

SURVEY REPORT

Vessel/ Installati	: XXXX	Location	: XXXX
Customer	: XXXX	Date	: XXXX
Job number	: SGD00XXX	Client Ref No	: XXXX

INSPECTION AT DOCKYARD AFTER FIRE ACCIDENT

List of Photos



General view at dockyard.



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Operation office: 77 Science Park Drive Str.,

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Singapore 118256



Main Switchboard.



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Name of Beneficiary Bank: **DBS Bank Ltd.**, Branch: DBS Westgate

Address of Beneficiary Bank: 12 Marina Boulevard, DBS Asia Central,

Marina Bay Financial Centre Tower 3, Singapore 018982

Country: Singapore.

Account No: **054-906412-2**, SWIFT / BIC Code: **DBSSSGSG**





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Main Control Panel totally burned.



Control Panels partly burned.

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Control Panels partly burned.



Ceiling totally burned and removed. Walls and floor partly burned.

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Ceiling totally burned and removed.



Control Room window broken.



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Control Room, view from Engine Room.



Engine Room. General view.

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The undersigned surveyor did, at the request of Messrs. XXX acting on behalf of the Charterers, MXXX, attend on board the vessel, whilst she was lying afloat at dockyard at Romania with the purpose of:

- inspection of the accident area (Engine's Control Room),
- collecting information on the accident,
- making photos and videos,

and now reports:

1. INTRODUCTION TO THE MATTER

- 1.1. As per the request received on 12 March 2024, mv "XXX" was performing a laden voyage from Turkey to Ukraine. The cargo carried on board was UREA in big bags.
- 1.2. Being underway, she has suddenly caught a fire at control room. As Owners state, the fire was extinguished by the crew members. However, the damages suffered have resulted into blackout.
- 1.3. The vessel was towed to the port and berthed at dockyard.

2. VESSEL'S DETAILS: XXX

3. COMPANIES & REPRESENTATIVES

Shipowners: XXX

Charterers: XXX

Shipowners: XXX

P&I Club: XXX

P&I Club's Local Correspondent: XXXX

P&I Club Surveyor: XXXX

4. DETAILS OF OUR ATTENDANCE ON 13 MARCH 2024

- 4.1. At the moment of our inspection the vessel was berthed to the floating dock at dockyard at port (Photos 1, 2).
- 4.2. Inspection was performed at 10:00-10:30 on 13 March 2024 in the presence of the P&I surveyor, representing the Shipowners
- 4.3. On board the vessel the undersigned was informed by the P&I surveyor that communication with the captain and other crew members was not allowed. Taking any information was not allowed. Taking any photos and videos except the Control Room area was not allowed. Any information had to be submitted in writing and could only be provided after approval.
- 4.4. Visual inspection of Control Room was performed in the presence of the P&I surveyor and the captain. Such information as the time of fire, the cause of fire, the extent of damage the expected repair time and other required information was not shared.
- 4.5. It was noted that during my visit onboard the ship was powered, diesel generators were running as heard, and the repairing works by the crew were in progress. No shipyard workers were seen.
- 4.6. As no any information and documents on the accident were shared at the time of attendance on board, the list of required information and documents was compiled, which is shown below:
 - MASTER'S REPORT REGARDING THE FIRE (prepared by the captain).
 - LIST OF DAMAGED EQUIPMENT (prepared by the captain).
 - WITNESS DECLARATION FROM CREW (prepared by the captain).
 - EXPECTED REPAIR SCHEDULE (prepared by the captain or dockyard).
 - Crew List (actual for the moment of accident)
 - Certificate of Registry
 - Class Certificate
 - Class Status (date of the last check)
 - P&I Certificate
 - H&M Certificate

- Safety Construction Certificate
- Safety Equipment Certificate
- Safety Management Certificate
- Document of Compliance
- Fixed Fire Fighting Equipment Certificate
- Portable Extinguishers Certificate
- Date and results of Last check of stationary firefighting system
- Ship's Particulars

4.7. Additional information requested:

- Time and location at sea passage when the fire happened.
- Who was the first to see and report the fire?
- How quickly the fire spread.
- What the first measures were taken.
- How the fire was extinguished (whether the stationary fire extinguishing system was activated properly, or the fire was extinguished locally using fire extinguishers).
- Where was the source of the fire.
- What is the preliminary reason of the fire.
- Was there a blackout.
- Details of the ship's towed into port
- When the ship was moored in the port
- When the ship was powered (if was blackout).
- How many diesel generators are in working order now.
- Availability of automatic alarm recording and access to fire alarm recording data.
- Was there data on fire alarm sensors activation, which sensor was activated and where.
- Is there available any data on the activation of the fire extinguishing system.
- List of damaged equipment.
- Preliminarily expected repair duration.

4.8. Results of our visual inspection of the Engine's Control Room.

- Main Switchboard was partly burned/affected (Photos 2, 3).
- Main Control Panel was totally burned/affected (Photo 5).
- Control Panels was partly burned/affected (Photos 6, 7).
- The ceiling was totally burned and removed (Photos 8, 9).
- The walls and floor were partly burned/affected (Photos 3-8). Floor was partly burned/affected at the area close to Main Switchboard.
- One window broken (Photo 10).
- The decks above and below the Control Room were not allowed for inspection, but as it could be seen, they were not damaged during the fire (Photos 11, 12).

5. DETAILS INFORMATION RECEIVED ON 15 MARCH 2024

5.1. On 15 March 2024 we received from the vessel's side comments (in red) to our requests (in black) dated 12 March 2024 which are shown below:

- Time and location at sea passage when the fire happened.
XXXX around 19:00 hrs of 1st March 2024.
- Who was the first to see and report the fire?
The oiler on duty in the engine room reported smell, smoke and heat at the panel in the engine control room.
- How quickly the fire spread?
The fire was contained inside the engine control room and was not spread.
- What the first measures were taken?
The Master activated the general alarm and when all the crew gathered at the Muster station, the Master together with the Chief Engineer wearing EEBD devices and with portable CO2 extinguishers went in the engine room and noted fire inside the engine control room whereupon they used the portable fire extinguishers. They noted that the majority of the fire in the engine control room was extinguished with the portable fire extinguishers, and when they left from the engine room, all the fire doors and vent openings were closed, the electric supply was stopped, vessel in blackout, and the quick closing valves were activated, whereupon the CO2 system of the engine room was released.
- How the fire was extinguished (whether the stationary fire extinguishing system was activated properly, or the fire was extinguished locally using fire extinguishers)?
With the use of portable extinguishers and the fixed CO2 system of the engine room.
- Where was the source of the fire?
Under investigation.
- Was there a blackout?
Ordered by the Master before releasing the CO2.
- Details of the ship's towed into port Midia.
The vessel was towed to anchorage with one tugboat, XXX; in the entrance of port a further tugboat attended and a third one assisted the berthing alongside a floating dock at the shipyard.
- When the ship was moored in the port.
10th March 2024, at approx. 08:30 hrs.
- When the ship was powered (if there was a blackout).
12th March by shipyard's electricians.

- How many diesel generators are in working order now.
All three (3) are in working order as they were not damaged.
- Availability of automatic alarm recording and access to fire alarm recording data
- Was there data on fire alarm sensors activation? Which sensor was activated and where?
- Is there available any data on the activation of the fire extinguishing system?
Please also note that the vessel is not provided with fire detection system, neither does the vessel have any recording device for releasing the CO2.
- List of damaged equipment.
 - The electric panel for stopping various pumps, compressors monitoring the diesel generators and auxiliary boiler and the relevant alarms were totally burned including associated instruments, buttons and electric cables;
 - The main switchboard was affected;
 - The control panel of the main engine was affected;
 - The starting air system of the main engine was burned;
 - The whole ceiling, floor and walls were burned/affected;
 - The lights from control room were burned;
 - One window broken;
 - All electric cables and sensors fitted on the upper part of the control room and other various locations of the control room were burned/affected.
- Preliminarily expected repair duration.
The vessel is now receiving electricity from ashore in order for the repairs to the electric installation to proceed faster. Further it was noted that the extent of repairs is less than initially anticipated as all the major cables were not affected. The electric cables to the panel for the diesel generators, boiler, pumps, etc., were burned only in the upper/middle part, while the lower part is only affected by soot. Further some electric drawings were found facilitating the identification of some of the electric cables, instruments and switches. Therefore, the time for repairs is expected to be reduced and including the relevant costs.

5.2. The following certificates were received from the vessel's side, which are enclosed to this report:

- Registry Certificate
- Certificate of Class
- Safety Construction Certificate
- Safety Equipment Certificate and Record of Equipment for Safety
- Safety Management Certificate
- Document of Compliance
- CO2 Certificate
- Portable Extinguishers Certificate
- Firefighting Inspection Report

5.3. The following reports were not received from the vessel's side:

- MASTER'S REPORT REGARDING THE FIRE.
- LIST OF DAMAGED EQUIPMENT.
- WITNESS DECLARATION FROM CREW.

5.4. The Master was obliged to provide these reports to the Harbor Master after such incident. These reports could be useful in further investigating the cause and clarifying the details of the fire.

6. CONCLUSIONS

- 6.1. During attendance on board the vessel on 13 March 2024 communication with the captain and crew members was restricted. Only the accident area was accessible for inspection. No any information was shared during the inspection.
- 6.2. The vessel was powered during the visit with repair works underway by the crew.
- 6.3. The affected by fire area was Engine's Control Room only, where Control Panels and Main Switchboards were damaged. The Main Control Panel was completely burnt out. Details of the damaged equipment were not available at the time of our attendance on board due to lack of cooperation with the ship.
- 6.4. Upon completion of inspection the list of required documents and information was compiled and submitted to the vessel's side on 13 March 2024.
- 6.5. Responses to requested information were received from the vessel's side on 15 March 2024.
- 6.6. According to information provided by the ship's side, the first to notice the fire was the duty oiler, who detected a smell, smoke, and heat from the Control Panel. The fire was partially extinguished using portable fire extinguishers. Subsequently, the captain decided to deactivate the vessel's electric supply and activate the CO2 system.
- 6.7. The vessel is not provided with fixed fire detection system and is not fitted with fixed system for releasing CO2.
- 6.8. Some certificates were provided, but requested important reports from the master were not received.
- 6.9. The investigation into the fire incident on board mv "XXXX" remains incomplete due to limited access to information and reports from the vessel's side.
- 6.10. Further cooperation and submission of required reports are necessary for a comprehensive understanding of the accident, including its causes, extent of damage and terms of repair.



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ENCLOSURES:

- PHOTOS
- SHIP'S PARTICULARS
- REGISTRY CERTIFICATE
- CERTIFICATE OF CLASS
- SAFETY CONSTRUCTION CERTIFICATE
- SAFETY EQUIPMENT CERTIFICATE AND RECORD OF EQUIPMENT FOR SAFETY
- SAFETY MANAGEMENT CERTIFICATE
- DOCUMENT OF COMPLIANCE
- CO2 CERTIFICATE
- PORTABLE EXTINGUISHERS CERTIFICATE
- FIREFIGHTING INSPECTION REPORT

The inspection was performed without prejudice to any party concerned.



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