

Ship's main machinery operating procedures

Procedure to Start Main Engine – Port Departure

- 1/ Start one or two Diesel Generators on switch board
- 2/ Prepare Main Engine for start according to instruction
- 3/ On Bridge command – start Main Engine idle RPM
- 4/ Main engine on for constant RPM change over to bridge control
- 5/ Switch on Bow Thruster
- 6/ When Main Engine is ready report to bridge main engine is ready for manual.
- 7/ Switch off Bow Thruster after command from Bridge
- 8/ After pilot drop: Change over to shaft Generator from Diesel generator as per instructions

Procedure to stop Main Engine – Port Arrival

- 1/ Before maneuvering, change over to Diesel Generator from Shaft Generator according to instructions
- 2/ Switch on Bow Thruster
- 3/ After Maneuvering – On Bridge command “Finish with main engine”
- 4/ Bow Thruster switch Off
- 5/ Main Engine to Idle RPM
- 6/ Main Engine change over to Control Room
- 7/ Stop Main Engine according to instructions
- 8/ Check loads for Diesel Generators

ARRIVAL AND DEPARTURE PROCEDURE

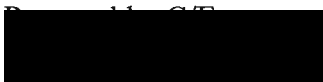
MAIN ENGINE STARTS AND STOPS PREPARING PROCEDURE

AT PORT – FOR MANOEUVRE

1. NEXT D/G START ON AUTO MODE (ITSELF IS SWITCHING ON ON MSB)
2. FANS START ON LOW SPEED, CHANGE OVER FOR HIGH SPEED
3. PUMPS (YELLOW MARKED) START { IF AIRCOND IS ON, LT COOLING PUMP IS PERMANENTLY WORKING }
4. CHANGE KNOB FROM PORT SERVICE (PUMPS FOR HEATING LOOP) TO SEA SERVICE OPERATION
5. SEA WATER COOLING HARBOUR PUMP CHANGE FOR MAIN SEA WATER PUMP
6. DRAIN AIR ON REGULATOR AIR VALVE, ON RECEIVERS, ON COMPRESSORS
7. BLOW OFF, START MAIN ENGINE FROM ENGINE PANEL (GREEN BUTTON), INCREASE REV. FROM 340 TO 600 RPM
8. CHANGE OVER FOR CONSTANT SPEED ON ENGINE CONTROL PANEL
9. CHANGE OVER HFO DUPLEX FILTER, CLEAN
10. IN CR ON MSB CHANGE OVER COUPLING SWITCH FROM POSITION 3 TO POSITION 1 AND SHAFT GENERATOR GREEN BUTTON SWITCH ON
11. BOW THRUSTER KNOB SWITCH ON, GREEN BUTTON ON
12. IN ER PANEL FOR ENGINE CONTROL CHANGE OVER FROM ENGINE CONTROL TO BRIDGE CONTROL (CHECK LIMITER FOR CPP MAX 85)
13. HEATING VALVES CHANGE OVER FOR SEA OPERATION 1,2,3
14. .

AFTER MANOEUVRE—FOR SEA PASSAGE, CHANGE OVER FROM D/G'S FOR SHAFT GENERATOR

1. SWITCH OFF BOW THRUSTER KNOB
2. KNOB COUPLING SWITCH CHANGE OVER FROM POSITION 1 TO POSITION 4 AND GREEN COUPLING SWITCH BUTTON SWITCH ON
3. D/G'S GENERATORS WILL SWITCH OFF AUTOMATICALLY
4. STOP 1 D/G AND 2 D/G ON AUTO MODE WITH RED STOP PUSH BUTTON
5. IN ER TELEGRAF FROM “ STOP “ POSITION (D/G'S RUN) CHANGE OVER TO “FULL” POSITION (SHAFT GENERATOR RUN)
6. AS NECESSARY , ADJUST UNIT NO.7 FUEL PUMP RACK (EXHAUST GAS TEMPERATURE)
7. IF SO, START WATER PRODUCTION (FWG RUN)



ARRIVAL AND DEPARTURE PROCEDURE

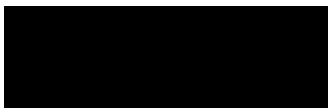
SEA PASSAGE ON SHAFT GENERATOR—PREPARING PROCEDURE FOR MANOEUVRIG ON D/G'S FOR PORTS

CHANGING OVER FROM SHAFT GENERATOR RUN TO D/G'S RUN, AND SHAFT GENERATOR FOR BOW THRUSTER

1. IF SO, STOP WATER PRODUCTION (FWG STOP)
2. START BOTH 1D/G AND 2 D/G ON AUTO MODE, AND COUPLING SWITCH CHANGE OVER FROM POSITION 4 TO POSITION 1, D/G'S AUTOMATICALLY SWITCHING ON ON MSB
3. BOW THRUSTER SWITCH ON KNOB AND PUSH ON GREEN BUTTON
4. TELEGRAF FROM “ FULL “ POSITION (SHAFT RUN) , CHANGE OVER TO “ STOP ” POSITION (D/G'S RUN)

AFTER TELEFONE FROM BRIDGE—FINISH WITH ENGINE

1. IN CR SWITCH OFF BOW THRUSTER KNOB
2. COUPLING SWITCH FROM POSITION 1 CHANGE OVER KNOB TO POSITION 3, AND GREEN BUTTON COUPLING SWITCH PUSH ON
3. IN ER MAIN ENGINE CONTROL FROM BRIDGE CHANGE OVER KNOB FOR ENGINE ROOM CONTROL
4. MAIN ENGINE CONSTANT SPEED KNOB CHANGE OVER OFF
5. ON MAIN ENGINE PANEL DECREASE RPM FROM 600 TO 340 RPM, IDLE SPEED, AND STOP MAIN ENGINE, PUSH RED SWITCH BUTTON
6. MAIN SEA WATER COOLING PUMP, CHANGE FOR HARBOUR SEA WATER PUMP
7. IN CR ALL YELLOW MARKED PUMPS SWITCH OFF (EXCEPT LT IF AIRCOND IS RUNNING)
8. KNOB FOR HEATING FROM “ SEA SERVICE ” CHANGE TO “ PORT SERVICE ” AND CHANGE VALVES FOR PORT HEATING OPERATION 1,2,3
9. FANS STOP EXCEPT FOR D/G AND STEERING GEAR(DOMESTIC REEFER PLANT COOLING)
10. IF NECESSARY, RUN BOTH D/G'S, IF NOT, ONE D/G GENERATOR SWITCH OFF ON MANUAL MODE, AND DIESEL SWITCH OFF RED BUTTON STOP, AND CHANGE MODE ON AUTO MODE FOR STAND-BY




ARRIVAL AND DEPARTURE PROCEDURE

MAIN ENGINE STARTS AND STOPS PREPARING PROCEDURE

AT PORT – FOR MANOEUVRE

1. NEXT D/G START ON AUTO MODE (ITSELF IS SWITCHING ON ON MSB)
2. FANS START ON LOW SPEED, CHANGE OVER FOR HIGH SPEED
3. PUMPS (YELLOW MARKED) START { IF AIRCOND IS ON, LT COOLING PUMP IS PERMANENTLY WORKING }
4. CHANGE KNOB FROM PORT SERVICE (PUMPS FOR HEATING LOOP) TO SEA SERVICE OPERATION
5. SEA WATER COOLING HARBOUR PUMP CHANGE FOR MAIN SEA WATER PUMP
6. DRAIN AIR ON REGULATOR AIR VALVE, ON RECEIVERS, ON COMPRESSORS
7. BLOW OFF, START MAIN ENGINE FROM ENGINE PANEL (GREEN BUTTON), INCREASE REV. FROM 340 TO 600 RPM
8. CHANGE OVER FOR CONSTANT SPEED ON ENGINE CONTROL PANEL
9. CHANGE OVER HFO DUPLEX FILTER, CLEAN
10. IN CR ON MSB CHANGE OVER COUPLING SWITCH FROM POSITION 3 TO POSITION 1 AND SHAFT GENERATOR GREEN BUTTON SWITCH ON
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12. IN ER PANEL FOR ENGINE CONTROL CHANGE OVER FROM ENGINE CONTROL TO BRIDGE CONTROL (CHECK LIMITER FOR CPP MAX 85)
13. HEATING VALVES CHANGE OVER FOR SEA OPERATION 1,2,3

AFTER MANOEUVRE—FOR SEA PASSAGE, CHANGE OVER FROM D/G'S FOR SHAFT GENERATOR

1. SWITCH OFF BOW THRUSTER KNOB
 2. KNOB COUPLING SWITCH CHANGE OVER FROM POSITION 1 TO POSITION 4 AND GREEN COUPLING SWITCH BUTTON SWITCH ON
 3. D/G'S GENERATORS WILL SWITCH OFF AUTOMATICALLY
 4. STOP 1 D/G AND 2 D/G ON AUTO MODE WITH RED STOP PUSH BUTTON
 5. IN ER TELEGRAF FROM “ STOP “ POSITION (D/G'S RUN) CHANGE OVER TO “FULL” POSITION (SHAFT GENERATOR RUN)
 6. AS NECESSARY , ADJUST UNIT NO.7 FUEL PUMP RACK (EXHAUST GAS TEMPERATURE)
 7. IF SO. START WATER PRODUCTION (FWG RUN)
- 

Ship's blackout recovery procedure

AFTER BLACK OUT PROCEDURE

1. After Black Out st-by generator set starts itself, if not, next st-by generator set starts itself, if still not, emergency generator starts itself.
2. If necessary, start and switch on 1D/G and 2D/G on Main Switch Board.
3. Knob Switch change to poz. no 3 and Green Button on
4. Non Essential Consumers switch on
5. Start LO Separator, HFO Separator and after running in period, program switch on
6. Check, if so, (running): sw cooling pump, air compressors, boiler burner, fans, domestic water pump, provision compressors, CR aircond, ME heating pumps, heating pumps of heating system, cooling water pumps HT,LT, Visco,
7. Stop if so, emergency generator, check Fresh Water Generator if so.
8. Reset Reefer Containers Breakers, check all breakers and reset if necessary

North Atlantic Shipping Ltd document transmittal notice

Document Transmittal Notice / Receipt

From; DPA
To; Master, CLONLEE
Date; 29th September 2010
Doc. No; 17
Ref; Forms Register

The following documents are attached.

Safety Management Manual –

- 1/ Forms Register
- 2/ Handover Form Master
- 3/ Handover Form Chief Engineer
- 4/ Handover Form Chief Officer

The original Forms Register, Handover form Master, Handover Form Ch. Engineer and Handover form Ch. Officer should be removed and destroyed.

DPA

29th Sept. 2010.

From Master CLONLEE

I acknowledge receipt of ISM update and confirm that all copies of the manual on board have been updated.

Signed:

Date

16/10/10.



Docking period electrical systems service report



FMJ Marine & Offshore

2011




Installation:

Electrical installation

Owner:

North Atlantic Shipping

| | | | | | |
|---|--------------------------------------|--|---------------------------|-----------------------------------|-------------------|
|  | FMJ Marine & Offshore | SERVICEREPORT MV CLONLEE | | | |
| <small>FMJ Marine & Offshore, Boonsweg 63b, NL-3274 LH Heinenoord, the Netherlands, Tel: +31 186607155, Fax: +31 186607159, E-mail: info@fmj.nl</small> | | | | | |
| Author <div style="background-color: black; width: 100px; height: 15px;"></div> | Report Date Februari 2011 | FMJ reponsible <div style="background-color: black; width: 100px; height: 15px;"></div> | order No. MO110074 | Client. Shipdock Amsterdam | Page 2 (5) |
| Installation name: Electrical installation | | | | | |

Installation / job data:

Date(s) of job execution : *januari 2011*

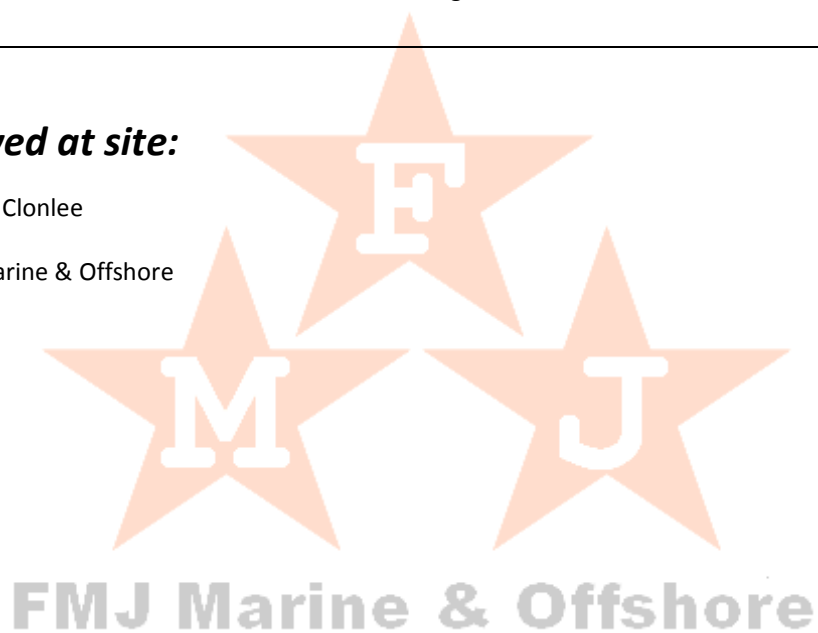
Place : Shipdock Amsterdam, T.T. Vasumweg 125-131, NL-1030 AE Amsterdam the
Netherlands




Description : Several electrical work during maintenance

Persons involved at site:

Chief Engineer MV MV Clonlee

FMJ Marine & Offshore



| | | | | | |
|--|------------------------------|--|-----------------------|---------------------------------|---------------|
|  | | FMJ Marine & Offshore | | SERVICEREPORT MV CLONLEE | |
| FMJ Marine & Offshore, Boonsweg 63b, NL-3274 LH Heinenoord, the Netherlands, Tel: +31 186607155, Fax: +31 186607159, E-mail: info@fmj.nl | | | | | |
| Author  | Report Date Februari 2011 | FMJ responsible  | order No. MO110074 | Client. Shipdock Amsterdam | Page 3 (5) |
| Installation name: Electrical installation | | | | | |

Client's initial request

Referring to Worklist Shipdock ordernumber: P0011006




Summary

- Cleaning Switchboards,
- Performing a insulation resistance test on the electrical systems

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FMJ Marine & Offshore

| | | | | | |
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|  | | FMJ Marine & Offshore | | SERVICEREPORT MV CLONLEE | |
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| Author  | Report Date Februari 2011 | FMJ reponsible  | order No. MO110074 | Client. Shipdock Amsterdam | Page 4 (5) |
| Installation name: Electrical installation | | | | | |

INTRODUCTION

- *Cleaning Switchboards,*
- *Performing a insulation resistance test on the electrical systems*

FINDINGS (PER COMPONENT)

CLEANING MAIN SWITCHBOARD

For cleaning the main switchboards we first Switch of all electrical power on the Vessel, Blackout,

After this the cleaning of the switchboard was preformed as described in the Shipdock worklist.




Performing a insulation resistance test on the electrical systems

A Insulation resistance test was executed and a report was presented to Shipdock, vessel chief engineer.

During the insulation resistance test various electrical system distribution fuse breakers were broken, they have been renewed.

EXTRA WORK

- Anchor Windlass/mooring Winches contactors checked,
- Engineroom Fans Checked,
- Repair of fan cover of Ps Crane,
- Renewing various fuse breakers

| | | | | | |
|---|--------------------------------------|---|-----------------------|-------------------------------|---------------|
|  | FMJ Marine & Offshore | SERVICEREPORT MV CLONLEE | | | |
| <small>FMJ Marine & Offshore, Boonsweg 63b, NL-3274 LH Heinenoord, the Netherlands, Tel: +31 186607155, Fax: +31 186607159, E-mail: info@fmj.nl</small> | | | | | |
| Author  | Report Date Februari 2011 | FMJ reponsible  | order No. MO110074 | Client. Shipdock Amsterdam | Page 5 (5) |
| Installation name: Electrical installation | | | | | |

RECOMMENDATIONS

During the insulation resistance test concluded that "BOOT CRANE STB fuse breakers is defect, phase L1 is not disconnecting, this was mentioned to the superintendent. But we didn't received a order to replaced this by new.

This fuse breaker is also mentioned in the service report and marked with a red colour.

We recommend that this fuse breaker wil be replaced by a new.



ENCLOSURES

non

Insulation test

Scheepsnaam : MV Clonlee Instrument : Fluke 1503
Eigenaar : North Atlantic Ship Man Datum : 25-01-2011

ELECTRIC SYSTEM AC 400V

RESISTANCE IN MΩ
BEFORE REP. AFTER REP.

| | | |
|--|---------|--|
| Main | | |
| Shore Connection | | |
| Generator 1 | >550 MΩ | |
| Generator 2 | >550 MΩ | |
| Coupling Switch | >550 MΩ | |
| Shaft Generator | >550 MΩ | |
| Bow Thruster | >550 MΩ | |
| Unessential Consumer I | | |
| Power Socket E.R. | >550 MΩ | |
| Upright Drilling machine | >550 MΩ | |
| Power Socket Conveter Room | >550 MΩ | |
| Power Socket Workshop | >550 MΩ | |
| Bilge Water Separator | >550 MΩ | |
| Test Board | >550 MΩ | |
| Lathe | >550 MΩ | |
| Grinding Machine | >550 MΩ | |
| Diesel Oil Pre Heater | >550 MΩ | |
| Diesel Oil Purifier | >550 MΩ | |
| Hydraulic Aggregat Ballast Valve Control | >550 MΩ | |
| Air Condition Unit Control Room | >550 MΩ | |
| Spare | | |
| Circulation Pump E.R. Tanks | >550 MΩ | |
| Cargo Hold Fan | >550 MΩ | |
| Power Socket Air Condition | >550 MΩ | |
| Commissary Distrubution | >550 MΩ | |
| Living Room Fan | >550 MΩ | |
| Spare | | |
| Spare | | |
| Boat Crane (stbd) | | |

REMARK: Unable to test, main breaker is broken! Boat crane power supply is unprotected!

| | | |
|--------------------------------|---------|--|
| Power Distibution For Body | >550 MΩ | |
| Lub. Oil Puifier | >550 MΩ | |
| Spare | | |
| Essential Consumer II B | | |
| Air Compressor 2 | >550 MΩ | |
| Fuel Oil Automatic Filter | >550 MΩ | |
| Spare | | |
| Turning Gear | >550 MΩ | |
| DistributionNautic | >550 MΩ | |
| Provision Cool Plant | >550 MΩ | |
| Spare | | |
| Fuel Oil Booster 2 ME | >550 MΩ | |
| Fule Oil Circulating Pump 2 ME | >550 MΩ | |
| Sea Cool Water Harbour Pump | >550 MΩ | |
| Hydr. Pump 2 v.p. Propeller | >550 MΩ | |

ELECTRIC SYSTEM AC 400V

RESISTANCE IN MΩ

BEFORE REP.

AFTER REP.

| | | |
|--|---------|--|
| LT-Fresh Cooling Water Pump 2 | >550 MΩ | |
| Fan Steeing Gear Room | >550 MΩ | |
| Engine room Fan 2 Pot | >550 MΩ | |
| Cargo Hold Lighting | >550 MΩ | |
| Transition Emerg. Switch Board | >550 MΩ | |
| Lighting Distribution 2 B-,C- + D-Deck | >550 MΩ | |
| Spare | | |
| Lighting Distribution 4 Fore Body | >550 MΩ | |
| Heavy Oil Pre Heater | >550 MΩ | |
| Steeing Gear 2 | >550 MΩ | |
| Heavy Oil Purifier 2 | >550 MΩ | |
| Spare | | |
| Fire Pump 2 | >550 MΩ | |
| HT-Fresh Cool Water Pump 2 | >550 MΩ | |
| | | |
| Essential Consumer I B | | |
| E.R. Floor | >550 MΩ | |
| E.R. 2nd Deck stbd | >550 MΩ | |
| E.R. 2nd Deck Pot | >550 MΩ | |
| Casing, Steeing Gear + Emergency Dieselroom | >550 MΩ | |
| Sockets E-Workshop | >550 MΩ | |
| Sockets Floor | >550 MΩ | |
| Sockets E.R. 2nd Deck Port | >550 MΩ | |
| Sockets Hatch Coaming Stbd Aft | >550 MΩ | |
| Sockets Hatch Coaming Stbd Fwd | >550 MΩ | |
| Spare | | |
| Standstill Heating Capstan Stbd | >550 MΩ | |
| Air Dryer | >550 MΩ | |
| Heating E-Workshop | >550 MΩ | |
| Standstill hHeating Capstan Pot | >550 MΩ | |
| Main Control v.p. Propeller | >550 MΩ | |
| Oil Irruption Monitoing Heating | >550 MΩ | |
| HT-Cool Water Regulator | >550 MΩ | |
| LT-Cool Water Regulator | >550 MΩ | |
| Spare | | |
| Bilges | >550 MΩ | |
| Spare | | |
| Dosing Device Puifiers | >550 MΩ | |
| Purifier Automatic 1 Heavy Oil | >550 MΩ | |
| Purifier Automatic Lub. Oil | >550 MΩ | |
| | | |
| Essential Consumer I A | | |
| Air Compressor 1 | >550 MΩ | |
| Spare | | |
| Lub. Oil Automatic Filter | >550 MΩ | |
| Oil Burner | >550 MΩ | |
| Spare | | |
| Navigation + Signallights | >550 MΩ | |
| Power/Charger Emergency Battery | >550 MΩ | |
| Power/Charger Automatic Battery | >550 MΩ | |
| Fuel Oil Booster Pump 1 M.E. | >550 MΩ | |
| Fuel Oil Circulation Pump Fuel Oil Circulation Pump 1 M.E. | >550 MΩ | |
| Stand By Lub Oil Pump Gr Stand By Lub Oil Pump Gear | >550 MΩ | |
| Hydr. Pump 1 V.P. Propell Hydr. Pump 1 V.P. Propeller | >550 MΩ | |
| LT-Fresh Cooling Water P LT-Fresh Cooling Water Pump 1 | >550 MΩ | |
| Engine Room Fan 3 Stbd | >550 MΩ | |
| Engine Room Fan 2 Stbd | >550 MΩ | |

ELECTRIC SYSTEM AC 400V

RESISTANCE IN MΩ

BEFORE REP.

AFTER REP.

| | | |
|---|---------|--|
| Engine Room Fan 1 Stbd | >550 MΩ | |
| Lighting Distribution 1st Deck, Poop Deck + A- Deck | >550 MΩ | |
| Lighting Distribution 3 Wheel house | >550 MΩ | |
| Spare | | |
| Spare | | |
| Lub oil Puifier | >550 MΩ | |
| Stand-by Lub Oil Pump M.E. | >550 MΩ | |
| Sea Cooling Water Pump | >550 MΩ | |
| Fire Pump 1 (Foam-making Compound) | >550 MΩ | |
| HT Fresh Cooling Water Pump 1 | >550 MΩ | |
| Emergency Switchboard (Generator) | | |
| Emergency Generator | >550 MΩ | |
| Engine Room Floor Engine Room Floor | >550 MΩ | |
| Steering Gear R. Casing + Steering Gear R. Casing + Diesel R. | >550 MΩ | |
| Engine R. 2nd Deck Pot + Engine R. 2nd Deck Pot + Workshop | >550 MΩ | |
| Engine R 2nd Deck Engine R 2nd Deck | >550 MΩ | |
| Spare Spare | | |
| Sockets Workshop Sockets Workshop | >550 MΩ | |
| Spare Spare | | |
| Spare Spare | | |
| Spare Spare | | |
| Font Lighting MSB + Alarm Font Lighting MSB + Alarm Panel | >550 MΩ | |
| Stand Still Heating Emerg Stand Still Heating Emergency Generator | >550 MΩ | |
| Control Fan Flaps | | |
| Power/Charger Stater Battery Emergency Diesel | >550 MΩ | |
| Steering Gear 1 | >550 MΩ | |
| Air Compressor 1 | >550 MΩ | |
| Emergency, Feed, Lifeboat | >550 MΩ | |
| Fire Pump Fore Body | >550 MΩ | |
| Fresh Water Hydrofor pump 1 | >550 MΩ | |
| Wireless Equipment | >550 MΩ | |
| Power/Charger Autom. Battery | >550 MΩ | |
| Power/Charger Emergency Battery | >550 MΩ | |
| Emergency Light Distribution Bridge | >550 MΩ | |
| Distribution Nautic Light Distribution | >550 MΩ | |
| Navigating lights | >550 MΩ | |
| Emergency Light Distr 1.1 st Deck, Poop Deck, A-Deck | >550 MΩ | |
| Emergency Light Distr. 2 B- C- + D-Deck | >550 MΩ | |
| Emergency Light Distr. 4 fore Body | >550 MΩ | |
| Spare | | |
| Power Socket Emergency Diesel Room | >550 MΩ | |
| Spare | | |
| Essential Consumer II A | | |
| E.R. Floor | >550 MΩ | |
| E.R. 2nd Deck Stbd | >550 MΩ | |
| E.R. 2nd Deck Pot | >550 MΩ | |
| Casing Steering Gear | >550 MΩ | |
| Sockets Workshop | >550 MΩ | |
| Sockets E.R. 2nd Deck Stbd | >550 MΩ | |
| Sockets casing, Steering Gear + Emerc. Dieselroom | >550 MΩ | |
| Sockets Hatch Coaming Pot Aft. | >550 MΩ | |
| Sockets Hatch Coaming Pot Fwd | >550 MΩ | |
| Indication Shaft Eathing | >550 MΩ | |
| Spare | | |

| | | |
|--|----------|--------|
| Stand Still Heating Boat Crane + Rescue Boat | >550 MΩ | |
| UV-Sterilizing Unit | >550 MΩ | |
| Purifier Automatic 2 Heavy Oil | >550 MΩ | |
| Spare | | |
| Spare | | |
| Spare | | |
| Spare | | |
| Charging Air Regulator | >550 MΩ | |
| Dose Metering Plant Sea Boxes | >550 MΩ | |
| Unessential Consumer II | | |
| Fresh Water Generator | >550 MΩ | |
| Separate Current/Anti Foulplant | >550 MΩ | |
| Rescue Boat Crane (Pot) | >550 MΩ | |
| Circulating Pump E.R. + Sanitary | >550 MΩ | |
| Circulating Pump Air Conditioning | >550 MΩ | |
| Fresh Water Hydrophor Pump 2 | >550 MΩ | |
| Sewage Vacuum Plant | >550 MΩ | |
| Heating Fan E.R. | >550 MΩ | |
| Hot Water Circulating Pump Sanitary | >550 MΩ | |
| Hot Water Circulating Pump Tace Heating | >550 MΩ | |
| Circulating Pump Bunker Tanks | >550 MΩ | |
| Spare | | |
| Spare | | |
| Diesel Oil/Heavy Oil Booster Pump | >550 MΩ | |
| Heavy Oil/Diesel Oil Booster Pump | >550 MΩ | |
| Coolwater Filling Up Pump | >550 MΩ | |
| Coolwater Filling Up Pump | >550 MΩ | |
| Hydr. Pumps Hatch Cover | >550 MΩ | |
| Windlass Port | >550 MΩ | |
| Windlass Stbd | >550 MΩ | |
| Mooring Winch Port | >550 MΩ | |
| Windlass Stbd | >550 MΩ | |
| Mooring Winch Port | >550 MΩ | |
| Mooring Winch Stbd | >550 MΩ | |
| Air Condition Plant | >550 MΩ | |
| Bilge Ballast Pump 2 + Spare Sea Cool Water Pump | >550 MΩ | |
| Bilge Ballast Pump 1 | >550 MΩ | |
| Container Group 1-6 | | |
| Container Group C1 Sock Container Group C1 Sockets 1-4 | >550 MΩ | |
| Container Group C2 Sock Container Group C2 Sockets 5-8 | >550 MΩ | |
| Container Group C3 Sock Container Group C3 Sockets 9-12 | >550 MΩ | |
| Container Group C4 Sock Container Group C4 Sockets 13-16 | >550 MΩ | |
| Container Group C5 Sock Container Group C5 Sockets 17-20 | >550 MΩ | |
| Container Group C6 Sock Container Group C6 Sockets 21-24 | >550 MΩ | |
| Container Group 7-13 | | |
| Container Group C7 Sock Container Group C7 Sockets 25-28 | >550 MΩ | |
| Container Group C8 Sock Container Group C8 Sockets 29-32 | >550 MΩ | |
| Container Group C9 Sock Container Group C9 Sockets 33-36 | >550 MΩ | |
| * Container Group C10 Sock Container Group C10 Sockets 37-40 | >2,23 MΩ | >55 MΩ |
| REMARK: | repaired | |
| Container Group C11 Sock Container Group C11 Sockets 41-44 | >550 MΩ | |
| Container Group C12 Sock Container Group C12 Sockets 45-48 | >550 MΩ | |
| Container Group C13 Sock Container Group C13 Sockets 49-52 | >550 MΩ | |



Scope of Work

To : Shipdock Amsterdam BV
Attn. :
Your Ref. : P0011006
Our Ref. : MO110074
Date : 24-1-2011
Vessel : Clonlee

We herewith present you our Scope of work carried out until 24-1-20101 on above vessel by FMJ Marine & Offshore

| | <u>Description</u> | <u>Rate</u> | <u>Amount</u> | <u>Price</u> |
|------------|---|-----------------------|---------------|--------------|
| Job 17 | Anchor Windlass/Mooring Winches Check of contactors | 6 | | |
| Job 23 | Megger testing Megger testing of ships electrical installation | 1 | | |
| Job 25 | Main and Emergency switchboard Cleaning and retightening of switchboards | 2 | | |
| Job 26 | ER Fans Check of ER fans | 3 | | |
| Job 30 | Crane e-motors Check of e-motor Repair of fan cover of PS crane, incl. delivery of new cover | 2 | | |
| additional | Renewing of various fuse breakers Renewing of various fuse breakers in main switchboard. | | | |
| | Inspection of shaft generator | | | |
| Delivery | Delivery of materials: 1 Lampholder incl. bulbs 1 socket fusebreaker 10a fusebreaker 20a fusebreaker 25a small installation materials | 1 1 1 2 3 | | |
| | Various trouble shooting Due to bad megger results trouble shooting on STBD boat crane Due to bad megger results trouble shooting on reefer sockets | | | |

All prices are excluding VAT

With Kind regards,

FMJ Marine & Offshore

tel: +31 629000021
fax: +31 204924449

Boonsweg 63b
3274 LH Heinenoord
tel: +31 186697155
Fax: +31 186607159

Crew's records of hours of rest

North Atlantic Shipping

Name of Ship m/v "CLONLEE" IMO No. 9129471 Flag ISLE OF MAN

Seafarer Name [REDACTED] Position / Rank 2nd Officer

Month & Year MAR. 2011 Watchkeeper Yes

Records of Hours of Rest

Please mark periods of work with an "X".

Complete the table on the reverse side

The following national laws, regulations and/ or collective agreements governing limitations on working hours or minimum rest periods apply to this ship:

STCW 1978 (as amended) I.L.O. 180 (Convention 180) MCA MGN 1787 (M)

I agree that this record is an accurate reflection of the hours of work of the seafarer concerned,

Signature of the Master or authorised person _____ Signature of seafarer _____

A copy of this record is to be given to the seafarer. This form is subject to examination and endorsement by the relevant authorities.

Please mark periods of work with an "X"

| Date | Hours | | | | | | | | | | | | | | | | | | | | | | | | Hours of REST in 24-hour period | Comments | NOT TO BE COMPLETED BY THE SEAFARER | |
|-------|-------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---------------------------------|----------|-------------------------------------|-----------------------------------|
| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | | | Hours of work in any 24-hour period | Hours of work in any 7-day period |
| 1 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 11.5 | 12.5 | |
| 2 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 11.5 | 24 | |
| 3 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 11.5 | 35.5 | |
| 4 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 11.5 | 47 | |
| 5 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 12.5 | 59.5 | |
| 6 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 11.5 | 72 | |
| 7 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 12.5 | 84.5 | |
| 8 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 12.5 | 84.5 | |
| 9 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 12.5 | 85.5 | |
| 10 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 11.5 | 85.5 | |
| 11 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 11.5 | 85.5 | |
| 12 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 12.5 | 85.5 | |
| 13 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 10.5 | 83.5 | |
| 14 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 12.5 | 83.5 | |
| 15 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 11.5 | 82.5 | |
| 16 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 11.5 | 81.5 | |
| 17 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | 11.5 | 81.5 | |
| 18 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 70 | |
| 19 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 57.5 | |
| 20 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 47 | |
| 21 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 34.5 | |
| 22 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 23 | |
| 23 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 11.5 | |
| 24 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| 25 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| 26 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| 27 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| 28 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| 29 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| 30 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| 31 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| Hours | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 0 | | | |

- For completion and use in accordance with the procedures established by the competent authority in compliance with the relevant requirements of the seafarer's hours of work and the Manning of Ships Convention 1996 No. 180
- Additional calculations or verifications may be necessary to ensure compliance with the relevant requirements of the seafarer hours of work and the Manning of Ships convention 1996 Convention 180 and the International Convention on Standards of Training, Certification and Watchkeeping, 1978 as amended. (STCW Convention)

North Atlantic Shipping

Name of Ship m/v "CLONLEE" IMO No. 9129471 Flag ISLE OF MAN

Seafarer Name [REDACTED] Position / Rank Chief Engineer

Month & Year March - 2011 Watchkeeper No

Records of Hours of Rest

Please mark periods of work with an "X".

Complete the table on the reverse side

The following national laws, regulations and/ or collective agreements governing limitations on working hours or minimum rest periods apply to this ship:

STCW 1978 (as amended) I.L.O. 180 (Convention 180) MCA MGN 1787 (M)

I agree that this record is an accurate reflection of the hours of work of the seafarer concerned.

Signature of the Master or authorised person

Signature of seafarer

A copy of this record is to be given to the seafarer. This form is subject to examination and endorsement by the relevant authorities.

| Please mark periods of work with an 'X' | | | | | | | | | | | | | | | | | | | | | | | | NOT TO BE COMPLETED BY THE SEAFARER | | | | |
|---|---|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|-------------------------------------|----|----------|-------------------------------------|-----------------------------------|
| Hours | | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | Comments | Hours of work in any 24-hour period | Hours of work in any 7-day period |
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hours | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | | | | |

- For completion and use in accordance with the procedures established by the competent authority in compliance with the relevant requirements of the seafarer's hours of work and the Manning of Ships Convention 1996 No. 180
- Additional calculations or verifications may be necessary to ensure compliance with the relevant requirements of the seafarer hours of work and the Manning of Ships convention 1996 Convention 180 and the International Convention on Standards of Training, Certification and Watchkeeping, 1978 as amended. (STCW Convention)

North Atlantic Shipping

Name of Ship m/v " CLONLEE " IMO No. 9129471 Flag ISLE OF MAN

Seafarer Name [REDACTED] Position / Rank 2-nd Engineer
 Month & Year March - 2011 Watchkeeper No

Records of Hours of Rest

Please mark periods of work with an "X".

Complete the table on the reverse side

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STCW 1978 (as amended) I.L.O. 180 (Convention 180) MCA MGN 1787 (M)

I agree that this record is an accurate reflection of the hours of work of the seafarer concerned

Signature of the Master or authorised person

Signature of seafarer

A copy of this record is to be given to the seafarer. This form is subject to examination and endorsement by the relevant authorities.

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|---|---|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|-------------------------------------|-------------------------------------|-----------------------------------|---|
| | | | | | | | | | | | | | | | | | | | | | | | | Comments | Hours of work in any 24-hour period | Hours of work in any 7-day period | |
| Hours | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 0 | REST in 24-hour period | |
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 2 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 0 |
| 6 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 0 |
| 7 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 0 |
| 8 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 0 |
| 9 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 0 |
| 10 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 0 |
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| 12 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 0 |
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| 14 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 0 |
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| 29 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 0 |
| 30 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 0 |
| 31 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 0 |
| Hours | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 0 | | |
| Hours of work in any 24-hour period | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hours of work in any 7-day period | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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North Atlantic Shipping

Name of Ship m/v "CLONLEE" IMO No. 9129471 Flag ISLE OF MAN

Seafarer Name [REDACTED] Position / Rank AB

Month & Year MAR. 2011 Watchkeeper YES

Records of Hours of Rest

Please mark periods of work with an "X".

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Signature of seafarer

A copy of this record is to be given to the seafarer. This form is subject to examination and endorsement by the relevant authorities.

| Please mark periods of work with an "X" | | | | | | | | | | | | | | | | | | | | | | | | Comments | NOT TO BE COMPLETED BY THE SEAFARER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Date | | | | | | | | | | | | | | | | | | | | | | | | | Hours of REST in 24-hour period | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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- For completion and use in accordance with the procedures established by the competent authority in compliance with the relevant requirements of the seafarer's hours of work and the Manning of Ships Convention 1996 No. 180
- Additional calculations or verifications may be necessary to ensure compliance with the relevant requirements of the seafarer hours of work and the Manning of Ships convention 1996 Convention 180 and the International Convention on Standards of Training, Certification and Watchkeeping, 1978 as amended. (STCW Convention)

North Atlantic Shipping

Name of Ship m/v " CLONLEE " IMO No. 9129471 Flag ISLE OF MAN

Seafarer Name [REDACTED] Position / Rank AB

Month & Year MAR. 2011 Watchkeeper YES

Records of Hours of Rest

Please mark periods of work with an "X".

Complete the table on the reverse side.

The following national laws, regulations and/ or collective agreements governing limitations on working hours or minimum rest periods apply to this ship:

STCW 1978 (as amended) I.L.O. 180 (Convention 180) MCA MGN 1787 (M)

I agree that this record is an accurate reflection of the hours of work of the seafarer concerned,

Signature of the Master or authorised person _____ Signature of seafarer _____

A copy of this record is to be given to the seafarer. This form is subject to examination and endorsement by the relevant authorities.

Please mark periods of work with an "X"

| Hours | | Date | | | | | | | | | | | | | | | | | | | | | | | | Comments | NOT TO BE COMPLETED BY THE SEAFARER | |
|-------|---|------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----------|-------------------------------------|---|
| 0 | 1 | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | | 0 | Hours of work In any 24-hour period |
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hours | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 0 | | | |

- For completion and use in accordance with the procedures established by the competent authority in compliance with the relevant requirements of the seafarer's hours of work and the Manning of Ships Convention 1996 No. 180
- Additional calculations or verifications may be necessary to ensure compliance with the relevant requirements of the seafarer hours of work and the Manning of Ships convention 1996 Convention 180 and the International Convention on Standards of Training, Certification and Watchkeeping, 1978 as amended. (STCW Convention)

North Atlantic Shipping

Name of Ship m/v " CLONLEE " IMO No. 9129471 Flag ISLE OF MAN

Seafarer Name [REDACTED] Position / Rank BOSUN

Month & Year MAR. 2011 Watchkeeper YES/NO

Records of Hours of Rest

Please mark periods of work with an "X".

Complete the table on the reverse side

The following national laws, regulations and/ or collective agreements governing limitations on working hours or minimum rest periods apply to this ship:

STCW 1978 (as amended) I.L.O. 180 (Convention 180) MCA MGN 1787 (M)

I agree that this record is an accurate reflection of the hours of work of the seafarer concerned,

Signature of the Master or authorised person _____ Signature of seafarer _____

A copy of this record is to be given to the seafarer. This form is subject to examination and endorsement by the relevant authorities.

North Atlantic Shipping

Name of Ship m/v " CLONLEE " IMO No. 9129471 Flag ISLE OF MAN

Seafarer Name [REDACTED] Position / Rank AB

Month & Year MAR. 2011 Watchkeeper YES

Records of Hours of Rest

Please mark periods of work with an "X".

Complete the table on the reverse side.

The following national laws, regulations and/ or collective agreements governing limitations on working hours or minimum rest periods apply to this ship:

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I agree that this record is an accurate reflection of the hours of work of the seafarer concerned,

Signature of the Master or authorised person

Signature of seafarer

A copy of this record is to be given to the seafarer. This form is subject to examination and endorsement by the relevant authorities.

| Please mark periods of work with an "X" | | | | | | | | | | | | | | | | | | | | | | | | Comments | NOT TO BE COMPLETED BY THE SEAFARER | |
|---|---|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----------|-------------------------------------|-------------------------------------|
| Hours | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | | 23 | Hours of work in any 24-hour period |
| Date | 1 | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 6 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 7 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 8 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 9 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 10 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 11 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 12 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 13 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 14 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 15 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 16 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 17 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 18 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 19 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 20 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 21 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 22 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 23 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 24 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 25 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 26 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 27 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 28 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 29 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 30 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| 31 | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 0 |
| Hours | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 0 | |

- For completion and use in accordance with the procedures established by the competent authority in compliance with the relevant requirements of the seafarer's hours of work and the Manning of Ships Convention 1996 No. 180
- Additional calculations or verifications may be necessary to ensure compliance with the relevant requirements of the seafarer hours of work and the Manning of Ships convention 1996 Convention 180 and the International Convention on Standards of Training, Certification and Watchkeeping, 1978 as amended, (STCW Convention)

North Atlantic Shipping

Name of Shipm.v. "CLONLEE "

IMO No.9129471

FlagISLE OF MAN

Seafarer Name

Position / RankMASTER

Month & YearMARCH 2011

WatchkeeperYES

Records of Hours of Rest

Please mark periods of work with an "X", or using a continuous line or arrow

Complete the table on the reverse side

The following national laws, regulations and/ or collective agreements governing limitations on working hours or minimum rest periods apply to this ship:

STCW1978 (as amended)I.L.O. 180 (Convention 180)MCA MGN 1787 (M)

I agree that this record is an accurate reflection of the hours of work of the seafarer concerned,

Signature of the Master or authorised personSignature of seafarer

A copy of this record is to be given to the seafarer. This form is subject to examination and endorsement by the relevant authorities.

| Please mark periods of work with an "X" or using a continuous line | | | | | | | | | | | | | | | | | | | | | | | | | | Comments | NOT TO BE COMPLETED BY THE SEAFARER | |
|--|------|---|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----------|-------------------------------------|-------------------------------------|
| Hour | Date | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | Hours of work in any 7-day period | Hours of work in any 24-hour period |
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | 7.5 | 7.5 |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 | 14.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | 10 | 24.5 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | 6 | 30.5 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | 8 | 38.5 |
| 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | 8 | 46.5 |
| 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | 9 | 55.5 |
| 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | 9 | 57 |
| 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | 8.5 | 58.5 |
| 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | 7 | 55.5 |
| 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | 10.5 | 60 |
| 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | 7.5 | 59.5 |
| 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | 8 | 59.5 |
| 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | 5.5 | 56 |
| 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 58 |
| 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | 15 | 64.5 |
| 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 58.5 |
| 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 48 |
| 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 40.5 |
| 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 32.5 |
| 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 27 |
| 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 16 |
| 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 1 |
| 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 |
| 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 |
| 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 |
| 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 |
| 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 |
| 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 |
| 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 |
| 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 |
| Hour | | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |

- For completion and use in accordance with the procedures established by the competent authority in compliance with the relevant requirements of the seafarer's hours of work and the Manning of Ships Convention 1996 No. 180
- Additional calculations or verifications may be necessary to ensure compliance with the relevant requirements of the seafarer hours of work and the Manning of Ships convention 1996 Convention 180 and the International Convention on Standards of Training, Certification and Watchkeeping, 1978 as amended (STCW Convention)

North Atlantic Shipping

Name of Ship m/v " CLONLEE " IMO No. 9129471 Flag ISLE OF MAN

Seafarer Name [REDACTED] Position / Rank Chief Mate

Month & Year Mar-11 Watchkeeper YES

Records of Hours of Rest

Please mark periods of work with an "X".

Complete the table on the reverse side

The following national laws, regulations and/ or collective agreements governing limitations on working hours or minimum rest periods apply to this ship:

STCW 1978 (as amended) I.L.O. 180 (Convention 180) MCA MGN 1787 (M)

I agree that this record is an accurate reflection of the hours of work of the seafarer concerned,

Signature of the Master or authorised person _____ Signature of seafarer _____

A copy of this record is to be given to the seafarer. This form is subject to examination and endorsement by the relevant authorities.

| Please mark periods of work with an "X" | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|
| Hours | | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 0 |
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | X | X | X | X | X | | | | | | | | | X | X | X | X | X | X | X | X | |
| 2 | | | | X | X | X | X | X | X | X | X | X | X | | | | | X | X | X | X | X | X | X | X | |
| 3 | | | | | X | X | X | X | | | | | | | | | | X | X | X | X | | | | | |
| 4 | | | | X | X | X | X | X | X | | | | | | | | | X | X | X | X | X | X | X | X | |
| 5 | | | | | X | X | X | X | X | X | X | X | X | | | | | X | X | X | X | X | X | X | X | |
| 6 | | | | | X | X | X | X | X | X | X | X | X | | | | | X | X | X | X | X | X | X | X | |
| 7 | | | | X | X | X | X | X | X | | | | | | | | | X | X | X | X | X | X | X | X | |
| 8 | | | | | X | X | X | X | X | X | X | X | X | | | | | X | X | X | X | X | X | X | X | |
| 9 | | | | | X | X | X | X | | | | | | | | | | X | X | X | X | X | X | X | X | |
| 10 | | | | | X | X | X | X | X | X | X | X | X | | | | | X | X | X | X | X | X | X | X | |
| 11 | | | | | X | X | X | X | X | | | | | | | | | X | X | X | X | X | X | X | X | |
| 12 | | | | X | X | X | X | X | X | X | X | X | X | | | | | X | X | X | X | X | X | X | X | |
| 13 | | | | | X | X | X | X | X | | | | | | | | | X | X | X | X | X | X | X | X | |
| 14 | | | | | X | X | X | X | X | X | X | X | X | | | | | X | X | X | X | X | X | X | X | |
| 15 | | | | | X | X | X | X | X | | | | | | | | | X | X | X | X | X | X | X | X | |
| 16 | | | | | X | X | X | X | X | X | X | X | X | | | | | X | X | X | X | X | X | X | X | |
| 17 | | | | | X | X | X | X | X | X | X | X | X | | | | | X | X | X | X | X | X | X | X | |
| 18 | | | | | | | | | | | | | | | | | | X | X | X | X | X | X | X | X | |
| 19 | | | | | | | | | | | | | | | | | | X | X | X | X | X | X | X | X | |
| 20 | | | | | | | | | | | | | | | | | | X | X | X | X | X | X | X | X | |
| 21 | | | | | | | | | | | | | | | | | | X | X | X | X | X | X | X | X | |
| 22 | | | | | | | | | | | | | | | | | | X | X | X | X | X | X | X | X | |
| 23 | | | | | | | | | | | | | | | | | | X | X | X | X | X | X | X | X | |
| 24 | | | | | | | | | | | | | | | | | | X | X | X | X | X | X | X | X | |
| 25 | | | | | | | | | | | | | | | | | | X | X | X | X | X | X | X | X | |
| 26 | | | | | | | | | | | | | | | | | | X | X | X | X | X | X | X | X | |
| 27 | | | | | | | | | | | | | | | | | | X | X | X | X | X | X | X | X | |
| 28 | | | | | | | | | | | | | | | | | | X | X | X | X | X | X | X | X | |
| 29 | | | | | | | | | | | | | | | | | | X | X | X | X | X | X | X | X | |
| 30 | | | | | | | | | | | | | | | | | | X | X | X | X | X | X | X | X | |
| 31 | | | | | | | | | | | | | | | | | | X | X | X | X | X | X | X | X | |
| Hours | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 0 | |

| NOT TO BE COMPLETED BY THE SEAFARER | | Comments | Hours of REST in any 24-hour period | | Hours of work in any 7-day period | |
|-------------------------------------|-----------------------------------|--------------------|-------------------------------------|--|-----------------------------------|--|
| Hours of work in any 24-hour period | Hours of work in any 7-day period | | | | | |
| 10 | 80 | sea-TEE-sea | 14 | | | |
| 13 | 81 | sea- GRA | 11 | | | |
| 7 | 78 | GRA-sea | 17 | | | |
| 11 | 76 | sea-FXT-sea-Anchor | 13 | | | |
| 12 | 76 | Anchor-RDM | 12 | | | |
| 12 | 77 | RDM | 12 | | | |
| 11 | 76 | sea-SSH | 13 | | | |
| 10 | 76 | TEE-sea-SSH-sea | 14 | | | |
| 9 | 72 | sea-FXT | 15 | | | |
| 11 | 76 | FXT-sea | 13 | | | |
| 8 | 73 | sea-TEE-sea | 16 | | | |
| 12 | 73 | GRA-sea | 12 | | | |
| 8 | 69 | sea | 16 | | | |
| 12 | 70 | RDM | 12 | | | |
| 7 | 67 | RDM-sea | 17 | | | |
| 12 | 70 | SSH-sea | 12 | | | |
| 12 | 71 | sea- GRA | 12 | | | |
| 0 | 63 | | 24 | | | |
| 0 | 51 | | 24 | | | |
| 0 | 43 | | 24 | | | |
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| NOT TO BE COMPLETED BY THE SEAFARER | | Comments | | Hours of REST in 24-hour period | |
|-------------------------------------|-----------------------------------|--------------------|--|---------------------------------|--|
| Hours of work in any 24-hour period | Hours of work in any 7-day period | | | | |
| 10 | 80 | sea-TEE-sea | | 14 | |
| 13 | 81 | sea-SEA | | 11 | |
| 7 | 78 | SEA-SEA | | 17 | |
| 11 | 76 | sea-FXT-sea-Anchor | | 13 | |
| 12 | 76 | Anchor-RDM | | 12 | |
| 12 | 77 | RDM | | 12 | |
| 11 | 76 | SEA-SSH | | 13 | |
| 10 | 76 | TEE-sea-SSH-sea | | 14 | |
| 9 | 72 | sea-FXT | | 15 | |
| 11 | 76 | FXT-sea | | 13 | |
| 8 | 73 | sea-TEE-sea | | 16 | |
| 12 | 73 | SEA-SEA | | 12 | |
| 8 | 69 | sea | | 16 | |
| 12 | 70 | RDM | | 12 | |
| 7 | 67 | RDM-sea | | 17 | |
| 12 | 70 | SSH-sea | | 12 | |
| 12 | 71 | sea - GRA | | 12 | |
| 0 | 63 | | | 24 | |
| 0 | 51 | | | 24 | |
| 0 | 43 | | | 24 | |
| 0 | 31 | | | 24 | |
| 0 | 24 | | | 24 | |
| 0 | 12 | | | 24 | |
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- For completion and use in accordance with the procedures established by the competent authority in compliance with the relevant requirements of the seafarer's hours of work and the Manning of Ships Convention 1996 No. 180
- Additional calculations or verifications may be necessary to ensure compliance with the relevant requirements of the seafarer's hours of work and the Manning of Ships convention 1996 Convention 180 and the International Convention on Standards of Training, Certification and Watchkeeping, 1978 as amended. (STCW Convention)

North Atlantic Shipping

Flag ISLE OF MAN

IMO No. 9129471

Name of Ship m/v "CLONLEE"

Position / Rank COOK

Seafarer Name [REDACTED]

Watchkeeper No

Month & Year MAR. 2011

Month & Year

Records of Hours of Rest

Please mark periods of work with an "X".

Complete the table on the reverse side

The following national laws, regulations and/ or collective agreements governing limitations on working hours or minimum rest periods apply to this ship:

STCW1978 (as amended)

I.L.O. 180 (Convention 180)

MCA MGN 1787 (M)

I agree that this record is an accurate reflection of the hours of work of the seafarer concerned,

Signature of the Master or authorised person

Signature of seafarer

A copy of this record is to be given to the seafarer. This form is subject to examination and endorsement by the relevant authorities.

| Please mark periods of work with an "X" | | | | | | | | | | | | | | | | | | | | | | | | | Hours of REST in 24-hour period | Comments | NOT TO BE COMPLETED BY THE SEAFARER | | |
|---|---|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|----------|--|---|---|
| Hours | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | | | 0 | Hours of work In any 24-hour period | Hours of work In any 7-day period |
| Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | 13 | FXT - TEE - SEA | 11 | 11 |
| 2 | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | 13 | SEA - GRA | 11 | 22 |
| 3 | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | 13 | GRA - SEA | 11 | 33 |
| 4 | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | 13 | SEA - FXT - SEA | 11 | 44 |
| 5 | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | 13 | SEA | 11 | 55 |
| 6 | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | 13 | SEA - RDM | 11 | 66 |
| 7 | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | 13 | RDM - SSH | 11 | 77 |
| 8 | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | 13 | SSH - TEE - SSH - SEA | 11 | 77 |
| 9 | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | 13 | SEA - IMM - FXT | 11 | 77 |
| 10 | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | 13 | FXT - SEA | 11 | 77 |
| 11 | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | 13 | SEA - TEE - SEA | 11 | 77 |
| 12 | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | 13 | SEA - GRA - SEA | 11 | 77 |
| 13 | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | 13 | SEA | 11 | 77 |
| 14 | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | 13 | SEA - RDM | 11 | 77 |
| 15 | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | 13 | RDM - SEA | 11 | 77 |
| 16 | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | 13 | SEA - SSH - SEA | 11 | 77 |
| 17 | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | 13 | SEA - GRA - SEA | 11 | 77 |
| 18 | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | 24 | SEA - RDM | 0 | 66 |
| 19 | | | | | | | | | | | | | | | | | | | | | | | | | | 24 | | 0 | 55 |
| 20 | | | | | | | | | | | | | | | | | | | | | | | | | | 24 | | 0 | 44 |
| 21 | | | | | | | | | | | | | | | | | | | | | | | | | | 24 | | 0 | 33 |
| 22 | | | | | | | | | | | | | | | | | | | | | | | | | | 24 | | 0 | 22 |
| 23 | | | | | | | | | | | | | | | | | | | | | | | | | | 24 | | 0 | 11 |
| 24 | | | | | | | | | | | | | | | | | | | | | | | | | | 24 | | 0 | 0 |
| 25 | | | | | | | | | | | | | | | | | | | | | | | | | | 24 | | 0 | 0 |
| 26 | | | | | | | | | | | | | | | | | | | | | | | | | | 24 | | 0 | 0 |
| 27 | | | | | | | | | | | | | | | | | | | | | | | | | | 24 | | 0 | 0 |
| 28 | | | | | | | | | | | | | | | | | | | | | | | | | | 24 | | 0 | 0 |
| 29 | | | | | | | | | | | | | | | | | | | | | | | | | | 24 | | 0 | 0 |
| 30 | | | | | | | | | | | | | | | | | | | | | | | | | | 24 | | 0 | 0 |
| 31 | | | | | | | | | | | | | | | | | | | | | | | | | | 24 | | 0 | 0 |
| Hours | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 0 | | | | |

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North Atlantic Shipping

Name of Ship m/v "CLONLEE" IMO No. 9129471 Flag ISLE OF MAN

Seafarer Name [REDACTED] Position / Rank Motorman

Month & Year March - 2011 Watchkeeper No

Records of Hours of Rest

Please mark periods of work with an "X".

Complete the table on the reverse side

The following national laws, regulations and/ or collective agreements governing limitations on working hours or minimum rest periods apply to this ship:

STCW 1978 (as amended) I.L.O. 180 (Convention 180) MCA MGN 1787 (M)

I agree that this record is an accurate reflection of the hours of work of the seafarer concerned.

Signature of the Master or authorised person

Signature of seafarer

A copy of this record is to be given to the seafarer. This form is subject to examination and endorsement by the relevant authorities.

Please mark periods of work with an "X"

| Date | Hours | | | | | | | | | | | | | | | | | | | | | | | | Hours of REST in 24-hour period | Comments | NOT TO BE COMPLETED BY THE SEAFARER | |
|-------|-------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---------------------------------|----------|-------------------------------------|-----------------------------------|
| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | | | Hours of work in any 24-hour period | Hours of work in any 7-day period |
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 11 | |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | 12 | 23 | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 34 | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | ONE 48 HOUR PERIOD | |
| 6 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 68 | |
| 7 | | | | | | | | | | | | | | | | | | | | | | | | | | 12 | 68 | |
| 8 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 78 | |
| 9 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 78 | |
| 10 | | | | | | | | | | | | | | | | | | | | | | | | | | 12 | 78 | |
| 11 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 78 | |
| 12 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 78 | |
| 13 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 78 | |
| 14 | | | | | | | | | | | | | | | | | | | | | | | | | | 8 | 78 | |
| 15 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 76 | |
| 16 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 75 | |
| 17 | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 74 | |
| 18 | | | | | | | | | | | | | | | | | | | | | | | | | | 6 | 68 | |
| 19 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 68 | |
| 20 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 47 | |
| 21 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 39 | |
| 22 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 28 | |
| 23 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 17 | |
| 24 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 6 | |
| 25 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| 26 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| 27 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| 28 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| 29 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| 30 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| 31 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| Hours | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 0 | | | |

- For completion and use in accordance with the procedures established by the competent authority in compliance with the relevant requirements of the seafarer's hours of work and the Manning of Ships Convention 1998 No. 180
- Additional calculations or verifications may be necessary to ensure compliance with the relevant requirements of the seafarer hours of work and the Manning of Ships convention

Clonlee's pilot card

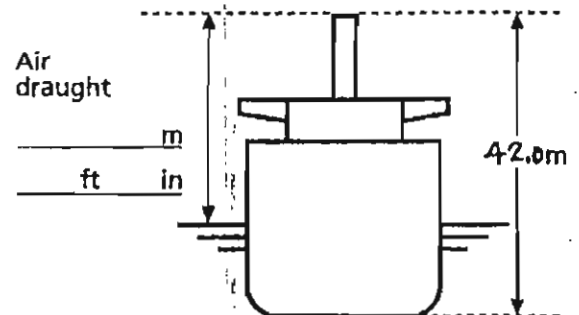
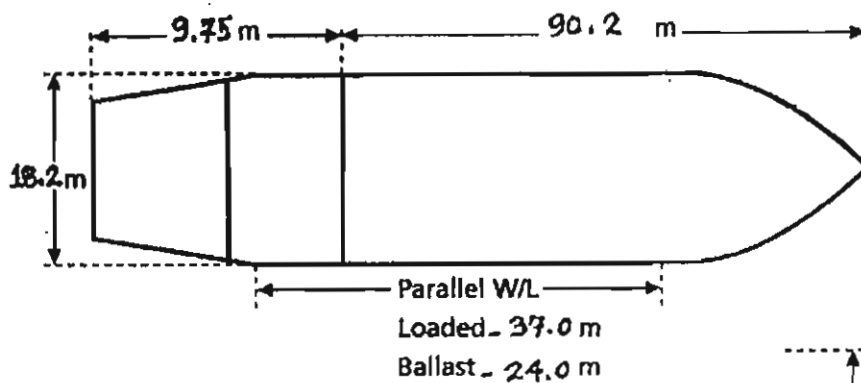


North Atlantic Shipping Ltd.,

PILOT CARD

SHIP'S PARTICULARS

Name **M/V CLONLEE** Call sign **M.Q.U.J. 9**
Displacement **7698** (tonnes) Deadweight **5207** (tonnes) Year built **1996**
Length OA **101.1** (m) Breadth **18.2** (m) Bulbous bow **yes**
Draught fwd (m) Draught aft (m) Draught amidships (m)
Port anchor **9** (shackles) Stbd anchor **9** (shackles) (1 shackle=27.4 m/15 fathoms)



ENGINE

Type of engine **DEUTZ-MWM TDD-645L9** Maximum power **3025/3175** (kW) **5202/4318** (HP)

| | rpm/pitch | loaded speed | ballast speed |
|------------------|-----------|------------------------------------|-------------------|
| Full ahead | 10 | 15.1 (kts) | 15.7 (kts) |
| Half ahead | 5 | 7.8 (kts) | 8.5 (kts) |
| Slow ahead | 3 | 5.0 (kts) | 5.5 (kts) |
| Dead slow ahead | 1 | 2.7 (kts) | 3.3 (kts) |
| Dead slow astern | 1 | | |
| Slow astern | 3 | | |
| Half astern | 5 | | |
| Full astern | 10 | 100 (% of full ahead power) | |

Engine critical rpm **NIL** Maximum number of consecutive starts **NIL**
Time full ahead to full astern **22** (sec) Time limit astern **10** (min)



North Atlantic Shipping Ltd.,

PILOT CARD

STEERING

Rudders (number) (type) (maximum angle)

Time hard-over to hard-over (sec)

Rudder angle for neutral effect °

Propellers (number) Direction of turn

Controllable pitch Thrusters (number)

Bow power (kW/HP) Stern power (kW/HP)

Steering idiosyncrasies

EQUIPMENT CHECKED AND READY FOR USE

Anchors

Cleared away

Whistle

☒

Flags

☒

X-Band radar

☒

ARPA

S-Band radar

☒

ARPA

Speed log

☒

Echo sounder

☒

Electronic position-fixing

☒

Type

Compass system

Gyro compass error

Steering gear

☒

Number of power units in use

Rudder/RPM/ROT indicators

☒

Engine telegraphs

☒

VHF

☒

Mooring winches and lines

☒

EQUIPMENT OPERATIONAL DEFECTS

| |
|--|
| |
|--|

OTHER IMPORTANT DETAILS

| |
|--|
| |
|--|

Master's name: Date:

Bridge team pre-arrival and pre-departure checklists

PRE-ARRIVAL CHECK LIST - BRIDGE

Vessel:

Arrival at Port of

| | Action | Yes/No | Responsible |
|----|--|--------|-------------|
| 1 | Steering gear and rudder indicators checked | | OOW - C/E |
| 2 | Engine control/telegraph tested | | OOW |
| 3 | Communications internal and external tested | | OOW |
| 4 | Signalling equipment, special lights/shapes available | | OOW |
| 5 | Pilot boarding arrangements available | | OOW |
| 6 | VTs/port control contacted and dangerous cargo reports made. | | OOW |
| 7 | Anchor cleared | | OOW |
| 8 | Deck power available, mooring winches tested | | BOSUN |
| 9 | Pilot card | | OOW |
| 10 | Crew informed stand by time Chief Engineer/Officer | | OOW |
| 11 | Engine room informed stand by time | | OOW |

This form to be completed within 2 hours of arrival at Port.
To be handed to Master prior to Arrival

OOW

Master

Date:

Log Book Entry to be made after Master has acknowledged completion.

NAS/SA-5 Rev. 0 39

PRE-DEPARTURE CHECK LIST - BRIDGE

Vessel sailing from

Date

| Item | Yes/No | |
|--|--------|--|
| Passage Plan Prepared – Charts ready for use. | | |
| Bridge Equipment ON and Tested | | |
| RADAR, COMPASSES | | |
| Ancillary Equipment Ready | | |
| GPS, SATNAV, NAVTEX | | |
| Nav. Lights ON and checked. | | |
| Whistle Tested | | |
| Communication Systems Tested | | |
| Telephone – VHF | | |
| Steering Gear ON and Tested (SOLAS CH. V Reg 19) | | |
| Main Engine Control Tested | | |
| Anchor Cleared – Ready for use. | | |
| ALL Shell Doors CLOSED and Secured | | |
| Draft, Trim & Stability checked | | |
| Port Clearance Received | | |

Notes

Check List Completed at (Time)

By

Master Advised

Log Book Entry to be made after Master has acknowledged completion.

Tests to be completed not more than 12 hours prior to sailing

NAS/SA-4

Rev 0 38

International Chamber of Shipping's Bridge Procedures Guide passage plan appraisal checklist

B5 PASSAGE PLAN APPRAISAL

Have navigation charts been selected from chart catalogue, including:

- ☐ large scale charts for coastal waters
- ☐ appropriate scale charts for ocean passages
- ☐ planning charts
- ☐ routeing, climatic, pilot and load line zone charts

Have publications been selected, including:

- ☐ Sailing Directions and pilot books
- ☐ light lists
- ☐ radio signals
- ☐ guides to port entry
- ☐ tide tables and tidal stream atlas

Have all navigation charts and publications been corrected up to date, including:

- ☐ the ordering of new charts/publications, if necessary
- ☐ notices to mariners
- ☐ local area warnings
- ☐ NAVAREA navigational warnings

Have the following been considered?

- ☐ ship's departure and arrival draughts together with any restrictions on underkeel clearance due to squat
- ☐ ship's cargo and any special cargo stowage/carriage restrictions
- ☐ if there are any special ship operational requirements for the passage

Have the following been checked?

- ☐ planning charts and publications for advice and recommendations on route to be taken
- ☐ climatological information for weather characteristics of the area
- ☐ navigation charts and publications for landfall features
- ☐ navigation charts and publications for Ships' Routeing Schemes, Ship Reporting Systems and Vessel Traffic Services (VTS)

☐ Has weather routeing been considered for passage?

Have the following preparations been made for port arrival?

- ☐ navigation charts and publications studied for pilotage requirements
- ☐ Ship-to-Shore Master/Pilot Exchange form prepared (see annex A1)
- ☐ Pilot Card updated (see annex A3)
- ☐ port guides studied for port information including arrival/berthing restrictions

Other checks:

☐

Safety management manual emergency instructions

| Issued By | Approved By | Date | Issue | Page |
|---|-----------------------|------------------|------------|---------|
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| SAFETY MANAGEMENT MANUAL PROCEDURES AND INSTRUCTIONS SHIP BOARD EMERGENCIES | | | Chapter P5 | |

PS.3.2 Grounding

Procedure

| No. | Action to be taken | By |
|-----|---|----------------------------------|
| 1 | Raise Alarm (Internal and External) | Bridge O.O.W. |
| 2 | Stop Engines | Bridge O.O.W |
| 3 | Call Master | Bridge O.O.W |
| 4 | Show Lights/Signals | Bridge O.O.W |
| 5 | VHF to Ch 16 | Bridge O.O.W |
| 6 | Close all Watertight Doors | Responsible Officer |
| 7 | Call Flood Response Team | (as per Muster List) |
| 8 | Sound all Tanks and Bilges | C/O and 1 st Engineer |
| 9 | Check, for pollution | C/O |
| 10 | Estimate Damage, Estimate quantity of incoming water onboard | C/O |
| 11 | Depth Sounding around vessel | 2 nd Officer |
| 12 | Estimate type of sea bottom | 2 nd Officer |
| 13 | Check Sea Chests | 3 rd Engineer |
| 14 | Notify Position of vessel | Bridge O.O.W. |
| 15 | Course and speed of vessel | Bridge O.O.W. |
| 16 | Check Engine Room for damage | Chief Engineer |
| 17 | Check Shaft for oil leakage | 2 nd Engineer |
| 18 | Check Propeller for damage | Diver |
| 19 | Check the tide | Master |
| 20 | Estimate the possibility of sailing away during the next tide | Master |
| 21 | Estimate weather conditions and sea state | Master |
| 22 | Calculate ballast condition to avoid worsening of situation | Senior Officer |
| 23 | Use the anchor - estimate possibility of vessel sitting on the anchor | Master |
| 24 | Draft Readings at time of grounding | Senior Officer |
| 25 | Draft Readings after grounding | Senior Officer |
| 26 | Note positions for tug securing (if they exist) | Bridge O.O.W. |
| 27 | Check all injured personnel | Senior Officer |
| 28 | Required assistance from outside | Master |
| 29 | Record events in Log Books | Bridge O.O.W. |
| 30 | Update Chart with vessel position at time of grounding | Bridge O.O.W. |
| 31 | Record display of Course Recorder | Bridge O.O.W. |
| 32 | Record Engine Room Data Logger (if fitted) | Engine Room O.O.W. |
| 33 | Forward initial report | Master |

| | | | | |
|---|-----------------------|------------------|------------|---------|
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P5.3.1 Main propulsion machinery failure

Procedure

| No. | Action to be taken | By |
|------------|---|---------------------------------|
| 1 | Check for other vessels in vicinity | Bridge O.O.W. |
| 2 | Check for navigational hazards in vicinity | Bridge O.O.W |
| 3 | Make appropriate sound signals if necessary | Bridge O.O.W |
| 4 | Call Master | Bridge O.O.W |
| 5 | Exhibit Shapes / Light as necessary | Bridge O.O.W |
| 6 | VHF to Ch 16 | Bridge O.O.W |
| 7 | Consider anchoring if necessary and depth of water is suitable. | Master |
| 8 | Fix position of ship | Bridge O.O.W |
| 9 | Assess weather, current and drift | Master |
| 10 | Record time of failure | Bridge O.O.W Engine room O.O.W. |
| 11 | Ascertain cause of failure | Chief Engineer |
| 12 | Ascertain if repairs are possible by ship's staff | Chief Engineer |
| 13 | Ascertain time required for repair | Chief Engineer |
| 14 | Ascertain assistance required | Chief Engineer |
| 15 | Necessary spares | Chief Engineer |
| 16 | Necessary Tug Assistance | Master |
| 17 | Inspection / Report | 1st/2nd Engineer |
| 18 | Pictures / Photographs | 1 st /2nd Engineer |
| 19 | Keeping Damaged Parts | 1 st /2nd Engineer |
| 20 | Forward Initial report | Master |

Reporting

The following details must be included in the initial report :-

- A. Ship's particulars (Name, Signal Letters, Flag, Port of Registry etc)
- B. Date and exact time of incident (Local or GMT)
- C. Exact position of vessel
- D. Weather Conditions and Sea State
- E. Ship's Course and Speed
- F. Brief, but as precise as possible, description of the damage and ship's general condition.
- G. Repair work carried out so far and future programme.
- H. Necessary work and spares for permanent repair.
- I. Crew capability of finishing the repair or necessity of external assistance.
- J. Availability of spares on board.
- K. Necessary time to complete repairs
- L. Number of victims, if any, description of condition of injured persons.
- M. Further communication arrangements (with the Company and others)

| | | | | |
|---|-----------------------|------------------|------------|---------|
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P5.3.3 Loss of Electrical Power

| No. | Action to be taken | By |
|-----|---|---------------------------------|
| 1 | Check for other vessels in vicinity | Bridge O.O.W. |
| 2 | Check for navigational hazards in vicinity | Bridge O.O.W |
| 3 | Make appropriate sound signals if necessary | Bridge O.O.W |
| 4 | Call Master | Bridge O.O.W |
| 5 | Exhibit Shapes / Light as necessary | Bridge O.O.W |
| 6 | VHF to Ch 16 | Bridge O.O.W |
| 7 | Consider anchoring if necessary and depth of water is suitable. | Master |
| 8 | Fix position of ship | Bridge O.O.W |
| 9 | Assess weather, current and drift | Master |
| 10 | Record time of failure | Bridge O.O.W Engine room O.O.W. |
| 11 | Ascertain cause of failure | Chief Engineer |
| 12 | Ascertain if repairs are possible by ship's staff | Chief Engineer |
| 13 | Ascertain time required for repair | Chief Engineer |
| 14 | Ascertain assistance required | Chief Engineer |
| 15 | Necessary spares | Chief Engineer |
| 16 | Necessary Tug Assistance | Master |
| 17 | Inspection / Report | 1 st /2nd Engineer |
| 18 | Pictures / Photographs | 1st/2ndEngineer |
| 19 | Keeping Damaged Parts | 1 st /2nd Engineer |
| 20 | Forward Initial report | Master |

Procedure Reporting

The following details must be included in the initial report :-

- A. Ship's particulars (Name, Signal Letters, Flag, Port of Registry etc)
- B. Date and exact time of incident (Local or GMT)
- C. Exact position of vessel
- D. Weather Conditions and Sea State
- E. Ship's Course and Speed
- F. Brief, but as precise as possible, description of the damage and ship's general condition
- G. Repair work carried out so far and future programme.
- H. Necessary work and spares for permanent repair. –
- I. Crew capability of finishing the repair or necessity of external assistance.
- J. Availability of spares on board.
- K. Necessary time to complete repairs
- L. Number of victims, if any, description of condition of injured persons.
- M. Further communication arrangements (with the Company and others)

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GROUNDING (Contd)

Reporting

The following details must be included in the initial report :-

- A. Ship's particulars (Name, Signal Letters, Flag, Port of Registry etc)
- B. Date and exact time of incident (Local or GMT)
- C. Exact position of vessel
- D. Weather Conditions and Sea State
- E. Type of sea Bottom (sand, rocks etc)
- F. Sea Depth and vessel's drafts at time of grounding and general condition of the ship.
- G. Tide characteristics, possible streams.
- H. Brief, but as precise as possible, description of the damage and ship's general condition.
- I. Corrective measures taken or programmed.
- J. Environmental pollution
- K. Result of Tank Soundings in detail and for each type of liquid
- L. Calculation of vessel's ballast.
- M. Assistance possibilities in the incident area.
- N. Required assistance
- O. Authorities or persons informed
- P. Number of victims, if any, description of condition of injured persons
- Q. Number of disembarked persons
- R. Further communication arrangements (with the Company and others)

Annual programme of (onboard) safety and emergency drills

Master's monthly safety drill reports

M/v Clonlee.

Safety Drills for March 2010 :-

Boat Drill @ Southampton 8th.March 2010.

Crew mustered @ boat stations.

Scenario: **Dead Ship situation.**

The M.O.B. was hoisted manually clear of the chocks & the "Dead Ship" handle operated swinging the boat clear. The lowering quick release was found to be working OK.

The outboard motor was put into position & started prior to operations.

Crew work very well & know their duties.

Fire Drill @ Southampton 8th.March.

Simulated fire in the Galley.

Crew mustered at Stations .

██████████ Off. was in charge, after all crew were accounted for, they were then shown the isolation electrical switches, fire flaps were located and closed and then he showed them how to manually operate the CO2 bottle situated outside the galley and also the use of the fire blanket.

Pollution Prevention.

Bunker barge "Alpha 3" alongside @ Europahaven on 6th.March. for 40mt. G.O.

A Pollution exercise was incorporated with this.

All safety checks & communications agreed between the barge(s) & the vessel.

Scuppers blocked, S.O.P.E.P. equip. made ready with a crew member standing by on deck by way of bunker station.

Annual Drill for March.

The drill for this month is :-

Grounding.

As Chap.5 Page 5. of the Safety Management Manual.

Emergency Check Lists for quick reference are kept on the bridge. (Radio room)



M/V Clonlee.

Safety Drills for March 2011 :-

Pollution Prevention @ Rotterdam.

0120hrs. (S.T.) Bunker barge "VEGHEL" alongside @ AMAZONEHAVEN container terminal on the 06th, of March for 220 MT/HFO.

A pollution exercise was incorporated with this.

All crew was familiarized for their duties during pollution.

All safety checks and communications agreed between barge & vessel.

Scuppers blocked, SOPEP equip. made ready with a crew member standing by on the deck by way of bunker station. Chief Engineer monitored the fuel gauges whilst taking the bunkers.

Fire Drill @ Sea on 18th of March.

Simulated fire in the Officers Messroom.

1300 hrs: Crew mustered at Station. As the crew were accounted for, [REDACTED]

Done the fire suit and B.A. w/ the assistance of [REDACTED] Support squad;

closing all ventilation's flaps, lay out fire hoses and start boundary cooling,

Engineers proceed to electric switchboard to isolate power on officers mess, and

start main fire pump, the emergency squad proceed to fire scene and commence

extinguishing the fire, fire is under control, 1330 hrs. debriefing follows.

Fire pump pressure and fire hoses tested with satisfactory results.

Abandonship Drill @ Sea on 18th of March.

1345hrs. The crew mustered at muster station for Abandonship drill, [REDACTED]

started to demonstrate how to wear a life jacket and [REDACTED] demonstrate how

to done the Emmersion suit, Lifeboat sitting arrangement was given to the crew

and the Buson demonstrate how to launch the liferaft. 1435hrs. abandonship drill

was dismissed with good results. After the drill discussion follows; question and

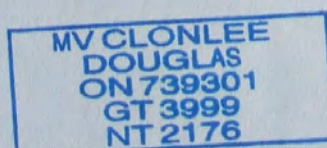
answer was given to the crew to see that they understand the topics that being discussed.

Annual Drill for March.

The drill for this month is :-

Grounding As Chap.5 Page 5. of the Safety Management Manual. A copy of this was given to each crew for their files.

Emergency Check Lists for quick reference are kept on the bridge. (Radio room)



M/V Clonlee.

Safety Drills for August 2010 :-

Pollution Prevention @ Rotterdam.

0215hrs. (S.T.) Bunker barge "ALPHA 3" alongside @ BEERKANAAL container terminal on the 14th of August for 220 MT/HFO & 30 MT/Gas oil.

A pollution exercise was incorporated with this.

All crew was familiarized for their duties during pollution.

All safety checks and communications agreed between barge & vessel.

Scuppers blocked, SOPEP equip. made ready with a crew member standing by on the deck by way of bunker station. Chief Engineer monitored the fuel gauges whilst taking the bunkers.

Fire Drill @ Grangemouth on 22nd of August.

Simulated fire inside the Foc'stle

1500-1540hrs: Crew mustered at Stations. As the crew were accounted for, Buson [REDACTED], Don the fire suit and B.A. and proceed to combat the fire, fire flaps and ventilations were closed, activated the main fire pump on the bridge, fire hoses were rigged, then commence extinguishing the fire, fire is under control, Debriefing follows.

Abandonship Drill @ Grangemouth 22nd of August.

1550-1630 hrs. as the crew mustered at muster station, the Rescue (MOB) Boat was lifted clear from its position and swung out manually by pulling the "Dead Ship's" handle with Mr. J. [REDACTED] and Mr. S. [REDACTED] onboard and the boat was launched to the water, using the quick release for the last 2 meters, started the outboard motor then maneuver forward and astern then safely recovered.

Annual Drill for August.

The drill for this month is :-

Loss of Electrical Power 30th August, 2010.

Were discussed by Master as per P5.3.3 of SMS, a copy of this was given to the crew for their personal file.

| |
|--|
| MV CLONLEE DOUGLAS ON 739301 GT 3999 NT 2176 |
|--|

M/v Clonlee.

Safety Drills for July 2010 :-

Boat Drill @ Immingham 26th. July 2010.

Crew mustered @ boat stations.

Familiarisation of seating arrangements and launching of free fall lifeboat, including operating the normal & emergency release pumps for hydraulic ram.

Due to the close proximity of a vessel astern the boat was not launched.

Fire Drill @ Sea 12th. July.

Simulated fire in the Engine room.

General alarm sounded, crew mustered at stations .

Mr. [REDACTED] Ch/Off. was in charge, after all crew were accounted for the emergency fire pump was started & the Foam branch pipe rigged.

Unable to control the fire all personal were brought out of the E/room & familiarization was given on closing the fire flaps & use of the CO2 by the Ch/Engineer. One casualty had to be brought out on the stretcher.

Mr. [REDACTED] donned the B/A set & firemans outfit.

After the drill an E.E.B.D. was demonstrated by the 2nd.Off.

Pollution Prevention.

Bunker barge "Imke" alongside @ Beer Canal on 7th. July. for 40mt. Gas Oil.

A Pollution exercise was incorporated with this.

All safety checks & communications agreed between the barge(s) & the vessel.

Scuppers blocked, S.O.P.E.P. equip. made ready with a crew member standing by on deck by way of bunker station.

Annual Drills for July.

The drills for this month are :-

Main engine failure.

As Chap.5 Page 4. of the Safety Management Manual.

Emergency Steering Drill.

The vessel was steered for approx. 5mins. From the steering flat via orders from the bridge through the tannoy. All the crew were present & were instructed by the Ch/Off.

Heading on the Gyro repeater in steering flat was found to be correct.

Emergency Check Lists for quick reference are kept on the bridge. (Radio room)

MV/CL
DO
ON
GT
NT

North Atlantic Shipping Ltd's internal audit reports

Audit Report Form

Office / mv. CLONLEE

Auditor:

Audit No:

4.

Procedure:

Date:

Internal SMS Audit

2nd June 2010.

Non-Conformity / Observation / Finding:

Vessel continues to operate under Full Safety Management Cent. which is now due for Audit by Flag. Ships crew show an excellent understanding of the System with returns sent to the office as required. Office to issue memo to remind ship's crew to issue defect, incident & non conformity note if no such report was issued in the previous 3 months.

The only other observation is that bunker report are not filed for the last 3 months.

Sig

(Auditor)

Signed

(Auditee)

Corrective action

Flag to be invited to conduct SMS Audit
& office to issue memo.

Responsible

Due Date

Confirmation Of Corrective action taken

I confirm that the identified action has been implemented and deficiencies corrected

Signe

(Designated Person)

Date

8th June 2010.

Audit Report Form

Office / mv. CLONLEE

Auditor

Audit No.

3

Procedure

Date

Internal SMS Audit

17th April 2009.

Non-Conformity / Observation / Finding:

Vessel is still operating under Full Safety Management Cert. issued 3rd Oct. 2007. No outstanding non conformities. Ships crew show a good understanding of the system. It is proposed to introduce a 1st Officer Handover Form, To amend Crossing Plan, and to produce a report outlining what Forms to be returned to the office

Signed

Auditor

Signed

(Auditee)

Corrective action

These items to be incorporated into the system by 30th May 2009

Responsibility

Due Date

Confirmation Of Corrective action taken

I confirm that the identified action has been implemented and deficiencies corrected

Sig

(Designated Person)

Date

15th May 2009.

Audit Report Form

Office / mv. CLONLEE

Auditor:

Audit No.

2

Procedure:

Date:

Internal Audit

25th June 2008.

Non-Conformity / Observation / Finding:

Vessel is operating under Full Safety Management Cert issued 3rd Oct. 2007. ALL aspects of the system are running well, with return sent to office.

No nonconformities at this time.

It is proposed that L.S.E. + Fire fighting form should be completed on a quarterly basis + returned to the office when filled.

Sign:

(Auditor)

S

(Auditee)

same

Corrective action

These items to be incorporated in the system by 30th July 2008

Responsible

Due Date

Confirmation Of Corrective action taken

I confirm that the identified action has been implemented and deficiencies corrected

Sign:

(Designated Person)

Date:

27th June 2008,

Office / mv. CLONLEE

Audit Report Form

Auditor: [Redacted] Audit No: 1

Initial Audit

Date: 11th Sept. 2007

Non-Conformity / Observation / Finding:

Vessel is operating under an Interim Safety Management Certificate valid until 29th Oct. 2007. SMC is up & running well with regular monthly returns to the office. In this time 3 non-conformities were issued & signed off, two of these concerned crew licences, The office has noted it will have to examine licences very carefully.
In order to make forms ship specific several forms will be altered: ① Lifeboat + attachments ② Fire Detectors ③ Lifejackets ④ EESD ⑤ MOB Boat Content ⑥ Fire Ext. ⑦ Breathing apparatus ⑧ Lifeboat Contents ⑨ Weekly Checklist ⑩ Hydrants + Hoses ⑪ Flaps + Vents.

Sig [Redacted]

(Auditor) Sig [Redacted]

Corrective action

These items to be incorporated into the SMC by 29th Oct. 2007.

Responsibility [Redacted]

Due Date 24th Sept. 2007

Confirmation Of Corrective action taken

I confirm that the identified action has been implemented and deficiencies corrected

Sig [Redacted]

(Designated Person)

Date 24th Sept. 2007.

Audit Report Form

Office / mv. CLONLEE

Auditor:

Audit No:

5.

Date:

28th April 2011.

Internal SMS Audit

Non-Conformity / Observation / Finding:

Vessel continues to operate under full Safety Management Certificate.
A successful External Audit was conducted by Flag last year.
Ship's crew show an excellent understanding of the system
with good emphasis on Training + Safety.
Returns are sent to the office in good order.
It was agreed that the annual Programme of Safety + Emer. Drills
should be amended.

Sign

(Auditor)

Sign

(Auditee)

Corrective action

Responsibility

Due Date

Confirmation Of Corrective action taken

I confirm that the identified action has been implemented and deficiencies corrected

Signed

(Designated Person)

Date

Certificate of Class survey statements

Survey Statement

Attachment to the Certificate of Class



Statement No.: 27

Page 1 of 2

| | | | |
|-------------------|-------------|---------------|-------------------------|
| Name of Ship: | CLONLEE | Register No: | 0090745 |
| Port of Registry: | Douglas | IMO Number: | 9129471 |
| Flag of Registry: | Isle of Man | Class Period: | 2006-02-01 # 3 |
| Place of Survey: | Rotterdam | Survey Date: | 2010-01-31 / 2010-01-31 |

The surveys listed below have been carried out. This Survey Statement is integral part of the Certificate of Class for class related items.

| Surveys Performed | Status | New Records |
|--|----------|---------------------------------------|
| <u>Hull</u> | | |
| Class Hull Annual | complete | 2010-01-31 |
| <u>Machinery</u> | | |
| Class Machinery Annual | complete | 2010-01-31 |
| <u>Statutory</u> | | |
| Safety Construction Annual | complete | 2010-01-31 |
| Safety Equipment Annual | complete | 2010-01-31 |
| <u>Class Conditions</u> | | |
| Condition of Class, Machinery | imposed | 2010-01-31 confirmed until 2010-04-30 |
| M/E : M/E turning gear : indicated on alarm panel that turning gear is engaged and engine should not start, even if turning gear is dis-engaged. Alarm to be repaired incl starting interlock | | |
| Memorandum, Machinery | imposed | 2010-01-31 |
| ECR: Alarm printer not properly working. To be repaired. | | |
| Alarms are not printed, and part of print out is illegible. | | |
| <u>Statutory Conditions</u> | | |
| Deficiency | deleted | 2010-01-31 |
| Battery charger not working correctly | | |
| To be fixed before departure and confirmed by next attending surveyor. | | |
| 2010-01-31 | | |

Confirmation of class, if endorsed or Statutory Status, if dealt with, is confined to surveys conducted and documented by this Statement according to the Rules for Classification and Construction of Germanischer Lloyd in the last edition.

| | |
|--------------------------------|---|
| <u>Class Status</u> | Confirmed until 2010-04-30 |
| <u>Statutory Status</u> | Statutory matters with objections effective from 2010-04-30 |

(master)

Surveyor(s) to Germanischer Lloyd

()

Rotterdam

2010-01-31

Place

Date

The latest edition of the General Terms and Conditions of Germanischer Lloyd is applicable. German law applies.

Germanischer Lloyd

Survey Statement

Attachment to the Certificate of Class



Statement No.: 27

Page 2 of 2

Name of Ship: **CLONLEE**

Register No: **0090745**

Surveys Performed

Status

New Records

Statutory Conditions

found battery charger of radio charger now automaticly charging

Deficiency

deleted

2010-01-31

General Alarm not working

To be repaired before departure and checked by next attending surveyor

Full term safety equipment sealed in envelope, only to be opened by authorized person

2010-01-31

Tested general alarm satisfactory.

Opened up envelop and endorsed certificate for completion of annual survey, due to flagstate req. VDR . Saf .eq cert re-sealed again.

Deficiency

imposed

2010-01-20 rectification until 2010-04-30

No VDR onboard, Exemption granted by flag state until 2010-04-30

Written consent has been forwarded to GL London

Conditinal Interim saf radio certficate issued as required by flagstate (e-mail dated 2010-01-20 by mr Hansford principal surveyor Isle of Man) with validity until 2010-04-30

Issued Certificates

Safety Radio

Conditionally Interim

valid until 2010-04-30

Survey Statement

Attachment to the Certificate of Class



Statement No.: 28

Page 1 of 1

| | | | | |
|-------------------|-------------|---------------|------------|--------------|
| Name of Ship: | CLONLEE | Register No: | 0090745 | |
| Port of Registry: | Douglas | IMO Number: | 9129471 | |
| Flag of Registry: | Isle of Man | Class Period: | 2006-02-01 | # 3 |
| Place of Survey: | Felixstowe | Survey Date: | 2010-06-23 | / 2010-06-23 |

The surveys listed below have been carried out. This Survey Statement is integral part of the Certificate of Class for class related items.

| Surveys Performed | Status | New Records |
|-------------------|--------|-------------|
|-------------------|--------|-------------|

Class Conditions

| | | |
|-------------------------------|---------|------------|
| Condition of Class, Machinery | deleted | 2010-06-23 |
|-------------------------------|---------|------------|

M/E : M/E turning gear : indicated on alarm panel that turning gear is engaged and engine should not start, even if turning gear is dis-engaged.
Alarm to be repaired incl starting interlock

Felixstowe, 2010-06-23, Tested and found satisfactory condition.

| | | |
|-----------------------|---------|------------|
| Memorandum, Machinery | imposed | 2010-01-31 |
|-----------------------|---------|------------|

ECR: Alarm printer not properly working. To be repaired.

Alarms are not printed, and part of print out is illegible.

Confirmation of class, if endorsed or Statutory Status, if dealt with, is confined to surveys conducted and documented by this Statement according to the Rules for Classification and Construction of Germanischer Lloyd in the last edition.

| | |
|--------------------------------|--------------------------------------|
| <u>Class Status</u> | Confirmed |
| <u>Statutory Status</u> | Statutory matters without objections |

(Master)

Surveyor(s) to Germanischer Lloyd

()

Felixstowe 2010-06-23

Place

Date

The latest edition of the General Terms and Conditions of Germanischer Lloyd is applicable. German law applies.

Germanischer Lloyd