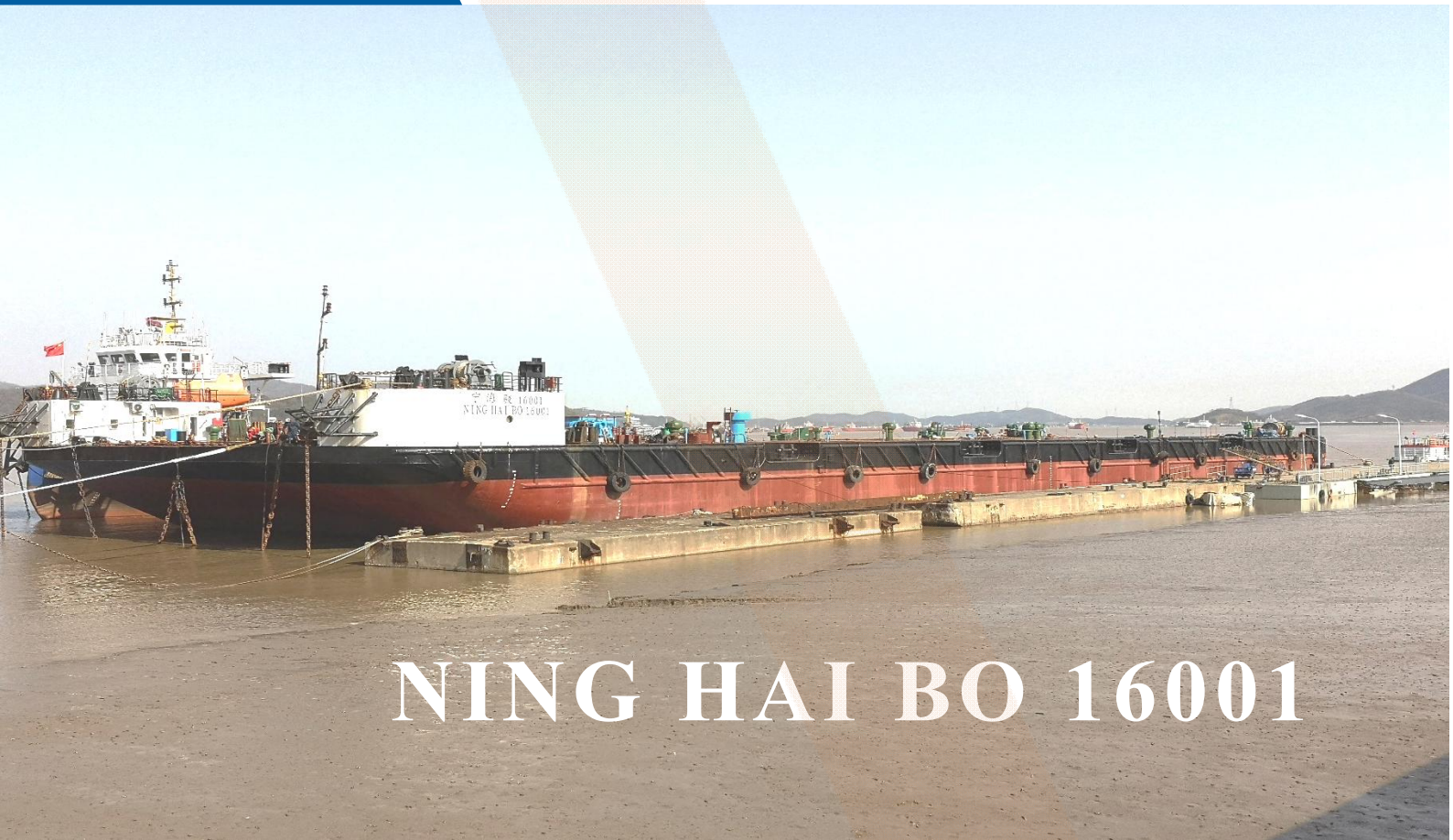


TECHNICAL REPORT

No.: CJPG-JS-23-KY-000



NING HAI BO 16001

Inspection place: Zhoushan, China

Inspection date: March 6th, 2023

Technical Report

1. Summary

Entrusted by the customer, our company organizes the surveyor to inspect the technical condition of "NING HAI BO 16001" and issue the technical report according to the ship data provided by the customer. The report reflects the ship's technical status at the time of inspection and is for reference only. In case of any discrepancy, the current situation of the ship shall prevail, and our company shall not assume legal liability. The specific report is as follows:

2. Principal Particulars

Ship Name	NING HAI BO 16001	PoR	Nanjing, China
Type of Ship	Barge	IMO	--
LOA	110.00m	Class	CCS
LBP	110.00m	Service Area	Unrestricted Area
MLB	32.00m	Shipbuilder	Yangzhou Kejin Shipyard Co., Ltd.
MLD	7.50m	Date of Keel laying	September 8th, 2009
Design draft	5.600m	Date of Delivery	December 28th, 2009
Gross Tonnage	6933	Deck Area	97.5m*32m 12.5m*22m
LDT	3635.4t	Deck Design Load	18 t/m ²

Note: The above data comes from the ship certificates provided by the owner and is for reference only.

3. Ship Description

● Overview

The ship was built as a non self-propulsion pontoon barge with forecastle. Class notation ★ CSA; Pontoon Barge; Ice Class B

The ship is equipped with 3 ballast tanks each in the bow and stern area, and 2 heeling tanks on the port and stbd sides of the midship area.

The ship is equipped with 1 set electric windlass on the port and stbd sides of forecastle deck, as well 1 set electric mooring winch on the port and stbd sides of the FR150-160 area on the main deck. 2 sets small electric mooring winches on the main deck at the stern without specific model info.

This ship is equipped with two main towing eye plates and two emergency towing eye plates on the port and stbd sides of the main deck at the bow area, with a safe load of 2060KN.

● Major Equipment

Machinery	NO.	Model	Parameter	Manufacturer
Main Generator	2	MP-H-300-6	300KW×400V	Marathon
Diesel Engines of Main Generator	2	R6160Z-1	330KW×1000r/min	WEICHAI
Harbor Generator	1	MP-H-75-4	75KW×400V	Marathon
Diesel Engines of Harbor Generator	1	TD226B-6CD	90KW×1500r/min	WEICHAI
Ballast Pump	4	CIHG300-380	1450m³/h	Wuhu Changjiang Pump Industry
Oil Water Separator	1	CYSC-1.0	1m³/h	--
Electric Windlass	2	226HCJ-54B-0052-54	123.9KN×φ52	Jiangsu Huaiyin Marine Machinery
Electric Winch	2	245HCJ-D100A-00	100KN×φ28	Jiangsu Huaiyin Marine Machinery
BWTS	1	Cyeco-B500	500m³/h	Shanghai Electric Cyeco Environmental Technology Co., Ltd.

4. Class Status and Surveys

● Statutory Certificates or Documents of Compliance

No.	Certificates Description	Issue Date	Expiry Date
1	Certificate of Registry	2022.5.7	2026.11.17
2	Classification Certificate	2022.5.2	2024.12.27
3	International Tonnage Certificate	2022.5.2	--
4	International Load Line Certificate	2022.5.2	2024.12.27
5	Ship Safety Navigation Certificate	2022.5.2	2024.12.27
6	International Oil Pollution Prevention Certificate	2022.5.2	2024.12.27
7	International Sewage Pollution Prevention Certificate	2022.5.2	2024.12.27
8	International Air Pollution Prevention Certificate	2022.5.2	2024.12.27
9	International Anti-fouling System Certificate	2022.5.2	--
10	Statement of Garbage Pollution Prevention From Ships	2022.5.2	--
11	International Ballast Water Management Certificate	2022.5.2	2024.12.27

The certificates listed above are validity, and the ship has installed BWTS on May 2nd, 2022.

● Class Surveys

The last intermediate/dock survey has been completed on December 31st, 2022 in Ningbo, and the next annual survey shall be carried within the three months before and after December 27th, 2023, with a special survey expiration date of December 27th, 2024.

5. Technical Status

5.1 Hull Structure Condition

The paint condition of the shell plate was found basically intact, and the ship's name, port of registry, load line and other markings were found clearly and fully painted. And the local depression was found in the stern shell plate, as well on the inclined plate of the bow shell plate. The steel fenders on both sides of the ship were found with multiple local deformation and depressions, especially at the bow and stern fenders.

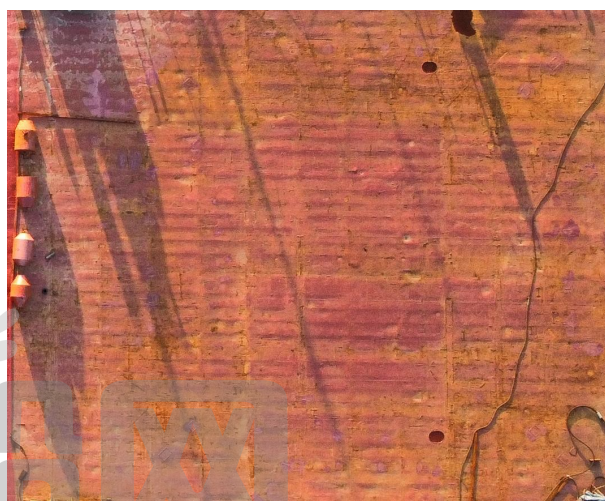


5.2 Main Deck and Outfitting

The paint condition of the main deck was found basically intact, with pitting corrosion in local area, as well multiple welding/removing marks.

The edge of some watertight manhole covers on the main deck was found corroded and deformed. The paint on the air tube was found intact, without significant rust.

The ventilation tube connected to the engine room was found blocky corrosion, with corroded on the edge of the hood, and the opening/closing hand wheel was rusted and has a sense of jamming.





5.3 Towing and Mooring facilities

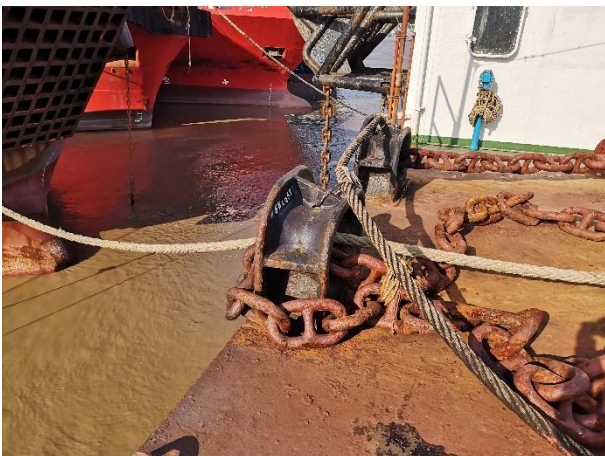
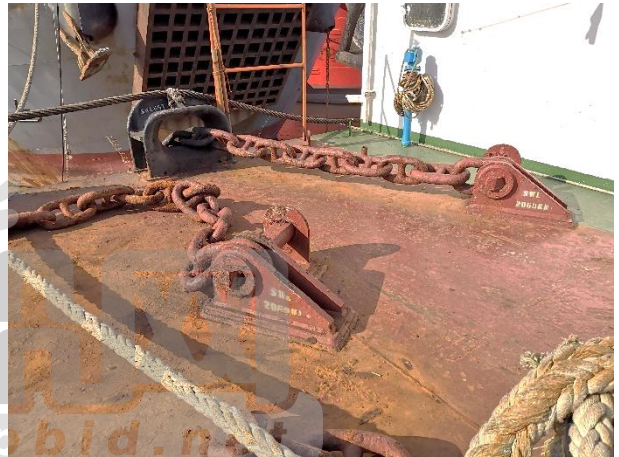
The overall paint of the towing eye plate and pedestal was found basically intact, without significant rust on the welds.

The bow fairlead was found worn and corroded, without deformed on the towing chain.

The paint of the electric windlasses on the forecastle deck was found intact, with slightly rusted on the base and reinforced structure.

The paint of the electric winches on the main deck was found intact, with slightly rusted on the reinforced structure of the base.

The paint surface of the positioning winches installed on the bow and stern of the main deck was found intact, without significantly rusted on the welds of the base.





5.4 Ballast Tank

During the inspection, NO.1 ballast tank (S) was conducted an internal inspection.

The watertight manhole cover of the ballast tank was found to be free from rust, without aging and cracking on the sealing rubber.

The coating condition inside the ballast tank was found intact.

The reinforced bracket was found to be free from deformation and corrosion, but pitting corrosion on the pillars.

The blocky rusting was found on the back side of main deck, and slightly rusted on the edge of the deck longitudinal.

The anti-corrosion zinc block was found partially corroded, without obvious corrosion on the frame plate.



5.5 Engine Room and Machinery

The structure in the engine room was found to be complete, the paint protection was found to be general good. The cable insulation wrapping was found complete without damage.

The arrangement of facilities such as stairs, railings, and corrugated steel plates was found completely with good cleanliness.

The overall appearance of the generator sets was found clean and tidy, without significant oil stains on the chassis and rust on the pipelines and components.

The main switchboard has 4 screens, with the screen brand being Jiangdu Huaxia and the main switch brand being Schneider.

The main control unit of the ballast water treatment device was found located in the generator room, and the corresponding pipeline appearance was intact and rust free.





5.6 Accommodation Condition

The weathertight door and frame was found to be free from rust, with waterproof adhesive strip missing.

The decoration and furniture were found basically intact, without damage on the windows.

The mess room and Galley are well-equipped, with complete side window and a storm cover.

Some life-saving, firefighting spare parts, as well as household appliances were found stored in the storeroom.



6. Conclusion

The ship was built as a non self-propulsion pontoon barge with forecastle. It was delivered on December 28th, 2009, and was built by Yangzhou Kejin Shipyard Co., Ltd. The deck design load is 18t/m². The following conclusions were given against the ship certificates, technical drawings and inspection.

1. The last intermediate/dock survey has been completed on December 31st, 2022 in Ningbo, and the next annual survey shall be carried within the three months before and after December 27th, 2023, with a special survey expiration date of December 27th, 2024.
2. Local depression was found in the stern shell plate, as well on the inclined plate of the bow shell plate, and the blocky rusting was found on the back side of main deck in the ballast tank.
3. The paint condition of the main deck was found basically intact, with pitting corrosion in local area, as well multiple welding/removing marks.
4. The deck machinery is fully configured, with intact appearance and sufficient functionality for use.
5. The overall appearance of the generator sets was found clean and tidy, without significant oil stains on the chassis and rust on the pipelines and components. The main control unit of the ballast water treatment device was found located in the generator room, and the corresponding pipeline appearance was intact and rust free.
6. The facilities in the accommodation room were found basically complete, with waterproof adhesive strip of weathertight door missing.