9-Annex

A. Oil certificate
B. DMI certificate
C. Bilge alarm
D. Themys report
E. Tuniclean report
F. temperature sensor

Direction Technique / Technical Department / service: Quality and studies
COMPAGNIE MEDITERRANEENNE DE REPARATION Tunisie S.A. au capital de 4 000 000 DT
RC Tunis B2426522004-Matricule fiscal N° 879570/L
B.P. N° 10 7050- MENZEL BOURGUIBA –TUNISIE
Tél : [redacted] / Fax : [redacted] / E-mail : [redacted]

9-Annex

A. Oil certificate

Direction Technique / Technical Department / service: Quality and studies
COMPAGNIE MEDITERRANEENNE DE REPARATION Tunisie S.A. au capital de 4 000 000 DT
RC Tunis B2426522004-Matricule fiscal N° 879570/L
B.P. N° 10 7050- MENZEL BOURGUIBA –TUNISIE
Tél : +216 72 418 590 / Fax : +216 72 418 354 / E-mail : cmrtun@cmrtunisie.com

Material Safety Data Sheet

Chevron Global Marine Products
Our Family of Brands

SECTION 1 PRODUCT AND COMPANY IDENTIFICATION

Taro® DP

Product Use: Engine Oil
Product Number(s): 40709, 41674, 41675, 43023, 43036
Synonyms: Taro® 20 DP 30, Taro® 20 DP 40, Taro® 20 DP 50, Taro® 30 DP 30, Taro® 30 DP 40
Company Identification
Chevron Marine Products LLC
44 South Broadway
White Plains, NY 10601
United States of America

Transportation Emergency Response
CHEMTREC: CHEMTREC (800) 424-9300 or (703) 527-3887
Health Emergency
ChevronTexaco Emergency Information Center: Emergency Information Centers are located in the USA. International collect calls accepted. (800) 231-0623 or (510) 231-0623
Product Information
Product Information: 914-285-7300
MSDS Requests: 914-285-7300

SECTION 2 COMPOSITION/ INFORMATION ON INGREDIENTS

COMPONENTS	CAS NUMBER	AMOUNT
Highly refined mineral oil (C15 - C50)	Mixture	80 - 100 %weight

SECTION 3 HAZARDS IDENTIFICATION

IMMEDIATE HEALTH EFFECTS
Eye: Not expected to cause prolonged or significant eye irritation.
Skin: Contact with the skin is not expected to cause prolonged or significant irritation. Not expected to be harmful to internal organs if absorbed through the skin.
Ingestion: Not expected to be harmful if swallowed.
Inhalation: Not expected to be harmful if inhaled. Contains a petroleum-based mineral oil. May cause respiratory irritation or other pulmonary effects following prolonged or repeated inhalation of oil mist at airborne levels above the recommended mineral oil mist exposure limit. Symptoms of respiratory irritation may include coughing and difficulty breathing.

SECTION 4 FIRST AID MEASURES

Eye: No specific first aid measures are required. As a precaution, remove contact lenses, if worn, and flush eyes with water.

Skin: No specific first aid measures are required. As a precaution, remove clothing and shoes if contaminated. To remove the material from skin, use soap and water. Discard contaminated clothing and shoes or thoroughly clean before reuse.
Ingestion: No specific first aid measures are required. Do not induce vomiting. As a precaution, get medical advice.
Inhalation: No specific first aid measures are required. If exposed to excessive levels of material in the air, move the exposed person to fresh air. Get medical attention if coughing or respiratory discomfort occurs.

SECTION 5 FIRE FIGHTING MEASURES

FIRE CLASSIFICATION:
OSHA Classification (29 CFR 1910.1200): Not classified by OSHA as flammable or combustible.

NFPA RATINGS: Health: 0 Flammability: 1 Reactivity: 0

FLAMMABLE PROPERTIES:
Flashpoint: (Cleveland Open Cup) 220 °C (428 °F) (Min)
Autoignition: No Data Available
Flammability (Explosive) Limits (% by volume in air): Lower: Not Applicable Upper: Not Applicable

EXTINGUISHING MEDIA: Use water fog, foam, dry chemical or carbon dioxide (CO2) to extinguish flames.

PROTECTION OF FIRE FIGHTERS:
Fire Fighting Instructions: This material will burn although it is not easily ignited. For fires involving this material, do not enter any enclosed or confined fire space without proper protective equipment, including self-contained breathing apparatus.
Combustion Products: Highly dependent on combustion conditions. A complex mixture of airborne solids, liquids, and gases including carbon monoxide, carbon dioxide, and unidentified organic compounds will be evolved when this material undergoes combustion.

SECTION 6 ACCIDENTAL RELEASE MEASURES

Protective Measures: Eliminate all sources of ignition in vicinity of spilled material.
Spill Management: Stop the source of the release if you can do it without risk. Contain release to prevent further contamination of soil, surface water or groundwater. Clean up spill as soon as possible, observing precautions in Exposure Controls/Personal Protection. Use appropriate techniques such as applying non-combustible absorbent materials or pumping. Where feasible and appropriate, remove contaminated soil. Place contaminated materials in disposable containers and dispose of in a manner consistent with applicable regulations.
Reporting: Report spills to local authorities and/or the U.S. Coast Guard's National Response Center at (800) 424-8802 as appropriate or required.

SECTION 7 HANDLING AND STORAGE

General Handling Information: Avoid contaminating soil or releasing this material into sewage and drainage systems and bodies of water.
Static Hazard: Electrostatic charge may accumulate and create a hazardous condition when handling this material. To minimize this hazard, bonding and grounding may be necessary but may not, by themselves, be sufficient. Review all operations which have the potential of generating and accumulating

an electrostatic charge and/or a flammable atmosphere (including tank and container filling, splash filling, tank cleaning, sampling, gauging, switch loading, filtering, mixing, agitation, and vacuum truck operations) and use appropriate mitigating procedures. For more information, refer to OSHA Standard 29 CFR 1910.106, 'Flammable and Combustible Liquids', National Fire Protection Association (NFPA 77, 'Recommended Practice on Static Electricity', and/or the American Petroleum Institute (API) Recommended Practice 2003, 'Protection Against Ignitions Arising Out of Static, Lightning, and Stray Currents'.

Container Warnings: Container is not designed to contain pressure. Do not use pressure to empty container or it may rupture with explosive force. Empty containers retain product residue (solid, liquid, and/or vapor) and can be dangerous. Do not pressurize, cut, weld, braze, solder, drill, grind, or expose such containers to heat, flame, sparks, static electricity, or other sources of ignition. They may explode and cause injury or death. Empty containers should be completely drained, properly closed, and promptly returned to a drum reconditioner or disposed of properly.

SECTION 8 EXPOSURE CONTROLS/PERSONAL PROTECTION

GENERAL CONSIDERATIONS:

Consider the potential hazards of this material (see Section 3), applicable exposure limits, job activities, and other substances in the work place when designing engineering controls and selecting personal protective equipment. If engineering controls or work practices are not adequate to prevent exposure to harmful levels of this material, the personal protective equipment listed below is recommended. The user should read and understand all instructions and limitations supplied with the equipment since protection is usually provided for a limited time or under certain circumstances.

ENGINEERING CONTROLS:

Use in a well-ventilated area.

PERSONAL PROTECTIVE EQUIPMENT

Eye/Face Protection: No special eye protection is normally required. Where splashing is possible, wear safety glasses with side shields as a good safety practice.

Skin Protection: No special protective clothing is normally required. Where splashing is possible, select protective clothing depending on operations conducted, physical requirements and other substances in the workplace. Suggested materials for protective gloves include: 4H (PE/EVAL), Nitrile Rubber, Silver Shield, Viton.

Respiratory Protection: No respiratory protection is normally required.

If user operations generate an oil mist, determine if airborne concentrations are below the occupational exposure limit for mineral oil mist. If not, wear an approved respirator that provides adequate protection from the measured concentrations of this material. For air-purifying respirators use a particulate cartridge.

Use a positive pressure air-supplying respirator in circumstances where air-purifying respirators may not provide adequate protection.

Occupational Exposure Limits:

Component	Agency	TWA	STEL	Ceiling	Notation
Highly refined mineral oil (C15 - C50)	ACGIH	5 mg/m3	10 mg/m3	--	--
Highly refined mineral oil (C15 - C50)	OSHA Z-1	5 mg/m3	--	--	--

SECTION 9 PHYSICAL AND CHEMICAL PROPERTIES

Attention: the data below are typical values and do not constitute a specification.

Color: Brown
Physical State: Liquid
Odor: Petroleum odor
pH: Not Applicable
Vapor Pressure: <0.01 mmHg @ 37.8 °C (100 °F)
Vapor Density (Air = 1): >1
Boiling Point: >315°C (599°F)
Solubility: Soluble in hydrocarbons; insoluble in water
Freezing Point: Not Applicable
Specific Gravity: 0.89 @ 15.6°C (60.1°F) / 15.6°C (60.1°F)
Volatile Organic Compounds (VOC) : 1.1 %weight (Approximate)
Viscosity: 10.6 cSt @ 100°C (212°F) (Min)

SECTION 10 STABILITY AND REACTIVITY

Chemical Stability: This material is considered stable under normal ambient and anticipated storage and handling conditions of temperature and pressure.
Incompatibility With Other Materials: May react with strong acids or strong oxidizing agents, such as chlorates, nitrates, peroxides, etc.
Hazardous Decomposition Products: None known (None expected)
Hazardous Polymerization: Hazardous polymerization will not occur.

SECTION 11 TOXICOLOGICAL INFORMATION

IMMEDIATE HEALTH EFFECTS
Eye Irritation: The eye irritation hazard is based on evaluation of data for similar materials or product components.
Skin Irritation: The skin irritation hazard is based on evaluation of data for similar materials or product components.
Skin Sensitization: No product toxicology data available.
Acute Dermal Toxicity: The acute dermal toxicity hazard is based on evaluation of data for similar materials or product components.
Acute Oral Toxicity: The acute oral toxicity hazard is based on evaluation of data for similar materials or product components.
Acute Inhalation Toxicity: The acute inhalation toxicity hazard is based on evaluation of data for similar materials or product components.

ADDITIONAL TOXICOLOGY INFORMATION:
This product contains petroleum base oils which may be refined by various processes including severe solvent extraction, severe hydrocracking, or severe hydrotreating. None of the oils requires a cancer warning under the OSHA Hazard Communication Standard (29 CFR 1910.1200). These oils have not been listed in the National Toxicology Program (NTP) Annual Report nor have they been classified by the International Agency for Research on Cancer (IARC) as; carcinogenic to humans (Group 1), probably carcinogenic to humans (Group 2A), or possibly carcinogenic to humans (Group 2B). These oils have not been classified by the American Conference of Governmental Industrial Hygienists (ACGIH) as: confirmed human carcinogen (A1), suspected human carcinogen (A2), or confirmed animal carcinogen with unknown relevance to humans (A3).

During use in engines, contamination of oil with low levels of cancer-causing combustion products occurs. Used motor oils have been shown to cause skin cancer in mice following repeated application and continuous exposure. Brief or intermittent skin contact with used motor oil is not expected to have serious effects in humans if the oil is thoroughly removed by washing with soap and water.

SECTION 12 ECOLOGICAL INFORMATION

ECOTOXICITY
The toxicity of this material to aquatic organisms has not been evaluated. Consequently, this material should be kept out of sewage and drainage systems and all bodies of water.

ENVIRONMENTAL FATE
This material is not expected to be readily biodegradable.

SECTION 13 DISPOSAL CONSIDERATIONS

Use material for its intended purpose or recycle if possible. Oil collection services are available for used oil recycling or disposal. Place contaminated materials in containers and dispose of in a manner consistent with applicable regulations. Contact your sales representative or local environmental or health authorities for approved disposal or recycling methods.

SECTION 14 TRANSPORT INFORMATION

The description shown may not apply to all shipping situations. Consult 49CFR, or appropriate Dangerous Goods Regulations, for additional description requirements (e.g., technical name) and mode-specific or quantity-specific shipping requirements.

DOT Shipping Description: PETROLEUM LUBRICATING OIL

IMO/IMDG Shipping Description: PETROLEUM LUBRICATING OIL

ICAO/IATA Shipping Description: PETROLEUM LUBRICATING OIL

SECTION 15 REGULATORY INFORMATION

EPCRA 311/312 CATEGORIES:

1.	Immediate (Acute) Health Effects:	NO
2.	Delayed (Chronic) Health Effects:	NO
3.	Fire Hazard:	NO
4.	Sudden Release of Pressure Hazard:	NO
5.	Reactivity Hazard:	NO

REGULATORY LISTS SEARCHED:

01-1=IARC Group 1	03=EPCRA 313
01-2A=IARC Group 2A	04=CA Proposition 65
01-2B=IARC Group 2B	05=MA RTK
02=NTP Carcinogen	06=NJ RTK
	07=PA RTK

No components of this material were found on the regulatory lists above.

CHEMICAL INVENTORIES:
All components comply with the following chemical inventory requirements: AICS (Australia), DSL (Canada), EINECS (European Union), ENCS (Japan), KECI (Korea), PICCS (Philippines), TSCA (United States).

NEW JERSEY RTK CLASSIFICATION:
Under the New Jersey Right-to-Know Act L. 1983 Chapter 315 N.J.S.A. 34:5A-1 et. seq., the product is to be identified as follows: PETROLEUM OIL (Motor oil)

WHMIS CLASSIFICATION:
This product is not considered a controlled product according to the criteria of the Canadian Controlled Products Regulations.

SECTION 16 OTHER INFORMATION

NFPA RATINGS: Health: 0 Flammability: 1 Reactivity: 0

HMIS RATINGS: Health: 1 Flammability: 1 Reactivity: 0
(0-Least, 1-Slight, 2-Moderate, 3-High, 4-Extreme, PPE:- Personal Protection Equipment Index recommendation, *- Chronic Effect Indicator). These values are obtained using the guidelines or published evaluations prepared by the National Fire Protection Association (NFPA) or the National Paint and Coating Association (for HMIS ratings).

LABEL RECOMMENDATION:
Label Category : ENGINE OIL 1

REVISION STATEMENT: This revision updates the following sections of this Material Safety Data Sheet: 1-16
Revision Date: 11/11/2004

ABBREVIATIONS THAT MAY HAVE BEEN USED IN THIS DOCUMENT:

TLV - Threshold Limit Value	TWA - Time Weighted Average
STEL - Short-term Exposure Limit	PEL - Permissible Exposure Limit
	CAS - Chemical Abstract Service Number
ACGIH - American Conference of Government Industrial Hygienists	IMO/IMDG - International Maritime Dangerous Goods Code
API - American Petroleum Institute	MSDS - Material Safety Data Sheet
CVX - ChevronTexaco	NFPA - National Fire Protection Association (USA)
DOT - Department of Transportation (USA)	NTP - National Toxicology Program (USA)
IARC - International Agency for Research on Cancer	OSHA - Occupational Safety and Health Administration

Prepared according to the OSHA Hazard Communication Standard (29 CFR 1910.1200) and the ANSI MSDS Standard (Z400.1) by the ChevronTexaco Energy Research & Technology Company, 100 Chevron Way, Richmond, California 94802.

The above information is based on the data of which we are aware and is believed to be correct as of the date hereof. Since this information may be applied under conditions beyond our control and with which we may be unfamiliar and since data made available subsequent to the date hereof may suggest modifications of the information, we do not assume any responsibility for the results of its use. This information is furnished upon condition that the person receiving it shall make his own determination of the suitability of the material for his particular purpose.

Safety Data Sheet

SECTION 1 PRODUCT AND COMPANY IDENTIFICATION

Taro® DP

Product Use: Engine Oil
Product Number(s): 02504, 02505, 02506, 02507, 41674, 41675, 43023, 43036
Synonyms: Taro® 20 DP 30, Taro® 20 DP 30X, Taro® 20 DP 40, Taro® 20 DP 40X, Taro® 30 DP 30, Taro® 30 DP 30X, Taro® 30 DP 40, Taro® 30 DP 40X

Company Identification
Chevron Products UK Limited
1 Westferry Circus
Canary Wharf
London E14 4HA
United Kingdom
+44(0)20 77 19 3000

Transportation Emergency Response
Europe: 0044/(0)18 65 407333
Health Emergency
Chevron Emergency Information Center: Emergency Information Centers are located in the USA. International collect calls accepted. (800) 231-0623 or (510) 231-0623
Product Information
Product Information: +44(0)20 77 19 3000
FAX number: +44(0)20 77 19 5171

SECTION 2 HAZARDS IDENTIFICATION

CLASSIFICATION: Not classified as dangerous according to EU regulatory guidelines.
IMMEDIATE HEALTH EFFECTS
Eye: Not expected to cause prolonged or significant eye irritation.
Skin: Contact with the skin is not expected to be harmful.
Ingestion: Not expected to be harmful if swallowed.
Inhalation: Not expected to be harmful if inhaled. Contains a petroleum-based mineral oil. May cause respiratory irritation or other pulmonary effects following prolonged or repeated inhalation of oil mist at airborne levels above the recommended mineral oil mist exposure limit. Symptoms of respiratory irritation may include coughing and difficulty breathing.

DELAYED OR OTHER HEALTH EFFECTS: Not classified.

ENVIRONMENTAL EFFECTS: Not classified.

SECTION 3 COMPOSITION/ INFORMATION ON INGREDIENTS

COMPONENTS	EC NUMBER	SYMBOL / RISK PHRASES	AMOUNT

Highly refined mineral oil (C15 - C50)	*	None	60 - 100 %weight
Salts of alkyl hydroxybenzoic acids	Confidential	Xi/R38, Xi/R43, R53	1 - 5 %weight
Benzoic acid, hydroxy-, mono-C20-28-branched alkyl derivs., calcium salts (2:1)	Polymer	Xi/R38, Xi/R43, R53	1 - 5 %weight

*Contains one or more of the following EINECS numbers: 265-090-8, 265-091-3, 265-096-0, 265-097-6, 265-098-1, 265-101-6, 265-155-0, 265-156-6, 265-157-1, 265-158-7, 265-159-2, 265-160-8, 265-161-3, 265-166-0, 265-169-7, 265-176-5, 276-735-8, 276-736-3, 276-737-9, 276-738-4, 278-012-2. The full text of all R-phrases is shown in Section 16.

SECTION 4 FIRST AID MEASURES

Eye: No specific first aid measures are required. As a precaution, remove contact lenses, if worn, and flush eyes with water.
Skin: No specific first aid measures are required. As a precaution, remove clothing and shoes if contaminated. To remove the material from skin, use soap and water. Discard contaminated clothing and shoes or thoroughly clean before reuse.
Ingestion: No specific first aid measures are required. Do not induce vomiting. As a precaution, get medical advice.
Inhalation: No specific first aid measures are required. If exposed to excessive levels of material in the air, move the exposed person to fresh air. Get medical attention if coughing or respiratory discomfort occurs.

SECTION 5 FIRE FIGHTING MEASURES

FLAMMABLE PROPERTIES:
Flashpoint: (Cleveland Open Cup) 220 °C (428 °F) Minimum
Autoignition: No Data Available
Flammability (Explosive) Limits (% by volume in air): Lower: Not Applicable Upper: Not Applicable

EXTINGUISHING MEDIA: Use water fog, foam, dry chemical or carbon dioxide (CO2) to extinguish flames.

PROTECTION OF FIRE FIGHTERS:
Fire Fighting Instructions: This material will burn although it is not easily ignited. For fires involving this material, do not enter any enclosed or confined fire space without proper protective equipment, including self-contained breathing apparatus.
Combustion Products: Highly dependent on combustion conditions. A complex mixture of airborne solids, liquids, and gases including carbon monoxide, carbon dioxide, and unidentified organic compounds will be evolved when this material undergoes combustion.

SECTION 6 ACCIDENTAL RELEASE MEASURES

Protective Measures: Eliminate all sources of ignition in vicinity of spilled material.
Spill Management: Stop the source of the release if you can do it without risk. Contain release to prevent further contamination of soil, surface water or groundwater. Clean up spill as soon as possible, observing precautions in Exposure Controls/Personal Protection. Use appropriate techniques such as applying non-combustible absorbent materials or pumping. Where feasible and appropriate, remove contaminated soil. Place contaminated materials in disposable containers and dispose of in a manner consistent with applicable regulations.

Reporting: Report spills to local authorities as appropriate or required.

SECTION 7 HANDLING AND STORAGE

Specific Use: Engine Oil

General Handling Information: Avoid contaminating soil or releasing this material into sewage and drainage systems and bodies of water.
Static Hazard: Electrostatic charge may accumulate and create a hazardous condition when handling this material. To minimize this hazard, bonding and grounding may be necessary but may not, by themselves, be sufficient. Review all operations which have the potential of generating and accumulating an electrostatic charge and/or a flammable atmosphere (including tank and container filling, splash filling, tank cleaning, sampling, gauging, switch loading, filtering, mixing, agitation, and vacuum truck operations) and use appropriate mitigating procedures.
Container Warnings: Container is not designed to contain pressure. Do not use pressure to empty container or it may rupture with explosive force. Empty containers retain product residue (solid, liquid, and/or vapor) and can be dangerous. Do not pressurize, cut, weld, braze, solder, drill, grind, or expose such containers to heat, flame, sparks, static electricity, or other sources of ignition. They may explode and cause injury or death. Empty containers should be completely drained, properly closed, and promptly returned to a drum reconditioner or disposed of properly.

SECTION 8 EXPOSURE CONTROLS/PERSONAL PROTECTION

GENERAL CONSIDERATIONS:
Consider the potential hazards of this material (see Section 3), applicable exposure limits, job activities, and other substances in the work place when designing engineering controls and selecting personal protective equipment. If engineering controls or work practices are not adequate to prevent exposure to harmful levels of this material, the personal protective equipment listed below is recommended. The user should read and understand all instructions and limitations supplied with the equipment since protection is usually provided for a limited time or under certain circumstances. Refer to appropriate CEN standards.

ENGINEERING CONTROLS:
Use in a well-ventilated area.

PERSONAL PROTECTIVE EQUIPMENT
Eye/Face Protection: No special eye protection is normally required. Where splashing is possible, wear safety glasses with side shields as a good safety practice.
Skin Protection: No special protective clothing is normally required. Where splashing is possible, select protective clothing depending on operations conducted, physical requirements and other substances in the workplace. Suggested materials for protective gloves include: 4H (PE/EVAL), Nitrile Rubber, Silver Shield, Viton.
Respiratory Protection: No respiratory protection is normally required. If user operations generate an oil mist, determine if airborne concentrations are below the occupational exposure limit for mineral oil mist. If not, wear an approved respirator that provides adequate protection from the measured concentrations of this material. For air-purifying respirators use a particulate cartridge.

Occupational Exposure Limits:

Component	Country/ Agency	TWA	STEL	Ceiling	Notation
Highly refined mineral oil (C15 - C50)	United Kingdom	5 mg/m3	10 mg/m3	--	--

SECTION 9 PHYSICAL AND CHEMICAL PROPERTIES

Attention: the data below are typical values and do not constitute a specification.

Color: Brown
Physical State: Liquid
Odor: Petroleum odor
pH: Not Applicable
Vapor Pressure: <0.01 mmHg @ 37.8 °C (100 °F)
Vapor Density (Air = 1): >1
Boiling Point: >315°C (599°F)
Solubility: Soluble in hydrocarbons; insoluble in water
Freezing Point: Not Applicable
Density: 0.9 kg/l @ 15°C (59°F) (Typical)
Viscosity: 10.6 - 14.5 mm2/s @ 100°C (212°F)
Viscosity: 89 - 140 mm2/s @ 40°C (104°F)
Evaporation Rate: No Data Available

SECTION 10 STABILITY AND REACTIVITY

Chemical Stability: This material is considered stable under normal ambient and anticipated storage and handling conditions of temperature and pressure.
Incompatibility With Other Materials: May react with strong acids or strong oxidizing agents, such as chlorates, nitrates, peroxides, etc.
Hazardous Decomposition Products: None known (None expected)
Hazardous Polymerization: Hazardous polymerization will not occur.

SECTION 11 TOXICOLOGICAL INFORMATION

IMMEDIATE HEALTH EFFECTS
Eye Irritation: The eye irritation hazard is based on evaluation of data for similar materials or product components.

Skin Irritation: The skin irritation hazard is based on evaluation of data for similar materials or product components.

Skin Sensitization: The skin sensitization hazard is based on evaluation of data for similar materials or product components.

Acute Dermal Toxicity: The acute dermal toxicity hazard is based on evaluation of data for similar materials or product components.

Acute Oral Toxicity: The acute oral toxicity hazard is based on evaluation of data for similar materials or product components.

Acute Inhalation Toxicity: The acute inhalation toxicity hazard is based on evaluation of data for similar materials or product components.

ADDITIONAL TOXICOLOGY INFORMATION:
In accordance with the Directive 94/69/EC (21st ATP to DSD), Nota L, reference IP 346/92: "DMSO Extraction Method", we have determined that the base oils used in this preparation are not carcinogenic. During use in engines, contamination of oil with low levels of cancer-causing combustion products occurs. Used motor oils have been shown to cause skin cancer in mice following repeated application and continuous exposure. Brief or intermittent skin contact with used motor oil is not expected to have

serious effects in humans if the oil is thoroughly removed by washing with soap and water.

SECTION 12 ECOLOGICAL INFORMATION

ECOTOXICITY
This material is not expected to be harmful to aquatic organisms. The product has not been tested. The statement has been derived from the properties of the individual components.

MOBILITY
No data available.

PERSISTENCE AND DEGRADABILITY
This material is not expected to be readily biodegradable. The product has not been tested. The statement has been derived from the properties of the individual components.

POTENTIAL TO BIOACCUMULATE
Bioconcentration Factor: No data available.
Octanol/Water Partition Coefficient: No Data Available

SECTION 13 DISPOSAL CONSIDERATIONS

Use material for its intended purpose or recycle if possible. Oil collection services are available for used oil recycling or disposal. Place contaminated materials in containers and dispose of in a manner consistent with applicable regulations. Contact your sales representative or local environmental or health authorities for approved disposal or recycling methods.
In accordance with European Waste Catalogue (E.W.C.) the codification is the following: 13 02 05

SECTION 14 TRANSPORT INFORMATION

The description shown may not apply to all shipping situations. Consult appropriate Dangerous Goods Regulations for additional description requirements (e.g., technical name) and mode-specific or quantity-specific shipping requirements.

ADR/RID Shipping Description: NOT REGULATED AS DANGEROUS GOODS FOR TRANSPORTATION UNDER ADR/RID

ICAO/IATA Shipping Description: PETROLEUM LUBRICATING OIL; NOT REGULATED AS DANGEROUS GOODS FOR TRANSPORT UNDER ICAO TI OR IATA DGR

IMO/IMDG Shipping Description: PETROLEUM LUBRICATING OIL; NOT REGULATED AS DANGEROUS GOODS FOR TRANSPORT UNDER THE IMDG CODE (AMENDMENT 34-08)

SECTION 15 REGULATORY INFORMATION

REGULATORY LISTS SEARCHED:
01=EU. Directive 76/769/EEC: Restrictions on the marketing and use of certain dangerous substances.
02=EU Directive 90/394/EEC: Carcinogens at work.
03=EU Directive 92/85/EEC: Pregnant or breastfeeding workers.
04=EU Directive 96/82/EC (Seveso II): Article 9.
05=EU Directive 96/82/EC (Seveso II): Articles 6 and 7.
06=EU Directive 98/24/EC: Chemical agents at work.

No components of this material were found on the regulatory lists above.

CHEMICAL INVENTORIES:
All components comply with the following chemical inventory requirements: DSL (Canada), ENCS (Japan), IECSC (China), KECI (Korea), PICCS (Philippines), TSCA (United States).

One or more components is listed on ELINCS (European Union). Secondary notification by the importer may be required. All other components are listed or exempted from listing on EINECS.

One or more components does not comply with the following chemical inventory requirements: AICS (Australia)

CLASSIFICATION - LABELING:
Under the criteria of the directive EEC/67/548 (dangerous substances) and EEC/1999/45 (dangerous preparations): Not classified

- contains: Benzoic acid, hydroxy-, mono-C20-28-branched alkyl derivs., calcium salts (2:1). May produce an allergic reaction.
  Salts of alkyl hydroxybenzoic acids. May produce an allergic reaction.

SECTION 16 OTHER INFORMATION

REVISION STATEMENT: This is a new Material Safety Data Sheet.
Revision Date: OCTOBER 12, 2009

Full text of R-phrases:
R38; Irritating to skin.
R43; May cause sensitization by skin contact.
R53; May cause long-term adverse effects in the aquatic environment.

ABBREVIATIONS THAT MAY HAVE BEEN USED IN THIS DOCUMENT:

TLV - Threshold Limit Value		TWA - Time Weighted Average	
STEL - Short-term Exposure Limit		PEL - Permissible Exposure Limit	
CVX - Chevron		CAS - Chemical Abstract Service Number	

Prepared according to the criteria of EU Regulation 1907/2006 by the Chevron Energy Technology Company, 100 Chevron Way, Richmond, California 94802.

The above information is based on the data of which we are aware and is believed to be correct as of the date hereof. Since this information may be applied under conditions beyond our control and with which we may be unfamiliar and since data made available subsequent to the date hereof may suggest modifications of the information, we do not assume any responsibility for the results of its use. This information is furnished upon condition that the person receiving it shall make his own determination of the suitability of the material for his particular purpose.

EnviroLogic® 3046

HIGH PERFORMANCE, READILY BIODEGRADABLE HYDRAULIC FLUID

Description:

EnviroLogic® 3046 hydraulic fluid is a high performance, readily biodegradable, synthetic ISO 46 grade hydraulic fluid. It is intended for severe service, extreme high temperature (150°F), low temperature (-20°F) and high pressure (5000+psi) applications. It exhibits enhanced wear protection, cleanliness and longer life than conventional petroleum hydraulic oils. EnviroLogic® 3046 can directly replace petroleum oil based hydraulic fluids of the same viscosity, yet has reduced environmental impact in the event of a leak or spill, as it is readily biodegradable and non-sheening.

EnviroLogic® 3046 series is self certified as an Environmentally Acceptable Lubricant (EAL) compliant with 2013 US EPA Vessel General Permit (VGP).

Meets the ISO classification Hydraulic Environmental Polyalphaolefin and related hydrocarbon products (HEPR) per ISO 6743-4.

It meets or exceeds the following performance levels:

- Hatlapa
- Rexroth
- Blohm + Voss
- NOV
- Sauer-Danfoss
- Cargotec/MacGregor
- IHC Merwede
- Komatsu
- Gates
- Parker Hannifin/Denison
- Linde
- Thrustmaster
- Eaton/Vickers
- Rolls Royce
- LinkBelt

Property	Method	Requirements	Result
Kinematic Viscosity			
At 40°C, cSt	D445	41.4-50.6	48
At 100°C, cSt	D445	7.8 min	10
Viscosity Index	D2270	90 min	185
Density(60°F), kg/m³	D4052	report	860
Pour Point, °C	D97	-15 max	-51
Flash Point (COC), °C	D92	185 min	221
Acid Number, mgKOH/g	D664	Report	0.30
Steel Pin Corrosion (4 hours, 100°C)	D665	Pass	
Deionized Water			Pass
Synthetic Salt Water			Pass

Property	Method	Requirements	Result
Foam Properties (after 10 minutes)	D892		
Sequence I, mL	Tendency/Stability	50-0 max	10-0
Sequence II, mL	Tendency/Stability	50-0 max	50-0
Sequence III, mL	Tendency/Stability	50-0 max	10-0
Demulse Properties (54°C)	D1401		
Oil / Water / Emulsion		40/37/3	40 / 40 / 0
Minutes		30	10
Copper Corrosion	D130		
3hrs @ 100 °C		2 max	1a
Oxidation	D2272		
Mins to 25 psi loss			400-500
FZG		10 min	12 Pass
Hydrolytic Stability	D2619		
Copper Weight Loss, mg/cm^3			0.00
Change in Acid Number, mgKOH/g			0.00
Appearance of Copper Panel			1b
Vickers 35VQ25 Vane Pump*	35VQ25		Pass
Vickers V104C Vane Pump*			
Total loss of ring and vane, mg			Pass
Biodegradability, % in 28 Days	D7373	60% min	>60
Ecotoxicity			
Fathead minnow, 96h LC50, ppm	OECD 203	>100	>1,000
Daphnia magna, 48h EC50, ppm	OECD 202	>100	>120
Algae, 72h EC50, ppm	OECD 201	>100	>110
Elastomer Compatibility			
SRE-NBR-1 (100°C 168 hours)	D471		Pass
HNBR (100°C 168 hours)	D471		Pass
PU (100°C 168 hours)	DIN 1817		Pass
FKM (100°C 168 hours)	DIN 1817		Pass
Compatibility with Select Hydraulic Fluids			
Biodegradable Competitor stored @ 100°F		Pass	Pass
Biodegradable Competitor stored @ -5°F		Pass	Pass
Petroleum Hydraulic Fluid stored @ 100°F		Pass	Pass
Petroleum Hydraulic Fluid stored @ -5°F		Pass	Pass

*based on read across from EL 146

Updated: 6/2/16

RSC Bio Solutions
Products you need for problems you don't.™

9609 Jackson Street
Mentor, Ohio 44060
800-661-3558
rscbio.com

EnviroLogic® 210

210 READILY BIODEGRADABLE, INDUSTRIAL ISO 100 GEAR OIL

Description:

EnviroLogic® 210 is a readily biodegradable, synthetic gear oil for use in industrial applications. EnviroLogic® 210 is an ISO 100 viscosity grade, AGMA 3EP oil, having high AW/EP properties, excellent corrosion and rust protection, and outstanding system cleanliness characteristics. In addition, it can directly replace petroleum oil based products of the same viscosity. The excellent performance characteristics of EnviroLogic® 210 make it suitable in a wide variety of industrial gear applications where incidental exposure of the oil to the environment is of concern. Examples are off-shore oil and gas, marine transportation & construction, steel milling, mining, and power utility operations. In the event of an oil spill or leak, the fluid biodegrades by more than 60% within 28 days, thereby minimizing any environmental impact.

EnviroLogic® 210 is self certified as an Environmentally Acceptable Lubricant (EAL) compliant with 2013 US EPA Vessel General Permit (VGP).

It meets or exceeds the following performance levels:

- Aegir
- AGMA 9005 (3 EP)
- AGMA 250.04/251.02 (3 EP)
- Berg
- Blohm + Voss
- Chesterton
- Cincinnati Milacron P-76
- David Brown S1.53.101
- DIN 51517, Part 3
- IHC Merwede
- James Walker
- Kamewa
- Kemel
- Ortlinghaus
- Schottel
- U.S. Steel 224
- Wartsila

Property	Method	Spec.	Result
Kinematic Viscosity	D445		
At 40°C, cSt		90.0 – 110.0	100
At 100°C, cSt			18
Viscosity Index	D2270		>175
Density(60°F), g/cm³	D4052		0.84
Pour Point, °C	D97	-12 min.	-39
Flash Point (COC), °C	D92		185
Copper Corrosion 3 Hrs. @ 100°C	D130	1b min.	1b

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Products you need for problems you don't.™

*ASTM 5864 and ASTM D7373 compliant

Property	Method	Spec.	Result
Steel Pin Corrosion (4 hours, 100°C)	D665		
Deionized Water		Pass	Pass
Synthetic Salt Water		Pass	Pass
Foam Properties	D892		
Sequence I, mL	Tendency/Stability	50/0	50/0
Sequence II, mL	Tendency/Stability	50/0	50/0
Sequence III, mL	Tendency/Stability	50/0	50/0
Demulse Properties (54°C)	D1401		
Oil / Water / Emulsion			40/40/0
Minutes		30 max.	10
TOST Oxidation	D943		
Hours to TAN of 2.0 mg KOH/g			> 1500 ---
Air Release	D3427		
@ 90°C	9 max.		8.0
Four Ball EP	D2783		
Weld Load	250 min.		> 250
LWI, kg	45 min.		> 48
Four Ball Wear	D4172 Mod.		
54°C/1800 rpm/20 kg/1 Hr.	Scar, mm		0.34
Timken Wear	D2782		
OK Load, lbs.	60 min.		> 60
Fail Load, lbs.	---		> 65
Gear Oil Oxidation	D2893B		
Δ 100°C K.V. @ 312 Hrs.	6% max.		4.2%
Elastomer Compatibility			
Buna N (100°C 168 Hours)	D471		Pass
Viton (150°C 168 Hours)	D471		Pass
Biodegradability	D7373	60% min.	> 60
Ecotoxicity			
Fathead minnow	OECD 203	> 100mg/L	> 1000 mg/L
Daphnia	OECD 202	> 100mg/L	> 130 mg/L
Algae	OECD 201	> 100mg/L	> 120 mg/L

NOTICE: While this information is presented in good faith and believed to be accurate, RSC Bio Solutions does not guarantee satisfactory results from reliance thereon. The data is offered solely for your information and RSC Bio Solutions disclaims all liability for any loss or damage from its use. Thoroughly test any application according to the product directions and independently conclude satisfactory performance. Nothing contained herein is to be construed as a recommendation to use the product in violation of any patent.

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9609 Jackson Street
Mentor, Ohio 44060
800-661-3558
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9-Annex

B.DMI certificate

Direction Technique / Technical Department / service: Quality and studies
COMPAGNIE MEDITERRANEENNE DE REPARATION Tunisie S.A. au capital de 4 000 000 DT
RC Tunis B2426522004-Matricule fiscal N° 879570/L
B.P. N° 10 7050- MENZEL BOURGUIBA –TUNISIE
Tél : +216 72 418 590 / Fax : +216 72 418 354 / E-mail : cmrtun@cmrtunisie.com

dmi
La force du levage

INSPECTION CERTIFICATE EN 10204 - 3.1

Copy of the Works Certificate in our possession **Antwerp,** 12/05/16

Customer DMI SARL

Batch marking /

Our ref nr BVQ

Quality of steel Q345B T10

Commodity Specification LP-81-B plate

Chemical analysis

	% C	% Mn	% Si	% P	% S
Required	≤0.20	1.00-1.60	≤0.55	≤0.040	≤0.040
Obtained	0.14	1.42	0.32	0.027	0.008

Mechanical test

	Heat treatment	σ_b N/mm²	σ_s N/mm²	σ_5 %	Ak(J) Temp: -20°C ISO-V			
					1	2	3	Total/3
Standard	Quenching and tempering	470-630	Min 325	Min 12	Min. 27			Min. 27
Obtained	Quenching and tempering	540	400	26	48	51	53	51

Hardness
/

dmi
La force du levage

INSPECTION CERTIFICATE EN 10204 - 3.1

Copy of the Works Certificate in our possession **Antwerp,** 12/05/16

Customer DMI SARL

Batch marking /

Our ref nr BVQ

Quality of steel Q345B T16

Commodity Specification LP-81-B plate

Chemical analysis

	% C	% Mn	% Si	% P	% S
Required	≤0.20	1.00-1.60	≤0.55	≤0.040	≤0.040
Obtained	0.16	1.44	0.36	0.026	0.013

Mechanical test

	Heat treatment	σ_b N/mm²	σ_s N/mm²	σ_5 %	Ak(J) Temp: -20°C ISO-V			
					1	2	3	Total/3
Standard	Quenching and tempering	470-630	Min 325	Min 12	Min. 27			Min. 27
Obtained	Quenching and tempering	525	375	26.5	48	52	55	52

Hardness
/

dmi
La force du levage

INSPECTION CERTIFICATE EN 10204 - 3.1

Copy of the Works Certificate in our possession

Antwerp, 12/05/16

Customer DMI SARL

Batch marking /

Our ref nr BVQ

Quality of steel Q345B GB/T 1591-1994

Commodity Specification LP-61-G

Chemical analysis

Heat-No	% C	% Mn	% Si	% Cr	% P	% S	% Mo
Standard	≤0.20	1.00-1.60	≤0.55	-	≤0.040	≤0.040	-
01501-0481	0.17	1.43	0.29	-	0.025	0.014	-

Mechanical test

Heat-No	Heat treatment	σ_b N/mm²	σ_s N/mm²	σ_5 %	Ak(J) Temp: -20°C ISO-V			
					1	2	3	Total/3
Standard	Quenching and tempering	470-630	Min 345	21				Min. 27
01501-0481	Quenching and tempering	600	378	31	37	48	55	47

Hardness (HB)	
/	/

Diffusion Matériel Industriel

Site Internet : www.dmifrance.com E-mail : [redacted]

160, Ch. de la Madrague Ville - 13015 Marseille - Tél. [redacted] Fax [redacted]

S.A.R.L au capital de 100 000 € - R.C.S Marseille B 315 067 983 00033 - N° intracommunautaire FR 71 315 067 983 - Code APE 518 C

dmi
La force du levage

INSPECTION CERTIFICATE EN 10204 - 3.1

Copy of the Works Certificate in our possession **Antwerp,** 12/05/16

Customer DMI SARL

Batch marking /

Our ref nr BVQ

Quality of steel Q345B GB/T 1591-1994

Commodity Specification LP-61-G

Chemical analysis

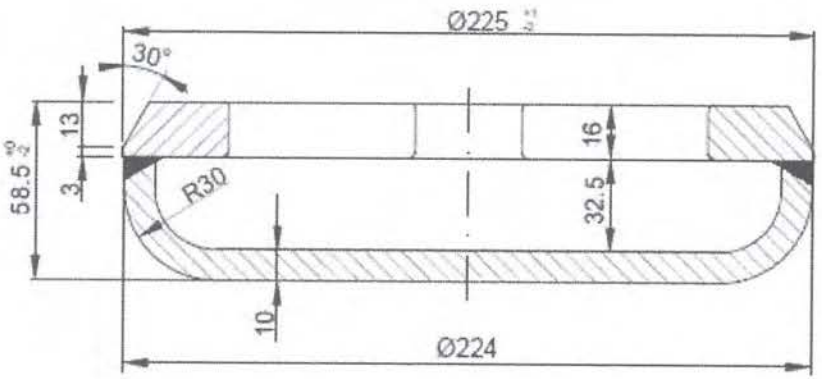
Heat-No	% C	% Mn	% Si	% Cr	% P	% S	% Mo
Standard	≤0.20	1.00-1.60	≤0.55	-	≤0.040	≤0.040	-
0082005837	0.15	1.47	0.28	-	0.015	0.005	-

Mechanical test

Heat-No	Heat treatment	σ_b N/mm²	σ_s N/mm²	σ_5 %	Ak(J) Temp: -20°C ISO-V			
					1	2	3	Total/3
Standard	Quenching and tempering	470-630	Min 345	21				Min. 27
0082005837	Quenching and tempering	540	390	29	85	102	113	100

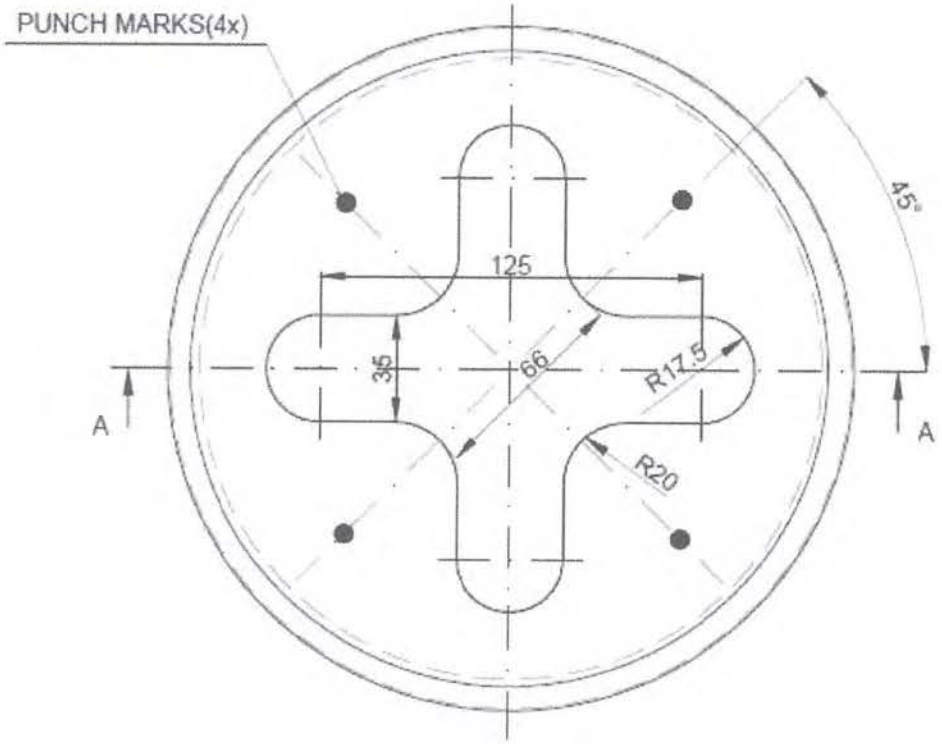
Hardness (HB)	
/	/

VIEW A-A



LOADS		TENSION [kN]
BREAKING LOAD	BL	200
PROOF LOAD	PL	110
SAFE WORKING LOAD	SWL	100

TOTAL WEIGHT: 7,3 kg

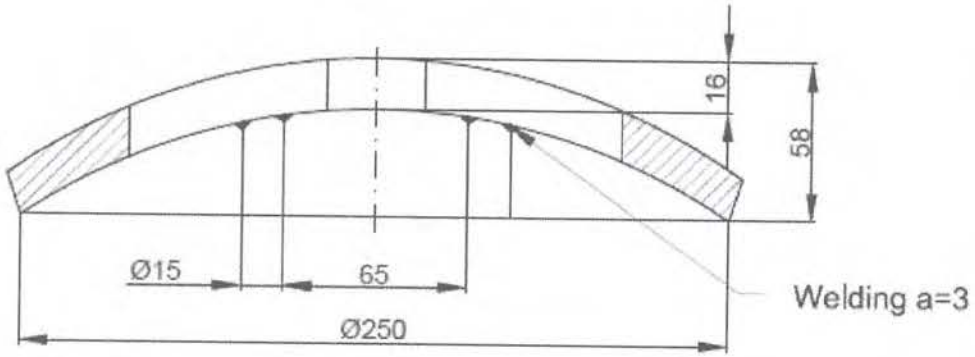


Diffusion Matériel Industriel

Site Internet : www.dmifrance.com E-mail : [redacted]
160, Ch. de la Madrague Ville - 13015 Marseille - Tél. [redacted] - Fax [redacted]
S.A.R.L au capital de 100 000 € - R.C.S Marseille B 315 067 983 00033 - N° intracommunautaire FR 71 315 067 983 - Code APE 518 C

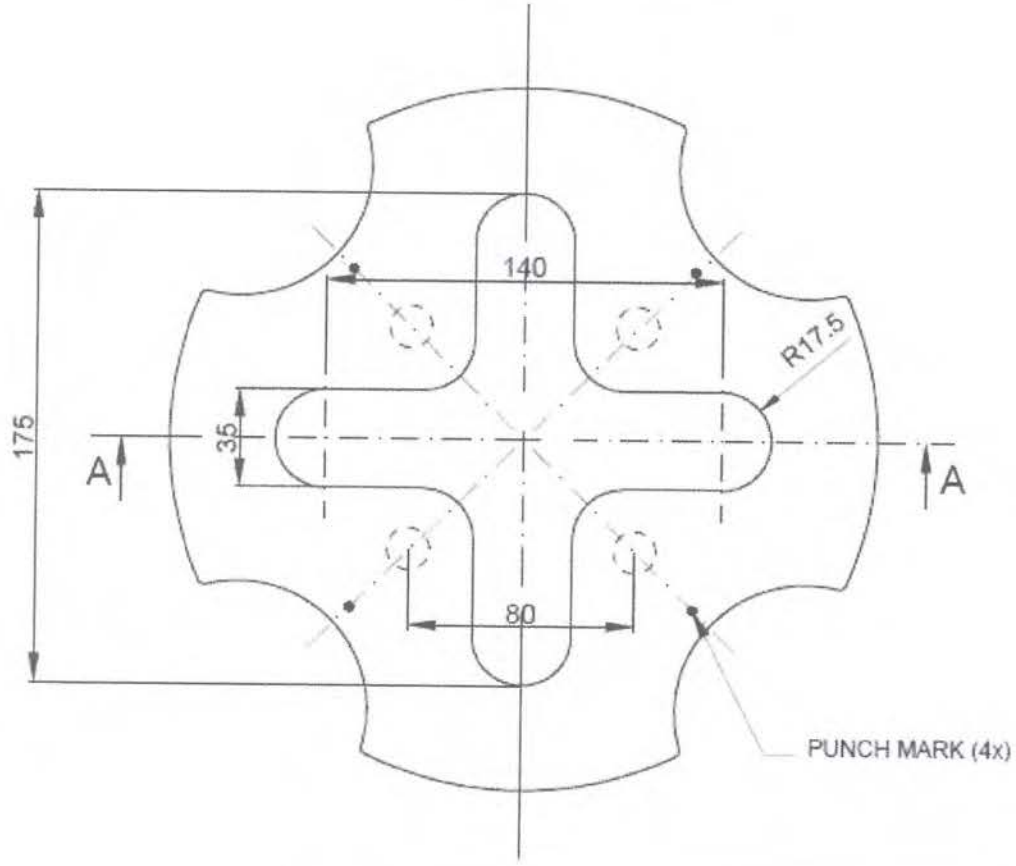
dmi
La force du levage

A-A



LOADS		TENSION[kN]
BREAKING LOAD	BL	200
PROOF LOAD	PL	125
SAFE WORKING LOAD	SWL	100

TOTAL WEIGHT: 4,9 kg



Diffusion Matériel Industriel

Site Internet : www.dmifrance.com E-mail : [redacted]
160, Ch. de la Madrague Ville - 13015 Marseille - Tél. [redacted] - Fax [redacted]
S.A.R.L au capital de 100 000 € - R.C.S Marseille B 315 067 983 00033 - N° intracommunautaire FR 71 315 067 983 - Code APE 518 C

9-Annex

C.Bilge alarm

Direction Technique / Technical Department / service: Quality and studies
COMPAGNIE MEDITERRANEENNE DE REPARATION Tunisie S.A. au capital de 4 000 000 DT
RC Tunis B2426522004-Matricule fiscal N° 879570/L
B.P. N° 10 7050- MENZEL BOURGUIBA –TUNISIE
Tél : +216 72 418 590 / Fax : +216 72 418 354 / E-mail : cmrtun@cmrtunisie.com

DECKMA HAMBURG GmbH

Address:

Kieler Strasse 316
22525 Hamburg
Germany

Tel.: +[redacted]
Fax: +[redacted]
eMail: [redacted]
Internet: www.deckma.com

Calibration Certificate No. 5001123

This is to certify, that the below described instrument has been tested and calibrated in accordance with the requirements of MEPC.107(49).

Equipment:	15 ppm Bilge Alarm
Type:	OMD-2005, Measuring Cell
Serial No. Measuring Cell:	5001123
Value Master Instrument:	22 ppm
Value OMD-2005 Measuring Cell:	22 ppm
Date of Calibration:	06.05.2016

Calibration is only necessary at one point >20 ppm as unit is linear between 0 ppm and 30 ppm.

DECKMA HAMBURG GmbH
Kieler Str. 316
D-22525 Hamburg
Germany

Electronic file. No signatures are required

DECKMA HAMBURG GmbH

Authorized Service Station

AMM
151 Avenue des Aygalades Bat C
13015 MARSEILLE (FRANCE)
Tel : +[redacted]
Fax : +[redacted]
Mail : [redacted]
Site : amm-marseille.com

DECKMA HAMBURG GmbH
Kieler Strasse 316
22525 Hamburg
Germany
Tel.: +[redacted]
Fax: +[redacted]
eMail: [redacted]
Internet: www.deckma.com

Function Check Certificate for 15 ppm Bilge Alarm

Customer:	BAJA FERRIES
Ships Name:	CARRIBEAN FANTASY
Equipment:	15 ppm Bilge Alarm Monitor
Type:	OMD-2005
Serial.-No.:	5001123
Voltage:	
Certificate No.:	**16-06-109853**
Remarks:	The Instrument has been tested according to the instructions of the manufacturer and complies with the requirements specified in IMO Resolutions MEPC.107(49).

Calibration Check

Testpoint	Calculated	Result	Tested by
Test with clean water	0 ppm	0 ppm	Gilles BRIAND
First Check with Test Fluid	20 ppm	21 ppm	Gilles BRIAND
Second Check with Test Fluid	20 ppm	21 ppm	Gilles BRIAND

Company confirms

AUTOMATISME MESURE MAINTENANCE
151, av. des Aygalades - 13015 MARSEILLE
Tél.: [redacted]

Date 21/06/2016

RAPPORT D'INTERVENTION

Dossier N° : FE.27.D

N° 14657

DEMANDEUR : Amonca Cruise Ferries

NAVIRE : CARRIBIAN FANTASY SITE : BIZERTE (Tunisie)

TRAVAUX EFFECTUÉS

Demande du client :

Vérification annuelle du OMD 2005 / 15 ppm / Deckma

1°) Vérification de l'appareil avec solution Test MEPC-107 (Validité Juin 2017)

* à l'eau → à 0ppm → + 5ppm
* Avec Solution → 20ppm → + 35ppm

→ NON CONFORME.

* Après un nettoyage inverse de la cellule ainsi que plusieurs essais, la mesure reste mauvaise d'où l'obligation de remplacer la cellule actuelle, N-S: 5007736 par une nouvelle, N.S: 5001...

2°) Remplacement et mise en service de la nouvelle cellule ainsi que son dessicant.

Vérification avec solution MEPC-107 (Juin 2017)

Pour 0ppm → 0ppm
Pour 20ppm → 21ppm

3°) Conclusion : L'appareil est conforme ainsi que les commandes des électrovannes du circuit ...

FOURNITURES

QTE	DÉSIGNATION
1	Cellule de mesure DECKMA
1	Dessicant

QTE	DÉSIGNATION
1	Solution d'étalonnage

MAIN D'ŒUVRE

DATE	NOMS	HEURES NORMALES	HEURES SUPPLEMENT.	HEURES ATTENTE	HEURES TRAJET
21/6/16	BRIAND	2 Selon Devis			
21/6/16	BRIAND				

MM

ures atelier : ☐ OUI ☒ NON

avaux terminés : ☒ OUI ☐ NON

BIZERTE Le : 21/6/16

m : BRIAND

Signature : [redacted]

CLIENT

Commentaires :

Nom/fonction : CAPITAINE / TECH. MANAGER

CARIBBEAN FANTASY MASTER PANAMA

Signa[redacted]

7-Annex

D. Themys report

Direction Technique / Technical Department / service: Quality and studies
COMPAGNIE MEDITERRANEENNE DE REPARATION Tunisie S.A. au capital de 4 000 000 DT
RC Tunis B2426522004-Matricule fiscal N° 879570/L
B.P. N° 10 7050- MENZEL BOURGUIBA –TUNISIE
Tél : [redacted] / Fax : [redacted] / E-mail : [redacted]

9-Annex

D.themys report

Direction Technique / Technical Department / service: Quality and studies
COMPAGNIE MEDITERRANEENNE DE REPARATION Tunisie S.A. au capital de 4 000 000 DT
RC Tunis B2426522004-Matricule fiscal N° 879570/L
B.P. N° 10 7050- MENZEL BOURGUIBA –TUNISIE
Tél : [redacted] / Fax : [redacted] / E-mail : [redacted]

AUTOMATIC IDENTIFICATION SYSTEM (AIS) TEST REPORT

Name of ship/call sign:	CARIBBEAN FANTASY / 3EFP4
MMSI number:	372067000
Port of registry:	PANAMA
IMO Number:	8814263
Gross tonnage:	28112
Date keel laid:	25-10-1988

1 -- Installation details		Yes	No	NA
	Item			
1.1	AIS transponder type: FURUNO FA-150	X		
1.2	Type approval certificate	X		
1.3	Initial installation configuration report on board?	X		
1.4	Drawings provided? (Antenna-, AIS-arrangement and block diagram)	X		
1.5	Main source of electrical power, :	X		
1.6	Emergency source of electrical power, :	X		
1.7	Capacity to be verified if the AIS is connected to a battery	X		
1.8	Pilot plug near pilots operating position?	X		
1.9	120 V AC provided near pilot plug? (Panama and St. Lawrence requirement)	X		

2 – AIS programming . Static information		
2.1	MMSI number	372067000
2.2	IMO number	8814263
2.3	Radio call sign	3FEP4
2.4	Name of ship	CARIBBEAN FANTASY
2.5	Type of ship	6
2.6	Ship length and beam	176,27
2.7	Location of GPS antenna	41,146,24,4

3 – AIS programming . Dynamic information				
3.1	Ships position with accuracy and integrity status (Source: GNSS)	X		
3.2	Time in UTC (Source: GNSS)	X		
3.3	Course over ground (COG) (will fluctuate at dockside) (Source GNSS)	X		
3.4	Speed over ground (SOG) (zero at dockside) (Source: GNSS)	X		
3.5	Heading (Source: Gyro)	X		
3.6	Navigational status	X		
3.7	Rate of turn, where available (ROT)			X
3.8	Angle of heel, pitch and roll, where available			X

4 – AIS programming . voyage related information				
4.1	Ships draught	X		
4.2	Type of cargo	X		
4.3	Destination and ETA (at masters discretion)	X		
4.4	Route plan (optional)			X
4.5	Short safety-related messages	X		

3Refer to Recommendation on performance standards for a universal ship borne automatic identification system (AIS) (resolution MSC.74(69), annex 4).

5 – Performance test using measuring instrument		Yes	No	
5.1	Frequency measurements AIS ch. 1 and 2, GMDSS ch. 70	X		
5.2	Transmitting output, AIS ch. 1 and 2, GMDSS ch. 70	X		
5.3	Polling information ch. 70	X		
5.4	Read data from AIS	X		
5.5	Send data to AIS	X		
5.6	Check AIS response to —virtual vessels“	X		

6. On air performance test				
6.1	Check reception performance	X		
6.2	Confirm reception of own signal from other ship/VTS	X		
6.3	Polling by VTS/shore installation	X		

Electromagnetic interference from AIS observed to other installations?:
NIL

Remarks:	
	NIL
	On following TEST REPORT the status are : **Y** = YES / OK --- **N** = NO / in Fault -- **NA** = Not Applicable --- **NP** = Not possible

The AIS has been tested according to IMO SN/Circ.227 and resolution MSC.74(69), annex 3		
Name of Radio Inspector Company THEMYS-SA THEMYS Av. La Chaume Pont de l'Etoile 13360 ROQUEVAIRE [redacted]	Name of Radio Inspector ELIE D'ELIA [redacted]	Date and place 31-05-2016 MEMZEL BOURGUIBA

4Refer to Recommendation on performance standards for a universal ship borne automatic identification system (AIS) (resolution MSC.74(69), annex 4).

Themys

ANNUAL TESTING OF 406MHz SATELLITE EPIRBs

Issued in accordance with IMO MSC/Circ. 1040 & Guidelines as required by SOLAS reg. IV/15.9

Ship's Information

Ship's name : CARIBBEAN FANTASY
MMSI : 372067000

IMO : 8814263
Call Sign : 3FEP4

EPIRB's Information

Manufacturer & type : JOTRON TRON 40S
EPIRB Serial number : 14871

Cospas Sarsat Id: AE88D55C34D35D1

On board EPIRB n° :	2
Hydrostatic release expiration date :	NA
Battery expiration date :	09-2018
Next Shore base maintenance due :	09-2018
Next Annual Testing due :	06-2017

Examination of the installed 406 MHz satellite EPIRB

MSC/Circ.1040 Paragraph 3.x	Requirement	Result
3.1	Checking position and mounting for float-free operation	N/A
3.2	Verifying the presence of a firmly attached lanyard in good condition, the lanyard should be neatly stowed, and must not be tied to the vessel or mounting bracket.	OK
3.3	Carrying out visual inspection for defects.	OK
3.4	Carrying out the self-test routine.	OK
3.5	Checking that the EPIRB identification (15 Hex ID and other required information) is clearly marked on the equipment.	OK
3.6	Decoding the EPIRB 15 Hex ID and other information from the transmitted signal, checking that the decoding information (15 Hex ID or MMSI/callsign data, as required by administration) is identical to the identification.	OK
3.7	Checking registration through documentation or through the point of contact associated with that country code.	OK
3.8	Checking the battery expiry date.	OK
3.9	Checking the hydrostatic release and its expiry date, as appropriate.	N/A
3.10	Checking the emission in the 406 MHz band using the self-test mode or an appropriate device to avoid activating the satellite system.	OK
3.11	If possible, checking emission on the 121,5 MHz frequency using the self-test mode or an appropriate device to avoid activating the satellite system.	OK
3.12	Checking that EPIRB has been maintained by an approved shore-based maintenance provider at internals required.	OK
3.13	After the test, remounting the EPIRB in its bracket, checking that no transmission has been started.	N/A
3.14	Verifying the presence of beacon operating instructions.	OK

Test analysis gives by certified & calibrated equipment: DANPHONE FUTRONIC MK IIS/N: 01463

Measurement made by Futronic Test Box serial number: 01463
Calibration due: 10-09-2016
Control measurement on MMSI 372067000 Time/date: 15:16:03 / 31-05-2016
EPIRB 406.037 MHz # 2 Time/date: 15:17:03 / 31-05-2016
Country Code: 372 ON-AIR TEST MODE
Standard Location Maritime MMSI: 067000 Beacon no: 1
Latitude Default Longitude Default
Internal Navigation Device, 121.5MHz Homing B112 = 1/Yes
Received Message (Bit 25-144):
8EB213C8C07FDFFB536B378BDF2086
Programmed Identifier (Bit 26-85): AE88D55C34D35D1
Freq:406,036.8 kHz Level: 239

Date : Tuesday, May 31, 2016

Place : Memzel Bourguiba

Service Engineer : Elie d'Elia

Signature & Stamp :

THEMYS
Ju. Le Chaume Pont de l'Etoile
13360 ROQUEVAIRE
[redacted]

THEMYS SAS
THEMYS S.A.S : Quartier la Chaume – CD 45 - Pont de l'Etoile- 13360 Roquevaire – France
Tél: +[redacted] - Fax: +[redacted] – Website : www.themys-sa.com - E-mail : [redacted]
S.A.S au capital de 1 192 913,56 euros – RCS Marseille B 413 395 690 – NAF 511R – TVA FR 81 413 395 690

Themys

ANNUAL TESTING OF 406MHz SATELLITE EPIRBs
Issued in accordance with IMO MSC/Circ. 1040 & Guidelines as required by SOLAS reg. IV/15.9

Ship's Information

Ship's name : CARIBBEAN FANTASY
MMSI : 372067000

IMO : 8814263
Call Sign : 3FEP4

EPIRB's Information

Manufacturer & type : JOTRON TRON 40S
EPIRB Serial number : 14872

Cospas Sarsat Id: AE88D55C34D34D1

On board EPIRB n° : 1
Hydrostatic release expiration date : 09-2017
Battery expiration date : 09-2018
Next Shore base maintenance due : 09-2018
Next Annual Testing due : 06-2017

Examination of the installed 406 MHz satellite EPIRB

MSC/Circ.1040 Paragraph 3.x	Requirement	Result
3.1	Checking position and mounting for float-free operation	OK
3.2	Verifying the presence of a firmly attached lanyard in good condition, the lanyard should be neatly stowed, and must not be tied to the vessel or mounting bracket.	OK
3.3	Carrying out visual inspection for defects.	OK
3.4	Carrying out the self-test routine.	OK
3.5	Checking that the EPIRB identification (15 Hex ID and other required information) is clearly marked on the equipment.	OK
3.6	Decoding the EPIRB 15 Hex ID and other information from the transmitted signal, checking that the decoding information (15 Hex ID or MMSI/callsign data, as required by administration) is identical to the identification.	OK
3.7	Checking registration through documentation or through the point of contact associated with that country code.	OK
3.8	Checking the battery expiry date.	OK
3.9	Checking the hydrostatic release and its expiry date, as appropriate.	OK
3.10	Checking the emission in the 406 MHz band using the self-test mode or an appropriate device to avoid activating the satellite system.	OK
3.11	If possible, checking emission on the 121,5 MHz frequency using the self-test mode or an appropriate device to avoid activating the satellite system.	OK
3.12	Checking that EPIRB has been maintained by an approved shore-based maintenance provider at internals required.	OK
3.13	After the test, remounting the EPIRB in its bracket, checking that no transmission has been started.	OK
3.14	Verifying the presence of beacon operating instructions.	OK

Test analysis gives by certified & calibrated equipment: DANPHONE FUTRONIC MK II S/N: 01463

Measurement made by Futronic Test Box serial number: 01463
Calibration due: 10-09-2016
Control measurement on MMSI 372067000 Time/date: 15:16:03 / 31-05-2016
EPIRB 406.037 MHz # 1 Time/date: 15:16:03 / 31-05-2016
Country Code: 372 ON-AIR TEST MODE
Standard Location Maritime MMSI: 067000 Beacon no: 0
Latitude Default Longitude Default
Internal Navigation Device, 121.5MHz Homing B112 = 1/Yes
Received Message (Bit 25-144):
8EB213C8C07FDFFB536B378BDF2086
Programmed Identifier (Bit 26-85): AE88D55C34D34D1
Freq:406,036.9 kHz Level: 238

Date : Tuesday, May 31, 2016

Place : Memzel Bourguiba

Service Engineer : Elie d'Elia

Signature & Stamp :

THEMYS
[redacted]

THEMYS SAS
THEMYS S.A.S : Quartier la Chaume – CD 45 - Pont de l'Etoile- 13360 Roquevaire – France
Tél: + [redacted] - Fax: + [redacted] – Website : www.themys-sa.com - E-mail : [redacted]
S.A.S au capital de 1 192 913,56 euros – RCS Marseille B 413 395 690 – NAF 511R – TVA FR 81 413 395 690

CLASE DE BUQUE TYPE OF VESSEL	LICENCIA Nº LICENSE Nº	SMSSM /MMSI
PA	5126-C	372067000

LICENCIA REGLAMENTARIA DE ESTACION DE RADIO / RADIO STATION STATUTORY LICENSE

[X] **SERVICIO INTERNACIONAL** INTERNATIONAL SERVICE [ ] **SERVICIO INTERIOR** LOCAL SERVICE [ ] **PERMISO DE NAVEGACIÓN** NAVIGATION PERMIT

De conformidad con la leyes de la República de Panamá y con el Reglamento de Radiocomunicación anexo al Convenio Internacional de Telecomunicaciones Vigente se autoriza por la presente a instalar y utilizar el equipo radioeléctrico a bordo de la nave

It is hereby authorized the installation of radioelectronic equipment aboard this vessel, according with the laws of the Republic of Panama and the radiocommunications rules, annexed to the international Telecomunications Convention, currently in force

2 NOMBRE DEL BUQUE NAME OF VESSEL	3 DISTINTIVO DE LLAMADA CALL SIGN	4 LLAMADA SELECTIVA SELECTIVE CALL	5 PATENTE Nº: PATENT Nº:	6 TONELAJE BRUTO GROSS TONNAGE
CARIBBEAN FANTASY	3FEP4	372067000	43124-11	28112.00

7 PROPIETARIO Y DOMICILIO OWNER AND ADDRESS	8 AUTORIDAD ENCARGADA DE LA CONTABILIDAD Y DOMICILIO ACCOUNTING AUTHORITY AND ADDRESS	9 CATEGORIA DE SERVICIO TYPE OF SERVICE	CP GMDSS
BAJA FERRIES S.A. DE C.V. - IGNACIO ALLENDE 1025 ESQ. MARCELO RUBIO, COL. CENTRO C.P. 23000 LA PAZ B.C.S.	US-09 - STRATOS MOBILE NETWORKS INC. - 6903 ROCKLEDGE DRIVE SUITE 500, WEST BETHESDA MD20817 P.O.BOX 5754, DELAWARE USA.	10 CONCESIONARIO Y DOMICILIO CONCESSIONARY AND ADDRESS	COMISION FEDERAL DE TELECOMUNICACIONES AV. NUEVO LEON NO.210 3ER PISO COL. HIPODROMO CONDESA, C.P. 06100, MEXICO D.F.

TRANSMISORES TRANSMITTER	MARCA Y TIPO MAKE AND TYPE	POTENCIA POWER	EMISION TRANSMISSION	BANDA DE FRECUENCIA FREQUENCY
2 VHF	SAILOR - RT2048	1/25W	F3E/G3E	156 to 163 MHz
2 VHF DSC (encoder)	SALOR - RM2042	**********	372067000	**********
2 VHF DSC (watch receiver)	SAILOR - RM2042	**********	372067000	**********
3 Portable two-way transceivers	ACR ELECTRONIC - GMDSS SURVIVAL RADIO 2727	1-5W	F3E/G3E	156.3 - 156.85 MHz
1 MF/HF Radio Telephony (RTF)	FURUNO ELECTRIC - FS 2571C	50-500W	R3E/H3E/J3E/F1B	1.6 - 27.5 MHz
2 Telex (NBDP)	JRC/FURUNO ELECT. - JUE-87 FELCOM 15	**********	372067000	**********
1 MF/HF	FURUNO ELECTRIC - FS2571C	**********	372067000	**********
1 MF/HF/ DSC	FURUNO ELECTRIC - FS2571C	**********	372067000	**********
1 Navtex	FURUNO ELECTRIC - NX-700	**********	F1B	518kHz
1 AIS	FURUNO ELECTRIC - FA-1502	2/12.5W	G2B/G1D	156.025 - 162.025 MHz
2 GPS	FURUNO ELECTRIC - GP-150 GP-37	****	****	1575.42 MHz
2 EGC	JRC/FURUNO ELECT. - JUE-87 FELCOM 15	14DBW	BPSK	1.5-1.6GHZ
1 SSAS	SAILOR T&T - TT-3000SSA	14DBW	Q1/F1B	1626.5-1646.5MHZ
2 Inmarsat C	JRC/FURUNO ELECT. - JUE-87 FELCOM 15	14DBW	BPSK	1.5 - 1.6GHz
1 Otros (others)	JOTRON - TRON AIR VHF-AM	****	****	****
EMBARCACIONES DE SALVAMENTO LIFE SAVING VESSELS	1 EPIRB - JOTRON - TRON 405 MK2-372067000	5W	G1B/A3X	406/121.5 MHz
RADIO NAVEGACION RADIO NAVEGACION	1 Radar - FURUNO ELECTRIC - FAR 2817	25KW	PON	S-BAND
	1 Radar - FURUNO ELECTRIC - FAR 2837 S	30KW	PON	X-BAND
	1 SART - JOTRON - TRON SART 9 GHZ	400MW/0 4W	QON	9200 - 9500 MHz/9GHz

OBSERVACIONES

****

Expedida (Issued) 23 DE JUNIO DE 2016

Válida hasta (Expiration date) 22 DE JUNIO DE 2021

Derechos (Fees) RECIBO OFICIAL No. 10092883A del 23 de junio de 2016

[redacted]

FERNANDO SOLÓRZANO

OFFICER SIGNATURE

RECORD OF PASSENGER / CARGO SHIP SAFETY RADIO EQUIPMENT (GMDSS SHIPS)

Under the provision of the International Convention for the Safety of Life at Sea (SOLAS) 1974, as amended by the November 1988 Amendments concerning Radiocommunications for the Global Maritime Distress and Safety System (GMDSS)

This form must be kept on board and be available for inspection by a nominated Surveyor or recognised organisation at all times.

File No.	/ / /	Port of survey	MEMZEL BOURGUIBA	Date of survey	31-05-2016

Name of Ship	CARIBBEAN FANTASY			RINA number	76747
Port of registry	PANAMA			Flag	PANAMA
IMO Number	8814263	Gross Tonnage	28112	Date keel laid	25-10-1988

CALL SIGN:	3FEP4	ID for DSC (VHF):	372067000
MMSI:	372067000	ID for DSC (MF):	372067000
SEL CALL N. for NBDP :	NA	ID for DSC (MF/HF):	NA
ID for SATELLITE EPIRB:	372067000	ID for 1°st INMARSAT C:	437206710
1° st ID for INMARSAT A/B:	NA	ID for 2°nd INMARSAT C:	437206713
2° nd ID for INMARSAT A/B:	NA		

1	AREAS FOR WHICH THE SHIP IS EQUIPPED [1] [2]		2	METHODS TO ENSURE THE AVAILABILITY OF RADIO FACILITIES	
1.1	A1	N	2.1	DUPLICATION OF EQUIPMENT	X
1.2	A1 + A2	N	2.2	SHORE BASED MAINTENANCE	X
1.3	A1 + A2 + A3	X	2.3	AT SEA MAINTENANCE CAPABILITY	N
1.4	A1 + A2 + A3 + A4	N			
3	COMPOSITION OF RADIO INSTALLATION				
3.1	PRIMARY SYSTEM		3.2	DUPLICATED SYSTEM	
3.1.1	VHF	X	3.2.1	VHF	X
3.1.2	MF	X	3.2.2	MF / HF (NBDP)	N
3.1.3	MF / HF (NBDP)	N	3.2.3	INMARSAT SES	X
3.1.4	INMARSAT SES	X			

4	SECONDARY MEANS OF ALERTING:	
4.1	VHF (DSC)	N
4.2	MF (DSC)	N
4.3	HF (DSC)	N
4.4	406 MHZ EPIRB	X
4.5	INMARSAT EPIRB	N
4.6	VHF EPIRB	N
4.7	INMARSAT A/B	N
4.8	INMARSAT C	N

[1] The squares are to be marked with: **X**, to mean that the item examined was found satisfactory, with **N**, to mean that the item was not examined, with **R**, to mean that remarks concerning the item examined are to be given and with **-**, to mean that the item is not applicable to the ship surveyed

5	EXEMPTIONS / EQUIVALENTS (Reg. I/4; I/5; IV/3. to 3.3)	
5.1	Exemptions have been granted by the competent Authority in accordance with Regulations I/4 and IV/3 of the Convention See Authority letter Ref. No. dated:	N
5.2	Equivalents have been accepted by the competent Authority in accordance with Regulations I/5 of Convention See Authority letter Ref. No. dated: IMO documents:	N

6	RADIO INSTALLATION (Reg. IV/6).	
6.1	The required equipment is fitted and suitably located (Reg. IV/6.1 and 6.2.1 to 6.2.3) Location of the equipment:GMDSS CONSOL	X
6.2	The equipment in 6.1 is provided with the required lighting (Reg. IV/6.2.4).	X
6.3	The equipment in 6.1 is provided with the required signal markings (Reg. IV/6.2.5).	X
6.4	The required navigational VHF equipment is available, and where necessary facilities should be available to permit radiocommunications from the wings of the navigation bridge (Reg. IV/6.3).	X
6.5	Is the radio installation (s) so located that no harmful interference affects its use and so located to ensure the greatest possibility of operational availability (Reg. IV/6.2.1).	X
6.6	Is the antenna fitted as high as possible, sufficiently separated from other antennae, and fitted in such a position that no obstacles significantly degrade its performance ?(Reg. IV/6).	X
6.7	Adequate tools and spares shall be provided to enable the equipment to be maintained (Reg. IV/15.4).	X

7	RADIO EQUIPMENT - GENERAL (Reg. IV/7)	
7.1	VHF Receiver / Transmitter, including Digital Selective Calling (DSC) (Reg. IV/7.1.1) Type of equipment: SAILOR RT2048 Power supply: 24V State where distress alert is initiated: GOOD	X
7.2	VHF DSC Watch Receiver (Reg. IV/7.1.2) Type of equipment: SAILOR RM2042 Power supply: 24V	X
7.3	VHF Radiotelephone apparatus (Reg. IV/7.1.III / 6.2.1) (AT LEAST THREE APPARATUS IS TO PROVIDED ON EVERY PASSENGER SHIP AND EVERY CARGO SHIP OF 500 TONS GROSS TONNAGE AND UPWARDS AND AT LEAST TWO ABOARD CARGO SHIPS OF 300 TO 500 TONS GROSS TONNAGE) Make /Type: ACR 2727 Where Located: GMDSS CONSOL Approved by: FCC ID: B668L2ACR-SR-103 Validity of battery: 08-2020,08-2020,12-2020	X
7.4	The required SAR Radar Transponder (SART) is provided (Reg. IV/7.1.3 - III/6.2.2) (AT LEAST ONE APPARATUS IS TO PROVIDED ON EACH SIDE OF EVERY PASSENGER SHIP AND OF EVERY CARGO SHIP OF 500 TONS GROSS TONNAGE AND UPWARDS AND AT LEAST ONE ABOARD CARGO SHIPS OF 300 TO 500 TONS GROSS TO TONNAGE) Type of equipment: SART Make: JOTRON TRON SART Approved by: DNV MED-D-215 Validity of battery: 05-2019,05-2019 Where stowed the SAR: EACH WAY OUT OF BRIDGE	X
7.5	NAVTEX Receiver (Reg. IV/7.1.4) Type of equipment: FURUNO NX-700 Frequencies: 518.0 AND 480.0 KHz	X
7.6	The required INMARSAT EGC Receiver (Reg. IV/7.1.5) - WITH INMARSAT SES Type of equipment: FURUNO FELCOM 15 Dedicated (yes/no): Yes	X
7.7	HF NBDP MARITIME SAFETY INFORMATION RECEIVER (Reg. IV/7.1.5) Type of equipment: Dedicated (yes/no): No	N

7.8	Satellite EPIRB (Reg. IV/7.1.6) Float free VHF EPIRB INMARSAT (1.6 GHZ) COSPAS - SARSAT (406 MHZ) SERIAL NUMBER: 14872 MMSI 372067000 Type of equipment: JOTRON TRON 40S MK II Where located: UPPER BRIDGE Remote activation (yes/no): No Expiry date of battery: 09-2018 Expiry date of hydrostatic release: 09-2017	X

8	RADIO EQUIPMENT - SEA AREA A1 only (Reg. IV/8)	
8.1	Secondary means of alert (Reg. IV/8.1) Equipment provided: Type of the equipment:	N
8.2	VHF General Communication (Reg. IV/8.2)	N
8.3	VHF EPIRB for DSC Channel 70 (in lieu of the satellite EPIRB), is provided (Reg. IV/8.3). Type of the equipment: Where located:	N

9	RADIO EQUIPMENT - SEA AREAS A1 + A2 only(Reg. IV/9)	
9.1	MF Receiver / Transmitter (including DSC) (Reg. IV/9.1.1) Type of the equipment: Power supply: Remote control (yes/no): If yes, where located:	N
9.2	MF DSC Watch Receiver, (Reg. IV/9.1.2) Type of the equipment:	N
9.3	Secondary means of alert (Reg. IV/9.1.3) Equipment provided: Type of the equipment: Power supply: Remote control: (yes/no): If yes, where located:	N
9.4	Distress alert transmission (Reg. IV/9.2) Where from: How:	N
9.5	General communications (Reg. IV/9.3) Equipment provided: Type of the equipment: Power supply: Part of equipment mentioned in 13.1 (yes/no):	N

10	RADIO EQUIPMENT - SEA AREAS A1 + A2 + A3 (Reg. IV/10) INMARSAT OPTION only	
10.1	INMARSAT (Reg. IV/10.1)	X
10.2	INMARSAT ship earth station (Reg. IV/10.1.1) Standard: C Type: FURUNO FELCOM 15 Power supply: 24V Antenna placed: TOP OF RADAR MAST External equipment: FURUNO DISTRESS CALL UNIT Remote control: (yes/no): Yes	X
10.3	MF Receiver / Transmitter (including DSC) (Reg. IV/10.1.2) Type of the equipment: FURUNO FS-2571 Power supply: 24V Remote control: (yes/no): No If yes, where located:	X

10.4	MF DSC Watch Receiver, (Reg. IV/10.1.3) Type of the equipment: FURUNO FS-2571	X
10.5	Secondary means of alert (Reg. IV/10.1.4) Equipment provided: SATELLITE EPIRB 406 MHZ Type of the equipment: JOTRON TRON 40S MK II Power supply: 12V Remote control: (yes/no): No If yes, where located:	X

11	RADIO EQUIPMENT - SEA AREAS A1 + A2 + A3 (Reg. IV/10) MF / HF OPTION only	
11.1	MF/HF (Reg. IV/10.2)	N
11.2	MF/HF Receiver / Transmitter (Reg. IV/10.2.1) including DSC and NBDP (DIRECT PRINTING TELEGRAPHY) Type of the equipment: Power supply: Remote control: (yes/no): If yes, where located:	
11.3	MF/HF DSC Watch Receiver, (Reg. IV/10.2.2) Type of the equipment:	
11.4	Secondary means of alert (Reg. IV/10.2.3) Equipment provided: Type of the equipment: Power supply: Remote control: (yes/no) If yes, where located:	
11.5	General communications (Reg. IV/10.2.4) Equipment provided: Type of the equipment: Power supply: Part of equipment mentioned in 11.2 (yes/no):	
11.6	Distress alert transmission (Reg. IV/10.3) Where from: How:	

12	RADIO EQUIPMENT - SEA AREAS A1 + A2 + A3 + A4 (Reg. IV/11)	
12.1	MF/HF (Reg. IV/11.1)	N
12.2	MF/HF Receiver / Transmitter (Reg. IV/10.2.1) including DSC and NBDP (DIRECT PRINTING TELEGRAPHY) Type of the equipment: Power supply: Remote control: (yes/no): If yes, where located:	N
12.3	MF/HF DSC Watch Receiver, (Reg. IV/10.2.2) Type of the equipment:	N
12.4	Secondary means of alert (Reg. IV/10.2.3) (IV/10.2.3.1 IS MANDATORY) Equipment provided: Type of the equipment: Power supply: Remote control: (yes/no): If yes, where located:	N
12.5	General communications (Reg. IV/10.2.4) Equipment provided: Type of the equipment: Power supply: Part of equipment mentioned in 12.2 (yes/no):	N
12.6	Distress alert transmission (Reg. IV/10.3) Where from: How:	N

13	SOURCES OF ENERGY (Reg. IV/13)	
13.1	Main source (Reg. IV/13.1)	X
13.2	The emergency source of energy provided fully complies with the requirements of regulations II -1/42 or II -1/43 of the Convention (Reg. IV/13.2.)	X
13.3	Reserve source of energy (Reg. IV/13.2) Type of source: LEAD ACID XTREM Location: BATTERIES ROOM BRIDGE DECK Capacity: 180AH Enough for: 1 hours (1 or 6)	X
13.4	Independent reserve source (Reg. IV/13.3)	X
13.5	Basic equipment supplied by the reserve source: (Reg. IV/13.4) Equipment: VHF Drain: 2.6 A Equipment: DSC/VHF Drain: 0.5 A Equipment: MF Drain: 9.0 A Equipment: DSC MF Drain: 2.5 A Equipment: NAVTEX Drain: 0.75 A Equipment: SES C Drain: 5.6 A Equipment: EGC SES C Drain: 1.0 A Equipment: NA Drain: A Equipment: NA Drain: A Equipment: NA Drain: A	X
13.6	Duplicate equipment supplied by the reserve source: (Reg. IV/13.4) Equipment: VHF Drain: 2.6 A Equipment: DSC VHF Drain: 0.5 A Equipment: SES C Drain: 5.6 A Equipment: EGC SES C Drain: 1.0 A Equipment: NA Drain: A	X
13.7	Additional equipment supplied by the reserve source: (Reg. IV/13.4) Equipment: AIS Drain: 5 A Equipment: NA Drain: A Equipment: NA Drain: A Equipment: NA Drain: A Equipment: NA Drain: A	X
13.8	Electrical lighting is also supplied by the reserve source (yes/no): Yes (Reg. IV/13.5) If yes, specify relevant drain: 1.0 A	X
13.9	Charging equipment for the reserve source (Reg. IV/13.6). Type: SAILOR N1404 Capacity: 30 A Where located: GMDSS CONSOL	X
13.10	Installation of the reserve source (Reg. IV/13.7). Siting of the reserve source: BATTERIES ROOM BRIDGE DECK	X
13.11	External equipment is connected to the radio installations (yes/no): No (Reg. IV/13.8). If yes, item 17.7 has been completed accordingly (yes/no): No	N

14	PERFORMANCE STANDARDS (Reg. IV/14)	
14.1	All radio equipment is of an approved type (Reg. IV/14.1)	X

15	MAINTENANCE REQUIREMENTS (Reg. IV/15)	
15.1	The equipment is readily accessible for inspection and maintenance (Reg. IV/15.2)	X
15.2	Adequate information is provided to enable the equipment to be properly operated and maintained (Reg. IV/15.3)	X
15.3	Adequate tools and spares are provided (Reg. IV/15.4)	X
15.4	Availability of the equipment is ensured by at least one of the methods mentioned below: (for Sea areas A1 and A2) (Reg. 15.6) Duplication of the equipment (yes/no): Shore - based maintenance (yes/no): At sea electronic maintenance capability (yes/no):	N

15.5	Availability of the equipment is ensured by at least two of the methods mentioned below: (for Sea areas A3 and A4) (Reg. 15.7) Duplication of the equipment (yes/no): Yes Shore - based maintenance (yes/no): Yes At sea electronic maintenance capability (yes/no): No	X

16	DUPLICATION OF THE EQUIPMENT (Reg. IV/15.5)	
16.1	VHF Receiver / Transmitter including DSC Type of the equipment: SAILOR RT2048 Power supply: 24V	X
16.2	INMARSAT Ship Earth Station Standard: C Type of the equipment: JRC JUE-87 Power supply: 24V Antenna placed: TOP OF RADAR MAST External equipment: NO Remote control (yes/no): No If yes, where located:	X
16.3	MF/HF Receiver / Transmitter including DSC and NBDP Type of the equipment: Power supply: Remote control (yes/no): If yes, where located:	N
16.4	**Shore-based maintenance** Issued at: REPUBLICA DOMINICANA Date of issue: 19-01-2016 Covering: GMDSS EQUIPMENT Exp. date: 19-01-2017	X
16.5	**At sea electronic maintenance capability** Name of maintainer: Document from Flag Administration: Issued at: Date of issue: Competence level:	N

17	RADIO RECORDS (Reg. IV/17)	
17.1	Form: GMDSS LOG BOOK Correctly kept (yes/no): Yes	

18	ITU PUBLICATIONS (ITU RR App. S16)	
18.1	Latest edition of ITU PUBLICATIONS required by RADIO REGULATIONS	X

19	ADDITIONALS REQUIREMENTS FOR PASSENGER SHIPS	
19.1	Is one qualified person assigned to perform only radiocommunication duties during distress incidents (Reg. IV/16.2)	X
19.2	Distress panel (Reg. IV/6.4, 6.6) Were located: IN FRONT OF CONNING PLACE	X
19.3	Information of the ship's position is continuously and automatically provided to all relevant radiocommunication equipment (Reg. IV/6.5)	X
19.4	Two-way on-scene radiocommunications facility operating on 121.5 MHZ and 123.1 MHZ (Reg. IV/7.5) Type: JOTRON TRON AIR Where located: RADIO ROOM	X
19.5	Additional EPIRB (Reg. IV/6.4) Type: JOTRON Where located: GMDSS CONSOL Expiry date of battery 09-2018 MMSI: 372067000 (If the satellite EPIRB is used as a secondary means of distress alerting and is not remotely activated)	X

20	EQUIPMENT RENEWED, ADDITIONS, REPAIRS AND / OR CHANGES HAVE BEEN MADE SINCE THE RECORD WAS PREPARED	
Item No.	**Description**	**Surveyor / Port / Date**
	NIL	

Completed at: MEMZEL BOURGUIBA on: 31-05-2016

Competent Radio Expert's name, signature and stamp

Elie D'ELIA

THEMYS
lu. La Chaumo Pont de l'Etoile
13360 ROQUEVAIRE
Fax [redacted]
[redacted]

RINA Surveyor name and signature

REPORT OF SAFRAD INITIAL / PERIODICAL / RENEWAL

This report is based on the IMO Resolution A.1053(27) adopted on 30 November 2011 "Survey guidelines under the harmonized system of survey and certification (HSSC), 2011" and meets the provisions of SOLAS 74/83 as amended by the relevant IMO Resolutions up to and including MSC.282(86)

File No. 2016/ / /

Ship's Name **CARIBBEAN FANTASY**

Flag **PANAMA**

IMO No. **8814263** RINA No. **76747**

Job No.

First Date of survey: **31-05-2016**

Place of Survey **MEMZEL BOURGUIBA**

Last Date of survey: **31-05-2016**

Initial Survey ☐	Periodical Survey ☒	Renewal Survey ☐

Survey completely carried out ☒	Partial Survey:	commenced ☐	continued ☐	completed ☐

Additional information recorded in a separate narrative form:	Yes ☐	No ☒

Legend	
X	Inspected and found in order (or Yes if the item requires a Yes/No answer)
N	Not inspected (partial survey: pending items will be listed in the Ship Survey Status)
D	Damaged and/or deficient (or No if the item requires a Yes/No answer); to be detailed in the narrative form
R	Repaired (to be detailed in the narrative form)
NA	Not Applicable (not required by the rules or considered not necessary by the Surveyor when allowed by rules)
OOS	Out of Service

Dates: where required, dates are to be written in the dd/mm/yyyy format.
Narrative section: to be used for additional information pertaining the filling in of the present form; repairs made or prescribed, damages or deficiencies are to be detailed in a separate narrative form.

INFORMATION ON THE SURVEY ITEMS

The numbers of the survey items coincide with those of the IMO Resolution A 1053(27) except that the first two digits have been omitted; the letters before the digits concern the certificate to which the survey relates (i.e. E = Safety equipment, P = Safety Passengers, etc.) and the type of survey (i.e. I = initial, P = periodical, etc.).
Underlined survey items are relevant to amendments adopted after the date of adoption of the Resolution and therefore not included in the same.
Whilst **the Convention or Code references** are included, when possible, it should be noted that, in general, it has not been possible to indicate where there are differing requirements dependent upon ship's keel laying date. Consequently, care should be taken in applying specific requirements, particularly where there have been amendments that are only applicable to ships built after a certain date.

INITIAL SURVEY - RI

RI.1 - EXAMINATION OF PLANS AND DESIGNS

RI.1.1 - Establishment of the sea areas declared for operation, the equipment installed to fulfil the functional requirements for the sea areas of operation, the methods adopted to ensure the availability of the functional requirements and the arrangements for supply of an emergency source of energy (if any) (SOLAS 74/88 regs.II-1/42-43 and IV/1 to 15)	X
RI.1.2 - Establishment of which radio equipment is to be surveyed and, if duplication of equipment is used as a means of ensuring the availability of the functional requirements, establishment of which is the "basic equipment" and which the "duplicated equipment" (SOLAS 74/88 reg.IV/15) (Additional radio communications equipment provided other than for SOLAS compliance should be noted)	X
RI.1.3 - Confirmation that all SOLAS equipment complies with appropriate performance standards not inferior to those adopted by IMO (SOLAS 74/88 reg.IV/14)	X
RI.1.4 - Examination of the plans for the provision and positioning of the radio installation, including sources of energy and antennas (SOLAS 74/88 regs.II-1/42-43, IV/6 and 14 and V/19)	X
RI.1.5 - Examination of the plans for the provision and positioning of the radio lifesaving appliances (SOLAS 74/88 reg.III/6)	X

RI.2 - SURVEY DURING CONSTRUCTION AND AFTER INSTALLATION

RI.2.1 - Examination of the position, physical and electromagnetic protection and illumination of each radio installation (SOLAS 74/88 reg. IV/6)	X
RI.2.2 - Confirmation of the provision of equipment for the radio installation with due regard to the declared sea areas in which the ship will trade and the declared means of maintaining availability of functional requirements (SOLAS 74/88 regs. III/6 and IV/7 to 11, 14 and 15)	X
RI.2.3 - Confirmation of the ability to initiate the transmission of ship-to-shore distress alerts by at least two separate and independent means, from the position from which the ship is normally navigated (SOLAS 74/88/06 regs. IV/4 and 7 to 11)	X
RI.2.4 - Examination of all antennas, including:	X
RI.2.4.1 - Visual check of all antennas, including INMARSAT antennas, and feeders for satisfactory siting and absence of defects (SOL.AS 74/88 reg. IV/14)	X
RI.2.4.2 - Check of the insulation and safety of all antennas	X
RI.2.5 - Examination of the reserve source of energy, including	X
RI.2.5.1 - Check that there is sufficient capacity to operate the basic or duplicated equipment for 1 hour or 6 hours, as appropriate (SOLAS 74/88 reg. IV/13)	X

RI.2.5.2 - If the reserve source of energy is a battery:	
RI.2.5.2.1 - Check of its siting and installation (SOLAS 74/88 reg. IV/13	X
RI.2.5.2.2 - Where appropriate, check of its condition by specific gravity measurement or voltage measurement	X
RI.2.5.2.3 - With the battery off charge, and the maximum required radio installation load connected to the reserve source of energy, check of the battery voltage and discharge current	X
RI.2.5.2.4 - Check that the charger(s) are capable of recharging the reserve battery within 10 hours (SOLAS 74/88 reg. IV/13)	X
RI.2.5.2.5 - Check that information on ship's position is provided continuously and automatically to all two-way communication equipment (SOLAS 74/88 reg. IV/18)	X
RI.2.6 - Examination of the VHF transceiver(s), including	X
RI.2.6.1 - Check for operation on channels 6, 13 and 16 (SOLAS 74/88 regs. IV/7 and 14)	X
RI.2.6.2 - Check of the frequency tolerance, transmission line quality and radio-frequency power output (SOLAS 74/88 reg. IV/14)	X
RI.2.6.3 - Check for correct operation of all controls, including priority of control units (SOLAS 74/88 reg. IV/14)	X
RI.2.6.4 - Check that the equipment operates from the main, emergency (if provided) and reserve sources of energy (SOLAS 74/88 reg. IV/13)	X
RI.2.6.5 - Check the operation of the VHF control unit(s) or portable VHF equipment provided for navigational safety (SOLAS 74/88 reg. IV/6)	X
RI.2.6.6 - Check for correct operation by on-air contact with a coast station or other ship	X
RI.2.7 - Examination of the VHF DSC controller and channel 70 DSC watch receiver, including	X
RI.2.7.1 - Performance of an off-air check confirming the correct Maritime Mobile Service Identity is programmed in the equipment (SOLAS 74/88 reg. IV/14)	X
RI.2.7.2 - Check for correct transmission by means of a routine or test call to a coast station, other ship, on-board duplicate equipment or special test equipment	X
RI.2.7.3 - Checking for correct reception by means of a routine or test call from a coast station, other ship, on-board duplicate equipment or special test equipment	X
RI.2.7.4 - Check of the audibility of the VHF DSC alarm	X
RI.2.7.5 - Check that the equipment operates from the main, emergency (if provided) and reserve sources of energy (SOLAS 74/88 reg. IV/13)	X
RI.2.8 - Examination of the MF/HF radiotelephone equipment, including	X
RI.2.8.1 - Check that the equipment operates from the main, emergency (if provided) and reserve sources of energy (SOLAS 74/88 reg. IV/13)	X
RI.2.8.2 - Check of the antenna tuning in all appropriate bands	X
RI.2.8.3 - Check that the equipment is within frequency tolerance on all appropriate bands (SOLAS 74/88 reg. IV/14)	X
RI.2.8.4 - Check for correct operation by contact with a coast station and/or measuring transmission line quality and radio-frequency output	X
RI.2.8.5 - Check of the receiver performance by monitoring known stations on all appropriate bands	X
RI.2.8.6 - If control units are provided outside the navigating bridge, check that the control unit on the bridge has first priority for the purpose of initiating distress alerts (SOLAS 74/88 regs. IV/9, 10, 11 and 14)	NA
RI.2.9 - Examination of the HF radio telex equipment, including:	NA
RI.2.9.1 - Check that the equipment operates from the main, emergency (if provided) and reserve sources of energy (SOLAS 74/88 reg. IV/13)	NA
RI.2.9.2 - Confirmation that the correct selective calling number is programmed in the equipment	NA
RI.2.9.3 - Check of the correct operation by inspection of recent hard copy or by a test with a coast radio station (SOLAS 74/88 regs. IV/10 and 11);	NA
RI.2.10 - Examination of the MF/HF DSC controller(s), including:	X
RI.2.10.1 - Check that the equipment operates from the main, emergency (if provided) and reserve sources of energy (SOLAS 74/88 reg. IV/13)	X
RI.2.10.2 - Confirmation that the correct Maritime Mobile Service Identity is programmed in the equipment	X
RI.2.10.3 - Check of the off-air self-test programme	X

RI.2.10.4 - Check of the operation by means of a test call on MF and/or HF to a coast radio station if the rules of the berth permit the use of MF/HF transmissions (SOLAS 74/88 regs. IV/9 to 11)	X
RI.2.10.5 - Check of the audibility of the MF/HF DSC alarm	X
RI.2.11 - Examination of the MF/HF DSC watch receiver(s), including:	X
RI.2.11.1 - Confirmation that only distress and safety DSC frequencies are being monitored (SOLAS 74/88 regs. IV/9 to 12	X
RI.2.11.2 - Check that a continuous watch is being maintained whilst keying MF/HF radio transmitters (SOLAS 74/88 reg. IV/12)	X
RI.2.11.3 - Check for correct operation by means of a test call from a coast station or other ship	X
RI.2.12 - Examination of the INMARSAT ship earth station(s), including:	X
RI.2.12.1 - Check that the equipment operates from the main, emergency (if provided) and reserve sources of energy, and that where an uninterrupted supply of information from the ship's navigational or other equipment is required ensuring such information remains available in the event of failure of the ship's main or emergency source of electrical power (SOLAS 74/88 regs. IV/13 and 14)	X
RI.2.12.2 - Check of the distress function by means of an approved test procedure where possible (SOLAS 74/88 regs. IV/10, 12 and 14)	X
RI.2.12.3 - Check for correct operation by inspection of recent hard copy or by test call	X
RI.2.13 - Examination, if appropriate, of the NAVTEX equipment (SOLAS 74/88 regs. IV/7, 12 and 14), including:	X
RI.2.13.1 - Check for correct operation by monitoring incoming messages or inspecting recent hard copy	X
RI.2.13.2 - Running the self-test programme if provided	X
RI.2.14 - Examination of the enhanced group call equipment (SOLAS 74/88 regs. IV/7 and 14), including:	X
RI.2.14.1 - Check for correct operation and area by monitoring incoming messages or by inspecting recent hard copy	X
RI.2.14.2 - Running the self-test programme if provided	X
RI.2.15 - Examination, if appropriate, of the radio equipment for receipt of maritime safety information by HF NBDP (SOLAS 74/88 regs. IV/7, 12 and 14), including:	NA
RI.2.15.1 - Check for correct operation by monitoring incoming messages or inspecting recent hard copy	NA
RI.2.15.2 - Running the self-test programme if provided	NA
RI.2.16 - Examination of the 406 MHz satellite EPIRB (SOLAS 74/88 regs. IV/7 and 14), including:	X
RI.2.16.1 - Check of the position and mounting for float-free operation	X
RI.2.16.2 - Visual inspection for defects	X
RI.2.16.3 - Performance of the self-test routine	X
RI.2.16.4 - Check that unique beacon identification code is clearly marked on the outside of the equipment and, where possible, decoding the unique beacon identification code and confirming it is correct	X
RI.2.16.4bis - Check that the checking that the unique beacon identification code programmed in the EPIRB corresponds with the unique beacon identification code assigned by or on behalf of the Administration	X
RI.2.16.4ter - Check that the MMSI number if encoded in the beacon corresponds with the MMSI number assigned to the ship	X
RI.2.16.5 - Check and indication of the battery expiry date 09-2018	X
RI.2.16.6 - Check of the hydrostatic release, if provided, and indication of its expiry date 09-2017	X
RI.2.16.7 - Check of the emission on opertaional frequencies, coding and registration on the 406 MHz signal without transmission of a distress call to a satellite	X
RI.2.16.8 - Check that the EPIRB has been subject to maintenance at intervals not exceeding five years at an approved shore-based maintenance facility (SOLAS 74/00 reg. IV/15.9	X
RI.2.16.9 - Check, if possible, of the emission on operational frequencies, coding and registration on the 121,5 MHz homing signal without transmission of a distress call to the satellite system	X
RI.2.17 - Examination of the two-way VHF radiotelephone apparatus (SOLAS 74/88 reg. III/6), including:	X
RI.2.17.1 - Check for correct operation on channel 16 and one other by testing with another fixed or portable VHF installation	X
RI.2.17.2 - Check of the battery charging arrangements where rechargeable batteries are used	X

RI.2.17.3 - Check and indication of the expiry date of primary batteries where used 08-2020,08-2020,12-2020	X
RI.2.17.4 - Check, where appropriate, of any fixed installation provided in a survival craft:	NA
RI.2.18 - Examination of the search and rescue locating device(s) (SOLAS 74/88/08 regs. III/6 and IV/7 and 14), including:	X
RI.2.18.1 - Check of the position and mounting	X
RI.2.18.2 - Monitoring of the response on ship's 9 GHz radar	X
RI.2.18.3 - Check and indication of the battery expiry date 05-2019,05-2019	X
RI.2.19 - Examination of the test equipment and spares carried to ensure carriage is adequate in accordance with the sea areas in which the ship trades and the declared options for maintaining availability of the functional requirements (SOLAS 74/88 reg. IV/15)	X
RI.2.20 - Check of the distress panel installed at the conning position; or, where applicable, an additional EPIRB is placed near the conning position (SOLAS 74/88 reg.IV/6)	X
RI.2.21 - Check that positional information is provided continuously and automatically to all communications equipment included in the initial distress alert (SOLAS 74/88 reg.IV/6)	X
RI.2.22 - Check of the distress alarm panel installed at the conning position and its visual and aural indications of received distress alerts (SOLAS 74/88 reg.IV/6)	X
RI.2.23 - Check of the provision and operation of the means for two-way on-scene communication for search and rescue purposes and its operation on 121.5 MHz and 123.1 MHz from the position from which the ship is normally navigated (SOLAS 74/88 reg.IV/7)	X
RI.3 - REQUIRED DOCUMENTATION TO BE PLACED ON BOARD	
RI.3.1 - Check and indication of expiry date for a valid radio licence issued by the Flag Administration (ITU RR Art.24) 31-08-2016	X
RI.3.2 - Check of the radio operator's certificates of competence (SOLAS 74/88 reg.IV/16 and ITU RR Art.55)	X
RI.3.3 - Check of the radio log (SOLAS 74/88 reg. IV/17 and ITU RR App.11)	X
RI.3.4 - Check the carriage of up-to-date ITU publications (ITU RR App.11)	X
RI.3.5 - Check the carriage of operating manuals for all equipment (SOLAS 74/88 reg.IV/15)	X
RI.3.6 - Check the carriage of service manuals for all equipment when at-sea maintenance is the declared option (SOLAS 74/88 reg.IV/15)	NA
RI.4 - COMPLETION OF THE INITIAL SURVEY	
RI.4.0 - Verification of the Flag Administration's additional requirements, if any, as per relevant Instruction to Surveyors	NA
RI.4.1 - After a satisfactory survey, the Cargo Ship Safety Radio Certificate and its associated Record of Equipment (Form R) have been issued	NA
PERIODICAL SURVEY - RP	
RP.1 - EXAMINATION OF CURRENT CERTIFICATES AND OTHER RECORDS	
RP.1.1 - Check of the validity, as appropriate, of the Cargo Ship Safety Equipment Certificate, the Cargo Ship Safety Radio Certificate and the Cargo Ship Safety Construction Certificate or The Cargo Ship Safety Certificate	X
RP.1.2 - Check of the validity of the Safety Management Certificate (SMC) and that a copy of the Document of Compliance (DOC) is on board	
RP.1.3 - Check of the validity of the International Ship Security Certificate	
RP.1.4 - Check of the validity of the International Load Line Certificate or International Load Line Exemption Certificate	
RP.1.5 - Check of the validity of the International Oil Pollution Prevention Certificate	
RP.1.6 - Check of the Certificate of class	
RP.1.7 - Check, when appropriate, of the validity of the international Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or the Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk	NA
RP.1.8 - Check, when appropriate, of the validity of the International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk	NA
RP.1.9 - Check, when appropriate, of the validity of the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk	NA
RP.1.10 - Check, when appropriate, of the validity of the International Sewage Pollution Prevention Certificate	
RP.1.11 - Check, when appropriate, of the validity of the International Air Pollution Prevention Certificate	
RP.1.11bis - Check, when appropriate, of the validity of the International Energy Efficiency Certificate (MARPOL Annex VI, regs. 6.4 and 6.5);	

RP.1.12 - Check that the ship's complement complies with the Minimum Safe Manning Document (SOLAS 74/00 reg.V/14.2) (SOLAS 74/88 reg.V/13(b))	X
RP.1.13 - Check that adequate information is on board to enable the equipment to be properly operated and maintained	X
RP.1.14 - Check that the Master, officers and ratings are certificated as required by the STCW Convention	X
RP.1.15 - Confirmation that any new equipment has been properly approved before installation and that no changes have been made such as would affect the validity of the certificate	NA
RP.1.16 - Confirmation that a record has been kept in the period since the last survey to the satisfaction of the Administration and as required by the Radio Regulations (SOLAS 74/88 reg.IV/17)	X
RP.1.17 - Check from documentary evidence that the actual capacity of the battery has been proved in port within the last 12 months (SOLAS 74/88 reg.IV/13)	X
RP.1.18 - Confirmation that the provisions of RI.3 have been met	X
RP.1.19 - Check that the annual test has been carried out for the Satellite EPIRB and, if applicable, shore-based maintenance has been carried out at intervals not exceeding five years (SOLAS 74/04 reg. IV/15)	X
RP.1.20 - Confirmation of the availability of the International Anti-Fouling System Certificate (AFS 2001 Annex 4 Reg 2), when applicable	NA
RP.2 - SURVEY OF RADIO INSTALLATION	
RP.2.1 - The provisions of RI.2	X
RP.3 - COMPLETION OF THE PERIODICAL SURVEY	
RP.3.0 - Verification of the Flag Administration's additional requirements, if any, as per relevant Instruction to Surveyors	NA
RP.3.1 - After a satisfactory survey, the Cargo Ship Safety Radio Certificate has been endorsed	X
RP.3.2 - The survey has shown that the condition of the ship is unsatisfactory. See Narrative Report for details	NA
RENEWAL SURVEY - RR	
RR.1 - EXAMINATION OF CURRENT CERTIFICATES AND OTHER RECORDS	
RR.1.1 - The provisions of RP.1 except for the validity of the Cargo Ship Safety Radio Certificate	
RR.2 - SURVEY OF RADIO INSTALLATION	
RR.2.1 - The provisions of RI.2	X
RR.3 - COMPLETION OF THE RENEWAL SURVEY	
RR.3.0 - Verification of the Flag Administration's additional requirements, if any, as per relevant Instruction to Surveyors	NA
RR.3.1 - After a satisfactory survey, the Cargo Ship Safety Radio Certificate has been issued as per the provisions of RI.4	NA

THEMYS
Av. La Chaume Pont de l'Etoile
13360 ROQUEVAIRE
Fax [redacted]
Siret 413 595 590 00022

[redacted]

Competent Radio Expert's name, signature, stamp: **Elie D'ELIA**

Date: **31-05-2016** Signature:

RINA Services S.p.A.

File No. / / /

Ship's Name **CARIBBEAN FANTASY**

Flag **PANAMA**

IMO No. **8814263** RINA No. **76747**

Job No.

First Date of survey: **31-05-2016**

Place of Survey **MEMZEL BOURGUIBA**

Last Date of survey: **31-05-2016**

NARRATIVE SECTION

ITEM	NOTES

THEMYS

CHECKSHEET ON SOLAS SURVEYS-SSAS

VESSEL CARIBBEAN FANTASY CLASS NO. RINA 7747

Associated REPORT NO. SURVEY_SR_14-07_2016 DATE 31-05-2016

RADIO TECHNICIANS SURVEY- SSAS [1]

NAT TONNAGE 28112 DATE KEEL LAID 25-10-1988

PORT OF REGISTRY PANAMA

CALL SIGN 3FEP4 OFFICIAL NUMBER 43124-11

IMO NUMBER 8814263 INMARSAT ID NUMBERS 437206710

Ship Security Alert System (SSAS)	YES	NO
a. Checked for compliance with IMO performance standards[2].	☑	☐
b. Checked that a minimum of two activation points, one of which is on the navigation bridge, are provided, that are protected against inadvertent operation. (It should not be necessary for the user to remove seals or to break any lid or cover in order to operate any control.)[3]	☑	☐
c. Checked that the transmission of the security alert possible without any adjustment of the radio system, i.e. tuning of channels, setting of modes or menu options. (Operation of the activation point should not cause any alarm or indication to be raised on the ship nor should it impair the functionality of the GMDSS installation.)	☑	☐
d. Checked that the transmission initiated by SSAS activation points include a unique code/ identifier indicating that the alert has not been generated in accordance with GMDSS distress procedures.	☑	☐
e. Checked that the transmission includes the ship identity and current position associated with a date and time. (The transmission should be addressed to a shore station and should not to ship stations.)	☑	☐
f. Checked that the SSAS, when activated, continues the ship security alert until deactivated and/or reset.	☑	☐
g. Checked that the SSAS capable of being tested.	☑	☐
h. Checked that, where the ship security alert system is powered from the ship's main source of electrical power is it also possible to operate the system from an alternative source of power.	☑	☐

Radio Technician's Remarks:

NIL

THEMYS
Ju La Chaume Pont de l'Etoile
13360 ROQUEVAIRE
Fax [redacted]
Siret 413 395 690 00022
[redacted]

Elie D'ELIA
Radio Technician's Signature

THEMYS-SA
Company

31-05-2016
Date

[1] The following part of the survey should always be performed by a fully qualified Radio Technician who has adequate knowledge of the ISPS Code Regulations pertaining to the SSAS, the SOLAS Convention, as amended, and the IMO performance standards for SSAS.

[2] If installed on or after 1 July 2004, conforms to performance standards not inferior to those specified in the Annex resolution MSC.147(77). If installed before 1 July 2004, conforms to performance standards not inferior to those specified in the Annex to resolution MSC.136(76).

[3] Personnel involved in the survey of the SSAS installation and testing are to have the necessary security clearance to know where the "secure" activation point(s) are located on board. If they do not have security clearance, then the appropriate ship's crew/operating person is to be requested to activate the SSAS "IN TEST MODE" from the bridge and from the other "secure" location.

THEMYS S.A.S
Quartier la Chaume – CD 45 - Pont de l'Etoile- 13360 Roquevaire – France
Tél: + [redacted] - Fax: + [redacted]
Website : www.themys-sa.com - E-mail : [redacted]
S.A.S au capital de 1 192 913,56 euros – RCS Marseille B 413 395 690
NAF 4652Z – TVA FR 81 413 395 690

Objet: RE: Inmarsat-C Ship Security Alert Message [IMN:437206711 REF:841791]
Date: mardi 31 mai 2016 18:23:45 heure normale d'Europe centrale
De: threat
À: 'Gustavo Abaroa Galvez'
Cc: 'CF Master', 'Area Tecnica'
Pièces jointes: image003.jpg

Good day
Dear Ing. Gustavo Abaroa
PDT y OCPM - DPA & CSO
DIRECCION GENERAL
BAJA FERRIES S.A. DE C.V.

Message have been received in good order.
Thanks for your prompt response.

Best regards,

Leonel Medina *MSc.*
Nautical Engineer
Maritime Ships Security Department
Directorate of Merchant Marine
Panama Maritime Authority
Telephone: +[redacted] | [redacted] | www.segumar.com

-
Merchant Marine Circular No. 313
Validity of color copies of original documents
On board of the Panamanian Flagged Vessels, the color copies of the following documents shall be valid for a period no longer than thirty (30) calendars day, counting from the issuing date of the respective documents, until the original documents are received onboard; as evidence that the application is being processed:

1. ***International Ship Security Certificate (ISSC)***
2. ***Continuous Synopsis Record (CSR)***

De: Gustavo Abaroa Galvez [mailto:[redacted]
Enviado el: martes, 31 de mayo de 2016 11:34 a.m.
Para: [redacted]
CC: CF Master; Area Tecnica
Asunto: RV: Inmarsat-C Ship Security Alert Message [IMN:437206711 REF:841791]

Dear Sirs
We confirm below Alert message is a Test and not a real alarm
I already spoke to Master and confirmed with agreed password
Please disregard this Alert message
Kind regards

Ing. Gustavo Abaroa :: PDT y OCPM - DPA & CSO
DIRECCION GENERAL :: BAJA FERRIES S.A. DE C.V.
Ave. Emilio Barragán y Prolongación Carnaval s/n, Fracc. Playa Sur, Mazatlan, Sinaloa
tel [redacted]
[redacted]: http://www.bajaferries.com.mx
:: Por favor considera el ambiente antes de imprimir este e-mail. Recicla| Reduce| Reusa

-----Mensaje original-----

De: 437206711.inmc@SkyFile-C.com [redacted]
Enviado el: martes, 31 de mayo de 2016 10:10 a. m.
Para: Area Tecnica
Asunto: Inmarsat-C Ship Security Alert Message [IMN:437206711 REF:841791]

---------- Covert/Security Alert Received ----------
Mobile Terminal No : 437206711
To CES : 121
Position : 37 09.45'N 009 48.45'E
Position updated : 16:06 2016-05-31 UTC
Nature of distress : Piracy/armed attack
Course : 075 Speed : 0
Activation : Covert/Security Alert
Position activated : Yes
Course/Speed updated : Yes

Caribbean Fantasy: IMO 8814263: Call Sign 3FEP4: MMSI 372067000

++++

_____ Información de ESET Endpoint Security, versión de la base de datos de firmas de virus 13574 (20160531)
_____

El mensaje fue verificado por ESET Endpoint Security.

part000.txt - esta correcto

http://www.eset-la.com

_____ Información de ESET Endpoint Security, versión de la base de datos de firmas de virus 13574 (20160531) _____

El mensaje fue verificado por ESET Endpoint Security.

Mensaje de correo electronico - esta correcto

http://www.eset-la.com

_____ Información de ESET Endpoint Security, versión de la base de datos de firmas de virus 13574 (20160531) _____

El mensaje fue verificado por ESET Endpoint Security.

Mensaje de correo electronico - esta correcto
image003.jpg - esta correcto

http://www.eset-la.com

9-Annex

E.tuniclean report

Direction Technique / Technical Department / service: Quality and studies
COMPAGNIE MEDITERRANEENNE DE REPARATION Tunisie S.A. au capital de 4 000 000 DT
RC Tunis B2426522004-Matricule fiscal N° 879570/L
B.P. N° 10 7050- MENZEL BOURGUIBA –TUNISIE
Tél : [redacted] / Fax : [redacted] / E-mail : [redacted]

GALLEY EXHAUST SAMPLE REPORT
Pre and Post photography
For the cleaning of the Kitchen Exhaust Ductwork

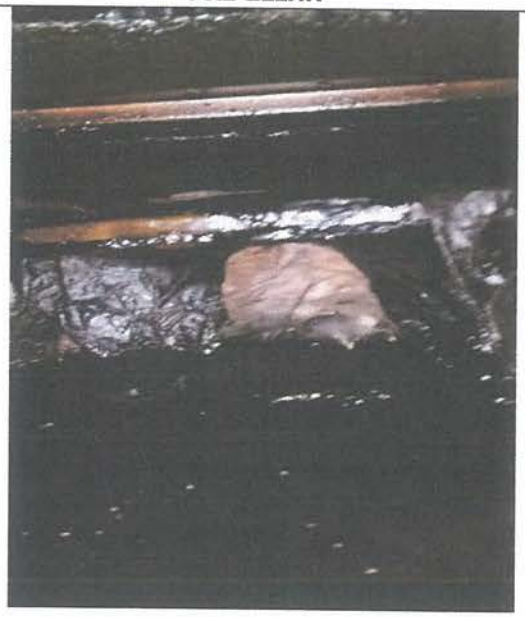
Place : Menzel Bourguiba
CARIBBEAN FANTASY

Date : May 2016

IMO: 8814263
MMSI: 372067000

PHOTOGRAPHIC REPORT

MAIN KITCHEN	
PRE CLEAN	POST CLEAN
	

PRE CLEAN	POST CLEAN
	
PRE CLEAN	POST CLEAN
	

PRE CLEAN	POST CLEAN
	
	

Tuni Clean
La qualité de l'air

RECOVERY DUCT CLEANING SAMPLE REPORT
Pre and Post photography

Place : Menzel Bourguiba
CARIBBEAN FANTASY

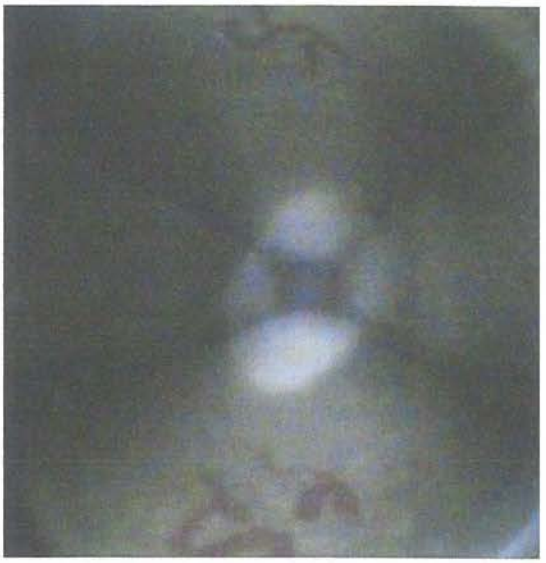
Date : May 2016

IMO: 8814263
MMSI: 372067000

PHOTOGRAPHIC REPORT

PRE CLEAN	POST CLEAN
	

PRE CLEAN	POST CLEAN
	
	



DEK 6

PRE CLEAN	POST CLEAN
	
	

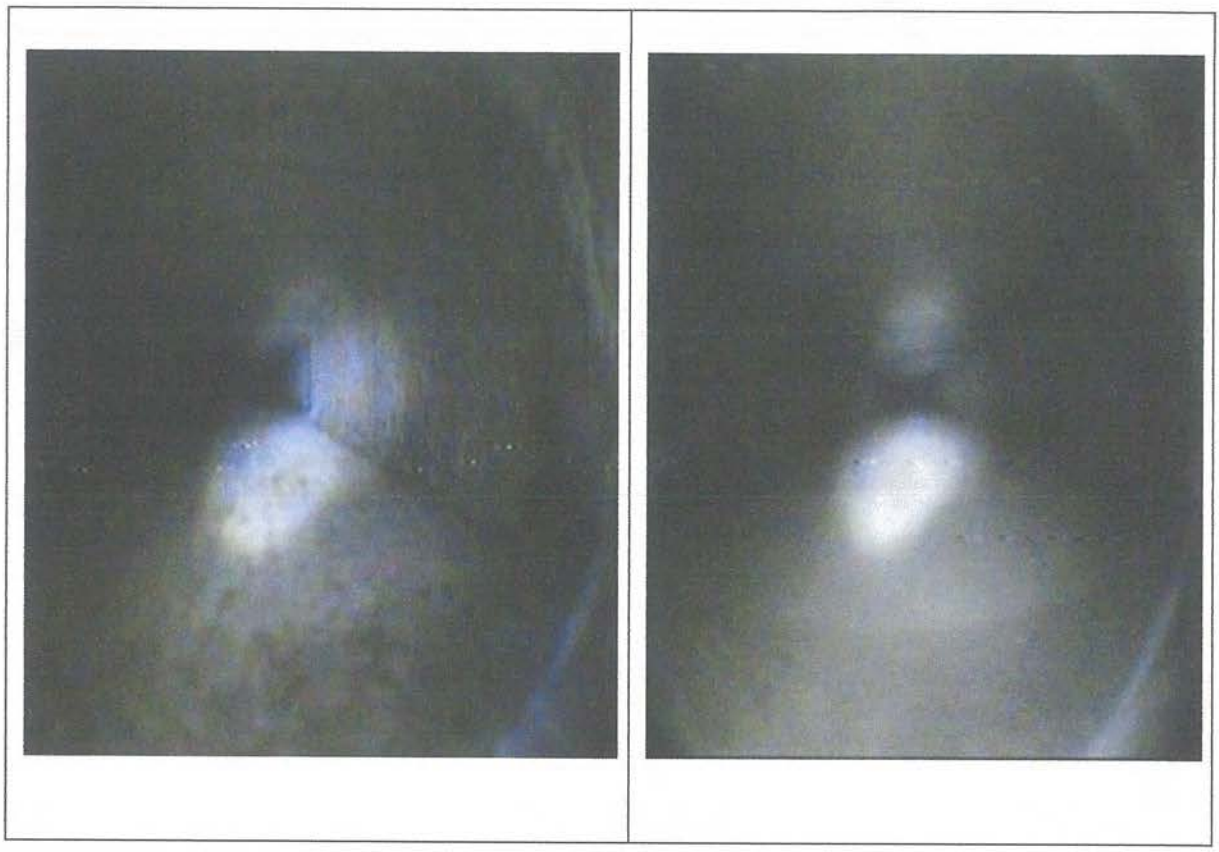
PRE CLEAN	POST CLEAN
	
	

PRE CLEAN	POST CLEAN
	
	

PRE CLEA	POST CLEAN
	
	

Fan room 5

PRE CLEAN	POST CLEAN
	
	



PRE CLEAN	POST CLEAN
	
	

9-Annex

F.temperature sensor

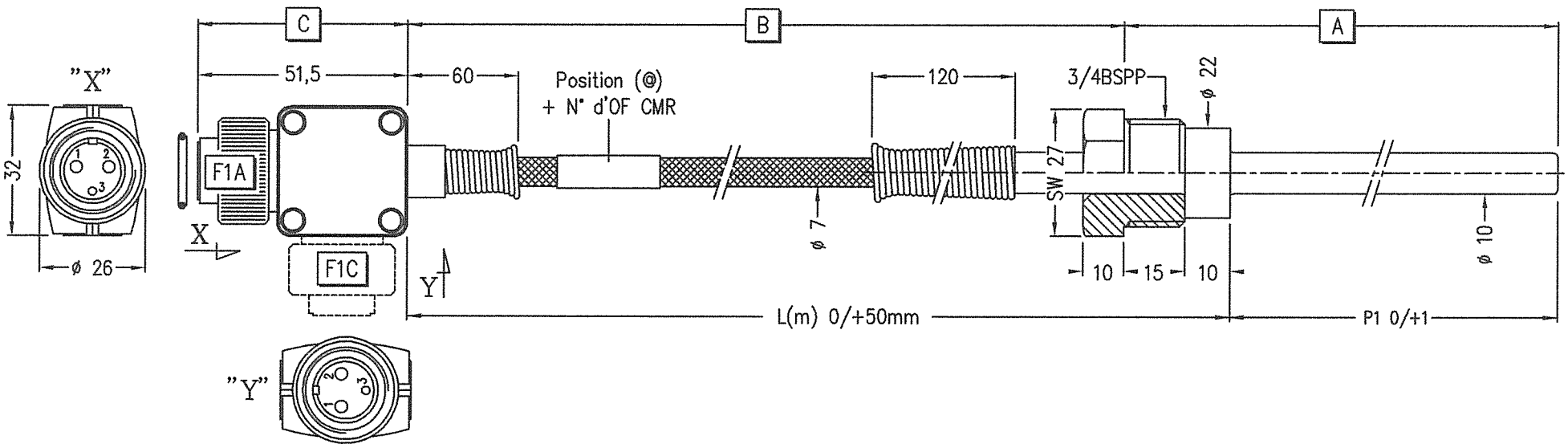
Direction Technique / Technical Department / service: Quality and studies
COMPAGNIE MEDITERRANEENNE DE REPARATION Tunisie S.A. au capital de 4 000 000 DT
RC Tunis B2426522004-Matricule fiscal N° 879570/L
B.P. N° 10 7050- MENZEL BOURGUIBA –TUNISIE
Tél : [redacted] / Fax : [redacted] / E-mail : [redacted]

Bible 1001225

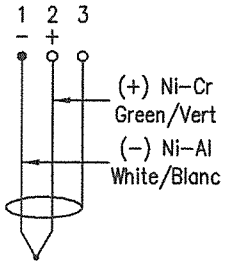
Bible moteur DAIHATSU 6DL28
en version genset / BAJA Ferries
(Navire Carribean Fantasy / Affaire 531097)
Avis N° 21926 du 10/05/16

Numéro d'article	Entrepôt	Nom du produit	Commentaire	N° de plan
1016204	6,00	MD1.2 K 100 3/4 3 F1A	CYLINDER EXHAUST TEMPERATURE SENSOR	3D101C091-
1016204	2,00	MD1.2 K 100 3/4 3 F1A	BEFORE TURBOCHARGER TEMPERATURE SENSOR	3D101C091-
9280122	8,00	DGF 100 5/8BSPP 32 3/4BSPP 304L	CYLINDER & TURBO BORED POCKET	3D928C828A
9264637	8,00	JT CUIVRE 23 X30 - 1.5	COPPER GASKET FOR BORED POCKET	DIN 7603-CU
1494968	1,00	CP F K 6+1+1 E1 06DL28 RFT	EXHAUST + TURBO WIRING PIPE	3D749D549-
2498774	4,00	FIX.50 CP/ PASS. PC2.6V 1ST	WIRING PIPE BRACKET SET	3D249A290-
1394703	1,00	CL12P KC F1A FR 50	EXHAUST+TC T° INTERFACE TO ENGINE ROOM	3D139C006P

ALL DIMENSIONS IN / TOUTE DIMENSIONS EN	mm	WORKING LIMIT TEMP. / AMBIANCE LIMITE D'EXPLOITATION	A: 800°C/1472°F – B: 220°C/428°F – C: 100°C/212°F	CMR REF:	MD1.2 K P1 3/4 L(m) F1x	CMR CODE: Look at chart / Voir tableau	IP=65



WIRING / CABLAGE



1x thermocouple "K"
class.2 / IEC 60584
Insulation / Isolement :
> 100 MOhms / 500 Vdc
20 °C < T < 30 °C

Type	P1	L(m)	Conn.	Désignation CMR Reference	Code CMR	(@) POSITION
5						
4						
3	100	3	F1A	MD1.2 K 100 3/4 3 F1A	1016204	EXH+TC DA
2	250	4,5	F1A	MD1.2 K 250 3/4 4,5 F1A	1016203	A/BTC MP
1	150	4,5	F1A	MD1.2 K 150 3/4 4,5 F1A	1016202	EXH MP

CMR FRANCE

Ind.	Modifications	N°Avis	Date/Des.	Visa	Date/Cont.	Visa
ø	Emission	21926	10/05/16	PS	10/05/16	CLR

CONTROLE MESURE REGULATION
TECHNOPOLE DE CHATEAU-GOMBERT
RUE JOHN MAYNARD KEYNES / BP 85
13381 MARSEILLE CEDEX 13 – TEL.(33) 91.11.37.00

N° du plan 101C091 Ind. ø | 1/1 Folio | N° AFF: 531097 | DA0101C091– | No scale

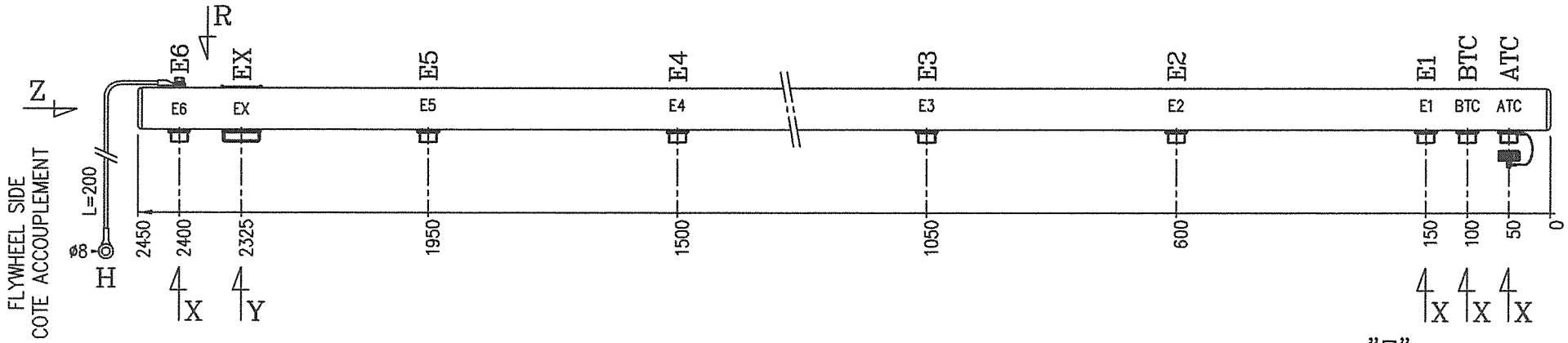
Exhaust gas temperature sensor

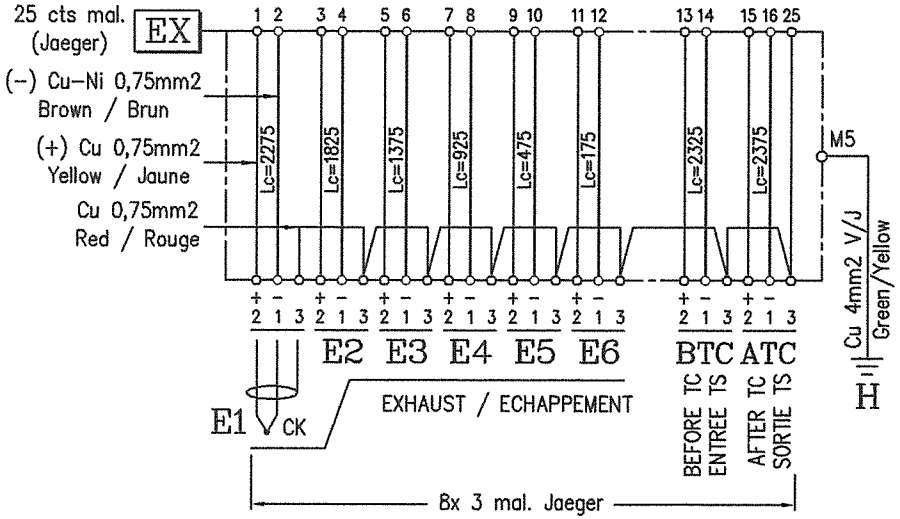
MD1.2 K 3/4 F1

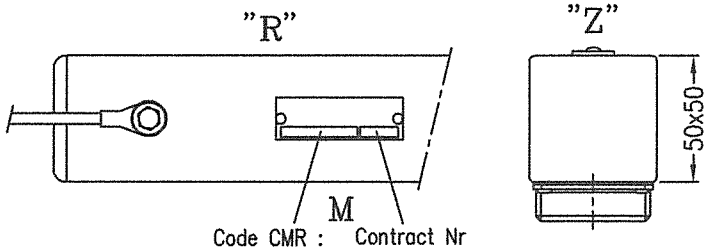
Capteur de température échappement

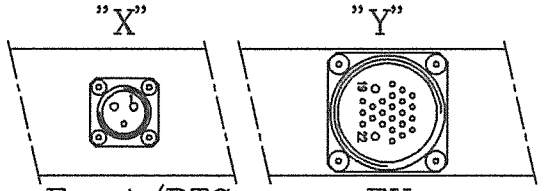
Drawing Nr | Issue

ALL DIMENSIONS IN DIMENSIONS EN	mm	WORKING LIMIT TEMP. AMBIANCE LIMITE D'EXPLOITATION	100°C/212°F	CMR REF: CP K F 6+1+1 06DL28 RFT	CMR CODE: 1494968	IP=65









SF enveloppe = 3497486 / Plan N°949C588
SF filerie = 3497487

CMR FRANCE

Ind.	Modifications	N°Avis	Date/Des.	Visa	Date/Cont.	Visa
ø	Emission	21926	10/05/16	PS	10/05/16	CLR

N° du plan 749D549 Ind. ø
1/1 Folio

CONTROLE MESURE REGULATION
TECHNOPOLE DE CHATEAU-GOMBERT
RUE JOHN MAYNARD KEYNES / BP 85
13381 MARSEILLE CEDEX 13 – TEL.(33) 91.11.37.00

N° AFF: 531097
DA0749D549-
No scale

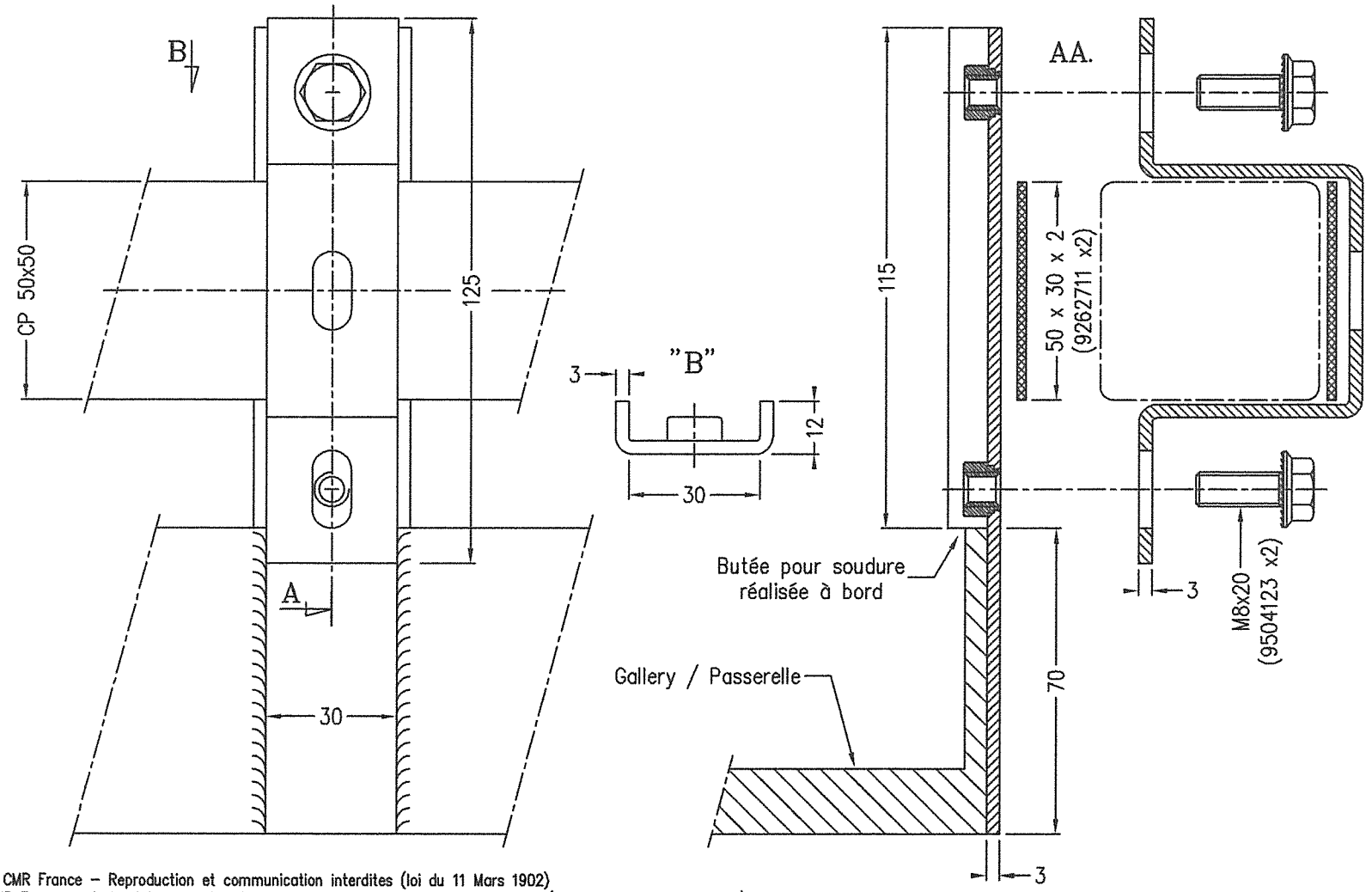
Retrofit CP pyropipe

MOTEUR 06DL28 ENGINE

Conduit pyromètrique retrofit

BAJA FERRIES
CARRIBEAN FANTASY
(GE)

ALL DIMENSIONS IN DIMENSIONS EN	mm	WORKING LIMIT TEMP. TEMP. LIMITE	100 °C / 212 °F	CMR REF: FIX.50 CP/PASS. PC2.6V 1ST	CMR CODE: 2498774	IP=65



CMR FRANCE

Ind.	Modifications	N°Avis	Date/Des.	Visa	Date/Cont.	Visa
Ø	Emission	18863	02/04/10	PS	02/04/10	ADL

N° du plan 249A290 Ind. Ø | 1/1 Folio

CONTROLE MESURE REGULATION
TECHNOPOLE DE CHATEAU-GOMBERT
RUE JOHN MAYNARD KEYNES / BP 65
13381 MARSEILLE CEDEX 13 – TEL.(33) 91.11.37.00

N° AFF: PC2.6V
DA0249A290

Ech. 1/1

Brackets for 50x50 pipes / Galleries

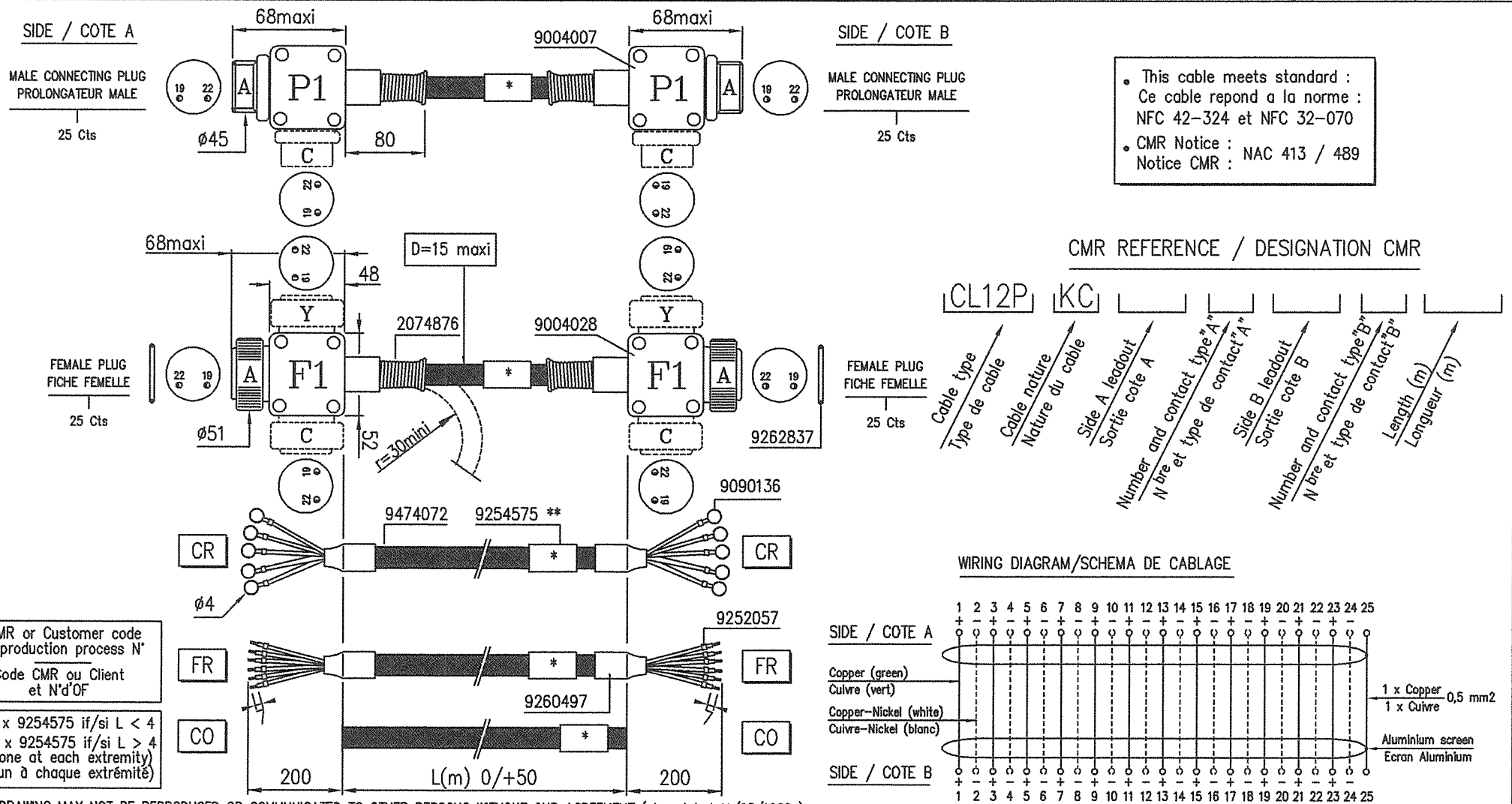
FIX.50 CP/PASS. PC2.6V

Fixations CP 50x50 / Passerelles

S.E.M.I. PIELSTICK

SNCM "MEDITERRANEE"

ALL DIMENSIONS IN / TOUTES DIMENSIONS EN	mm / Except/sauf L=(m)	WORKING LIMIT TEMP. / AMBIANCE LIMITE D'EXPLOITATION	105°C / 221°F	CMR REF.	CMR CODE	IP54



- This cable meets standard : Ce cable repond a la norme : NFC 42-324 et NFC 32-070
- CMR Notice : Notice CMR : NAC 413 / 489

* CMR or Customer code and production process N°
Code CMR ou Client et N°d'OF

** 1 x 9254575 if/si L < 4
2 x 9254575 if/si L > 4
(one at each extremity)
(un à chaque extrémité)

CMR REFERENCE / DESIGNATION CMR

CL12P	KC						
Cable type / Type de cable	Cable nature / Nature du cable	Side A leadout / Sortie cote A	Number and contact type "A" / N bre et type de contact "A"	Side B leadout / Sortie cote B	Number and contact type "B" / N bre et type de contact "B"	Length (m) / Longueur (m)	

WIRING DIAGRAM/SCHEMA DE CABLAGE

P	Ajout longueur de dénudage FR	18450	01/04/09	LGE	01/04/09	RMI
N	Modif. code manchon repère	15378	09/07/04	CL	09/07/04	JT
M	Mise à jour suivant avis	14935	14/11/03	TT	14/11/03	JT
Ind.	Modifications	N°Avis	Date/Des.	Visa	Date/Cont.	Visa
ø	Emission		16/01/84	JLR	01/02/84	AM

CMR FRANCE

Compensation cable for "K" couples 12 copper + 12 copper-nickel

CABLE CL12P KC

Cable de compensation pour couples "K" 12 cuivres + 12 cuivre-nickel

N° du plan	Ind.	1/2 Folio	CONTROLE MESURE REGULATION
139C006	P		TECHNOPOLE DE CHATEAU-GOMBERT RUE JOHN MAYNARD KEYNES / BP 85 13381 MARSEILLE CEDEX 13 – TEL.(33) 04.91.11.37.00

N° AFF:
DAO 139C006P

NO SCALE

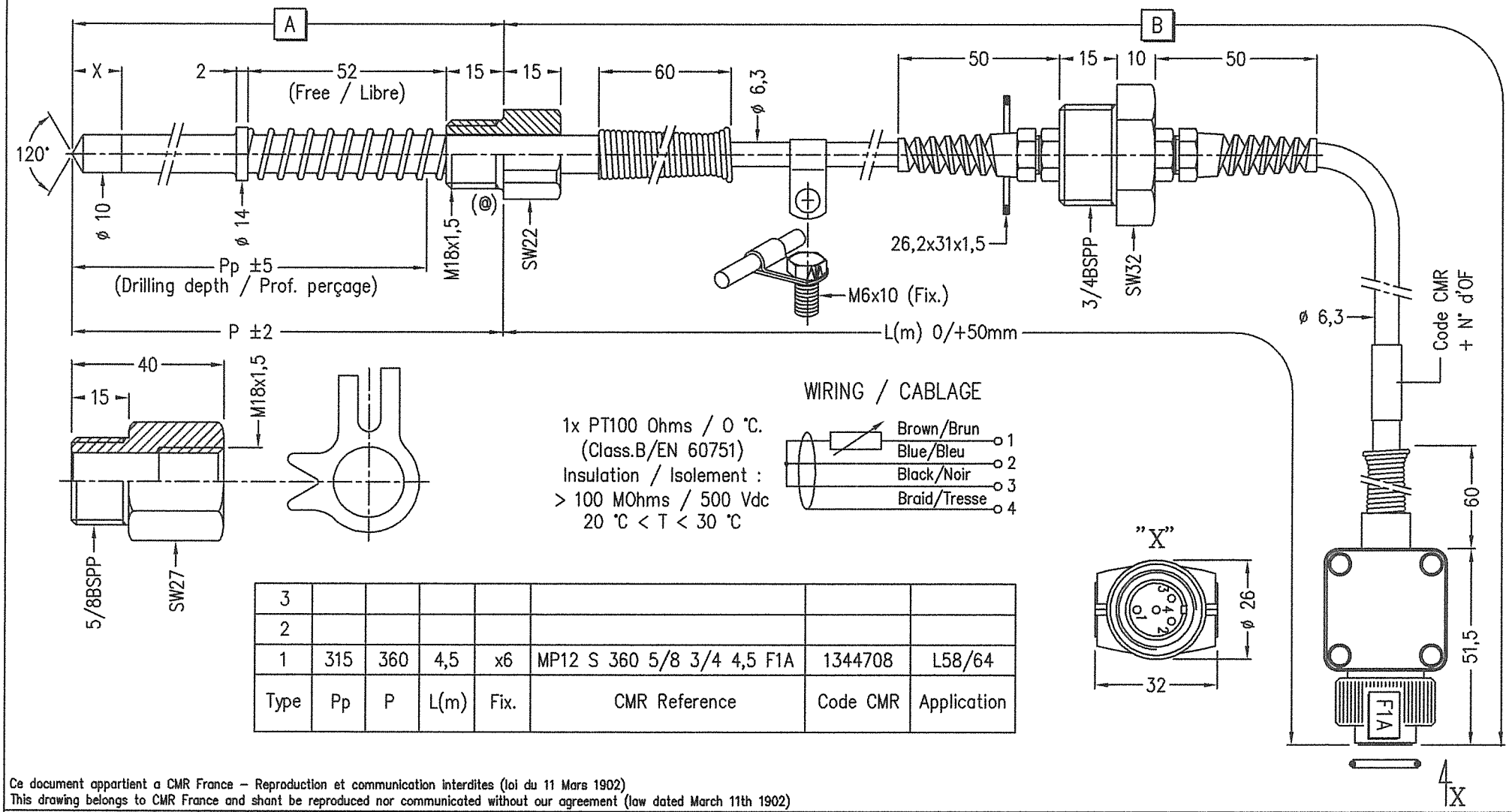
1/2 Folio

Bible 1001224

Bible moteur MITSUI-MAN 8L58/64
en version propulsion / BAJA Ferries
(Navire Carribean Fantasy / Affaire 531097)
Avis N° 21925 du 10/05/16

Numéro d'article	Quantité	Nom du produit	Commentaire	N° de plan
1344708	10,00	MP12 S 360 5/8 3/4 4,5 F1A	THRUST & BEARING TEMPERATURE SENSOR	3D134N342-
1016202	8,00	MD1.2 K 150 3/4 4,5 F1A	CYLINDER EXHAUST TEMPERATURE SENSOR	3D101C091-
9289712	8,00	DGF 150 3/4BSPP 32 3/4BSPP 304L	CYLINDER BORED POCKET	3D928C828A
1016203	2,00	MD1.2 K 250 3/4 4,5 F1A	BEFORE & AFTER TURBOCHARGER	3D101C091-
9280120	2,00	DGF 250 3/4BSPP 32 3/4BSPP 304L	TURBOCHARGER BORED POCKET	3D928C828A
9260396	10,00	JT CUIVRE 26.2X30.9 -1.5	COPPER GASKET FOR BORED POCKET	PARKER
1494967	1,00	CPT 08L58/64 KS RFT	MULTIPURPOSE WIRING PIPE	3D749N548-
2498194	8,00	FIX.60 CPT/ET+CP+EC+PL1ST	WIRING PIPE BRACKET SET	3D249P089A
1394705	1,00	CL36 CU35F1A FR 40	PORT BEARING T° INTERFACE TO ENGINE ROOM	3D139N116M
1394706	1,00	CL36 CU35F1A FR 60	OR STARBOARD BEARING T° INTERFACE TO ENGINE ROOM	3D139N116M
1395138	1,00	CL12P KC F1A FR 40	PORT EXHAUST+TC T° INTERFACE TO ENGINE ROOM	3D139C006P
1394704	1,00	CL12P KC F1A FR 60	OR STARBOARD EXHAUST+TC T° INTERFACE TO ENGINE ROOM	3D139C006P
1618210	8,00	MPT108 S3F 1/2BSPP 100 DIN.B	CON-RODS SPLASH OIL TEMPERATURE	3D161C061C

ALL DIMENSIONS IN / TOUTE DIMENSIONS EN	mm	WORKING LIMIT TEMP. / AMBIANCE LIMITE D'EXPLOITATION	A: 200°C/392°F B: 125°C/257°F	CMR REF: MP12 S P(mm) 5/8 3/4 L(m) F1A	CMR CODE: Look at chart / Voir tableau	IP=65



3							
2							
1	315	360	4,5	x6	MP12 S 360 5/8 3/4 4,5 F1A	1344708	L58/64
Type	Pp	P	L(m)	Fix.	CMR Reference	Code CMR	Application

CMR FRANCE

Ind.	Modifications	N°Avis	Date/Des.	Visa	Date/Cont.	Visa
ø	Emission	21925	10/05/16	PS	10/05/16	CLR

N° du plan 134N342 Ind. ø | 1/1 Folio

CONTROLE MESURE REGULATION
TECHNOPOLE DE CHATEAU-GOMBERT
RUE JOHN MAYNARD KEYNES / BP 85
13381 MARSEILLE CEDEX 13 – TEL.(33) 91.11.37.00

N° AFF: 531097
DA0134N342-

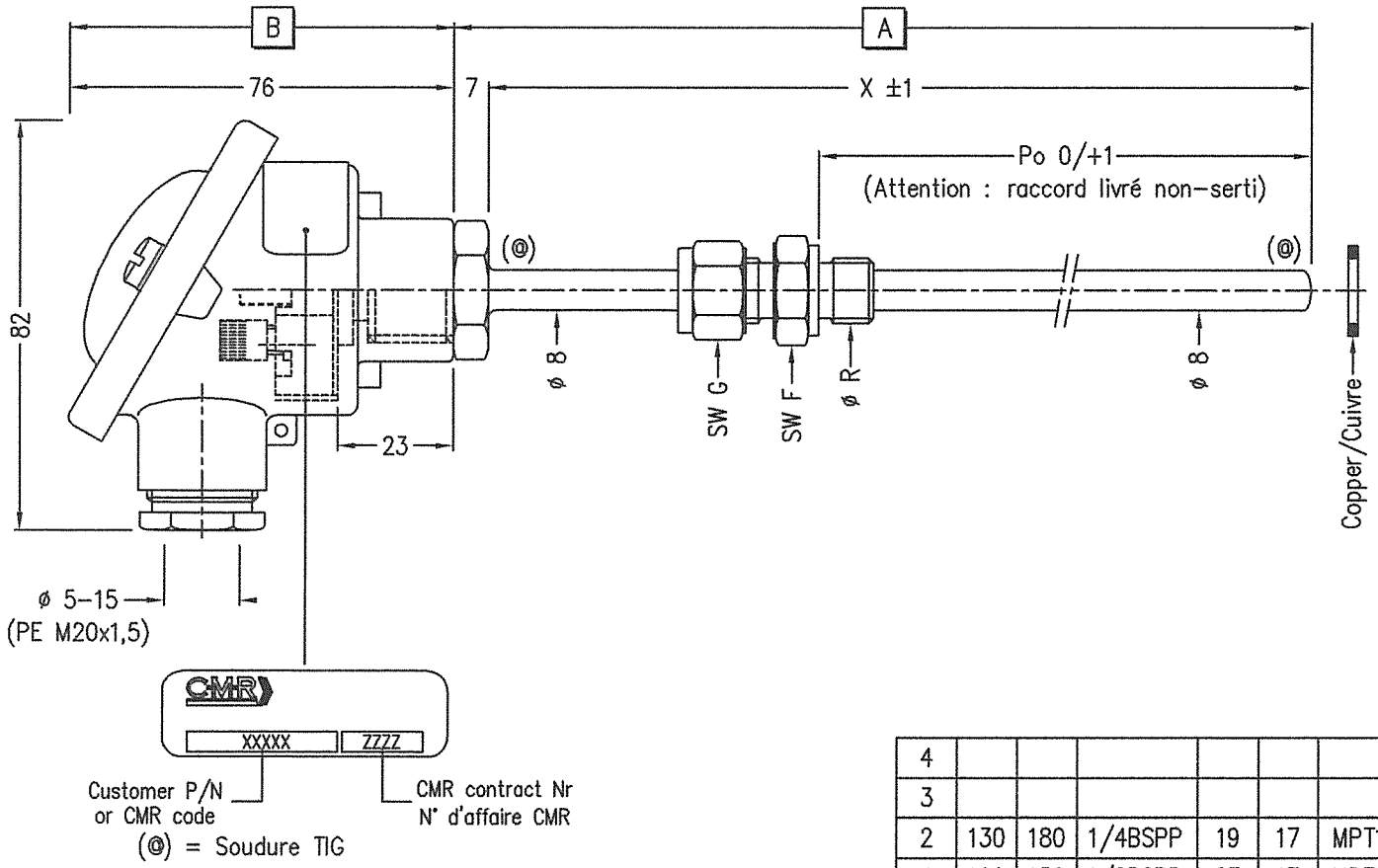
Bearing temperature sensor

MP12 S 5/8x3/4 F1A

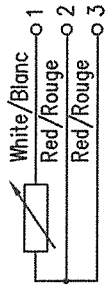
Capteur de température palier

BAJA FERRIES
CARRIBEAN FANTASY
(MP)

ALL DIMENSIONS IN / TOUTE DIMENSIONS EN	mm	WORKING LIMIT TEMP. / AMBIANCE LIMITE D'EXPLOITATION	A: 250°C/482°F B: 85°C/185°F	CMR REF: MPT108 – S3F – øR – Po(mm) – DIN.B	CMR CODE: Look at chart / Voir tableau	IP=65



WIRING / CABLAGE



1x PT100 Ohms / 0 °C.
(Class.B/EN 60751)
Insulation / Isolement :
> 100 MOhms / 500 Vdc
20 °C < T < 30 °C

Type	Po	X	ø R	F	G	Désignation CMR Reference	(*) Code CMR
4							
3							
2	130	180	1/4BSPP	19	17	MPT108 S3F 1/4BSPP 130 DIN.B	1618263
1	100	150	1/2BSPP	27	17	MPT108 S3F 1/2BSPP 100 DIN.B	1618210

Ind.	Modifications	N°Avis	Date/Des.	Visa	Date/Cont.	Visa
C	+ Livré non-serti / Splash	21925	10/05/16	PS	10/05/16	CLR
B	Redessiné + tableau variantes	19732	27/02/12	PS	27/02/12	ADL
A	Mise à jour sortie PE	18640	20/10/09	CL	20/10/09	LGE
ø	Emission	18286	20/11/08	LGE	20/11/08	ADL

CMR FRANCE

N° du plan 161C061 Ind. C | 1/1 Folio

CONTROLE MESURE REGULATION
TECHNOPOLE DE CHATEAU-GOMBERT
RUE JOHN MAYNARD KEYNES / BP 85
13381 MARSEILLE CEDEX 13 – TEL.(33) 91.11.37.00

N° AFF: DA0161C061C

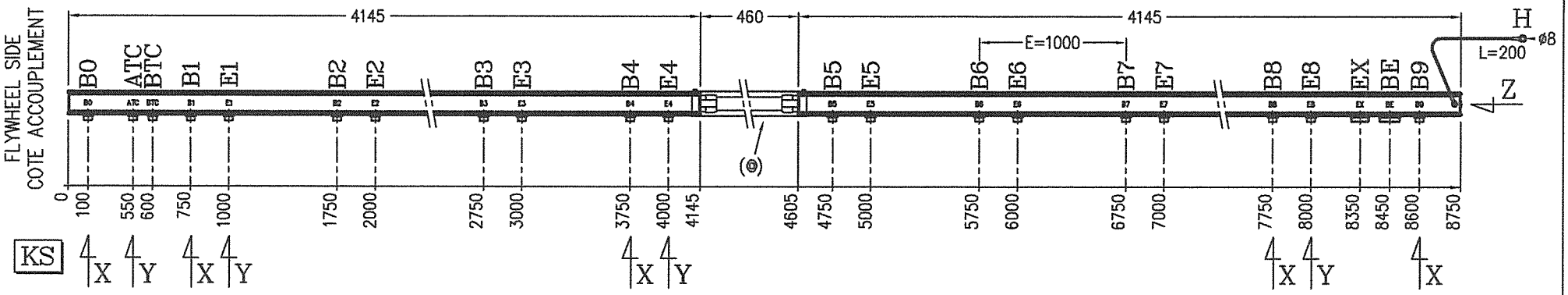
No scale

Fluids temperature sensor

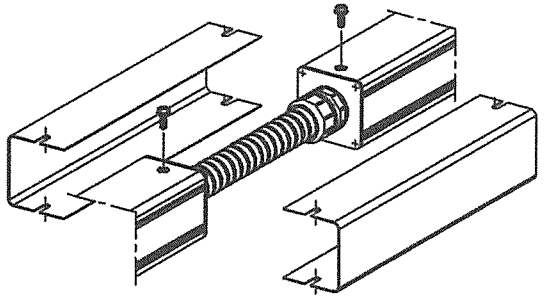
MPT108 – S3F – DIN.B

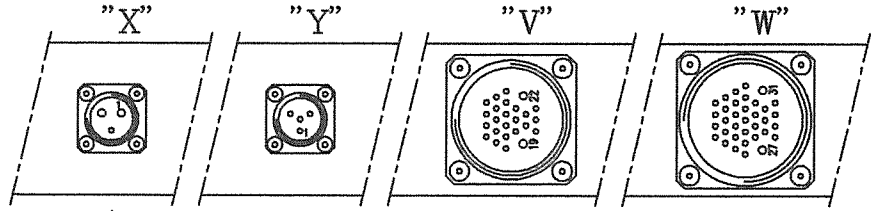
Capteur de température fluides

ALL DIMENSIONS IN DIMENSIONS EN	mm	WORKING LIMIT TEMP. AMBIANCE LIMITE D'EXPLOITATION	100°C/212°F	CMR REF: CPT 08L58/64 KS RFT	CMR CODE: 1494967	IP=65



(@) Further/suivant
Pl. N°249C083



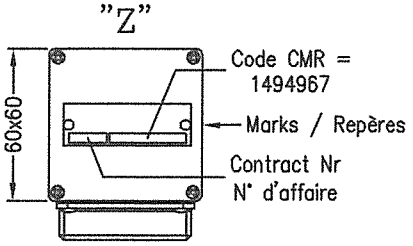


Ex+A/BTC
Exhaust + TC inputs
Entrées échapp. + TS
Jaeger 3 mal.

Bx
Bearing inputs
Entrées palier
Jaeger 4 mal.

EX
Exhaust + TC output
Sortie échapp. + TS
Jaeger 25 mal.

BE
Bearings output
Sortie paliers
Jaeger 35 mal.



SF enveloppe = 3497488 / Plan N° 949C587
SF filerie = 3497489

CMR FRANCE

Ind.	Modifications	N°Avis	Date/Des.	Visa	Date/Cont.	Visa
ø	Emission	21925	10/05/16	PS	10/05/16	CLR

CONTROLE MESURE REGULATION
TECHNOPOLE DE CHATEAU-GOMBERT
RUE JOHN MAYNARD KEYNES / BP 85
13381 MARSEILLE CEDEX 13 – TEL.(33) 91.11.37.00

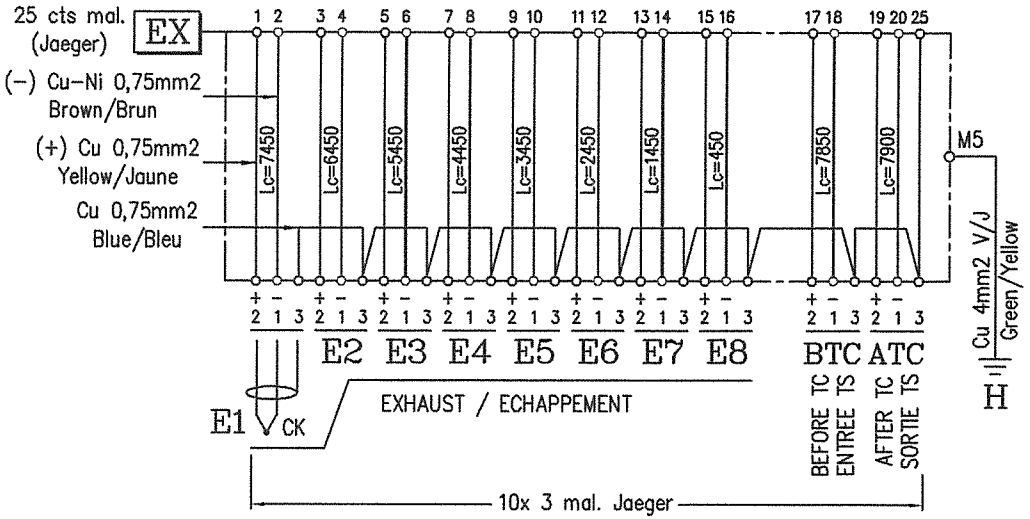
N° du plan 749N548 Ind. ø
1/2 Folio
N° AFF: 531097
DA0749N548-1
No scale

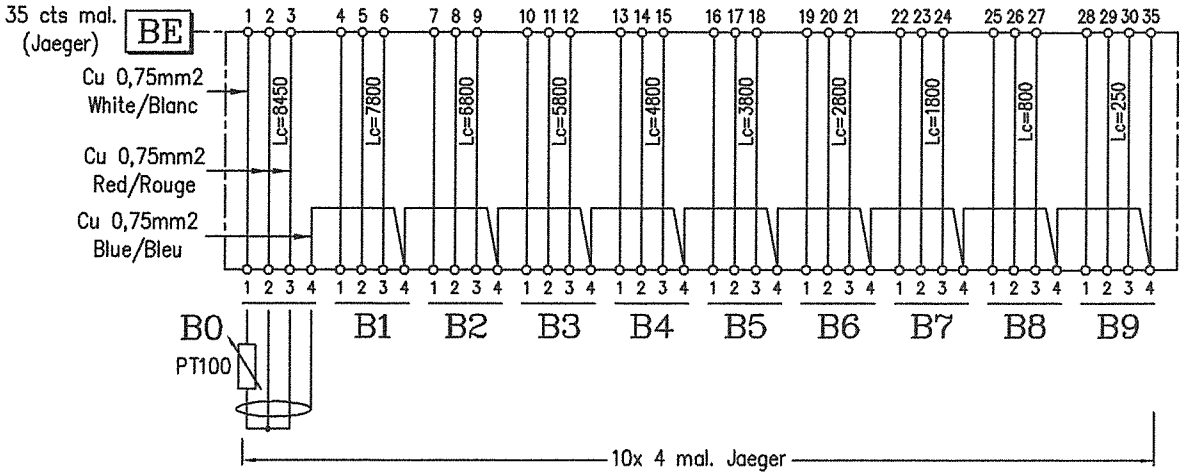
CPT retrofit pyro+thermopipe

MOTEUR 08L58/64 ENGINE

Conduit thermo+pyro retrofit

BAJA FERRIES
CARRIBEAN FANTASY
(MP)





CMR FRANCE

Look at / Voir folio 1

Ind.	Modifications	N°Avis	Date/Des.	Visa	Date/Cont.	Visa
ø	Emission	21925	10/05/16	PS	10/05/16	CLR

N° du plan 749N548 Ind. ø
2/2 Folio
CONTROLE MESURE REGULATION
TECHNOPOLE DE CHATEAU-GOMBERT
RUE JOHN MAYNARD KEYNES / BP 85
13381 MARSEILLE CEDEX 13 – TEL.(33) 91.11.37.00
N° AFF: 531097
DA0749N548-2
No scale

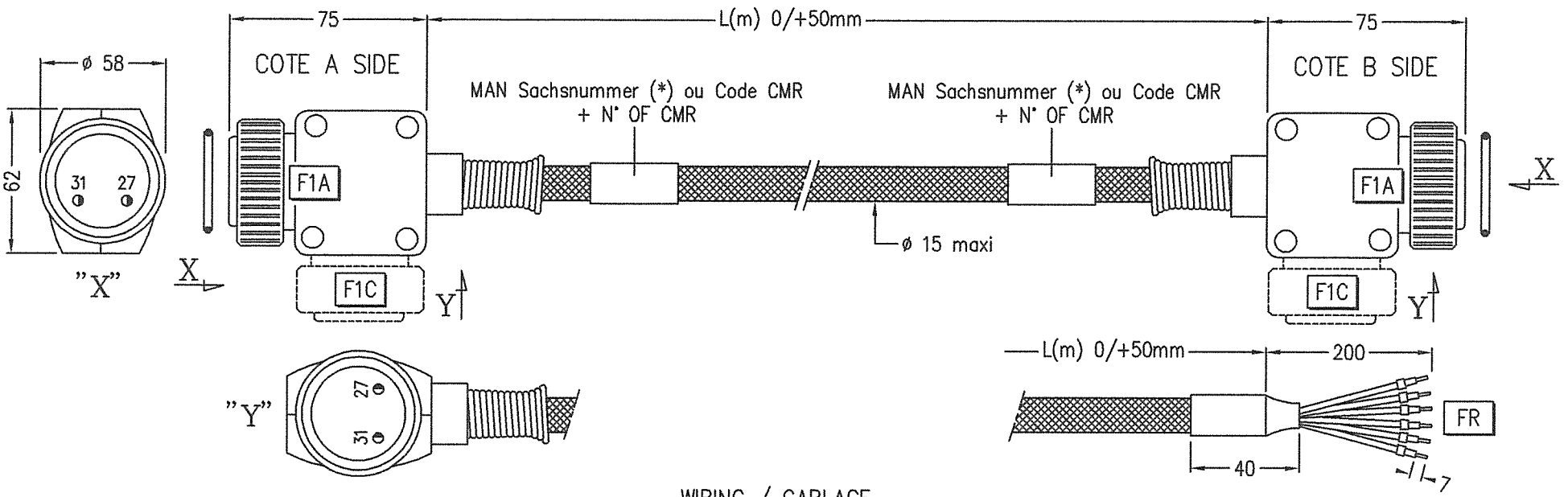
CPT retrofit pyro+thermopipe

MOTEUR 08L58/64 ENGINE

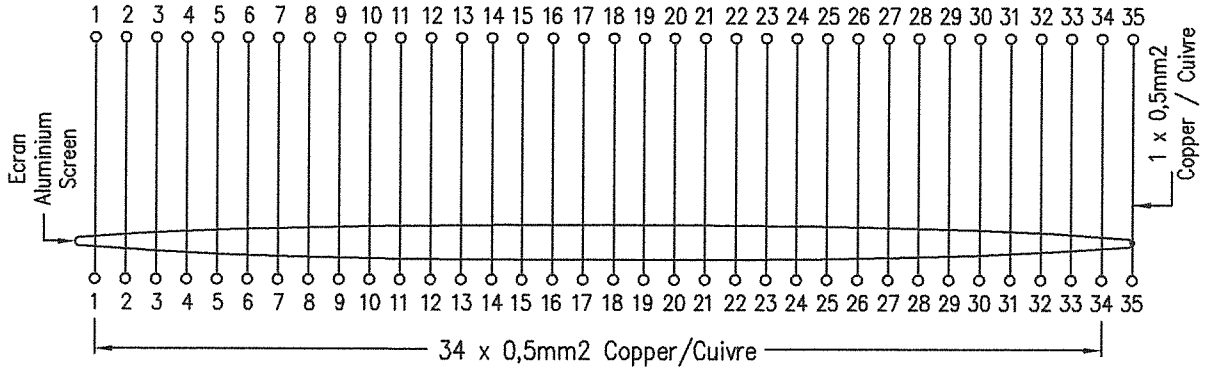
Conduit thermo+pyro retrofit

BAJA FERRIES
CARRIBEAN FANTASY
(MP)

ALL DIMENSIONS IN / DIMENSIONS EN	mm	WORKING LIMIT TEMP. / AMBIANCE LIMITE D'EXPLOITATION	100°C/212°F	CMR REF: CL36 – CU – "A" – "B" – L (m)		IP=54



WIRING / CABLAGE



CMR FRANCE	M	Ajouté types 11+12 / Folio 2	21925	10/05/16	PS	10/05/16	CLR	Instrument cable
	L	Ajouté types 8 à 10 / SNCM	18610	07/10/09	PS	07/10/09	ADL	CL36 – CU – 35F1 – FR
	Ind.	Modifications	N°Avis	Date/Des	Visa	Date/Cont	Visa	Cable de prolongation
	ø	Emission	9068	20/06/94	PS	20/06/94	DK	N° Plan MAN : D11.48906–0048
N° du plan 139N116 Ind. M	1/1 Folio	CONTROLE MESURE REGULATION TECHNOPOLE DE CHATEAU-GOMBERT RUE JOHN MAYNARD KEYNES / BP 85 13381 MARSEILLE CEDEX 13 – TEL.(33) 04.91.11.37.00	N° AFF: Z4036	DA0139N116M1		No scale		

13					
12	35F1A	FR	60	MP TD	1394706
11	35F1A	FR	40	MP BD	1394705
10	35F1A	FR	30	MP1	1399928
9	35F1A	FR	25	MP4	1399927
8	35F1A	FR	20	MP2	1399926
7	35F1A	35F1C	32	MP1 / MP4	1399713
6	35F1A	35F1C	27	MP2 / MP3	1399712
5	35F1A	FR	5		1399642
4	35F1A	35F1A	5		1398401
3	35F1A	FR	15	X11.48906-0051 / MP3	1398325
2	35F1A	FR	12	X11.48906-0050	1398324
1	35F1A	FR	11	X11.48906-0049	1398323
Type	A	B	L (m)	MAN Sachsnummer (*)	Code CMR

Look at / Voir folio 1

FRANCE

Ind.	Modifications	N°Avis	Date/Des.	Visa	Date/Cont.	Visa
ø	Emission	9068	20/06/94	PS	20/06/94	DK

N° du plan 139N116 Ind. M

2/2 Folio

CONTROLE MESURE REGULATION
TECHNOPOLE DE CHATEAU-GOMBERT
RUE JOHN MAYNARD KEYNES / BP 85
13381 MARSEILLE CEDEX 13 - TEL.(33) 91.11.37.00

N° AFF: Z4036
DA0139N116M2

No scale

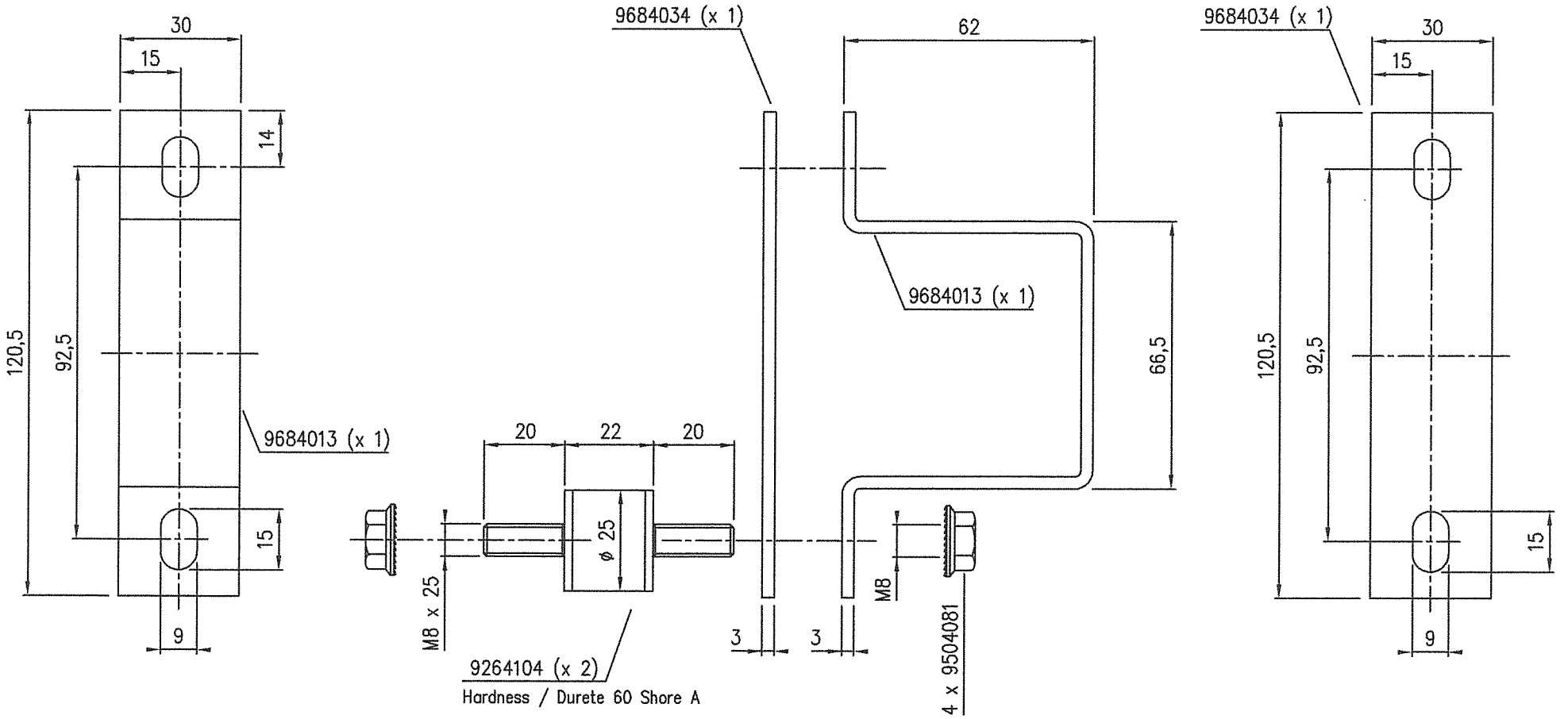
Instrument cable

CL36 - CU - 35F1 - FR

Cable de prolongation

N° Plan MAN :
MAN Zeichnung :
D11.48906-0048

ALL DIMENSIONS IN DIMENSIONS EN	mm	WORKING LIMIT TEMP. TEMP. LIMITE	100 °C / 212 °F	CMR REF: FIX.60 CPT/ET+CP+EC+PL1ST	CMR CODE: 2498194	IP=65



CMR FRANCE

Ind.	Modifications	N°Avis	Date/Des.	Visa	Date/Cont.	Visa
ø	Emission	16666	14/02/06	PS	14/02/06	ADL

N° du plan 249DL089 Ind. ø

1/1 Follo

CONTROLE MESURE REGULATION
TECHNOPOLE DE CHATEAU-GOMBERT
RUE JOHN MAYNARD KEYNES / BP 85
13381 MARSEILLE CEDEX 13 – TEL.(33) 91.11.37.00

N° AFF: 12V280ZC
DA0249DL089

No scale

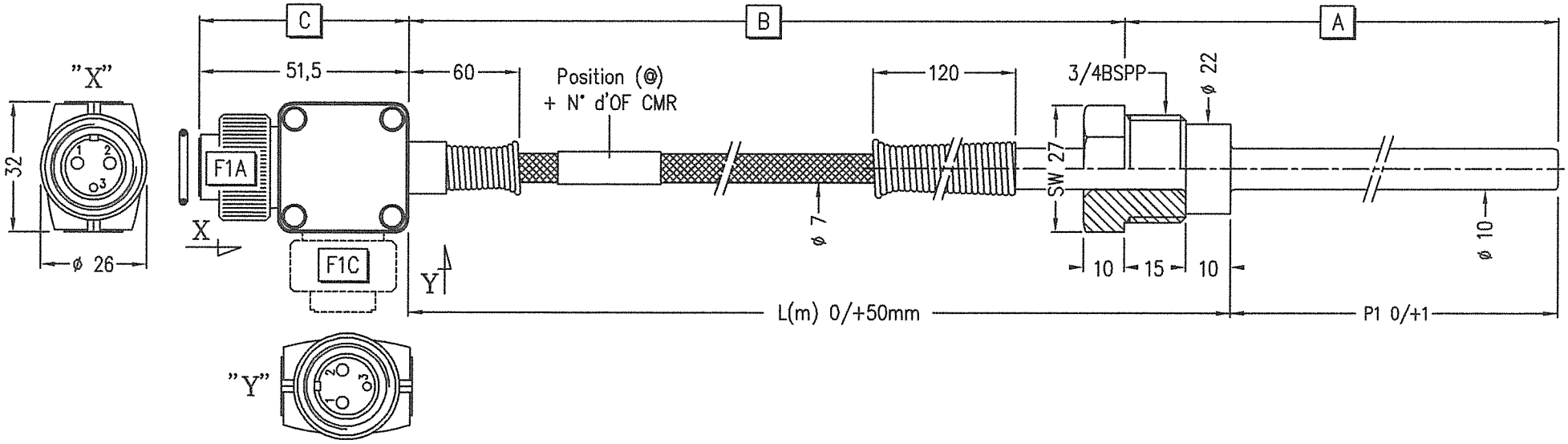
Brackets for 60 x 60 pipes

FIX. 60 X 60

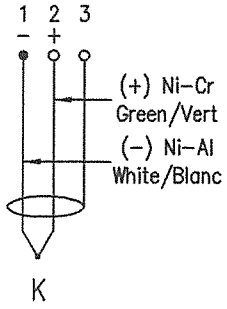
Fixations conduits 60 x 60

Drawing Nr | Issue

ALL DIMENSIONS IN / TOUTE DIMENSIONS EN	mm	WORKING LIMIT TEMP. / AMBIANCE LIMITE D'EXPLOITATION	A: 800°C/1472°F – B: 220°C/428°F – C: 100°C/212°F	CMR REF:	MD1.2 K P1 3/4 L(m) F1x	CMR CODE: Look at chart / Voir tableau	IP=65



WIRING / CABLAGE



1x thermocouple "K"
class.2 / IEC 60584
Insulation / Isolement :
> 100 MOhms / 500 Vdc
20 °C < T < 30 °C

Type	P1	L(m)	Conn.	Désignation CMR Reference	Code CMR	(@) POSITION
5						
4						
3	100	3	F1A	MD1.2 K 100 3/4 3 F1A	1016204	EXH+TC DA
2	250	4,5	F1A	MD1.2 K 250 3/4 4,5 F1A	1016203	A/BTC MP
1	150	4,5	F1A	MD1.2 K 150 3/4 4,5 F1A	1016202	EXH MP

CMR FRANCE

Ind.	Modifications	N°Avis	Date/Des.	Visa	Date/Cont.	Visa
ø	Emission	21926	10/05/16	PS	10/05/16	CLR

N° du plan 101C091 Ind. ø | 1/1 Folio

CONTROLE MESURE REGULATION
TECHNOPOLE DE CHATEAU-GOMBERT
RUE JOHN MAYNARD KEYNES / BP 85
13381 MARSEILLE CEDEX 13 – TEL.(33) 91.11.37.00

N° AFF: 531097
DA0101C091–
No scale

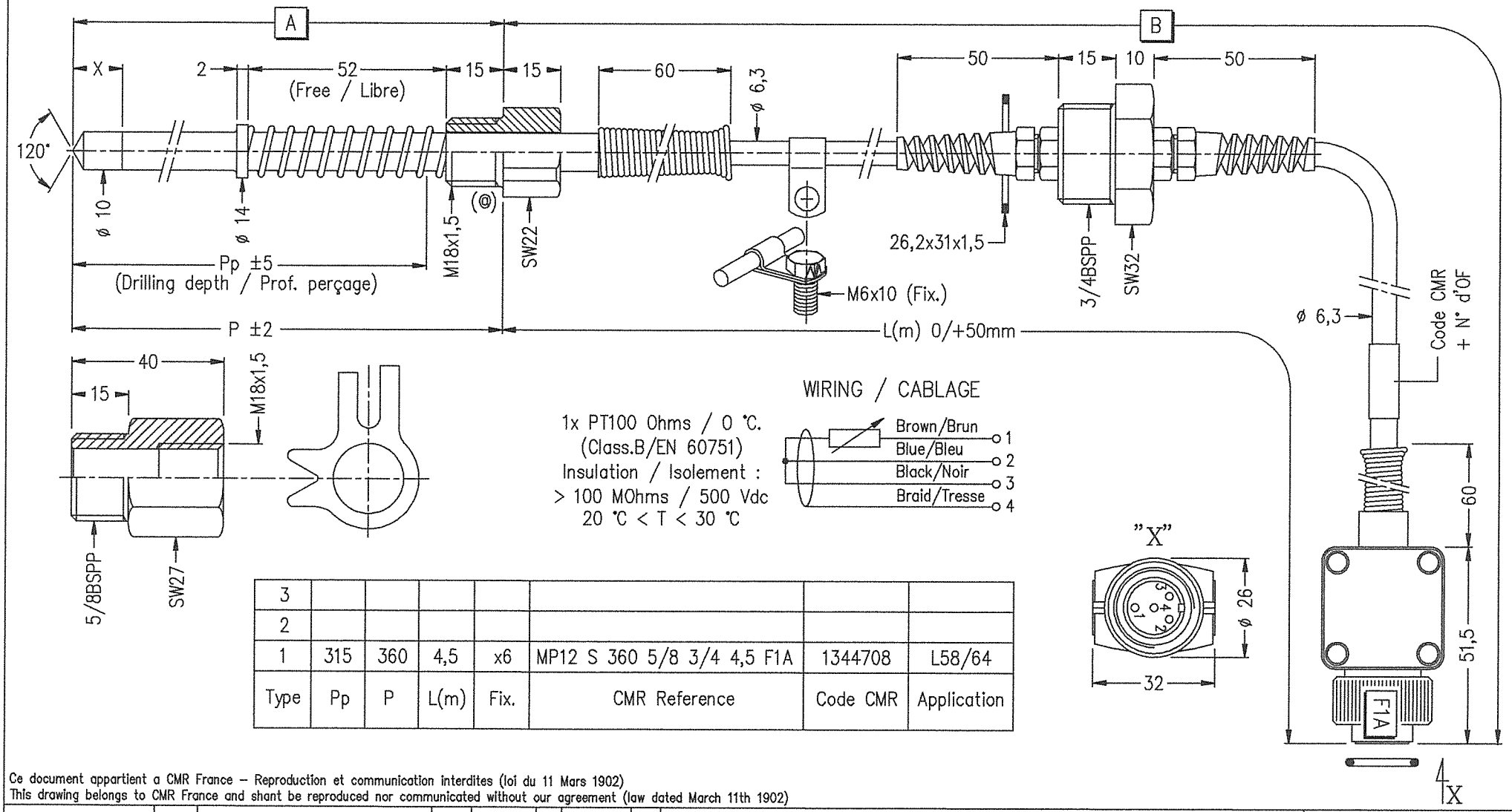
Exhaust gas temperature sensor

MD1.2 K 3/4 F1

Capteur de température échappement

Drawing Nr | Issue

ALL DIMENSIONS IN / TOUTE DIMENSIONS EN	mm	WORKING LIMIT TEMP. / AMBIANCE LIMITE D'EXPLOITATION	A: 200°C/392°F B: 125°C/257°F	CMR REF: MP12 S P(mm) 5/8 3/4 L(m) F1A	CMR CODE: Look at chart / Voir tableau	IP=65



Type	Pp	P	L(m)	Fix.	CMR Reference	Code CMR	Application
3							
2							
1	315	360	4,5	x6	MP12 S 360 5/8 3/4 4,5 F1A	1344708	L58/64

CMR FRANCE

Ind.	Modifications	N°Avis	Date/Des.	Visa	Date/Cont.	Visa
ø	Emission	21925	10/05/16	PS	10/05/16	CLR

N° du plan 134N342 Ind. ø | 1/1 Folio

CONTROLE MESURE REGULATION
TECHNOPOLE DE CHATEAU-GOMBERT
RUE JOHN MAYNARD KEYNES / BP 85
13381 MARSEILLE CEDEX 13 – TEL.(33) 91.11.37.00

N° AFF: 531097
DA0134N342-

Bearing temperature sensor

MP12 S 5/8x3/4 F1A

Capteur de température palier

BAJA FERRIES
CARRIBEAN FANTASY
(MP)