

# M & C SURVEYORS

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M. & C. REF:1945

DATE: 28th March, 1999

## INTRODUCTION

This is to certify that the undersigned surveyor, did at the request of Mr. Gerald Price, Operations Director of Peters & May Ltd., 18 Canute Road, Ocean Village, Southampton survey, supervise the loading and securing of One (1) Boat plus cradle on to Deck of Ro/Ro vessel berthed starboardside to the quay at 45 Berth, Tilbury Docks, on Sunday the 28th March, 1999.

## BOAT DETAILS

Sunseeker - Manhattan 74 on Cradle No. PM9  
No. 108970

Declared Measurements: 2200 x 590 x 610cms.

Declared Weight: 42,000kgs.

VESSEL: m.v. "Grande Africa"

PORT OF LOADING: Tilbury

PORT OF DISCHARGE: Vitoria - Brazil

## OBSERVATIONS

Kept in touch by telephone with Office at 45 Berth on Saturday evening and at 0600hrs. on Sunday - told boat would be loaded at 1400hrs.

Arrived at carpark at 45 Berth, outside Terminal at 1330hrs. - had some lunch and reported to Berth Supervisor and 'Super Cargo' on Quayside at 1400hrs. - told small boat (Fairline) to be loaded first on port side with ship's crane and then use large mobile crane to load 'Manhattan'.

Found boat on cradle on quayside but not in correct place for mobile-crane to pick it up (below lifeboat in centre of accommodation).

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OBSERVATIONS cont

- 1430hrs. Agree securing with Super Cargo and Chief Officer.  
1450hrs. First lifted (Fairline).  
1530hrs. Rigging mobile-crane.  
1540hrs. Mobile-crane rigged using large beam and two lifting beams plus four wire legs and two large nylon boat strops.  
Moves down quay to boat.  
1605hrs. Mobile-crane in position to lift boat.  
1610hrs. Lift boat - good straight lift.  
1620hrs. Land on Quay.  
1625hrs. Let nylon strops go.  
1640hrs. Mobile-crane in position - opposite deck position.  
1650hrs. Lift boat for second time.  
1655hrs. Container on deck in way - unable to lift over it.  
1705hrs. Mobile-crane driver said he would have to move crane aft - 'crutch' stanchion for ship's crane in way, too close for comfort.  
Boat landed on quayside - nylon strops let go.  
1715hrs. Shifting mobile-crane - aft.  
1730hrs. Lift boat for third time.  
1745hrs. Boat landed in position - 'bows' aft on large rubber mats.  
1830hrs. All secured to Captain, Chief Officer, Super Cargo and my satisfaction - using 8 x 10.00tonne 'span-set' type restraints from cradle to deck, two two crossed at each end and two down each side.  
Boat secured to cradle using 12 x 5.00tonne 'span-sets' six down each side from cleats on boat.  
Boat secured to deck using 4 x 5.00tonne 'span-sets' doubled from cleats plus two chains and tension bars where nylon strops too short from stern.  
Pieces of timber placed under stern using 4" x 4" and 3" x 3" all about 1 metre in length.  
1835hrs. Left vessel thanking everyone on the vessel for their full co-operation and wished them 'bon voyage'.  
No apparent damage noted during loading and securing.  
Lifting places marked in black crayon on hull.

CONCLUSION

All went according to plan in the end - method for loading containers 'old fashioned' gantry cranes not big enough for modern Ro/Ro vessels - very slow work.

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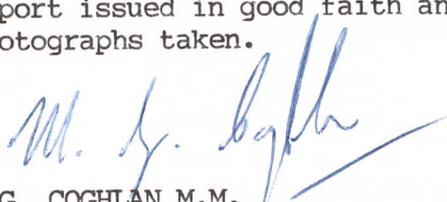
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CONCLUSION cont

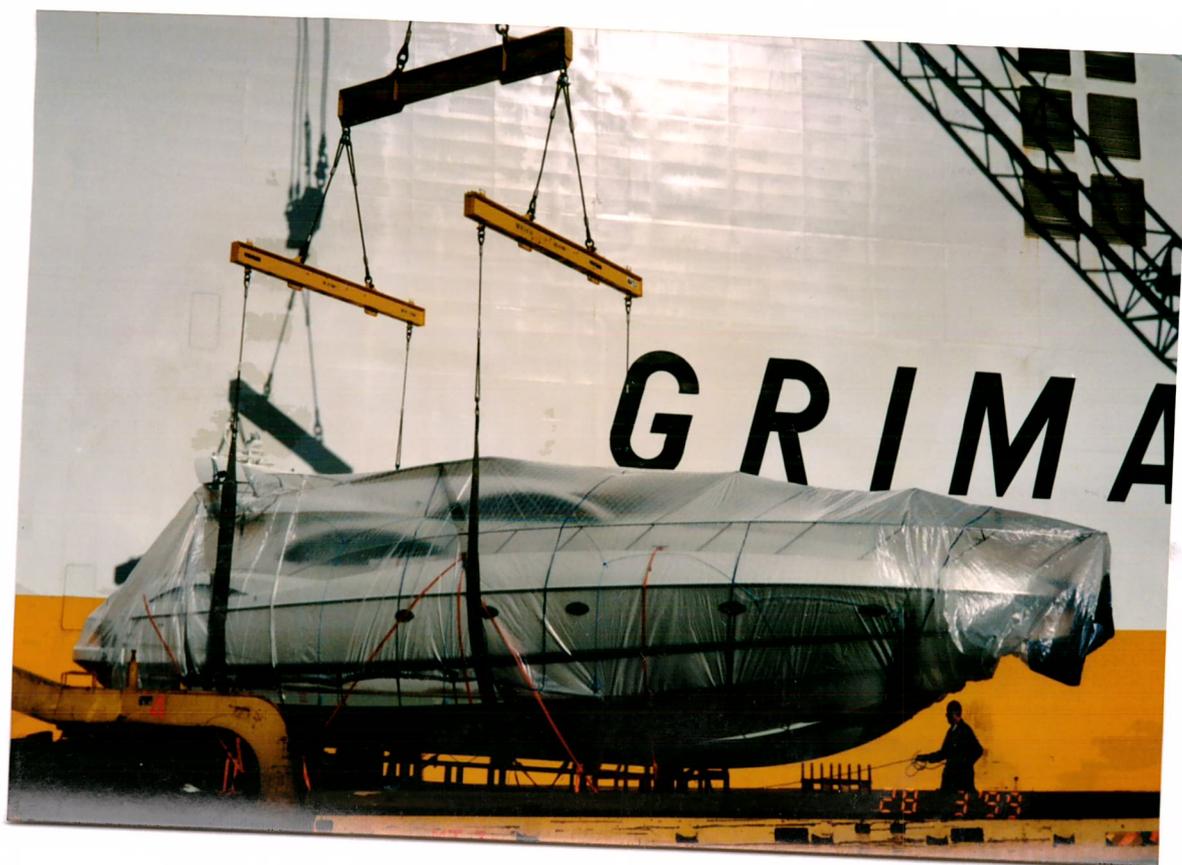
Mobile-crane for boat okay - perhaps driver wasn't experienced enough in setting up crane in the right place to start with.

All lashings used, belonged to vessel - Bosun and his men did a good job securing boat and cradle.

Report issued in good faith and without prejudice.  
Photographs taken.

  
M.G. COGHLAN M.M.  
ATTENDING SURVEYOR

29TH MARCH, 1999



LIFTING BOAT - FIRST TIME WITH MOBILE CRANE





BOAT SECURED TO CRADLE & PAINTING SOILED ON SEEN





HOVING BOAT ON QUAYSIDE - SHIFT 17 / CRANE





LIFTING BOAT SECOND TIME TO LOAD ON VESSEL





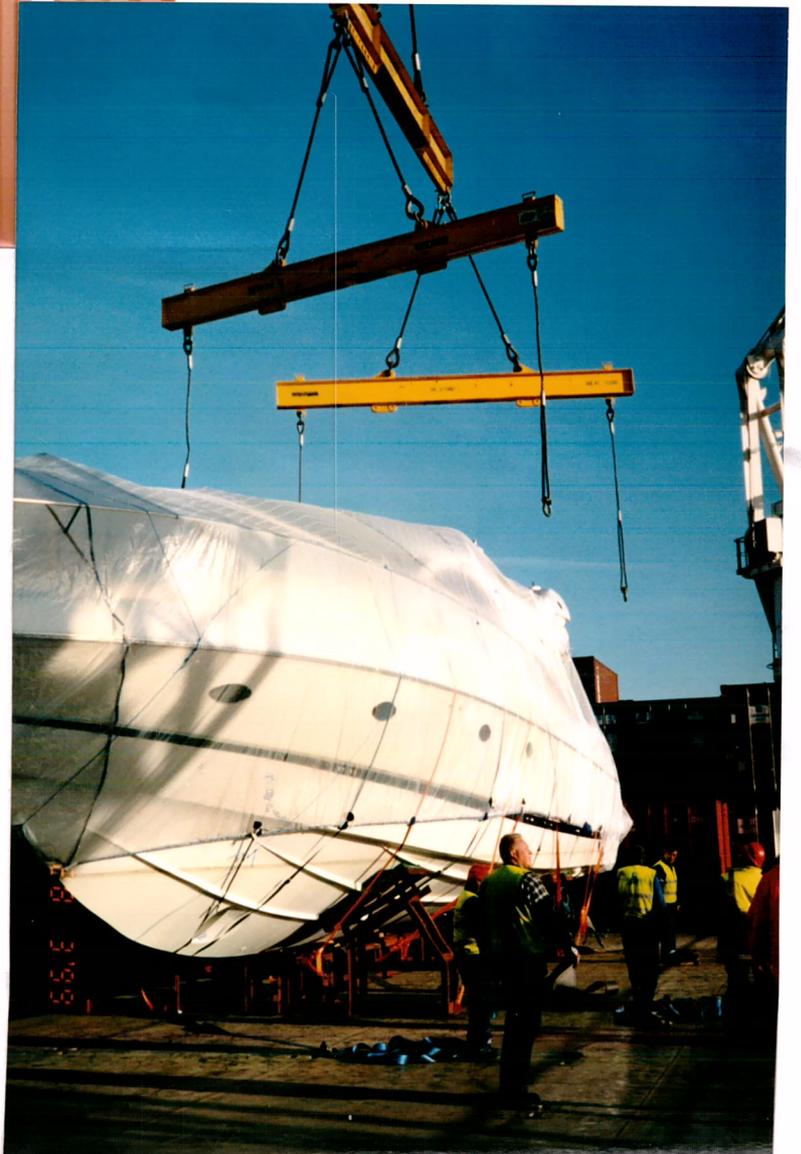
CONTAINER IN WAY ON THE DECIL - LIFTING BOAT 3<sup>RD</sup> TIME





BOAT CLEARING SHIP'S HULL

α IN POSITION ON DECK



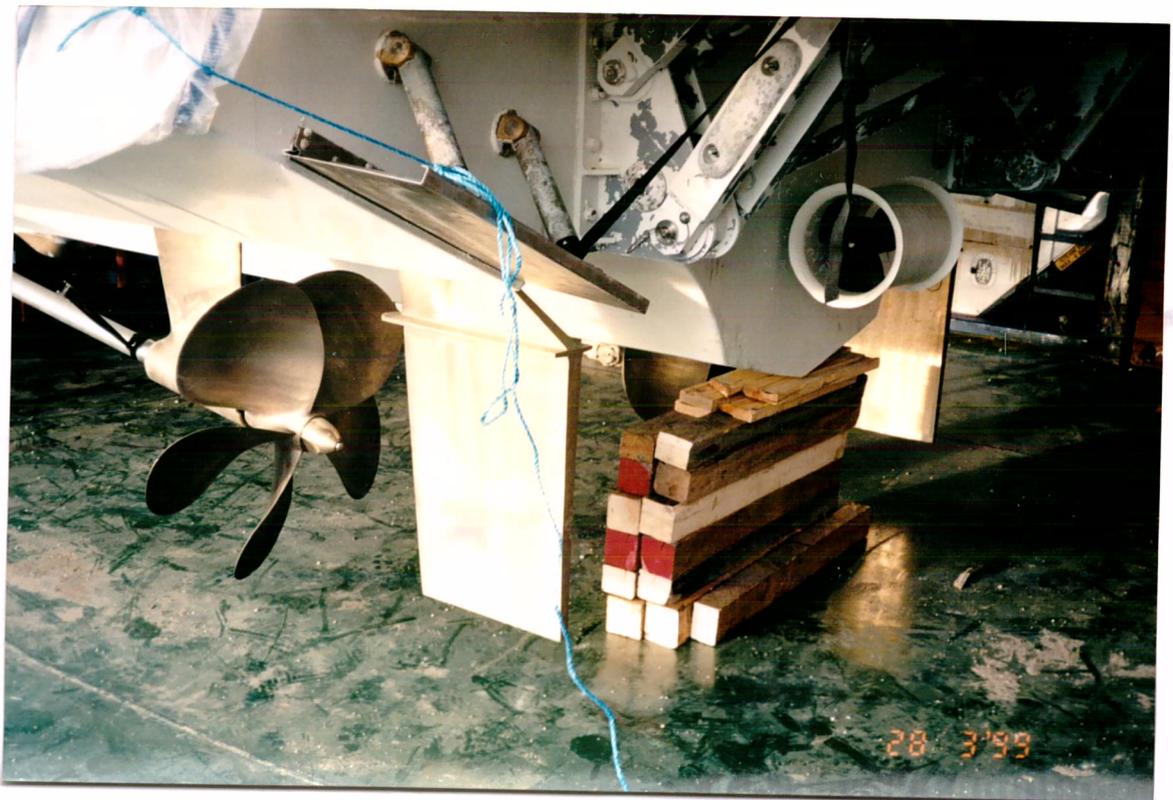


BOAT ALL SECURED ON DECK - STEW FORWARD





BOAT & CRADLE ALL SECURED IN BOARD & TIMBER UNDER HULL





BOATS IN POSITION ON DECK FORWARD SIDE