



Captain Alois Schäfer
Captain Joachim Schlieps
Marine and Cargo Surveyors
Emden

CLASEN OVERSEAS SURVEYOR & PARTNER

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Report # 583AShw/1207

1.0 Vessel's Particulars

Vessel's Name:	M/S „FOREST-1 “
ex - Name:	"GOLDEN STAR ONE"
Port of Registry:	Basseterre
Flag:	St. Kitts and Nevis
Owner:	VEILING Corp.
	60 Market Square
	P.O. Box 364
	Belize City, Belize
Crewing by:	JSC North-Eastern Shipping
	87 Okeanskiy Prospekt
	Vladivostok 690002
	Russia
Ship Yard:	Droberta Turnu Severin Shipyard
	S.A.
	Turnu Severin
	Romania
IMO Number:	9070515
Call Sign:	V4HN
Date of commissioning:	1993
Classification Society:	International Register of
	Shipping



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Continuation: Vessel's Particulars

Classification:

Vessel:

DNV ✕ 1 A1

General Cargo Ship

DG-P

**Equipped for the carriage of
Containers**

Type of Vessel:

General Cargo Ship

Major Trading Area
during previous years:

International



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2.0 Introduction

On Wednesday, January 02nd 2008 we were instructed by the governmental Obergerichtsvollzieher Mr. Frerich Lengert, Cirksestr. 69 in 26723 Emden / Germany to inspect the M/V “FOREST-1” in order to ascertain the condition and value of a. m. vessel for a forced sale.

3.0 Assessment

The criteria for evaluation of the vessel were carried out under following criterions and is based under following technical documentations:

- 1. Inspection of vessel**
- 2. Technical data sheet (General Arrangement = GA-Plan)
with lateral view of vessel**
- 3. Market analysis of type of vessel**
- 4. Data of Stability and Container Intake**
- 5. Additionally technical information from the vessels documents**
- 6. Checking of the certificates of validity**



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Continuation: Assessment

The development of vessel's type is based on the extensive experience of the ship yard with optimal economy and operational area.

The main engine HD-MAN-B&W, of the type 4L35 MCE, with 1800 kW, provide the vessel with a service speed of 13 knots in ballast.

4.0 Objects of Inspection

All fixed and movably parts and spaces, engine devices, cargo hold, main deck and vessel's hull.

The inspection was carried out during the lay time in Emden / Germany on Thursday, January 03rd 2008 in attendance of the vessel's chief engineer Mr Anatoliy Branytsky.



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5.0 Vessel's Description

The motor vessel was built according to the rules of the classification society International Register of Shipping under their supervision on the shipyard Droberta Turnu Severin Shipyard S. A. / Romania in the year 1993 as a general cargo ship.

It is built as a single screw – double hull – full decker with diesel engine propulsion, wheel house, accommodation and main engine are placed aft.

6.0 Crew (according to minimum safe manning)

Captain:	1
1 st Officer:	1
2 nd Officer:	1
Watchkeeping deck rating:	2
Deck rating:	1
Chief Engineer:	1
2 nd Engineer:	1
Watchkeeping Engine rating:	1
Total:	9



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7.0 Particulars of Measurement and Tonnage

BRT:	2.608,00 RT
NRT:	1.167,00 RT
Length o. a.:	80,04 m
Breadth:	14,50 m
Depth:	6,7 m
Draft:	5,55 m
Deadweight:	3.114,00 mtons

8.0 Nautical Equipment

Radar # 1:	NUCLEUS 5000T
Radar # 2:	PRIBOR
ARPA:	No
Gyro Compass:	Yes
Autopilot:	Yes



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Continuation: Nautical equipment

Echo Sounder:	FURUNO FE 700
Integrated Navigation system GPS:	Transas T101VDU
Navigation system GPS # 2:	Samyung SPR 1400
Electronic Sea chart:	No
Sat Navigator:	Trimble NavTracXL
Sat Com:	Yes
Equipped accord. GMDSS:	Yes
AIS:	Yes

9.0 Fire Fighting System

Following fire fighting facilities are installed

CO ₂ - plant:	Yes Cargo hold, engine Room
Fire extinguisher:	Yes Accommodation, cargo hold, engine room
Hydrants:	Hydrants in the prescribed positions of the Classification Society
Fire- / Smoke detector:	Yes Accommodation, cargo hold, engine room



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Continuation: Fire Fighting System

Emergency fire fighting
pump: **Yes**
Location: **aft under main deck**
Driven by: **Electrical - Motor**

10.0 Certificates

Certificate	issued on	expiry date
Certificate of Registry	06.12.2006	05.03.2010
International Load Line Certificate	22.06.2007	31.07.2007
International Tonnage Certificate	13.03.2007	13.08.2007
Suez Canal Certificate	22.01.1998	
Document of Compliance	12.04.2007	11.09.2007
Cargo Ship Safety Certificate	22.06.2007	31.07.2007
Intern. Oil Pollution Certificate	22.06.2007	31.07.2007
Safety Management Certificate	12.04.2007	11.09.2007
Intern. Ship Security Certificate	12.04.2007	11.09.2007
Minimum Safe Manning Certificate	14.02.2007	05.03.2008
Ships Radio Communication License	14.02.2007	05.03.2008
Ship's Medical Certificate	21.03.2007	21.03.2008
Intern. Pollution Prevention Cert.	22.06.2007	31.07.2007
Interim Cert. of Classification	22.06.2007	31.07.2007



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11.0 Propelling Plant

Main Engine:

Maker:

HD - MAN - B&W

Type:

4L35 MCE

Total Capacity:

1800 kW

Propulsion:

Single engine plant

Single shaft plant

12.0 Auxiliary Engine # 1

Maker:

CATERPILLAR

Type:

3408 DITA

Capacity:

340 kW at 1500 min⁻¹

13.0 Auxiliary Engine # 2

Maker:

CATERPILLAR

Type:

3408 DITA

Capacity:

340 kW at 1500 min⁻¹



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14.0 Auxiliary Boiler for Heating

Maker: **KANGRIM**
Type: **PN-9**

15.0 Fuel Viscosity

Main Engine: **IFO 180**
Auxiliary Machinery: **MGO**
Boiler: **MGO**

16.0 Propeller

Pitch: **No**
Number of blades: **5**
Variable pitch: **No**

17.0 Shaft Seal (Oil lubricate)

SIMPLEX Seals

Wear down gauge
top measure: 59,8 (September 2006)
bottom measure: 57,20 (September 2006)



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18.0 Rudder Plant

Maker: **Unknown**
Type: **P 11 M**

19.0 Deck cranes

Deck cranes (2)

SWL: **5 To 2,4 – 20 m**

SWL: **5 To 2,4 - 20 m**

Condition: **poor**

Examination of lifting appliances:

Date of issue: **May, 20th 2003**

20.0 Anchors (Stockless)

Weight of one anchor: **4000 kg**

Number of anchor chains: **7**

21.0 Lash Material

Twist lock: **76 pcs**

Bridge fitting: **4 pcs**

Stacking cone: **20 pcs**

Single base stacking cone: **38 pcs**



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Continuation: Lash Material

Double base stacking cone:	64 pcs
2 x Turnbuckle:	176 pcs
Timber support pillar:	40 pcs
Shackle SD30:	40 pcs
Shackle SD20:	192 pcs

22.0 General Condition

- 1** *technical condition and maintenance good*
- 2** *technical condition and maintenance satisfactory*
- 3** *technical condition and maintenance with deficiencies*
(explanation required)

22.1 Decks, Cargo Holds, Superstructure

22.2 Forecastle

deck incl. bulwarks:	2
anchor windlass and warping winch:	2
condition of anchor chains :	2
Forecastle / Storerooms:	2
Watertight out- / inlets (such as sounding pipes, air pipes, small entrances etc)	2
Ventilators with fire dampers:	2



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22.3 Weather Deck

Hatch covers:	2
Hatch coamings:	2
Deck incl. bulwarks:	2
Ventilators with fire dampers:	2
Cables and protection devices	2
Watertight out- / inlets (such as sounding pipes, air pipes, small entrances etc)	2
Was water tightness of the weather deck proved	NO

22.4 Superstructure

Decks:	2
Bulkheads:	2
Watertight out-/inlets:	2
Ventilators with fire dampers:	2

22.5 Tanks

No inspection of Double Bottom and Wing Tanks possible, due to ballast water, ballast pumps not working due to lack of power.



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Continuation: Tanks

Ballast Water

Density = 1.025 T/m³

		Frame #	Volume (m³)	Weight (T)
520	Forepeak	190-Fore	147.7	151.40
521	DB, Double skin	90-109	82.3	84.35
522	DB, Double skin	90-109	82.3	84.35
523	DB, Double skin	71-90	79.3	81.28
524	DB, Double skin	71-90	79.3	81.28
525	DB, Double skin	52-71	87.4	89.58
526	DB, Double skin	52-71	87.4	89.58
527	DB, Double skin	34-52	76.8	78.72
528	DB, Double skin	34-52	76.8	78.72

Heavy Fuel Oil (HFO)

Density = 0.95 T/m³

		Frame #	Volume (m³)	Weight (T)
330	Settling tank	32-34	9.1	8.45
332	Day tank	32-34	5.9	5.51
344	Overflow tank	18-25	10.7	9.97
365	Wing tank	34-52	58.4	54.43
366	Fuel Storage tank DB	52-71	60.1	55.95
368	HFO Fuel Storage tank DB, ER	15-32	26.4	55.95

Diesel Oil (MDO)

Density = 0.85 T/m³

		Frame #	Volume (m³)	Weight (T)
331	Settling tank	32-34	9.1	7.56
336	Day tank	32-34	5.9	4.93
345	MDO Overflow tank	30-34	8.9	7.40
383	Deep tank, DB	71-90	56.8	47.34



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Lubricating Oil

Density = 0.9 T/m³

		Frame #	Volume (m³)	Weight (T)
256	LO Circulating tank	15-24	8.0	7.02
257	Dirty oil tank	25-30	9.1	8.01
259	Tank LO Main Engine	32-34	7.9	6.99
260		15-17	1.0	0.90
262	Tank LO Aux Engine	32-34	2.0	1.80
264	Storage Oil Cylinder Head Tank	32-34	2.6	2.34
280	Shafting Oil Lubricating Tank	13-14	0.3	0.27
286	Tank Cam Shaft Storage Oil	32-33	0.8	0.72

Fresh Water

Density = 1.0 T/m³

		Frame #	Volume (m³)	Weight (T)
640	Fresh Water Tank	4-10	23.0	23.0
641	Fresh Water Tank	4-10	19.1	19.1
642	Boiler Water Tank	4-7	5.7	5.7
643	Fresh Water Tank	7-10	13.2	13.2
645	Drink Water Tank	6-10	20.8	20.8

Leak

		Frame #	Volume (m³)
180	Couling Water Tank	10-14	4.1
272	Lubricating Oil Tank	10-14	3.8
274	Oil Piston Tank	17-18	0.8
346	HFO Tank	32-34	4.7
516	Bilgewater Tank	30-34	5.0
03	Sewage Tank	25-30	9.4



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22.6 Cargo Holds

Bulkheads incl. stiffeners:	2
Stanchions:	2
Sounding, air, temperature pipes incl. protection devices	2
Ventilation and air trunks:	2
Tank top:	2 – partly visible
Bilges:	2
Illumination of cargo holds:	3 (Headlights fixed but not in operational condition)

21.0 Portside Shell Plating

Portside shell plating down to the water line was inspected from vessels main deck no class affecting indentations were found.

22.0 Starboard Side Shell Plating

The starboard side was inspected from pier no class affecting indentations were found.



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23.0 Hatch Covers

The vessel has 2 cargo holds, which are each equipped with 4 foldable steel hatch covers.

The foldable pairs were operated by hydraulic cylinders.

The hydraulic cylinders are placed on fore and aft part of the hold, port and starboard side, and move the pillow between the end of the foldable pairs. On hold # 2 the four hatch covers are stored at aft in front of the superstructure when open.

On hold # 1 the four hatch covers are stored forward in front of the forecastle when open.

The top side of the hatch covers were constructed with an even flush deck.

The hatch coaming is corroded.

24.0 Cargo Hold

The tank top of the cargo holds is (so far as visible) generally wavy and rusty.

In Hold # 1 the forepart is narrowing. Special designed cradles for container loading are available.

25.0 Main Deck starboard side

The reeling is indented in her whole length, the deck is unkempt and rusty.



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26.0 Main Deck starboard side

The reeling is indented in her whole length, the deck is unkempt and rusty.

27.0 Conclusion

The vessel is supplied with electrical power (220 V) by extern power plant which is located on the pier.

Hull, Machinery and Systems show upnormal condition. No maintenance at all.

During time of inspection four crew members were attend.

Accommodations, galley and sanitary rooms are not clean.

The system for running water and for the toilets is out of order.

Boiler for the heating system is not burning.

The main engine is in cold condition heating system with circulation pumps out of order due to lack of power.

The auxiliary engines are not in working condition but under repair by local workshop. Auxiliary engine # 1 is running but generator winding burned through. Auxiliary engine # 2 cooling system is blocked and leaking.



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E S T I M A T I O N

Due to the vessel's age, its preservation condition, the classification course, the operation possibilities / area and in comparison with similar vessels as well as the market situation the value of the ship is estimated at

DOLLAR 700.000,00
=====

(DOLLAR Seven Hundred Thousands)



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This assignment has been carried out to the best of my ability and knowledge and this report is issued without prejudice for the benefit of the parties concerned.

Seal of Chamber of
Industry and Commerce

Enclosure:

Photo Documentation

A. Schäfer, Kapitän
Officially Appointed Sworn
Marine and Cargo Surveyor

Emden, January 08th 2008