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

11.

- 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).

- 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

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

, it.

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 SWITH 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
- 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 SWITH OFF ON MANUAL MODE, AND DIESEL SWITH OFF RED BUTTON STOP, AND CHANGE MODE ON AUTO MODE FOR STANDBY

ARRIVAL AND DEPARTURE PROCEDURE

MAIN ENGINE STARTS AND STOPS PREPARING PROCEDURE

AT PORT - FOR MANOEUVRE

- 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
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- 7. BLOW OFF, START MAIN ENGINE FROM ENGINE PANEL (GREEN BUTTON), INCREASE REV. FROM 340 TO 600 RPM
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- 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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AFTER MANOEUVRE—FOR SEA PASSAGE, CHANGE OVER FROM D/G`S FOR SHAFT GENERATOR

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- 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

j. 3

- 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 Swich Board.
- 3. Knob Swich change to poz. no 3 and Green Button on
- 4. Non Essential Consumers swich 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, prowision 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

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North Atlantic Shipping Ltd document transmittal notice

CIELLARGE NEWS GARBAGE

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

29- 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.



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Docking period electrical systems service report

2011





Installation: Electrical installation

Owner: North Atlantic Shipping



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 FMJ reponsible order No. Client. Page
Febrari 2011 MO110074 Shipdock Amsterdam 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

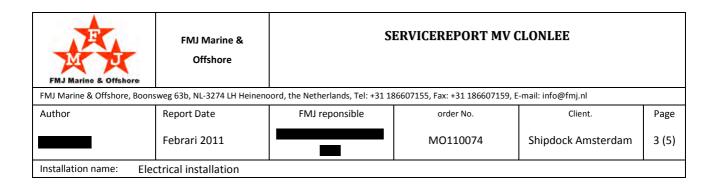
Description : Several electrical work during maintenance

Persons involved at site:

Chief Engineer MV MV Clonlee

FMJ Marine & Offshore

FMJ Marine & Offshore



Client's initial request

Refering to Worklist Shipdock ordernumber: P0011006

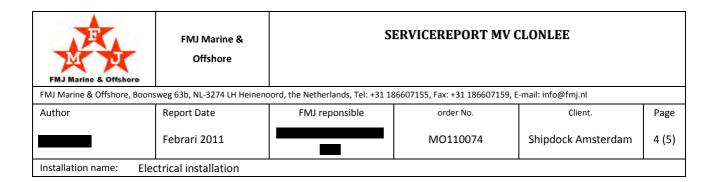
Summary

- Cleaning Switchboards,
- Preforming a insulation resisstance test on the electrical systems

Table of contents

1	Introduction	 	 	 	4
	Findings (per component)				
3	Extra work	 	 	 	4
6	Recommendations	 	 	 	5
7	Enclosures				5

FMJ Marine & Offshore



INTRODUCTION

- Cleaning Switchboarsd,
- Preforming 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.

Preforming a insulation resistance test on the electrical systems

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

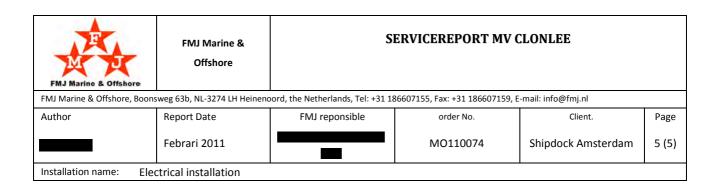
During the insulation resistance test various electrical system distribution fuse breakers were broken, they have been renewed.

EXTRA WORK

FMJ Marine & Offshore

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

Service Report: MO110074 MV CLONLEE SERVICE REPORT 2011



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	Ů.	25-01-2011
a manufacturation and	Page 6			
ELECTRIC SYSTEM AC	100V	RESIST	2000	ΙΝ ΜΩ
		BEFORE REP	_	AFTER REI
			_	
Main				
Shore Connection				
Generator 1		>550 MΩ		1
Generator 2	,	>550 MΩ		
Coupling Switch		>550 MΩ		
Shaft Generator		>550 MΩ		
Bow Thruster		>550 MΩ		
			_	
Unessential Cons		L ASSESSED		
Power Socket E.R.		>550 MΩ		
Upright Drilling ma		>550 MΩ		
Power Socket Con		>550 MΩ		
Power Socket Wor		>550 MΩ		1
Bilge Water Separa	ator	>550 MΩ		
Test Board		>550 MΩ		
Lathe		>550 MΩ		
Grinding Machine		>550 MΩ		
Diesel Oil Pre Hea	ter	>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 C	Condition	>550 MΩ		1
Commissary Distru	bution	>550 MΩ		
Living Room Fan		>550 MΩ		Y
Spare				
Spare				
Boat Crane (stbd)				
EMARK:	Unable to test, main breaker is broken	ken! Boat crane power sup	ply is	unprotected
Power Distibution F	or Body	>550 MΩ		
Lub. Oil Puifier		>550 MΩ		-
Spare		224 01112		
-113				1
Essential Consum	er II B			1
Air Compressor 2		>550 MΩ		
Fuel Oil Automatic	Filter	>550 MΩ		
Spare		300 min		
Turning Gear		>550 MΩ		
DistributionNautic		>550 MΩ		
Provision Cool Plan	t	>550 MΩ		
Spare		> 000 IVIZ2		
Fuel Oil Booster 2 N	AE .	>550 MΩ		
Fule Oil Circulating		>550 MΩ		
i die en enediality	I AUT - MIT	~ 200 IAI75		
Sea Cool Water Ha	rhour Pump	>550 MΩ		

TRIC SYSTEM AC 400V	RESISTANCE IN M Ω BEFORE REP. AFTE
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	>550 IVIL2
Lighting Distibution 4 Fore Body	>550 MΩ
Heavy Oil Pre Heater	>550 MΩ
Steeing Gear 2	>550 MΩ
Heavy Oil Purifier 2	>550 MΩ
Spare	>350 WILZ
Fire Pump 2	>550 MΩ
HT-Fresh Cool Water Pump 2	>550 MΩ
111-116511 COOI Water Fullip 2	>330 IVILY
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	
Essential Consumer I A Air Compressor 1	>550 MΩ
Spare	>350 IVIZ
Lub. Oil Automatic Filter	>550 MΩ
Oil Burner	>550 MΩ
Spare	Sec init
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

CTRIC SYSTEM AC 400V	RESISTANCE IN $M\Omega$ BEFORE REP. AFTER
Engine Room Fan 1 Stbd	>550 MΩ
Lighting Distribution 1st Deck, Poop Deck + A- Deck	>550 MΩ
Lighting Distibution 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 ΜΩ
Spare Spare	100 1111
Sockets Workshop Sockets Workshop	>550 MΩ
Spare Spare	- 000 MIZ
Spare Spare	
Spare Spare	
Font Lighting MSB + Alarn Font Lighting MSB + Alarm Panel	>EEO MO
	>550 ΜΩ
Stand Still Heating Emerge Stand Still Heating Emergency Generator Control Fan Flaps	>550 MΩ
Power/Charger Stater Battery Emergency Diesel	>550 MΩ
Steering Gear 1	>550 ΜΩ
Air Compressor 1	>550 MΩ
Emergency, Feed, Lifeboat	>550 ΜΩ
Fire Pump Fore Body	>550 MΩ
Fresh Water Hydrofor pump 1	>550 MΩ
Wireless Equipment	
	>550 ΜΩ
Power/Charger Autom. Battery	>550 ΜΩ
Power/Charger Emergency Battery	>550 ΜΩ
Emergency Light Distribution Bridge	>550 ΜΩ
Distibution Nautic Light Distibution	>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 Spare	>550 MΩ
Essential Consumer II A	
	>550 MO
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
Cockets Flaton Counting For Five	

CTRIC SYSTEM AC 400V		ANCE IN MΩ
	BEFORE REP.	AFTER
Stand Still Heating Boat Crane + Rescue Boat	>550 MΩ	
UV-Sterilizing Unit	>550 MΩ	
Puriler Automatic 2 Heavy Oil	>550 MΩ	
Spare	>330 IVIZ2	
Spare		
Spare		
Spare	× 550 MO	
Charging Air Regulator	>550 MΩ	
Dose Metering Plant Sea Boxes	>550 MΩ	
Unessential Consumer II		
Fresh Water Generator	>550 MΩ	
Separate Current/Anti Faulingplant	>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	
	>330 IVIZ2	
Spare		
Spare	> FEO MO	
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 Socke Container Group C1 Sockets 1-4	>550 MΩ	
Container Group C2 Socke Container Group C2 Sockets 5-8	>550 MΩ	
Container Group C3 Socket Container Group C3 Sockets 9-12	>550 MΩ	
Container Group C4 Socke Container Group C4 Sockets 3-12	>550 MΩ	
Container Group C5 Socket Container Group C5 Sockets 17-20	>550 MΩ	
Container Group C6 Socket Container Group C6 Sockets 21-24	>550 MΩ	
Container Group 7-13 Container Group 7-13		
Container Group C7 Socke Container Group C7 Sockets 25-28	>550 MΩ	
Container Group C8 Socke Container Group C8 Sockets 29-32	>550 MΩ	
Container Group C9 Socke Container Group C9 Sockets 33-36	>550 MΩ	
Container Group C10 Socl Container Group C10 Sockets37-40	>2,23 MΩ	>55 MΩ
ARK:	repaired	
Container Group C11 Soci Container Group C11 Sockets 41-44	>550 MΩ	
Container Group C12 Socl Container Group C12 Sockets 45-48	>550 MΩ	



Scope of Work

To : Shipdock Amsterdam BV

Attn. Your Ref.

Our Ref. Date Vessel

: MO110074 : 24-1-2011 : Clonlee

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

	Description	Rate	Amount	Price
Job 17	Anchor Windlass/Mooring Winches Check of contactors	6		
Job 23	Megger testing Megger testing of ships electrical installation	4		
Job 25	Main and Emergency switchboard			
	Cleaning and retightening of switchboards	2		
Job 26	ER Fans			
	Check of ER fans	3		-3
Job 30	Crane e-motors			
	Check of e-motor	2		
	Repair of fan cover of PS crane, incl. delivery of new cover			
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		
	1 socket	1		
	fusebreaker 10a	1		
	fusebreaker 20a	2	1	
	fusebreaker 25a	3		
	small installation materials			

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

ì

Name of Ship	Name of Ship m/v " CLONLEE "	IMO No. 9129471	1	Flag ISLE OF MAN
Seafarer Name		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:

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

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 seatarer. This form is subject to examination and endorsement by the relevant authorities.

					_		_	_		_		_	_	_		_				_		_	_	_		_		_	_	_			_		_		_
NOT TO BE COMPLETED BY	THE SEAFARER	Hours of work	Ē	- bened	12.5	24	35,5	47	59.5	72	84.5	84.5	85.5	85.5	85.5	85.5	83.5	83.5	82.5	81.5	81.5	70	57.5	47	34.5	23	11.5	0	0	0	0	0	0	0	0		
NOT TO BE	THE SI	Hours of work	In any 24-hour	: beriod	12.5	11.5	11.5	11.5	12.5	12.5	12.5	12.5	12.5	11.5	11.5	12.5	10.5	12.5	11.5	11.5	11.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	400	Comments			FXT - TEE - SEA	SEA - GRA	GRA - SEA	SEA - FXT - SEA	SEA	SEA - RDM	RDM - SSH	SSH - TEE - SSH- SEA	SEA - IMM - FXT	FXT - SEA	SEA - TEE - SEA	SEA - GRA - SEA	SEA	SEA - RDM	RDM - SEA	SEA - SSH - SEA	SEA - GRA - SEA	SEA - RDM															
	REST in	24-hour	period		11.5	12.5			11.5	11.5	11.5	11.5	11.5	12.5	12.5	11.5	13.5	11.5	12.5	12.5	12.5	24	24	24	24	24	24	24	24	- 24	24	24	24	24	24		
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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)

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Signature of the Master or authorised person	8	Signature of seafarer	
A copy of this record is to be given to the seatrarer. This form is subject to examination and endorsement by the relevant author	n and endorsement by the relev	ant authorities.	

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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 convertion 1998 Convention 180 and the International Convention on Standards of Training, Certification and Watchkeeping, 1978 as amended. (STCW Convention)

IMO No. 9129471	Rank 2-nd Engineer	per No
1	Position / Ran	March - 2011 Watchkeep
Name of Ship m/v CLONLER	Seafarer Name	Month & Year

Flag ISLE OF MAN

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	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)
l agree that this record is an accurate reflection of the h	lection of the hours of work of the seafarer concerned,
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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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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 Shipe 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 Wetchkeeping, 1978 as amended, (STCW Convention)

NametShip m/v " CLONLEE "	IMO No. 9129471		Flag ISLE OF MAN
Seafark Name	Position / Rank	AB	
Mont & Year	Watchkeeper	YES	

Records of Hours of Rest

Pleasenark 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)

MCA MGN 1787 (M)

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

Signature of seafarer

Signatue of the Master or authorised person

A copat 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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Name of Ship	Name of Ship m/v CLONLEE	IMO No. 9129471		Flag ISLE OF MAN
Seafarer Name		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)

Signature of seafarer

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

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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Flag ISLE OF MAN BOSUN YES/NO Position / Rank IMO No. 9129471 Watchkeeper MAR. 2011 Name of Ship m/v " CLONLEE " Month & Year Seafarer Name

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)

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Signature of the Master or authorised person

Signature of seafarer

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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 1909 as a mended. (STOW Convention)

Flag ISLE OF MAN YES AB IMO No. 9129471 Position / Rank Watchkeeper Name of Ship m/v " CLONLEE " Seafarer Name 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:

STCW 1978 (as amended)

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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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 cakulations 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)

SEE YOUR BO-YAM FIVY LAW

North Atlantic Shipping LTD

Flag ISLE OF MAN		
9129471	MASTER	YES
IMO No. 9129471	Position / Rank	Watchkeeper
Name £ Ship m.v. " CLONLEE "		MARCH 2011
Namer£ Ship	Seafare Name	Month& Year

Records of Hours of Rest

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

I.L.O. 180 (Convention 180) MCA MGN 1787 (M)	f work of the seafarer concerned,	Signature of seafarer
STCW1978 (as amended)	l agre d hat this record is an accurate reflection of the hours of work of the seafarer concerned,	Signattæ of the Master or authorised person

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

NOT TO BE COMADIFIED BY THE	RER	Hours of work	in any 7-day	period	7.5	14.5	24.5	30.5	38.5	46.5	55.5	57	58.5	55.5	8	59.5	59.5	56	58	64.5	58.5	48	40.5	32.5	27	16	-	0	0	0	0	0	0	0	0	
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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 seafana's hours of work rad the Manning of Ships Convention 1996 No. 180

**Meditional 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 3996 Convention 180 and the International Convention on Standards of Training, Certification and Watchketping, 1978 as amended, (STCW Convention)

North Atlantic Shipping

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

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North Atlantic Shipping

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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 serfarer'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 serfarer hours of work and the Manning of Ships convention

rre compliance with the relevant requirements of the seafarer hours of work and the Manning of Ships convention dards of Training, Certification and Watchkeeping, 1978 as amended. (STCW Convention)

North Atlantic Shipping

Name of Ship	Name of Shipm/v ". CLONLEE "	IMO No 9129471	Flag (SL
Seafarer Name		Position / Rank Motorman	
Month & Year	March - 2011	Watchkeeper	
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A copy of this record is to be given to the seafarer. This form is subject to examination and endorsement by the relevant authorities

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

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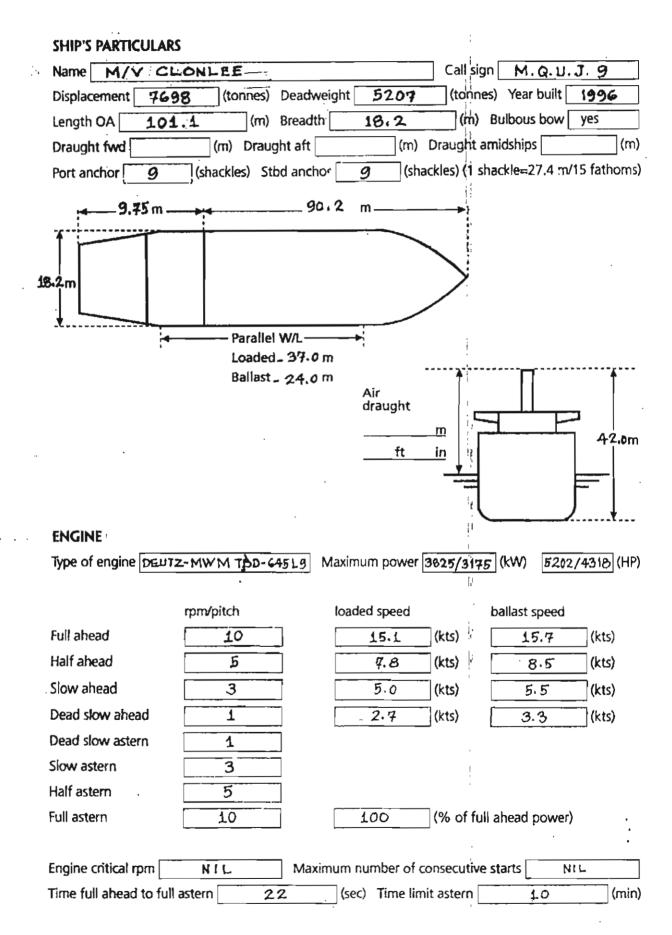
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Additional calculations or verifications may be necessary to ensure compliance with the relevant requirements of the seafaner hours of work and the Manning of Ships convention

Clonlee's pilot card



North Atlantic Shipping Ltd.,

PILOT CARD





North Atlantic Shipping Ltd.,

PILOT CARD

STEERING		1	1	
Rudders 1 (number	er) FLAP RUDDE	R (type)	2×45 °	(maximum angle
Time hard-over to hard-over	14 (ec)	•	
Rudder angle for neutral effect	t NIL °] [;		
Propellers : 1	(number) Direction	of turn left / ri	ght	
Controllable pitch yes / no	Thrusters 1	(nun	nber)	
Bow power 400	(kW/HP) Stern p	ower NI	L	(kW/HP)
Steering idiosyncrasies			1	
EQUIPMENT CHECKED AND	D READY FOR USE			
Anchors	READY	Cleared away	yes / no	
Whistle			: :	
Flags	V	ļ	!	
X-Band radar	<u> </u>	ARPA yes / ne	Э	
S-Band radar	V	ARPA yes/ne	€	
Speed log		water / groun	d single	axis / dual axis
Echo sounder	· /	;		
Electronic position-fixing		Type	G. P.S.	
Compass system		,		
Gyro compass error	Ø °			
Steering gear	<u> </u>	Number of pow	ver units in us	e <u>1+1</u>
Rudder/RPM/ROT indicators	·	i		
Engine telegraphs	·			•
VHF ₁ , . :.				
Mooring winches and lines				
EQUIPMENT OPERATIONAL	L DEFECTS			
				
OTHER IMPORTANT DETAIL	S			
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Bridge team pre-arrival and pre-departure checklists

	Arrival at Port of		
	Action	Yes/No	Responsible
	Steering gear and rudder indicators checked	7 55/110	OOW - C/E
	Engine control/telegraph tested		OOW
3	Communications internal and external tested		OOW
	Signalling equipment, special lights/shapes available		OOW
	Pilot boarding arrangements available		oow
	VTS/port control contacted and dangerous cargo reports made.		oow
	Anchor cleared		OOW
İ	Deck power available, mooring winches tested		BOSUN
	Pilot card		OOW
C	rew informed stand by time Chief	-	OOW
-			OOW
te Pi Cı Er	lot card		OOW OOW
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Log Book Entry to be made after Master has acknowledged completion.

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PRE-DEPARTURE CHECK LIST - BRIDGE

Vessel sailing from			
Date			
	L CONTRACTOR	-	
Item		Yes/No	
Passage Plan Prepared - Charts ready for use	9.	103/140	
Bridge Equipment ON and Tested			
RADAR, COMPASSES	REPORT I		
Ancillary Equipment Ready			Market St.
GPS, SATNAV, NAVTEX			
Nav. Lights ON and checked.			
Whistle Tested		The same	
Communication Systems Tested			
Telephone – VHF	1000	The Part of the Pa	
Steering Gear ON and Tested (SOLAS CH. V	Reg 19)		
Main Engine Control Tested			1 2 2 2 5
Anchor Cleared – Ready for use.			
ALL Shell Doors CLOSED and Secured	-3 1 1 2 3 3	TO THE REAL PROPERTY.	
Draft, Trim & Stability checked		The state of the s	The state of the s
Port Clearance Received		TO KE S	
Notes			
	Wat .		
heck List Completed at (Time)			
			-
			THE REAL PROPERTY.
aster Advised			
g Book Entry to be made after Master sacknowledged completion.			

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

NAS/SA-4 Rev 0 38

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	Annex H
nternational Chamber of Shipping's Bridge Procedures Guide passage plan appraisal o	chocklist
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B5 PASSAGE PLAN APPRAISAL

	e 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
١V	e publications been selected, including:
	Sailing Directions and pilot books
	light lists
	radio signals
	guides to port entry
	tide tables and tidal stream atlas
λV	e 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
V	e 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
V	e 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?
λV	e the following preparations been made for port arrival?
	navigation charts and publications studied for pilotage requirements
Ī	Ship-to-Shore Master/Pilot Exchange form prepared (see annex A1)
j	Pilot Card updated (see annex A3)

Annex I

Safety management manual emergency instructions

Issued By	Approved By	Date	Issue	Page
D.P.A.	The Managing Director	10 November 2003	2	5 of 20
	IENT MANUAL PROCEDURES A P BOARD EMERGENCIES	ND	Chapter P5	

PS,3.2 Grounding

Procedure

No.	Action to be taken	Ву
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/0 and 1st Engineer
9	Check, for pollution	C/0
10	Estimate Damage, Estimate quantity of incoming water onboard	C/0
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

Issued By	Approved By	Date	Issue	Page
D.P.A.	The Managing Director	10 November 2003	2	4 of 20
l .	AGEMENT MANUAL PROCEDUR S SHIP BOARD EMERGENCIES	RES AND	Chapter P5	

P5.3.1 Main propulsion machinery failure

Procedure

No.	Action to be taken	Ву
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	1st2nd Engineer
18	Pictures / Photographs	I 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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D.P.A.	The Managing Director	10 November 2003	2	7 of 20
	MENT MANUAL PROCEDURES AT P BOARD EMERGENCIES	ND	Chapter P5	

P5.3.3 Loss of Electrical Power

No.	Action to be taken	Ву
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	Ist/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)

Issued By	Approved By	Date	Issue	Page
D.P.A.	The Managing Director	10 November 2003	2	6 of 20
	TENT MANUAL PROCEDURES AT P BOARD EMERGENCIES	ND	Chapter P5	

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
- 0 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)

Annex J

Annual programme of (onboard) safety and emergency drills

NAS/S/A1 Rev 1 Jan 05 12

ANNUAL PROGRAMME OF (ON-BOARD) SAFETY AND EMERGENCY DRILLS

	TABE IMAY JUL AUG SEP OCT NOV DE	ALV AND AND AND AND AND AND AND AND AND AND	> > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > > < > >	X X X X	× × × × × × ×				×	×	×	×	×	×	>	1	×	×	×	×	×			
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			10 C	Abandon Snip	Fire/Explosion	Pollution Prevention	Collision	Flooding	Grounding	Man Overboard - Search & Rescue	Terrorism / Piracy	Serious Injury / Illness / Death	10 Main Engine Failure	11 Electrical Power Failure / Black-out	12 Steering Failure	13 Entry into Enclosed Spaces	14 Listing / Cargo Movement	15 Helicopter Operations	16 Survival Methods	17 Emergency Steering changeover procedure				

Completed form to be retained on board with copy to office

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, Done the fire suit and B.A. w/ the assistance of 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, demonstrate how started to demonstrate how to wear a life jacket and 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
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. and Mr. S. and Mr. S. and bonboard 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. 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. 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)



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North Atlantic Shipping Ltd's internal audit reports

Audit Report Form

Office / my CLONLEE

Audit No:
Procedure: Saturnal Sas Avdit Date: 2nd Jim 2010.
Non-Conformity/Observation/Finding: Vassel Continues to operate under Full Sofety Management Cent. Which is now due for Audit by Fleg. Ships Crev Show an excellent understooding of the System with returns Sent to the office as required. Office to issue Alemo to remind Ship's crew to issue defect, incident a non conformity note if no such report was issued in the previous 3 months. The only office observation is that bunker report are not filed for the last 3 months.
Sig (Auditor) Signed Auditee)
Flag to be invited to conduct &US Addit + Office to 15502 Memo.
Responsit Due Date
Confirmation Of Corrective action taken I confirm that the identified action has been implemented and deficiencies corrected Signe (Designated Person)
Date 82 June 2010.

Office / my CLONLEE	Audit Report Form	
Auditor	Audit No:	
rocedure Satural SMS Audi	Date: April	2009
on-Conformity / Observation /	Findings	West Control of the
descal is still e	specified under Full S	Safety Management
(ert. 155026 3 00	t. 2007, No outslanding	s non conformation.
Stips char ston Stic Prosposed to	a good understanding in the miles of the	of the system.
To any Grees	int Plan, and to	moduer a
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	*** *** *** *** *** *** *** *** *** **	- 100mm - 10

NAS/ARTINO 8

Audit Report Form Office / mv. CLONLEE Audit No. 25 Jun 2008 Intrad Audit Non-Conformity / Observation / Finding: Vessel is operating under Full Safety Managent Cet issued 3-00ct. 2007. All espects of the system are running well. with raturn count to office. No nonconformities at this Time.

It is proposed that L.E. + Fire Visitio form should be Constitution a quartery basis to returned to the affice when Lilled. Signe (Auditor) Corrective action These items to be incorporated in the 300 Jil 2008 e Date Responsibi Confirmation Of Corrective action taken I confirm that the identified action has been implemented and deficiencies corrected (Designated Person) Signe

27- June 2008,

Audit Report Form Office / my CLONLEE 11 Sept. Initial Audit 700C Non-Conformity / Observation / Finding: Vassal is operating under an Interior Solety Management Contriet valid until 29 oct 2004, SAC is up + running well with regular monthly naturne to the office. In this Time 3 non-conformation were issued A Signed off, two of these concerned crew Licences, The office has noted it will have to examine Licences very carfully.

In order to make forms ship specific several Forms will be attened: O Lifebroy + attachments (D Fire Dilectors (B) Lifebrots

(B) EEBD (B) NOB Boot Content (D) Fire Ext. (D) Breathing appointed (B) Lifeboot Contents (G) Weekly Checklist (D) Hydrants + Hoses (D) Flops + Vents. (Auditor) Sign Corrective action These items to be incorporat Oct. 2007. Due Date 21 Sept. 2007 Responsibilit Confirmation Of Corrective action taken n that the identified action has been implemented and deficiencies corrected

Designated Person)

Date 24 Opt. 2007.

Audit Report Form

Office / mv CLONLEE Audit No: 28 April 2011. Intral SMS Audit Non-Conformity / Observation / Finding: Vessal continues to operate under full Safety Management Catifiethe A successful External Audit was conducted by Flag last year Ships one Show an excellent understanding of the system With good emphris on Training + Safety.
Returns are sent to the object in good order.
It was agreed that the annual Programme of Safety + Ener. drills.
Should be amended. (Auditor) Sign (Auditee) Corrective action Due Date Responsibility Confirmation Of Corrective action taken I confirm that the identified action has been implemented and deficiencies corrected

(Designated Person)

Signed 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 0090745 Register No: Port of Registry: IMO Number: 9129471 Douglas Class Period: #3 Flag of Registry: Isle of Man 2006-02-01 Place of Survey: Survey Date: 2010-01-31 / 2010-01-31 Rotterdam 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 New Records** Status Hull Class Hull Annual complete 2010-01-31 **Machinery** Class Machinery Annual 2010-01-31 complete **Statutory** Safety Construction Annual 2010-01-31 complete Safety Equipment Annual 2010-01-31 complete **Class Conditions** 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 2010-01-31 Memorandum, Machinery imposed ECR: Alarm printer not properly working. To be repaired. Alarms are not printed, and part of print out is illegible. **Statutory Conditions** deleted 2010-01-31 Deficiency 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. **Class Status** Confirmed until 2010-04-30 Statutory matters with objections effective from 2010-04-30 **Statutory Status** Surveyor(s) to Germanischer Lloyd (master) () Rotterdam 2010-01-31 Place Date

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

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 certificate 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 0090745 Register No: Port of Registry: **Douglas** IMO Number: 9129471 Class Period: #3 Flag of Registry: Isle of Man 2006-02-01 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 New Records** Status **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. **Class Status** Confirmed **Statutory Status** Statutory matters without objections Surveyor(s) to Germanischer Lloyd (Master) () Felixstowe 2010-06-23 Place Date

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