



DET NORSKE VERITAS
SURVEY REPORT
(Preliminary)

Rev. [1]

Name of vessel KITION		Name of owner Kition Shipping Co. Ltd.	DNV Id. no. 18321	Job Id. 5210777-1
			IMO no. 9074561	

BOW DAMAGE SURVEY

This is to confirm that the following has been carried out:

Surveys

Survey Code	Survey Name	Result
HULLDAM.O	Hull damage -	

Conditions and Memoranda - Given		Due Date
New CC 01	Temporary or permanent repairs are to be carried out prior to departure. Finding(s): [Fore ship hull > Side > Starboard side] The forepeak tank took on water. Pumping the forepeak with ballast pump, capacity 3000 m3/hr had no effect. A hole about 610 X 130 mm was found with various cracks (915 mm in length) and distorted internals. A second hole, measuring about 2440 X 410 mm was found in the top of the bulbous bow. The bulwark on the starboard bow was set in, buckled, and distorted from the centerline and outboard over a 9000 mm length.	2007-02-28

Survey Observations and Findings

Fore ship hull > Side

The ship collided with the I-10 bridge over the Mississippi river in Baton Rouge. After the incident it was noted that the forepeak tank was filling up to draught level.

The entire area could not be inspected from the inside by divers. Stability, shear forces, and bending moments have been examined and found acceptable for the next proposed course of action listed below:

- 1.) Transit to a Mt. Airy terminal.
- 2.) The cargo in the forward cargo tanks is to be partially discharged and stored ashore (about 142,000 barrels) at a Mt. Airy terminal.
- 3.) The vessel ballasted for transit.
- 4.) The vessel would return to the Port Allen general cargo berth 1.
- 5.) The ballast removed, which should bring the upper hole out of the water.
- 6.) A magnetic patch installed by divers on the lower hole and the forepeak tank pumped dry.
- 7.) Internal inspection of the forepeak tank.
- 8.) Temporary/permanent repairs commencing after agreement following internal inspection. Repair procedures, type, and place of repairs will be agreed upon after the internal inspection.

Permission is hereby requested to permit the vessel to transit and conduct the proposed operations.

Station New Orleans	Place of survey Baton Rouge, Louisiana (USA, United States)	Survey started 2007-02-10	Survey completed 2007-02-13	
Lead surveyor's name Raae, Nils-Bjorn	Lead surveyor's signature 			
Surveyor's name Flagstad, Eivind	Surveyor's signature 			