



SURVEY REPORT

N19HZZSQ1012

The undersigned surveyor attended on board of M/V. "MORNING LUCY" V. 089 while she was berthed at the Shanghai Haitong Port, China for the purpose of carrying out a loading & lashing survey on the cargoes.

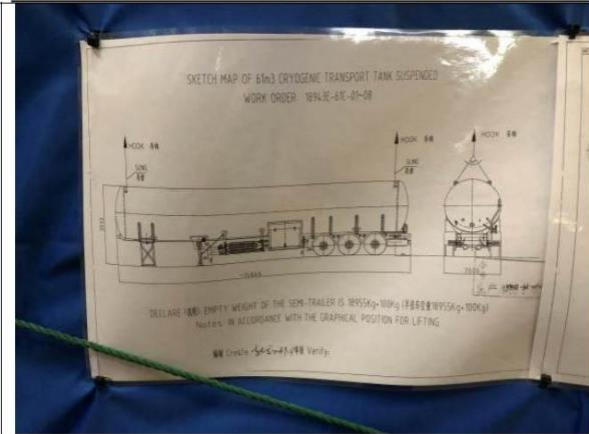
Shipper	: Chart Cryogenic Distribution Equipment (Changzhou) Co., Ltd.
Cargo description	: Cryogenic Transport Tank
Quantity	: 8pkgs
Gross weight	: 152440kgs
Conveyance	: M/V. "MORNING LUCY" V. 089
Loading port	: Shanghai Haitong Port, China
Discharging port	: Callao

CARGO CONDITION BEFORE LOADING

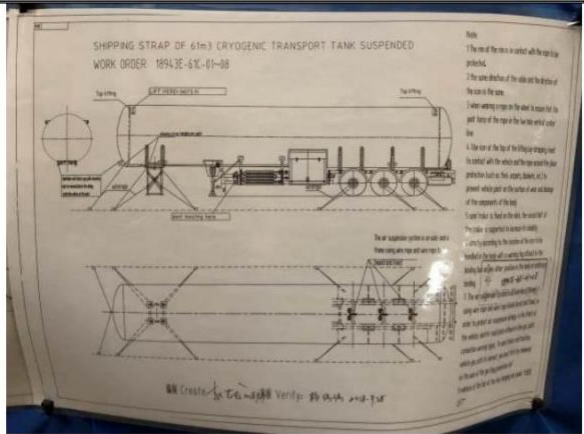
We checked the cargoes before loading on the M/V. "MORNING LUCY" V. 089:

1. Total 8pkgs of Cryogenic Transport Tank were packed with waterproof cloth, and stored at the shipper's factory.
2. No obvious defects were found on surface of cargoes.
3. From our opinion, the cargoes were in normal condition.

The below photos were taken before loading



The nameplate



The nameplate



The cargo was wrapped with waterproof cloth



The cargo condition



The cargo condition



The cargo condition



The cargo condition



The cargo was wrapped with waterproof cloth



The cargo condition



The cargo condition



The cargo condition



The cargo was wrapped with waterproof cloth



The cargo condition



The cargo condition



The cargo condition



The cargo was wrapped with waterproof cloth



The cargo condition



The lifting point



The cargo condition



The cargo condition



The cargo condition



The cargo was wrapped with waterproof cloth



The cargo condition



The cargo condition



The cargo condition



The cargo was wrapped with waterproof cloth



The lifting point



The cargo condition



The cargo condition



The cargo condition



The cargo condition



The cargo was wrapped with waterproof cloth



The cargo condition



The cargo condition



The cargo condition



The cargo was wrapped with waterproof cloth



The cargo condition



The cargo condition



The cargo condition



The cargo condition

After we checked the cargoes, the shipper loaded the cargoes on the trucks one by one with the crane and the nylon ropes. No accident occurred during the loading operation.

The below photos were taken by our surveyor



The truck



The truck



The loading operation



The loading operation



The truck



The truck



The loading operation



The loading operation



The loading operation



The truck



The truck



The loading operation



The loading operation



The loading operation



The loading operation



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The loading operation



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The truck



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The loading operation



The loading operation



The truck



The truck



The loading operation



The loading operation

After loading operation, the driver carried out the lashing and securing to the cargoes using nylon ropes and iron chain. We checked the lashing condition and we did not find obvious defects on them. We considered the lashing and securing measures on the cargoes were customary.

Lashing and securing



The cargo was lashed on the truck



The shipping mark



The nameplate



The nameplate



The cargo was wrapped with the sliver films



The silver films was broken



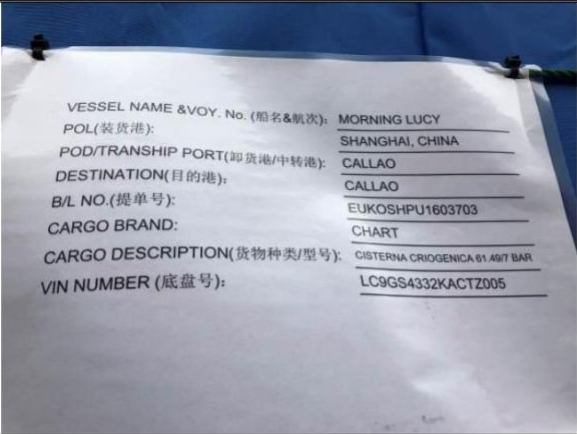
The cargo was wrapped with the sliver films



The cargo was wrapped with the sliver films



The cargo was lashed on the truck



The shipping mark



The lifting point

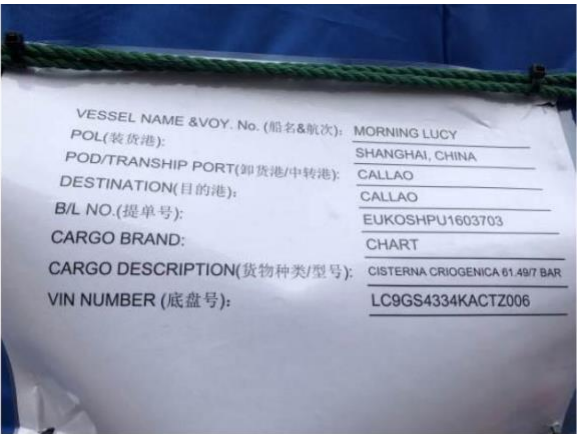


The lifting point





The cargo was lashed on the truck

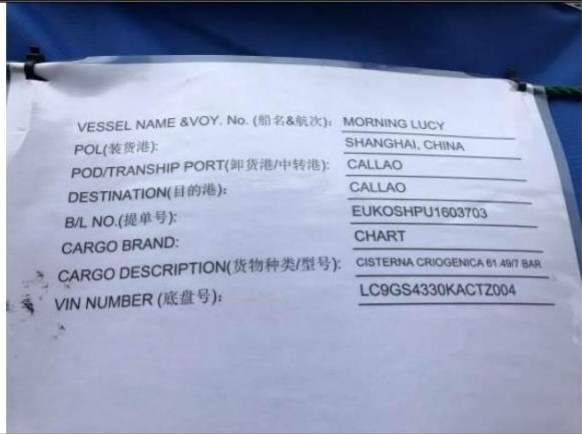


The shipping mark





The cargo was lashed on the truck



The shipping mark



The lashing condition



The lashing condition



The lashing condition



The lashing condition



The lashing condition



The lashing condition



The cargo was lashed on the truck



The shipping mark



The lashing condition



The lashing condition



The lashing condition



The lashing condition



The lashing condition



The lashing condition



The cargo was lashed on the truck



The shipping mark



The lashing condition



The lashing condition



The lashing condition



The lashing condition



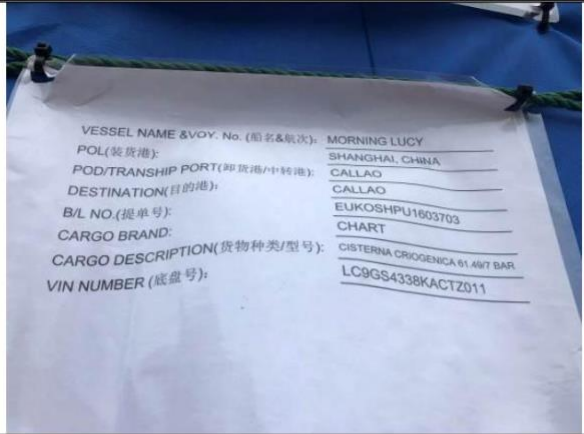
The lashing condition



The lashing condition



The cargo was lashed on the truck



The shipping mark



The lashing condition



The lashing condition



The lashing condition



The lashing condition



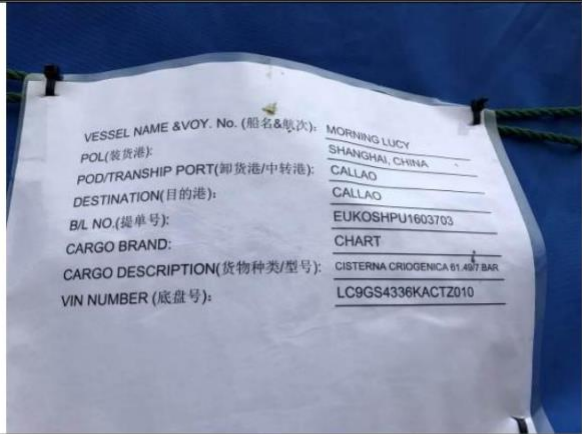
The lashing condition



The lashing condition



The cargo was lashed on the truck



The shipping mark



The lashing condition



The lashing condition



The lashing condition



The lashing condition



The lashing condition



The lashing condition



End of loading and lashing



End of loading and lashing

Finally, the cargoes were transported to Shanghai Haitong Port and pending for loading on the M/V. “MORNING LUCY” V. 089.

The below photos were taken at Shanghai Haitong Port



VESSEL INFORMATION:

The vessel was berthed alongside at the wharf of Shanghai Haitong port, China.

The vessel was maintained in generally normal condition. Upon our inspection, we considered that the cargo hold was in normal condition.

Ship's Particulars:

Name of vessel	: MORNING LUCY
Call Sign	: 3FWJ
IMO Number	: 9383431
G. W	: 68,701.00MT
N. W	: 24,507.00MT
LOA	: 232.37M
LBP	: 222.40M
Breadth	: 32.26M
Depth	: 32.64M

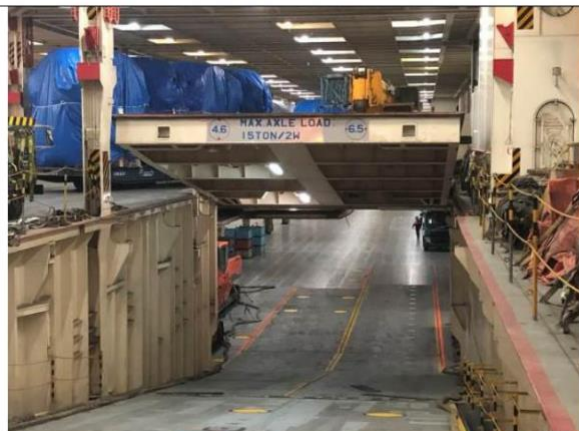
The below photos were taken by surveyor



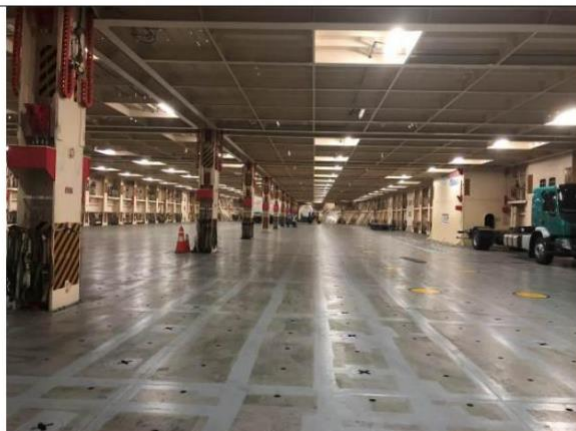
M/V. "MORNING LUCY" V. 089



M/V. "MORNING LUCY" V. 089



The cargo hold No.3



The cargo hold No.3

LOADING OPERATION:

General Operation :

- The stevedores connected the cargo to the tractor, and then they drove the tractor to smoothly transport the cargoes to the designed position in cargo hold No.3. The stevedores kept loading the cargo one by one in same manner smoothly.
- Total 8pkgs of cargoes were loaded into cargo hold No. 3 without any accident.

We considered the equipment which the stevedores used during loading operation were suitable to the said cargoes.

The below photos were taken by surveyor



The loading operation



The loading operation



The loading operation



The loading operation



The loading operation



The loading operation



The loading operation



The loading operation



The loading operation



The loading operation



The loading operation



The loading operation



The loading operation



The loading operation

LASHING & SECURING

The lashing and securing operation was arranged after the loading operation. The stevedores carried out the lashing to the cargoes using iron chain etc. The lashing workers used the cloth to wrap with the lashing points of cargoes, then lashed the cargoes by iron chain from the lashing points of the cargoes to the lashing points of the cargo hold.

We checked the lashing condition at last and we did not find obvious defects on them. We considered the lashing & securing measures on the cargo was customary.

Lashing & Securing



The lashing & securing condition



The lashing & securing condition



The lashing & securing condition



The lashing & securing condition



The lashing & securing condition



The lashing & securing condition



The lashing & securing condition



The lashing & securing condition



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The lashing & securing condition

SURVEYOR'S COMMENTS

From our site survey, we were of the opinion that the cargoes were in normal condition.

We considered the equipment stevedores used during loading and lashing operation was suitable of the above cargo.

All loading and lashing operation was smooth and acceptable, which was suitable for the sea transportation.

FINALLY:

This Report is issued without prejudice to the question of liability, and the facts contained in this Report are, to the best of our knowledge and belief, TRUE AND CORRECT.

ATTACHMENTS:

1. Ship's Particulars

SHIP'S PARTICULARS	
1. NAME OF VESSEL	MV. MORNING LUCY
2. NATIONALITY	PANAMA
3. OFFICIAL NUMBER	40349-09 B
4. CALL SIGN	<u>3 F W J</u>
5. IMO No.	9383431
6. LAUNCHED DELIVERED	25-Aug-2008 , HSHI (Hyundai Samho Heavy Industry Co., Ltd.) 23-Apr-2009
7. CLASSIFICATION	KRS (Korean Register of Shipping)
8. TYPE OF VESSEL	PCTC
9. OWNER	S332 International S.A. 53rd Street, Urbanizacion Marbella, MMG Tower, 16th Floor, Panama, Rep. of Panama
10. OPERATOR	EUKOR Car Carriers Inc. 24th floor, Gangnam Finance Center, 152 Teheran-ro, Gangnam-gu, Seoul, Korea TEL: 82-2-3468-5200 FAX: 82-2-508-8557 TLX:35109
11. SM COMPANY	Wilhelmsen Ship Management Korea Ltd 10th Floor, Marine Center Building #52 Chungjang-Daero 9 Beon-Gil, Jung-Gu, Busan 600-715, Korea (TEL: 82-51-711-0718 FAX:82-51-711-0717)
12. DIMENSIONS	L.O.A : 232.37M (Registered Length: 225.52M) L.B.P : 222.40M Cb : 0.6502 BREADTH MLD : 32.26M TPC : 63.21 DEPTH MLD : 32.64M (Upper Deck) FWA : 18.98cm
13. DRAFT	SUMMER : 10.018M (Displ. 47,977.4mt) FRESH : 10.208M (Displ. 47,982.2mt) WINTER : 9.810M (Displ. 46,667.5mt)
14. TONNAGE	GRT: 68,701 Japanese Ton 43,872.00 NRT: 24,507 SUEZ GRT 74,926.87 DWT : 28,084.4MT SUEZ NRT 70,096.65 LIGHT SHIP : 19,893.0MT PANAMA NRT 68,425.00
15. MAIN ENGINE	HYUNDAI B&W 7S60MC-C MCR : 19,460BHP X 108.2RPM (Speed 20.5kts) 14280 KW NCR : 17,510BHP X 104.4 RPM (Speed 19.1kts) PROPELLER PITCH : 5.9361m Screw DIA : 6.600m * Bow Thruster : KAWASAKI 2,682HP/2000KW
16. INMARSAT ID NO.	Inmarsat Tel. : 773 208 505 SUEZ ID : 35971 Fax : 783 980 906 PANAMA SIN : 6004949 Inmarsat Telex-C : 437 280 210~211 MMSI NO. 372 802 000 MOB : +82-10-7571-4908 e-Mail: m.lucy@eukorfleet.com
17. NUMBER OF CREW	25CREW(11 KOREAN, 14 FILIPINO/ INCLUDING MASTER)
18. P & I CLUB	Gard P.&I. (Bermuda) Ltd.
19. CAPACITY	CAR CAPACITY : 8,000 Units *12 Decks SIDE RAMP : Max. Load : 22 Tons (25.0 x 6.5mtrs) STERN RAMP : Max. Load : 150 Tons (39.7 x 7.0 mtrs) BOLLARD(400Φ) : 64 SWL