常。

艏楼甲板

3.3.6 左舷艏楼甲板205-209肋位褶皱变形，甲板下方构件相应地弯曲变形。
除上述损坏外，其它艏楼甲板基本平整，局部麻点腐蚀，总体状况较好;
涂层基本完整。

3.3.7 艏楼甲板舷墙及栏杆状况正常。

艏楼内部

3.3.8 除左舷外板205-209肋位处变形损坏外，其它结构总体结构状况良好；涂层基本完整。

艏尖舱

由于道门未打开，未能进行检查。

顶边压载水舱

左舷5号顶边舱打开道门进行内部检查。

3.3.9 除部分构件在邻近后横舱壁处有严重的腐蚀外，其它结构总体状况良好，未见变形和明显腐蚀。

3.3.10 后横舱壁及邻近构件的涂层模糊不清，总体涂层状况一般。

双层底压载舱

由于道门未打开，未能进行检查。

货舱舱口围/舱盖

货舱舱盖处于关闭状态，仅对舱盖进行外表检查。

3.3.11 货舱采用液压折叠式风雨密钢质舱盖，制造厂家NAKATA-KVAERNER;
舱盖液压装置由Tokimec Power system Inc.制造。

3.3.12 舱盖板表面基本平整，未见明显腐蚀，总体状况良好。
舱盖橡皮条、密封压条和流水槽等未能检查。
滚轮未见异常，舱盖四周锁紧螺丝基本齐全。
舱盖涂层基本完整。

3.3.13 舱口围板、支撑和舱口角隅结构未见明显变形等，总体状况良好；涂层基本完整。

沿舱口围布置的管路部分出现严重锈蚀的情况。

3.3.14 舱口围四角等配备流水槽止回阀，但部分止回阀损坏。

3.3.15 液压油缸外观未见异常，但液压油管局部严重锈蚀。

货舱内部

由于货舱长期关闭且未进行充分通风换气，未能进入货舱舱底进行近观检查；通过1号货舱舱梯平台进行目视检查。

3.3.16 结构未见明显变形，总体状况较好。

3.3.17 结构涂层基本完整。

主甲板立柱

3.3.18 固定及可倒放式立柱结构状况良好，未见明显变形。

上层建筑

3.3.19 围壁板平整，总体状况良好；涂层完好。

3.3.20 各露天甲板基本平整，未见变形和明显腐蚀，总体状况良好；甲板涂层局部模糊不清，总体状况一般。

3.4 甲板机械及设备

船艏锚机及绞缆机

3.4.1 船艏配置2台电动液压锚机/绞缆机，锚机液压装置由芬兰Berendsen公司制造。

锚机传动齿轮状况正常，锚机及绞缆机刹车片状况尚可，底座结构状况正常。

3.4.2 左、右舷各配备锚1只，外观正常。

3.4.3 左、右锚链可见部分外观正常，链环尺寸未见明显蚀减；锚链原始直径60毫米。

3.4.4 锚链舱外表面状况良好。

3.4.5 艏楼甲板上系缆桩和导缆滚轮等外观状况正常。

舷梯

3.4.6 上层建筑主甲板层左、右两侧舷梯装置外观未见异常，表面状况较好。

货舱通风

3.4.7 甲板上配备机械通风装置，外观未见异常，表面状况较好。

3.4.8 货舱在舱盖板上配备自然通风盖，外观状况正常。

甲板空气管、测量管、水密门及小舱口等关闭装置

3.4.9 甲板上透气管状况一般。

3.4.10 测量管外观正常，管塞被船员收集并保存。

3.4.11 甲板水密门外观状况尚好，橡皮完整。

3.4.12 货舱小舱口装置外观正常，螺丝被船员收集并保存。

船尾绞缆机及甲板附件

3.4.13 船尾配置液压绞缆机2台，外观状况正常。

3.4.14 船尾之系缆桩、导缆滚轮、透气管、空气管等外观状况正常。

杂用吊

3.4.15 上层建筑A甲板左舷配备1具2吨杂用吊，未见异常。

3.4.16 主甲板上层建筑前方左、右舷各配备1具0.9吨物品吊，但未见安装滑轮和钢索等。

3.5 救生设备

该轮按照船员总人数23人配备救生设备。

3.5.1 上层建筑A甲板层左、右两舷各配置1艘全封闭机动救生艇，额定配员25人。

外观未见异常，表面状况较好。

3.5.2 生活区配备2只救生筏，额定配员25人；船艏1只救生筏的额定配员6人。

外观检查无异常；检验标签标明下次检验日期为2015年6月。

3.5.3 救生圈和抛绳设备等未清点。

3.6 防火结构和消防设备

3.6.1 机舱布置2台主消防（通用）泵，排量90/150立方米/小时。

外观未见异常，表面状况较好。

3.6.2 舵机舱布置1台应急消防泵，排量72立方米/小时。

外观未见异常，表面状况较好。

3.6.3 大型固定二氧化碳灭火系统保护货舱和机舱处所，总计98瓶。

外观状况未见异常，检验标签标明上次检验日期为2013年2月。

3.6.4 甲板消防总管、消防栓等外观尚好。

3.6.5 配备感烟和感温式探火报警系统。

3.6.6 其它手持式灭火器和消防箱等未清点。

3.7 防污染布置和设备

3.7.1 机舱布置油污水分离器1台，Han Young Engineering Co., Ltd.制造，型号OS-2.0，油污水处理能力2立方米/小时。

外观未见异常，表面状况较好。

3.7.2 机舱布置生活污水处理装置1台，韩国Korea Consolidated Machinert Inc.制造，型号SWT-1，排量2100升/天。

外观未见异常，表面状况较好。

3.7.3 机舱主甲板层配备焚烧炉1台，韩国Kang Rim公司制造，型号OSU-20SA，燃烧能力180,000kCal/h。

外观未见异常，表面状况较好。

3.8 轮机设备

该轮 2015 年 3 月 10 日开始停止运营，9 月 24 日起在上海立丰船厂停靠、闲置至今；目前由船厂供电，主要机器设备处于停用状态。

3.8.1 机舱布置

3.8.1.1 该轮机舱主甲板以下分成三层，从上至下分别为上平台层（9.9 米平台层）、下平台层（6.6 米平台层）和机舱底层；锅炉布置于主甲板层；主机布置于该机舱中部。

3.8.1.2 上平台层，主要布置有机舱集控室、3 台主发电机组、主空压机及空气瓶、冰机、压载舱液压阀站、机修间、备品间和部分油舱/柜。

3.8.1.3 下平台层，主要布置有分油机间、生活污水处理装置、滑油/淡水冷却器、造水机、压力水柜和部分油舱/柜。

3.8.1.4 机舱底层，主要布置有主机、轴系、油污水处理装置和各类泵及其它辅助机械等。

3.8.1.5 舵机间布置在上平台层机舱后方。

3.8.1.6 应急发电机布置在 A 甲板层。

3.8.2 主要设备介绍

3.8.2.1 <u>主推进装置</u>

.2.1.1 该轮为艉机型单机单桨船舶，主机为直列 5 缸二冲程低速柴油机一台，经

中间轴和螺旋桨轴，驱动一个固定螺距铜质螺旋桨以推进船舶。

根据主机铭牌，主机为韩国Korea Heavy Industries & Construction Co., Ltd. 于1996年10月制造的壹台“Honjung MAN B&W 5L50MC”型号5缸、直列式、废气涡轮增压、二冲程、低速柴油机，额定功率5479千瓦，额定转速122转/分，可使用重油或者柴油作为燃料。

外观未见异常，表面状况较好；打开主机1、5号曲拐箱检查活塞和曲轴，未见异常。

.2.1.2 IHI ABB 废气涡轮增压器外观未见异常，表面状况较好。

.2.1.3 螺旋桨轴直径 400 毫米。

中间轴和螺旋桨轴可见部分外观正常；艉轴前密封未见异常。

.2.1.4 舵叶和螺旋桨水面以上部分未见异常。

3.8.2.2 主发电设备

机舱内配备 3 台柴油机驱动的主发电机组。

.2.2.1 副机为 6 缸柴油机，型号“SSANG YONG AEI1-128”，可使用重油或者柴油作为燃料。

.2.2.2 发电机为现代重工制造，额定功率 500kVA，额定转速 1200 转/分。

.2.2.3 外观未见异常，表面状况较好。

3.8.2.3 组合锅炉

该轮设有废气燃油组合锅炉 1 台，由韩国 Kangrim Marine Boiler 制造，型号 KC3，蒸发量约 1000 公斤/小时，工作压力 0.7 兆帕，供燃油加热及生活用。

锅炉外衣及燃烧器等未见异常；发现炉膛清洁孔盖被打开，内部清洁状况较好。

3.8.2.4 舵机

韩国 Tong Myung Heavy Industries Co., Ltd.制造电动液压舵机一台，型号 RM21-045，扭矩 45T･m。

外观未见异常；但集油槽内集有一定量的滑油。

3.8.2.5 空压机和空气瓶

主空气压缩机 2 台，Hatlapa 公司制造，型号 L95，排量 111.5 立方米/小时，工作压力 3 兆帕。

主空气瓶 2 只，容量 3 立方米，工作压力 3.0 兆帕；其它辅机和杂用空气瓶若干只。

外观未见异常，表面状况较好。

3.8.2.6 分油机

燃油分油机 2 台，韩国 Samgong Mitsubishi 公司制造，处理能力 5600L/H。

柴油分油机 1 台，韩国 Samgong Mitsubishi 公司制造。

滑油分油机 2 台，韩国 Samgong Mitsubishi 公司制造。

外观未见异常，表面状况较好。

3.8.2.7 泵浦

机舱内主要的泵浦包括:

压载泵 2 台、总用泵 1 台、总用/消防泵 2 台，以及各种海水泵、淡水泵、燃油/柴油/滑油输送泵、舱底泵等。

外观未见异常，表面状况较好。

3.8.2.8 应急发电机

柴油机由 Kirloskar Cummins 公司制造，型号 NT-495-G，额定功率 154 马力，额定转速 1800 转/分；发电机由 Newage International Ltd.制造，额定功率 70 千瓦，额定电压 450V，频率 60Hz。

外观未见异常，表面状况较好。

3.8.2.9 配电板

立式主配电板由韩国 KT Electric Co., Ltd.公司制造，11 屏，电压 440V，频率 60Hz。

立式应急配电板由韩国 KT Electric Co., Ltd.公司制造，电压 450V，频率

60Hz。

外观及仪表显示未见异常，表面状况较好。

3.8.2.10 其它电气设备和控制仪表

主机控制台、船舶变压器、液压电磁阀遥控系统、电缆、启动开关箱和马达等设施外观未见明显异常，外观清洁度总体良好。

应急电瓶间内电瓶已过更换时间。

3.8.3 主要设备运行及维护状况

该轮 2015 年 3 月 10 日开始停止运营，9 月 24 日起在上海立丰船厂停靠、闲置至今；目前由船厂供电，主要机器设备处于停用状态。

署名者检验时，由于条件限制，无法进行相关设备的启动和试验；从外观来看，表面状况较好；但由于长期闲置，缺乏日常必要的维护保养。

根据轮机长的记录，该轮油耗情况如下:

主机连续运转工况（NCR）下，转速 117 转/分、航速 14 节、油耗 20.7 吨/天；主机最低工况（MIN）下，转速 100 转/分、航速 11.5 节（装载）/12.5 节（压载）、油耗 13.6 吨/天（装载）/ 14.5 吨/天（压载）；副机航行油耗 1.3 吨/天（单机）、在港油耗 1.0-1.2 吨/天（单机）、装卸货油耗 1.6-2.0 吨/天（双机）。

3.8.4 备件

机舱备件未能逐一清点。

可见主机活塞 1 个，排气阀 3 个。

3.9 航行/通讯设备

3.9.1 航行设备

自动舵 1套

型 号 TOKIMEC INC

磁罗经	1台
型　　号	TG6000
电罗经	1台
型　　号	TOKIMEC MB-21-1
雷达	2台
型　　号	JRC JMA-9122-9XA
测深仪	1台
型　　号	JRC JFE-570S
GPS	2台
型　　号	SIMRAD Shipmate GN30 / FURUNO GP-70
AIS	1台
型　　号	JRC HIS-182
航程记录仪	1台
型　　号	TOKIMEC CR-4
气象传真	1台
型　　号	JRC JAX-9B
SVDR	1台
型　　号	STX-5000
驾驶值班报警系统	1套
型　　号	SAMYUNG BNW-52
电子海图	未配备

3.9.2 无线电通讯设备

INMARSAT C	1台
型　　号	FURUNO FELCOM-15
中频无线电装置	1台
型　　号	FURUNO FS-2570
甚高频无限电话	2台
型　　号	FURUNO FM-7000 / FM8800S
奈伏泰斯接收机	1台
型　　号	FURUNO NX-500
搜救雷达应答器	2个
应急无线电示位标	1个

3.10 船员生活舱室及设施

该轮生活区走道、舱室、设施等外观/卫生状况良好。

配备中央空调系统，铭牌未见；发现空调箱体部分被打开，鼓风机脱落。

配备冰库/冰机，未使用，外观未见异常，表面状况较好。

四 勘验说明

- 下列署名者对该轮的检验是船舶处于浮态状况下进行的，水线以下的部分未能进行检验。
- 由于该轮处于非正常停泊状态，以外观目视检查为主，未对机器、设备进行运转试验或功能测试等。
- 因条件限制，艏尖舱、双层底压载舱和油舱/柜未进行内部检查。

五 总结

基于对“MAHONI”轮的现场检验，我们认为:

- 该轮系1997年1月在韩国韩进重工釜山船厂建造完成的27000载重吨级、无限航区（A1+A2+A3）木材散货船。
- 该轮注册巴拿马国籍、韩国船级社入级，主要船舶证书已失效。
- 该轮的总体构造状况较好。
- 该轮主、副机等主要的机器设备由韩国厂家制造，配备齐全；机器和设备外观状况良好；但由于长期闲置，缺乏日常必要的维护保养。
- 由于条件限制，检验时，以外观目视检查为主，未对机器、设备进行运转试验或功能测试等。

六 检验在场人员

Mr. Ralph Nino V. Villamala	看守船员
付 伟 先生	现场咨询验船师

下列署名者恪尽职守，力尽所能，公正地执行检验工作。以上检验及本报告对任何利益方均无偏见，且保留对本报告的解释权，谨此声明。

上海，2016年10月24日

上海双希海事发展有限公司 公正检验部

(付 伟)

咨询验船师

附 件

1.	船舶证书 复印件	27 页
2.	船舶检验状态表 复印件	8 页
3.	加强检验报告 复印件	7 页
4.	船级社检验报告（2015.1.16） 复印件	4 页
5.	存油记录 复印件	1 页
6.	照片 162 张	54 页

IMO No. / IMO NUMBER	NUMERO OFICIAL / REGISTRATION No.	DISTINTIVO DE LLAMADA / Call / Letter
9117868	43372-12	3FST6

CERT

REPUBLIC OF PANAMA
PANAMA MARITIME AUTHORITY

PATENTE REGLAMENTARIA DE NAVEGACION / NAVIGATION STATUTORY REGISTRY

En cumplimiento de los requisitos estipulados en la Ley 57 de 6 de agosto de 2008, aprobados por Resuelto No.32684-12 de DIECINUEVE (19) DE ENERO DE 2012 expedido por esta Oficina SE AUTORIZA Y CONCEDE al buque cuyas características se detallan a continuación, la presente PATENTE REGLAMENTARIA DE NAVEGACIÓN, para todos los fines respectivos que otorga el Registro de la Marina Mercante de la Republica de Panamá

DATOS DE IDENTIFICACION DEL BUQUE / PARTICULARS OF THE VESSEL

NOMBRE DEL BUQUE /

MAHONI

PROPIETARIO / NUMERO DE IDENTIFICACION DE LA CIA O DUEÑO REGISTRADO /

PT. MERANTI MARITIME (100.0 %)

NOMBRE ANTERIOR /	AGENTE RESIDENTE /
NEW DIAMOND	SHIRLEY & ASOCIADOS
NACIONALIDAD QUE RENUNCIA /	AUTORIDAD ENCARGADA DE LAS CUENTAS DE RADIO
COREA DEL SUR	NERA SATELLITE SERVICES LIMITED.

CONSTRUIDO EN /	CONSTRUCTORES /	FECHA DE ENTREGA /
COREA	HANJIN HEAVY INDUSTRY CO., LTD.	**********

PUESTA EN QUILLA /	MATERIAL DEL CASCO /	DIMENSIONES PRINCIPALES / NUMBER OF	TONELAJE / TONNAGE
1996	ACERO	ESLORA: 158.54 MTS.	BRUTO: 16498.00
AÑO DE CONSTRUCCION /		MANGA: 26.20 MTS.	NETO: 9670.00
1997		PUNTAL: 13.80 MTS.	MUERTO: **********
TIPO DE BUQUE /			
CARGA A GRANEL(BULK CARRIER)			

SISTEMA DE PROPULSION / PROPULSION SYSTEM

TIPO Y NUMERO DE MAQUINAS O MOTORES	TIPO /	NUMERO /
	DIESEL. UNO (1)	UN (1) MOTOR(ES)

NUMERO DE CILINDROS / UNO (1) DE CINCO (5) CYLS

MARCA O NOMBRE DE LOS FABRICANTES / KOREA HEAVY INDUSTRIES & CONSTRUCTION CO., LIMITED: UNO (1)

VELOCIDAD DEL BUQUE /		POTENCIA DE LA MAQUINA HP /	
	14.2 NUDOS		UNO (1) DE 7344.50 HP / 5479.00 KW

EXPEDIDA EL: DIECINUEVE (19) DE ENERO DE 2012 EN PANAMA

FIRMADA Y SELLADA POR EL SUSCRITO: DIRECTOR(A) GENERAL DE LA DIRECCION DE MARINA MERCANTE

TITULO DEL FUNCIONARIO /

FECHA DE EXPIRACION: DIECIOCHO (18) DE ENERO DE 2017
JANUARY, EIGHTEEN (18), 2017

OBSERVACION /

INTERNATIONAL TONNAGE CERTIFICATE (1969)

Issued under the provisions of the
INTERNATIONAL CONVENTION
ON TONNAGE MEASUREMENT OF SHIPS, 1969,
under the authority of the Government of

THE REPUBLIC OF PANAMA

for which the Convention came into force on the 18th of July, 1982

by *ISTHMUS BUREAU OF SHIPPING*

ITC2500
Approval No. 187872011827

Name of ship	Distinctive number or letters	Port of registry	Date[1]
MAHONI	3FST6 IMO Number: 9117868	PANAMA	AUGUST.23.1996

MAIN DIMENSIONS

Length (Article 2(8))	Breath (Regulation 2(3))	Moulded depth amidships to upper deck (Regulation 2(2))
158.54 M	26.20 M	13.80 M

THE TONNAGES OF THE SHIP ARE:

GROSS TONNAGE: 16498

NET TONNAGE: 9670

This is to certify that the tonnages of this ship have been determined in accordance with the provisions of the International Convention of Tonnage Measurement of Ships, 1969.

Issued at Panama ,the 5st day of December, 2011

The undersigned declares that he is duly authorized by the said Government to issue this certificate.

09 DEC 2011

Eng. Mikele Masotti
Isthmus Bureau of Shipping

[1] Date on which the keel was laid or the ship was at similar stage of construction (Article 2(6)), or date on which the ship underwent alterations or modifications of a major character (Article 3(2)(b)), as appropriate.

Cert No. : NIB-LL-0005-12

International Certificate

INTERNATIONAL LOAD LINE CERTIFICATE

THE REPUBLIC OF PANAMA

Issued under the provisions of the International Convention on Load Lines, 1966, as modified by the Protocol of 1988 relating thereto under the authority of the Goverment of THE REPUBLIC OF PANAMA by the Korean Register of Shipping.

Name of ship	Distinctive Number or Letters	Port of Registry	Length(L) as defined in Article 2(8)	IMO Number
MAHONI	—	**PANAMA**	**158.540 m**	**9117868**
	3FST6			

Freeboard assigned as:

- A new ship
- ~~An existing ship~~

Type of ship:

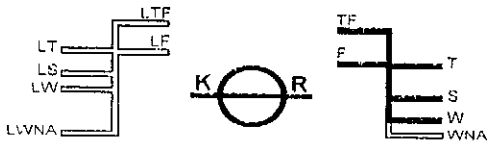
- ~~Type 'A'~~
- ~~Type 'B'~~
- Type 'B' with reduced freeboard
- ~~Type 'B' with increased freeboard~~

Freeboard from deck line [1]		Load Line [1]
Tropical	3711 mm (T)	206 mm above(S)
Summer	3917 mm (S)	Upper edge of line through centre of ring
Winter	4123 mm (W)	206 mm below(S)
Winter North Atlantic	4123 mm (WNA)	206 mm below(S)
Timber Tropical	- mm (LT)	- mm above(LS)
Timber Summer	- mm (LS)	- mm above(S)
Timber Winter	- mm (LW)	- mm below(LS)
Timber Winter North Atlantic	- mm (LWNA)	- mm below(LS)

Note [1] Freeboards and load lines which are not applicable need not be entered on the certificate.

Allowance for fresh water for all freeboards other than timber 225 mm.
For timber freeboards - mm.
The upper edge of the deck line from which these freeboards are measured is 0 mm below the top of the steel upper deck at side.

THIS IS TO CERTIFY :



1. That the ship has been surveyed in accordance with the requirements of article 14 of the Convention.
2. That the survey showed that the freeboards have been assigned and load lines shown above have been marked in accordance with the Convention.

This certificate is valid until 8th day of January 2017 subject to annual surveys in accordance with Article 14(1)(c) of the Convent.

Completion date of the survey on which this certificate is based : 16/01/2012

Issued at Ningbo on the 16th day of January 2012

KOREAN REGISTER OF SHIPPING

General Manager

* Delete as appropriate

Note : 1 When a ship departs from a port situated on river or inland waters, deeper loading shall be permitted corresponding to the weight of fuel and all other materials required for consumption between the point of departure and the sea

ENDORSEMENT FOR ANNUAL SURVEYS

THIS IS TO CERTIFY that, at an annual survey required by article 14(1) (c) of the Convention, the ship was found to comply with the relevant requirements of the Convention.

Annual Survey :

Signed : (KIM Shoon-ho)

Place : Ulsan, Korea

Date : 14 Feb. 2013

Annual Survey :

Signed : (HUANG XI YONG)

Place : Zhoushan, China

Date : 25 Mar. 2014

Annual Survey :

Signed :

Place :

Date :

Annual Survey :

Signed :

Place :

Date :

Cert No. : NIB-SC-0005-12

CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE

THE REPUBLIC OF PANAMA

Issued under the provisions of the International Convention for the Safety of Life at Sea, 1974, as modified by the Protocol of 1988 relating thereto under the authority of the Government of THE REPUBLIC OF PANAMA by the Korean Register of Shipping.

Name of ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage	Deadweight (metric tons) *	IMO Number
MAHONI	— **3FST6**	**PANAMA**	**16498**	-	**9117868**

Type of Ship**

Bulk Carrier ~~Oil tanker~~ ~~Chemical tanker~~ ~~Gas carrier~~ ~~Cargo ship other than any of the above~~

Date of build:

- Date of building contract
- Date on which keel was laid or ship was at similar stage of construction 23 August 1996
- Date of delivery 9 January 1997
- Date on which work for a conversion or an alteration or modification of a major character was commenced (where applicable)

All applicable dates shall be completed.

THIS IS TO CERTIFY :

1. That the ship has been surveyed in accordance with the requirements of Regulation I/10 of the Convention.
2. That the survey showed that the condition of the structure, machinery and equipment as defined in the above Regulation was satisfactory and the ship complied with the relevant requirements of Chapters II - 1 and II - 2 of the Convention (other than those relating to fire safety systems and appliances and fire control plans.)
3. That the last two inspections of the outside of the ship's bottom took place on 27 August 2009 and 16 January 2012 .
4. That an Exemption Certificate ~~has**~~ / has not** been issued;
5. the ship ~~was**~~ / was not** subjected to an alternative design and arrangements in pursuance of regulation II-2/17 of the Convention;
6. a Document of approval of alternative design and arrangements for fire safety ~~is**~~/ is not** appended to this Certificate.

This certificate is valid until 8th day of January 2017 subject to the annual and intermediate surveys and inspections of the outside of the ship's bottom in accordance with Regulation I/10 of the Convention.

Completion date of the survey on which this certificate is based : 16/01/2012

Issued at Ningbo on the 16th day of January 2012 .

KOREAN REGISTER OF SHIPPING

General Manager

ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS

THIS IS TO CERTIFY that, at a survey required by Regulation I/10 of the Convention, the ship was found to comply with the relevant requirements of the Convention.

Annual Survey :

Signed : (Yoo Sang-Jin)

Place : Incheon, Korea

Date : 14 Feb, 2013

Annual*/~~Intermediate*~~ Survey :

Signed : (SHEN YONG XIE)

Place : ZHOUSHAN, CHINA

Date : 27 MARCH 2014

Annual*/Intermediate* Survey :

Signed :

Place :

Date :

Annual Survey :

Signed :

Place :

Date :

*Delete as appropriate.

Cert. No. INC-SE-1002-13

REISSUED

CARGO SHIP SAFETY EQUIPMENT CERTIFICATE

THE REPUBLIC OF PANAMA

This certificate shall be supplemented by a Record of Equipment (Form E)
Issued under the provisions of the International Convention for the Safety of Life at Sea, 1974, as modified by the Protocol of 1988 relating thereto under the authority of the Government of **THE REPUBLIC OF PANAMA** by the Korean Register of Shipping.

Safety Equip Certificate

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage	Deadweight (metric tons)*	IMO Number
MAHONI	- 3FST6	**PANAMA**	**16,498**	-	**9117868**

Length of Ship(Regulation III/3.12) **158.54** m

Type of Ship**

Bulk Carrier

~~Oil tanker~~

~~Chemical tanker~~

~~Gas carrier~~

~~Cargo ship other than any of the above~~

Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced

23 August 1996

THIS IS TO CERTIFY:

1. That the ship has been surveyed in accordance with the requirements of Regulation I/8 of the Convention.

2. That the survey showed that :

   2.1 the ship complied with the requirements of the Convention as regards fire safety systems and appliances and fire control plans :

   2.2 the life-saving appliances and the equipment of lifeboats, liferafts and rescue boats were provided in accordance with the requirements of the Convention;

2.3 the ship was provided with a line-throwing appliance and radio installations used in life-saving appliances in accordance with the requirements of the Convention;

2.4 the ship complied with the requirements of the Convention as regards shipborne navigational equipment, means of embarkation for pilots and nautical publications;

2.5 the ship was provided with lights, shapes, means of making sound signals and distress signals in accordance with the requirements of the Convention and the International Regulations for Preventing Collisions at Sea in force;

2.6 in all other respects the ship complied with the relevant requirements of the Convention;

2.7 the ship ~~was~~*/was not* subjected to an alternative design and arrangements in pursuance of regulation II-2/17* / III/38* of the Convention;

2.8 a Document of approval of alternative design and arrangements for fire protection* / life-saving appliances and arrangements* ~~is~~*/is not* appended to this Certificate.

3. That an Exemption Certificate has* /~~has not~~* been issued.

This certificate is valid until **8th** day of **January, 2017** subject to the annual and periodical surveys in accordance with regulation I/8 of the Convention.

Completion date of survey on which this certificate is based: **29 December 2011**

Issued at **Incheon** on the **14th** day of **February, 2013**

KOREAN REGISTER OF SHIPPING

Surveyor (Lee Choon-Ho)

* Delete as appropriate.

ENDORSEMENT FOR ANNUAL AND PERIODICAL SURVEYS

THIS IS TO CERTIFY that, at a survey required by Regulation I/8 of the Convention, the ship was found to comply with the relevant requirements of the Convention.

Annual Survey :

Signed : (Yoon-ho)

Place : Incheon, Korea

Date : 14 Feb. 2013

~~Annual~~*/Periodical* Survey :

Signed : (HUANG XI YONG)

Place : Zhoushan, China

Date : 25 Mar. 2014

Annual*/Periodical* Survey :

Signed :

Place :

Date :

Annual Survey :

Signed :

Place :

Date :

* Delete as appropriate.

Cert No. : INC-SR-0021-11

CARGO SHIP SAFETY RADIO CERTIFICATE

THE REPUBLIC OF PANAMA

This certificate shall be supplemented by a Record of Equipment Radio Facilites (Form R).

Issued under the provisions of the international Convention for the Safety of Life at Sea, 1974, as modified by the Protocol of 1988 relating thereto under the authority of the Government of THE REPUBLIC OF PANAMA by the Korean Register of Shipping.

Name of ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage	Sea areas in which ship is certified to operate (Regulation IV / 2)	I. Safety Radio Number
MAHONI	— **3FST6**	**PANAMA**	**16498**	**A1+A2+A3**	**9117868**

Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced : 23 August 1996

THIS IS TO CERTIFY :

1. That the ship has been surveyed in accordance with the requirements of regulation I/7 of the Convention.

2. That the survey showed that :

   2.1 The ship complied with the requirements of the Convention as regards radio installations :

   2.2 the functioning of the radio installations used in life-saving appliances complied with the requirements of the Convention;

3. That an Exemption Certificate ~~has*~~ / has not* been issued.

This certificate is valid until 8th day of January 2017 subject to the periodical surveys in accordance with Regulation I/9 of the Convention.

Completion date of the survey on which this certificate is based : 29/12/2011

Issued at Incheon on the 29th day of December 2011 .

KOREAN REGISTER OF SHIPPING

General Manager

ENDORSEMENT FOR PERIODICAL SURVEYS

THIS IS TO CERTIFY that, at a survey required by Regulation I /9 of the Convention, the ship was found to comply with the relevant requirements of the Convention.

Periodical Survey :

Signed : (Yoo Sang-Jun)

Place : Incheon, Korea

Date : 14 Feb 2016

Periodical Survey :

Signed : (SHEN YONG XIE)

Place : ZHOUSHAN, CHINA

Date : 24. MARCH. 2016

Periodical Survey :

Signed :

Place :

Date :

Periodical Survey :

Signed :

Place :

Date :

No. KOB-AF-0004-11

INTERNATIONAL ANTI-FOULING SYSTEM CERTIFICATE

(This certificate shall be supplemented by a Record of Anti-fouling System)

THE REPUBLIC OF PAN

International Anti-fouling System certificate

Issued under the International Convention on the Control of Harmful Anti-fouling Systems on Ships under the authority of the Government of THE REPUBLIC OF PANAMA by the Korean Register of Shipping.

When a Certificate has been previously issued,
this Certificate replaces the certificate dated 30th August 2004

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage	IMO Number
MAHONI	— **3FST6**	**PANAMA**	**16,498.00**	**9117868**

① An anti-fouling system controlled under Annex 1 has not been applied during or after construction of this ship..... —

② An anti-fouling system controlled under Annex 1 has been applied on this ship previously, but has been removed by
on — ..... —

③ An anti-fouling system controlled under Annex 1 has been applied on this ship previously, but has been covered with a sealer coat applied by KUNSUL CHEMICAL IND. CO. LTD. (HAMAN)
on 25th December 2006 X

④ An anti-fouling system controlled under Annex 1 was applied on this ship prior to —
but must be removed or covered with a sealer coat prior to ..... —

THIS IS TO CERTIFY THAT :

1. the ship has been surveyed in accordance with regulation 1 of Annex 4 to the Convention; and

2. the survey shows that the anti-fouling system on the ship complies with the applicable requirements of Annex 1 to the Convention

Date of completion of the survey on which this certificate is issued : 25/12/2006

Issued at Kobe

Date of Issued 8th September 2011

Korean Register of Shipping

General Manager

RECORD OF ANTI-FOULING SYSTEM

(This Record shall be permanently attached to the International Anti-Fouling System Certificate)

Particulars of ship

Name of ship : MAHONI

Distinctive number or letters : 3FST6

IMO number : 9117868

Detail of anti-fouling system(s) applied

Type(s) of anti-fouling system(s) used :

Organotin-free self polishing type	X
Organotin-free ablative type	—
Organotin-free conventional type	—
Biocide-free silicon type paint	—

Date(s) of applicaton of anti-fouling system(s) : 25th December 2006

Name(s) of company(ies) and facility(ies) / location(s) where applied :

XINYA SHIPYARD

ZHOUSHAN, CHINA

Name(s) of anti-fouling system(s) manufacturer(s) :

Kunsul Chemical Ind. Co., Ltd.(Haman)

Name(s) and colour(s) of anti-fouling system(s) :

EXION

Red, Light Red

Active ingredient(s) and their Chemical Abstractive System Registry Number(s) (CAS number(s)) :

Cuppus oxide, Xylene, Clean biocide, Titanium dioxide, Butyl Aceatate

1317-39-1, 1330-20-7, 14915-37-8, 13463-67-7, 123-86-4

Type(s) of sealer coat, if applicable : RUBBER

Name(s) and colour(s) of sealer coat applied, if applicable :

RABAMARINE A/C

RED

Date of application of searler coat : 25th December 2006

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at : Kobe

Korean Register of Shipping

Date of issue : 8th September 2011

General Manager

AFS 3/4 (2008. 9)

Endorsement of the Records

THIS IS TO CERTIFY that a survey required in accordance with regulation 1(1)(b) of Annex 4 to the Convention found that ship was in compliance with the Convention

Detail of anti-fouling system(s) applied

Type(s) of anti-fouling system(s) used :

Organotin-free self polishing type.....	X
Organotin-free ablative type.....	—
Organotin-free conventional type.....	—
Biocide-free silicon type paint.....	—

Date(s) of applicaton of anti-fouling system(s) : 18th August 2009

Name(s) of company(ies) and facility(ies) / location(s) where applied :

Shanhaiguan Shipyard
Hebei, China

Name(s) of anti-fouling system(s) manufacturer(s) : Chokwang Jotun Ltd.

Name(s) and colour(s) of anti-fouling system(s) :

A/F SEAFORCE 60, A/F SEAMASTER AQUA 77
Light Red, Dark Red

Active ingredient(s) and their Chemical Abstractive System Registry Number(s) (CAS number(s)) :

Dicopper Oxide(1317-39-1), Xylene(1330-20-7), Zinc oxide(1314-13-2),
Colophony(8050-09-7)

Type(s) of sealer coat, if applicable :

Name(s) and colour(s) of sealer coat applied, if applicable :

Date of application of searler coat :

Signed :

Place : **Kobe**

Date : **8th September 2011**

Endorsement of the Records

THIS IS TO CERTIFY that a survey required in accordance with regulation 1(1)(b) of Annex 4 to the Convention found that ship was in compliance with the Convention

Detail of anti-fouling system(s) applied

Type(s) of anti-fouling system(s) used :

Organotin-free self polishing type	X
Organotin-free ablative type	—
Organotin-free conventional type	—
Biocide-free silicon type paint	—

Date(s) of applicaton of anti-fouling system(s) : 13th January 2012

Name(s) of company(ies) and facility(ies) / location(s) where applied :

Daishan Haizhou Shipyard

Zhoushan , China

Name(s) of anti-fouling system(s) manufacturer(s) : Chokwang Jotun Ltd.

Name(s) and colour(s) of anti-fouling system(s) :

Seaforce 15, Seaforce 90

Light Red/ Dark Red

Active ingredient(s) and their Chemical Abstractive System Registry Number(s) (CAS number(s)) :

Dicopper oxide ,Xylene,Zinc oxide,Colophony ,1-methoxy-2-propanol ,

1317-39-1,1330-20-7, 1314-13-2,8050-09-7,107-98-2

Type(s) of sealer coat, if applicable :

Name(s) and colour(s) of sealer coat applied, if applicable :

Date of application of searler coat :

Signed

Place Ningbo

Date : 16th January 2012

INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE

THE REPUBLIC OF PANAMA

This certificate shall be supplemented by a Record of Construction and Equipment.

Issued under the provisions of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended (hereinafter referred to as "the Convention") under the authority of the Government of
THE REPUBLIC OF PANAMA
by the Korean Register of Shipping.

Name of ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage	Deadweight (metric tons) *	IMO Number
MAHONI	—	**PANAMA**	**16498**	-	**9117868**
	3FST6				

Type of Ship** :

~~Oil tanker~~

~~Ship other than an oil tanker with cargo tanks coming under Regulation 2.2. of Annex I of the Convention.~~

Ship other than any of the above

THIS IS TO CERTIFY :

1. That the ship has been surveyed in accordance with Regulation 6 of Annex I of the Convention.
2. That the survey shows that the structure, equipment system, fittings, arrangements and material of the ship and the conditions thereof are in all respects satisfactory and that the ship complies with the applicable requirements of Annex I of the Convention.

This certificate is valid until 8th day of January 2017 subject to surveys in accordance with Regulation 6 of Annex I of the Convention.

Completion date of the survey on which this certificate is based : 16/01/2012

Issued at Ningbo on the 16th day of January 2012

KOREAN REGISTER OF SHIPPING

General Manager

* For oil tankers.

** Delete as appropriate.

ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS

THIS IS TO CERTIFY that, at a survey required by Regulation 6 of Annex I of the Convention, the ship was found to comply with the relevant provisions of the Convention :

Annual Survey :

Signed : (Yoo Sang-Jin)

Place : Incheon, Korea

Date : 14 Feb, 2013

Annual*/~~Intermediate*~~ Survey :

Signed : (CHEN YONG XIE)

Place : ZHOUSHAN, CHINA

Date : 31. MARCH 2014

Annual*/Intermediate* Survey :

Signed :

Place :

Date :

Annual Survey :

Signed :

Place :

Date :

*Defete as appropriate.

Cert. No. NIB-SP-0004-12

INTERNATIONAL SEWAGE POLLUTION PREVENTION CERTIFICATE

International S
Pollution Prevci

THE REPUBLIC OF PANAMA

Issued under the Provisions of the International Convention for the Prevention of Pollution from ships, 1973, as modified by the Protocol of 1978 relating thereto, and as amended by resolution MEPC.115(51), (hereinafter refered to as "the Convention") under the authority of the Government of THE REPUBLIC OF PANAMA by the Korean Register of Shipping.

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage	Number of persons which the ship is certified to carry	1) IMO Number
MAHONI	— **3FST6**	**PANAMA**	**16498**	**23**	**9117868**

~~New~~=/ Existing ship *

Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced : 23 August 1996

THIS IS TO CERTIFY THAT :

1. That the ship is equipped with a sewage treatment plant / ~~comminuter~~ / ~~holding tank~~ * and a discharge pipeline in compliance with Regulations 9 and 10 of Annex IV of the Conventions as folows :

   * 1.1 Description of the sewage treatment plant :

   Type of sewage plant ; AEROB-12, 2,100L / DAY

   Name of manufacturer ; JONG HAP MACHINERY CO., LTD.

   The sewage treatment plant is certified by the Administration to meet the effluent standards as provided for in resolution MEPC.2(VI) / ~~MEPC.159(55)~~ *

* Delete as appropriate

*1.2 Description of comminuter=====

Type of the system ;

Name of manufacturer ;

Standard of sewage after disinfection ;

*1.3 Description of holding tank===

Total capacity of the holding tank ; (m3)

Location ;

1.4 A pipeline for the discharge of sewage to a reception facility, fitted with a standard shore connection.

2. That the ship has been surveyed in accordance with Regulation 4 of Annex IV of the Convention.

3. That the survey shows that the structure, equipment, systems, fittings, arrangements and material of the ship and the condition thereof are in all respects satisfactory and that the ship complies with the applicable requirements of Annex IV of the Convention.

This Certificate is valid until 8th day of January 2017 [2)] subject to surveys in accordance with regulation 4 of Annex IV of the Convention.

Completion date of the survey on which this Certficate is based : 16/01/2012

Issued at Ningbo on the 16th day of January 2012

KOREAN REGISTER OF SHIPPING

General Manager

* Delete as appropriate

Cert No. : NIB-AP-0008-12

INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE

THE REPUBLIC OF PANAMA

Issued under the provisions of the Protocol of 1997, as amended by resolution MEPC.176(58) in 2008, to amend the International Convention for the Prevention of Pollution from ships, 1973, as modified by the Protocol of 1978 related thereto (hereinafter referred to as "the Convention") under the authority of the Government of THE REPUBLIC OF PANAMA by the Korean Register of Shipping.

Particulars of ship

Name of ship	Distinctive Number or Letters	Port of Registry	Gross tonnage	IMO Number
MAHONI	— **3FST6**	**PANAMA**	**16,498.00**	**9117868**

THIS IS TO CERTIFY :

1. That the ship has been surveyed in accordance with Regulation 5 of Annex VI of the Convention ; and
2. That the survey shows that the equipment, systems, fittings, arrangements and materials fully comply with the applicable requirements of Annex VI of the Convention.

Completion date of the survey on which this certificate is based ; 16/01/2012

This certificate is valid until 8th day of January 2017 subject to surveys in accordance with regulation 5 of Annex VI of the Convention.

Issued at Ningbo on the 16th day of January 2012

KOREAN REGISTER OF SHIPPING

General Manager

ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS

THIS IS TO CERTIFY that at a survey required by Regulation 5 of Annex VI of the Convention, the ship was found to comply with the relevant provisions of that Annex :

Annual Survey :

Signed : (Yoo Sang-Jun)

Place : Incheon. Korea

Date : 14 Feb, 2013

Annual* / ~~Intermediate*~~ Survey :

Signed : (CHEN YONG XIE)

Place : ZHAISHAN. CHINA

Date : 11 MARCH 2014

Annual* /Intermediate* Survey :

Signed :

Place :

Date :

Annual Survey :

Signed :

Place :

Date :

* Delete as appropriate

545-6

INTERNATIONAL SHIP SECURITY CERTIFICATE

Issued under the provisions of the
INTERNATIONAL CODE FOR THE SECURITY OF SHIPS AND OF PORT FACILITIES
(ISPS CODE)

Full Term Certificate No.
201200375

Under the authority of the Government of the

REPUBLIC OF PANAMA

INTERNATIONAL SHIP SECURITY CERTIFICATE

By: **PANAMA MARITIME AUTHORITY**
PANAMA MARITIME SECURITY DEPARTMENT

Name of ship:	**MAHONI**
Distinctive Number or Letters:	**3FST6**
Port of registry:	**PANAMA**
Type of ship:	**BULK CARRIER**
Gross tonnage:	**16,498.00**
IMO Number:	**9117868**
Name and address of the Company:	**STX MARINE SERVICE CO., LTD** 83-5, JUNG-ANG-DONG4(SA)-GA, JUNG-GU, BUSAN, KOREA

Company Identification Number : **1739467**

THIS IS TO CERTIFY:

1. *that the security system and any associated security equipment of the ship has been verified in accordance with section 19.1 of part A of the ISPS Code,*

2. *that the verification showed that the security system and any associated security equipment of the ship is in all respects satisfactory and that the ship complies with the applicable requirements of the chapter XI-2 of the Convention and part A of the ISPS Code;*

3. *that the ship is provided with an approved ship security plan.*

Date of **Initial** Verification on which this Certificate is based : **January 14, 2012**

This Certificate is valid until **January 13, 2017** subject to verifications in accordance with section 19.1.1. of part A of the ISPS Code.

Issued at **PANAMA, PANAMA**
Place

Date of issue **March 23, 2012**

LIC. NYXKHARI ARDILA
Signature of the duly authorized official issuing the Certificate

THIS IS TO CERTIFY that at an intermediate verification required by section 19.1.1 of part A of the ISPS Code the ship was found to comply with the relevant provisions of chapter XI-2 of the Convention and part A of the ISPS Code

Signed: _____
(Signature of authonzed official)

Place: Szczecin, Poland

Date : 8 July 2014

Seal or Stamp of the authority, as appropiate

REMARKS

Endorsement for additional verifications *

Additional Verification

Signed: _____
(Signature of authorized official)

Place: _____

Date : _____

Seal or Stamp of the authority, as appropiate

Additional Verification

Signed: _____
(Signature of authorized official)

Place: _____

Date : _____

Seal or Stamp of the authority, as appropiate

Additional Verification

Signed: _____
(Signature of authorized official)

Place: _____

Date : _____

Seal or Stamp of the authority, as appropiate

Additional Verification in accordance with section a/19.3.7.2 of the ISPS Code

THIS IS TO CERTIFY That at an additional verification required by section 19.3.7.2 of part A of the ISPS Code the ship was found to comply with the relevant provisions of chapter XI-2 of the Convention and Part A of the ISPS Code.

Signed: _____
(Signature of authorized official)

Place: _____

Date : _____

Seal or Stamp of the authority, as appropiate

Cert No. : **QDO-IEE-0002-15**

INTERNATIONAL ENERGY EFFICIENCY(IEE) CERTIFICATE

THE REPUBLIC OF PANAMA

Issued under the provisions of the Protocol of 1997, as amended by resolution MEPC.203(62), to amend the International Convention for the Prevention of Pollution by Ships, 1973, as modified by the Protocol of 1978 related thereto(hereinafter referred to as "the Convention") under the authority of the Government of THE REPUBLIC OF PANAMA

International Energy Efficiency Certificate

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage	IMO Number
MAHONI	**3FST6**	**PANAMA**	**16,498**	**9117868**

THIS IS TO CERTIFY:

1. That the ship has been surveyed in accordance with Regulation 5.4 of Annex VI of the Convention; and

2. That the survey shows that the ship complies with the applicable requirements in regulation 20, regulation 21 and regulation 22.

Completion date of the survey on which this certificate is based : **16 January 2015**

Issued at **Qingdao** on the **16th** day of **January, 2015**

KOREAN REGISTER OF SHIPPING

Surveyor (Dong Bo)

FM 1

Cert. No. VAN-IMSBC-0001-14

REISSUED

KOREAN REGISTER OF SHIPPING

STATEMENT OF COMPLIANCE
WITH THE INTERNATIONAL MARITIME SOLID BULK CARGOES CODE

Name of Ship	:	**MAHONI**
Distinctive Number or Letters	:	**3FST6**
Port of Registry	:	**PANAMA**
Gross Tonnage	:	**16,498**
Class No.	:	**9747249**
IMO No.	:	**9117868**
Cargo(es) permitted	:	**See the attached cargo list**

THIS IS TO CERTIFY that the subject vessel is fit to carry the above mentioned cargo(es) in compliance with the International Maritime Solid Bulk Cargoes Code (hereinafter referred to as IMSBC Code), provided that the cargo is loaded in accordance with the loading manual and stability information booklet approved by this Society and that the relevant provisions of the IMSBC Code are complied with to the satisfaction of the Master.

The Master of the vessel shall check the nature of the cargo and pre-loading condition before loading and observe all precautions specified in the IMSBC Code.

This certificate is issued, at the request of the owner's representative, on the **28th** day of **October, 2014** at **Vancouver** by the Korean Register of Shipping.

Completion date of the survey on which this certificate is based : **16 January 2012**

This certificate is to remain valid until **8th** day of **January, 2017** as long as the conditions permitting this issuance remain unchanged.

KOREAN REGISTER OF SHIPPING

Song Samg-heon

Cert No. : NIB-CD-0004-12

DOCUMENT OF COMPLIANCE WITH SPECIAL REQUIREMENTS FOR SHIPS CARRYING DANGEROUS GOODS

Carrying Dang

THE REPUBLIC OF

Issued in pursuance of the requirement of Regulation II-2/19.4 of the International Convention for the Safety of Life at Sea, 1974, as amended, under the authority of the Government of THE REPUBLIC OF PANAMA

by the Korean Register of Shipping.

Name of ship	Distinctive Number or Letters	Port of Registry	Ship Type	IMO Number
MAHONI	—	**PANAMA**	**BULK CARRIER**	**9117868**
	3FST6			

THIS IS TO CERTIFY :

.1 that the construction and equipment of the above-mentioned ship have been found to comply with the provisions of Regulation II-2/19.3 as applicable according to II-2/1.2.4 of the International Convention for the Safety of Life at Sea, 1974, as amended; and

.2 that the ship is suitable for the carriage of those classes of dangerous goods as specified in the appendix hereto, subject to any provisions in the International Maritime Dangerous Goods (IMDG) Code and the International Maritime Solid Bulk Cargoes (IMSBC) Code for individual substances, materials or articles also being complied with.

This document is valid until 8th day of January 2017 .

Completion date of the survey on which this certificate is based : 16/01/2012

This document is issued at Ningbo on the 16th day of January 2012 .

The undersigned declares that he is duly authorized by the said Government to issue this Certificate.

KOREAN REGISTER OF SHIPPING

General Manager

Note :There are no special requirements in the above-mentioned Regulation II-2/19 for the carriage of dangerous goods of classes 6.2 and 7, and for the carriage of dangerous goods in limited quantities as required in chapter 3.4 of the

KOREAN REGISTER OF SHIPPING

SURVEY STATUS

FOR SHIP'S OWNERS

MAHONI

Class No.: 9747249
IMO No. : 9117868

This was produced on the basis of Work ID : QDOS000315
Printed on 28-Jan-2015

Disclaimer

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KOREAN REGISTER OF SHIPPING

Ship Name : **MAHONI**
Class No. : **9747249**

[General]

Flag	: PANAMA	IMO Number	: 9117868
Port of Registry	: PANAMA	ITC Tons	: 16,498
Official No.	: 43372-12	RT on ITC	: -
Call Sign	: 3FST6	Gross Tons	: 16,498
Keel Laid	: 1996-08-23	Deadweight MT	: 27,239
Launching	: 1996-11-14	Other Class	: -
Built	1997-01-09	Navigation Area	: Ocean Going
Major Modification	: -		

Class Notation : +KRS1 BULK CARRIER 'ESP'
(HC/E : HOLD NOS 2,4 MAY BE EMPTY)
CDG ENV(IAFS, IOPP, ISPP, IAPP) CHA LI
+KRM1 UMA

Owner : PT. MERANTI MARITIME (100.0%)
Manager/Charterer : PAN OCEAN CO., LTD.
Technical Manager : STX MARINE SERVICE CO., LTD

[Particulars and Technical Informations]

Classification for wear limit on hull structural members :

Requisition of lognitudinal bending strength review : YES
Freeboard Length : 158.540 (M)
Anchor Chain : Grade III / 60.0 / 0.00 (Kind/Reg.Dia.(mm)/Length(M))
Main Engine : Honjung - B&W / 5479 / 1 / 127.0 (Type/Power(kW)/Set/Rpm)
Propeller Shaft : Kind 1 / 1 / 400 / (Kind / No. / Dia.(mm) / Fixing Method)
Boiler Type / Design Pressure(bar) :Auxiliary Boiler / 7.0

[Survey Information]

Next Special Survey No. : 4
Survey Extension Granted : -
Kind of Last Docking Survey : -
Lifting of rudder stock in last docking : Center : - Port : - Starboard: -

Notice For Survey Status

Kind of Survey	Due / Range		Postponed	Last
Class Survey				
Special	2017-01-08	2016-10-08 - 2017-01-08		2012-01-16
Intermediate	2015-01-08	2014-10-08 - 2015-04-08		2009-11-24
Annual	2016-01-08	2015-10-08 - 2016-04-08		2014-03-27
Docking	2015-04-07			2012-01-16
No. 1 Propeller Shaft	2015-04-07			2014-12-30

No. 1 Aux. Boiler	2015-10-27	2012-10-27
Occasional	2015-04-07	2015-01-16

*** : Overdue**

Cargo Gear Survey

Kind	Due	Range	Last
Annual	2015-01-08	2014-10-08 - 2015-04-08	2014-03-27

*** : Overdue**

Due date of Cargo Gear Load Test

No.	Description	SWL(Ton)	Due	Last
1	DECK CRANE FOR NO.1 & 2 HATCH (CENTER)	30.00	2018-08-20	2013-08-20
2	DECK CRANE FOR NO.2 & 3 HATCH (CENTER)	30.00	2018-08-20	2013-08-20
3	DECK CRANE FOR NO.3 & 4 HATCH (CENTER)	30.00	2018-08-20	2013-08-20
4	DECK CRANE FOR NO.4 & 5 HATCH (CENTER)	30.00	2019-03-27	2014-03-27
5	PROVISION CRANE ON "A" DECK	2.00	2016-10-25	2011-10-25
6	OVERHEAD CRANE IN E/R	2.00	2016-10-25	2011-10-25

Due date of derrick system open-up examination

No.	Description	Due	Last

- Nil -

※ Cargo handling appliances other than derrick system is not applied

Status for RMC

Kind	Due	Range	Last

- Nil -

*** : Overdue**

Convention Survey

Kind	Expiry	Int. / Per.	Annual	Occasional	Cert. Type	Exemption
SC	2017-01-08	2014-10-08 - 2015-04-08	2015-10-08 - 2016-04-08		Full	
SE	2017-01-08	2014-10-08 - 2015-04-08	2015-10-08 - 2016-04-08		Full	
SR	2017-01-08	2014-10-08 - 2015-04-08			Full	
ILL	2017-01-08	-	2014-10-08 - 2015-04-08		Full	
IOPP	2017-01-08	2014-10-08 - 2015-04-08	2015-10-08 - 2016-04-08		Full	
ISPP	2017-01-08	-			Full	
IAPP	2017-01-08	2014-10-08 - 2015-04-08	2015-10-08 - 2016-04-08		Full	
CDG	2017-01-08	-			Full	
IMSBC	2017-01-08	-			Full	

*** : Overdue**

Document of Compliance

Kind	Expiry	Int. / Per.	Annual	Occasional	Cert. Type	Exemption

- Nil -

*** : Overdue**

Last Date of every 5 year Dynamic Load test of Winch Brake of Launching Appliance

No.	Type	Port(Center)	Type	Starboard	No.	Type	Port(Center)	Type	Starboard
1	LB	2011-12-29	LB	2011-12-29					

Last Date of every 5 year Overhaul and Operational Load test of Survival Craft/Rescue Boat Release Gear

No.	Type	Port(Center)	Type	Starboard	No.	Type	Port(Center)	Type	Starboard
1	LB	2011-12-29	LB	2011-12-29					

Last Date of Renewal of Survival Craft/Rescue Boat/Acc. Ladder Fall

No.	Type	Port(Center)	Type	Starboard	No.	Type	Port(Center)	Type	Starboard
1	LB	2009-12-30	LB	2009-12-30	2	AL	2009-11-11	AL	2010-02-01

Statutory Survey - Korean Government

Kind	Due	Range	Postponed	Last

- Nil -

*** : Overdue**

Marine Pollution Prevention Survey-Korean Government

Kind	Due	Range	Postponed	Last

- Nil -

*** : Overdue**

Recommendations for Class Survey

No. 1 The following items to be repaired permanently as soon as possible but not later than 7th April, 2015.
(1) The holed part of shell plate iwo bosun store(port side) which was temporarily repaired at this time: 310mm x 200mm.
(2) The dented Bulwark shell plate & bulwark stay (port side): (Fr.205~209)
(3) The dented shell plate & F' CLE deck plate iwo bosun store(port side) including internal members: 4,000mm x 8,750mm (Fr.205~209)

Notes for Class Survey

- Nil -

Recommendations for Cargo Gear Survey

- Nil -

Notes for Cargo Gear Survey

- Nil -

Recommendations for Convention Survey

- Nil -

Notes for Convention Survey

No. 1 When carring cargoes having a density of 1780Kg/m2 or greater, this ship shall not sail with hold loaded with such cargo to less than 10% of the hold's maximum allowable cargo weight when in the full load condition (that is, equal to or greater than 90% of the ship's deadweight at the releavant assigned freeboard) on and after 1 July 2006 and the trianglar marks were markd on the side shell at midships, port and stb'd.

No. 2 An Electronic Chart Display and Information System(ECDIS) shall be fitted not later than the first survey on or after 1 July 2018.

No. 3 For lifeboats launched by a fall or falls (i.e. except open type life boats, free-fall life boats), the lifeboat on-load release mechanisms not complying with paragraphs 4.4.7.6.4 to 4.4.7.6.6 of the LSA Code, as amended by resolution MSC.320(89), shall be replaced or modified not later than the next scheduled dry-docking after 1 July 2014, but not later than 1 July 2019. (Refer to SOLAS regulation III/1.5, MSC.1/Circ.1392 and MSC.1/Circ.1445)

No. 4 It should be confirmed that ship's existing self-contained compressed air breathing apparatus of fire-fighter's outfits (SCBAs) are fitted with an audible alarm and a visual or other device which will alert the user before the volume of the air in the cylinder has been reduced to no less than 200 litre (FSS Code 3.2.1.2.2), by 1 July 2019.

No. 5 A minimum of two two-way portable radiotelephone apparatus for each fire party for fire-fighter's communication shall be carried on board. Those two-way portable radiotelephone apparatus shall be of an explosion-proof type or intrinsically safe. Ships constructed before 1 July 2014 shall comply with this requirements not later than the first SE or PS survey after 1 July 2018. (SOLAS II-2/Reg.10.10.4)

No. 6 An onboard means of recharging breathing apparatus cylinders used during drills shall be provided or a suitable number of spare cylinders shall be carried onboard to replace those used, by 1 July 2014. (SOLAS II-2/Reg.

15.2.2.6) (Confirmation by surveyor should be made not later than the first SE or PS survey on or after 1 July 2014)

No. 7 Ship-specific plans and procedures for recovery of persons from the water in accordance with SOLAS regulation III/17-1 shall be provided on board by the first periodical or renewal safety equipment survey of the ship to be carried out after 1 July 2014, whichever comes first.
(Ro-ro passenger ships which comply with regulation III/26.4 shall be deemed to comply with this regulation.)

No. 8 As the Supplement Form A and Form B to IOPP Certificate were revised by Res.MEPC.235(65) which entered into force on 1 October 2014, the existing IOPP Certificate for each ship shall be replaced by the revised form of IOPP Certificate no later than first IOPP periodical survey(AS, IS, RS) or IOPP occasional survey on or after 1 October 2014. This note shall be deleted after replacement by the new form of IOPP Certificate by the attending surveyor. This note was made by Convention & Legislation Service Team on 15 September 2014.

Recommendations for Statutory Survey

- Nil -

Notes for Statutory Survey

- Nil -

Recommendations for M.P.P Survey

- Nil -

Notes for M.P.P Survey

- Nil -

[Status of Compliance with IACS URS]

UR No.	Date of initial Assessment	Remarks
S19/22/23	2006-12-25	The minimum thickness is to be the higher value between the thickness defined in
S26	2006-12-25	
S27	2006-12-25	
S30	2006-12-25	
S31	2006-12-25	It is to be confirmed that the strength of members is in compliance with the result of

[CMS Status]

(Total Item No. : 100)

Code	Item	Last	Due	Remark
B010101	NO. 1 CYLINDER COVER	2013-02 (E)	2018-02	
B010102	NO. 2 CYLINDER COVER	2012-05 (E)	2017-05	
B010103	NO. 3 CYLINDER COVER	2013-02 (X)	2018-02	
B010104	NO. 4 CYLINDER COVER	2011-10 (E)	2016-10	
B010105	NO. 5 CYLINDER COVER	2014-03 (E)	2019-03	
B010201	NO. 1 CYLINDER LINER	2013-02 (E)	2018-02	
B010202	NO. 2 CYLINDER LINER	2012-05 (E)	2017-05	
B010203	NO. 3 CYLINDER LINER	2013-02 (X)	2018-02	
B010204	NO. 4 CYLINDER LINER	2011-10 (E)	2016-10	
B010205	NO. 5 CYLINDER LINER	2014-03 (E)	2019-03	
B010301	NO. 1 PISTON(& PISTON ROD)	2013-02 (E)	2018-02	
B010302	NO. 2 PISTON(& PISTON ROD)	2012-05 (E)	2017-05	
B010303	NO. 3 PISTON(& PISTON ROD)	2013-02 (X)	2018-02	
B010304	NO. 4 PISTON(& PISTON ROD)	2011-10 (E)	2016-10	
B010305	NO. 5 PISTON(& PISTON ROD)	2014-03 (E)	2019-03	
B010401	NO. 1 CROSSHEAD	2013-02 (E)	2018-02	
B010402	NO. 2 CROSSHEAD	2012-07 (E)	2017-07	
B010403	NO. 3 CROSSHEAD	2013-02 (X)	2018-02	
B010404	NO. 4 CROSSHEAD	2014-03 (X)	2019-03	
B010405	NO. 5 CROSSHEAD	2011-10 (E)	2016-10	
B010501	NO. 1 CONNECTING ROD	2013-02 (E)	2018-02	
B010502	NO. 2 CONNECTING ROD	2012-05 (X)	2017-05	
B010503	NO. 3 CONNECTING ROD	2013-02 (X)	2018-02	
B010504	NO. 4 CONNECTING ROD	2011-10 (E)	2016-10	
B010505	NO. 5 CONNECTING ROD	2011-10 (X)	2016-10	
B010601	NO. 1 CRANK PIN & BEARING	2014-03 (X)	2019-03	
B010602	NO. 2 CRANK PIN & BEARING	2012-07 (X)	2017-07	
B010603	NO. 3 CRANK PIN & BEARING	2010-07 (X)	2015-07	
B010604	NO. 4 CRANK PIN & BEARING	2014-03 (X)	2019-03	
B010605	NO. 5 CRANK PIN & BEARING	2015-01 (X)	2020-01	
B010701	NO. 1 CRANK JOURNAL & BRG	2014-03 (X)	2019-03	
B010702	NO. 2 CRANK JOURNAL & BRG	2012-07 (E)	2017-07	
B010703	NO. 3 CRANK JOURNAL & BRG	2010-07 (X)	2015-07	
B010704	NO. 4 CRANK JOURNAL & BRG	2014-03 (X)	2019-03	
B010705	NO. 5 CRANK JOURNAL & BRG	2010-07 (X)	2015-07	
B010706	NO. 6 CRANK JOURNAL & BRG	2014-03 (X)	2019-03	
B010707	NO. 7 CRANK JOURNAL & BRG	2011-10 (X)	2016-10	
B010801	NO. 1 CAMSHAFT & DRIVING DEVICES	2011-10 (X)	2016-10	
B010901	NO. 1 TURBO-CHARGER	2013-02 (E)	2018-02	
B011001	NO. 1 AIR INTER COOLER	2014-03 (E)	2019-03	

B011801	NO. 1 AUXILIARY BLOWER	2014-03 (E)	2019-03
B011802	NO. 2 AUXILIARY BLOWER	2014-03 (E)	2019-03
D010401	NO. 1 THRUST SHAFT & BEARING	2011-10 (X)	2016-10
E010101	NO. 1 INTERMEDIATE SHAFT	2015-01 (X)	2020-01
E010201	NO. 1 SHAFT BEARING	2015-01 (X)	2020-01
F010101	NO. 1 GENERATOR DIESEL	2011-10 (E)	2016-10
F010102	NO. 2 GENERATOR DIESEL	2014-03 (E)	2019-03
F010103	NO. 3 GENERATOR DIESEL	2013-02 (E)	2018-02
G010101	NO. 1 MAIN COOLING S.W. PUMP	2012-07 (E)	2017-07
G010102	NO. 2 MAIN COOLING S.W. PUMP	2014-03 (E)	2019-03
G010201	NO. 1 RESERVE COOLING S.W. PUMP	2011-10 (E)	2016-10
G020301	NO. 1 M/E JACKET COOLING F.W. PUMP	2012-07 (E)	2017-07
G020302	NO. 2 M/E JACKET COOLING F.W. PUMP	2010-07 (X)	2015-07
G040101	NO. 1 F.O. TRANSFER PUMP	2014-03 (E)	2019-03
G040201	NO. 1 D.O. TRANSFER PUMP	2014-03 (E)	2019-03
G040701	NO. 1 M/E F.O. SUPPLY PUMP	2014-03 (E)	2019-03
G040702	NO. 2 M/E F.O. SUPPLY PUMP	2013-02 (X)	2018-02
G040801	NO. 1 M/E F.O. CIRCULATING PUMP	2014-03 (E)	2019-03
G040802	NO. 2 M/E F.O. CIRCULATING PUMP	2013-02 (X)	2018-02
G050101	NO. 1 M/E L.O. PUMP	2014-03 (E)	2019-03
G050102	NO. 2 M/E L.O. PUMP	2012-06 (E)	2017-06
G050501	NO. 1 M/E CAMSHAFT L.O. PUMP	2014-03 (E)	2019-03
G050502	NO. 2 M/E CAMSHAFT L.O. PUMP	2013-02 (X)	2018-02
G050801	NO. 1 L.O. TRANSFER PUMP	2010-07 (X)	2015-07
G070201	NO. 1 BALLAST PUMP	2014-03 (E)	2019-03
G070202	NO. 2 BALLAST PUMP	2014-03 (E)	2019-03
G070301	NO. 1 FIRE & BILGE PUMP	2014-03 (E)	2019-03
G070401	NO. 1 BILGE, BALLAST(& FIRE) PUMP	2014-03 (E)	2019-03
G080101	NO. 1 BOILER FEED WATER PUMP	2011-10 (E)	2016-10
G080102	NO. 2 BOILER FEED WATER PUMP	2013-02 (X)	2018-02
G100101	NO. 1 MAIN AIR COMPRESSOR	2012-07 (E)	2017-07
G100102	NO. 2 MAIN AIR COMPRESSOR	2013-02 (E)	2018-02
H010201	NO. 1 M/E JACKET COOLING F.W. COOLER	2012-07 (E)	2017-07
H010202	NO. 2 M/E JACKET COOLING F.W. COOLER	2012-07 (E)	2017-07
H030101	NO. 1 M/E L.O. COOLER	2012-05 (E)	2017-05
H030102	NO. 2 M/E L.O. COOLER	2013-02 (E)	2018-02
H030301	NO. 1 M/E CAMSHAFT L.O. COOLER	2010-07 (X)	2015-07
H040401	NO. 1 DRAIN COOLER	2012-07 (E)	2017-07
H050101	NO. 1 M/E F.O. HEATER	2014-03 (E)	2019-03
H050102	NO. 2 M/E F.O. HEATER	2014-03 (E)	2019-03
H070201	NO. 1 A/E L.O. COOLER	2014-03 (E)	2019-03
H070202	NO. 2 A/E L.O. COOLER	2014-03 (E)	2019-03
H070203	NO. 3 A/E L.O. COOLER	2014-03 (E)	2019-03
I010101	NO. 1 MAIN AIR RESERVOIR	2014-03 (X)	2019-03

I010102	NO. 2 MAIN AIR RESERVOIR	2011-10 (X)	2016-10
I010201	NO. 1 A/E AIR RESERVOIR	2014-03 (X)	2019-03
I020101	NO. 1 M/E F.O. SETTLING TANK	2013-02 (E)	2018-02
I020201	NO. 1 M/E F.O. SERVICE TANK	2013-02 (E)	2018-02
I040101	NO. 1 D.O. SETTLING TANK	2013-02 (X)	2018-02
I040201	NO. 1 D.O. SERVICE TANK	2014-03 (E)	2019-03
K010101	NO. 1 HYD. PUMP FOR STEERING GEAR	2014-03 (X)	2019-03
K010102	NO. 2 HYD. PUMP FOR STEERING GEAR	2010-07 (E)	2015-07
K010201	NO. 1 HYD. PUMP FOR DECK MACH.	2014-03 (X)	2019-03
K010202	NO. 2 HYD. PUMP FOR DECK MACH.	2010-07 (E)	2015-07
K010203	NO. 3 HYD. PUMP FOR DECK MACH.	2010-07 (E)	2015-07
K010204	NO. 4 HYD. PUMP FOR DECK MACH.	2010-07 (E)	2015-07
K020101	NO. 1 WINDLASS	2014-03 (X)	2019-03
K020102	NO. 2 WINDLASS	2011-10 (E)	2016-10
K020201	NO. 1 MOORING WINCH	2014-03 (X)	2019-03
K020202	NO. 2 MOORING WINCH	2011-10 (E)	2016-10

* : Within +3 Months from Due Date

Remark

1. Classification might be suspended when the Continous Survey item(s) due or overdue at the time of periodical survey is not surveyed, or postponed by agreement.

2. Classification will be reinstated upon verification that the overdue item has been satisfactorily dealt with.

3. Inspection Notation ;
   X : Examined by the surveyor and found in good order
   E : Examined by the chief engineer and confirmed by the surveyor
   D : Damage found an completely repaired
   R : recommended upon survey
   S : Not permission of maintenance by chief engineer but subject to the attending surveyor

4. It is preferable to endow a machinery installation with a serial number as follows :
   (i) Assign a number from Starboard to Port.
   (ii) Assign a number from Fore to After.
   (iii) Assign a number from Upper to Lower.

5. Examination by the surveyor is to be carried out for each part of the main internal combustion engine and internal combustion engine driving main generator which was examined by the chief engineer at the last survey.

6. If you wish to make any inquiry or find any error on this survey status, please contact us as follows :
   Class Register and Record Team : Tel. +82-70-8799-8226, Fax. +82-70-8799-8239,
   E-mail register@krs.co.kr

FOR VESSEL

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EXECUTIVE HULL SUMMARY

CONDITION EVALUATION REPORT

Issued upon (completion) of (Special) Survey

Class No. 9747249 EH Report No. NIB S0015 12

A General Particulars

Name of Ship :	MAHONI	IMO Number :	9117868
Port of Registry :	PANAMA	Gross Tonnage	
Flag of Ship :	PANAMA	- National :	16,498.00
Deadweight (Tonnes) :	27,239	- ITC(1969) :	16,498

Class Notation :

+KRS1 BULK CARRIER 'ESP'
(HC/E : HOLD NOS 2,4 MAY BE EMPTY)
+KRM1 UMA

Date of Build : 09 JANUARY 1997
Date of Major Conversion :
Type of Conversion :
Owner : PT. MERANTI MARITIME(100.0%)

a) The survey reports and documents listed below have been reviewed by the undersigned and found to be satisfactory.

b) A summary of the survey is attached herewith on following sheets.

c) The hull (Special) survey has been (completed) in accordance with the requirements of this Society's Rules and the relevant IMO Resolutions, on the 16 day of JANUARY 2012.

Executive Summary Report Completed by	Name : Lee Young-Sik Signature :	Title Surveyor
Office : NINGBO	Date : 16 JANUARY 2012	
Executive Summary Report Verified by	Name : Yoon Bu-geun Signature :	Title G.M.
Office : HEAD OFFICE	Date : 10-Feb-2012	

Reports and documents to be referred to :

1) Class Survey Report No. NIB-S0015-12 attached/~~filed on board~~
2) Thickness Measurement report attached/~~filed on board~~
3) Survey Programme and questionare attached/~~filed on board~~
4) attached/filed on board
5) attached/filed on board

EXECUTIVE HULL SUMMARY

CONDITION EVALUATION REPORT

Class No. 9747249 EH Report No. NIB S0015 12

B Survey Report Review

The (Special) survey has been mainly done from 08 JANUARY 2012
to 16 JANUARY 2012 including 5 days in drydock at Daishan Haizhou Shipyard

C Extents of Close-up Survey

Tanks / Holds / Spaces	Areas for Close-up Survey ※
No.1 through No.5 Cargo Hold	1. All shell frames in the forward and one other selected cargo hold and 50% of frames in each of the remaining cargo holds, including upper and lower end attachments and adjacent shell plating (frame No.167 thru 190 (frame No.103 thru frame No.134) (frame No.165,163,161,159,157,155,153 151,149,147,145,143,141,139,137,101,99,97,95,93,91,89,87,85,83,81,79,77, 75,73,71,69,67,65,63,61,59,57,55,53,51,49,47,45,43,41,39,37,35)
F.P.tank/A.P.Tank No.1 thru No.5 T.S.Tank(P/S) No.1 thru No.5 D.B.Tank(P/S)	2. All transverse webs with associated plating and longitudinals in each ballast tank(frame No.194,197,201,204,187,184,179,175,171,161,156,151 146,141,131,125,119,113,107,97,91,85,79,73,63,57,51,45,39,188,185,182, 179,176,173,171,169,162,159,156,153,150,147,144,141,138,134,131,128,125, 122,119,113,110,100,97,94,91,88,85,82,79,76,73,70,67,65,63,60,57,54,51, 48,45,42,39,37,10,9,8,7,6,5,4,3,2,1,0,-1,-2,-3,-4,-5)
F.P.tank/A.P.Tank No.1 thru No.5 T.S.Tank(P/S) No.1 thru No.5 D.B.Tank(P/S)	3. All transverse bulkheads in ballast tanks, including stiffening system (frame No.191,166,136,102,68,34,11)
No.1 thru No.5 C/H	4. All cargo hold transverse bulkheads, including internal structure of upper and lower stools, where fitted(Fr.191,166,136,102,68,34)
No.1 thru No.5 C/H	5. All cargo hold hatch covers and coamings (plating and stiffeners) (frame No.39 through frame No.184)
No.1 thru No.5 C/H	6. All deck plating and under deck structure inside line of hatch openings between all cargo hold hatches (frame No.34 through frame No.191)

※ As a minimum, the identification of location of Close-up Survey is to include a confirmation with description of individual structural members corresponding to the extent of the class rules based on type of periodical survey and the ship's age. Where only partial survey(ex. 25% of frames or 30% of web frames etc) is required, the identification is to include location within each tank/hold/space by reference to frame numbers.

EXECUTIVE HULL SUMMARY
CONDITION EVALUATION REPORT

Class No. 9747249 | EH | Report No. NIB S0015 12

[D] Thickness Measurement 두께 계측

Thickness measurement was carried out on the 14 th day of JANUARY 2012 by the firm qualified by this Society.

◇ Summary of the locations where the thickness was measured.

1. Within the cargo length:
   1) Each deck plate outside line of cargo hatch openings (frame No.34 through 191)
   2) Two Transverse Sections, one in the amidship area, outside line of cargo hatch openings (frame No.142, 108)
   3) All wind and water strakes (frame No.34 through frame No.191)
2. Selected wind and water strakes outside the cargo length area (frame No.AE-34, FE-191)
3. Close-up Survey Area. (See the Column "C" above)
4. The vertically corrugated transverse watertight bulkhead between cargo hold Nos. 1 and 2 subject to IACS URs S19 and S23 (frame No.166)
5. The side shell frames and brackets subject to IACS UR S31
6. Internals in forepeak and afterpeak tanks
7. Suspect area : Sea chest, Pipes passing through cargo hold, shell plates in way of sea overboard valve area.

※ As a minimum, the identification of location of thickness measurement is to include a confirmation with description of individual structural members corresponding to the extent of the class rules based on type of periodical survey and the ship's age. Where only partial measurement(ex. some frames or some web frames, etc) is required, the identification is to include location within each tank/hold/space by reference to frame numbers.

Class No. 9747249 [EH] Report No. NIB S0015 12

[E] Extract of Thickness Measurements

◇ Reference is made to the thickness measurements report.

Position of substantially corroded tanks/area or Areas with deep pitting *	Thickness diminution[%]	Corrosion pattern**	Remarks : Ref. attached sketches
Nil			

* Substantial corrosion, i.e. 75 - 100% of acceptable margins wasted. For vessels built under the IACS Common Structural Rules, a gauged(or measured) thickness between tnet + 0.5mm and tnet.

** P = Pitting 점식

C = Corrosion in general

Any bottom plating with a pitting intensity of 20% or more, with wastage in the substantial corrosion range or having an average depth of pitting of 1/3 or more of actual plate thickness is to be noted.

EXECUTIVE HULL SUMMARY
CONDITION EVALUATION REPORT

Class No. 9747249 | EH | Report No. NIB | S0015 | 12

F Tank/Hold Protection

Tank/Hold Nos.*	Tank/Hold protection**	Coating Condition***	Remarks
No.1 through No.5 C/H	C	GOOD	Sand blasted and hard coated
F.P.Tank / A.P,.Tank	C+A	FAIR	
No.1 Thru. No.5 T.S.Tank(P/S)	C+A	FAIR	
No.1 Thru No.5 D.B.Tank(P/S)	C+A	GOOD	

Note 비고

* All segregated ballast tanks and combined cargo/ballast tanks to be listed for oil tankers and/or chemical tankers.
All ballast tanks and cargo holds to be listed for bulk carriers.

** C = Hard Coating A = Anodes C+A = Hard Coating + Anodes SS = Stainless Steel NP = No Protection

*** Coating condition according to the following standard

GOOD condition with only minor spot rusting

FAIR condition with local breakdown at edges of stiffeners and welding connections and/or light rusting over 20% or more of areas under consideration, but less than as defined for poor condition.

POOR condition with general breakdown of coating 20% or more of areas or hard scale at 10% or more of areas under consideration

CONDITION EVALUATION REPORT

Class No. 9747249 | EH | Report No. N1B S0015 12

[G] Condition of Class

◇ The ship is under the recommendation(s) outstanding as follows.

Nil

[H] Memoranda

◇ Defects considered acceptable are left as follows.

Nil

◇ Suspect areas or other points of attention for future surveys.

Nil

◇ Extended annual / intermediate enhanced survey due to coating breakdown (Less than "GOOD" condition for tankers or "POOR" condition for the other vessel).

Nil

◇ Other Notes

Nil

※ Delete as appropriate.

EXECUTIVE HULL SUMMARY

CONDITION EVALUATION REPORT

Class No. 9747249 EH Report No. NIB S0015 12

[I] Repairs

[X] Refer to Class Survey Reports (RHM, RC) : Report No. NIB-S0015-12

[ ] Refer to [ ] sketch [ ] photo [ ] other ( )

[J] Conclusion

It is verified that (Special) Survey has been satisfactorily (completed) this time in accordance with the requirements of this Society's Rules and the relevant IMO Resolutions.

KOREAN REGISTER OF SHIPPING
Survey Report

검사보고서

SRT

Rev. [0]

Preliminary

Class No. : **9747249**

Work ID No. : **QDOS000315**

Name of Ship 선명	MAHONI	**IMO No.**	9117868
Official No. 선박번호	43372-12	**Gross Tonnage(ITC)** 총톤수	16,498.00 (16,498)
Flag / Port of Registry 기국/선적항	PANAMA / PANAMA	**Other Class** 타선급	-
Class Notation 선급 부기부호	+KRS1 BULK CARRIER 'ESP' (HC/E : HOLD NOS 2,4 MAY BE EMPTY) CDG ENV(IAFS, IOPP, ISPP, IAPP) CHA LI		
	+KRM1 UMA		
Owner	PT. MERANTI MARITIME (100.0%)		
Manager	PAN OCEAN CO., LTD.		
Tech. Manager	STX MARINE SERVICE CO., LTD		
Place of Survey 검사장소	LONGKOU (~~Dry Dock~~ , ~~Afloat~~) (~~Riding Survey~~)	**Review** 조사완료일	
First Visit 검사시작일	2015-01-15	**Last Visit** 검사완료일	2015-01-16

A . Survey Performed 시행한 검사

- Class Surveys : OS, CMS
- Convention Surveys : IEE(IN)
- Statutory Survey for Korean Government : -
  한국정부대행검사

B . Certificates Issued/Endorsed 이서/발급한 증서

- Class Surveys : -
- Convention Surveys : IEE(I)
- Statutory Survey for Korean Government : -
  한국정부대행검사

C . Reports Attached 첨부 보고서

MC

D . Records Attached 첨부 기록부

- Class Surveys : -
- Convention Surveys : -
- Statutory Survey for Korean Government : -
  한국정부대행검사

Verified :

Surveyor (H) : Surveyor (M) : Dong-Bo Surveyor (J)

* Please see the abbreviation on "Abbreviation for Survey Report"

KOREAN REGISTER OF SHIPPING
Survey Report

검사보고서

SRT

Preliminary

Class No. : **9747249**

Work ID No. : **QDOS000315**

Recommendations / Conditions 지적사항

[Effective Recommendations]

No.	Issued date	Issued at	Due date	Section
1.	2015-01-16	Qingdao	2015-04-07	Class

The following items to be repaired permanently as soon as possible but not later than 7th April, 2015.

(1) Port Side shell plate iwo bosun store was holed : 310 x 200mm (Fr.205)

(2) Port Side Bulwark shell plate & bulwark top plate was dented : (Fr.205~209)

(3) Port Side shell plate iwo bosun store including internal members was dented & deep scratched : 4000 x 8750mm (Fr.205~209, F' CLE Deck level)

[Deleted Recommendations]

- None -

Notes 유의사항

[Effective Notes]

1. Section : Convention

When carring cargoes having a density of 1780Kg/m2 or greater, this ship shall not sail with hold loaded with such cargo to less than 10% of the hold's maximum allowable cargo weight when in the full load condition (that is, equal to or greater than 90% of the ship's deadweight at the releavant assigned freeboard) on and after 1 July 2006 and the trianglar marks were markd on the side shell at midships, port and stb'd.

2. Section : Convention

An Electronic Chart Display and Information System(ECDIS) shall be fitted not later than the first survey on or after 1 July 2018.

3. Section : Convention

For lifeboats launched by a fall or falls (i.e. except open type life boats, free-fall life boats), the lifeboat on-load release mechanisms not complying with paragraphs 4.4.7.6.4 to 4.4.7.6.6 of the LSA Code, as amended by resolution MSC.320(89), shall be replaced or modified not later than the next scheduled dry-docking after 1 July 2014, but not later than 1 July 2019. (Refer to SOLAS regulation III/1.5, MSC.1/Circ.1392 and MSC.1/Circ.1445)

4. Section : Convention

It should be confirmed that ship's existing self-contained compressed air breathing apparatus of fire-fighter's outfits (SCBAs) are fitted with an audible alarm and a visual or other device which will alert the user before the volume of the air in the cylinder has been reduced to no less than 200 litre (FSS Code 3.2.1.2.2), by 1 July 2019.

5. Section : Convention

A minimum of two two-way portable radiotelephone apparatus for each fire party for fire-fighter's communication shall be carried on board. Those two-way portable radiotelephone apparatus shall be of an explosion-proof type or intrinsically safe. Ships constructed before 1 July 2014 shall comply with this requirements not later than the first SE or PS survey after 1 July 2018. (SOLAS II-2/Reg.10.10.4)

6. Section : Convention

An onboard means of recharging breathing apparatus cylinders used during drills shall be provided or a suitable number of spare cylinders shall be carried onboard to replace those used, by 1 July 2014. (SOLAS II-2/Reg. 15.2.2.6) (Confirmation by surveyor should be made not later than the first SE or PS survey on or after 1 July 2014)

7. Section : Convention

Ship-specific plans and procedures for recovery of persons from the water in accordance with SOLAS regulation III/17-1 shall be provided on board by the first periodical or renewal safety equipment survey of the ship to be carried out after 1 July 2014, whichever comes first.
(Ro-ro passenger ships which comply with regulation III/26.4 shall be deemed to comply with this regulation.)

8. Section : Convention

As the Supplement Form A and Form B to IOPP Certificate were revised by Res.MEPC.235(65) which entered into force on 1 October 2014, the existing IOPP Certificate for each ship shall be replaced by the revised form of IOPP Certificate no later than first IOPP periodical survey(AS, IS, RS) or IOPP occasional survey on or after 1 October 2014. This note shall be deleted after replacement by the new form of IOPP Certificate by the attending surveyor.
This note was made by Convention & Legislation Service Team on 15 September 2014.

[Deleted Notes]

1. Section : Convention

For existing ships, a Ship Energy Efficiency Management Plan(SEEMP) required in accordance with regulation 22.1 of MARPOL Annex VI shall be placed on board and then an International Energy Efficiency(IEE) certificate shall be issued, not later than the first intermediate or renewal survey of the IAPP certificate, whichever is the sooner, on or after 1 January 2013.

Remarks 비고

1. At the request of the ship's manager, IEE Certificate was issued after carrying out
the relevant inspection in accordance with MARPOL Annex V Reg. 5.4 and found in order.
Therefore, the Class Notation on the Certificate of Classification was changed as follows.

+KRS1 BULK CARRIER 'ESP'
(HC/E: Hold NOS 2,4 may be empty)
CDG ENV(IAFS, IOPP, ISPP, IAPP, IEE) CHA Li
+KRM1 UMA

2. At the request of the ship's manager, the CMS was carried out at this time and found in order.
The items are as per the attached MC report.

3. Damage found survey
At the request of ship's manager, the occasional survey for founding of damaged parts was carried out
at this time while she was alongside in Longkou, China as follows;

1) Narrative
It was stated by the shipmaster that vessel collied with Bulk Carrier (M/V 'Renaissance') on 0852LT 01st January 2015 at Taichung, Taiwan.
The following damages are based on the statement of ship's master and confirmed by attending surveyor.

2) Found
(1) Port Side shell plate iwo bosun store was holed : 310 x 200mm (Fr.205)
(2) Port Side Bulwark shell plate & bulwark top plate was dented : (Fr.205~209)
(3) Port Side shell plate iwo bosun store including internal members was dented & deep scratched : 4000 x 8750mm (Fr.205~209, F' CLE Deck level)

3) Repairs

(1) Damaged hole on side shell plate was temporary repaired with welding built-up,The cracks on brackets & beam end were temporary repaired with gouged and re-welding at this time.

4) Conclusion

Upon examination of general condition of hull, the surveyor consider the ship is in seaworthy condition for sailing ,and the above mentioned damages should be repaired permanently as soon as possible but not later than 7th April, 2015.

- End -

- End -

THIS IS TO CERTIFY that the Surveyor(s) who signed this report has(have) carried out the above-mentioned surveys satisfactorily in accordance with this Society's Rules,relevant provisions of the convetion(s) or code(s).
이 보고서에 서명한 검사원은 우리 선급 규칙,관련 협약 및 코우드에 따라 상기의 검사를 만족스럽게 시행하였음을 인정함.

All amended requirements of convention regulations not specified in the relevant checklist and All additional requirements of flag state were examined with satisfaction.
정검표에 미반영된 모든 개정 협약요건 및 해당되는 각국 정부의 모든 추가요건을 만족함.

Statement of Q'ty for Bunker and Lub. Oil

M/V (IMO No.)

To :

Date : 19-Oct-16

Item	Grade/Name	Unit	ROB
Bunker			
1	HFO	MT	0.0
2	LSFO	MT	43.6
3	MDO	MT	0.0
4	MGO		7.4
5	LSMGO	MT	0.0
Lub. Oil			
1	M/E L.O. STORAGE TANK / CDX 30	LTR	6,500
2	CYL OIL STORAGE TANK / CYL TECH 70	LTR	20,126
3	G/E L.O. STORAGE TANK / MHP 153	LTR	40
4	HATCH COVER / HYSPIN A WH-M 32 (1 UNUSED DRUM)	LTR	200
5	WINDLASS, MOORING / RANDO HDZ 100 (1 UNUSED DRUM)	LTR	200
6	DECK CRANE / RANDO HDZ 100 (1 UNUSED DRUM)	LTR	200
7	HYD V/V CONTROL SYSTEM / RANDO HDZ (1 UNUSED DRUM)	LTR	200
8	GREASING POINT / MULTIFAK EP2 (5 UNUSED PAIL)	KG	75
9	MAIN AIR COMPRESSOR / AIRCOOL SN100 (2 UNUSED PAIL)	LTR	36
10	ENCLOSED GEARS / BIOSTAT 100 (1 UNUSED DRUM)	LTR	200
11	PROVISION REFER COMPRESSOR / CAPELLA WF68 (3 UNUSED PAIL)	LTR	60
12	CRANE WIRE ROPE GREASE / TECLAD PREMIUM 2 (5 UNUSED PAIL)	KG	90
13	TURBOCHARGER / PERFECTO T32 (2 UNUSED PAIL)	LTR	36
14		LTR	
15		LTR	
16		LTR	
17		KG	
18		LTR	
19		LTR	
20		KG	

The Predecessor:
STX Marine Service Co., Ltd.

By:_____

The Successor:

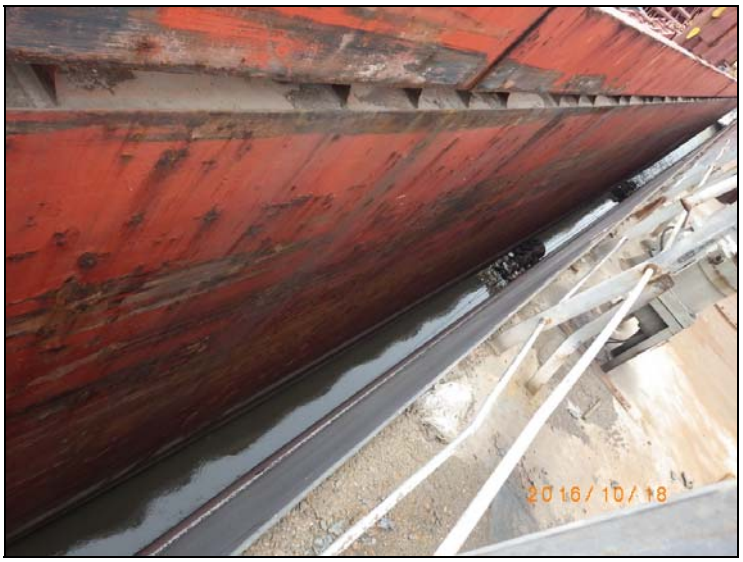
By:_____

1. “MAHONI”轮停靠于上海立丰船厂码头

2. 左舷船首外板

3. 左舷船首外板及艏楼舷墙结构局部变形损坏

4. 左舷船中外板



5. 左舷船尾外板

6. 右舷船首外板

7. 右舷船中外板

8. 右舷船中外板

9. 右舷船中外板局部凹陷变形

10. 右舷船尾外板

11. 艉封板

12. 俯瞰货舱区域

13. 艏楼

14. 左舷艏楼甲板

15. 左舷艏楼甲板及舷墙局部变形损坏

16. 右舷艏楼甲板

17. 左舷锚机

18. 右舷锚机

19. 锚机工作负荷标识

20. 艏楼甲板导缆孔、导缆滚轮和系缆桩等

21. 艏楼后围壁及水密门

22. 艏楼索具间(水手长仓库)

23. 艏楼索具间左舷船体结构局部变形

24. 艏楼索具内锚机液压装置

25. 锚链舱外表面

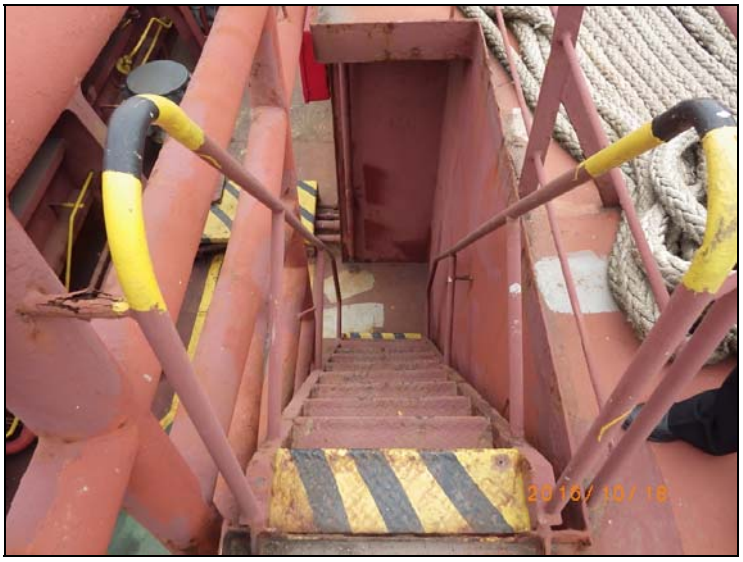
26. 艏楼索具内舱盖液压装置

27. 艏楼索具间内锚机和舱盖液压装置的电气箱

28. 艏楼左舷库房

29. 艏楼右舷油漆间

30. 主甲板至艏楼甲板梯道



31. 1号货舱前方主甲板

32. 左舷主甲板(1号货舱后视)

33. 左舷主甲板(5号货舱前视)

34. 右舷主甲板（1号货舱后视）

35. 右舷主甲板（5号货舱前视）

36. 舱间甲板及桅屋

37. 舱间甲板局部锈蚀

38. 5 号货舱后方主甲板

39. 主甲板上压载舱透气管

40. 主甲板上油舱透气管及集油槽

41. 货舱机械通风装置

42. 货舱小舱口盖装置

43. 1、2 号克令吊

44. 3、4 号克令吊

45. 主甲板左舷立柱

46. 主甲板右舷立柱

47. 1号货舱舱口围及舱盖

48. 1号货舱横向舱口围

49. 1号货舱纵向舱口围

50. 沿舱口围布置的管路局部严重锈蚀

51. 1号货舱舱盖

52. 1 号舱盖中横接缝处

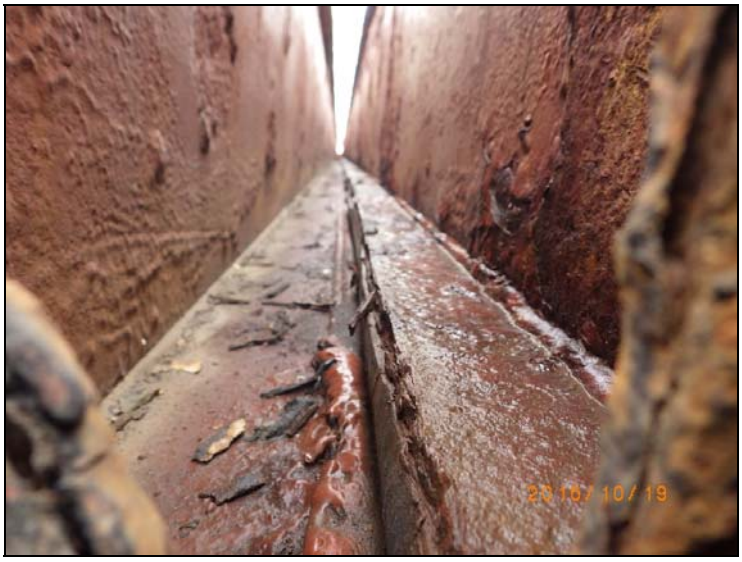
53. 1 号舱盖边锁紧器和舱口围流水槽止回阀

54. 1 号舱盖液压油缸

55. 舱盖液压油管局部严重锈蚀

56. 2 号舱盖

57. 2 号舱盖中横接缝处



58. 2 号舱盖滚轮

59. 舱盖上货舱自然通风盖

60. 2 号舱盖操控站

61. 2 号舱口围流水槽止回阀损坏

62. 5 号舱盖

63. 1 号货舱

64. 1 号货舱顶部

65. 1 号货舱左舷舷侧结构

66. 1 号货舱右舷舷侧结构

67. 1 号货舱舱底

68. 1 后货舱下舱梯道

69. 5 号左舷顶边水舱

70. 5 号左舷顶边水舱舱顶结构

71. 5 号左舷顶边水舱舷侧结构

72. 5 号左舷顶边水舱内侧结构

73. 5 号左舷顶边水舱底部结构

74. 5 号左舷顶边水舱后横舱壁

75. 5 号左舷顶边水舱，邻近后横舱壁的部分构件明显腐蚀

76. 5 号左舷顶边水舱与双层底舱的连接通道

77. 上层建筑

78. 上层建筑

79. 上层建筑左舷主甲板层

80. 上层建筑右舷主甲板

81. 上层建筑主甲板上加油总管

82. 上层建筑主甲板上油舱透气管

83. 上层建筑主甲板层左舷舷梯

84. 上层建筑主甲板层右舷舷梯

85. 上层建筑主甲板层物品吊钢丝和滑轮等缺失

86. 船尾主甲板

87. 尾绞缆机

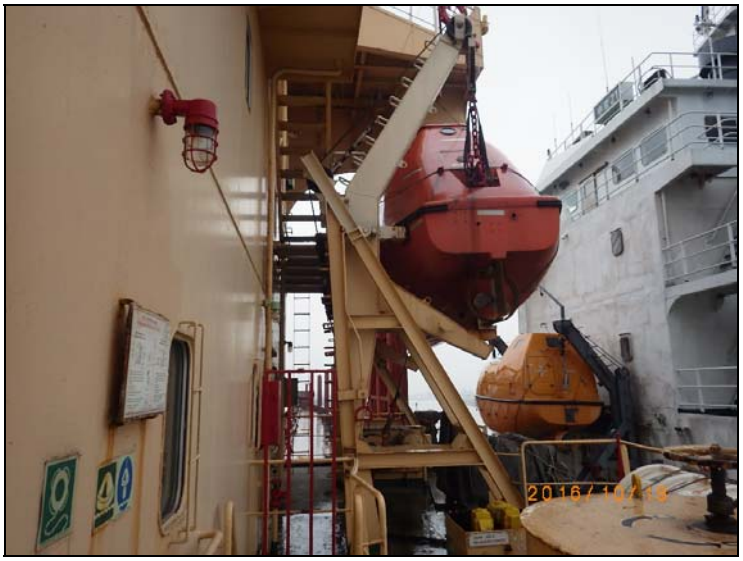
88. 船尾导缆滚轮和系缆桩

89. 左舷 A 甲板

90. A 甲板左舷救生艇

91. A 甲板左舷杂物吊

92. A 甲板右舷救生艇



93. A 甲板上救生筏

94. 生活区主甲板层水密门

95. 生活区主甲板层通道

96. 船长房间

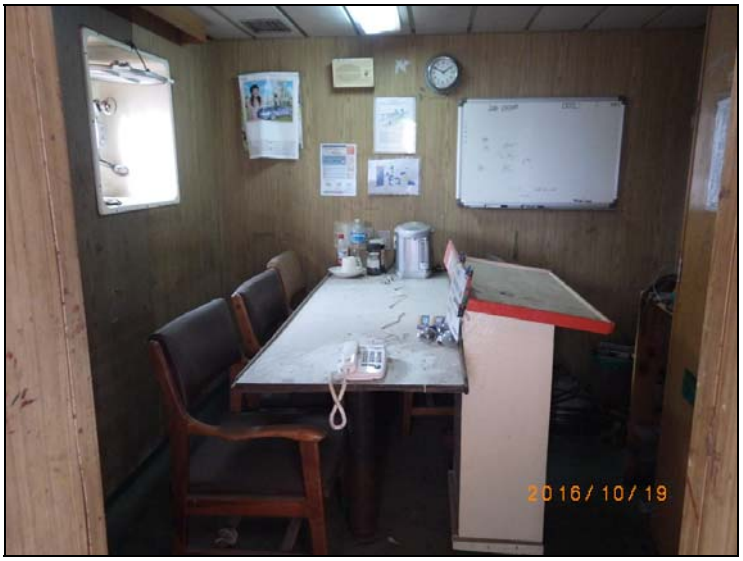
97. 厨房

98. 冰库

99. 餐厅

100. 甲板办公室配备压载舱系统控制台

101. 理货间



102. CO2 间

103. 空调机间

104. 驾驶甲板左翼

105. 右舷驾驶甲板

106. 驾驶室

107. 自动舵

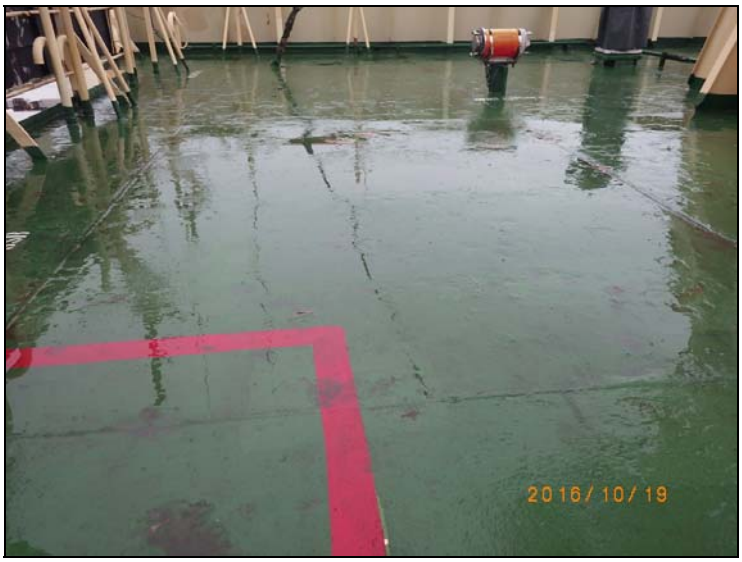
108. 两部雷达

109. 驾驶室控制台

110. 海图桌

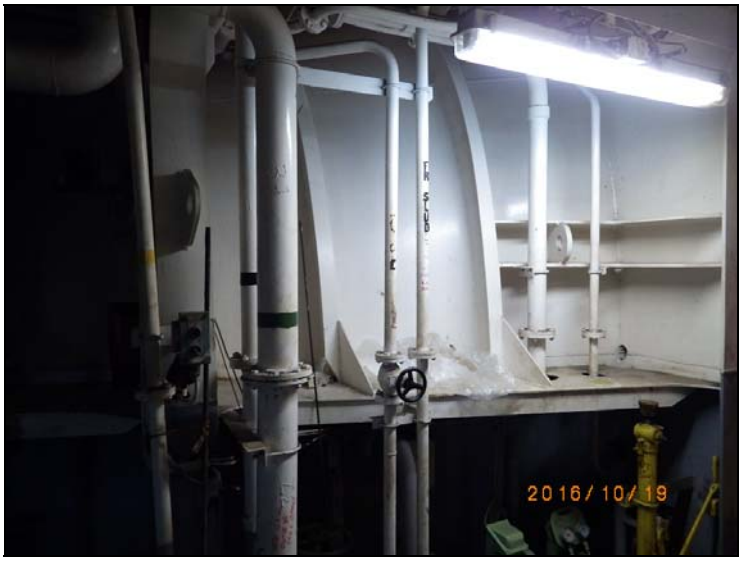
111. GMDSS

112. 罗经甲板



113. 主桅

114. 机舱舱底舷侧结构



115. 机舱平台层舷侧结构

116. 主机

117. 主机

118. 主机 3 号缸活塞

119. 主机 1 号曲拐箱

120. 主机 5 号曲拐箱

121. 主机铭牌

122. 主机机旁控制

123. 主机废气涡轮增压器

124. 艉轴前密封处

125. 机舱底层，油污水分离器

126. 机舱底层，消防/通用泵

127. 机舱底层花铁板

128. 机舱下平台层,分油机间

129. 机舱下平台层，淡水、滑油冷却器

130. 机舱下平台层，生活污水处理装置

131. 机舱下平台层，淡水压力水柜

132. 机舱下平台层，造水机

133. 机舱下平台层，主机主要备件

134. 机舱上平台层

135. 机舱上平台层，机舱集控台

136. 集控台监控器

137. 机舱上平台层，主配电板

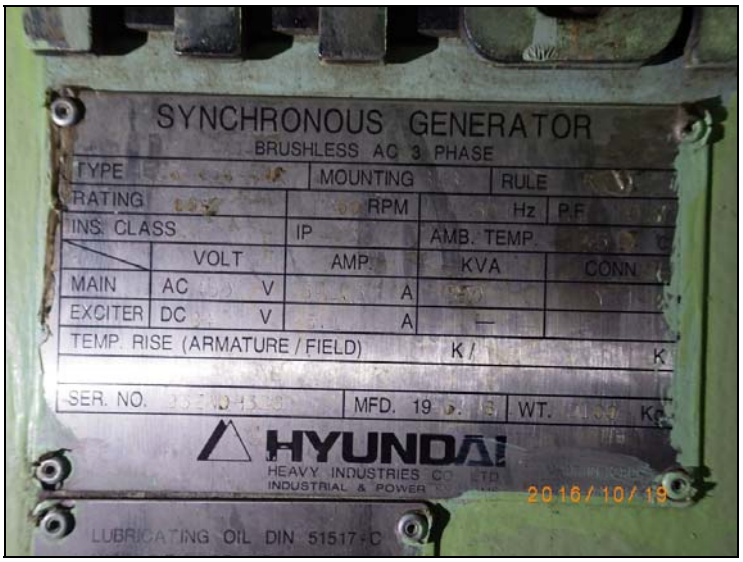
138. 主配电板220V绝缘指示正常

139. 机舱上平台层,主发电机组

140. 副机

141. 副机铭牌

142. 发电机铭牌



143. 机舱上平台层，主空压机和空气瓶

144. 机舱上平台层，冰机

145. 机舱上平台层,液压电磁阀站

146. 机舱上平台层,机修间

147. 机舱上平台层,备品间

148. 机舱主甲板层，焚烧炉

149. 机舱主甲板层，锅炉

150. 锅炉

151. 机舱应急逃生通道

152. 烟囱

153. 烟囱内部

154. 机舱机械通风装置

155. 机舱速闭阀控制箱和风油切断按钮

156. 舵机

157. 舵机间内艉绞缆机液压装置

158. 舵机间内应急消防泵

159. 应急发电机

160. 应急配电板

161. 应急电瓶间

162. 应急电瓶充电机和充放电板