

To: Michael C. Davidson, Master El Faro
From: Raymond T. Thompson III, Chief Mate
Date: May 31, 2015
Subject: Cargo Gear Inspection

RAMP GEAR:

All related equipment inspected and lubricated. All ramp wires replaced and lubricated and updated in wire certificate notebook. All sheaves and blocks in good operating condition. Ramp winches were chipped and painted.

ELEVATOR:

The sump and related equipment is inspected, greased, and cleaned by Engine Department monthly. Deck and Engine departments cleaned out and pressure washed elevator pit and sump on 24 May 2015. Electrician repaired elevator sensors. **Repairs were made to the hydraulic piping in the elevator sump on 4/27/15 by JMR.**

STORES CRANE:

The stores crane is used in all ports for garbage transfer and ship's stores. The wire was inspected, lubricated and is in good order. Instructions were posted on the crane controls. Chief Engineer welded new brackets for the hydraulic hoses that go to the controls because they broke free from the bulkhead. Denso tape was applied to all fittings and places on the hydraulic hoses to deter any further rusting. **Stores crane wire was replaced 27 May 2015.**

WATERTIGHT CARGO DOORS:

All limit switches are in good working order as well as the indicator lights in the fire control room. The fluid levels are being maintained as per monthly maintenance schedule. All switches for the doors were labeled as necessary. The hydraulic motor on door #2 was replaced by the engineers due to the door closing at a slow pace. A dog on door #2 was repaired. The door frame on #1 has one wedge on the bottom that was repaired and #3 has two wedges on the bottom that were repaired. The door frame on #4 had a bent bar that was repaired. The hydraulic ram was replaced on door #9. A broken brow plate on door #3 was repaired. All watertight doors inspected 09 Jan 2015 by ABS inspector.

CARGO FANS:

The Charlie port side fan was replaced by the engineers in August 2014 and the Charlie starboard side fan occasionally trips out when on high speed. All fans were labeled as necessary. **Cargo hold Delta starboard side fan was replaced by the engineers 24 May 2015.**

VENTILATION:

Dampers are greased and exercised each month. All dampers are stenciled. Multiple dampers opened and inspected by ABS inspector 09 Jan 2015.

MOORING WINCHES AND WIRES

The wires were slushed and winches greased. The brake bands were inspected. The mooring lines are inspected weekly. **The fwd spring winch motor was replaced 30 May 2015.** The port anchor windlass leaks hydraulic fluids out of both seals and the engineers have been notified. This windlass also usually shuts down while walking out / heaving the anchor chain. This did not occur when exercising the anchors on 10 April 2015. **The aft offshore pendant has been renewed as well as the aft inshore pendant. The aft spring pendant was also changed out. The fwd spring winch continues to overheat and trip when running under constant tension even with the new winch motor. It was determined that the fwd spring winch is not designed for CT. After docking in both ports, both spring winches are secured and placed on the brake. During undocking in SJU on 4/24, the fwd inshore mooring winch had an unusual noise. Upon inspection on 4/26, the torque converter appears to need repair / replacement. Until repairs are made, the fwd inshore winch will not be run in constant tension.**

FRUCTOSE TRANSFER STATION:

The after hatches of the tanks shall not be opened and we have had to tighten the bolts for the flanges underneath the pumps due to vibration shaking them loose and fructose leaking out. Bare steel has been primed and painted and the railing in hold 4 Bravo has been primed and painted yellow. **There is a spare fructose winch wire on board in the port side rope locker on main deck. The fructose pump fresh water reservoirs are cleaned and filled with fresh water every two weeks (30 May 2015) and the cargo holds with fructose tanks are inspected twice a week the day after departing port.** We also tightened down all the aft lids on the tanks as one looked like it had some fructose drips around the edge. Gasket material was added to the after hatch of tank #6 and was tightened. We replaced the hook on the fructose winch wire. The electrician repaired the fructose winch controls as it shorted out. We added a cover on the fructose winch control and motor for protection from the weather.

LASHING AND SECURING GEAR:

All lashing gear was brought on board on 5/13/14. Broken manual twist locks have been identified and we are replacing them as needed. We are greasing and inspecting the binders, chains, lashing rods and turnbuckles as needed.

A lashing inventory was completed on 4/24/15 and was submitted to Don Matthews for review. Various D-Ring and Collars need to be replaced on the 2nd Deck Ramp Area and the Chief engineer was informed. Chief Engineer, Electricians, and Chief Mate commenced D-Ring and Collar repairs 17 May 2015.

To: Michael C. Davidson, Master El Faro
From: Jaime F. Torres, Chief Mate
Date: June 30, 2015
Subject: Cargo Gear Inspection

RAMP GEAR:

All related equipment inspected and lubricated. All ramp wires replaced and lubricated and updated in wire certificate notebook. All sheaves and blocks in good operating condition. Ramp winches were chipped and painted.

ELEVATOR:

The sump and related equipment is inspected, greased, and cleaned by Engine Department monthly. Deck and Engine departments cleaned out and pressure washed elevator pit and sump on 24 May 2015. Electrician repaired elevator sensors. **Repairs were made to the hydraulic piping in the elevator sump on 4/27/15 by JMR.**

STORES CRANE:

The stores crane is used in all ports for garbage transfer and ship's stores. The wire was inspected, lubricated and is in good order. Instructions were posted on the crane controls. Chief Engineer welded new brackets for the hydraulic hoses that go to the controls because they broke free from the bulkhead. Denso tape was applied to all fittings and places on the hydraulic hoses to deter any further rusting. **Stores crane wire was replaced 27 May 2015.**

WATERTIGHT CARGO DOORS:

All limit switches are in good working order as well as the indicator lights in the fire control room. The fluid levels are being maintained as per monthly maintenance schedule. All switches for the doors were labeled as necessary. The hydraulic motor on door #2 was replaced by the engineers due to the door closing at a slow pace. A dog on door #2 was repaired. The door frame on #1 has one wedge on the bottom that was repaired and #3 has two wedges on the bottom that were repaired. The door frame on #4 had a bent bar that was repaired. The hydraulic ram was replaced on door #9. **A broken brow plate on door #3 was repaired on 6/27/15.** All watertight doors inspected 09 Jan 2015 by ABS inspector.

CARGO FANS:

The Charlie port side fan was replaced by the engineers in August 2014 and the Charlie starboard side fan occasionally trips out when on high speed. All fans were labeled as necessary. **Cargo hold Delta starboard side fan was replaced by the engineers 24 May 2015. The motor in the 5 Hold stbd fan failed. The Cheng is in the process of removing the fan motor to get it refurbished.**

VENTILATION:

Dampers are greased and exercised each month. All dampers are stenciled. Multiple dampers opened and inspected by ABS inspector 09 Jan 2015.

MOORING WINCHES AND WIRES

The wires were slushed and winches greased. The brake bands were inspected. The mooring lines are inspected weekly. **The fwd spring winch motor was replaced 30 May 2015.** The port anchor windlass leaks hydraulic fluids out of both seals and the engineers have been notified. This windlass also usually shuts down while walking out / heaving the anchor chain. This did not occur when exercising the anchors on 10 April 2015. **The aft offshore pendant has been renewed as well as the aft inshore pendant. The aft spring pendant was also changed out. The fwd spring winch continues to overheat and trip when running under constant tension even with the new winch motor. It was determined that the fwd spring winch is not designed for CT. After docking in both ports, both spring winches are secured and placed on the brake. During undocking in SJU on 4/24, the fwd inshore mooring winch had an unusual noise. Upon inspection on 4/26, the torque converter appears to need repair / replacement. The torque converter on the fwd inshore winch was replaced by JMR and tested on 6/8/15. All appears to be in good order.**

FRUCTOSE TRANSFER STATION:

The after hatches of the tanks shall not be opened and we have had to tighten the bolts for the flanges underneath the pumps due to vibration shaking them loose and fructose leaking out. Bare steel has been primed and painted and the railing in hold 4 Bravo has been primed and painted yellow. **There is a spare fructose winch wire on board in the port side rope locker on main deck. The fructose pump fresh water reservoirs are cleaned and filled with fresh water every two weeks (13 June 2015) and the cargo holds with fructose tanks are inspected twice a week the day after departing port.** We also tightened down all the aft lids on the tanks as one looked like it had some fructose drips around the edge. Gasket material was added to the after hatch of tank #6 and was tightened. We replaced the hook on the fructose winch wire.

The electrician repaired the fructose winch controls as it shorted out. We added a cover on the fructose winch control and motor for protection from the weather.

LASHING AND SECURING GEAR:

All lashing gear was brought on board on 5/13/14. Broken manual twist locks have been identified and we are replacing them as needed. We are greasing and inspecting the binders, chains, lashing rods and turnbuckles as needed.

A lashing inventory was completed on 4/24/15 and was submitted to Don Matthews for review. Various D-Ring and Collars need to be replaced on the 2nd Deck Ramp Area and the Chief engineer was informed. Chief Engineer, Electricians, and Chief Mate commenced D-Ring and Collar repairs 17 May 2015.

To: Bror E. Axelsson, Master El Faro
From: Jaime F. Torres, Chief Mate
Date: April 26, 2015
Subject: Cargo Gear Inspection

RAMP GEAR:

All related equipment inspected and lubricated. All ramp wires replaced and lubricated and updated in wire certificate notebook. All sheaves and blocks in good operating condition. Ramp winches were chipped and painted.

ELEVATOR:

The sump and related equipment is inspected, greased, and cleaned by Engine Department monthly. Deck and Engine departments cleaned out and pressure washed elevator pit and sump on 04 January 2015. Electrician repaired elevator sensors. **Temporary repairs were made to the hydraulic piping in the elevator sump on 4/10/15. JMR is scheduled to visit the vessel on 4/27/15 to scope out the job for more permanent repairs.**

STORES CRANE:

The stores crane is used in all ports for garbage transfer and ship's stores. The wire was inspected, lubricated and is in good order. Instructions were posted on the crane controls. Chief Engineer welded new brackets for the hydraulic hoses that go to the controls because they broke free from the bulkhead. Denso tape was applied to all fittings and places on the hydraulic hoses to deter any further rusting.

WATERTIGHT CARGO DOORS:

All limit switches are in good working order as well as the indicator lights in the fire control room. The fluid levels are being maintained as per monthly maintenance schedule. All switches for the doors were labeled as necessary. The hydraulic motor on door #2 was replaced by the engineers due to the door closing at a slow pace. A dog on door #2 was repaired. The door frame on #1 has one wedge on the bottom that was repaired and #3 has two wedges on the bottom that were repaired. The door frame on #4 had a bent bar that was repaired. The hydraulic ram was replaced on door #9. A broken brow plate on door #3 was repaired. All watertight doors inspected 09 Jan 2015 by ABS inspector.

CARGO FANS:

The Charlie port side fan was replaced by the engineers in August 2014 and the Charlie starboard side fan occasionally trips out when on high speed. All fans

were labeled as necessary. **Cargo hold Delta starboard side fan is out of order and has been removed. A new fan has been ordered.**

VENTILATION:

Dampers are greased and exercised each month. All dampers are stenciled. Multiple dampers opened and inspected by ABS inspector 09 Jan 2015.

MOORING WINCHES AND WIRES

The wires were slushed and winches greased. The brake bands were inspected. The mooring lines are inspected weekly. **The fwd spring winch motor was replaced.** The port anchor windlass leaks hydraulic fluids out of both seals and the engineers have been notified. This windlass also usually shuts down while walking out / heaving the anchor chain. This did not occur when exercising the anchors on 10 April 2015. **The aft offshore pendant has been renewed as well as the aft inshore pendant. The aft spring pendant was also changed out. The fwd spring winch continues to trip when running under constant tension. It was determined that the fwd spring winch is not designed for CT. After docking in both ports, both spring winches are secured and placed on the brake. During undocking in SJU on 4/24, the fwd inshore mooring winch had an unusual noise. Upon inspection on 4/26, the torque converter appears to need repair / replacement. JMR will be requested for Jacksonville on 4/27 to assist with the repairs. Until repairs are made, the fwd inshore winch will not be run in constant tension.**

FRUCTOSE TRANSFER STATION:

The after hatches of the tanks shall not be opened and we have had to tighten the bolts for the flanges underneath the pumps due to vibration shaking them loose and fructose leaking out. Bare steel has been primed and painted and the railing in hold 4 Bravo has been primed and painted yellow. **There is a spare fructose winch wire on board in the port side rope locker on main deck. The fructose pump fresh water reservoirs are cleaned and filled with fresh water every two weeks and the cargo holds with fructose tanks are inspected twice a week the day after departing port.** We also tightened down all the aft lids on the tanks as one looked like it had some fructose drips around the edge. Gasket material was added to the after hatch of tank #6 and was tightened. We replaced the hook on the fructose winch wire. The electrician repaired the fructose winch controls as it shorted out. We added a cover on the fructose winch control and motor for protection from the weather.

LASHING AND SECURING GEAR:

All lashing gear was brought on board on 5/13/14. Broken manual twist locks have been identified and we are replacing them as needed. We are greasing and inspecting the binders, chains, lashing rods and turnbuckles as needed. **A lashing inventory was completed on 4/24/15 and was submitted to Don Matthews for review. Various D-Ring and Collars need to be replaced on the 2nd Deck Ramp Area. The Chief engineer was informed.**