COR/2016/00558

February 23, 2016

Dear [Name] - s.40(1)

RE: Your request for access to information under Part II of the Access to Information and Protection of Privacy Act (Our File: TW/004/2016)

On January 26, 2016, the Department of Transportation and Works received your request for access to the following records/information:

All records and correspondence, from January 1, 2016 until January 25, 2016, relating to routine and non-routine maintenance of the MV "Flanders" and the MV "Beaumont Hamel". This should include any maintenance journals, invoices, and materials used to inform the Minister and Deputy Minister of the status of both vessels.

I am pleased to inform you that a decision has been made by the Deputy Minister for the Department of Transportation and Works to provide access to some of the requested information. In particular, access is granted to the following records:

1.Responsive correspondence in the form of emails.
2. Responsive documents.
3. Responsive pictures.

Access to the remaining records, and/or information contained within the records, has been refused in accordance with the following exceptions to disclosure, as specified in the Access to Information and Protection of Privacy Act (the Act):

39. (1). (a). (ii) – The head of a public body shall refuse to disclose to an applicant information that would reveal commercial, financial, labour relations, scientific or technical information of a third party.

P.O. Box 8700, St. John’s, NL, Canada, A1B 4J6
40. (1) – The head of a public body shall refuse to disclose personal information to an applicant where the disclosure would be an unreasonable invasion of a third party's personal privacy.

As required by 8(2) of the Act, we have severed information that is unable to be disclosed and have provided you with as much information as possible.

In accordance with your request for a copy of the records, the appropriate copies have been enclosed.

Please be advised that you may appeal this decision and ask the Information and Privacy Commissioner to review the decision to provide partial access to the requested information, as set out in section 42 of the Act (a copy of this section of the Act has been enclosed for your reference). A request to the Commissioner must be made in writing within 15 business days of the date of this letter or within a longer period that may be allowed by the Commissioner. Your appeal should identify your concerns with the request and why you are submitting the appeal.

The appeal may be addressed to the Information and Privacy Commissioner as follows:

Office of the Information and Privacy Commissioner
2 Canada Drive
P. O. Box 13004, Stn. A
St. John's, NL A1B 3V8
Telephone: (709) 729-6309
Toll-Free: 1-877-729-6309
Facsimile: (709) 729-6500

You may also appeal directly to the Supreme Court Trial Division within 15 business days after you receive the decision of the public body, pursuant to section 52 of the Act (a copy of this section of the Act has been enclosed for your reference).

Please be advised that responsive records will be published following a 72 hour period after the response is sent electronically to you or five business days in the case where records are mailed to you. It is the goal to have the responsive records posted to the Office of Public Engagement's website within one business day following the applicable period of time. Please note that requests for personal information will not be posted online.

If you have any further questions, please feel free to contact the undersigned by telephone at (709) 729-5351 or by e-mail at FrankWalsh@gov.nl.ca.

Sincerely,

Frank Walsh
ATIPP Coordinator
Department of Transportation and Works
Disclosure harmful to business interests of a third party

39. (1) The head of a public body shall refuse to disclose to an applicant information

(a) that would reveal

   (i) trade secrets of a third party, or

   (ii) commercial, financial, labour relations, scientific or technical information of a third party;

(b) that is supplied, implicitly or explicitly, in confidence; and

(c) the disclosure of which could reasonably be expected to

   (i) harm significantly the competitive position or interfere significantly with the negotiating position of the third party,

   (ii) result in similar information no longer being supplied to the public body when it is in the public interest that similar information continue to be supplied,

   (iii) result in undue financial loss or gain to any person, or

   (iv) reveal information supplied to, or the report of, an arbitrator, mediator, labour relations officer or other person or body appointed to resolve or inquire into a labour relations dispute.

(2) The head of a public body shall refuse to disclose to an applicant information that was obtained on a tax return, gathered for the purpose of determining tax liability or collecting a tax, or royalty information submitted on royalty returns, except where that information is non-identifying aggregate royalty information.

(3) Subsections (1) and (2) do not apply where

(a) the third party consents to the disclosure; or

(b) the information is in a record that is in the custody or control of the Provincial Archives of Newfoundland and Labrador or the archives of a public body and that has been in existence for 50 years or more.
Disclosure harmful to personal privacy

40. (1) The head of a public body shall refuse to disclose personal information to an applicant where the disclosure would be an unreasonable invasion of a third party's personal privacy.

(2) A disclosure of personal information is not an unreasonable invasion of a third party's personal privacy where

(a) the applicant is the individual to whom the information relates;

(b) the third party to whom the information relates has, in writing, consented to or requested the disclosure;

(c) there are compelling circumstances affecting a person's health or safety and notice of disclosure is given in the form appropriate in the circumstances to the third party to whom the information relates;

(d) an Act or regulation of the province or of Canada authorizes the disclosure;

(e) the disclosure is for a research or statistical purpose and is in accordance with section 70;

(f) the information is about a third party's position, functions or remuneration as an officer, employee or member of a public body or as a member of a minister's staff;

(g) the disclosure reveals financial and other details of a contract to supply goods or services to a public body;

(h) the disclosure reveals the opinions or views of a third party given in the course of performing services for a public body, except where they are given in respect of another individual;

(i) public access to the information is provided under the Financial Administration Act;

(j) the information is about expenses incurred by a third party while travelling at the expense of a public body;

(k) the disclosure reveals details of a licence, permit or a similar discretionary benefit granted to a third party by a public body, not including personal information supplied in support of the application for the benefit;

(l) the disclosure reveals details of a discretionary benefit of a financial nature granted to a third party by a public body, not including

(i) personal information that is supplied in support of the application for the benefit, or
(ii) personal information that relates to eligibility for income and employment support under the *Income and Employment Support Act* or to the determination of income or employment support levels; or

(m) the disclosure is not contrary to the public interest as described in subsection (3) and reveals only the following personal information about a third party:

(i) attendance at or participation in a public event or activity related to a public body, including a graduation ceremony, sporting event, cultural program or club, or field trip, or

(ii) receipt of an honour or award granted by or through a public body.

(3) The disclosure of personal information under paragraph (2)(m) is an unreasonable invasion of personal privacy where the third party whom the information is about has requested that the information not be disclosed.

(4) A disclosure of personal information is presumed to be an unreasonable invasion of a third party's personal privacy where

(a) the personal information relates to a medical, psychiatric or psychological history, diagnosis, condition, treatment or evaluation;

(b) the personal information is an identifiable part of a law enforcement record, except to the extent that the disclosure is necessary to dispose of the law enforcement matter or to continue an investigation;

(c) the personal information relates to employment or educational history;

(d) the personal information was collected on a tax return or gathered for the purpose of collecting a tax;

(e) the personal information consists of an individual's bank account information or credit card information;

(f) the personal information consists of personal recommendations or evaluations, character references or personnel evaluations;

(g) the personal information consists of the third party's name where

(i) it appears with other personal information about the third party, or

(ii) the disclosure of the name itself would reveal personal information about the third party; or

(h) the personal information indicates the third party's racial or ethnic origin or religious or political beliefs or associations.
(5) In determining under subsections (1) and (4) whether a disclosure of personal information constitutes an unreasonable invasion of a third party's personal privacy, the head of a public body shall consider all the relevant circumstances, including whether

(a) the disclosure is desirable for the purpose of subjecting the activities of the province or a public body to public scrutiny;

(b) the disclosure is likely to promote public health and safety or the protection of the environment;

(c) the personal information is relevant to a fair determination of the applicant's rights;

(d) the disclosure will assist in researching or validating the claims, disputes or grievances of aboriginal people;

(e) the third party will be exposed unfairly to financial or other harm;

(f) the personal information has been supplied in confidence;

(g) the personal information is likely to be inaccurate or unreliable;

(h) the disclosure may unfairly damage the reputation of a person referred to in the record requested by the applicant;

(i) the personal information was originally provided to the applicant; and

(j) the information is about a deceased person and, if so, whether the length of time the person has been deceased indicates the disclosure is not an unreasonable invasion of the deceased person's personal privacy.
Access or correction complaint

42.(1) A person who makes a request under this Act for access to a record or for correction of personal information may file a complaint with the commissioner respecting a decision, act or failure to act of the head of the public body that relates to the request.

(2) A complaint under subsection (1) shall be filed in writing not later than 15 business days

(a) after the applicant is notified of the decision of the head of the public body, or the date of the act or failure to act; or

(b) after the date the head of the public body is considered to have refused the request under subsection 16(2).

(3) A third party informed under section 19 of a decision of the head of a public body to grant access to a record or part of a record in response to a request may file a complaint with the commissioner respecting that decision.

(4) A complaint under subsection (3) shall be filed in writing not later than 15 business days after the third party is informed of the decision of the head of the public body.

(5) The commissioner may allow a longer time period for the filing of a complaint under this section.

(6) A person or third party who has appealed directly to the Trial Division under subsection 52(1) or 53(1) shall not file a complaint with the commissioner.

(7) The commissioner shall refuse to investigate a complaint where an appeal has been commenced in the Trial Division.

(8) A complaint shall not be filed under this section with respect to

(a) a request that is disregarded under section 21;

(b) a decision respecting an extension of time under section 23;

(c) a variation of a procedure under section 24; or

(d) an estimate of costs or a decision not to waive a cost under section 26.

(9) The commissioner shall provide a copy of the complaint to the head of the public body concerned.
Direct appeal to Trial Division by an applicant

52. (1) Where an applicant has made a request to a public body for access to a record or correction of personal information and has not filed a complaint with the commissioner under section 42, the applicant may appeal the decision, act or failure to act of the head of the public body that relates to the request directly to the Trial Division.

(2) An appeal shall be commenced under subsection (1) not later than 15 business days

   (a) after the applicant is notified of the decision of the head of the public body, or the date of the act or failure to act; or

   (b) after the date the head of the public body is considered to have refused the request under subsection 16(2).

(3) Where an applicant has filed a complaint with the commissioner under section 42 and the commissioner has refused to investigate the complaint, the applicant may commence an appeal in the Trial Division of the decision, act or failure to act of the head of the public body that relates to the request for access to a record or for correction of personal information.

(4) An appeal shall be commenced under subsection (3) not later than 15 business days after the applicant is notified of the commissioner's refusal under subsection 45(2).
Walsh, Frank

From: Flood, Jerome
Sent: Monday, January 25, 2016 7:56 AM
To: Elgazzar, Isslam
Cc: Cuff, Greg; Tremblett, Glenn
Subject: RE: filters

Morning Isslam.
You need to ask Jim or somebody on board the Beaumont which filter they need...I have F670, and F777 here. Also need the quantity.

From: Elgazzar, Isslam
Sent: Monday, January 25, 2016 7:52 AM
To: Tremblett, Glenn; Flood, Jerome
Cc: MV, Beaumont Hamel
Subject: Re: filters

Let me look with Jerome into it.

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn
Sent: Monday, January 25, 2016 7:47 AM
To: Elgazzar, Isslam; Flood, Jerome
Cc: MV, Beaumont Hamel
Subject: RE: filters

Isslam

Filters were incorrect. Can you please confirm numbers and deliver correct filters to them.

We will also have to look at tank cleaning

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

From: MV, Beaumont Hamel
Sent: Monday, January 25, 2016 7:36 AM
To: Tremblett, Glenn
Subject: RE: filters

I gave Isslam the correct numbers over the phone when we spoke.

Jim

From: Tremblett, Glenn
Sent: January 25, 2016 7:12 AM
To: MV, Beaumont Hamel; Elgazzar, Isslam; Flood, Jerome
Subject: RE: filters

Please provide Isslam with number and he will deliver correct filters.

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office

GlennTremblett@gov.nl.ca

From: MV, Beaumont Hamel
Sent: Monday, January 25, 2016 5:07 AM
To: Tremblett, Glenn
Subject: RE: filters

Incorrect Filters.

Jim

From: Tremblett, Glenn
Sent: January 24, 2016 12:18 AM
To: Elgazzar, Isslam; ER, Beaumont Hamel; MV, Beaumont Hamel; Cuff, Greg; Marshall, Shawn A
Subject: Re: filters

Thanks Isslam

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Elgazzar, Isslam
Sent: Sunday, January 24, 2016 00:09
To: Tremblett, Glenn
Subject: Re: filters

Filter delivered to wharf agent as agree with ch eng.

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn
Sent: Saturday, January 23, 2016 11:55 PM
To: Elgazzar, Isslam
Subject: Re: filters
Cheers

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Elgazzar, Isslam
Sent: Saturday, January 23, 2016 23:49
To: Tremblett, Glenn
Subject: Re: filters

Driving to vessel

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn
Sent: Saturday, January 23, 2016 11:46 PM
To: Elgazzar, Isslam; ER, Beaumont Hamel; MV, Beaumont Hamel; Flood, Jerome; Walsh, Jack
Cc: Cuff, Greg; Marshall, Shawn A
Subject: Re: filters

Isslam have filters been delivered

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn
Sent: Saturday, January 23, 2016 22:19
To: Elgazzar, Isslam; ER, Beaumont Hamel; MV, Beaumont Hamel; Flood, Jerome; Walsh, Jack
Cc: Cuff, Greg; Marshall, Shawn A
Subject: Re:

Isslam will deliver to BH

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Elgazzar, Isslam
Sent: Saturday, January 23, 2016 22:16
To: Tremblett, Glenn
Subject: Fw:

Ok

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Elgazzar, Isslam <IsslamElgazzar@gov.nl.ca>
Sent: Saturday, January 23, 2016 9:59 PM
To: ER, Beaumont Hamel
Subject: Re:

Ch Eng

I can go and pick it form whitehills now if you don’t have to live with.

Sent from my BlackBerry 10 smartphone on the Bell network.

From: ER, Beaumont Hamel
Sent: Saturday, January 23, 2016 9:35 PM
To: Flannery Teclan
Cc: Tremblett, Glenn; Cuff, Greg
Subject:

Good Evening.
We are experiencing problems with fuel again.
So far today we have lost Main engine 1 and Main engine 2 to plugged filters. After changing fuel filters on Main Engine 2 just now I dumped the filters into a bucket and the fuel is extremely dirty. I will check our store room to see if we have a set of filters for the primary filter from the Day tank. If so I will change these out. We are probably going to need some extra fuel filters in a hurry, can you help with this.
C/E Beaumont Hamel
Jim Whelan
Thanks isslam

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Elgazzar, Isslam
Sent: Sunday, January 24, 2016 14:39
To: Tremblett, Glenn
Subject: Re: Flanders

All test completed successfully and DNV is revising his report (3 month CC for damaged gen).

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn
Sent: Sunday, January 24, 2016 12:47 PM
To: Flanders Engine Room, MV; Elgazzar, Isslam; Cuff, Greg; Kelly, Paul Edward
Cc: Marshall, Shawn A; Walsh, Jack; MV Flanders
Subject: Re: Flanders

This is good news.

Expect direction from operations shortly

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Flanders Engine Room, MV
Sent: Sunday, January 24, 2016 12:45
To: Tremblett, Glenn; Elgazzar, Isslam; Cuff, Greg; Kelly, Paul Edward
Cc: Marshall, Shawn A; Walsh, Jack; MV Flanders
Subject: RE: Flanders

Both units running in parallel with maximum thruster load, will be ready for a final inspection in approx. 1 hr, after Heddle complete installation of exhaust guard.

Craig

ENGINEROOM  M.V.Flanders

From: Tremblett, Glenn
Sent: Sunday, January 24, 2016 10:55 AM
To: Flanders Engine Room, MV; Elgazzar, Isslam; Cuff, Greg
Cc: Marshall, Shawn A; Walsh, Jack
Subject: Re: Flanders

Thanks for update
Both Gens. running in parallel, stability issue, Madsen working on it. Heddle working on protective screen for gen. exhaust stack.

---

Some Good news. Cat tech. onboard with some changes to ECM, we now have speed control of temp. Gen.

Craig

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Thanks

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Fyi

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Subsection 40(1)
From: Kelly, Paul Edward <someemail@cnvgl.com>

Sent: Saturday, January 23, 2016 9:48 PM

To: Eljazzar, Islam

Subject: Fwd: Flanders

For your information as received from Transport Canada.

Sent from my iPhone

Paul Kelly
Senior Surveyor
Det Norske Veritas (Canada) Ltd.

Begin forwarded message:

From: "Doiron, Andre" <andre.doi@gmail.com>
Date: January 23, 2016 at 9:31:41 PM NST
Good Evening Paul,

As discussed I confirm acceptance of the vessel to operate as per your conditions below and at the discretion of the Master.

I will contact the duty officer to discuss.

Best regards,

Andre Doiron

Hi Andre.

Vessel has given up trying to sort out the load sharing. So result is vessel has two generators, each can take the entire service load, with exception of the bow thruster. As the vessel Beaumont Hamel is currently on the Bell Island run the plan for the Flanders is to operate in standby as a supporting vessel. As such the Master will only sail when he believes the conditions are such that the bow thruster is not needed. I believe this is acceptable and within the discretion of the Master.

We have had the temporary genset on load and all appeared in order.

Considering the above, and my below e-mail from earlier today, please confirm your acceptance for the vessel Flanders to resume operation.

Best regards
for Det Norske Veritas (Canada) Ltd.

Paul Kelly
Senior Surveyor I, Hebron GBS Project
E-mail: <dnvgl.com>
Mobile: +1 709 687 1582 | Direct: +1 709 733 3156
Hi Andre.

Yes, all other items have been addressed for the temporary installation, for example:

- equipment is welded to deck on aft port frames 5-13

- watch will be maintained at the generator for fire watch and engine alarm purpose, CCTV is also available for monitoring from bridge

- equipment will not be in use when passengers are boarding/debarking only when in transit, ship has created an onboard procedure

- deck has been marked with a painted outline to provide space around the unit for cars and persons to
stay clear

- additional fire extinguisher is fitted nearby and a fire hose is run out able to be flooded through the top of the container, car deck sprinkler system can also provide coverage

- manual amendment to fire control plan showing this

- exhaust trunk has been fitted to lead the engine exhaust aft and over the stern away from passenger areas

- no piping required as engine fuel tank is on the containerized genset, container acts as drip tray for pollution prevention

- electrical cables from the temp equipment have been run through a transit which has been sealed, run on existing cable tray to the existing switchboard breaker, steel cable ties used where required

- Diesel engine safeties have been tested

- generator has run successfully on the switchboard, reverse power etc tested

- only parallel operation and loading sharing left to be sorted so bowthruster can be run

Indications are that new replacement block will arrive at CAT this week and rebuild start, expectation is repaired engine could be back on vessel in about 2 weeks.

Technicians continue try and solve the load sharing issue. I await request to again attend the vessel to witness the parallel operation. I will contact Jim directly when this happens so we can confirm your acceptance for vessel to resume operations.

Sent from my iPhone

Paul Kelly
Senior Surveyor
Det Norske Veritas (Canada) Ltd.

On Jan 23, 2016, at 12:34 PM, Doiron, Andre <[mailto:andre.doiron@tc.gc.ca]> wrote:

Good afternoon Paul,
Just wondering if you can confirm that all other conditions of the temporary installation have been met in advance of successful testing?

Thanks,

Andre

Sent from my BlackBerry 10 smartphone on the Bell network.

Original Message

From: Kenny, James

Sent: Saturday, January 23, 2016 10:15 AM

To: @dnvgl.com; Doiron, Andre

Subject: Re: Flanders

OK thanks.

James Kenny

Manager, St. John's District Office.

Transport Canada Marine Safety.

This message has been sent from my Blackberry device.

----- Original Message ----- Subsection 40(1) Subsection 40(1)

From: Kelly, Paul Edward @dnvgl.com

To: Kenny, James

Sent: Sat Jan 23 09:11:51 2016

Subject: Re: Flanders

Technicians called it a night around 4:30am, they will resume at some point today but no time yet confirmed of when the ship wants we to return.
Sent from my iPhone

Paul Kelly
Senior Surveyor
Det Norske Veritas (Canada) Ltd.

On Jan 23, 2016, at 9:57 AM, Kenny, James <mailto:kenny.james@tc.gc.ca> wrote:

Ref: [Redacted] You should be able to reach me after that.

James Kenny
Manager, St. John's District Office.
Transport Canada Marine Safety.

This message has been sent from my Blackberry device.

--- Original Message ---

From: Kenny, James
To: [Redacted] <mailto:[Redacted]>

Sent: Sat Jan 23 03:33:08 2016

Subject: Re: Flanders

No problem. Keep me posted.

James Kenny
Manager, St. John's District Office.
Transport Canada Marine Safety.

This message has been sent from my Blackberry device.
Hi Jim,

Still issues with load sharing. I am leaving vessel now. Technicians will continue to work. If they solve the issue overnight I expect ship to request me to return 8-9 am range to witness. Will keep you informed. Sorry for thus dragging out, thanks for being available.

Sent from my iPhone

Paul Kelly
Senior Surveyor
Det Norske Veritas (Canada) Ltd.

On Jan 23, 2016, at 1:57 AM, Kenny, James <kenny.james@tc.gc.ca> wrote:

OK

James Kenny
Manager, St. John's District Office.
Transport Canada Marine Safety.

This message has been sent from my Blackberry device.
To: Kenny, James

Sent: Fri Jan 22 23:37:03 2016

Subject: Re: Flanders

Testing started. Will keep you informed of result.

Sent from my iPhone

Paul Kelly

Senior Surveyor

Det Norske Veritas (Canada) Ltd.

On Jan 22, 2016, at 11:54 PM, Kenny, James <mailto:kenny.james@tc.gc.ca> wrote:

OK

James Kenny

Manager, St. John's District Office.

Transport Canada Marine Safety.

This message has been sent from my Blackberry device.

----- Original Message ----- Subsection 40(1) Subsection 40(1) Subsection 40(1)
From: Kelly, Paul Edward <mailto:Paul.Edward.Kelly@dnvgl.com>
To: Kenny, James
Subject: Re: Flanders

Yes, will stay as long as things are moving on the right direction.
Sent from my iPhone

Paul Kelly
Senior Surveyor
Det Norske Veritas (Canada) Ltd.

On Jan 22, 2016, at 11:38 PM, Kenny, James <[redacted]@gc.ca><mailto:[redacted]@gc.ca>> wrote:

You planning to stay?

James Kenny
Manager, St. John's District Office.
Transport Canada Marine Safety.

This message has been sent from my Blackberry device.

----- Original Message ----- 
From: Kenny, James
To: [redacted]@dnvgl.com <[redacted]@dnvgl.com><mailto:[redacted]@dnvgl.com>>

Subject: Re: Flanders

OK.

James Kenny
Manager, St. John's District Office.
Transport Canada Marine Safety.
This message has been sent from my Blackberry device.

----- Original Message -----

From: Kelly, Paul Edward <dnvgl.com> To: Kenny, James
Subject: Re: Flanders

Latest update, testing not started yet. Electricians finishing last connections to load sharing arrangement. I would guess 0.5 - 1.0 hr before testing will start.

Sent from my iPhone

Paul Kelly
Senior Surveyor
Det Norske Veritas (Canada) Ltd.

On Jan 22, 2016, at 10:54 PM, Kenny, James <tc.gc.ca> wrote:

Whatever it takes. Don't hesitate.

James Kenny
Manager, St. John's District Office.
Transport Canada Marine Safety.

This message has been sent from my Blackberry device.

----- Original Message -----

From: Kelly, Paul Edward <dnvgl.com>
To: Kenny, James  
Subject: Re: Flanders  

I am onboard now, but testing not quite ready to start yet. How late can I contact you?  
Sent from my iPhone  

Paul Kelly  
Senior Surveyor  
Det Norske Veritas (Canada) Ltd.  

On Jan 22, 2016, at 9:23 PM, Kenny, James <[redacted]@gc.ca<mailto:[redacted]@gc.ca>> wrote:  

To quote Dr. Seuss, this could go on all day and night...  
Keep me posted. I'm around.  

Jim  
James Kenny  
Manager, St. John's District Office.  
Transport Canada Marine Safety.  
This message has been sent from my Blackberry device.  

----- Original Message -----  
From: Kelly, Paul Edward <[redacted]@dnvgl.com<mailto:[redacted]@dnvgl.com>>  
To: Kenny, James  
Subject: Re: Flanders
Another update, vessel has asked me to delay and attend at 10:00pm. Will keep you informed.

Sent from my iPhone

Paul Kelly
Senior Surveyor
Det Norske Veritas (Canada) Ltd.

On Jan 22, 2016, at 8:25 PM, Kelly, Paul Edward <...@dnvgl.com> wrote:

Hi Jim, just a brief update. Vessel has asked me to attend at 9:00pm rather than 8:00. Hopefully I will contact you around 10:00-10:30pm range.

Sent from my iPhone

Paul Kelly
Senior Surveyor
Det Norske Veritas (Canada) Ltd.

**********************************************************************
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**********************************************************************
**********************************************************************
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This e-mail and any attachments thereto may contain confidential information and/or information protected by intellectual property rights for the exclusive attention of the intended addressees named above. If you have received this transmission in error, please immediately notify the sender by return e-mail and delete this message and its attachments. Unauthorized use, copying or further full or partial distribution of this e-mail or its contents is prohibited.
Thanks for the update Craig.
I'll plan to visit the vessel in one hour as per your below indication, so I'll be there approximately 2:00pm unless
I hear from you otherwise.
Sent from my iPhone
Paul Kelly
Senior Surveyor
Det Norske Veritas (Canada) Ltd.

On Jan 24, 2016, at 12:45 PM, Flanders Engine Room, MV <EngineFlanders@gov.nl.ca> wrote:

Both units running in parallel with maximum thruster load, will be ready for a final inspection in approx. 1 hr, after Heddle complete installation of exhaust guard.

Craig

ENGINEROOM   M.V.Flanders

From: Tremblett, Glenn
Sent: Sunday, January 24, 2016 10:55 AM
To: Flanders Engine Room, MV; Elgazzar, Isslam; Cuff, Greg
Cc: Marshall, Shawn A; Walsh, Jack
Subject: Re: Flanders

Thanks for update

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Flanders Engine Room, MV
Sent: Sunday, January 24, 2016 10:53
To: Tremblett, Glenn; Elgazzar, Isslam; Cuff, Greg
Both Gens. running in parallel, stability issue, Madsen working on it. Heddle working on protective screen for gen. exhaust stack.

ENGINEROOM M.V. Flanders

______________________________

From: Tremblett, Glenn
Sent: Sunday, January 24, 2016 8:52 AM
To: Flanders Engine Room, MV; Elgazzar, Isslam; Cuff, Greg
Cc: Marshall, Shawn A; Walsh, Jack
Subject: Re: Flanders


Keep all posted

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Flanders Engine Room, MV
Sent: Sunday, January 24, 2016 08:51
To: Tremblett, Glenn; Elgazzar, Isslam; Cuff, Greg
Cc: Marshall, Shawn A; Walsh, Jack
Subject: RE: Flanders

Some good news. Cat tech. onboard with some changes to ECM, we now have speed control of temp. Gen.

Craig

ENGINEROOM M.V. Flanders

______________________________

From: Tremblett, Glenn
Sent: Saturday, January 23, 2016 10:12 PM
To: Elgazzar, Isslam; Cuff, Greg; Flanders Engine Room, MV
Cc: Marshall, Shawn A; Walsh, Jack
Subject: Re: Flanders
Thanks

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Elgazzar, Isslam

Sent: Saturday, January 23, 2016 21:57

To: Tremblett, Glenn; Cuff, Greg; Flanders Engine Room, MV

Subject: Fw: Flanders

Fyi

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Kelly, Paul Edward <Paul.Kelly@dnvgl.com>

Sent: Saturday, January 23, 2016 9:48 PM

To: Elgazzar, Isslam

Subject: Fwd: Flanders

For your information as received from Transport Canada.

Sent from my iPhone

Paul Kelly

Senior Surveyor

Det Norske Veritas (Canada) Ltd.

Begin forwarded message:

From: "Doiron, Andre" <andre.doiron@tc.gc.ca>
Date: January 23, 2016 at 9:31:41 PM NST
Good Evening Paul,

As discussed I confirm acceptance of the vessel to operate as per your conditions below and at the discretion of the Master.

I will contact the duty officer to discuss.

Best regards,

Andre Doiron

Hi Andre.

Vessel has given up trying to sort out the load sharing. So result is vessel has two generators, each can take the entire service load, with exception of the bow thruster. As the vessel Beaumont Hamel is currently on the Bell Island run the plan for the Flanders is to operate in standby as a supporting vessel. As such the Master will only sail when he believes the conditions are such that the bow thruster is not needed. I believe this is acceptable and within the discretion of the Master.

We have had the temporary genset on load and all appeared in order.

Considering the above, and my below e-mail from earlier today, please confirm your acceptance for the vessel Flanders to resume operation.

Best regards
for Det Norske Veritas ( Canada ) Ltd.

Paul Kelly
Senior Surveyor I, Hebron GBS Project

E-mail paul.kelly@dnvgl.com
Mobile +1 709 687 1582  |  Direct +1 709 733 3156
Thanks for the information Paul. This sounds fully satisfactory to me.

Best regards,

Andre

Sent from my BlackBerry 10 smartphone on the Bell network.

Hi Andre.

Yes, all other items have been addressed for the temporary installation, for example:

- equipment is welded to deck on aft port frames 5-13

- watch will be maintained at the generator for fire watch and engine alarm purpose, CCTV is also available for monitoring from bridge

- equipment will not be in use when passengers are boarding/debarking only when in transit, ship has created an onboard procedure

- deck has been marked with a painted outline to provide space around the unit for cars and persons to
stay clear

- additional fire extinguisher is fitted nearby and a fire hose is run out able to be flooded through the top of the container, car deck sprinkler system can also provide coverage

- manual amendment to fire control plan showing this

- exhaust trunk has been fitted to lead the engine exhaust aft and over the stern away from passenger areas

- no piping required as engine fuel tank is on the containerized genset, container acts as drip tray for pollution prevention

- electrical cables from the temp equipment have been run through a transit which has been sealed, run on existing cable tray to the existing switchboard breaker, steel cable ties used where required

- Diesel engine safeties have been tested

- generator has run successfully on the switchboard, reverse power etc tested

- only parallel operation and loading sharing left to be sorted so bowthruster can be run

Indications are that new replacement block will arrive at CAT this week and rebuild start, expectation is repaired engine could be back on vessel in about 2 weeks.

Technicians continue try and solve the load sharing issue. I await request to again attend the vessel to witness the parallel operation. I will contact Jim directly when this happens so we can confirm your acceptance for vessel to resume operations.

Sent from my iPhone

Paul Kelly
Senior Surveyor
Det Norske Veritas (Canada) Ltd.

On Jan 23, 2016, at 12:34 PM, Doiron, Andre <andre.doiron@tc.gc.ca> wrote:

Good afternoon Paul,
Just wondering if you can confirm that all other conditions of the temporary installation have been met in advance of successful testing?

Thanks,

Andre

Sent from my BlackBerry 10 smartphone on the Bell network.

Original Message

From: Kenny, James

Sent: Saturday, January 23, 2016 10:15 AM

To: 'Paul.Kelly@dnvgl.com'; Doiron, Andre

Subject: Re: Flanders

OK thanks.

James Kenny

Manager, St. John's District Office.

Transport Canada Marine Safety.

This message has been sent from my Blackberry device.

----- Original Message ----- 

From: Kelly, Paul Edward <Paul.Kelly@dnvgl.com>

To: Kenny, James

Sent: Sat Jan 23 09:11:51 2016

Subject: Re: Flanders

Technicians called it a night around 4:30am, they will resume at some point today but no time yet confirmed of when the ship wants we to return.
On Jan 23, 2016, at 9:57 AM, Kenny, James <james.kenny@tc.gc.ca> wrote:

Paul, I am at a gym for the next hour or so. You should be able to reach me after that.

James Kenny
Manager, St. John's District Office.
Transport Canada Marine Safety.
This message has been sent from my Blackberry device.

----- Original Message ----- 
From: Kenny, James
To: 'Paul.Kelly@dnvgl.com'
Sent: Sat Jan 23 03:33:08 2016
Subject: Re: Flanders

No problem. Keep me posted.

James Kenny
Manager, St. John's District Office.
Transport Canada Marine Safety.
This message has been sent from my Blackberry device.
----- Original Message -----

From: Kelly, Paul Edward <Paul.Kelly@dnvgl.com>
To: Kenny, James
Sent: Sat Jan 23 01:02:37 2016
Subject: Re: Flanders

Hi Jim.

Still issues with load sharing. I am leaving vessel now. Technicians will continue to work. If they solve the issue overnight I expect ship to request me to return 8-9 am range to witness. Will keep you informed. Sorry for thus dragging out, thanks for being available.

Sent from my iPhone

Paul Kelly
Senior Surveyor
Det Norske Veritas (Canada) Ltd.

On Jan 23, 2016, at 1:57 AM, Kenny, James <james.kenny@tc.gc.ca>
wrote:

OK

James Kenny
Manager, St. John's District Office.
Transport Canada Marine Safety.
This message has been sent from my Blackberry device.

----- Original Message -----

From: Kelly, Paul Edward <Paul.Kelly@dnvgl.com>
To: Kenny, James  

Sent: Fri Jan 22 23:37:03 2016  

Subject: Re: Flanders  

Testing started. Will keep you informed of result.

Sent from my iPhone  

Paul Kelly  
Senior Surveyor  
Det Norske Veritas (Canada) Ltd.

On Jan 22, 2016, at 11:54 PM, Kenny, James <james.kenny@tc.gc.ca> wrote:

OK

James Kenny  
Manager, St. John's District Office.  
Transport Canada Marine Safety.  
This message has been sent from my Blackberry device.

----- Original Message -----

From: Kelly, Paul Edward <Paul.Kelly@dnvgl.com>

To: Kenny, James  


Subject: Re: Flanders  

Yes, will stay as long as things are moving on the right direction.
Paul Kelly  
Senior Surveyor  
Det Norske Veritas (Canada) Ltd.

On Jan 22, 2016, at 11:38 PM, Kenny, James <james.kenny@tc.gc.ca> wrote:

You planning to stay?

James Kenny  
Manager, St. John's District Office.  
Transport Canada Marine Safety.

This message has been sent from my Blackberry device.

----- Original Message -----  
From: Kenny, James  
To: 'Paul.Kelly@dnvgl.com'  
Subject: Re: Flanders  

OK.

James Kenny  
Manager, St. John's District Office.  
Transport Canada Marine Safety.
This message has been sent from my Blackberry device.

----- Original Message ----- 
From: Kelly, Paul Edward <Paul.Kelly@dnvgl.com<mailto:Paul.Kelly@dnvgl.com>>
To: Kenny, James
Subject: Re: Flanders

Latest update, testing not started yet. Electricians finishing last connections to load sharing arrangement. I would guess 0.5 - 1.0 hr before testing will start.

Sent from my iPhone

Paul Kelly
Senior Surveyor
Det Norske Veritas (Canada) Ltd.

On Jan 22, 2016, at 10:54 PM, Kenny, James <james.kenny@tc.gc.ca<mailto:james.kenny@tc.gc.ca>> wrote:

Whatever it takes. Don't hesitate.

James Kenny
Manager, St. John's District Office.
Transport Canada Marine Safety.
This message has been sent from my Blackberry device.

----- Original Message ----- 
From: Kelly, Paul Edward <Paul.Kelly@dnvgl.com<mailto:Paul.Kelly@dnvgl.com>>
To: Kenny, James  
Subject: Re: Flanders  

I am onboard now, but testing not quite ready to start yet. How late can I contact you?  

Sent from my iPhone  

Paul Kelly  
Senior Surveyor  
Det Norske Veritas (Canada) Ltd.  

On Jan 22, 2016, at 9:23 PM, Kenny, James <james.kenny@tc.gc.ca> wrote:  

To quote Dr. Seuss, this could go on all day and night...  
Keep me posted. I'm around.  
Jim  
James Kenny  
Manager, St. John's District Office.  
Transport Canada Marine Safety.  
This message has been sent from my Blackberry device.  

----- Original Message -----  
From: Kelly, Paul Edward <Paul.Kelly@dnvgl.com>  
To: Kenny, James  
Subject: Re: Flanders
Another update, vessel has asked me to delay and attend at 10:00pm. Will keep you informed.

Sent from my iPhone

Paul Kelly
Senior Surveyor
Det Norske Veritas (Canada) Ltd.

On Jan 22, 2016, at 8:25 PM, Kelly, Paul Edward <Paul.Kelly@dnvgl.com> wrote:

H Jim, just a brief update. Vessel has asked me to attend at 9:00pm rather than 8:00. Hopefully I will contact you around 10:00-10:30pm range.

Sent from my iPhone

Paul Kelly
Senior Surveyor
Det Norske Veritas (Canada) Ltd.
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Walsh, Frank

From: Elgazzar, Isslam
Sent: Sunday, January 24, 2016 2:22 PM
To: Kelly, Paul Edward
Cc: Tremblett, Glenn; Cuff, Greg; Marshall, Shawn A; Walsh, Jack; MV Flanders
Subject: Re: Flanders

We are ready Paul

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Kelly, Paul Edward
Sent: Sunday, January 24, 2016 12:53 PM
To: Flanders Engine Room, MV
Cc: Tremblett, Glenn; Elgazzar, Isslam; Cuff, Greg; Marshall, Shawn A; Walsh, Jack; MV Flanders
Subject: Re: Flanders

Thanks for the update Craig.

I'll plan to visit the vessel in one hour as per your below indication, so I'll be there approximately 2:00pm unless I hear from you otherwise.

Sent from my iPhone

Paul Kelly
Senior Surveyor
Det Norske Veritas (Canada) Ltd.

On Jan 24, 2016, at 12:45 PM, Flanders Engine Room, MV <EngineFlanders@gov.nl.ca> wrote:
Both units running in parallel with maximum thruster load, will be ready for a final inspection in approx. 1 hr, after Heddie complete installation of exhaust guard.

Craig
ENGiNEROOM M.V.Flanders
From: Tremblett, Glenn
Sent: Sunday, January 24, 2016 10:55 AM
To: Flanders Engine Rööm, MV; Elgazzar, Isslam; Cuff, Greg
Cc: Marshall, Shawn A; Walsh, Jack
Subject: Re: Flanders

Thanks for update
Sent from my BlackBerry 10 smartphone on the Bell network.
From: Flanders Engine Rööm, MV
Sent: Sunday, January 24, 2016 10:53
To: Tremblett, Glenn; Elgazzar, Isslam; Cuff, Greg
Both Gens. running in parallel, stability issue, Madsen working on it. Heddle working on protective screen for gen. exhaust stack.

ENGINEROOM  M.V.Flanders

From: Tremblett, Glenn  
Sent: Sunday, January 24, 2016 8:52 AM  
To: Flanders Engine Room, MV; Elgazzar, Isslam; Cuff, Greg  
Cc: Marshall, Shawn A; Walsh, Jack  
Subject: Re: Flanders

Keep all posted

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Flanders Engine Room, MV  
Sent: Sunday, January 24, 2016 08:51  
To: Tremblett, Glenn; Elgazzar, Isslam; Cuff, Greg  
Cc: Marshall, Shawn A; Walsh, Jack  
Subject: RE: Flanders

Some Good news. Cat tech. onboard with some changes to ECM, we now have speed control of temp. Gen.

Craig

ENGINEROOM  M.V.Flanders

From: Tremblett, Glenn  
Sent: Saturday, January 23, 2016 10:12 PM  
To: Elgazzar, Isslam; Cuff, Greg; Flanders Engine Room, MV  
Cc: Marshall, Shawn A; Walsh, Jack  
Subject: Re: Flanders
Thanks

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Elgazzar, Isslam

Sent: Saturday, January 23, 2016 21:57

To: Tremblett, Glenn; Cuff, Greg; Flanders Engine Room, MV

Subject: Fw: Flanders

Fyi

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Kelly, Paul Edward <n8237818@dnvg1.com>

Sent: Saturday, January 23, 2016 9:48 PM

To: Elgazzar, Isslam

Subject: Fwd: Flanders

For your information as received from Transport Canada.

Sent from my iPhone

Paul Kelly

Senior Surveyor

Det Norske Veritas (Canada) Ltd.

Begin forwarded message:

From: "Doiron, Andre" <n8237818@tc.gc.ca>
Date: January 23, 2016 at 9:31:41 PM NST

Subsection 40(1)
Good Evening Paul,

As discussed I confirm acceptance of the vessel to operate as per your conditions below and at the discretion of the Master.

I will contact the duty officer to discuss.

Best regards,

Andre Doiron

Sent from my BlackBerry 10 smartphone on the Bell network.

Hi Andre.

Vessel has given up trying to sort out the load sharing. So result is vessel has two generators, each can take the entire service load, with exception of the bow thruster. As the vessel Beaumont Hamel is currently on the Bell Island run the plan for the Flanders is to operate in standby as a supporting vessel. As such the Master will only sail when he believes the conditions are such that the bow thruster is not needed. I believe this is acceptable and within the discretion of the Master.

We have had the temporary genset on load and all appeared in order.

Considering the above, and my below e-mail from earlier today, please confirm your acceptance for the vessel Flanders to resume operation.

Best regards

for Det Norske Veritas (Canada) Ltd.

Paul Kelly
Senior Surveyor I, Hebron GBS Project

E-mail: [Redacted]@dnvgl.com
Mobile +1 709 687 1582  |  Direct +1 709 733 3156
-----Original Message-----
From: Doiron, Andre [mailto:andre@tc.gc.ca]
Sent: January-23-16 2:42 PM
To: Kelly, Paul Edward
Cc: Kenny, James
Subject: Re: Flanders

Thanks for the information Paul. This sounds fully satisfactory to me.

Best regards,

Andre

Sent from my BlackBerry 10 smartphone on the Bell network.

Original Message
From: Kelly, Paul Edward
Sent: Saturday, January 23, 2016 12:42 PM
To: Doiron, Andre
Cc: Kenny, James
Subject: Re: Flanders

Hi Andre.

Yes, all other items have been addressed for the temporary installation, for example:

- equipment is welded to deck on aft port frames 5-13

- watch will be maintained at the generator for fire watch and engine alarm purpose, CCTV is also available for monitoring from bridge

- equipment will not be in use when passengers are boarding/debarking only when in transit, ship has created an onboard procedure

- deck has been marked with a painted outline to provide space around the unit for cars and persons to
stay clear

- additional fire extinguisher is fitted nearby and a fire hose is run out able to be flooded through the top of the container, car deck sprinkler system can also provide coverage

- manual amendment to fire control plan showing this

- exhaust trunk has been fitted to lead the engine exhaust aft and over the stern away from passenger areas

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Technicians continue try and solve the load sharing issue. I await request to again attend the vessel to witness the parallel operation. I will contact Jim directly when this happens so we can confirm your acceptance for vessel to resume operations.

Sent from my iPhone

Paul Kelly
Senior Surveyor
Det Norske Veritas (Canada) Ltd.

On Jan 23, 2016, at 12:34 PM, Doiron, Andre <andre.doiron@tc.gc.ca> wrote:

Good afternoon Paul,
Just wondering if you can confirm that all other conditions of the temporary installation have been met in advance of successful testing?

Thanks,

Andre

Sent from my BlackBerry 10 smartphone on the Bell network.

Original Message
From: Kenny, James
Sent: Saturday, January 23, 2016 10:15 AM
To: @dnvgl.com; Doiron, Andre
Subject: Re: Flanders

OK thanks.

James Kenny
Manager, St. John's District Office.
Transport Canada Marine Safety.

This message has been sent from my Blackberry device.

----- Original Message ----- 
From: Kelly, Paul Edward  @dnvgl.com <mailto:Kelly, Paul Edward  @dnvgl.com>>
To: Kenny, James
Sent: Sat Jan 23 09:11:51 2016
Subject: Re: Flanders

Technicians called it a night around 4:30am, they will resume at some point today but no time yet confirmed of when the ship wants we to return.
Sent from my iPhone

Paul Kelly
Senior Surveyor
Det Norske Veritas (Canada) Ltd.

On Jan 23, 2016, at 9:57 AM, Kenny, James <mailto:james.kenny@tc.gc.ca> wrote:

You should be able to reach me after that.

James Kenny
Manager, St. John's District Office.
Transport Canada Marine Safety.

This message has been sent from my Blackberry device.

---- Original Message ----
From: Kenny, James
To: jkenny@dnvgl.com, tkenny@dnvgl.com
Sent: Sat Jan 23 03:33:08 2016
Subject: Re: Flanders

No problem. Keep me posted.

James Kenny
Manager, St. John's District Office.
Transport Canada Marine Safety.
This message has been sent from my Blackberry device.
Hi Jim.

Still issues with load sharing. I am leaving vessel now. Technicians will continue to work. If they solve the issue overnight I expect ship to request me to return 8-9 am range to witness. Will keep you informed. Sorry for thus dragging out, thanks for being available.

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Paul Kelly
Senior Surveyor
Det Norske Veritas (Canada) Ltd.

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Transport Canada Marine Safety.

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To: Kenny, James

Sent: Fri Jan 22 23:37:03 2016

Subject: Re: Flanders

Testing started. Will keep you informed of result.

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Senior Surveyor
Det Norske Veritas (Canada) Ltd.

On Jan 22, 2016, at 11:54 PM, Kenny, James <[redacted]@gc.ca> wrote:

OK

James Kenny
Manager, St. John's District Office.
Transport Canada Marine Safety.

This message has been sent from my Blackberry device.

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From: Kelly, Paul Edward <[redacted]@dnvgl.com>
To: Kenny, James
Subject: Re: Flanders

Yes, will stay as long as things are moving on the right direction.
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Det Norske Veritas (Canada) Ltd.

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You planning to stay?

James Kenny
Manager, St. John's District Office.
Transport Canada Marine Safety.

This message has been sent from my Blackberry device.

----- Original Message -----
From: Kenny, James
To: dnvgl.com, dnvgl.com
Subject: Re: Flanders

OK.

James Kenny
Manager, St. John's District Office.
Transport Canada Marine Safety.
This message has been sent from my Blackberry device.

----- Original Message ----- Subsection 40(1) Subsection 40(1)

From: Kelly, Paul Edward <dnyvl.com@mailto:dnyvl.com>
To: Kenny, James
Subject: Re: Flanders

Latest update, testing not started yet. Electricians finishing last connections to load sharing arrangement. I would guess 0.5 - 1.0 hr before testing will start.

Sent from my iPhone

Paul Kelly
Senior Surveyor
Det Norske Veritas (Canada) Ltd.

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wrote:

Whatever it takes. Don't hesitate.

James Kenny
Manager, St. John's District Office.
Transport Canada Marine Safety.

This message has been sent from my Blackberry device.

----- Original Message ----- Subsection 40(1) Subsection 40(1)

From: Kelly, Paul Edward <dnyvl.com@mailto:dnyvl.com>
To: Kenny, James
Subject: Re: Flanders

I am onboard now, but testing not quite ready to start yet. How late can I contact you?

Sent from my iPhone

Paul Kelly
Senior Surveyor
Det Norske Veritas (Canada) Ltd.

On Jan 22, 2016, at 9:23 PM, Kenny, James wrote:

To quote Dr. Seuss, this could go on all day and night...

Keep me posted. I'm around.

Jim

James Kenny
Manager, St. John's District Office.
Transport Canada Marine Safety.

This message has been sent from my Blackberry device.

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From: Kelly, Paul Edward @dnygl.com Subsection 40(1)
To: Kenny, James
Subject: Re: Flanders
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Sent from my iPhone

Paul Kelly
Senior Surveyor
Det Norske Veritas (Canada) Ltd.

On Jan 22, 2016, at 8:25 PM, Kelly, Paul Edward <mailto:dkennedy@dnvgl.com>

wrote:

Hi Jim, just a brief update. Vessel has asked me to attend at 9:00pm rather than 8:00. Hopefully I will contact you around 10:00-10:30pm range.

Sent from my iPhone

Paul Kelly
Senior Surveyor
Det Norske Veritas (Canada) Ltd.

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This e-mail and any attachments thereto may contain confidential information and/or information protected by intellectual property rights for the exclusive attention of the intended addressees named above. If you have received this transmission in error, please immediately notify the sender by return e-mail and delete this message and its attachments. Unauthorized use, copying or further full or partial distribution of this e-mail or its contents is prohibited.
And of course a well deserved thank you to our own fine team, ashore and in the fleet, who kept it all together.

Max Harvey
Assistant Deputy Minister
Department of Transportation and Works
Government of Newfoundland and Labrador

W: (709) 729-2767
C: [Redacted]
F: (709) 729-3440

Good recognition.

Max Harvey
Assistant Deputy Minister
Department of Transportation and Works
Government of Newfoundland and Labrador

W: (709) 729-2767
C: [Redacted]
F: (709) 729-3440

Fyi

Sent from my BlackBerry 10 smartphone on the Bell network.

Excellent Craig. Cat and Madsen techs are to praised for their expertise and determination to get a very difficult task done.
Walsh, Frank

From: Flanders Engine Room, MV
Sent: Sunday, January 24, 2016 12:14 PM
To: Tremblett, Glenn; Elgazzar, Isslam; Cuff, Greg
Cc: Marshall, Shawn A; Walsh, Jack
Subject: RE: Flanders

We are testing now with both gens. online bow thruster running, but still having issues with loading gens.

ENGINEEROM  M.V.Flanders

---

From: Tremblett, Glenn
Sent: Sunday, January 24, 2016 10:55 AM
To: Flanders Engine Room, MV; Elgazzar, Isslam; Cuff, Greg
Cc: Marshall, Shawn A; Walsh, Jack
Subject: Re: Flanders

Thanks for update

Sent from my BlackBerry 10 smartphone on the Bell network.

---

From: Flanders Engine Room, MV
Sent: Sunday, January 24, 2016 10:53
To: Tremblett, Glenn; Elgazzar, Isslam; Cuff, Greg
Cc: Marshall, Shawn A; Walsh, Jack
Subject: RE: Flanders

Both Gens. running in parallel, stability issue, Madsen working on it. Heddle working on protective screen for gen. exhaust stack.

ENGINEEROM  M.V.Flanders

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From: Tremblett, Glenn
Sent: Sunday, January 24, 2016 8:52 AM
To: Flanders Engine Room, MV; Elgazzar, Isslam; Cuff, Greg
Cc: Marshall, Shawn A; Walsh, Jack
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Keep all posted

Sent from my BlackBerry 10 smartphone on the Bell network.

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Sent: Sunday, January 24, 2016 08:51
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Cc: Marshall, Shawn A; Walsh, Jack
Subject: RE: Flanders

Some Good news. Cat tech. onboard with some changes to ECM, we now have speed control of temp. Gen.

Craig

ENGINEEROM  M.V.Flanders
I like your style.

John (Jack) Walsh  
Project/Refit Coordinator  
Transportation & Works  
Marine Service Division  
GNL

Mobile:  
E-Mail: walshj@gov.nl.ca

---

Never give up...

Sent from my BlackBerry 10 smartphone on the Bell network.

---

I knew it could be done. Stability should only be set-up of pot if it is regulator stability.

John (Jack) Walsh  
Project/Refit Coordinator  
Transportation & Works  
Marine Service Division  
GNL

Mobile:  
E-Mail: walshj@gov.nl.ca

---

Thanks for update
**Walsh, Frank**

<table>
<thead>
<tr>
<th>From</th>
<th>ER, Beaumont Hamel</th>
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</tr>
<tr>
<td>Subject</td>
<td>RE:</td>
</tr>
</tbody>
</table>

k tks

---

**From:** Tremblett, Glenn  
**Sent:** January 23, 2016 10:19 PM  
**To:** Elgazzar, Isslam; ER, Beaumont Hamel; MV, Beaumont Hamel; Flood, Jerome; Walsh, Jack  
**Cc:** Cuff, Greg; Marshall, Shawn A  
**Subject:** Re:

Isslam will deliver to BH  
Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Elgazzar, Isslam  
**Sent:** Saturday, January 23, 2016 22:16  
**To:** Tremblett, Glenn  
**Subject:** Fw:

Ok  
Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** Elgazzar, Isslam <IsslamElgazzar@gov.nl.ca>  
**Sent:** Saturday, January 23, 2016 9:59 PM  
**To:** ER, Beaumont Hamel  
**Subject:** Re:

Ch Eng  
I can go and pick it form whitehills now if you don't have to live with.

Sent from my BlackBerry 10 smartphone on the Bell network.

---

**From:** ER, Beaumont Hamel  
**Sent:** Saturday, January 23, 2016 9:35 PM  
**To:** Elgazzar, Isslam  
**Cc:** Tremblett, Glenn; Cuff, Greg  
**Subject:**

Good Evening  
We are experiancing problems with fuel again.  
So far today we have lost Main engine 1 and Main engine 2 to plugged filters. After changing fuel filters on Main Engine 2 just now I dumpped the filters into a bucket and the fuel is extremely dirty. I will check our store room to see if we have a set of filters for the primary filter from the Day tank. If so I will change these out. We are probably going to need some extra fuel filters in a hurry, can you help with this.  
C/E Beaumont Hamel  
Jim Whelan
Fyi

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Elgazzar, Isslam
Sent: Saturday, January 23, 2016 21:56
To: Cuff, Greg; Tremblett, Glenn
Subject: Fw: Status

We are waiting for electronic part which come tomorrow then will start testing again. Now work has stop till receiving it.

Transport canada approved vessel to sail under condition of class " That captain will sail when condition permits and no thruster required."

Regards
Isslam

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Elgazzar, Isslam <IsslamElgazzar@gov.nl.ca>
Sent: Saturday, January 23, 2016 8:30 PM
To: Tremblett, Glenn
Subject: Re: Status

Hello Glenn

Till the moment we couldn’t complete successfully load sharing still we are trying however it will take more time and we can’t confirm When it will end.

We do have a suggestion that we can declare Flanders as standby vessel and can operate only in good weather.

I have mentioned that to DNV gl. Paul and technically we are sound however he can check with transport canada.
Kindly advice how you want to proceed

Regards
Isslam

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn
Sent: Saturday, January 23, 2016 4:38 PM
To: Flanders Engine Room, MV; Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg; Marshall, Shawn A
Subject: Re: Status

Any updates

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn
Sent: Saturday, January 23, 2016 14:34
To: Flanders Engine Room, MV; Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg; Marshall, Shawn A
Subject: Re: Status

Thanks for update. Any estimate for time

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Flanders Engine Room, MV
Sent: Saturday, January 23, 2016 14:31
To: Tremblett, Glenn; Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg; Marshall, Shawn A
Subject: RE: Status

Madsen onboard going to try changing out load sharing module to a newer version and have Cat rep. install Speed brick to try first, If this does not work out, considering going back to analog system and tying into unit at local pot. connections.

ENGINEEROM  M.V.Flanders
From: Tremblett, Glenn  
Sent: Saturday, January 23, 2016 12:10 PM  
To: Flanders Engine Room, MV; Elgazzar, Isslam; Walsh, Jack  
Cc: Cuff, Greg; Marshall, Shawn A  
Subject: Re: Status

Keep us informed

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Flanders Engine Room, MV  
Sent: Saturday, January 23, 2016 11:42  
To: Tremblett, Glenn; Elgazzar, Isslam; Walsh, Jack  
Subject: RE: Status

Spoke with both Toromont and Madsen, personnel on the way to vessel with "Speed Brick" hoping that this may resolve speed control issue with Temp. Gen.

Craig

ENGINEEROM M.V.Flanders

From: Tremblett, Glenn  
Sent: Saturday, January 23, 2016 11:07 AM  
To: Flanders Engine Room, MV  
Subject: Status

So what is your latest status

Sent from my BlackBerry 10 smartphone on the Bell network.
From: Flanders Engine Room, MV
Sent: Saturday, January 23, 2016 6:03 PM
To: Tremblett, Glenn; Walsh, Jack; Elgazzar, Isslam; Kelly, Paul Edward

Madsen are onboard, Toromont service tech. now on the way, hoping programing software may correct speed control issue. Will further update at 20:00 Hrs. or before if things change.

Craig

ENGINEROOM  M.V.Flanders
Walsh, Frank

From: Elgazzar, Isslam
Sent: Saturday, January 23, 2016 4:56 PM
To: Tremblett, Glenn; Walsh, Jack; Flanders Engine Room, MV
Subject: Re: Status

Not yet

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn
Sent: Saturday, January 23, 2016 4:38 PM
To: Flanders Engine Room, MV; Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg; Marshall, Shawn A
Subject: Re: Status

Any updates

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn
Sent: Saturday, January 23, 2016 14:34
To: Flanders Engine Room, MV; Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg; Marshall, Shawn A
Subject: Re: Status

Thanks for update. Any estimate for time

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Flanders Engine Room, MV
Sent: Saturday, January 23, 2016 14:31
To: Tremblett, Glenn; Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg; Marshall, Shawn A
Subject: RE: Status

Madsen onboard going to try changing out load sharing module to a newer version and have Cat rep. install Speed brick to try first. If this does not work out, considering going back to analog system and tying into unit at local pot.

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From: Tremblett, Glenn
Sent: Saturday, January 23, 2016 12:10 PM
To: Flanders Engine Room, MV; Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg; Marshall, Shawn A
Subject: Re: Status

Keep us informed

Sent from my BlackBerry 10 smartphone on the Bell network.
From: Flanders Engine Room, MV
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Spoke with both Toromont and Madsen, personnel on the way to vessel with "Speed Brick" hoping that this may resolve speed control issue with Temp. Gen.

Craig

ENGINE ROOM  M.V. Flanders

---

From: Tremblett, Glenn
Sent: Saturday, January 23, 2016 11:07 AM
To: Flanders Engine Room, MV
Subject: Status

So what is your latest status

Sent from my BlackBerry 10 smartphone on the Bell network.
Walsh, Frank

From: Walsh, Jack
Sent: Saturday, January 23, 2016 2:42 PM
To: Tremblett, Glenn
Subject: Re: Status

Not familiar with this procedure. Look forward to talking to you about. Have a good one for what's left of it.

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [redacted]
E-Mail: walshi@gov.nl.ca

---

From: Tremblett, Glenn
Sent: Saturday, January 23, 2016 2:39 PM
To: Walsh, Jack
Subject: Re: Status

We may be able to explore laser additive repair as well but will discuss more Monday

Sent from my BlackBerry 10 smartphone on the Bell network.

---

From: Walsh, Jack
Sent: Saturday, January 23, 2016 14:37
To: Tremblett, Glenn
Subject: Re: Status

As I recall, procuring the shaft took the longest. I’ll talk to Scott Whalen at Siemens on Monday and advise as to what he says.

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [redacted]
E-Mail: walshi@gov.nl.ca

---

From: Tremblett, Glenn
Sent: Saturday, January 23, 2016 2:34 PM
To: Flanders Engine Room, MV; Elgazzar, Issam; Walsh, Jack
Cc: Cuff, Greg; Marshall, Shawn A
Subject: Re: Status
Thanks for update. Any estimate for time

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From: Flanders Engine Room, MV  
Sent: Saturday, January 23, 2016 14:31  
To: Tremblett, Glenn; Elgazzar, Isslam; Walsh, Jack  
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To: Flanders Engine Room, MV; Elgazzar, Isslam; Walsh, Jack  
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Sent from my BlackBerry 10 smartphone on the Bell network.

Spoke with both Toromont and Madsen, personnel on the way to vessel with "Speed Brick" hoping that this may resolve speed control issue with Temp. Gen.

Craig

So what is your latest status
Sent from my BlackBerry 10 smartphone on the Bell network.
MV Beaumont Hamel is onsite and loading traffic in Portugal Cove.

Vessel will operate on enhanced schedule.

Air services will now cease.

Shawn Marshall
Director of Marine Operations
Government of Newfoundland & Labrador
Department of Transportation & Works
Marine Services Division

Sent from my BlackBerry 10 smartphone on the Bell network.
Thanks jack

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Walsh, Jack  
Sent: Saturday, January 23, 2016 11:43  
To: Tremblett, Glenn  
Subject: Re: Flanders

Vessel is still I holding mode re Cat Tech Services coming up with resolve for speed control. Madsen only have to reverse phase on regulator(switch two small wires). Dave lewis(local cat tech is considering changing out ECM but is waiting to hear from Tech Services. Madsen tech advises they may change him out with REG Edwards (another great tech) due to hours worked yesterday. No technicians are onboard as of now and there is not much sense in running that cost until there is a resolve. Shore Power gen is not working again. They think there is an obstruction in the tank. They should get this running.

John (Jack) Walsh  
Project/Refit Coordinator  
Transportation & Works  
Marine Service Division  
GNL

Mobile:  
E-Mail: walshi@gov.nl.ca

Thanks jack.

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn  
Sent: Saturday, January 23, 2016 11:09  
To: Walsh, Jack  
Subject: Re: Beaumont

Thanks jack.
Sorry about that Glenn. I haven't been able to raise vessel or tech. I'm just about to go up and see if there is anything new to report. I'll advise if there is anything to update.

John (Jack) Walsh  
Project/Refit Coordinator  
Transportation & Works  
Marine Service Division  
GNL

Subsection 40(1)

Mobile: [redacted]  
E-Mail: walsh@gov.nl.ca

From: Tremblett, Glenn  
Sent: Saturday, January 23, 2016 11:05 AM  
To: Cuff, Greg; Marshall, Shawn A; Walsh, Jack; Elgazzar, Isslam  
Subject: Re: Beaumont

Got it

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Cuff, Greg  
Sent: Saturday, January 23, 2016 11:05  
To: Marshall, Shawn A; Tremblett, Glenn; Walsh, Jack; Elgazzar, Isslam  
Subject: Re: Beaumont

Jack was referring to Flanders just used wrong subject

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Marshall, Shawn A  
Sent: Saturday, January 23, 2016 10:01 AM  
To: Tremblett, Glenn; Walsh, Jack; Cuff, Greg; Elgazzar, Isslam  
Subject: Re: Beaumont

I believe Greg advised that they found breaker tripped if we are referring to the pump issue.

Shawn Marshall  
Director of Marine Operations  
Government of Newfoundland & Labrador  
Department of Transportation & Works  
Marine Services Division

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn  
Sent: Saturday, January 23, 2016 9:58 AM  
To: Walsh, Jack; Cuff, Greg; Elgazzar, Isslam; Marshall, Shawn A  
Subject: Re: Beaumont

Are talking about Pennecon techs
From: Walsh, Jack  
Sent: Saturday, January 23, 2016 09:53  
To: Tremblett, Glenn; Cuff, Greg; Elgazzar, Isslam; Marshall, Shawn A  
Subject: Beaumont

I can't raise vessel by e-mail or phone. Can anybody advise if technicians are onboard.

John (Jack) Walsh  
Project/Refit Coordinator  
Transportation & Works  
Marine Service Division  
GNL

Mobile: [redacted]  
E-Mail: walshj@gov.nl.ca
Sorry about that Glenn. I haven't been able to raise vessel or tech. I'm just about to go up and see if there is anything new to report. I'll advise if there is anything to update.

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [Redacted]
E-Mail: walshj@gov.nl.ca

Got it

Sent from my BlackBerry 10 smartphone on the Bell network.

Jack was referring to Flanders just used wrong subject

Sent from my BlackBerry 10 smartphone on the Bell network.

I believe Greg advised that they found breaker tripped if we are referring to the pump issue.

Shawn Marshall
Director of Marine Operations
Government of Newfoundland & Labrador
Department of Transportation & Works
Marine Services Division
Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn  
Sent: Saturday, January 23, 2016 9:58 AM  
To: Walsh, Jack; Cuff, Greg; Elgazzar, Isslam; Marshall, Shawn A  
Subject: Re: Beaumont

Are talking about Pennecon techs

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Walsh, Jack  
Sent: Saturday, January 23, 2016 09:53  
To: Tremblett, Glenn; Cuff, Greg; Elgazzar, Isslam; Marshall, Shawn A  
Subject: Beaumont

I can't raise vessel by e-mail or phone. Can anybody advise if technicians are onboard.

John (Jack) Walsh  
Project/Refit Coordinator  
Transportation & Works  
Marine Service Division  
GNL

Mobile: [redacted]  
E-Mail: walsjh@gov.nl.ca
They were waiting for Cat Tech Service to advise of speed control fix.

John (Jack) Walsh  
Project/Refit Coordinator  
Transportation & Works  
Marine Service Division  
GNL

Mobile: [redacted]  
E-Mail: walsjh@gov.nl.ca

Why are they required?

Sent from my BlackBerry 10 smartphone on the Bell network.

I can't raise vessel by e-mail or phone. Can anybody advise if technicians are onboard.

John (Jack) Walsh  
Project/Refit Coordinator  
Transportation & Works  
Marine Service Division  
GNL

Mobile: [redacted]  
E-Mail: walsjh@gov.nl.ca
I have just now been informed that problems have arisen with the repairs aboard the flanders.

As a result the MV Beaumont Hamel will depart St John’s as soon as they are able to and take over service on Bell Island. Once ETA is know it will Sent out.

Shawn Marshall
Director of Marine Operations
Government of Newfoundland & Labrador
Department of Transportation & Works
Marine Services Division

Sent from my BlackBerry 10 smartphone on the Bell network.
Walsh, Frank

From: Walsh, Jack
Sent: Saturday, January 23, 2016 3:25 AM
To: Tremblett, Glenn
Subject: Re: Bell Island service

Minor problem with speed control has turned into a more serious issue. Cat have downloaded all parameters to tech services on mainland for advice and are awaiting reply. I don't know how much longer techs intend to stay. It has been a very frigid night to be working on that generator. I've just received notice that tech services have responded. I'll advise latter as more is known.

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [Redacted]
E-Mail: walshi@gov.nl.ca

From: Tremblett, Glenn
Sent: Saturday, January 23, 2016 1:43 AM
To: Walsh, Jack; MV Flanders; Flanders Engine Room, MV
Subject: Re: Bell Island service

I think all are gone to ground. Update when done and suggest take Director of operations direction regarding tomorrow plan for return to service with regards to hours of rest and schedule
Sent from my BlackBerry 10 smartphone on the Bell network.

From: Walsh, Jack
Sent: Saturday, January 23, 2016 01:16
To: Tremblett, Glenn; Elgazzar, Isslam; MV Flanders; MV, Beaumont Hamel; Cuff, Greg
Subject: Re: Bell Island service

Gen set has been run up. Phasing on regulator needs to be changed and small issue with speed control. I am advised these are minor issues and that things are looking good. Will advise when complete.

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [Redacted]
E-Mail: walshi@gov.nl.ca

From: Tremblett, Glenn
Sent: Saturday, January 23, 2016 12:01 AM
To: Walsh, Jack; Flanagan, Islam; MV Flanders; MV Beaumont Hamel; Cuff, Greg
Subject: Fw: Bell Island service

Please see below from operations Director
Sent from my BlackBerry 10 smartphone on the Bell network.

From: Marshall, Shawn A <ShawnMarshall@gov.nl.ca>
Sent: Friday, January 22, 2016 23:57
To: Service Update BI
Subject: Bell Island service

Work still ongoing aboard Flanders. Expecting an update any moment.

Work on Beaumont Hamel complete. She is ready for service.

If word comes tonight that Flanders is good to go, plan is to relocate from long pond to Bell Island and commence enhanced service tomorrow morning.

If flanders does not work out then Beaumont will be brought around from St john's to assume enhanced service.

Update to come shortly.

Shawn Marshall
Director of Marine Operations
Government of Newfoundland & Labradorq
Department of Transportation & Works
Marine Services Division

Sent from my BlackBerry 10 smartphone on the Bell network.
Tech services only had more questions and no answers. They will be calling back. Techs from Madsen have advised they will be leaving at 3:30.

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [redacted]
E-Mail: walshj@gov.nl.ca
Walsh, Frank

From: Elgazzar, Isslam
Sent: Saturday, January 23, 2016 3:11 AM
To: Marshall, Shawn A; Tremblett, Glenn; Walsh, Jack; MV Flanders; MV, Beaumont Hamel; Cuff, Greg
Cc: Hammett, Ben A.
Subject: Re: Bell Island service

Yes not ready. Still working on it.

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Marshall, Shawn A
Sent: Saturday, January 23, 2016 3:05 AM
To: Tremblett, Glenn; Walsh, Jack; Elgazzar, Isslam; MV Flanders; MV, Beaumont Hamel; Cuff, Greg
Cc: Hammett, Ben A.
Subject: Re: Bell Island service

Still not ready?

Shawn Marshall
Director of Marine Operations
Government of Newfoundland & Labrador
Department of Transportation & Works
Marine Services Division

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn
Sent: Saturday, January 23, 2016 1:31 AM
To: Walsh, Jack; Elgazzar, Isslam; MV Flanders; MV, Beaumont Hamel; Cuff, Greg
Cc: Marshall, Shawn A; Hammett, Ben A.
Subject: Re: Bell Island service

Down to short strokes now jack.

Thanks

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Walsh, Jack
Sent: Saturday, January 23, 2016 01:16
To: Tremblett, Glenn; Elgazzar, Isslam; MV Flanders; MV, Beaumont Hamel; Cuff, Greg
Subject: Re: Bell Island service

Gen set has been run. Phasing on regulator needs to be changed and small issue with speed control. I am advised these are minor issues and that things are looking good. Will advise when complete.
John (Jack) Walsh  
Project/Refit Coordinator  
Transportation & Works  
Marine Service Division  
GNL  

Mobile:  
E-Mail: walshi@gov.nl.ca

From: Tremblett, Glenn  
Sent: Saturday, January 23, 2016 12:01 AM  
To: Walsh, Jack; Elgazzar, Isslam; MV Flanders; MV Beaumont Hamel; Cuff, Greg  
Subject: Fw: Bell Island service

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Sent from my BlackBerry 10 smartphone on the Bell network.

From: Marshall, Shawn A <ShawnMarshall@gov.nl.ca>  
Sent: Friday, January 22, 2016 23:57  
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Update to come shortly.

Shawn Marshall  
Director of Marine Operations  
Government of Newfoundland & Labrador  
Department of Transportation & Works  
Marine Services Division

Sent from my BlackBerry 10 smartphone on the Bell network.
Walsh, Frank

From: Tremblett, Glenn
Sent: Saturday, January 23, 2016 12:23 AM
To: Walsh, Jack; Marshall, Shawn A; Cuff, Greg
Subject: Re: Sitrep

Thanks jack

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Walsh, Jack
Sent: Saturday, January 23, 2016 00:19
To: Tremblett, Glenn; Marshall, Shawn A; Cuff, Greg
Subject: Re: Sitrep

Got crew to haul in cable while techs carried on with other things. Cables are in and being terminated. It shouldn't be much longer before run-up. Phone service not available in engine room. Everybody busy. I'll advise when run-up starts. BlackBerry is getting very low.

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL
Mobile: ****
E-Mail: walshi@gov.nl.ca

From: Tremblett, Glenn
Sent: Friday, January 22, 2016 11:49 PM
To: Marshall, Shawn A; Walsh, Jack; Cuff, Greg
Subject: Re: Sitrep

Understand. Closer and faster service

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Marshall, Shawn A
Sent: Friday, January 22, 2016 23:47
To: Tremblett, Glenn; Walsh, Jack; Cuff, Greg
Subject: Re: Sitrep

Holding out in hopes of Flanders.

Shawn Marshall
Director of Marine Operations
Government of Newfoundland & Labrador
Department of Transportation & Works
Marine Services Division
Sent from my BlackBerry 10 smartphone on the Bell network.

**From:** Tremblett, Glenn  
**Sent:** Friday, January 22, 2016 11:46 PM  
**To:** Marshall, Shawn A; Walsh, Jack; Cuff, Greg  
**Subject:** Re: Sitrep

Good assumption I would say they haven't completed yet.

Do we send BH

Sent from my BlackBerry 10 smartphone on the Bell network.

**From:** Marshall, Shawn A  
**Sent:** Friday, January 22, 2016 23:44  
**To:** Tremblett, Glenn; Walsh, Jack; Cuff, Greg  
**Subject:** Re: Sitrep

Been trying to call boat and Jack no luck. I am assuming if anyone else heard anything it would have been sent out.

Shawn Marshall  
Director of Marine Operations  
Government of Newfoundland & Labrador  
Department of Transportation & Works  
Marine Services Division

Sent from my BlackBerry 10 smartphone on the Bell network.

**From:** Tremblett, Glenn  
**Sent:** Friday, January 22, 2016 11:14 PM  
**To:** Marshall, Shawn A; Walsh, Jack; Cuff, Greg  
**Subject:** Re: Sitrep

Jack???

Sent from my BlackBerry 10 smartphone on the Bell network.

**From:** Marshall, Shawn A  
**Sent:** Friday, January 22, 2016 23:13  
**To:** Walsh, Jack; Tremblett, Glenn; Cuff, Greg  
**Subject:** Re: Sitrep

Anything to offer yet?

Getting to the point that it's too late to make a trip tonight without affecting start up tomorrow if she is good to go.

If she is not good to go then need to think about contacting BH to come around first thing s well as whether to cancel or maintain air service.
Shawn Marshall  
**Director of Marine Operations**  
**Government of Newfoundland & Labrador**  
**Department of Transportation & Works**  
**Marine Services Division**

Sent from my BlackBerry 10 smartphone on the Bell network.

**From:** Walsh, Jack  
**Sent:** Friday, January 22, 2016 10:44 PM  
**To:** Marshall, Shawn A; Tremblett, Glenn; Cuff, Greg  
**Subject:** Re: Sitrep

One more cable to terminate and AVR to connect and ready to go. I'll advise all the instant we are clear to go.

---

John (Jack) Walsh  
**Project/Refit Coordinator**  
**Transportation & Works**  
**Marine Service Division**  
**GNL**  
**Subsection 40(1)**

**Mobile:** [Redacted]  
**E-Mail:** walshj@gov.nl.ca

**From:** Marshall, Shawn A  
**Sent:** Friday, January 22, 2016 10:40 PM  
**To:** Tremblett, Glenn; Cuff, Greg; Walsh, Jack  
**Subject:** Re: Sitrep

Anything yet? I know impatient. :)

Shawn Marshall  
**Director of Marine Operations**  
**Government of Newfoundland & Labrador**  
**Department of Transportation & Works**  
**Marine Services Division**

Sent from my BlackBerry 10 smartphone on the Bell network.

**From:** Tremblett, Glenn  
**Sent:** Friday, January 22, 2016 10:18 PM  
**To:** Marshall, Shawn A; Cuff, Greg; Smith, Nansen; Hammett, Ben A.  
**Cc:** Harvey, Max; MV Flanders; Flanders Engine Room, MV; MV, Beaumont Hamel; ER, Beaumont Hamel; Elgazzar, Isslam; Walsh, Jack  
**Subject:** Re: Sitrep

I certainly will

Sent from my BlackBerry 10 smartphone on the Bell network.
From: Marshall, Shawn A  
Sent: Friday, January 22, 2016 22:17  
To: Tremblett, Glenn; Cuff, Greg; Smith, Nansen; Hammett, Ben A.  
Cc: Harvey, Max; MV Flanders; Flanders Engine Room, MV; MV, Beaumont Hamel; ER, Beaumont Hamel; Elgazzar, Isslam; Walsh, Jack  
Subject: Re: Sitrep

As soon as something known in Flanders please let me know. Everyone and their uncle calling.

Shawn Marshall  
Director of Marine Operations  
Government of Newfoundland & Labrador  
Department of Transportation & Works  
Marine Services Division  

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn  
Sent: Friday, January 22, 2016 10:16 PM  
To: Cuff, Greg; Marshall, Shawn A; Smith, Nansen; Hammett, Ben A.  
Cc: Harvey, Max; MV Flanders; Flanders Engine Room, MV; MV, Beaumont Hamel; ER, Beaumont Hamel; Elgazzar, Isslam; Walsh, Jack  
Subject: Sitrep

BH

Generators back together run up no issues.

Good to go.

Flanders

Just finishing last connections will most likely run up after this email is read

Sent from my BlackBerry 10 smartphone on the Bell network.
Walsh, Frank

From: Marshall, Shawn A  
Sent: Friday, January 22, 2016 11:57 PM  
To: Service Update BI  
Subject: Bell Island service

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Shawn Marshall  
Director of Marine Operations  
Government of Newfoundland & Labrador  
Department of Transportation & Works  
Marine Services Division

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From: Tremblett, Glenn  
Sent: Friday, January 22, 2016 11:49 PM  
To: Marshall, Shawn A; Walsh, Jack; Cuff, Greg  
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Understand. Closer and faster service

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From: Marshall, Shawn A  
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To: Tremblett, Glenn; Walsh, Jack; Cuff, Greg  
Subject: Re: Sitrep

Holding out in hopes of Flanders.

Shawn Marshall  
Director of Marine Operations  
Government of Newfoundland & Labrador  
Department of Transportation & Works  
Marine Services Division

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn  
Sent: Friday, January 22, 2016 11:46 PM  
To: Marshall, Shawn A; Walsh, Jack; Cuff, Greg  
Subject: Re: Sitrep

Good assumption I would say they haven't completed yet.

Do we send BH

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Marshall, Shawn A  
Sent: Friday, January 22, 2016 23:44  
To: Tremblett, Glenn; Walsh, Jack; Cuff, Greg  
Subject: Re: Sitrep

Been trying to call boat and Jack no luck. I am assuming if anyone else heard anything it would have been sent out.

Shawn Marshall  
Director of Marine Operations  
Government of Newfoundland & Labrador  
Department of Transportation & Works  
Marine Services Division
Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn  
Sent: Friday, January 22, 2016 11:14 PM  
To: Marshall, Shawn A; Walsh, Jack; Cuff, Greg  
Subject: Re: Sitrep

Jack???

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Marshall, Shawn A  
Sent: Friday, January 22, 2016 23:13  
To: Walsh, Jack; Tremblett, Glenn; Cuff, Greg  
Subject: Re: Sitrep

Anything to offer yet?

Getting to the point that it's too late to make a trip tonight without affecting start up tomorrow if she is good to go.

If she is not good to go then need to think about contacting BH to come around first thing s well as whether to cancel or maintain air service.

Shawn Marshall  
Director of Marine Operations  
Government of Newfoundland & Labrador  
Department of Transportation & Works  
Marine Services Division

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Walsh, Jack  
Sent: Friday, January 22, 2016 10:44 PM  
To: Marshall, Shawn A; Tremblett, Glenn; Cuff, Greg  
Subject: Re: Sitrep

One more cable to terminate and AVR to connect and ready to go. I'll advise all the instant we are clear to go.

John (Jack) Walsh  
Project/Refit Coordinator  
Transportation & Works  
Marine Service Division  
GNL

Subsection 40(1)

Mobile: [redacted]  
E-Mail: walshj@gov.nl.ca

From: Marshall, Shawn A
Anything yet? I know impatient. :)

Shawn Marshall
Director of Marine Operations
Government of Newfoundland & Labrador
Department of Transportation & Works
Marine Services Division

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn
Sent: Friday, January 22, 2016 10:18 PM
To: Marshall, Shawn A; Cuff, Greg; Smith, Nansen; Hammett, Ben A.
Cc: Harvey, Max; MV Flanders; Flanders Engine Room, MV; MV, Beaumont Hamel; ER, Beaumont Hamel; Elgazzar, Isslam; Walsh, Jack
Subject: Re: Sitrep

I certainly will

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Marshall, Shawn A
Sent: Friday, January 22, 2016 22:17
To: Tremblett, Glenn; Cuff, Greg; Smith, Nansen; Hammett, Ben A.
Cc: Harvey, Max; MV Flanders; Flanders Engine Room, MV; MV, Beaumont Hamel; ER, Beaumont Hamel; Elgazzar, Isslam; Walsh, Jack
Subject: Re: Sitrep

As soon as something known in Flanders please let me know. Everyone and their uncle calling.

Shawn Marshall
Director of Marine Operations
Government of Newfoundland & Labrador
Department of Transportation & Works
Marine Services Division

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn
Sent: Friday, January 22, 2016 10:16 PM
To: Cuff, Greg; Marshall, Shawn A; Smith, Nansen; Hammett, Ben A.
Cc: Harvey, Max; MV Flanders; Flanders Engine Room, MV; MV, Beaumont Hamel; ER, Beaumont Hamel; Elgazzar, Isslam; Walsh, Jack
Subject: Sitrep

BH

Generators back together run up no issues.
Good to go.

Flanders

Just finishing last connections will most likely run up after this email is read.

Sent from my BlackBerry 10 smartphone on the Bell network.
Heddle will be onboard in morning to secure
Sent from my BlackBerry 10 smartphone on the Bell network.
They have to run another cable and advise they will be one hour before start-up.

John (Jack) Walsh  
Project/Refit Coordinator  
Transportation & Works  
Marine Service Division  
GNL

E-Mail: walshj@gov.nl.ca

Jack???

Sent from my BlackBerry 10 smartphone on the Bell network.

Anything to offer yet?

Getting to the point that it's too late to make a trip tonight without affecting start up tomorrow if she is good to go.

If she is not good to go then need to think about contacting BH to come around first thing s well as whether to cancel or maintain air service.

Shawn Marshall  
Director of Marine Operations  
Government of Newfoundland & Labrador  
Department of Transportation & Works  
Marine Services Division

Sent from my BlackBerry 10 smartphone on the Bell network.
From: Walsh, Jack  
Sent: Friday, January 22, 2016 10:44 PM  
To: Marshall, Shawn A; Tremblett, Glenn; Cuff, Greg  
Subject: Re: Sitrep

One more cable to terminate and AVR to connect and ready to go. I'll advise all the instant we are clear to go.

John (Jack) Walsh  
Project/Refit Coordinator  
Transportation & Works  
Marine Service Division  
GNL  

Mobile:  
E-Mail: walshj@gov.nl.ca

From: Marshall, Shawn A  
Sent: Friday, January 22, 2016 10:40 PM  
To: Tremblett, Glenn; Cuff, Greg; Walsh, Jack  
Subject: Re: Sitrep

Anything yet? I know impatient. :)

Shawn Marshall  
Director of Marine Operations  
Government of Newfoundland & Labrador  
Department of Transportation & Works  
Marine Services Division

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn  
Sent: Friday, January 22, 2016 10:18 PM  
To: Marshall, Shawn A; Cuff, Greg; Smith, Nansen; Hammett, Ben A.  
Cc: Harvey, Max; MV Flanders; Flanders Engine Room, MV; MV, Beaumont Hamel; ER, Beaumont Hamel; Elgazzar, Isslam; Walsh, Jack  
Subject: Re: Sitrep

I certainly will

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Marshall, Shawn A  
Sent: Friday, January 22, 2016 22:17  
To: Tremblett, Glenn; Cuff, Greg; Smith, Nansen; Hammett, Ben A.  
Cc: Harvey, Max; MV Flanders; Flanders Engine Room, MV; MV, Beaumont Hamel; ER, Beaumont Hamel; Elgazzar, Isslam; Walsh, Jack  
Subject: Re: Sitrep

As soon as something known in Flanders please let me know. Everyone and their uncle calling.
BH

Generators back together run up no issues.

Good to go.

Flanders

Just finishing last connections will most likely run up after this email is read

Sent from my BlackBerry 10 smartphone on the Bell network.
Walsh, Frank

From: Tremblett, Glenn  
Sent: Friday, January 22, 2016 10:45 PM  
To: Walsh, Jack; Marshall, Shawn A; Cuff, Greg  
Subject: Re: Sitrep

Thanks jack

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Walsh, Jack  
Sent: Friday, January 22, 2016 22:44  
To: Marshall, Shawn A; Tremblett, Glenn; Cuff, Greg  
Subject: Re: Sitrep

One more cable to terminate and AVR to connect and ready to go. I'll advise all the instant we are clear to go.

John (Jack) Walsh  
Project/Refit Coordinator  
Transportation & Works  
Marine Service Division  
GNL

Mobile: [Redacted]  
E-Mail: walshj@gov.nl.ca

From: Marshall, Shawn A  
Sent: Friday, January 22, 2016 10:40 PM  
To: Tremblett, Glenn; Cuff, Greg; Walsh, Jack  
Subject: Re: Sitrep

Anything yet? I know impatient. :)

Shawn Marshall  
Director of Marine Operations  
Government of Newfoundland & Labrador  
Department of Transportation & Works  
Marine Services Division

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn  
Sent: Friday, January 22, 2016 10:18 PM  
To: Marshall, Shawn A; Cuff, Greg; Smith, Nansen; Hammett, Ben A.  
Cc: Harvey, Max; MV Flanders; Flanders Engine Room, MV; MV, Beaumont Hamel; ER, Beaumont Hamel; Elgazzar, Isslam; Walsh, Jack  
Subject: Re: Sitrep

I certainly will
Sent from my BlackBerry 10 smartphone on the Bell network.

**From:** Marshall, Shawn A  
**Sent:** Friday, January 22, 2016 22:17  
**To:** Tremblett, Glenn; Cuff, Greg; Smith, Nansen; Hammett, Ben A.  
**Cc:** Harvey, Max; MV Flanders; Flanders Engine Room, MV; MV, Beaumont Hamel; ER, Beaumont Hamel; Elgazzar, Isslam; Walsh, Jack  
**Subject:** Re: Sitrep

As soon as something known in Flanders please let me know. Everyone and their uncle calling.

Shawn Marshall  
Director of Marine Operations  
Government of Newfoundland & Labrador  
Department of Transportation & Works  
Marine Services Division

Sent from my BlackBerry 10 smartphone on the Bell network.

**From:** Tremblett, Glenn  
**Sent:** Friday, January 22, 2016 10:16 PM  
**To:** Cuff, Greg; Marshall, Shawn A; Smith, Nansen; Hammett, Ben A.  
**Cc:** Harvey, Max; MV Flanders; Flanders Engine Room, MV; MV, Beaumont Hamel; ER, Beaumont Hamel; Elgazzar, Isslam; Walsh, Jack  
**Subject:** Sitrep

BH

Generators back together run up no issues.

Good to go.

Flanders

Just finishing last connections will most likely run up after this email is read

Sent from my BlackBerry 10 smartphone on the Bell network.
Walsh, Frank

From: Tremblett, Glenn
Sent: Friday, January 22, 2016 10:41 PM
To: Marshall, Shawn A; Cuff, Greg; Walsh, Jack
Subject: Re: Sitrep

Not yet. Jack will call as soon as they are good

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Marshall, Shawn A
Sent: Friday, January 22, 2016 22:40
To: Tremblett, Glenn; Cuff, Greg; Walsh, Jack
Subject: Re: Sitrep

Anything yet? I know impatient. :)

Shawn Marshall
Director of Marine Operations
Government of Newfoundland & Labrador
Department of Transportation & Works
Marine Services Division

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn
Sent: Friday, January 22, 2016 10:18 PM
To: Marshall, Shawn A; Cuff, Greg; Smith, Nansen; Hammett, Ben A.
Cc: Harvey, Max; MV Flanders; Flanders Engine Room, MV; MV, Beaumont Hamel; ER, Beaumont Hamel; Elgazzar, Isslam; Walsh, Jack
Subject: Re: Sitrep

I certainly will

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Marshall, Shawn A
Sent: Friday, January 22, 2016 22:17
To: Tremblett, Glenn; Cuff, Greg; Smith, Nansen; Hammett, Ben A.
Cc: Harvey, Max; MV Flanders; Flanders Engine Room, MV; MV, Beaumont Hamel; ER, Beaumont Hamel; Elgazzar, Isslam; Walsh, Jack
Subject: Re: Sitrep

As soon as something known in Flanders please let me know. Everyone and their uncle calling.

Shawn Marshall
Director of Marine Operations
Government of Newfoundland & Labrador
Department of Transportation & Works
Marine Services Division
Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn
Sent: Friday, January 22, 2016 10:16 PM
To: Cuff, Greg; Marshall, Shawn A; Smith, Nansen; Hammett, Ben A.
Cc: Harvey, Max; MV Flanders; Flanders Engine Room, MV; MV, Beaumont Hamel; ER, Beaumont Hamel; Elgazzar, Isilam; Walsh, Jack
Subject: Sitrep

BH

Generators back together run up no issues.

Good to go.

Flanders

Just finishing last connections will most likely run up after this email is read

Sent from my BlackBerry 10 smartphone on the Bell network.
Agreed.

Thanks him for me and thanks to you too Jack for sticking this out.

I miss the engineering side of things but no doubt it's all in good hands with you guys.

Shawn Marshall
Director of Marine Operations
Government of Newfoundland & Labrador
Department of Transportation & Works
Marine Services Division

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Walsh, Jack
Sent: Friday, January 22, 2016 9:26 PM
To: Marshall, Shawn A; Tremblett, Glenn; Cuff, Greg; Elgazzar, Isslam
Subject: Re: Any update

Captain is suggesting that he go to the Island first and if there are passengers there he can take them to the Cove. He can then take the people to the Cove to the Island and have both sides done with one trip.

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Subsection 40(1)

Mobile: [number redacted]
E-Mail: walshj@gov.nl.ca

From: Marshall, Shawn A
Sent: Friday, January 22, 2016 9:21 PM
To: Walsh, Jack; Tremblett, Glenn; Cuff, Greg; Elgazzar, Isslam
Subject: Re: Any update

Thanks Jack!

Shawn Marshall
Director of Marine Operations
Government of Newfoundland & Labrador
Department of Transportation & Works
Marine Services Division

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Walsh, Jack
Sent: Friday, January 22, 2016 9:20 PM
To: Tremblett, Glenn; Cuff, Greg; Marshall, Shawn A; Elgazzar, Isslam
Subject: Re: Any update

Captain advises that a trip tonight would not be a problem but depending on time of completion it may affect start time in the am. He is aware that run does not start until 7:00am on Saturday.

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [redacted]
E-Mail: walshi@gov.nl.ca

From: Tremblett, Glenn
Sent: Friday, January 22, 2016 9:16 PM
To: Marshall, Shawn A; Walsh, Jack
Cc: Cuff, Greg; Elgazzar, Isslam
Subject: Re: Any update

Jack Please pass this to Captain for response

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Marshall, Shawn A
Sent: Friday, January 22, 2016 21:14
To: Tremblett, Glenn; Walsh, Jack
Cc: Cuff, Greg; Elgazzar, Isslam
Subject: Re: Any update

Will vessel still make a trip out of the cove tonight to get at least a load over?

Shawn Marshall
Director of Marine Operations
Government of Newfoundland & Labrador
Department of Transportation & Works
Marine Services Division

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn
Sent: Friday, January 22, 2016 9:12 PM
To: Walsh, Jack
Cc: Cuff, Greg; Marshall, Shawn A; Elgazzar, Isslam
Subject: Re: Any update
Thanks jack

Well done for staying on top of this and please pass along thanks to all
Sent from my BlackBerry 10 smartphone on the Bell network.

**From:** Walsh, Jack  
**Sent:** Friday, January 22, 2016 21:10  
**To:** Tremblett, Glenn  
**Subject:** Re: Any update

It will be 10:00pm when installation will be complete and DNV will be in attendance. With the size of the cables it proved to be very difficult to get them out of the CT’s. I can’t say a word about the techs on site they haven’t stopped. Heddle were down and gone. Brackets for generator finished and stack is also complete. I don’t think there will be any issues with testing only demonstrating operation. I’ll advise of any changes.

John (Jack) Walsh  
Project/Refit Coordinator  
Transportation & Works  
Marine Service Division  
GNL

**Mobile:** 
**E-Mail:** walshj@gov.nl.ca

---

**From:** Tremblett, Glenn  
**Sent:** Friday, January 22, 2016 8:57 PM  
**To:** Walsh, Jack; Elgazzar, Isslam; Flanders Engine Room, MV; Flanders Engine Room, MV  
**Subject:** Any update

Sent from my BlackBerry 10 smartphone on the Bell network.
Will do

Sent from my iPhone

On Jan 22, 2016, at 9:14 PM, Tremblett, Glenn <GlennTremblett@gov.nl.ca> wrote:

Trevor

Your folks were in Flanders completed a good job and gone before 9pm.

Well done. Thanks so much.

Please pass on my appreciation and we'll done to them

Sent from my BlackBerry 10 smartphone on the Bell network.

“This email and any attached files are intended for the sole use of the primary and copied addressee(s) and may contain privileged and/or confidential information. Any distribution, use or copying by any means of this information is strictly prohibited. If you received this email in error, please delete it immediately and notify the sender.”
Walsh, Frank

From: Walsh, Jack
Sent: Friday, January 22, 2016 9:11 PM
To: Tremblett, Glenn
Subject: Re: Any update

It will be 10:00pm when installation will be complete and DNV will be in attendance. With the size of the cables it proved to be very difficult to get them out of the CT’s. I can’t say a word about the techs on site they haven’t stopped. Heddle were down and gone. Brackets for generator finished and stack is also complete. I don’t think there will be any issues with testing only demonstrating operation. I'll advise of any changes.

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

[Redacted]
E-Mail: walshi@gov.nl.ca

From: Tremblett, Glenn
Sent: Friday, January 22, 2016 8:57 PM
To: Walsh, Jack; Elgazzar, Islam; Flanders Engine Room, MV; Flanders Engine Room, MV
Subject: Any update

Sent from my BlackBerry 10 smartphone on the Bell network.
From: Elgazzar, Isslam
Sent: Friday, January 22, 2016 7:21 PM
To: Tremblett, Glenn
Subject: Re: BH Update

BH:

Alignment Completed for (genset 1 and 2).
Now boxing back and we should be ready for functions tests. 1.5hr.

Regards
Isslam

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn
Sent: Friday, January 22, 2016 6:34 PM
To: Elgazzar, Isslam
Subject: BH Update

Isslam do we have an update on BH?

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca
According to Trevor, Heddle should be able to complete their work by 9:00.

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [redacted]
E-Mail: walshj@gov.nl.ca

Original Message
From: Tremblett, Glenn
Sent: Friday, January 22, 2016 6:18 PM
To: Walsh, Jack
Subject: FW: Plan for tomorrow

Jack

Here is your answer my man

Glenn Tremblett
Marine Superintendent - Marine Transportation Services Department of Transportation & Works Government of Newfoundland and Labrador P.O. Box 97 Lewisporte, NL A0G 3A0
709-535-6220 Office

---Original Message---
From: Marshall, Shawn A
Sent: Friday, January 22, 2016 6:18 PM
To: Tremblett, Glenn; Hammett, Ben A.
Subject: Re: Plan for tomorrow

We need her to run if at all possible to try and get some people home. At this point if they are late starting tomorrow because of running to get people home tonight then so be it.

Shawn Marshall
Director of Marine Operations
Government of Newfoundland & Labrador
Department of Transportation & Works
Marine Services Division
Sent from my BlackBerry 10 smartphone on the Bell network.

Original Message
From: Tremblett, Glenn
Sent: Friday, January 22, 2016 6:13 PM
To: Hammett, Ben A.
Cc: Marshall, Shawn A
Subject: RE: Plan for tomorrow

Right Sorry forgot he was on call

Glenn Tremblett
Marine Superintendent - Marine Transportation Services Department of Transportation & Works Government of Newfoundland and Labrador P.O. Box 97 Lewisporte, NL A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

Original Message
From: Hammett, Ben A.
Sent: Friday, January 22, 2016 6:13 PM
To: Tremblett, Glenn
Cc: Marshall, Shawn A
Subject: Re: Plan for tomorrow

Better call Shawn as he is on call, but depending on timing of it all, probably do a trip to get travelers home would be my guess. Some have not gotten home in over two days. It would need to be promulgated ahead of time to allow travelers a chance to get to Cove to board the vessel.
Then helicopter plan and associated arrangements can be cancelled once the vessel has entered service.

Original Message
From: Tremblett, Glenn
Sent: Friday, January 22, 2016 06:08 PM
To: Hammett, Ben A.
Subject: RE: Plan for tomorrow

Hi Ben

Quick question but may not be a quick answer. When Flanders is ready to go tonight what is the plan for her

Glenn

Glenn Tremblett
Marine Superintendent - Marine Transportation Services Department of Transportation & Works Government of Newfoundland and Labrador P.O. Box 97 Lewisporte, NL A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

Original Message
Helicopter(s) will operate from 7:30 am weather permitting. Helicopter service will continue as long as ferry service remains inoperative.

The Red Cross Building at 17 Major's Path has been secured for the usage of waiting passengers. Vehicles should still use the Eastern Health complex for parking. A rented van will be used to shuttle travelers between these two buildings and to the helicopters. The Wharfinger will continue taking names as was done today to ensure correct sequence for boarding.

The Red Cross Building will be open from 7 am tomorrow morning.

The previous Service Update about the ferries remains the same at this time.
Good Show!

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [redacted]
E-Mail: walshj@gov.nl.ca

Cheers

On another note, looks like Veteran will be ready to sail by 9pm as well

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

I've been speaking with Trevor who advises that he has two teams coming to vessel with two welding machines and that all work should be finished by 9:00 pm.

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
Ill send him email as I need to mention something else to him as well.

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office

GlennTremblett@gov.nl.ca

From: Walsh, Jack
Sent: Friday, January 22, 2016 6:03 PM
To: Tremblett, Glenn; Cuff, Greg
Subject: Flanders

I'm only getting voicemail with Trevor Troak. I've left message about what I want to speak to him about and will advise if and when he calls back.

Regards,

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL
Mobile: [Redacted]
E-Mail: walshi@gov.nl.ca
Trevor

Regarding the suggestions from Poseidon below

While the bracketed arrangement (assuming one flat bar on each corner) appears adequate to restrain the unit from tipping, I have some concerns with it restraining from lateral movement considering the effect risk of freezing water on deck and vessel motions at sea, particularly in the longitudinal direction where the brackets are subjected to load in their weak axis.

I contacted Heddle as I know they are completing the steelwork, and suggested that they take this into consideration. They have proposed, and I have agreed in principle, that the quickest effective solution would be to add upright steel angle sections at the corners of the unit, minimum 4"x4" continuously welded on the outside edges.

Did you have anyone going to tackle this tonight? If so it will need to be done in time without delaying Flanders from leaving as soon as electrical work is completed, between 8-9 pm. If it can’t be done by then, we need to look at having your personnel in Portugal Cove to do it overnight.

Can you please confirm one way or the other

Regards
Glenn

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office

GlennTremblett@gov.nl.ca
Am I correct that vessel will be departing tonight for Island or Cove?

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [Redacted]
E-Mail: walshj@gov.nl.ca
Walsh, Frank

From: Walsh, Jack
Sent: Friday, January 22, 2016 5:32 PM
To: Tremblett, Glenn; Cuff, Greg
Subject: Fw: Flanders - securing of generator on deck

FYI
John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [redacted]
E-Mail: walshj@gov.nl.ca

From: Walsh, Jack <walshj@gov.nl.ca>
Sent: Friday, January 22, 2016 5:18 PM
To: Tim Wetzel
Subject: Re: Flanders - securing of generator on deck

We are hoping to have electrical work done by 8 - 9 pm this evening. Will this take longer than that? If not they can go at it but if it will delay vessel from departing LONG Pond at it's earliest I would have to discuss with Central and maybe have it done overnight in the Cove. Of course I am assuming that as soon as Flanders is capable of departing, it will so that it can pick up service in am.

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [redacted]
E-Mail: walshj@gov.nl.ca

From: Tim Wetzel
Sent: Friday, January 22, 2016 5:08 PM
To: Walsh, Jack
Cc: Tremblett, Glenn; Elgazzar, Isslam; Trevor Troake; Logan Miller
Subject: Flanders - securing of generator on deck

Hi Jack,

John was showing me pictures from his insurance survey and I took note of the brackets that have been welded to the deck to secure the temporary generator (picture attached).

While the bracketed arrangement (assuming one flat bar on each corner) appears adequate to restrain the unit from tipping, I have some concerns with it restraining from lateral movement considering the effect risk of freezing water on
deck and vessel motions at sea, particularly in the longitudinal direction where the brackets are subjected to load in their weak axis.

I contacted Heddle as I know they are completing the steelwork, and suggested that they take this into consideration. They have proposed, and I have agreed in principle, that the quickest effective solution would be to add upright steel angle sections at the corners of the unit, minimum 4"x4" continuously welded on the outside edges.

They asked that I make contact with you regarding this, so that the authorization for any additional work and effect on vessel schedule is completed in the right order.

Rgds, Tim

Tim Wetzel P. Eng.
Poseidon Marine Consultants Ltd.
391 Stavanger Drive
St. John's, NL A1A 0A1

P: (709) 739-4321 ext. 2
F: (709) 739-4421

E: [redacted]@poseidonmarine.nl.ca

Please visit www.poseidonmarine.nl.ca

This e-mail and any files transmitted with it are confidential and may contain privileged information. This message is intended solely for the addressee(s). If you have received this message in error, please inform us promptly by reply e-mail then delete the message and destroy any printed copy of it.

Any unauthorized use, review, retransmission, dissemination, distribution, printing or copying of this message or any part thereof is strictly prohibited. E-mails are susceptible to alteration. The sender shall not be liable for the message if altered, changed or falsified.
Hi Jack,

John was showing me pictures from his insurance survey and I took note of the brackets that have been welded to the deck to secure the temporary generator (picture attached).

While the bracketed arrangement (assuming one flat bar on each corner) appears adequate to restrain the unit from tipping, I have some concerns with it restraining from lateral movement considering the effect risk of freezing water on deck and vessel motions at sea, particularly in the longitudinal direction where the brackets are subjected to load in their weak axis.

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They asked that I make contact with you regarding this, so that the authorization for any additional work and effect on vessel schedule is completed in the right order.

Rgds, Tim

Tim Wetzel  P. Eng.
Poseidon Marine Consultants Ltd.
391 Stavanger Drive
St. John's, NL  A1A 0A1

P: (709) 739-4321 ext. 2
F: (709) 739-4421
E: @poseidonmarine.nf.ca

Please visit  www.poseidonmarine.nf.ca

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Walsh, Frank

From: Walsh, Jack
Sent: Friday, January 22, 2016 3:55 PM
To: Tremblett, Glenn
Subject: RE: Flanders

Not a problem. To be honest I am anxious to see how his works out. I am confident that we got the fix this time round. Will keep you advised of progress.

Regards,

Jack (John) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service
GNL

Mobile: [redacted]
E-Mail: walshj@gov.nl.ca

From: Tremblett, Glenn
Sent: Friday, January 22, 2016 3:52 PM
To: Walsh, Jack
Subject: RE: Flanders

If you would do that I would be very grateful as I don't want this to fall off the rails

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
[redacted] BB
GlennTremblett@gov.nl.ca

From: Walsh, Jack
Sent: Friday, January 22, 2016 3:51 PM
To: Tremblett, Glenn
Subject: Flanders

Glenn, do you want me to hang around on Flanders until Madsen and Cat are finished? My BB battery has died on me. Presently on charge. I am signed into ship's computer.

Regards,

Jack (John) Walsh
Project/Refit Coordinator
Transportation & Works
Subsection 40(1)

Mobile: [Redacted]
E-Mail: walsd@gov.nl.ca
Paul

When completing repairs to Flanders engine, when you have a firm timeline for repairs can you let me know so I can coordinate with DNV for inspections.

Also, can you confirm the new block will come with manufacturers documentation indicating class approval and the paperwork will be traceable to markings on the block.

Any additional parts being supplied new rather than just moved between engines, can you provide a list for information.

Thanks
Glenn

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca
Thanks for the support

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office

[mailto:GlennTremblett@gov.nl.ca]

From: Kelly, Paul Edward [mailto:ksienna@dnvgl.com]
Sent: Friday, January 22, 2016 3:26 PM
To: Tremblett, Glenn
Subject: RE: Diesel generators

Hi Glenn.

Thanks for the update. Yes, we will need to monitor repairs at CAT for the engine and see the alternator once cleaned. My understanding from talking to the C/E is that there is no damage to the alternator, so a final survey after cleaning and review of Pennecon report should cover that aspect.

When you know the firm timeline for repairs at CAT please let us know and we can plan to attend accordingly. Also, I assume that the new block will come with manufacturers documentation indicating class approval and the paperwork will be traceable to markings on the block. If any additional parts are being supplied new rather than just moved between engines perhaps CAT can provide a list for information purpose.

We will generate one report, hopefully today, before the ship goes back into service. A second report will then be created to cover the above and successful re-instatement onboard. Will we use the PO we have received from you to cover both these reports/activities, or should a second PO be provided to the above?

Best regards
for Det Norske Veritas (Canada) Ltd.

Paul Kelly
Senior Surveyor I, Hebron GBS Project

[mailto:ksienna@dnvgl.com]
[www.dnvgl.com] LinkedIn

Subsection 40(1)
Good afternoon Paul

Thought I would send you an email in between breaths here this afternoon.

Currently we have at CAT, diesel generator from Flanders which had the failure.

CAT is to receive a block replacement for the engine next week and will be moving parts from the old to the new block. Would you be able to conduct inspection when CAT progresses.

Pennecon will be cleaning the alternator end in Flanders prior to the new block being fitted. Would you be able to inspect that as well.

Thanks Glenn

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

Subsection 40(1)

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****************************************************************************************************************************
From: Tremblett, Glenn [mailto:GlennTremblett@gov.nl.ca]  
Sent: Friday, January 22, 2016 3:18 PM  
To: Bourne, Jason  
Subject: Flanders Generator

Jason

CAT has the diesel engine from Flanders Generator for rebuilding. We require the generator end to be cleaned. Can you have someone clean the generator, we expect the engine to be ready to go back in sometime next week.

I also asked DNV Paul Kelly if he could inspect the generator once you have it cleaned.

Cheers  
Glenn

Glenn Tremblett  
Marine Superintendent - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97
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Ok will do.

ENGINE ROOM M.V. Flanders

--- Original Message ---
From: Garth Olinik [mailto:toromont.com]
Sent: Friday, January 22, 2016 1:57 PM
To: Cuff, Greg
Subject: Re: Flanders

Have them give it to our techs... if they are still there working on the gen.... if not we will send someone out.

Sent from my Samsung device over Bell's LTE network.

-------- Original message --------
From: "[GregCuff@gov.nl.ca] Cuff, Greg" <GregCuff@gov.nl.ca>
Date: 01-22-2016 1:55 PM (GMT-03:30)
To: Garth Olinik <toromont.com>
Subject: FW: Flanders

Fyi, if a fuel pump is needed see below.

Greg Cuff
-----Original Message-----
From: Flanders Engine Room, MV
Sent: Friday, January 22, 2016 1:54 PM
To: Cuff, Greg
Subject: RE: Flanders

We have spare Fuel pump onboard part# 4W-6036

ENGINE ROOM M.V. Flanders

_______________________________________________
From: Cuff, Greg
Sent: Friday, January 22, 2016 1:43 PM
To: Hammett, Ben A.; Marshall, Shawn A.; Mulrooney, Stephen R.; Harvey, Max; Smith, Nansen
Cc: Flanders Engine Room, MV; Flood, Jerome
Subject: FW: Flanders

See latest on genset repair for vessel genset, Jerome verify if we have a spare injection pump if required

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services Department of Transportation & Works
Government of Newfoundland and Labrador P.O. Box 97 Lewisporte, NL A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

-----Original Message-----
From: Garth Olinik [mailto:*******@toromont.com]
Sent: Friday, January 22, 2016 1:38 PM
To: Cuff, Greg
Cc: Darrell Lambert; Paul Doyle; Tremblett, Glenn
Subject: RE: Flanders

Yes,

No long block until first week of February so we have ordered the short block. One just came available in the USA and its being hot shot to Toronto over the weekend. Will be flow Monday, here for Tuesday morning. We have started to disassemble your engine and will have everything we need here for Tuesday.

The guys feel we should go through the injection pump to be certain there is no debris so we will get what we need for that as well.

I will send you a revised quote for the short block once we determine all the parts needed. Is it possible to get a PO in place based on the initial quote that can be adjusted once we complete the job?

I will attach the initial quote

Subsection 40(1)
Thanks
Garth Olinik

----Original Message----
From: [GregCuff@gov.nl.ca] Cuff, Greg [mailto:GregCuff@gov.nl.ca]
Sent: January-22-16 1:30 PM
To: Garth Olinik
Cc: Darrell Lambert; Paul Doyle; Tremblett, Glenn
Subject: RE: Flanders

Any word yet?

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services Department of Transportation & Works
Government of Newfoundland and Labrador P.O. Box 97 Lewisporte, NL A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

----Original Message----
From: Garth Olinik [mailto:toromont.com]
Sent: Thursday, January 21, 2016 4:56 PM
To: Cuff, Greg
Cc: Darrell Lambert; Paul Doyle; Tremblett, Glenn
Subject: RE: Flanders

Greg,
No firm confirmation yet. The long block has been ordered machine down from Cat and the delivery is out a week at this point. We are pushing them to see if they are able to improve the delivery based on your situation. They are on Central time so it's only 230pm there. If they are unable to improve the delivery by tomorrow morning we will have to go with the short block and other components.
We will disassemble your engine and clean everything up over the next couple days and be ready for when the new parts arrive. Either way we expect to have everything here Monday or Tuesday.

Garth Olinik

----Original Message----
From: [GregCuff@gov.nl.ca] Cuff, Greg [mailto:GregCuff@gov.nl.ca]
Sent: January-21-16 4:26 PM
To: Garth Olinik
Cc: Darrell Lambert; Paul Doyle; Tremblett, Glenn
Subject: Re: Flanders

Garth do you have an update on delivery?

Sent from my BlackBerry 10 smartphone on the Bell network.
Original Message
From: Garth Olinik
Sent: Wednesday, January 20, 2016 6:57 PM  
To: Cuff, Greg  
Cc: Darrell Lambert; Paul Doyle; Tremblett, Glenn  
Subject: Re: Flanders

We should have an answer in the morning. Once confirmed I'll let you know.  
Thanks

Sent from my Samsung device over Bell's LTE network.

-------- Original message --------

From: "[GregCuff@gov.nl.ca] Cuff, Greg" <GregCuff@gov.nl.ca>  
Date: 01-20-2016 6:43 PM (GMT-03:30)  
To: Garth Olinik <[redacted]@toromont.com>  
Cc: Darrell Lambert <[redacted]@toromont.com>, Paul Doyle <[redacted]@toromont.com>, "Tremblett, Glenn" <GlennTremblett@gov.nl.ca>  
Subject: Re: Flanders

Let's go with long block and expedited delivery. Let us know if that is available, if not available then we will have to revisit. We will try and transport damaged engine to CAT tomorrow. When can we know if long block is available?

Greg

Sent from my BlackBerry 10 smartphone on the Bell network;  
From: Garth Olinik  
Sent: Wednesday, January 20, 2016 6:37 PM  
To: Cuff, Greg  
Cc: Darrell Lambert; Paul Doyle  
Subject: Flanders

Greg,

Attached are 2 quotes. One using a long block the second using a short block. The reason I have quoted 2 options is I cannot confirm the availability of the long block until we actually place the order. Our preference would be to use a long block if we can get it in short order. On the long block quote there are also 2 options for freight. The first being air freight, the second would be ground freight. The details of the delivery are noted with both options. On the long block quote both options are added into the total price however it will be one or the other.

As for the short block, there is inventory available out of Germany and there is a special freight program with Cat that does keep the cost down however there are other additional items like the heads that would need to be flown to expedite the whole process. Using the short block would required additional time & labour to assemble as noted on the quote. There is also a larger allowance for unknown items included with that option.

I have included new fuel nozzles with both options however I have not allowed for us to overhaul the fuel pump. With either option the fuel system will need to be transferred and we will inspect the fuel injection pump. However if we see the pump needs to be gone through ... depending on the debris we find there could be some additional time required.
Once you have made a decision we would like to remove the failed engine asap, that way we can disassemble it and be sure we have everything we need to reassemble using either option.

Please review and advise how we should proceed.

Thanks

Garth Olinik
Toromont Cat
Power Systems Product Support
Newfoundland - Labrador

---

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www.toromont.com
(416)667-5511.

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From: Bourne, Jason -pennecon.com>
Sent: Friday, January 22, 2016 2:07 PM
To: Tremblett, Glenn
Subject: Re: Beaumont Hamel Update

Glenn,

The Beaumont gens should be ready by around 11:00pm tonight.

Thank you,
Jason

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On Jan 22, 2016, at 1:57 PM, Tremblett, Glenn <GlennTremblett@gov.nl.ca> wrote:

Jason

Can you give me an update

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

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Walsh, Frank

From: Flanders Engine Room, MV
Sent: Friday, January 22, 2016 1:54 PM
To: Cuff, Greg
Subject: RE: Flanders

We have spare Fuel pump onboard part# 4W-6036

ENGINEERING M.V.Flanders

From: Cuff, Greg
Sent: Friday, January 22, 2016 1:43 PM
To: Hammett, Ben A.; Marshall, Shawn A.; Mulrooney, Stephen R.; Harvey, Max; Smith, Nansen
Cc: Flanders Engine Room, MV; Flood, Jerome
Subject: FW: Flanders

See latest on genset repair for vessel genset, Jerome verify if we have a spare injection pump if required

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services Department of Transportation & Works Government of Newfoundland and Labrador P.O. Box 97 Lewisporte, NL A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

-----Original Message-----
From: Garth Olinik [mailto:********@toromont.com]
Sent: Friday, January 22, 2016 1:38 PM
To: Cuff, Greg
Cc: Darrell Lambert; Paul Doyle; Tremblett, Glenn
Subject: RE: Flanders

Yes,

No long block until first week of February so we have ordered the short block. One just came available in the USA and its being hot shot to Toronto over the weekend. Will be flow Monday, here for Tuesday morning. We have started to disassemble your engine and will have everything we need here for Tuesday.

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I will attach the initial quote

Thanks
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From: (GregCuff@gov.nl.ca) Cuff, Greg [mailto:GregCuff@gov.nl.ca]
Sent: January-22-16 1:30 PM
To: Garth Olinik
Cc: Darrell Lambert; Paul Doyle; Tremblett, Glenn
Subject: RE: Flanders

Any word yet?

---Original Message---
From: Garth Olinik [mailto:toromont.com]
Sent: Thursday, January 21, 2016 4:56 PM
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Cc: Darrell Lambert; Paul Doyle; Tremblett, Glenn
Subject: RE: Flanders

Greg,

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Sent: January-21-16 4:26 PM
To: Garth Olinik
Cc: Darrell Lambert; Paul Doyle; Tremblett, Glenn
Subject: Re: Flanders

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Sent: Wednesday, January 20, 2016 6:57 PM
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-------- Original message --------
From: [GregCuff@gov.nl.ca] Cuff, Greg <GregCuff@gov.nl.ca>
Date: 01-20-2016 6:43 PM (GMT-03:30)
To: Garth Olinik <[redacted]@toromont.com>
Cc: [redacted] <DLambert@toromont.com>, [redacted] <PDoyle@toromont.com>, "Tremblett, Glenn" <GlennTremblett@gov.nl.ca>
Subject: Re: Flanders

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Subject: Flanders

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Please review and advise how we should proceed.

Thanks

Garth Olinik
Toromont Cat
Power Systems Product Support
Newfoundland - Labrador

- fax
- mobile

Subsection 40(1)

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Toromont Industries Ltd., 3131 Highway 7 West, Concord, ON, L4K 1B7

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Walsh, Frank

From: Hammett, Ben A.
Sent: Friday, January 22, 2016 1:48 PM
To: Harvey, Max; Howard, Jacquelyn; Power, Bradley; Fancey, Jody; Tremblett, Glenn; Cuff, Greg; Marshall, Shawn A; Smith, Nansen; Mulrooney, Stephen R.
Cc: Companion, Lori Anne
Subject: RE: SITREP 1 - RE: MARINE SERVICE UPDATE - BELL IS AND FI/CI SERVICES

Flanders, spoke to Captain he’s heard there is a possibility of a testing around 8 pm tonight.... Beaumont, spoke to mate and theirs is looking at tomorrow morning for completion then megger test...

From: Harvey, Max
Sent: Friday, January 22, 2016 1:45 PM
To: Howard, Jacquelyn; Power, Bradley; Fancey, Jody; Tremblett, Glenn; Cuff, Greg; Marshall, Shawn A; Hammett, Ben A.; Smith, Nansen; Mulrooney, Stephen R.
Cc: Companion, Lori Anne
Subject: RE: SITREP 1 - RE: MARINE SERVICE UPDATE - BELL IS AND FI/CI SERVICES

We want to get an update put out to media by 2 PM – update info below with bullets as required so we can pass them out. Esp timelines......

Max Harvey
Assistant Deputy Minister
Department of Transportation and Works
Government of Newfoundland and Labrador

W: (709) 729-2767
C: 
F: (709) 729-3440

Subsection 40(1)

From: Harvey, Max
Sent: Friday, January 22, 2016 11:42 AM
To: Companion, Lori Anne; Howard, Jacquelyn; Power, Bradley; Fancey, Jody
Cc: Tremblett, Glenn; Cuff, Greg; Marshall, Shawn A; Hammett, Ben A.; Smith, Nansen; Mulrooney, Stephen R.
Subject: SITREP 1 - RE: MARINE SERVICE UPDATE - BELL IS AND FI/CI SERVICES

Deputy;

Here is update.... Still a bit in the air but getting closer. Will starting numbering the updates. (SITREP is situation report – old navy term.)

BELLS ISLAND SERVICE

• FLANDERS: Undergoing final work in Long Pond re temporary emergency generator installation and testing – once test complete, will be able to resume service – will take an hour to deploy to BI/PC service. This is expected for late evening/tomorrow AM but still to be confirmed. Will go to dock for 1-2 weeks once BH returns. (Anticipating 1 week)
• CONTINGENCY HELO: Continuing until marine service resumes. Complaints re waiting areas being followed up (high number of passengers waiting at business facilities not set up to support this contingency – will need to follow up for longer term solution)

• BEAUMONT HAMEL: Electrical work continuing. Expect vessel will be available for service Sunday morning. (may be tomorrow afternoon)

• PASSENGER ISSUES: Why wasn’t BH ready. Air support not aligned with facilities for travelers, no shuttle service. Appears CCG is picking up the corpse from BI – this could be transported by helo. Ben and Brad looking at availing GNL waiting areas – Eastern Health/Red Cross locales in area.

• LONGER LOOK: Very heavy demand on Flanders – a number of engineering concerns/problem areas – Flanders will need some time regularly to conduct maintenance. Looking a weekly/biweekly alternation of Flanders and BH on the service. Helo contingency needs further development incl the build of a helo pad in PC area.

FI/CI SERVICE

• WINSOR: In Lewisporte – crew being deployed and ready vessel to deploy – 6 hr transit. Will wait for direction to sail depending on Veteran status

• VETERAN: Repair to Generator ongoing. Awaiting sign off from Volo re installation of new turbo charger following series of inspections/tests. Decision later this afternoon will dictate Win requirement. Could be back in service later this evening/tomorrow morning.

• CONTINGENCY AIR: Air and helo in place. On weather hold currently.

• PASSENGER ISSUES: Relatively quiet.

• LONGER LOOK: The investigation into why turbo charger failed and resultant impact of lifespan of generator. Potential warranty extension request. May impact disposal plan for Win (we can still put up for sale with understanding tender can be cancelled if vessel required)

Cheers

Max Harvey
Assistant Deputy Minister
Department of Transportation and Works
Government of Newfoundland and Labrador

W: (709) 729-2767
C: 
F: (709) 729-3440

Subsection 40(1)
Req#103148 (Flanders) Generator Hook Up, C/W email quote from Paul Doyle: for PO process;
Req#103272 (Flanders) Temp Generator Installation [Pennecon Tech Svcs/from Standing Offer]: for PO process.

-----Original Message-----
From: scanner [mailto:stjh-prt031269@gov.nl.ca]
Sent: Friday, January 22, 2016 1:29 PM
To: Flood, Jerome
Subject: Scanned from MFP07335348 22/01/2016 13:29

Scanned from MFP07335348

Date: 22/01/2016 13:29
Pages: 4
Resolution: 200x200 DPI

----------------------------------------
Glenn Tremblett  
Marine Superintendent - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6220 Office  
GlennTremblett@gov.nl.ca

From: Bourne, Jason  [mailto:Jason@pennecon.com]  
Sent: Thursday, January 21, 2016 1:40 PM  
To: Tremblett, Glenn  
Subject: Re: BH Generator cleaning and megger tests

Glenn,

Closest gen I can find is a 500kw and it is located in goosebay.

Jason

On Jan 21, 2016, at 10:39 AM, Tremblett, Glenn <GlennTremblett@gov.nl.ca> wrote:

Please proceed with cleaning all 3 and megger test.
Recent discussion with Jason indicated all 3 could be ready to go for tomorrow by end of day.

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

Subsection 40(1)

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Walsh, Frank

From: Walsh, Jack
Sent: Friday, January 22, 2016 12:01 PM
To: Tremblett, Glenn
Subject: Re: Stbd Gen. Failure

Madsen and Cat have come up with a plan that could see Flanders ready by 8:00 this evening. They want DND onboard to insure approval. Can this be arrtanged?

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [redacted]
E-Mail: walshj@gov.nl.ca

From: Tremblett, Glenn
Sent: Friday, January 22, 2016 11:59 AM
To: Flanders Engine Room, MV; Kelly, Paul Edward; Walsh, Jack
Cc: Elgazzar, Isslam; Cuff, Greg
Subject: RE: Stbd Gen. Failure

Would more hands helping make this progress any faster?

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
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Lewisporte, NL
A0G 3A0
709-535-6220 Office
BB
GlennTremblett@gov.nl.ca

From: Tremblett, Glenn
Sent: Friday, January 22, 2016 11:53 AM
To: Flanders Engine Room, MV; Kelly, Paul Edward; Walsh, Jack
Cc: Elgazzar, Isslam; Cuff, Greg
Subject: RE: Stbd Gen. Failure

What can we put in place to expedite this???
From: Flanders Engine Room, MV  
Sent: Friday, January 22, 2016 11:52 AM  
To: Kelly, Paul Edward  
Cc: Elgazzar, Isslam; Tremblett, Glenn; Cuff, Greg  
Subject: RE: Stbd Gen. Failure

Toromont Cat are onboard, they are running a separate communication cable between Temp. gen and main switchboard, they are also installing a separate controller and hopefully we will be ready for some testing later this evening.

From: Kelly, Paul Edward  
Sent: Friday, January 22, 2016 11:36 AM  
To: Flanders Engine Room, MV  
Cc: Elgazzar, Isslam; Tremblett, Glenn; Cuff, Greg  
Subject: RE: Stbd Gen. Failure

Thanks Craig. Any progress this morning on the load sharing?

Best regards

for Det Norske Veritas (Canada) Ltd.

Paul Kelly  
Senior Surveyor I, Hebron GBS Project

E-mail: [email protected]  
Mobile: [REDACTED]  
Direct: [REDACTED]  
www.dnvgl.com  LinkedIn

DNV and GL have merged to form DNV GL - Read more here: www.dnvgl.com/merger

From: Flanders Engine Room, MV  
Sent: January-22-16 8:02 AM  
To: Kelly, Paul Edward  
Cc: Elgazzar, Isslam; Tremblett, Glenn; Cuff, Greg  
Subject: Stbd Gen. Failure

Good Day Paul

Please see pictures attached of the failure of the Stbd. generator which occurred on Jan 20,2016.

Craig Babstock C/E
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Walsh, Frank

From: Flanders Engine Room, MV
Sent: Friday, January 22, 2016 11:52 AM
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Cc: Elgazzar, Isslam; Tremblett, Glenn; Cuff, Greg
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From: Kelly, Paul Edward [k................@dnvgl.com]
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Thanks Craig. Any progress this morning on the load sharing?

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Paul Kelly
Senior Surveyor I, Hebron GBS Project

---

DNV and GL have merged to form DNV GL - Read more here: www.dnvgl.com/merger

---

From: Flanders Engine Room, MV [mailto:EngineFlanders@gov.nl.ca]
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ENGINEROOM M.V.Flanders
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******************************************************************************
Electrical. Tech (Don or Reg) will be in attendance at Flanders within an hour. It was either one of these guys that Dave Lewis from Cat wanted.

Regards,

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [redacted]
E-Mail: walshj@gov.nl.ca
Walsh, Frank

From: Walsh, Jack
Sent: Friday, January 22, 2016 10:06 AM
To: Tremblett, Glenn
Subject: Flanders

I have been speaking to Cat Tech. His proposal seems reasonable. To be honest I can't see how we can load share without the two gens being able to talk to one another. He estimates it will be late this evening or early tomorrow before we will be ready to go in service.

Regards,

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [redacted]
E-Mail: walshj@gov.nl.ca

Subsection 40(1)
Thanks Jack

Glenn Tremblett  
Marine Superintendent - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL A0G 3A0  
709-535-6220 Office  
GlennTremblett@gov.nl.ca

From: Walsh, Jack  
Sent: Friday, January 22, 2016 9:46 AM  
To: Tremblett, Glenn  
Subject: Flanders

I've been speaking to Cat Tech and what he proposes seems reasonable. I don't know how else it could be done. He estimates this will be completed and ready to run by late this evening or early in am.

Regards,

John (Jack) Walsh  
Project/Refit Coordinator  
Transportation & Works  
Marine Service Division  
GNL

Mobile:  
E-Mail: walshj@gov.nl.ca
Walsh, Frank

From: Flanders Engine Room, MV
Sent: Friday, January 22, 2016 8:33 AM
To: Tremblett, Glenn; Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg
Subject: RE: Re: Generator update

After quick assessment by Cat rep. Dave Lewis, he figures that we can tie into existing AVR and run additional line for speed control and Should be able to parallel and load share.

ENGINEROOM  M.V.Flanders

From: Tremblett, Glenn
Sent: Friday, January 22, 2016 7:56 AM
To: Flanders Engine Room, MV; Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg
Subject: RE: Re: Generator update

Thanks for the update. Is Pennecon coming back this morning as well?

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
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Lewisporte, NL
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709-535-6225 BB
GlennTremblett@gov.nl.ca

From: Flanders Engine Room, MV
Sent: Friday, January 22, 2016 7:52 AM
To: Tremblett, Glenn; Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg
Subject: RE: Re: Generator update

Just spoke with Paul Doyle of Toromont and he said he would send Dave Lewis to the boat ASAP, to see if there is a way to have temp gen parallel and load share with SS gen.

Craig

ENGINEROOM  M.V.Flanders

From: Tremblett, Glenn
Sent: Friday, January 22, 2016 7:36 AM
To: Flanders Engine Room, MV; Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg
Subject: RE: Re: Generator update
Is it possible to split your board and dedicate loads to each generator

Glenn Tremblett
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Department of Transportation & Works
Government of Newfoundland and Labrador
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From: Flanders Engine Room, MV
Sent: Friday, January 22, 2016 7:28 AM
To: Tremblett, Glenn
Subject: RE: Re: Generator update

Generators would parallel only briefly, then one or the other would take all the load and the other would trip on reverse current. Load was minimal.

ENGINE ROOM M.V.Flanders

From: Tremblett, Glenn
Sent: Friday, January 22, 2016 7:09 AM
To: Flanders Engine Room, MV; Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg
Subject: FW: Re: Generator update

Please confirm that when paralleling there were no issues.

When attempting load sharing, how much load was being used?

Glenn Tremblett
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A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

From: G Tremblett [mailto:...@gmail.com]
Sent: Friday, January 22, 2016 7:07 AM
To: Tremblett, Glenn
Subject: Fwd: Re: Generator update

---------- Forwarded message ----------
From: "G Tremblett" <...@gmail.com>
Date: 22 Jan 2016 06:19  
Subject: Re: Generator update  
To: "Greg Cuff" <GregCuff@gov.nl.ca>  
Cc: "Hammett, Ben A." <hammettb@gov.nl.ca>, "MV Flanders" <flanders@gov.nl.ca>, "Walsh, Jack" <walshj@gov.nl.ca>, "Marshall, Shawn A" <ShawnMarshall@gov.nl.ca>, "Flanders Engine Room, MV" <EngineFlanders@gov.nl.ca>, "Elgazzar, Isslam" <IsslamElgazzar@gov.nl.ca>  

Almost at office. Will make some calls and investigate dedicated loading of gens  
On 22 Jan 2016 06:06, "Cuff, Greg" <GregCuff@gov.nl.ca> wrote:  
Can we go knowing that only have one genset one the board at a time with limited bow thruster capability?  
Can the temp genset or vessel genset be put on by itself. Would that be an option until we figure out how to make them load share? Chief and captain would have to be comfortable with this option (if even possible) before presenting it to DNV?  

Sent from my BlackBerry 10 smartphone on the Bell network.  

From: G Tremblett  
Sent: Friday, January 22, 2016 5:55 AM  
To: Elgazzar, Isslam  
Cc: Cuff, Greg; Flanders Engine Room, MV  
Subject: Re: Generator update  

Ensure update is sent soonest.  
On 22 Jan 2016 01:32, "Elgazzar, Isslam" <IsslamElgazzar@gov.nl.ca> wrote:  
Good day all  

We couldn't share load between Temp Gen and gen set. Tomorrow morning will call Cat to see what's our options (ex load sharing bank or else).  

All requirements were meet except load sharing and precautions were made for safe operation and connection.  

Regards  
Isslam  

Sent from my BlackBerry 10 smartphone on the Bell network.  

From: Elgazzar, Isslam  
Sent: Friday, January 22, 2016 12:30 AM  
To: G Tremblett  
Cc: Flanders Engine Room, MV; Hammett, Ben A.; Cuff, Greg; Smith, Nansen;  
Subject: Re: Generator update  

Load sharing test failed.  

Regards  
Isslam  

Sent from my BlackBerry 10 smartphone on the Bell network.
From: G Tremblett
Sent: Thursday, January 21, 2016 10:59 PM
To: Elgazzar, Isslam
Cc: Flanders Engine Room, MV; Hammett, Ben A.; Cuff, Greg; Smith, Nansen; @dnvgl.com
Subject: Re: Generator update

Please provide update. We need confirmation this work has been completed
On 21 Jan 2016 20:04, "G Tremblett" @gmail.com> wrote:
So have trials started?
Have all requirements and precautions been met?
Has generator been removed?
On 21 Jan 2016 20:00, "Elgazzar, Isslam" <IsslamElgazzar@gov.nl.ca> wrote:
Yes

After 30 we will do black out test.

DNV gl. Is here nothing major after testing will update you.

Sent from my BlackBerry 10 smartphone on the Bell network.

From: G Tremblett
Sent: Thursday, January 21, 2016 7:57 PM
To: Flanders Engine Room, MV
Cc: Cuff, Greg; Elgazzar, Isslam
Subject: Generator update

Can you please provide me update on generator removal and temporary generator progress

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Walsh, Frank

From: Flanders Engine Room, MV  
Sent: Friday, January 22, 2016 8:01 AM  
To: Tremblett, Glenn  
Subject: RE: Re: Generator update  

Yes Jeff Stanley said he would be back in the morning.

ENGINEROOM M.V.Flanders

From: Tremblett, Glenn  
Sent: Friday, January 22, 2016 7:56 AM  
To: Flanders Engine Room, MV; Elgazzar, Isslam; Walsh, Jack  
Cc: Cuff, Greg  
Subject: RE: Re: Generator update  

Thanks for the update. Is Pennecon coming back this morning as well?

Glenn Tremblett  
Marine Superintendent - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6200 Office  
BB  
GlennTremblett@gov.nl.ca  

From: Flanders Engine Room, MV  
Sent: Friday, January 22, 2016 7:52 AM  
To: Tremblett, Glenn; Elgazzar, Isslam; Walsh, Jack  
Cc: Cuff, Greg  
Subject: RE: Re: Generator update  

Just spoke with Paul Doyle of Toromont and he said he would send Dave Lewis to the boat ASAP, to see if there is a way to have temp gen parallel and load share with SS gen.

Craig  

ENGINEROOM M.V.Flanders

From: Tremblett, Glenn  
Sent: Friday, January 22, 2016 7:36 AM  
To: Flanders Engine Room, MV; Elgazzar, Isslam; Walsh, Jack  
Cc: Cuff, Greg  
Subject: RE: Re: Generator update  

Thanks  

Is it possible to split your board and dedicate loads to each generator
Glenn Tremblett  
Marine Superintendent - Marine Transportation Services  
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P.O. Box 97  
Lewisporte, NL  
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Generators would parallel only briefly, then one or the other would take all the load and the other would trip on reverse current. Load was minimal.

ENGINEROOM M.V.Flanders

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Please confirm that when paralleling there were no issues.

When attempting load sharing, how much load was being used?

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From: G Tremblett [mailto:Gtremblett@gmail.com]  
Sent: Friday, January 22, 2016 7:07 AM  
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Subject: Fwd: Re: Generator update

----------- Forwarded message -----------
From: "G Tremblett" <Gtremblett@gmail.com>  
Date: 22 Jan 2016 06:19  
Subject: Re: Generator update  
To: "Greg Cuff" <GregCuff@gov.nl.ca>
Cc: "Hammett, Ben A." <hammettb@gov.nl.ca>, "MV Flanders" <flanders@gov.nl.ca>, "Walsh, Jack" <walshj@gov.nl.ca>, "Marshall, Shawn A" <ShawnMarshall@gov.nl.ca>, "Flanders Engine Room, MV" <EngineFlanders@gov.nl.ca>, "Elgazzar, Isslam" <IsslamElgazzar@gov.nl.ca>

Almost at office. Will make some calls and investigate dedicated loading of gens
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Regards
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From: Elgazzar, Isslam
Sent: Friday, January 22, 2016 12:30 AM
To: G Tremblett
Cc: Flanders Engine Room, MV; Hammett, Ben A.; Cuff, Greg; Smith, Nansen; @dnvgl.com
Subject: Re: Generator update

Load sharing test failed.

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Please provide update. We need confirmation this work has been completed
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Have all requirements and precautions been met?
Has generator been removed?
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After 30 we will do black out test.

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Just spoke with Paul Doyle of Toromont and he said he would send Dave Lewis to the boat ASAP, to see if their is a way to have temp gen parallel and load share with SS gen.

Craig

ENGINE ROOM M.V. Flanders

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ENGINEROOM  M.V.Flanders

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To: "Greg Cuff" <GregCuff@gov.nl.ca>  
Cc: "Hammett, Ben A." <hammettb@gov.nl.ca>, "MV Flanders" <flanders@gov.nl.ca>, "Walsh, Jack" <walshj@gov.nl.ca>, "Marshall, Shawn A" <ShawnMarshall@gov.nl.ca>, "Flanders Engine Room, MV" <EngineFlanders@gov.nl.ca>, "Elgazzar, Isslam" <IsslamElgazzar@gov.nl.ca>

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Walsh, Frank

From: Flanders Engine Room, MV
Sent: Friday, January 22, 2016 7:46 AM
To: Tremblett, Glenn
Subject: RE: Re: Generator update

Not designed to be split, one common buss.

ENGINEROOM M.V.Flanders

From: Tremblett, Glenn
Sent: Friday, January 22, 2016 7:36 AM
To: Flanders Engine Room, MV; Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg
Subject: RE: Re: Generator update

Thanks

Is it possible to split your board and dedicate loads to each generator

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

From: Flanders Engine Room, MV
Sent: Friday, January 22, 2016 7:28 AM
To: Tremblett, Glenn
Subject: RE: Re: Generator update

Generators would parallel only briefly, then one or the other would take all the load and the other would trip on reverse current. Load was minimal.

ENGINEROOM M.V.Flanders

From: Tremblett, Glenn
Sent: Friday, January 22, 2016 7:09 AM
To: Flanders Engine Room, MV; Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg
Subject: FW: Re: Generator update

Please confirm that when paralleling there were no issues.

When attempting load sharing, how much load was being used?
Almost at office. Will make some calls and investigate dedicated loading of gens
On 22 Jan 2016 06:06, "Cuff, Greg" <GregCuff@gov.nl.ca> wrote:
Can we go knowing that only have one genset one the board at a time with limited bow thruster capability?
Can the temp genset or vessel genset be put on by itself. Would that be an option until we figure out how to make them load share? Chief and captain would have to be comfortable with this option(if even possible) before presenting it to DNV?

Sent from my BlackBerry 10 smartphone on the Bell network.

Ensure update is sent soonest.
On 22 Jan 2016 01:32, "Elgazzar, Isslam" <IsslamElgazzar@gov.nl.ca> wrote:
Good day all

We couldn't share load between Temp Gen and gen set. Tomorrow morning will call Cat to see what's our options (ex load sharing bank or else).

All requirements were meet except load sharing and precautions were made for safe operation and connection.

Regards
Isslam
Sent from my BlackBerry 10 smartphone on the Bell network.

From: Elgazzar, Isslam
Sent: Friday, January 22, 2016 12:30 AM
To: G Tremblett
Cc: Flanders Engine Room, MV; Hammett, Ben A.; Cuff, Greg; Smith, Nansen; [ obscured]@dnvgl.com
Subject: Re: Generator update

Load sharing test failed.

Regards
Isslam

Sent from my BlackBerry 10 smartphone on the Bell network.

From: G Tremblett
Sent: Thursday, January 21, 2016 10:59 PM
To: Elgazzar, Isslam
Cc: Flanders Engine Room, MV; Hammett, Ben A.; Cuff, Greg; Smith, Nansen; [ obscured]@dnvgl.com
Subject: Re: Generator update

Please provide update. We need confirmation this work has been completed.
On 21 Jan 2016 20:04, "G Tremblett" <[ obscured]@gmail.com> wrote:
So have trials started?
Have all requirements and precautions been met?
Has generator been removed?
On 21 Jan 2016 20:00, "Elgazzar, Isslam" <IsslamElgazzar@gov.nl.ca> wrote:
Yes

After 30 we will do black out test,

DNV gl. Is here nothing major after testing will update you.

Sent from my BlackBerry 10 smartphone on the Bell network.

From: G Tremblett
Sent: Thursday, January 21, 2016 7:57 PM
To: Flanders Engine Room, MV
Cc: Cuff, Greg; Elgazzar, Isslam
Subject: Generator update

Can you please provide me update on generator removal and temporary generator progress

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Hi Greg,

For the estimate I put it at around $5500, this is for a callout last night for 4 hours and travel, and based on 2 technicians today to install the load share module for a 12 hour day if needed and travel. We can adjust at final invoice. The rate for callout is $55 per hour, regular field rate is $50 plus $5 per hour after 8 Monday to Friday.

Thanks

Paul Doyle
Field Service Supervisor
Toromont Cat Power Systems
82 Kenmount Road, P.O Box 8940
St John’s, NL, A1B 3S2
Phone 709-722-5660
Cell

Can we get an estimated costing to allow us to create the PO we can adjust at a later time for the final invoice.

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

From: Paul Doyle <mailto:[redacted]@toromont.com>
Sent: Friday, January 22, 2016 9:03 AM
To: Elgazzar, Isslam
Cc: Flanders Engine Room, MV; Cuff, Greg
Subject: p.o for call out and technicians for generator hook up

Importance: High
Hi Isslam,
Can you provide a P.O for the call out of our technician last night and today for generator hook up of rental unit from Ozark.
Thanks Paul

Paul Doyle
Field Service Supervisor
Toromont Cat Power Systems
82 Kenmount Road, P.O Box 8940
St.John's, NL, A1B 3S2
Phone 709-722-5660
Cell [redacted]

**Subsection 40(1)**

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Toromont Industries Ltd., 3131 Highway 7 West, Concord, ON, L4K 1B7 www.toromont.com (416) 667-5511.

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walsh, frank

from: tim wetzel <poseidonmarine.nf.ca>
sent: friday, january 22, 2016 10:31 am
to: tremblett, glenn; mv flanders
subject: re: fw: flanders temporary generator

morgan, do you have the temporary fire plan looked after as well?

tim

from: tremblett, glenn [mailto:glenn@poseidonmarine.nf.ca]
sent: friday, january 22, 2016 10:28 am
to: mv flanders
cc: tim wetzel
subject: re: fw: flanders temporary generator

cheers

glenn tremblett
marine superintendent - marine transportation services
department of transportation & works
government of newfoundland and labrador
p.o. box 97
lewisporte, nl
a0g 3a0
709-535-6220 office

subsubsection 40(1)

glenn@poseidonmarine.nf.ca

from: mv flanders
sent: friday, january 22, 2016 10:22 am
to: tremblett, glenn
subject: re: fw: flanders temporary generator

we have this taken care of.

morgan

from: tremblett, glenn
sent: friday, january 22, 2016 06:59 am newfoundland standard time
to: 'tim wetzel' <poseidonmarine.nf.ca>; deon dyke <poseidonmarine.nf.ca>
c: flanders engine room, mv; mv flanders
subject: re: fw: flanders temporary generator

thanks tim

subsubsection 40(1)

i had bb issues last night, of all times for account problems. anyway i will pass along to flanders

glenn tremblett
Hi Glenn,

Looking at the list below, we can assist with the temporary Fire Control Plan (we have current approved copy in house) as well as the written procedures if the vessel does not address this themselves.

We'll be in contact in the morning to get the vessels location.

Rgds, Tim

Tim Wetzel
Poseidon Marine Consultants Ltd.

---- Tremblett, Glenn wrote ----

Tim/Deon

We ran into some issues with FLANDERS this week with losing a generator. We are placing a portable generator onboard to get her back in service ASAP. Below are recommendations/requirements/considerations etc to be implemented.

Can you please have a look at the additions from TC to see if there is anything you may be able to provide us?

Cheers
Glenn

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca
Good evening

Please have a close read of below sent from TC to DNV for us to address in conjunction and above and beyond the earlier requirements.

I have provided responses/comments/questions in green. Please provide your feedback ASAP

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
AOG 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

From: Kelly, Paul Edward [mailto:Kelly@dnvgl.com]
Sent: Thursday, January 21, 2016 4:13 PM
To: Tremblett, Glenn; Downey, Keith; Flanders Engine Room, MV; MV Flanders; Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg; Hammett, Ben A.; Smith, Nansen; Mulrooney, Stephen R.; Marshall, Shawn A
Subject: RE: FLANDERS Temporary Generator

Hi Glen.

Just received an e-mail from TC, they have asked us to consider the following items during our survey, they have asked for an MTRB and I have told them that we can create this and submit to TC next week:

“As discussed formal acceptance of the installation will require an MTRB and authorization by TCMSS following your onsite inspection onboard. In addition to the requirements below we have the following areas that should be addressed satisfactorily:

- Emergency procedures onboard to be updated and all personnel made familiar with same Is vessel capable of updating or shall I engage Poseidon?
- Assurance that all electrical connections are suitable for the hazardous zone rating. This may be difficult to achieve, consider having a specified separation from the vehicles, or alternative? Isslam can you confirm suitable for zone rating. Vessel to ensure that generator location area is outline with yellow tape and adequate separation from vehicles is in place.
- Passenger safety arrangements are made to assure restricted access and safety during, loading / unloading. Consideration should be given to specify not to use temporary generator when loading. I don’t see this as a huge obstacle to overcome as vessel can simply not run the generator while loading and unloading. During normal operating procedures access to car deck is restricted. Outline the area of the generator with yellow tape as well to ensure personnel are aware of restricted area.
Exhaust (arrangements to ensure no entrance to accommodation or passenger spaces) Isslam can you ensure that generator location is such to prevent exhaust entrance into accommodation and passenger spaces. If you require Heddle to return and fabricate trunking to direct exhaust further so be it.

Temporary fire detection and alarm system is fitted. Assurance hat the system is capable of alerting personnel of fire, either by remote activation or continuous watch in area. Car deck has a fire detection and alarm system. Generator is in view of car deck camera which is monitored. Also when generator is in use, sentry is to be posted.

Engineering watch arrangements are made, including onsite personnel and temporary alarm panel (some arrangement should be made) CCT TV? See above

What fire protection arrangements are being made? Sentry with portable extinguisher on site when generator running. Car deck sprinkler system is available. Ripped fire hose to container opening capable of having isolation valve remotely operated

Temporary Fire control plan and passenger evacuation to be updated to include temporary arrangements considered

Ensure electrical cable is mechanically protected were necessary and proper fittings used where it passes through the bulkheads/deck. Isslam can you confirm this is the case

It is unlikely that this generator will be capable of parallel operation, therefore ensure cable is fed through the vessels generator circuit breaker to ensure interlocking is in place.” Isslam can you confirm

Best regards
for Det Norske Veritas (Canada) Ltd.

Paul Kelly
Senior Surveyor I, Hebron GBS Project

DNV GL have merged to form DNV GL - Read more here: www.dnvgl.com/merger

From: Tremblett, Glenn [mailto:GlennTremblett@gov.nl.ca]
Sent: January-21-16 3:58 PM
To: Kelly, Paul Edward; Downey, Keith; Flanders Engine Room, MV; MV Flanders; Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg; Hammett, Ben A.; Smith, Nansen; Mulrooney, Stephen R.; Marshall, Shawn A
Subject: FLANDERS Temporary Generator

After a day full of discussions and suggestions in order to enable FLANDERS to return to service with a temporary generator fitted, the below requirements are being met. I recently contacted Paul Kelly (DNV) and informed him that FLANDERS temporary generator will be ready for tests/trials around 2100 this evening.

I would suggest that perhaps DNV proceed to FLANDERS sometime after 1900 for preliminary check to ensure requirements are satisfactory prior to tests/trials.

DNV had discussions with TC today as well and there might be some further requirements/suggestions being sent shortly.
MV FLANDERS Temporary Generator Minimum Requirements

1. Does Temp Gen unit have its own Fire Detection System and can this be connected to vessel monitoring system; No has other safety systems for shutdowns, low oil, low coolant, engine over speed etc.. Vessel shall have a fire hose rigged and layed in place of container opening with nozzle open so valve can be remotely opened to provide water in event of fire.
2. Does Temp Gen unit have its own Fire Suppression system. If not, portable extinguishers to be located for use if required; Has no fire suppression, will need portable extinguishers. Also rig a fire hose to container opening so it can be remotely charged in event of fire
3. Does Temp Gen have Emergency Stop fitted outside container; Yes but it is being repaired now. Ensure it is repaired and operational
4. What safety stops are fitted for unit; Has over speed, low coolant, low oil pressure, high temp alarm, over crank, low battery voltage, low fuel level, high fuel level, rupture basin leak. These will alarm first and if not acknowledge shut down unit.
5. Where is the fuel fill point; Inside cabinet with a double walled tank
6. Does the unit have a liquid containment arrangement fitted; No. Ensure a drip tray os located for filling.
7. Need to ensure there is reverse power protection capability. Yes it does have this it will shut down if power is reversed
8. Securing to deck can be tie downs to tie down points or if Captain more comfortable weld to deck Up to skipper. Welding to fasten to deck

Can vessel please take pics of above items and send to me so I can forward to DNV ASAP.

Prior to returning to service, the following confirmation checks/trials shall be conducted as a minimum:

1. All safety shut downs confirmed correct;
2. All power connections/distributions confirmed correct;
3. All operating functions confirmed correct;
4. All operating functions associated with other Gen confirmed correct;
5. Fuel containment confirmed for fill point. If unit doesn't have containment will have to fit some sort of containment or drip tray;
6. Fire detection system confirmed and if monitoring cannot be connected to vessels monitoring system then is it possible to have car deck camera aimed at the unit so bridge can monitor. May require a sentry to conduct monitoring checks, also a fire hose rigged. When generator is in operation a sentry shall be posted in the vicinity with portable fire extinguisher in order to monitor.

Matthew Williams also sent a list of requirements and confirmations to be met. Ensure that list is also confirmed.

REQUIREMENTS

- The generator shall be positioned along the ship in a non-hazardous, sheltered area.
- Container unit access openings are to be weather-tight to the best possible extent.
- The generator shall be securely fastened to the vessel's deck, taking into consideration the position of deck stringers and stiffeners. (We will survey the frame locations onboard to ensure the load is supported properly by the web frames. Again, any way of securing is fine with us but I recommend weldments)
- We will need to see a copy of the generator certification for review. Please provide this as soon as possible.
- We will need the details on the fire detection/suppression system ASAP. Depending on what they have we will have to evaluate the vessel's sprinkler system and/or additional firefighting arrangements (manned watch / extinguishers)
- At least one portable fire extinguisher shall be arranged near each entrance to the container.
• All ventilation and fuel supply to be able to be closed/shut-off from outside the container.
• All electrical cables shall be type approved.
• Power cables shall be routed as per class requirements (you spoke earlier of your plan for gland penetrations and use of existing cable trays. This should be fine and we will confirm with a survey onboard)
• All E-stop points to be located outside the container.
• Drip tray to be installed in way of the fueling point to prevent a LOC.

SURVEY AND TESTING

• We will survey the installation of the container as well as the final set up once it has been connected and brought on line.
• If you decide to weld the container to the deck, have a third party come in to perform MPI on the completed welds. Have the welders ensure that the area of the deck they are welding is pre-heated sufficiently to avoid post-weld cracking.
• Complete function test of the generator will be necessary including:
  o All engine shutdowns
  o Outside E-stops and fire call points
  o Running up of the generator and load test as far as practical, including switchboard paralleling with the main generator.
• A functional test of the fire detection system after installation.

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

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The temp gen is 400kw and gen set 350kw.

One gen can’t take normal + thrusters load we need to share the load on 2 gen.

The vessel can operate on one gen set under conditions wind less than 20 knots and no thrusters.

Regards
Isslam

Sent from my BlackBerry 10 smartphone on the Bell network.

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Levisporte, NL
A0G 3A0
709-535-6210
gregcuff@nov.nl.ca

He is presently working online looking for required information. Well check again soon.
Great stuff

How long will this take do you think

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office

After quick assessment by Cat rep. Dave Lewis, he figures that we can tie into existing AVR and run additional line for speed control and should be able to parallel and load share.

Thanks for the update. Is Pennecon coming back this morning as well?

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
From: Flanders Engine Room, MV  
Sent: Friday, January 22, 2016 7:52 AM  
To: Tremblett, Glenn; Elgazzar, Isslam; Walsh, Jack  
Cc: Cuff, Greg  
Subject: RE: Re: Generator update

Just spoke with Paul Doyle of Toromont and he said he would send Dave Lewis to the boat ASAP, to see if their is a way to have temp gen parallel and load share with SS gen.

Craig

ENGINE ROOM  M.V.Flanders

From: Tremblett, Glenn  
Sent: Friday, January 22, 2016 7:36 AM  
To: Flanders Engine Room, MV; Elgazzar, Isslam; Walsh, Jack  
Cc: Cuff, Greg  
Subject: RE: Re: Generator update

Thanks

Is it possible to split your board and dedicate loads to each generator

Glenn Tremblett  
Marine Superintendent - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
AOG 3A0  
709-535-6220 Office  
709-535-6222 BB  
GlennTremblett@gov.nl.ca

From: Flanders Engine Room, MV  
Sent: Friday, January 22, 2016 7:28 AM  
To: Tremblett, Glenn  
Subject: RE: Re: Generator update

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ENGINE ROOM  M.V.Flanders

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When attempting load sharing, how much load was being used?
Glenn Tremblett  
Marine Superintendent - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
AOG 3A0  
709-535-6220 Office  
GlennTremblett@gov.nl.ca

From: G Tremblett [mailto:____________________________]  
Sent: Friday, January 22, 2016 7:07 AM  
To: Tremblett, Glenn  
Subject: Fwd: Re: Generator update

---------- Forwarded message ----------

From: "G Tremblett" <GregCuff@gov.nl.ca>  
Date: 22 Jan 2016 06:19  
Subject: Re: Generator update  
To: "Greg Cuff" <GregCuff@gov.nl.ca>  
Cc: "Hammett, Ben A." <hammettb@gov.nl.ca>, "MV Flanders" <flanders@gov.nl.ca>, "Walsh, Jack" <walshj@gov.nl.ca>, "Marshall, Shawn A" <ShawnMarshall@gov.nl.ca>, "Flanders Engine Room, MV" <EngineFlanders@gov.nl.ca>, "Elgazzar, Isslam" <IsslamElgazzar@gov.nl.ca>

Almost at office. Will make some calls and investigate dedicated loading of gens  
On 22 Jan 2016 06:06, "Cuff, Greg" <GregCuff@gov.nl.ca> wrote:  
Can we go knowing that only have one genset one the board at a time with limited bow thruster capability? Can the temp genset or vessel genset be put on by itself. Would that be an option until we figure out how to make them load share? Chief and captain would have to be comfortable with this option(if even possible) before presenting it to DNV?

Sent from my BlackBerry 10 smartphone on the Bell network.

From: G Tremblett  
Sent: Friday, January 22, 2016 5:55 AM  
To: Elgazzar, Isslam  
Cc: Cuff, Greg; Flanders Engine Room, MV  
Subject: Re: Generator update

Ensure update is sent soonest.  
On 22 Jan 2016 01:32, "Elgazzar, Isslam" <IsslamElgazzar@gov.nl.ca> wrote:  
Good day all

We couldn't share load between Temp Gen and gen set. Tomorrow morning will call Cat to see what's our options (ex load sharing bank or else).

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Regards  
Isslam
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Cc: Flanders Engine Room, MV; Hammett, Ben A.; Cuff, Greg; Smith, Nansen; @dnvgl.com  
Subject: Re: Generator update

Please provide update. We need confirmation this work has been completed 
On 21 Jan 2016 20:04, "G Tremblett" <@gmail.com> wrote: 
So have trials started? 
Have all requirements and precautions been met? 
Has generator been removed? 
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Yes 

After 30 we will do black out test.

DNV gl. Is here nothing major after testing will update you.

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To: Flanders Engine Room, MV  
Cc: Cuff, Greg; Elgazzar, Isslam  
Subject: Generator update

Can you please provide me update on generator removal and temporary generator progress

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Damaged gen pulled out and delivered to workshop yesterday and sky light cover is back tight in place.

Regards
Isslam

Sent from my BlackBerry 10 smartphone on the Bell network.

Has the broken Genset been removed and is soft patch back in place?

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
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Lewisporte, NL
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709-535-6220 Office
BB
GlennTremblett@gov.nl.ca

Yes Jeff Stanley said he would be back in the morning.

ENGINEEROOM M.V.Flanders
From: Tremblett, Glenn  
Sent: Friday, January 22, 2016 7:56 AM  
To: Flanders Engine Room, MV; Elgazzar, Isslam; Walsh, Jack  
Cc: Cuff, Greg  
Subject: RE: Re: Generator update

Thanks for the update. Is Pennecon coming back this morning as well?

Glenn Tremblett  
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Craig  
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Glenn Tremblett  
Marine Superintendent - Marine Transportation Services  
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Cc: Cuff, Greg
Subject: FW: Re: Generator update

Please confirm that when paralleling there were no issues.

When attempting load sharing, how much load was being used?

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL A0G 3A0
709-535-6220 Office
709-535-6222 BB
GlennTremblett@gov.nl.ca

From: G Tremblett [mailto:G.Tremblett@gmail.com]
Sent: Friday, January 22, 2016 7:07 AM
To: Tremblett, Glenn
Subject: Fwd: Re: Generator update

---------- Forwarded message ----------
From: "G Tremblett" <G.Tremblett@gmail.com>
Date: 22 Jan 2016 06:19
Subject: Re: Generator update
To: "Greg Cuff" <GregCuff@gov.nl.ca>
Cc: "Hammett, Ben A." <hammettb@gov.nl.ca>, "MV Flanders" <flanders@gov.nl.ca>, "Walsh, Jack" <walshj@gov.nl.ca>, "Marshall, Shawn A" <ShawnMarshall@gov.nl.ca>, "Flanders Engine Room, MV" <EngineFlanders@gov.nl.ca>, "Elgazzar, Isslam" <IsslamElgazzar@gov.nl.ca>

Almost at office. Will make some calls and investigate dedicated loading of gens
On 22 Jan 2016 06:06, "Cuff, Greg" <GregCuff@gov.nl.ca> wrote:
Can we go knowing that only have one genset one the board at a time with limited bow thruster capability? Can the temp genset or vessel genset be put on by itself. Would that be an option until we figure out how to make them load share? Chief and captain would have to be comfortable with this option(if even possible) before presenting it to DNV?

Sent from my BlackBerry 10 smartphone on the Bell network.
From: G Tremblett
Sent: Friday, January 22, 2016 5:55 AM
To: Elgazzar, Isslam
Cc: Cuff, Greg; Flanders Engine Room, MV
Subject: Re: Generator update

Ensure update is sent soonest.
On 22 Jan 2016 01:32, "Elgazzar, Isslam" <IsslamElgazzar@gov.nl.ca> wrote:
Good day all

We couldn't share load between Temp Gen and gen set. Tomorrow morning will call Cat to see what's our options (ex load sharing bank or else).

All requirements were meet except load sharing and precautions were made for safe operation and connection.

Regards
Isslam

---
Sent from my BlackBerry 10 smartphone on the Bell network.
---
From: Elgazzar, Isslam
Sent: Friday, January 22, 2016 12:30 AM
To: G Tremblett
Cc: Flanders Engine Room, MV; Hammett, Ben A.; Cuff, Greg; Smith, Nansen; [Redacted]@dnvgl.com
Subject: Re: Generator update

Load sharing test failed.

Regards
Isslam

---
Sent from my BlackBerry 10 smartphone on the Bell network.
---
From: G Tremblett
Sent: Thursday, January 21, 2016 10:59 PM
To: Elgazzar, Isslam
Cc: Flanders Engine Room, MV; Hammett, Ben A.; Cuff, Greg; Smith, Nansen; [Redacted]@dnvgl.com
Subject: Re: Generator update

Please provide update. We need confirmation this work has been completed
On 21 Jan 2016 20:04, "G Tremblett" <[Redacted]@gmail.com> wrote:
So have trials started?
Have all requirements and precautions been met?
Has generator been removed?
On 21 Jan 2016 20:00, "Elgazzar, Isslam" <IsslamElgazzar@gov.nl.ca> wrote:
Yes

After 30 we will do black out test.
DNV gl. Is here nothing major after testing will update you.

Sent from my BlackBerry 10 smartphone on the Bell network.

From: G Tremblett  
Sent: Thursday, January 21, 2016 7:57 PM  
To: Flanders Engine Room, MV  
Cc: Cuff, Greg; Elgazzar, Isslam  
Subject: Generator update

Can you please provide me update on generator removal and temporary generator progress

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Walsh, Frank

From: Walsh, Jack
Sent: Friday, January 22, 2016 7:59 AM
To: Tremblett, Glenn
Subject: Re: Generator update

Just leaving for Flanders. Engineers will advise when Pennecon think they will have gens running when they speak to them. I’ll keep you updated.

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [Redacted]
E-Mail: walshj@gov.nl.ca

From: Tremblett, Glenn
Sent: Friday, January 22, 2016 7:56 AM
To: Flanders Engine Room, MV; Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg
Subject: RE: Re: Generator update

Thanks for the update. Is Pennecon coming back this morning as well?

Glenn Tremblett
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Lewisporte, NL
A0G 3A0
709-535-6220 Office
[Redacted]
GlennTremblett@gov.nl.ca

From: Flanders Engine Room, MV
Sent: Friday, January 22, 2016 7:52 AM
To: Tremblett, Glenn; Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg
Subject: RE: Re: Generator update

Just spoke with Paul Doyle of Toromont and he said he would send Dave Lewis to the boat ASAP, to see if their is a way to have temp gen parallel and load share with SS gen.

Craig

ENGINEEROOM M.V.Flanders
From: Tremblett, Glenn  
Sent: Friday, January 22, 2016 7:36 AM  
To: Flanders Engine Room, MV; Elgazzar, Isslam; Walsh, Jack  
Cc: Cuff, Greg  
Subject: RE: Re: Generator update

Thanks

Is it possible to split your board and dedicate loads to each generator

Glenn Tremblett  
Marine Superintendent - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6220 Office  
GlennTremblett@gov.nl.ca

From: Flanders Engine Room, MV  
Sent: Friday, January 22, 2016 7:28 AM  
To: Tremblett, Glenn  
Subject: RE: Re: Generator update

Generators would parallel only briefly, then one or the other would take all the load and the other would trip on reverse current. Load was minimal.

ENGINE ROOM  M.V. Flanders

From: Tremblett, Glenn  
Sent: Friday, January 22, 2016 7:09 AM  
To: Flanders Engine Room, MV; Elgazzar, Isslam; Walsh, Jack  
Cc: Cuff, Greg  
Subject: FW: Re: Generator update

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Cc: Flanders Engine Room, MV; Hammett, Ben A.; Cuff, Greg; Smith, Nansen; [redacted]@dnvgl.com  
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Sent: Thursday, January 21, 2016 10:59 PM
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Cc: Flanders Engine Room, MV; Hammett, Ben A.; Cuff, Greg; Smith, Nansen; [redacted]@dnvgl.com
Subject: Re: Generator update

Subsection 40(1)

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Please see below from operations Director  
Sent from my BlackBerry 10 smartphone on the Bell network.

From: Marshall, Shawn A <ShawnMarshall@gov.nl.ca>  
Sent: Friday, January 22, 2016 23:57  
To: Service Update BI  
Subject: Bell Island service

Work still ongoing aboard Flanders. Expecting an update any moment.

Work on Beaumont Hamel complete. She is ready for service.

If word comes tonight that Flanders is good to go, plan is to relocate from long pond to Bell Island and commence enhanced service tomorrow morning.

If flanders does not work out then Beaumont will be brought around from St john's to assume enhanced service.

Update to come shortly.

Shawn Marshall  
Director of Marine Operations  
Government of Newfoundland & Labradorq  
Department of Transportation & Works  
Marine Services Division

Sent from my BlackBerry 10 smartphone on the Bell network.
Hi Glenn,

Looking at the list below, we can assist with the temporary Fire Control Plan (we have current approved copy in house) as well as the written procedures if the vessel does not address this themselves.

We'll be in contact in the morning to get the vessels location.

Rgds, Tim

Tim Wetzel
Poseidon Marine Consultants Ltd.

---- Tremblett, Glenn wrote ----

Tim/Deon

We ran into some issues with FLANDERS this week with losing a generator. We are placing a portable generator onboard to get her back in service ASAP. Below are recommendations/requirements/considerations etc to be implemented.

Can you please have a look at the additionals from TC to see if there is anything you may be able to provide us?

Cheers
Glenn

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca
Good evening

Please have a close read of below sent from TC to DNV for us to address in conjunction and above and beyond the earlier requirements.

I have provided responses/comments/questions in green. Please provide your feedback ASAP

Glenn Tremblett  
Marine Superintendent - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6220 Office  
GlennTremblett@gov.nl.ca

From: Kelly, Paul Edward [mailto:KellyEPaul@dnvgl.com]  
Sent: Thursday, January 21, 2016 4:13 PM  
To: Tremblett, Glenn; Downey, Keith; Flanders Engine Room, MV; MV Flanders; Elgazzar, Isslam; Walsh, Jack  
Cc: Cuff, Greg; Himmelt, Ben A.; Smith, Nansen; Mulrooney, Stephen R.; Marshall, Shawn A  
Subject: RE: FLANDERS Temporary Generator

Hi Glen.

Just received an e-mail from TC, they have asked us to consider the following items during our survey, they have asked for an MTRB and I have told them that we can create this and submit to TC next week:

"As discussed formal acceptance of the installation will require an MTRB and authorization by TCMSS following your onsite inspection onboard. In addition to the requirements below we have the following areas that should be addressed satisfactorily:

- Emergency procedures onboard to be updated and all personnel made familiar with same Is vessel capable of updating or shall I engage Poseidon?
- Assurance that all electrical connections are suitable for the hazardous zone rating. This may be difficult to achieve, consider having a specified separation from the vehicles, or alternative? Isslam can you confirm suitable for zone rating. Vessel to ensure that generator location area is outline with yellow tape and adequate separation from vehicles is in place.
- Passenger safety arrangements are made to assure restricted access and safety during, loading / unloading. Consideration should be given to specify not to use temporary generator when loading. I don't see this as a huge obstacle to overcome as vessel can simply not run the generator while loading and unloading. During normal operating procedures access to car deck is restricted. Outline the area of the generator with yellow tape as well to ensure personnel are aware of restricted area
- Exhaust (arrangements to ensure no entrance to accommodation or passenger spaces) Isslam can you ensure that generator location is such to prevent exhaust entrance into accommodation and passenger spaces. If you require Heddle to return and fabricate trunking to direct exhaust further so be it.
- Temporary fire detection and alarm system is fitted. Assurance hat the system is capable of alerting personnel of fire, either by remote activation or continuous watch in area. Car deck has a fire detection and alarm system. Generator is in view of car deck camera which is monitored. Also when generator is in use, sentry is to be posted.
- Engineering watch arrangements are made, including onsite personnel and temporary alarm panel (some arrangement should be made) CC TV? See above
- What fire protection arrangements are being made? Sentry with portable extinguisher on site when generator running. Car deck sprinkler system is available. Rigid fire hose to container opening capable of having isolation valve remotely operated
- Temporary Fire control plan and passenger evacuation to be updated to include temporary arrangements considered
- Ensure electrical cable is mechanically protected were necessary and proper fittings used where it passes through the bulkheads/deck. Isslam can you confirm this is the case
- It is unlikely that this generator will be capable of parallel operation, therefore ensure cable is fed through the vessel's generator circuit breaker to ensure interlocking is in place.” Isslam can you confirm.

Best regards
for Det Norske Veritas (Canada) Ltd.

Paul Kelly
Senior Surveyor I, Hebron GBS Project

E-mail [redacted]@dnvgl.com
Mobile [redacted] | Direct [redacted]
www.dnvgl.com | LinkedIn

Subsection 40(1)

DNV and GL have merged to form DNV GL - Read more here: www.dnvgl.com/merger

From: Tremblett, Glenn [mailto:GlennTremblett@gov.nl.ca]
Sent: January-21-16 3:58 PM
To: Kelly, Paul Edward; Downey, Keith; Flanders Engine Room, MV; MV Flanders; Elgazzar, Isslam; Walsh, Jack Cc: Cuff, Greg; Hammett, Ben A.; Smith, Nansen; Mulrooney, Stephen R.; Marshall, Shawn A
Subject: FLANDERS Temporary Generator

After a day full of discussions and suggestions in order to enable FLANDERS to return to service with a temporary generator fitted, the below requirements are being met. I recently contacted Paul Kelly (DNV) and informed him that FLANDERS temporary generator will be ready for tests/trials around 2100 this evening.

I would suggest that perhaps DNV proceed to FLANDERS sometime after 1900 for preliminary check to ensure requirements are satisfactory prior to tests/trials.

DNV had discussions with TC today as well and there might be some further requirements/suggestions being sent shortly.

MV FLANDERS Temporary Generator Minimum Requirements

1. Does Temp Gen unit have its own Fire Detection System and can this be connected to vessel monitoring system; No has other safety systems for shutdowns, low oil, low coolant, engine over speed etc.. Vessel shall have a fire hose rigged and layed in place of container opening with nozzle open so valve can be remotely opened to provide water in event of fire.
2. Does Temp Gen unit have its own Fire Suppression system. If not, portable extinguishers to be located for use if required; Has no fire suppression, will need portable extinguishers. Also rig a fire hose to container opening so it can be remotely charged in event of fire.

3. Does Temp Gen have Emergency Stop fitted outside container; Yes but it is being repaired now. Ensure it is repaired and operational.

4. What safety stops are fitted for unit; Has over speed, low coolant, low oil pressure, high temp alarm, over crank, low battery voltage, low fuel level, high fuel level, rupture basin leak. These will alarm first and if not acknowledge shut down unit.

5. Where is the fuel fill point; Inside cabinet with a double walled tank

6. Does the unit have a liquid containment arrangement fitted; No. Ensure a drip tray os located for filling.

7. Need to ensure there is reverse power protection capability. Yes it does have this it will shut down if power is reversed.

8. Securing to deck can be tie downs to tie down points or if Captain more comfortable weld to deck Up to skipper. Welding to fasten to deck

Can vessel please take pics of above items and send to me so I can forward to DNV ASAP.

Prior to returning to service, the following confirmation checks/trials shall be conducted as a minimum:

1. All safety shut downs confirmed correct;
2. All power connections/distributions confirmed correct;
3. All operating functions confirmed correct;
4. All operating functions associated with other Gen confirmed correct;
5. Fuel containment confirmed for fill point. If unit doesn’t have containment will have to fit some sort of containment or drip tray;
6. Fire detection system confirmed and if monitoring cannot be connected to vessels monitoring system then is it possible to have car deck camera aimed at the unit so bridge can monitor. May require a sentry to conduct monitoring checks, also a fire hose rigged. When generator is in operation a sentry shall be posted in the vicinity with portable fire extinguisher in order to monitor.

Matthew Williams also sent a list of requirements and confirmations to be met. Ensure that list is also confirmed.

REQUIREMENTS

- The generator shall be positioned along the ship in a non-hazardous, sheltered area.
- Container unit access openings are to be weather-tight to the best possible extent.
- The generator shall be securely fastened to the vessel’s deck, taking into consideration the position of deck stringers and stiffeners. (We will survey the frame locations onboard to ensure the load is supported properly by the web frames. Again, any way of securing is fine with us but I recommend weldments)
- We will need to see a copy of the generator certification for review. Please provide this as soon as possible.
- We will need the details on the fire detection/suppression system ASAP. Depending on what they have we will have to evaluate the vessel’s sprinkler system and/or additional firefighting arrangements (manned watch / extinguishers)
- At least one portable fire extinguisher shall be arranged near each entrance to the container.
- All ventilation and fuel supply to be able to be closed/shut-off from outside the container.
- All electrical cables shall be type approved.
- Power cables shall be routed as per class requirements (you spoke earlier of your plan for gland penetrations and use of existing cable trays. This should be fine and we will confirm with a survey onboard)
- All E-stop points to be located outside the container.
- Drip tray to be installed in way of the fueling point to prevent a LOC.
SURVEY AND TESTING

- We will survey the installation of the container as well as the final set up once it has been connected and brought on line.
- If you decide to weld the container to the deck, have a third party come in to perform MPI on the completed welds. Have the welders ensure that the area of the deck they are welding is pre-heated sufficiently to avoid post-weld cracking.
- Complete function test of the generator will be necessary including:
  o All engine shutdowns
  o Outside E-stops and fire call points
  o Running up of the generator and load test as far as practical, including switchboard paralleling with the main generator.
- A functional test of the fire detection system after installation.

Glenn Tremblett  
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Department of Transportation & Works  
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Hi Glenn

Will review your email this evening and revert.

Rgds, Tim

---

From: Tremblett, Glenn [mailto:GlennTremblett@gov.nl.ca]
Sent: Thursday, January 21, 2016 5:05 PM
To: Tim Wetzel; deon dyke
Subject: FW: FLANDERS Temporary Generator

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From: Tremblett, Glenn
Sent: Thursday, January 21, 2016 4:51 PM
To: MV Flanders; Flanders Engine Room, MV; Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg; 'Kelly, Paul Edward'; Downey, Keith
Subject: FW: FLANDERS Temporary Generator

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From: Tremblett, Glenn [mailto:GlennTremblett@gov.nl.ca]
Sent: January-21-16 3:58 PM
To: Kelly, Paul Edward; Downey, Keith; Flanders Engine Room, MV; MV Flanders; Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg; Hammett, Ben A.; Smith, Nansen; Mulrooney, Stephen R.; Marshall, Shawn A
Subject: FLANDERS Temporary Generator

After a day full of discussions and suggestions in order to enable FLANDERS to return to service with a temporary generator fitted, the below requirements are being met. I recently contacted Paul Kelly (DNV) and informed him that FLANDERS temporary generator will be ready for tests/trials around 2100 this evening.

I would suggest that perhaps DNV proceed to FLANDERS sometime after 1900 for preliminary check to ensure requirements are satisfactory prior to tests/trials.

DNV had discussions with TC today as well and there might be some further requirements/suggestions being sent shortly.

MV FLANDERS Temporary Generator Minimum Requirements

1. Does Temp Gen unit have its own Fire Detection System and can this be connected to vessel monitoring system; No has other safety systems for shutdowns, low oil, low coolant, engine over speed etc.. Vessel shall have a fire hose rigged and layed in place of container opening with nozzle open so valve can be remotely opened to provide water in event of fire.
2. Does Temp Gen unit have its own Fire Suppression system. If not, portable extinguishers to be located for use if required; Has no fire suppression, will need portable extinguishers. Also rig a fire hose to container opening so it can be remotely charged in event of fire
3. Does Temp Gen have Emergency Stop fitted outside container; Yes but it is being repaired now. Ensure it is repaired and operational
4. What safety stops are fitted for unit; Has over speed, low coolant, low oil pressure, high temp alarm, over crank, low battery voltage, low fuel level, high fuel level, rupture basin leak. These will alarm first and if not acknowledge shut down unit.
5. Where is the fuel fill point; Inside cabinet with a double walled tank
6. Does the unit have a liquid containment arrangement fitted; No. Ensure a drip tray is located for filling.
7. Need to ensure there is reverse power protection capability. Yes it does have this it will shut down if power is reversed
8. Securing to deck can be tie downs to tie down points or if Captain more comfortable weld to deck Up to skipper. Welding to fasten to deck

Can vessel please take pics of above items and send to me so I can forward to DNV ASAP.

Prior to returning to service, the following confirmation checks/trials shall be conducted as a minimum:

1. All safety shut downs confirmed correct;
2. All power connections/distributions confirmed correct;
3. All operating functions confirmed correct;
4. All operating functions associated with other Gen confirmed correct;
5. Fuel containment confirmed for fill point. If unit doesn’t have containment will have to fit some sort of containment or drip tray;
6. Fire detection system confirmed and if monitoring cannot be connected to vessels monitoring system then is it possible to have car deck camera aimed at the unit so bridge can monitor. May require a sentry to conduct monitoring checks, also a fire hose rigged. When generator is in operation a sentry shall be posted in the vicinity with portable fire extinguisher in order to monitor.

Matthew Williams also sent a list of requirements and confirmations to be met. Ensure that list is also confirmed.

REQUIREMENTS

- The generator shall be positioned along the ship in a non-hazardous, sheltered area.
- Container unit access openings are to be weather-tight to the best possible extent.
- The generator shall be securely fastened to the vessel’s deck, taking into consideration the position of deck stringers and stiffeners. (We will survey the frame locations onboard to ensure the load is supported properly by the web frames. Again, any way of securing is fine with us but I recommend weldments)
- We will need to see a copy of the generator certification for review. Please provide this as soon as possible.
- We will need the details on the fire detection/suppression system ASAP. Depending on what they have we will have to evaluate the vessel’s sprinkler system and/or additional firefighting arrangements (manned watch / extinguishers)
- At least one portable fire extinguisher shall be arranged near each entrance to the container.
- All ventilation and fuel supply to be able to be closed/shut-off from outside the container.
- All electrical cables shall be type approved.
- Power cables shall be routed as per class requirements (you spoke earlier of your plan for gland penetrations and use of existing cable trays. This should be fine and we will confirm with a survey onboard)
- All E-stop points to be located outside the container.
- Drip tray to be installed in way of the fueling point to prevent a LOC.
SURVEY AND TESTING

• We will survey the installation of the container as well as the final set up once it has been connected and brought on line.
• If you decide to weld the container to the deck, have a third party come in to perform MPI on the completed welds. Have the welders ensure that the area of the deck they are welding is pre-heated sufficiently to avoid post-weld cracking.
• Complete function test of the generator will be necessary including:
  o All engine shutdowns
  o Outside E-stops and fire call points
  o Running up of the generator and load test as far as practical, including switchboard paralleling with the main generator.
• A functional test of the fire detection system after installation.

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

Subsection 40(1)

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Greg,

No firm confirmation yet. The long block has been ordered machine down from Cat and the delivery is out a week at this point. We are pushing them to see if they are able to improve the delivery based on your situation. They are on Central time so it's only 230pm there. If they are unable to improve the delivery by tomorrow morning we will have to go with the short block and other components.
We will disassemble your engine and clean everything up over the next couple days and be ready for when the new parts arrive. Either way we expect to have everything here Monday or Tuesday.

Garth Olinik

-----Original Message-----
From: [GregCuff@gov.nl.ca] Cuff, Greg [mailto:GregCuff@gov.nl.ca]
Sent: January-21-16 4:26 PM
To: Garth Olinik
Cc: Darrell Lambert; Paul Doyle; Tremblett, Glenn
Subject: Re: Flanders

Garth do you have an update on delivery?

Sent from my BlackBerry 10 smartphone on the Bell network.

Original Message
From: Garth Olinik
Sent: Wednesday, January 20, 2016 6:57 PM
To: Cuff, Greg
Cc: Darrell Lambert; Paul Doyle; Tremblett, Glenn
Subject: Re: Flanders

We should have an answer in the morning. Once confirmed I'll let you know.
Thanks

Sent from my Samsung device over Bell's LTE network.

------- Original message -------
From: [GregCuff@gov.nl.ca] Cuff, Greg <GregCuff@gov.nl.ca>
Date: 01-20-2016 6:43 PM (GMT-03:30)
To: Garth Olinik <redacted>@toromont.com>
Let's go with long block and expedited delivery. Let us know if that is available, if not available then we will have to revisit. We will try and transport damaged engine to CAT tomorrow. When can we know if long block is available?

Greg

Sent from my BlackBerry 10 smartphone on the Bell network.
From: Garth Olinik
Sent: Wednesday, January 20, 2016 6:37 PM
To: Cuff, Greg
Cc: Darrell Lambert; Paul Doyle
Subject: Flanders

Greg,

Attached are 2 quotes. One using a long block the second using a short block. The reason I have quoted 2 options is I cannot confirm the availability of the long block until we actually place the order. Our preference would be to use a long block if we can get it in short order. On the long block quote there are also 2 options for freight. The first being air freight, the second would be ground freight. The details of the delivery are noted with both options. On the long block quote both options are added into the total price however it will be one or the other.

As for the short block, there is inventory available out of Germany and there is a special freight program with Cat that does keep the cost down however there are other additional items like the heads that would need to be flown to expedite the whole process. Using the short block would required additional time & labour to assemble as noted on the quote. There is also a larger allowance for unknown items included with that option.

I have included new fuel nozzles with both options however I have not allowed for us to overhaul the fuel pump. With either option the fuel system will need to be transferred and we will inspect the fuel injection pump. However if we see the pump needs to be gone through ... depending on the debris we find there could be some additional time required.

Once you have made a decision we would like to remove the failed engine asap, that way we can disassemble it and be sure we have everything we need to reassemble using either option.

Please review and advise how we should proceed.

Thanks

Garth Olinik
Toromont Cat
Power Systems Product Support
Newfoundland Labrador
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Toromont Industries Ltd., 3131 Highway 7 West, Concord, ON, L4K 1B7
www.toromont.com

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Hi Glen.

We will plan to attend at approximately 1900 as per your suggestion below to have a look at the arrangement prior to the testing at 2100.

Best regards
for Det Norske Veritas (Canada) Ltd.

Paul Kelly
Senior Surveyor I, Hebron GBS Project

From: Tremblett, Glenn [mailto:GlennTremblett@gov.nl.ca]
Sent: January-21-16 4:24 PM
To: Kelly, Paul Edward; Downey, Keith; Flanders Engine Room, MV; MV Flanders; Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg; Hammett, Ben A.; Smith, Nansen; Mulrooney, Stephen R.; Marshall, Shawn A
Subject: RE: FLANDERS Temporary Generator

Thanks Paul

I will review and take action and provide direction/suggestions as required

Glenn

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
Hi Glen.

Just received an e-mail from TC, they have asked us to consider the following items during our survey, they have asked for an MTRB and I have told them that we can create this and submit to TC next week:

“As discussed formal acceptance of the installation will require an MTRB and authorization by TCMSS following your onsite inspection onboard. In addition to the requirements below we have the following areas that should be addressed satisfactorily:

- Emergency procedures onboard to be updated and all personnel made familiar with same
- Assurance that all electrical connections are suitable for the hazardous zone rating. This may be difficult to achieve, consider having a specified separation from the vehicles, or alternative?
- Passenger safety arrangements are made to assure restricted access and safety during, loading / unloading. Consideration should be given to specify not to use temporary generator when loading.
- Exhaust (arrangements to ensure no entrance to accommodation or passenger spaces)
- Temporary fire detection and alarm system is fitted. Assurance hat the system is capable of alerting personnel of fire, either by remote activation or continuous watch in area.
- Engineering watch arrangements are made, including onsite personnel and temporary alarm panel (some arrangement should be made) CC TV?
- What fire protection arrangements are being made?
- Temporary Fire control plan and passenger evacuation to be updated to include temporary arrangements considered
- Ensure electrical cable is mechanically protected were necessary and proper fittings used where it passes through the bulkheads/deck.
- It is unlikely that this generator will be capable of parallel operation, therefore ensure cable is fed through the vessels generator circuit breaker to ensure interlocking is in place.”

Best regards
for Det Norske Veritas (Canada) Ltd.

Paul Kelly
Senior Surveyor I, Hebron GBS Project

E-mail: [mailto:BB@dnvgl.com]
Mobile: [redacted] | Direct: [redacted]
www.dnvgl.com | LinkedIn
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Sent: January-21-16 3:58 PM
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Subject: FLANDERS Temporary Generator

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7. Need to ensure there is reverse power protection capability. Yes it does have this it will shut down if power is reversed

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Glenn Tremblett  
Marine Superintendent - Marine Transportation Services  
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P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
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GlennTremblett@gov.nl.ca
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- A functional test of the fire detection system after installation.

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
Subsection 40(1)
Walsh, Frank

From: Tremblett, Glenn
Sent: Thursday, January 21, 2016 3:14 PM
To: Cuff, Greg; Marshall, Shawn A; Hammett, Ben A; Smith, Nansen
Cc: Elgazzar, Isslam; Walsh, Jack
Subject: FLANDERS UPDATE

Latest progress update received is that the Portable Generator is located in place on Car Deck and will be welded to deck.

Transits cut and cables being run through transits

Cables being run and connected

Generator will be ready for run up tests and trials at 2100. It should take roughly an hour to complete the tests/trials

I will contact DNV to inform them of progress so they can be onboard for inspections tests/trials

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

Subsection 40(1)
Pls see reply

From: Tremblett, Glenn <GlennTremblett@gov.nl.ca>
Sent: Thursday, January 21, 2016 12:35 PM
To: Elgazzar, Isslam
Subject: RE: Thurs

Items to be confirm first include:

1. Does Tem Gen unit have its own Fire Detection System and can this be connected to vessel monitoring system; no has other safety systems for shutdowns, low oil, low coolant, engine over speed etc..
2. Does Temp Gen unit have its own Fire Suppression system. If not, portable extinguishers to be located for use if required; Has no fire suppression, will need portable extinguishers.
3. Does Temp Gen have Emergency Stop fitted outside container; has one that Ozark is fixing the button on the panel one.
4. What safety stops are fitted for unit; Has over speed, low coolant, low oil pressure, high temp alarm, over crank, low battery voltage, low fuel level, high fuel level, rupture basin leak. These will alarm first and if not acknowledge shut down unit.
5. Where is the fuel fill point;
Inside cabinet with a double walled tank
6. Does the unit have a liquid containment arrangement fitted; No 7. Need to ensure there is reverse power protection capability.
Yes it does have this it will shut down if power is reversed
8. Securing to deck can be tie downs to tie down points or if Captain more comfortable weld to deck Up to skipper
Welding fastner

Can vessel please take pics of above items and send to me so I can forward to DNV ASAP.

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We are aiming at having the Temp Gen ready to go sometime this evening. The sooner the better. DNV will need to be contacted with timings so they can be onboard to witness tests and trials, therefore, please ensure you provide me updates as the day progresses.

Thanks for your cooperation and enthusiasm in getting this completed so FLANDERS can return to service.

Glenn Tremblett
Marine Superintendent - Marine Transportation Services Department of Transportation & Works Government of Newfoundland and Labrador P.O. Box 97 Lewisporte, NL A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

From: Elgazzar, Isslam
Sent: Thursday, January 21, 2016 11:33 AM
To: Tremblett, Glenn
Subject: Re: Thurs

Good day Glenn,
I have received the class requirements and survey requirements and

# attached picture for container gen set.

- right now the container 10 tons is in place but not welded to the deck. (suggest: sea fasteners or welding).

- Regarding the exhaust uptake which is directed up in the deck area. My concern when running gen in load the space will be full of exhaust. Any thoughts about that.

- drop tray to be installed in way of fuel point (fuel Inlet is in side the container with no safe tray).

- No fuel supply stop valve out side the container we have only emergency stop valve.

- deck car has heat detection sys and sprinkle sys. We can add portable extinguisher.

- eng certificate we are trying to get it.

Regards
Isslam
Sent from my BlackBerry 10 smartphone on the Bell network.
From: Elgazzar, Isslam
Sent: Wednesday, January 20, 2016 6:41 PM
To: Tremblett, Glenn; Walsh, Jack
Subject: Re: Thurs

Yes sure.

Regards
Isslam.

Sent from my BlackBerry 10 smartphone on the Bell network.
From: Tremblett, Glenn
Sent: Wednesday, January 20, 2016 5:34 PM
To: Elgazzar, Isslam; Walsh, Jack
Subject: Thurs

Isslam can you be onboard FLANDERS Thurs as POC and enable smoother flow of info and liaison for any requirements.

Jack will you be able to finish off the Meggar tests and heat scan in BH Thurs?

Cheers
Glenn

Glenn Tremblett
Marine Superintendent - Marine Transportation Services Department of Transportation & Works Government of Newfoundland and Labrador P.O. Box 97 Lewisporte, NL A0G 3A0
709-535-6220 Office
709-689-6711 BB
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Toromont Industries Ltd., 3131 Highway 7 West, Concord, ON, L4K 1B7 www.toromont.com (416)667-5511.

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Walsh, Frank

From: Walsh, Jack
Sent: Thursday, January 21, 2016 2:06 PM
To: Tremblett, Glenn
Subject: Re: Beaumont

I'll be finished tomorrow. Pennecon seem to be having issues with dry ice lines freezing up and dry ice pump operations. I don't think they have #2 cleaned as of yet. #1 is not yet started to be disassembled. If I was to Hazzard a guess I would say, if things don't go wrong for them, that they may have them cleaned, tested and assembled by late Saturday evening or Sunday morning.

Regards,

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [redacted]
E-Mail: walshj@gov.nl.ca

From: Tremblett, Glenn
Sent: Thursday, January 21, 2016 1:47 PM
To: Walsh, Jack
Subject: RE: Beaumont

Thanks Jack don't bust a gut

What would be your guess for when she could return to service????

Glenn

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
[redacted]
GlennTremblett@gov.nl.ca

From: Walsh, Jack
Sent: Thursday, January 21, 2016 1:41 PM
To: Tremblett, Glenn
Subject: Beaumont
Glenn,
I have just finished with port propulsion motor and it proves to be good. Field circuit 1.77 meg ohms and armature circuit 202 meg ohms. As stated before 1.5 is considered ok for TC. I am just about to start stbd side. I'll get this done by end of day but the rest of megger will have to be done in am. I never expected to run into these issues when I told you I would finish test today. From what I can see with main alternators they will not be finished by tomorrow at any rate. I'll advise about stbd propulsion when finished.

Regards,

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [Redacted]
E-Mail: walshj@gov.nl.ca
Glenn,
I have just finished with port propulsion motor and it proves to be good. Field circuit 1.77 meg ohms and armature circuit 202 meg ohms. As stated before 1.5 is considered ok for TC. I am just about to start stbd side. I'll get this done by end of day but the rest of megre will have to be done in am. I never expected to run into these issues when I told you I would finish test today. From what I can see with main alternators they will not be finished by tomorrow at any rate. I'll advise about stbd propulsion when finished.

Regards,

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [redacted]
E-Mail: walsh@gov.nl.ca
Glenn,

Closest gen I can find is a 500kw and it is located in goosebay.

Jason

On Jan 21, 2016, at 10:39 AM, Tremblett, Glenn <GlennTremblett@gov.nl.ca> wrote:

Please proceed with cleaning all 3 and meggar test.

Recent discussion with Jason indicated all 3 could be ready to go for tomorrow by end of day.

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca
copying by any means of this information is strictly prohibited. If you received this email in error, please delete it immediately and notify the sender.”
From: Elgazzar, Isslam
Sent: Thursday, January 21, 2016 1:06 PM
To: Tremblett, Glenn
Subject: XQ400 spec sheet
Attachments: XQ400.pdf

Fyi
------ Original message ------
From: Darrell Lambert <toromont.com>
Date: 01-21-2016 12:07 PM (GMT-03:30)
To: Paul Doyle <toromont.com>
Subject: RE: XQ400

Here is the spec sheet. Thanks Darrell

From: Paul Doyle
Sent: Thursday, January 21, 2016 12:07 PM
To: Darrell Lambert
Subject: Re: XQ400

Can you send generator spec sheets
Paul

Sent from my Samsung device over Bell's LTE network.

------ Original message ------
From: Darrell Lambert <toromont.com>
Date: 01-21-2016 10:32 AM (GMT-03:30)
To: Paul Doyle <toromont.com>
Subject: FW: XQ400
Paul you can pass this along for whoever asked for it. Thanks Darrell

From: Nancy Ambtman
Sent: Thursday, January 21, 2016 10:26 AM
To: Darrell Lambert
Cc: Janet Scott
Subject: RE: XQ400

Hi Darrell

Let me know if this is what you are looking for.

Janet – can you please confirm the 2 units that are staying on the island for Darrell. It should be the XQ400 and an XQ230.
Thanks

Nancy Ambtman
Rental Manager
Toromont CAT Power Systems
P: [redacted]
24H Rental Hotline: 1-866-667-5544

From: Darrell Lambert
Sent: January-21-16 8:11 AM
To: Nancy Ambtman
Subject: XQ400

Nancy I need an operators manual for the XQ400. Can you ask someone to get me one. A PDF would be fine. Also can you tell me again the serial numbers and rental numbers for the two units we are keeping. I seem to have misplaced it. Thanks Darrell

Darrell Lambert
Engine Territory Manager
Toromont Cat Power Systems
82 Kenmount Road
St. John’s, NL A1B 3S2
Phone: [redacted]
Cell: [redacted]

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Toromont Industries Ltd., 3131 Highway 7 West, Concord, ON, L4K 1B7 www.toromont.com (416)667-5511.
Good day Glenn
I have received the class requirements and survey requirements and

# attached picture for container gen set.

- right now the container 10 tons is in place but not welded to the deck. (suggest: sea fasteners or welding).

- Regarding the exhaust uptake which is directed up in the deck area. My concern when running gen in load the space will be full of exhaust. Any thoughts about that.

- drop tray to be installed in way of fuel point (fuel inlet is in side the container with no safe tray).

- No fuel supply stop valve out side the container we have only emergency stop valve.

- deck car has heat detection sys and sprinkle sys. We can add portable extinguisher.

- eng certificate we are trying to get it.

Regards
Isslam
Yes sure.

Regards
Isslam.

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn
to: Elgazzar, Isslam; Walsh, Jack
Subject: Thurs

Isslam can you be onboard FLANDERS Thurs as POC and enable smoother flow of info and liaison for any requirements.

Jack will you be able to finish off the Meggar tests and heat scan in BH Thurs?

Cheers
Glenn

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewistown, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

Subsection 40(1)
Greg,

See attached for your signed copy. Thanks for the PO.

As for our requirements for the generator, here is a breakdown:

**REQUIREMENTS**

- The generator shall be positioned along the ship in a non-hazardous, sheltered area.
- Container unit access openings are to be weather-tight to the best possible extent.
- The generator shall be securely fastened to the vessel’s deck, taking into consideration the position of deck stringers and stiffeners. (We will survey the frame locations onboard to ensure the load is supported properly by the web frames. Again, any way of securing is fine with us but I recommend weldments)
- We will need to see a copy of the generator certification for review. Please provide this as soon as possible.
- We will need the details on the fire detection/suppression system ASAP. Depending on what they have we will have to evaluate the vessel’s sprinkler system and/or additional firefighting arrangements (manned watch/extinguishers)
- At least one portable fire extinguisher shall be arranged near each entrance to the container.
- All ventilation and fuel supply to be able to be closed/shut-off from outside the container.
- All electrical cables shall be type approved.
- Power cables shall be routed as per class requirements (you spoke earlier of your plan for gland penetrations and use of existing cable trays. This should be fine and we will confirm with a survey onboard)
- All E-stop points to be located outside the container.
- Drip tray to be installed in way of the fueling point to prevent a LOC.

**SURVEY AND TESTING**

- We will survey the installation of the container as well as the final set up once it has been connected and brought on line.
- If you decide to weld the container to the deck, have a third party come in to perform MPI on the completed welds. Have the welders ensure that the area of the deck they are welding is pre-heated sufficiently to avoid post-weld cracking.
- Complete function test of the generator will be necessary including:
  - All engine shutdowns
  - Outside E-stops and fire call points
  - Running up of the generator and load test as far as practical, including switchboard paralleling with the main generator.
- A functional test of the fire detection system after installation.
Fill us in when you get a more solid schedule of the generator installation. We’ll come on board for a survey. Also keep in mind that we need to see the damaged generator so let us know when it arrives at Toromont’s shop.

If you need anything else or have any questions please let me know.

Thanks,

Best regards
for Det Norske Veritas (Canada) Ltd.

Matthew Williams B.Eng
Surveyor, St John’s

E-mail: [REDACTED]@dnvgl.com
Mobile: [REDACTED] | Direct: [REDACTED]
www.dnvgl.com | LinkedIn

From: Cuff, Greg [mailto:GregCuff@gov.nl.ca]
Sent: Thursday, January 21, 2016 9:57 AM
To: Williams, Matthew
Cc: Tremblett, Glenn
Subject: RE: Order Confirmation

PO # for this order is: 215010336

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

From: Williams, Matthew [mailto:MatthewWilliamsBEng@dnvgl.com]
Sent: Thursday, January 21, 2016 9:40 AM
To: Cuff, Greg
Subject: Order Confirmation

Greg,

We have a job set up in our system for the damage survey and assessment of the temporary gen set on deck. Our reference is N769249.

Please see attached for your signature and PO.

Best regards
for Det Norske Veritas (Canada) Ltd.

Matthew Williams B.Eng
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Walsh, Frank

From: Harvey, Max
Sent: Thursday, January 21, 2016 10:41 AM
To: Cuff, Greg; Hammett, Ben A.; Tremblett, Glenn; Smith, Nansen
Cc: Marshall, Shawn A
Subject: RE: FLANDERS BH intentions

Clean all three – great!!

Max Harvey
Assistant Deputy Minister
Department of Transportation and Works
Government of Newfoundland and Labrador
W: (709) 729-2767
C: [Redacted]
F: (709) 729-3440

From: Cuff, Greg
Sent: Thursday, January 21, 2016 10:39 AM
To: Hammett, Ben A.; Tremblett, Glenn; Smith, Nansen
Cc: Marshall, Shawn A; Harvey, Max
Subject: RE: FLANDERS BH intentions

I believe the question was basically do we go with 2 good or 3 good? 3rd cannot be done in service.

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

From: Hammett, Ben A.
Sent: Thursday, January 21, 2016 10:36 AM
To: Tremblett, Glenn; Smith, Nansen
Cc: Marshall, Shawn A; Cuff, Greg
Subject: RE: FLANDERS BH intentions

Also the meger test might show one good, the second one crap and the 3rd one ain’t done...now what?

From: Tremblett, Glenn
Sent: Thursday, January 21, 2016 10:31 AM
To: Hammett, Ben A.; Smith, Nansen
Cc: Marshall, Shawn A; Cuff, Greg
Subject: FLANDERS BH intentions
Looks like the generator cleaning on BH is progressing to a point where we will have 2 of 3 generators cleaned and ready tonight. The third will take until end of day tomorrow.

How do you want to proceed? Do you want to push ahead to have all 3 cleaned and end of day tomorrow have BH ready or do you want to go with the 2 cleaned and we can pick up the third cleaning later?

Keep in mind that we will still have to confirm good to go with megger tests after cleaning.

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca
I am having issues with propulsion motors that I have to check before going out officially. On port motor (disconnected from drives) I am getting 1.70 megs to ground which is legal. On the other side I'm getting 0.70 megs to ground. Minimum for propulsion motors is 1.5. I suspect I'm getting low readings due to a discharge capacitor for shunt field. I have to get into motor to verify this. On the starboard side I'm getting 0.69 on both sides. Again I will have to get into motor to see if I can find out what is going on. When I know something for sure I'll advise all.

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Subsection 40(1)

Mobile: [Redacted]
E-Mail: walshj@gov.nl.ca
From: Tremblett, Glenn  
Sent: Thursday, January 21, 2016 10:40 AM  
To: Jason Bourne @pennecon.com; Walsh, Jack; Elgazzar, Isslam  
Cc: Cuff, Greg  
Subject: BH Generator cleaning and meggar tests

Please proceed with cleaning all 3 and meggar test.

Recent discussion with Jason indicated all 3 could be ready to go for tomorrow by end of day.

Glenn Tremblett  
Marine Superintendent - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6220 Office  
Fax  
GlennTremblett@gov.nl.ca
Looks like the generator cleaning on BH is progressing to a point where we will have 2 of 3 generators cleaned and ready tonight. The third will take until end of day tomorrow.

How do you want to proceed? Do you want to push ahead to have all 3 cleaned and end of day tomorrow have BH ready or do you want to go with the 2 cleaned and we can pick up the third cleaning later?

Keep in mind that we will still have to confirm good to go with megger tests after cleaning.

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca
I told on site techs same thing this am when I came onboard. I want readings of rotating fields for both main stator and exciter and readings for stator fields for main and excitor.

John (Jack) Walsh  
Project/Refit Coordinator  
Transportation & Works  
Marine Service Division  
GNL  
Mobile: [redacted]  
E-Mail: walshj@gov.nl.ca

Just spoke with Jason about generator cleanings and meggar readings once cleaned. We will need these before announcing we are ready to go.

Glenn Tremblett  
Marine Superintendent - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6220 Office  
[redacted] BB  
GlennTremblett@gov.nl.ca

Just spoke with DNV, they are satisfied we proceed with tem gen.

Items to be confirm first include:

1. Does Tem Gen unit have its own Fire Detection System and can this be connected to vessel monitoring system;
2. Does Temp Gen unit have its own Fire Suppression system. If not, portable extinguishers to be located for use if required;
3. Does Temp Gen have Emergency Stop fitted outside container;
4. What safety stops are fitted for unit;
5. Where is the fuel fill point;
6. Does the unit have a liquid containment arrangement fitted;
7. Need to ensure there is reverse power protection capability
8. Securing to deck can be tie downs to tie down points or if Captain more comfortable weld to deck

Can vessel please take pics of above items and send to me so I can forward to DNV ASAP.

Prior to returning to service, the following confirmation checks/trials shall be conducted as a minimum:

1. All safety shut downs confirmed correct;
2. All power connections/distributions confirmed correct;
3. All operating functions confirmed correct;
4. All operating functions associated with other Gen confirmed correct;
5. Fuel containment confirmed for fill point. If unit doesn’t have containment will have to fit some sort of containment or drip tray;
6. Fire detection system confirmed and if monitoring cannot be connected to vessels monitoring system then is it possible to have car deck camera aimed at the unit so bridge can monitor. May require a sentry to conduct monitoring checks;

We are aiming at having the Temp Gen ready to go sometime this evening. The sooner the better. DNV will need to be contacted with timings so they can be onboard to witness tests and trials, therefore, please ensure you provide me updates as the day progresses.

Thanks for your cooperation and enthusiasm in getting this completed so FLANDERS can return to service.

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
[redacted] BB
GlennTremblett@gov.nl.ca

Subsection 40(1)
Just spoke with DNV, they are satisfied we proceed with tem gen.

Items to be confirm first include:

1. Does Tem Gen unit have its own Fire Detection System and can this be connected to vessel monitoring system;
2. Does Temp Gen unit have its own Fire Suppression system. If not, portable extinguishers to be located for use if required;
3. Does Temp Gen have Emergency Stop fitted outside container;
4. What safety stops are fitted for unit;
5. Where is the fuel fill point;
6. Does the unit have a liquid containment arrangement fitted;
7. Need to ensure there is reverse power protection capability
8. Securing to deck can be tie downs to tie down points or if Captain more comfortable weld to deck

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Thanks for your cooperation and enthusiasm in getting this completed so FLANDERS can return to service

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
Subsection 40(1)
Excellent - good news. Later this evening. Keep the updates coming.

Know this is being progressed with all dispatch to ensure safe, compliant, and reliable service pending its docking period once BH returns.

Will need to keep close tabs on BH which is being done as well.

Merci.

Max Harvey
Assistant Deputy Minister
Department of Transportation and Works
Government of Newfoundland and Labrador

W: (709) 729-2767
C: 
F: (709) 729-3440

---

From: Tremblett, Glenn
Sent: Thursday, January 21, 2016 9:55 AM
To: Hammett, Ben A.; Marshall, Shawn A; Smith, Nansen
Cc: Harvey, Max; Cuff, Greg; Elgazzar, Isslam; Walsh, Jack
Subject: RE: Flanders

Just completed discussions with DNV and they are satisfied we proceed with Temp Generator. Still have some confirmation items to complete.

Temp Gen placement progressing well
- Elect ext cables required, being sourced and if none avail will be fabricated, expect ready this afternoon
- Transit being made in deck for cable pass through
- Securing to deck to be discussed with vessel Captain

Generator connection, run up and confirmation tests/trials expected to be complete late this evening.

Will provide further update as I receive progress reports

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
From: Cuff, Greg  
Sent: Thursday, January 21, 2016 8:54 AM  
To: Hammett, Ben A.; Tremblett, Glenn; Elgazzar, Isslam; Walsh, Jack  
Cc: Marshall, Shawn A.; Smith, Nansen; Harvey, Max  
Subject: RE: Flanders

Ben I don’t envy your position and we are pushing for delivery sometime today if at all possible but will depend on what DNV wants in terms of positioning and testing. No guarantees can be given at this time.

Greg Cuff  
Director of Maintenance and Engineering - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6210  
gregcuff@gov.nl.ca

From: Hammett, Ben A.  
Sent: Thursday, January 21, 2016 8:50 AM  
To: Cuff, Greg; Tremblett, Glenn; Elgazzar, Isslam; Walsh, Jack  
Cc: Marshall, Shawn A.; Smith, Nansen; Harvey, Max  
Subject: RE: Flanders

Thank you Greg! - our mayhem isn’t quite over yet...now it’s the calls, the calls the calls as to when she is returning...

From: Cuff, Greg  
Sent: Thursday, January 21, 2016 8:46 AM  
To: Hammett, Ben A.; Tremblett, Glenn; Elgazzar, Isslam; Walsh, Jack  
Cc: Marshall, Shawn A.; Smith, Nansen; Harvey, Max  
Subject: RE: Flanders

Glenn is now the lead on this project now that the mayhem of yesterday is sorted and will reply on the progress and provide updates as requested. Everything is being pushed as hard as possible and temp genset being put in place believing approvals will be provided to try to get ahead of the game. We have still not heard back from DNV and will give them until 0930 before calling them for an update. Glen will provide update on the timeline.

Greg Cuff  
Director of Maintenance and Engineering - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0
From: Hammett, Ben A.
Sent: Thursday, January 21, 2016 8:18 AM
To: Cuff, Greg; Tremblett, Glenn; Elgazzar, Isslam; Walsh, Jack
Cc: Marshall, Shawn A; Smith, Nansen; Harvey, Max
Subject: RE: Flanders
Importance: High

Can I get two pieces of info please ASAP...how confident are we that this temporary measure will be successful....and any update on an actual time to return to service....

From: Cuff, Greg
Sent: Thursday, January 21, 2016 7:33 AM
To: Harvey, Max; Marshall, Shawn A; Hammett, Ben A.; Smith, Nansen; Mulrooney, Stephen R.
Subject: FW: Flanders

fyy

Greg Cuff  
Director of Maintenance and Engineering - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6210  
gregcuff@gov.nl.ca

From: Flanders Engine Room, MV
Sent: Wednesday, January 20, 2016 10:09 PM
To: Cuff, Greg
Subject: RE: Flanders

Temporary generator now in position on deck,Pennecon were on board earlier this evening to access cable requirements, 2 cables will be required so additional glands will have to be installed. To return to vessel tomorrow around lunch time after cables are made up.

ENGINEEROM M.V.Flanders

From: Cuff, Greg
Sent: Wednesday, January 20, 2016 5:30 PM
To: Harvey, Max; Flanders Engine Room, MV; Marshall, Shawn A; Hammett, Ben A.; Smith, Nansen; Walsh, Jack; Elgazzar, Isslam; Tremblett, Glenn
Cc: MV Flanders
Subject: Flanders

Plan for now

1. Pennecon will proceed to place genset on car deck in the position outlined by Chief Engineer and commence with preliminary hook ups. We will move forward and say this is a replacement for the existing genset to be paralleled with #1 to allow normal operation to occur. We will let DNV come back and tell us if they have a different understanding.
2. We will remove the existing damaged genset engine through the hatch and transport to CAT. CAT is telling us when the long block arrives they need 24 hours to transfer extraneous parts to the long block and have it ready to install back in the vessel. We are waiting on the delivery time for the long block.

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca
PO # for this order is: 215010336

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

From: Williams, Matthew [mailto:*********@dnvgl.com]
Sent: Thursday, January 21, 2016 9:40 AM
To: Cuff, Greg
Subject: Order Confirmation

Greg,

We have a job set up in our system for the damage survey and assessment of the temporary gen set on deck. Our reference is N769249.

Please see attached for your signature and PO.

Best regards
for Det Norske Veritas (Canada) Ltd.

Matthew Williams B.Eng
Surveyor, St John’s

E-mail *********@dnvgl.com
Mobile ********* | Direct *********
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Subsection 40(1)

Subsection 40(1)
Walsh, Frank

From: Walsh, Jack  
Sent: Thursday, January 21, 2016 9:26 AM  
To: Tremblett, Glenn  
Subject: Re: Beaumont

Good Day(lol),  
They have two apart and one just about cleaned. They experienced problems with cleaning machine but have sourced another which is on deck now and ready to try.

Regards,

John (Jack) Walsh  
Project/Refit Coordinator  
Transportation & Works  
Marine Service Division  
GNL  
Mobile: [number]  
E-Mail: walshi@gov.nl.ca

From: Tremblett, Glenn  
Sent: Thursday, January 21, 2016 9:17 AM  
To: Walsh, Jack  
Subject: RE: Beaumont

Jack

How far did they get with generator cleaning yesterday?

Glenn Tremblett  
Marine Superintendent - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6220 Office  
BB  
GlennTremblett@gov.nl.ca

From: Tremblett, Glenn  
Sent: Thursday, January 21, 2016 7:00 AM  
To: Walsh, Jack  
Subject: RE: Beaumont

Sounds good thanks

Glenn Tremblett
From: Walsh, Jack  
Sent: Thursday, January 21, 2016 6:56 AM  
To: Tremblett, Glenn  
Subject: Beaumont

Glenn,

IR scan can't be done on Beaumont until cleaning of alternators is complete and they can be put under load for awhile in addition to switchboard and transformers etc. Probably the best time would be is when vessel goes back in service.

Regards,

John (Jack) Walsh  
Project/Refit Coordinator  
Transportation & Works  
Marine Service Division  

Mobile:  
E-Mail: walsh@gov.nl.ca
Yes. We have Barnes on route.

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On Jan 21, 2016, at 8:32 AM, Tremblett, Glenn <GlennTremblett@gov.nl.ca> wrote:

> If possible would you be able to engage someone for the welding, if not let me know and I will engage

Glenn Tremblett  
Marine Superintendent - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6220 Office  
GlennTremblett@gov.nl.ca

Who is doing your welding?

From: Tremblett, Glenn [mailto:GlennTremblett@gov.nl.ca]  
Sent: Thursday, January 21, 2016 8:22 AM
To: Bourne, Jason
Subject: FW: Flanders Generator Failure

Jason

Yes please go ahead.

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewistown, NL
A0G 3A0
709-535-6220 Office
BB
GlennTremblett@gov.nl.ca

From: Cuff, Greg
Sent: Thursday, January 21, 2016 8:18 AM
To: Tremblett, Glenn
Subject: FW: Flanders Generators Failure

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewistown, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

From: Bourne, Jason [mailto:****@pennecon.com]
Sent: Thursday, January 21, 2016 8:16 AM
To: Cuff, Greg
Cc: Stanley, Jeff
Subject: RE: Flanders Generators Failure

Greg,

Do you want us to go ahead with the cable run for the generator on deck? If so we will require a transit installed.

Thank you,
Jason
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From: Cuff, Greg [mailto:GregCuff@gov.nl.ca]
Sent: Wednesday, January 20, 2016 5:07 PM
To: Bourne, Jason
Subject: FW: Flanders Generator Failure

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

From: Flanders Engine Room, MV
Sent: Wednesday, January 20, 2016 4:58 PM
To: Kelly, Paul Edward; Cuff, Greg; Downey, Keith
Cc: Tremblett, Glenn; Walsh, Jack; Elgazzar, Isslam; MV Flanders; Hammett, Ben A.; Smith, Nansen; Marshall, Shawn A.; Harvey, Max; Kennedy, Richard; Williams, Matthew
Subject: RE: Flanders Generator Failure

Generator would be located approximately between frames 29 to 39. I have been informed by Toromont that the generator in question is self contained in a shipping container.

Hi Craig.

At what frame numbers would the generator be fitted? Would it come from Toromont as a containerized unit, just thinking about protection from the elements, weather etc.?
From: Flanders Engine Room, MV [mailto:EngineFlanders@gov.nl.ca]
Sent: January-20-16 4:16 PM
To: Kelly, Paul Edward; Cuff, Greg; Downey, Keith
Cc: Tremblett, Glenn; Walsh, Jack; Elgazzar, Isslam; MV Flanders; Hammett, Ben A.; Smith, Nansen; Marshall, Shawn A; Harvey, Max; Kennedy, Richard; Williams, Matthew
Subject: RE: Flanders Generator Failure

In the past we have sailed with this arrangement with the generator located on the vehicle deck on the port side. The cable was brought through a gland in the bulkhead to the Port vent compartment then through another gland fitted in section of 6” pipe, normally used for running hose from a waste oil truck for pumping E/R bilges. The cable can then be feed along existing cable trays to control room switchboard. The generator available from Toromont as a temporary is rated at 460 volts 400 kw, as a substitute for S/S generator rated at 460 volts 350 kw.

Craig Babstock C/E

ENGINEEROOM M.V.Flanders

From: Kelly, Paul Edward [mailto:dnvgl.com]
Sent: Wednesday, January 20, 2016 3:57 PM
To: Cuff, Greg; Downey, Keith
Cc: Tremblett, Glenn; Walsh, Jack; Elgazzar, Isslam; Flanders Engine Room, MV; MV Flanders; Hammett, Ben A.; Smith, Nansen; Marshall, Shawn A; Harvey, Max; Kennedy, Richard; Harvey, Max; Williams, Matthew
Subject: RE: Flanders Generator Failure

Hi Greg,

The placement of a temporary generator on deck is certainly a possibility. We are doing some research to confirm the class requirements such an arrangement would have to meet and hope to have this information for you tomorrow morning. I have also discussed with TC this scenario to ensure they would not have any initial concerns, and they also believe such a temporary arrangement could be feasible. So to answer your below this is certainly an option. Are you able to offer any input at this stage as to the exact location where the generator would be placed and some details about the generator itself?

Best regards
for Det Norske Veritas (Canada) Ltd.

Paul Kelly
Senior Surveyor I, Hebron GBS Project
From: Cuff, Greg [mailto:GregCuff@gov.nl.ca]
Sent: January-20-16 2:11 PM
To: Downey, Keith
Cc: Tremblett, Glenn; Walsh, Jack; Elgazzar, Isslam; Flanders Engine Room, MV; MV Flanders; Hammett, Ben A.; Smith, Nansen; Marshall, Shawn A; Harvey, Max; Kennedy, Richard; Kelly, Paul Edward; Harvey, Max; Williams, Matthew
Subject: RE: Flanders Generator Failure

Keith, we understand DNV will require time to gather info on how the genset would need to be set up to comply with DNV/TC guidelines. We are wondering if we could know today if this in fact is an option to allow us to have everything in place once the DNV procedure is finalized. As you can understand this is a much travelled route and at the moment there is no service for Bell Island. The Beaumont is down for repairs.

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

From: Downey, Keith [mailto:Keith.Downey@dnvgl.com]
Sent: Wednesday, January 20, 2016 8:38 AM
To: Cuff, Greg
Cc: Tremblett, Glenn; Walsh, Jack; Elgazzar, Isslam; Flanders Engine Room, MV; MV Flanders; Hammett, Ben A.; Smith, Nansen; Marshall, Shawn A; Harvey, Max; Kennedy, Richard; Kelly, Paul Edward
Subject: Re: Flanders Generator Failure

Greg,

I have received your email and will respond within 24 hours.

Keith

Sent from my iPhone

On Jan 20, 2016, at 7:53 AM, Cuff, Greg <GregCuff@gov.nl.ca> wrote:

Keith, the Flanders had a generator engine failure of their #2 genset, which I believe the vessel has reported. We are looking for DNV/TC regulations pertaining to operating with a temporary genset put in place that is wired into the switchboard. The generator would be secured on deck.
Greg Cuff  
Director of Maintenance and Engineering - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6210  
gregcuff@gov.nl.ca

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Hi Glenn,

No problem, I will organize from here.

Craig do you need a welder to remove the hatch?

Paul

--- Original Message ---
From: [GlennTremblett@gov.nl.ca] Tremblett, Glenn [mailto:GlennTremblett@gov.nl.ca]
Sent: Thursday, January 21, 2016 8:41 AM
To: Paul Doyle
Subject: RE: FLANDERS Generator

Thanks

Will you be organizing all other personnel required ie electricians, fitters techs welders etc?

Glenn Tremblett
Marine Superintendent - Marine Transportation Services Department of Transportation & Works Government of Newfoundland and Labrador P.O. Box 97 Lewisporte, NL A0G 3A0
709-535-6220 Office
709-689-6711 BB
GlennTremblett@gov.nl.ca

--- Original Message ---
From: Paul Doyle [mailto:********@toromont.com]
Sent: Thursday, January 21, 2016 8:39 AM
To: Tremblett, Glenn
Subject: Re: FLANDERS Generator

Hi Glenn,

Have 2 technicians on the way, to unhook and start removal from vessel.

Paul

Sent from my Samsung device over Bell’s LTE network.

------- Original message -------
Good morning Paul

Can you confirm if Toromont is going to run with coordinating all aspects and personnel for removal and replacement?

Glenn

Glenn Tremblett
Marine Superintendent - Marine Transportation Services Department of Transportation & Works Government of Newfoundland and Labrador P.O. Box 97 Lewisporte, NL A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

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Toromont Industries Ltd., 3131 Highway 7 West, Concord, ON, L4K 1B7 www.toromont.com (416)667-5511.

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Hi Glenn,
Have 2 technicians on the way, to unhook and start removal from vessel.
Paul

Sent from my Samsung device over Bell’s LTE network.

-------- Original message --------
From: "[GlennTremblett@gov.nl.ca] Tremblett, Glenn" <GlennTremblett@gov.nl.ca>
Date: 01-21-2016 8:33 AM (GMT-03:30)
To: Paul Doyle [mailto@toromont.com>
Subject: FLANDERS Generator

Good morning Paul

Can you confirm if Toromont is going to run with coordinating all aspects and personnel for removal and replacement?

Glenn

Glenn Tremblett
Marine Superintendent - Marine Transportation Services Department of Transportation & Works Government of Newfoundland and Labrador P.O. Box 97 Lewisporte, NL A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

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Toromont Industries Ltd., 3131 Highway 7 West, Concord, ON, L4K 1B7 www.toromont.com (416)667-5511.

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Toromont Industries Ltd., 3131 Highway 7 West, Concord, ON, L4K 1B7 www.toromont.com (416)667-5511.
Walsh, Frank

From: Flanders Engine Room, MV  
Sent: Thursday, January 21, 2016 8:33 AM  
To: Tremblett, Glenn  
Subject: RE: Generator removal

With two techs. from Toromont and two fitters from Heddle, generator should be able to be removed in a day.

ENGINEEROM M.V.Flanders

From: Tremblett, Glenn  
Sent: Thursday, January 21, 2016 7:34 AM  
To: Flanders Engine Room, MV; ??@toromont.com'  
Cc: Cuff, Greg  
Subject: Generator removal  

How long do you estimate it will take to have the generator removed?

Glenn Tremblett  
Marine Superintendent - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6220 Office  
BB  
GlennTremblett@gov.nl.ca
Walsh, Frank

From: Bourne, Jason  
Sent: Thursday, January 21, 2016 8:23 AM  
To: Tremblett, Glenn  
Subject: RE: Flanders Generator Failure

Who is doing your welding?

From: Tremblett, Glenn [mailto:GlennTremblett@gov.nl.ca]  
Sent: Thursday, January 21, 2016 8:22 AM  
To: Bourne, Jason  
Subject: FW: Flanders Generator Failure

Jason

Yes please go ahead.

Glenn Tremblett  
Marine Superintendent - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6220 Office  
GlennTremblett@gov.nl.ca

From: Cuff, Greg  
Sent: Thursday, January 21, 2016 8:18 AM  
To: Tremblett, Glenn  
Subject: FW: Flanders Generator Failure

Greg Cuff  
Director of Maintenance and Engineering - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
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Lewisporte, NL  
A0G 3A0  
709-535-6210  
gregcuff@gov.nl.ca

From: Bourne, Jason [mailto:J[REDACTED]@pennecon.com]  
Sent: Thursday, January 21, 2016 8:16 AM  
To: Cuff, Greg
Cc: Stanley, Jeff
Subject: RE: Flanders Generator Failure

Greg,

Do you want us to go ahead with the cable run for the generator on deck? If so we will require a transit installed.

Thank you,
Jason

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From: Cuff, Greg [mailto:GregCuff@gov.nl.ca]
Sent: Wednesday, January 20, 2016 5:07 PM
To: Bourne, Jason
Subject: FW: Flanders Generator Failure

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

From: Flanders Engine Room, MV
Sent: Wednesday, January 20, 2016 4:58 PM
To: Kelly, Paul Edward; Cuff, Greg; Downey, Keith
Cc: Tremblett, Glenn; Walsh, Jack; Elgazzar, Issiam; MV Flanders; Hammett, Ben A.; Smith, Nansen; Marshall, Shawn A; Harvey, Max; Kennedy, Richard; Williams, Matthew
Subject: RE: Flanders Generator Failure

Generator would be located approximately between frames 29 to 39. I have been informed by Toromont that the generator in question is self contained in a shipping container.
Hi Craig,

At what frame numbers would the generator be fitted? Would it come from Toromont as a containerized unit, just thinking about protection from the elements, weather etc.?

Best regards
for Det Norske Veritas (Canada) Ltd.

Paul Kelly
Senior Surveyor I, Hebron GBS Project

E-mail: [dnl@dnvgl.com]
Mobile: [number]
www.dnvgl.com
LinkedIn

DNV and GL have merged to form DNV GL - Read more here: www.dnvgl.com/merger

In the past we have sailed with this arrangement with the generator located on the vehicle deck on the port side. The cable was brought through a gland in the bulkhead to the Port vent compartment then through another gland fitted in section of 6" pipe, normally used for running hose from a waste oil truck for pumping E/R bilges. The cable can then be feed along existing cable trays to control room switchboard. The generator available from Toromont as a temporary is rated at 460 volts 400 kw, as a substitute for S/S generator rated at 460 volts 350 kw.

Craig Babstock C/E
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Paul Kelly
Senior Surveyor I, Hebron GBS Project

E-mail: [redacted]
Mobile: [redacted] | Direct: [redacted]
www.dnvgl.com | LinkedIn

DNV GL have merged to form DNV GL - Read more here: www.dnvgl.com/merger

From: Cuff, Greg [mailto:GregCuff@gov.nl.ca]
Sent: January-20-16 2:11 PM
To: Downey, Keith
Cc: Tremblett, Glenn; Walsh, Jack; Elgazzar, Isslam; Flanders Engine Room, MV; MV Flanders; Hammett, Ben A.; Smith, Nansen; Marshall, Shawn A; Harvey, Max; Kennedy, Richard; Kelly, Paul Edward; Harvey, Max; Williams, Matthew
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Greg,

I have received your email and will respond within 24 hours.

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Sent from my iPhone

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Cc: Tremblett, Glenn; Walsh, Jack; Elgazzar, Isslam; MV Flanders; Hammett, Ben A.; Smith, Nansen; Marshall, Shawn A.; Harvey, Max; Kennedy, Richard; Williams, Matthew
Subject: RE: Flanders Generator Failure

Generator would be located approximately between frames 29 to 39. I have been informed by Toromont that the generator in question is self contained in a shipping container.

From: Kelly, Paul Edward
Sent: Wednesday, January 20, 2016 4:30 PM
To: Flanders Engine Room, MV; Cuff, Greg; Downey, Keith
Cc: Tremblett, Glenn; Walsh, Jack; Elgazzar, Isslam; MV Flanders; Hammett, Ben A.; Smith, Nansen; Marshall, Shawn A.; Harvey, Max; Kennedy, Richard; Williams, Matthew
Subject: RE: Flanders Generator Failure

Hi Craig,

At what frame numbers would the generator be fitted? Would it come from Toromont as a containerized unit, just thinking about protection from the elements, weather etc.?

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for Det Norske Veritas (Canada) Ltd.

Paul Kelly
Senior Surveyor I, Hebron GBS Project

DNV and GL have merged to form DNV GL - Read more here: www.dnvgl.com/merger

From: Flanders Engine Room, MV
Sent: January-20-16 4:16 PM
To: Kelly, Paul Edward; Cuff, Greg; Downey, Keith
Cc: Tremblett, Glenn; Walsh, Jack; Elgazzar, Isslam; MV Flanders; Hammett, Ben A.; Smith, Nansen; Marshall, Shawn A.; Harvey, Max; Kennedy, Richard; Williams, Matthew
Subject: RE: Flanders Generator Failure

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Craig Babstock C/E
Hi Greg.

The placement of a temporary generator on deck is certainly a possibility. We are doing some research to confirm the class requirements such an arrangement would have to meet and hope to have this information for you tomorrow morning. I have also discussed with TC this scenario to ensure they would not have any initial concerns, and they also believe such a temporary arrangement could be feasible. So to answer your below this is certainly an option. Are you able to offer any input at this stage as to the exact location where the generator would be placed and some details about the generator itself?

Best regards
for Det Norske Veritas (Canada) Ltd.

Paul Kelly
Senior Surveyor I, Hebron GBS Project

E-mail: paul.kelly@dnvgl.com
www.dnvgl.com | LinkedIn

Subsection 40(1)

DNV and GL have merged to form DNV GL - Read more here: www.dnvgl.com/merger

From: Cuff, Greg [mailto:GregCuff@gov.nl.ca]
Sent: January-20-16 2:11 PM
To: Downey, Keith
Cc: Tremblett, Glenn; Walsh, Jack; Elgazzar, Isslam; Flanders Engine Room, MV; MV Flanders; Hammett, Ben A.; Smith, Nansen; Marshall, Shawn A; Harvey, Max; Kennedy, Richard; Kelly, Paul Edward; Harvey, Max; Williams, Matthew
Subject: RE: Flanders Generator Failure

Keith, we understand DNV will require time to gather info on how the genset would need to be set up to comply with DNV/TC guidelines. We are wondering if we could know today if this in fact is an option to allow us to have everything in place once the DNV procedure is finalized. As you can understand this is a much travelled route and at the moment there is no service for Bell Island. The Beaumont is down for repairs.

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
Greg,

I have received your email and will respond within 24 hours.

Keith

Sent from my iPhone

On Jan 20, 2016, at 7:53 AM, Cuff, Greg <GregCuff@gov.nl.ca> wrote:

Keith, the Flanders had a generator engine failure of their #2 genset, which I believe the vessel has reported. We are looking for DNV/TC regulations pertaining to operating with a temporary genset put in place that is wired into the switchboard. The generator would be secured on deck.

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Department of Transportation & Works
Government of Newfoundland and Labrador
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Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

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Glenn,
IR scan can't be done on Beaumont until cleaning of alternators is complete and they can be put under load for awhile in addition to switchboard and transformers etc. Probably the best time would be is when vessel goes back in service.

Regards,

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [Redacted]
E-Mail: walshj@gov.nl.ca
Temporary generator now in position on deck, Pennecon were on board earlier this evening to access cable requirements, 2 cables will be required so additional glands will have to be installed. To return to vessel tomorrow around lunch time after cables are made up.

ENGINEEROOM    M.V.Flanders

From: Cuff, Greg
Sent: Wednesday, January 20, 2016 5:30 PM
To: Harvey, Max; Flanders Engine Room, MV; Marshall, Shawn A; Hammett, Ben A.; Smith, Nansen; Walsh, Jack; Elgazzar, Ismail; Tremblett, Glenn
Cc: MV Flanders
Subject: Flanders

Plan for now

1. Pennecon will proceed to place genset on car deck in the position outlined by Chief Engineer and commence with preliminary hook ups. We will move forward and say this is a replacement for the existing genset to be paralleled with #1 to allow normal operation to occur. We will let DNV come back and tell us if they have a different understanding.

2. We will remove the existing damaged genset engine through the hatch and transport to CAT. CAT is telling us when the long block arrives they need 24 hours to transfer extraneous parts to the long bock and have it ready to install back in the vessel. We are waiting on the delivery time for the long block.

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewistowne, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca
Yes sure.

Regards
Isslam.

Sent from my BlackBerry 10 smartphone on the Bell network.

Isslam can you be onboard FLANDERS Thurs as POC and enable smoother flow of info and liaison for any requirements.

Jack will you be able to finish off the Meggar tests and heat scan in BH Thurs?

Cheers
Glenn

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca
Greg,

Attached are 2 quotes. One using a long block the second using a short block. The reason I have quoted 2 options is I cannot confirm the availability of the long block until we actually place the order. Our preference would be to use a long block if we can get it in short order. On the long block quote there are also 2 options for freight. The first being air freight, the second would be ground freight. The details of the delivery are noted with both options. On the long block quote both options are added into the total price however it will be one or the other.

As for the short block, there is inventory available out of Germany and there is a special freight program with Cat that does keep the cost down however there are other additional items like the heads that would need to be flown to expedite the whole process. Using the short block would required additional time & labour to assemble as noted on the quote. There is also a larger allowance for unknown items included with that option.

I have included new fuel nozzles with both options however I have not allowed for us to overhaul the fuel pump. With either option the fuel system will need to be transferred and we will inspect the fuel injection pump. However if we see the pump needs to be gone through ... depending on the debris we find there could be some additional time required.

Once you have made a decision we would like to remove the failed engine asap, that way we can disassemble it and be sure we have everything we need to reassemble using either option.

Please review and advise how we should proceed.

Thanks

Garth Olinik
Toromont Cat
Power Systems Product Support
Newfoundland - Labrador

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Toromont Industries Ltd., 3131 Highway 7 West, Concord, ON, L4K 1B7 www.toromont.com (416)667-5511.
check

Max Harvey
Assistant Deputy Minister
Department of Transportation and Works
Government of Newfoundland and Labrador

W: (709) 729-2767
C: [Redacted]
F: (709) 729-3440

Genset will be put in place and preliminary cabling
Completed expecting a yes from DNV on approval.

The 24 hours is the time to make the engine ready for install. The install will likely be another couple of days but we will have the Beaumont available to cover off that time so impact shouldn't be as great compared to being done with no relief vessel.

Sent from my BlackBerry 10 smartphone on the Bell network.

Max Harvey
Assistant Deputy Minister
Department of Transportation and Works
Government of Newfoundland and Labrador
From: Cuff, Greg  
Sent: Wednesday, January 20, 2016 5:30 PM  
To: Harvey, Max; Flanders Engine Room, MV; Marshall, Shawn A; Hammett, Ben A.; Smith, Nansen; Walsh, Jack; Elgazzar, Isslam; Tremblett, Glenn  
Cc: MV Flanders  
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Director of Maintenance and Engineering - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6210  
gregcuff@gov.nl.ca
Walsh, Frank

From: Flanders Engine Room, MV
Sent: Wednesday, January 20, 2016 4:58 PM
To: Kelly, Paul Edward; Cuff, Greg; Downey, Keith
Cc: Tremblett, Glenn; Walsh, Jack; Elgazzar, Isslam; MV Flanders; Hammett, Ben A.; Smith, Nansen; Marshall, Shawn A.; Harvey, Max; Kennedy, Richard; Williams, Matthew
Subject: RE: Flanders Generator Failure

Generator would be located approximately between frames 29 to 39. I have been informed by Toromont that the generator in question is self contained in a shipping container.

Hi Craig.

At what frame numbers would the generator be fitted? Would it come from Toromont as a containerized unit, just thinking about protection from the elements, weather etc.?

Best regards
for Det Norske Veritas (Canada) Ltd.

Paul Kelly
Senior Surveyor I, Hebron GBS Project

E-mail [REDACTED]@dnvgl.com
Mobile [REDACTED] | Direct [REDACTED]
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Sent: January-20-16 4:16 PM
To: Kelly, Paul Edward; Cuff, Greg; Downey, Keith
Cc: Tremblett, Glenn; Walsh, Jack; Elgazzar, Isslam; MV Flanders; Hammett, Ben A.; Smith, Nansen; Marshall, Shawn A.; Harvey, Max; Kennedy, Richard; Williams, Matthew
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section of 6" pipe, normally used for running hose from a waste oil truck for pumping E/R bilges. The cable can then be feed along existing cable trays to control room switchboard. The generator available from Toromont as a temporary is rated at 460 volts 400 kw, as a substitute for S/S generator rated at 460 volts 350 kw.

Craig Babstock C/E

ENGINEEROM M.V.Flanders

From: Kelly, Paul Edward [redacted]@dnvgl.com
Sent: Wednesday, January 20, 2016 3:57 PM
To: Cuff, Greg; Downey, Keith
Cc: Tremblett, Glenn; Walsh, Jack; Elgazzar, Isslam; Flanders Engine Room, MV; MV Flanders; Hammett, Ben A.; Smith, Nansen; Marshall, Shawn A; Harvey, Max; Kennedy, Richard; Harvey, Max; Williams, Matthew
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Greg Cuff
From: Downey, Keith  [mailto:********@dnvgl.com]
Sent: Wednesday, January 20, 2016 8:38 AM
To: Cuff, Greg
Cc: Trembllett, Glenn; Walsh, Jack; Elgazzar, Isslam; Flanders Engine Room, MV; MV Flanders; Hammett, Ben A.; Smith, Nansen; Marshall, Shawn A; Harvey, Max; Kennedy, Richard; Kelly, Paul Edward
Subject: Re: Flanders Generator Failure

Greg,

I have received your email and will respond within 24 hours.

Keith

Sent from my iPhone

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Walsh, Frank

From: Flanders Engine Room, MV
Sent: Wednesday, January 20, 2016 4:35 PM
To: Cuff, Greg
Subject: RE: #2 Gen. Disassembly

Just spoke with Paul Doyle of Toromont and he informs me that with the new engine and the old engine sitting side by side in the shop it will take approx. 24 hrs to swap out parts needed.

ENGINEEROOM M.V.Flanders

From: Cuff, Greg
Sent: Wednesday, January 20, 2016 3:11 PM
To: Flanders Engine Room, MV; Tremblett, Glenn; Elgazzar, Isslam
Subject: RE: #2 Gen. Disassembly

Let’s wait and time it so the engine will go with the replacement engine coming in.

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

From: Flanders Engine Room, MV
Sent: Wednesday, January 20, 2016 2:52 PM
To: Tremblett, Glenn; Elgazzar, Isslam; Cuff, Greg
Subject: #2 Gen. Disassembly

How do you wish to proceed on damaged unit? Shall we contact Toromont to remove to shop?

Craig

ENGINEEROOM M.V.Flanders
Hi Craig,

At what frame numbers would the generator be fitted? Would it come from Toromont as a containerized unit, just thinking about protection from the elements, weather etc.?

Best regards
for Det Norske Veritas (Canada) Ltd.

Paul Kelly
Senior Surveyor I, Hebron GBS Project
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Cc: Tremblett, Glenn; Walsh, Jack; Elgazzar, Isslam; MV Flanders; Hammett, Ben A.; Smith, Nansen; Marshall, Shawn A.; Harvey, Max; Kennedy, Richard; Williams, Matthew
Subject: RE: Flanders Generator Failure

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Craig Babstock C/E

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Keith

Sent from my iPhone

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******************************************************************************
Walsh, Frank

From: Flanders Engine Room, MV
Sent: Wednesday, January 20, 2016 4:27 PM
To: Elgazzar, Isslam; Trevor Troake
Cc: Mike Kelley; Wade Day; Tremblett, Glenn
Subject: RE: Flanders Engine Room Access Platforms

Yes Trevor we can proceed with this in the morning but we will have to have E/R bilges pumped before any welding is performed. Working on that.

Craig

ENGINEROOM   M.V.Flanders

From: Elgazzar, Isslam
Sent: Wednesday, January 20, 2016 3:10 PM
To: Trevor Troake; Flanders Engine Room, MV
Cc: Mike Kelley; Wade Day; Tremblett, Glenn
Subject: Re: Flanders Engine Room Access Platforms

Thank you Trevor

Please go ahead with delivery.
Ch.eng pls confirm installation to heddle marine.

Regards
Isslam

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Trevor Troake
Sent: Wednesday, January 20, 2016 2:51 PM
To: Elgazzar, Isslam
Cc: Mike Kelley; Wade Day
Subject: Flanders Engine Room Access Platforms

Hello Isslam;

These platforms are fabricated and ready for install. I understand there is a mechanical issue today with the vessel – would you like installation to be done tomorrow if downtime continues, or at a later time?

Please advise

Thank you.

Trevor Troake
Vice President
Heddle Marine Service (NL) Inc
Proud to be an ISO 9001:2008 Registered Company
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Please consider the environment before printing this email.
Walsh, Frank

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Cc: Tremblett, Glenn; Walsh, Jack; Elgazzar, Isslam; Flanders Engine Room, MV; MV Flanders; Hammett, Ben A.; Smith, Nansen; Marshall, Shawn A; Harvey, Max; Kennedy, Richard; Kelly, Paul Edward; Harvey, Max; Williams, Matthew
Subject: RE: Flanders Generator Failure

Keith, we understand DNV will require time to gather info on how the genset would need to be set up to comply with DNV/TC guidelines. We are wondering if we could know today if this in fact is an option to allow us to have everything in place once the DNV procedure is finalized. As you can understand this is a much travelled route and at the moment there is no service for Bell Island. The Beaumont is down for repairs.

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

Subsection 40(1)

From: Downey, Keith [mailto:Keith.Downey@dnvgl.com]
Sent: Wednesday, January 20, 2016 8:38 AM
To: Cuff, Greg
Cc: Tremblett, Glenn; Walsh, Jack; Elgazzar, Isslam; Flanders Engine Room, MV; MV Flanders; Hammett, Ben A.; Smith, Nansen; Marshall, Shawn A; Harvey, Max; Kennedy, Richard; Kelly, Paul Edward
Subject: Re: Flanders Generator Failure

Greg,

I have received your email and will respond within 24 hours.

Keith

Sent from my iPhone

On Jan 20, 2016, at 7:53 AM, Cuff, Greg <GregCuff@gov.nl.ca> wrote:

Keith, the Flanders had a generator engine failure of their #2 genset, which I believe the vessel has reported. We are looking for DNV/TC regulations pertaining to operating with a temporary genset put in place that is wired into the switchboard. The generator would be secured on deck.

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services
Department of Transportation & Works
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Hi Greg.

The placement of a temporary generator on deck is certainly a possibility. We are doing some research to confirm the class requirements such an arrangement would have to meet and hope to have this information for you tomorrow morning. I have also discussed with TC this scenario to ensure they would not have any initial concerns, and they also believe such a temporary arrangement could be feasible. So to answer your below this is certainly an option. Are you able to offer any input at this stage as to the exact location where the generator would be placed and some details about the generator itself?

Best regards
for Det Norske Veritas (Canada) Ltd.

Paul Kelly
Senior Surveyor I, Hebron GBS Project

E-mail: [redacted]@dnvgl.com
Mobile: [redacted] | Direct: [redacted]
www.dnvgl.com | LinkedIn

DNV GL have merged to form DNV GL - Read more here: www.dnvgl.com/merger

From: Cuff, Greg [mailto:GregCuff@gov.nl.ca]
Sent: January-20-16 2:11 PM
To: Downey, Keith
Cc: Tremblett, Glenn; Walsh, Jack; Elgazzar, Isslam; Flanders Engine Room, MV; MV Flanders; Hammett, Ben A.; Smith, Nansen; Marshall, Shawn A; Harvey, Max; Kennedy, Richard; Kelly, Paul Edward; Harvey, Max; Williams, Matthew
Subject: RE: Flanders Generator Failure

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Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services
Department of Transportation & Works
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Sent: Wednesday, January 20, 2016 8:38 AM
To: Cuff, Greg
Cc: Tremblett, Glenn; Walsh, Jack; Elgazzar, Issam; Flanders Engine Room, MV; MV Flanders; Hammett, Ben A.; Smith, Nansen; Marshall, Shawn A; Harvey, Max; Kennedy, Richard; Kelly, Paul Edward
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Sent from my iPhone

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P.O. Box 97
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709-535-6210
gregcuff@gov.nl.ca

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*******************************************************************************
Walsh, Frank

From: Bourne, Jason @pennecon.com>
Sent: Wednesday, January 20, 2016 3:49 PM
To: Cuff, Greg
Cc: Tremblett, Glenn; Elgazzar, Isslam; Walsh, Jack; Marshall, Shawn A; Smith, Nansen; Hammett, Ben A.; Flanders Engine Room, MV
Subject: RE: Flanders

Greg,

We will look after getting the gen from Wajax to the Flanders.

Thank you,
Jason

From: Cuff, Greg [mailto:GregCuff@gov.nl.ca]
Sent: Wednesday, January 20, 2016 3:19 PM
To: Bourne, Jason
Cc: Tremblett, Glenn; Elgazzar, Isslam; Walsh, Jack; Marshall, Shawn A; Smith, Nansen; Hammett, Ben A.; Flanders Engine Room, MV
Subject: Flanders

Jason there is a shore genset at WAJAX, can you have someone that can pick up the genset and transport to the Flanders (for shore power) and at the same time have a look to see what would be required if the temporary genset install is a go, including cabling length and sizing as well as how to hook in and best route to take? Costing will be charged to the temp genset install. If you have no one available let us know and we will make the arrangements to tow the unit to the vessel.

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

From: Bourne, Jason [mailto:bourne@pennecon.com]
Sent: Wednesday, January 20, 2016 2:48 PM
To: Cuff, Greg
Cc: Bourne, Jason; Tremblett, Glenn; Elgazzar, Isslam; Walsh, Jack; Marshall, Shawn A; Smith, Nansen; Hammett, Ben A.; Flanders Engine Room, MV
Subject: Re: Beaumont Hamel Generators

Jack,

Do you know the length of cable needed for the temporary power?

Thanks,
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On Jan 20, 2016, at 1:24 PM, Cuff, Greg <GregCuff@gov.nl.ca> wrote:

The vessel will be located in Long Pond. We are now waiting on Regulatory approval and procedure to install. Once we have that we can pass along to you to move forward. Will keep at your shop in case there are items required prior to delivery to vessel. Worst case if approval not given it can be transported back to CAT. Or can we reserve it until the regulatory approvals comes in? We can pay the cost whatever the case.

Greg

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Bourne, Jason
Sent: Wednesday, January 20, 2016 1:18 PM
To: Tremblett, Glenn; Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg
Subject: RE: Beaumont Hamel Generators

Glenn,

We located a generator at Toromont Cat. We will make arrangements to get it picked up and delivered. It is a 400KW, 480V.

Thank you,
Jason

From: Tremblett, Glenn [mailto:GlennTremblett@gov.nl.ca]
Sent: Wednesday, January 20, 2016 12:55 PM
To: Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg; Bourne, Jason
Subject: RE: Beaumont Hamel Generators
Importance: High
Isllam/Jack

Can you have Jerome check to see if we have these please

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
709-689-6711 BB
GlennTremblett@gov.nl.ca

From: Bourne, Jason [mailto:********@pennecon.com]
Sent: Wednesday, January 20, 2016 12:54 PM
To: Tremblett, Glenn
Cc: Cuff, Greg; Walsh, Jack; Elgazzar, Isslam
Subject: RE: Beaumont Hamel Generators

Do you have the bearings for the 2 gens? If not do you know the bearing #’s so that we can get them moving?

Thank you,
Jason

Jason Bourne
Manager, Field Services
Direct: ******** Office: ******** Cell: ******** Fax: ********
Email: ******** Web: www.pennecon.com

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From: Tremblett, Glenn [mailto:GlennTremblett@gov.nl.ca]
Sent: Wednesday, January 20, 2016 11:39 AM
To: Bourne, Jason
Cc: Cuff, Greg; Walsh, Jack; Elgazzar, Isslam
Subject: Beaumont Hamel Generators
Importance: High

Jason
Further to our telcon, please provide services to Beaumont Hamel Generator cleaning ASAP for round clock repairs. Please direct questions to Jack Walsh.

Thanks so much
Glenn

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

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Let's wait and time it so the engine will go with the replacement engine coming in.

Greg Cuff  
Director of Maintenance and Engineering - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6210  
gregcuff@gov.nl.ca

How do you wish to proceed on damaged unit? Shall we contact Toromont to remove to shop?

Craig

ENGINE ROOM  M.V. Flanders
Walsh, Frank

From: Tremblett, Glenn
Sent: Wednesday, January 20, 2016 2:59 PM
To: Flanders Engine Room, MV
Cc: Elgazzar, Isslam; Cuff, Greg
Subject: RE: #2 Gen. Disassembly

Raise Req to have Toromont conduct removal and repairs/replacement. Still discussing way ahead for repairs/replacement depending on availability of blocks/parts. Once that is determined will proceed as applicable.

In the meantime raise the Req for Toromont to proceed

Glenn Tremblett  
Marine Superintendent - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6220 Office  

toll free BB  
GlennTremblett@gov.nl.ca

From: Flanders Engine Room, MV
Sent: Wednesday, January 20, 2016 2:52 PM
To: Tremblett, Glenn; Elgazzar, Isslam; Cuff, Greg
Subject: #2 Gen. Disassembly

How do you wish to proceed on damaged unit? Shall we contact Toromont to remove to shop?

Craig

ENGINE ROOM M.V. Flanders
Thanks. Part 1..... so it is ordered and being moved to Long Pond. Great. Hopefully welders/electricains etc can stand by as well. Give ‘er!

Noting that still awaiting DNV approvals.

Max Harvey
Assistant Deputy Minister
Department of Transportation and Works
Government of Newfoundland and Labrador

W: (709) 729-2767
C: (709) 729-3440

Fyi

Sent from my BlackBerry 10 smartphone on the Bell network.

The vessel will be located in Long Pond. We are now waiting on Regulatory approval and procedure to install. Once we have that we can pass along to you to move forward. Will keep at your shop in case there are items required prior to delivery to vessel. Worst case if approval not given it can be transported back to CAT. Or can we reserve it until the regulatory approvals comes in? We can pay the cost whatever the case.

Greg

Sent from my BlackBerry 10 smartphone on the Bell network.
Subject: RE: Beaumont Hamel Generators

Glenn,

We located a generator at Toromont Cat. We will make arrangements to get it picked up and delivered. It is a 400KW, 480V.

Thank you,
Jason

From: Tremblett, Glenn [mailto:GlennTremblett@gov.nl.ca]
Sent: Wednesday, January 20, 2016 12:55 PM
To: Elgazzar, Isslam; Walsh, Jack
Cc: Cuff, Greg; Bourne, Jason
Subject: RE: Beaumont Hamel Generators
Importance: High

Isslam/Jack

Can you have Jerome check to see if we have these please

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97 Lewisporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

From: Bourne, Jason [mailto:Jason.Bourne@pennecon.com]
Sent: Wednesday, January 20, 2016 12:54 PM
To: Tremblett, Glenn
Cc: Cuff, Greg; Walsh, Jack; Elgazzar, Isslam
Subject: RE: Beaumont Hamel Generators

Do you have the bearings for the 2 gens? If not do you know the bearing #’s so that we can get them moving?

Thank you,
Jason

Jason Bourne
Manager, Field Services
Direct: [redacted] | Office: [redacted] | Cell: [redacted] | Fax: [redacted]
Email: Jason.Bourne@pennecon.com | Web: www.pennecon.com
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From: Tremblett, Glenn [mailto:GlennTremblett@gov.nl.ca]
Sent: Wednesday, January 20, 2016 11:39 AM
To: Bourne, Jason
Cc: Cuff, Greg; Walsh, Jack; Elgazzar, Islam
Subject: Beaumont Hamel Generators
Importance: High

Jason

Further to our telcon, please provide services to Beaumont Hamel Generator cleaning ASAP for round clock repairs. Please direct questions to Jack Walsh.

Thanks so much
Glenn

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
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A0G 3A0
709-535-6220 Office
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Walsh, Frank

From: Walsh, Jack
Sent: Wednesday, January 20, 2016 1:27 PM
To: Tremblett, Glenn
Subject: Fw: Bearings.

FYI
John (Jack) Walsh  
Project/Refit Coordinator  
Transportation & Works  
Marine Service Division  
GNL  
Subsection 40(1)

Mobile: [Redacted]
E-Mail: walshi@gov.nl.ca

From: ER, Beaumont Hamel <BeaumontHamelER@gov.nl.ca>
Sent: Wednesday, January 20, 2016 1:24 PM
To: Walsh, Jack
Subject:

Jack  
I cant seem to find our generator book must have been used by contractor and not returned. Techs from Pennecon onboard and dont think it will be any problem getting bearings. We have some bearings in stock room and if memory serves me I think the last time gens were done we ordered spares. Will know more when bearings can be viewed. Jim
I have spoken to the chief who is checking it out for me. I believe Pennecon have overhauled these units for us at one time. Would Steve have anything on file I wonder?

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [Redacted]
E-Mail: walshj@gov.nl.ca

From: Bourne, Jason
Sent: Wednesday, January 20, 2016 12:54 PM
To: Tremblett, Glenn
Cc: Cuff, Greg; Walsh, Jack; Elgazzar, Isslam
Subject: RE: Beaumont Hamel Generators

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Thank you,
Jason

Jason Bourne
Manager, Field Services
Direct: [Redacted] | Office: [Redacted] | Cell: [Redacted] | Fax: [Redacted]
Email: [Redacted]@pennecon.com | Web: www.pennecon.com

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Thanks so much
Glenn

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
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GlennTremblett@gov.nl.ca

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Sent: Wednesday, January 20, 2016 12:54 PM
To: Tremblett, Glenn
Cc: Cuff, Greg; Walsh, Jack; Elgazzar, Isslam
Subject: RE: Beaumont Hamel Generators

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Thank you,
Jason

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Sent: Wednesday, January 20, 2016 11:39 AM
To: Bourne, Jason
Cc: Cuff, Greg; Walsh, Jack; Elgazzar, Isslam
Subject: Beaumont Hamel Generators
Importance: High

Jason

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Thanks so much
Glenn

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
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Walsh, Frank

From: Walsh, Jack  
Sent: Wednesday, January 20, 2016 11:48 AM  
To: Tremblett, Glenn  
Subject: RE: When can Pennecon start

I haven’t been able to contact Garland electric as of yet. I guess if we are going to contract Pennecon to start asap there will be no need now.

From: Tremblett, Glenn  
Sent: Wednesday, January 20, 2016 11:35 AM  
To: Cuff, Greg; Walsh, Jack  
Cc: Elgazzar, Isslam  
Subject: RE: When can Pennecon start

I will call Pennecon to have them start asap

Glenn Tremblett  
Marine Superintendent - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6220 Office  
bb  
GlennTremblett@gov.nl.ca

From: Cuff, Greg  
Sent: Wednesday, January 20, 2016 11:34 AM  
To: Tremblett, Glenn; Walsh, Jack  
Cc: Elgazzar, Isslam  
Subject: Re: When can Pennecon start

Move forward with repair asap, emergency repair conditions apply

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tremblett, Glenn  
Sent: Wednesday, January 20, 2016 11:32 AM  
To: Cuff, Greg; Walsh, Jack  
Cc: Elgazzar, Isslam  
Subject: RE: When can Pennecon start

Just about to send an update

Pennecon can start whenever we want them to start but round the clock may be an issue as Jason Bourne has to check to see if he has personnel available for round the clock. Also note that even working around the clock, Pennecon estimates 2 day turn around time.  
Will need to confirm we have spare bearings as well as they will need replacing. Jack can you confirm this please.
I was talking with Jack and he is going to check another Service Provider who has done this in the past and should have no issues working around the clock. He will update as soon as he speaks with them.

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

From: Cuff, Greg
Sent: Wednesday, January 20, 2016 11:29 AM
To: Walsh, Jack
Cc: Tremblett, Glenn
Subject: When can Pennecon start

Can they do a 24 hour servicing?

Sent from my BlackBerry 10 smartphone on the Bell network.
Fyi

Sent from my BlackBerry 10 smartphone on the Bell network.

Jason

Further to our telcon, please provide services to Beaumont Hamel Generator cleaning ASAP for round clock repairs. Please direct questions to Jack Walsh.

Thanks so much
Glenn

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97 Lewistporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca
Good Morning All,
I have recently completed the insulation testing of the three main alternators' stator windings on the MV Beaumont Hamel. This testing was done with all leads of the voltage regulators disconnected. The results are as follows:

- Alternator #1........0.665 meg ohms
- Alternator #2........0.67 meg ohms
- Alternator #3........0.669 meg ohms

Upon finding such low readings a visual inspection was done of the windings which were found to be very contaminated with an oily soot substance. As a result of this finding a 10:1 Polarisation Index test was done. This resulted in a reading of 1.001. As per the Interpretation of Polarisation Index Results table attached <1.0 is considered hazardous and 1 – 1.5 bad. A brief explanation of P/I is also included.

In light of this and after discussions with Mr. Glenn Tremblett and Mr. Greg Cuff I was to prepare specifications to go for quote to have these units cleaned in place by the dry ice method. To use these units without cleaning could result in fire.

Regards,

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service
GNL

Subsection 40(1)

Mobile: [Redacted]
E-Mail: walshj@gov.nl.ca
After talking with Jack concerning the meggar readings we just completed on Monday, the alternators on the Beaumont are not in operatable condition. We were hoping they could cover off a couple of days but now that we are looking at a couple of weeks for Flanders repair this had to be revisited. Jack is going to send out an e-mail outlining the results.

The meggar came due and was started on Friday, Jan 15/16 and completed on Monday, Jan 18/16.

The plan prior to this was to have the Alternator cleaned this week. It would have taken us 5 days but if we can get the electrical company working around the clock we may be able to take a day or so off that timeframe.

I am sure this is not what anyone wanted to hear but unavoidable.

Greg Cuff  
Director of Maintenance and Engineering - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6210  
gregcuff@gov.nl.ca
Illustration of failure

Greg Cuff  
Director of Maintenance and Engineering - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6210  
gregcuff@gov.nl.ca

See attached.

ENGINE ROOM   M.V. Flanders
Walsh, Frank

From: Hamnett, Ben A.
Sent: Wednesday, January 20, 2016 10:16 AM
To: Marshall, Shawn A; Cuff, Greg
Subject: FW: MV Flanders main generator down

fyi

From: MV Flanders
Sent: Wednesday, January 20, 2016 10:15 AM
To: Hamnett, Ben A.
Subject: FW: MV Flanders main generator down

Best regards
for Det Norske Veritas (Canada) Ltd.

Matthew Williams B.Eng
Surveyor, St John's

E-mail: [redacted]@dnvgl.com
Mobile: [redacted] | Direct: [redacted]
LinkedIn: [redacted]

From: Kenny, James [mailto:[redacted]@tc.gc.ca]
Sent: Wednesday, January 20, 2016 10:05 AM
To: Williams, Matthew
Cc: Kelly, Paul Edward; Doiron, Andre; Pink, Lee; Wakeham, Paul
Subject: MV Flanders main generator down

Matthew,

Further to our telephone conversation of this morning and your below email, this is to advise we agree with your request to grant a transit voyage from Portugal Cove to Long Pond with one main generator unserviceable at the master's discretion in order to conduct generator repair. The vessel shall not carry passengers for the transit voyage, nor for the return transit voyage after completion of repair.

It is recommended the chief engineer trial the emergency generator under load prior to departure and report to you his assurance that in his opinion it is in full operating condition and can adequately support the vessel's electrical load with the remaining generator.

We trust the foregoing has served to advise.
Thanks and Best Regards,

James J. Kenny
Manager
Transport Canada, Marine Safety and Security / Government of Canada
Suite 800-7, 10 Barter's Hill, St. John's, NL, A1C 6H8
Email: ........................................ Tel: ........................................ Cell: ........................................

Gestionnaire
Transports Canada, Sécurité et Sureté Maritime / Gouvernement du Canada
Suite 800-7, 10 Barter's Hill, St. John's, NL, A1C 6H8
Email: ........................................ Tel: ........................................ Cell: ........................................

From: Williams, Matthew <........................................@dnvgl.com>
Sent: Wednesday, January 20, 2016 8:07 AM
To: Pink, Lee; Wakeham, Paul
Cc: Kelly, Paul Edward
Subject: MV Flanders main generator down

Good Morning Lee, Paul,

The Captain of the Flanders informed me at 7:45am this morning that they lost No.2 main generator as the approached the dock in St. Phillips.

No impact damage occurred with the quayside. As far as I know they docked safely but are now stranded in town. Chris feels comfortable sailing to St. John's or Long Pond on one main generator and their emergency generator. He requested clearance from class before taking advantage of this break in weather so I am notifying you before I accept.

Feel free to call my direct or cell.

Best regards
for Det Norske Veritas (Canada) Ltd.

Matthew Williams B.Eng
Surveyor, St John's

E-mail: ........................................@dnvgl.com
Mobile: ........................................ Direct: ........................................
LinkedIn

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is prohibited.
Walsh, Frank

From: Cuff, Greg
Sent: Wednesday, January 20, 2016 9:45 AM
To: Harvey, Max; Mulrooney, Stephen R.
Cc: Marshall, Shawn A
Subject: RE: Flanders Is OUT of SERVICE!!!

CAT has given us a 3 - 5 day delivery on a block they are sourcing the parts for rebuild as well. We may be able to reuse some of the parts off the existing engines or from Winsor or Bond for long delivery items.

We have Bond or Winsor as engine sources right now.

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services Department of Transportation & Works
Government of Newfoundland and Labrador P.O. Box 97 Lewisporte, NL A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

-----Original Message-----
From: Harvey, Max
Sent: Wednesday, January 20, 2016 9:12 AM
To: Mulrooney, Stephen R.
Cc: Cuff, Greg; Marshall, Shawn A
Subject: FW: Flanders Is OUT of SERVICE!!!

Fyi Likely more info now. Will need to discuss Windsor engine as potential replacement for Flanders block.

Max Harvey
Assistant Deputy Minister
Department of Transportation and Works
Government of Newfoundland and Labrador

W: (709) 729-2767
C: (709) 729-2767
F: (709) 729-3440

-----Original Message-----
From: Hammett, Ben A.
Sent: Wednesday, January 20, 2016 7:05 AM
To: Service Update BI
Subject: Flanders Is OUT of SERVICE!!!

Total generator (#2) failure. Rod out through the block!!
Vessel on the BI side.
Walsh, Frank

From: Elgazzar, Isslam
Sent: Wednesday, January 20, 2016 9:10 AM
To: Tremblett, Glenn
Subject: BH is ready to sail

Good day Glenn

FYI, 2 crew members are on board (chief eng and ch. officer).

Machinery wise: vessel is ready to sail all machineries were tried 2 days ago.

Regards
Isslam
From: Flanders Engine Room, MV
Sent: Wednesday, January 20, 2016 8:51 AM
To: Tremblett, Glenn; Elgazzar, Isslam; Cuff, Greg; MV Flanders
Cc: Hammett, Ben A.
Subject: #2 Generator failure
Attachments: #2 Gen. Failure 001.jpg; Gen. #2 Failure Jan 20,2016.docx; DSCF1046.JPG

See attached.
Jack

Last night Flanders lost Gen No2. Catastrophic failure.

Can you please confirm if we or CAT may have a spare 3408 engine available for install? Looking to have this done as quickly as possible.

Also, can you and Isslam confirm what requirements remain in Beaumont Hamel and timeframe required in order for her to return to service to take Flanders place.

Cheers
Glenn

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

Subsection 40(1)
Greg,

I have received your email and will respond within 24 hours.

Keith

Sent from my iPhone

On Jan 20, 2016, at 7:53 AM, Cuff, Greg <GregCuff@gov.nl.ca> wrote:

Keith, the Flanders had a generator engine failure of their #2 genset, which I believe the vessel has reported. We are looking for DNV/TC regulations pertaining to operating with a temporary genset put in place that is wired into the switchboard. The generator would be secured on deck.

Greg Cuff  
Director of Maintenance and Engineering - Marine Transportation Services  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
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Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@nov.nl.ca
Just spoke with Chief Engineer

There were no warnings, no alarms prior to failure. Chief Engineer added oil about 30 min prior to failure. Just before failure Chief Engineer observed a loud vibration noise.

CAT was onboard recently investigating the high oil consumption in that generator.

Options for repair and continuing operations may include:

- Rigging temporary generator for use as back up in case No 1 issues. This will enable us to effect work in way repairs for replacement and minimize time;
- Replacement with engine from Bond, SOI, Winsor or see if CAT may have spare Diesel;
- BH to take over service for Flanders while repairs being conducted

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
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GlennTremblett@gov.nl.ca

Subsection 40(1)
Hello Glenn

# Compressors Specs :
- Pressure: 30 bars, speed: 750 RPM. Power: 4.2KW.

# Shore Gen:
Water in fuel was found and Wajax completed their work by replacing filters. Working satisfactory with no alarms @ 1800rpm/60hz.

We would recommend cleaning the fuel tank and Wajax informed me that they have another shore gen ready and they have cleaned the running gen 2 years back.

# Deck Paint:
80% of area under consideration been dealt with, additional items (paints + brushes) we brought to complete the job.

# Internet / Laptop were down and IT tech visited and dealt with.

Regards
Isslam

From: Tremblett, Glenn
Sent: Tuesday, January 19, 2016 9:19 AM
To: Elgazzar, Isslam
Subject: Beaumont Hamel

Isslam

Can you make a visit to BH this morning just to check on progress of work.

While there can you get the plate information from compressors and send to me.

Also, check on the shore Generator as I just spoke with Wajax and they are going down to change fuel filters. Suspect dirty fuel tank. Much work to remove to get access to tank to clean.

Thanks
Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

Subsection 40(1)
Walsh, Frank

From: Walsh, Jack
Sent: Tuesday, January 19, 2016 5:55 PM
To: Tremblett, Glenn
Subject: Re: Beaumont - Alternators

Thanks Glenn. I'll get it out tomorrow. I'm hoping to finish Beaumont's megger test tomorrow as well.

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: 
E-Mail: walshi@gov.nl.ca

Tremblett, Glenn
From: Tremblett, Glenn
Sent: Tuesday, January 19, 2016 1:51 PM
To: Walsh, Jack
Subject: RE: Beaumont - Alternators

Yes please

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
GlennTremblett@gov.nl.ca

Walsh, Jack
From: Walsh, Jack
Sent: Tuesday, January 19, 2016 10:41 AM
To: Tremblett, Glenn
Subject: Beaumont - Alternators

Good Morning,
Should I be going out for three quotes for cleaning of subject alternators by the dry ice method?

Regards,

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Subsection 40(1)

Mobile: [Redacted]
E-Mail: walshj@gov.nl.ca
Walsh, Frank

From: Flanders Engine Room, MV
Sent: Monday, January 18, 2016 3:59 PM
To: Tremblett, Glenn
Cc: Cuff, Greg; Elgazzar, Isslam; Hammett, Ben A.
Subject: Toromont Cat Service Report

Toromont Cat Service Technician was onboard at lunch-time and checked Turbo, crankcase pressure, rocker assemblies and crankcase breather system and found all to have no obvious problems. They have recommended as a next step to borescope all cylinders and if there’s no objections to that, I’ll let them know to proceed with that work. I’ve also forward oil sample analysis reports to Service manager.

Paul O’Neill

ENGINE ROOM M.V.Flanders
Good Morning,
Should I be going out for three quotes for cleaning of subject alternators by the dry ice method?

Regards,

John (Jack) Walsh  
Project/Refit Coordinator  
Transportation & Works  
Marine Service Division  
GNL

Mobile: [Redacted]  
E-Mail: walshi@gov.nl.ca
Yes I'll be there around mid day as I am in safety for all course.

Painting is in progress few spots are remaining, now they are short in material (brushes + paints) I called paint supplier will supply on the same PO.

I'll send compressor Tag plate detail and follow with electric issue.

Regards
Isslam.

From: Tremblett, Glenn
Sent: Tuesday, January 19, 2016 9:19 AM
To: Elgazzar, Isslam
Subject: Beaumont Hamel

Isslam

Can you make a visit to BH this morning just to check on progress of work.

While there can you get the plate information from compressors and send to me.

Also, check on the shore Generator as I just spoke with Wajax and they are going down to change fuel filters. Suspect dirty fuel tank. Much work to remove to get access to tank to clean.

Thanks
Glenn

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office

GlennTremblett@gov.nl.ca

Subsection 40(1)
Walsh, Frank

From: Flanders Engine Room, MV
Sent: Tuesday, January 19, 2016 8:55 AM
To: Tremblett, Glenn
Cc: Cuff, Greg; Elgazzar, Isslam; Hammett, Ben A.
Subject: RE: Toromont Cat Service Report

No timelines for doing bore scope. I've put everything in place with regards to performing the scope overnite and to limit testing one cylinder at a time in case we need to get back in service in a hurry. I'm crew changing with Craig today so I'll let him determine which night is suitable however Cat. is ready and just needs confirmation of when we need it carried out.

Paul O'Neill

ENGINE ROOM M.V.Flanders

From: Tremblett, Glenn
Sent: Monday, January 18, 2016 9:51 PM
To: Flanders Engine Room, MV
Cc: Cuff, Greg; Elgazzar, Isslam; Hammett, Ben A.
Subject: Re: Toromont Cat Service Report

Thanks for the update. Do they have timeframe for completing boroscopying

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Flanders Engine Room, MV
Sent: Monday, January 18, 2016 15:58
To: Tremblett, Glenn
Cc: Cuff, Greg; Elgazzar, Isslam; Hammett, Ben A.
Subject: Toromont Cat Service Report

Toromont Cat Service Technician was onboard at lunch-time and checked Turbo, crankcase pressure, rocker assemblies and crankcase breather system and found all to have no obvious problems. They have recommended as a next step to borescope all cylinders and if there's no objections to that, I'll let them know to proceed with that work. I've also forward oil sample analysis reports to Service manager.

Paul O'Neill

ENGINE ROOM M.V.Flanders
Polarisation indexing for Beaumont's alternators is finished with a reading of 1 for all three. The polarisation index table I am looking at now says <1 is classed as hazardous. I have another table which I can't seem to locate that suggests what is causing readings like this. I will try to find it. At the very minimum these alternators should be cleaned. It is my opinion that in their present condition they are a fire hazard.

Regards,

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division

Mobile: [redacted]
E-Mail: [redacted]
Thanks. I'm at the Waterfront now. I have to day a polarization index on the alternators today. This requires that a reading be taken for one minute and then for ten minutes. One reading is divided into the other and the result gives an indication of actual condition of insulation. My test equipment can't test for these time durations. I can't get a parking place until enhanced crew leave so I was going to go to Newdock to see if I can borrow test equipment for polarization index. Test.

Regards,

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [redacted]
E-Mail: walshj@gov.nl.ca

From: Tremblett, Glenn
Sent: Monday, January 18, 2016 7:34 AM
To: Walsh, Jack
Cc: Cuff, Greg
Subject: RE: Rei'm

OK Jack good luck with it

Glenn Tremblett
Marine Superintendent - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6220 Office
[redacted] BB
GlennTremblett@gov.nl.ca

From: Walsh, Jack
Sent: Monday, January 18, 2016 7:34 AM
To: Tremblett, Glenn
Cc: Cuff, Greg
Subject: Re: Rei'm

I'm going to be late getting in. Bottom gone on Hot water tank.
Greg,
I've been giving some thought to Beaumont's alternators. I would suggest that I test #3 and find out if it is the same as the other two. Prior to going out for quote for cleaning I would like the opportunity to do a one minute to ten polarization index reading. This will allow me to determine the condition of the insulation (oil soaked, dried and cracked, etc). Cleaning may not be the best fix if condition is poor. The units may require a VIP treatment if the insulation is in poor condition and our problem is more than dirt. Dry ice cleaning in place will not be cheap and to go through the cost and have readings drop again shortly afterwards would not be fiscally responsible I'm sure. I should be able to finish megger reading on #3 and take polarization readings on all three by end of day Monday. Once a true scope of work is realized (cleaned in place or removed for VIP) we can then go to the Companies in town who are capable of doing the work required. Newdock don't have the facilities and I don't know if Siemens are capable. This only leaves Pennecon that I know of who would be able to give the units this type of treatment.

Regards,

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [redacted]
E-Mail: walsh@gov.nl.ca
Walsh, Frank

From: Walsh, Jack
Sent: Friday, January 15, 2016 3:16 PM
To: Cuff, Greg
Subject: Re: Beaumont

I think this would be wise. If I had seen the megger test that they did on Beaumont and from which I am trying to follow now, I wouldn't have accepted it.

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [redacted]
E-Mail: walshj@gov.nl.ca

From: Cuff, Greg
Sent: Friday, January 15, 2016 3:07 PM
To: Walsh, Jack; Tremblett, Glenn; Elgazzar, Isslam
Subject: RE: Beaumont

If we are going the quote route then we would have to include Siemens as well. Pennecon are on Standing offer which makes paperwork easier but if they have issues I have no problem going for quotes.

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

From: Walsh, Jack
Sent: Friday, January 15, 2016 3:04 PM
To: Cuff, Greg; Tremblett, Glenn; Elgazzar, Isslam
Subject: Re: Beaumont

Yes it has been done before. I would recommend dry ice method. Two Companies that can do this are Pennecon and Newdock. With Pennecon's record lately I would suggest getting a quote from both. I haven't got #3 done as of yet but I suspect to find much of the same.

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [REDACTED]
E-Mail: walsh@gov.nl.ca

From: Cuff, Greg
Sent: Friday, January 15, 2016 2:37 PM
To: Walsh, Jack; Flood, Jerome; Elgazzar, Isslam
Cc: Tremblett, Glenn
Subject: RE: Beaumont

Can the gens be cleaned in place?

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

From: Walsh, Jack
Sent: Friday, January 15, 2016 2:16 PM
To: Cuff, Greg; Flood, Jerome; Elgazzar, Isslam
Cc: Tremblett, Glenn
Subject: Re: Beaumont

Presently have gens disconnected (1 and 2) for megger test. Number 1 is 0.66 megs. I will have to check to be sure but I believe minimum for propulsion generators is 1.5 megs. Hopefully Jerome or Isslam can handle grinders. I don't want to leave these disconnected in case they may be required over weekend. Meanwhile, I just checked #2 with megger and it is 0.67 megs. These gens appear to be very dirty.

John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL

Mobile: [REDACTED]
E-Mail: walsh@gov.nl.ca

From: Cuff, Greg
Sent: Friday, January 15, 2016 1:55 PM
To: Flood, Jerome; Elgazzar, Isslam; Walsh, Jack
Cc: Tremblett, Glenn
Subject: Beaumont
Beaumont just called looking for grinders, Battlefield does not have what they want. I asked them to check Rideouts. We also have grinders at White Hills, not sure what condition they are in. I also believe we have paint there as well, not sure if it is suitable or not but if so let’s use that first. Let’s see if we can get the Beaumont sorted out before the weekend so they have something to do over the weekend.

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services
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John (Jack) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service Division
GNL
Mobile: [redacted]
E-Mail: walshi@gov.nl.ca

From: Cuff, Greg
Sent: Friday, January 15, 2016 1:55 PM
To: Flood, Jerome; Elgazzar, Isslam; Walsh, Jack
Cc: Tremblett, Glenn
Subject: Beaumont

Beaumont just called looking for grinders, Battlefield does not have what they want. I asked them to check Rideouts. We also have grinders at White Hills, not sure what condition they are in. I also believe we have paint there as well, not sure if it is suitable or not but if so let's use that first. Let's see if we can get the Beaumont sorted out before the weekend so they have something to do over the weekend.

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P.O. Box 97
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709-535-6210
gregcuff@gov.nl.ca
Walsh, Frank

From: Flanders Engine Room, MV  
Sent: Thursday, January 07, 2016 7:58 PM  
To: trevor.troake@heddlemarinenl.com  
Cc: Elgazzar, Isslam; Tremblett, Glenn; Cuff, Greg  
Subject: FW: #2 Gen. Cooler

Good Day Trevor

This cooler has been at your shop now for some time. Could you please provide an update as well as a pricing quote.

Thanks

Craig Babstock

ENGINEROOM M.V.Flanders

From: Flanders Engine Room, MV  
Sent: Friday, October 30, 2015 8:32 AM  
To: Trevor Troake  
Cc: Hamnett, Ben A.; Tremblett, Glenn; MV Flanders; Mike Kelley; sp@hotmail.com

Good Morning Trevor

Reinstallation of repaired Jacketwater cooler for #2 Gen. last night went well, also requested spare cooler that was removed to be pressure tested and repaired. Can you please provide a quote for the repair of the second cooler.

Thanks

Craig Babstock

ENGINEROOM M.V.Flanders

From: Trevor Troake @heddlemarinenl.com
Sent: Thursday, October 29, 2015 8:43 AM  
To: Flanders Engine Room, MV  
Cc: Hamnett, Ben A.; Tremblett, Glenn; MV Flanders; Mike Kelley; sp@hotmail.com

Craig;

Our team will be at Portugal cover this evening at that time or before. We are utilizing three guys to ensure this is completed as efficiently as possible, and will have the gaskets made ahead of time. The cooler is in our shop now ready to go.

Trevor

From: Flanders Engine Room, MV [mailto:EngineFlanders@gov.nl.ca]
Sent: October-29-15 8:04 AM  
To: Trevor Troake
Good Morning Trevor

We have Fuel ordered for tonight at 8:45 Portugal Cove. Will you be able to have your Mechanics come on board at that time to change out #2 Generator Jacketwater cooler? We need to give advanced notice to the Bell Island Hospital that the vessel will be out of service for that time period.

Craig

Hello Chief;

The cooler, I believe, had two pipes that had to be plugged, which still puts the unit within acceptable operating range. We expect that repair and testing to be complete today. I will let you know this morning as soon as I get an ETA on repair readiness.

In terms of installation, Josh Bussey, our Lead mechanical person went aboard the Flanders and believes that the reinstall can be done within an hour and a half during vessel refuelling. Once we get the gaskets prepared, a team of 3 men can install the unit in that time.

Trevor

Good Morning Trevor

Can you confirm that the rebuilt cooler for the #2 generator is ready to be reinstalled so that a scheduled down time period can be arranged.

Thank You

Craig Babstock  C/E

From: Trevor Troake [heddlemarinenl.com]
To: Flanders Engine Room, MV
Subject: RE: #2 Gen. Cooler

Paul
Since we didn’t remove the cooler, it would probably make sense for us to review the scope of re-installation before we start to ensure we have everything we need.

Trevor

**From:** Flanders Engine Room, MV [mailto:EngineFlanders@gov.nl.ca]  
**Sent:** October-26-15 4:58 AM  
**To:** Trevor Troake  
**Cc:** Cuff, Greg; Tremblett, Glenn  
**Subject:** #2 Gen. Cooler

Trevor,  
   Can you provide me with a status report on testing of the cooler for #2 Generator? Also, would a overnite installation of this cooler be possible?  
   Thanks,  
   Paul O'Neill  
   Chief Engineer

**ENGINE ROOM**  
M.V.Flanders

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Hello Glenn

Kindly advice on Ch Eng request and tomorrow I'll be on board to check what's the progress on other jobs.

Regards
Isslam

Sent from my BlackBerry 10 smartphone on the Bell network.

Isslack/Greg
The last Megger we had done is only good until Jan 23 2015 this might be a good time to get this done as it is a real pain during refit. I can requisition this through Pennecon if you agree.
C/E Beaumont Hamel
Jim Whelan
<table>
<thead>
<tr>
<th>WO Code</th>
<th>Work Order Description</th>
<th>Completed</th>
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<td>4000 Hour service</td>
<td>Days Open:</td>
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<td><strong>Asset</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Auxiliary Generator,</td>
<td>Completed By</td>
</tr>
<tr>
<td></td>
<td>Starboard #2: FLA</td>
<td></td>
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<tr>
<td>56204</td>
<td>1000hr PM - O-Rings</td>
<td>Days Open:</td>
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<tr>
<td></td>
<td>Starboard Main</td>
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<tr>
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<td>Engine: FLA CRITICAL</td>
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<tr>
<td>55669</td>
<td>Replace O-Rings on</td>
<td>Days Open: 1/2/16 10:15 AM</td>
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<tr>
<td></td>
<td>master starting air</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>valves and clean air</td>
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<td></td>
<td>line dirt collector</td>
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<tr>
<td>55806</td>
<td>5000 hr L/O and L/O</td>
<td>Days Open: 1/2/16 10:15 AM</td>
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<tr>
<td></td>
<td>filter element changed.</td>
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<td>Flanders Engine Room</td>
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<td>Engine: FLA CRITICAL</td>
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<tr>
<td>55805</td>
<td>Check Jacketwater</td>
<td>Days Open: 1/3/16 7:56 PM</td>
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<td>FM 200 System: FLA</td>
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<td>55651</td>
<td>Monthly service</td>
<td>1/3/16 7:57 PM</td>
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<td><strong>Asset</strong></td>
<td><strong>Task Description</strong></td>
<td><strong>Completed By</strong></td>
</tr>
<tr>
<td>Sliding Watertight Doors: FLA</td>
<td>Check door sill, frame, and behind door to ensure it is clean</td>
<td>Flanders Engine Room</td>
</tr>
<tr>
<td>55650</td>
<td>Weekly service</td>
<td>1/3/16 7:58 PM</td>
</tr>
<tr>
<td><strong>Asset</strong></td>
<td><strong>Task Description</strong></td>
<td><strong>Completed By</strong></td>
</tr>
<tr>
<td>Sliding Watertight Doors: FLA</td>
<td>Operate doors to check normal function alternate with remote pump each week.</td>
<td>Flanders Engine Room</td>
</tr>
<tr>
<td>55649</td>
<td>Weekly service</td>
<td>1/3/16 7:58 PM</td>
</tr>
<tr>
<td><strong>Asset</strong></td>
<td><strong>Task Description</strong></td>
<td><strong>Completed By</strong></td>
</tr>
<tr>
<td>Starboard Main Engine: FLA CRITICAL</td>
<td>Clean sea strainers, Seabay strainer, Main engine duplex, ship service gen. duplex, Coupling duplex, Galley A/C unit and shaft seal strainers</td>
<td>Flanders Engine Room</td>
</tr>
<tr>
<td>55648</td>
<td>Weekly service</td>
<td>1/3/16 7:58 PM</td>
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<tr>
<td><strong>Asset</strong></td>
<td><strong>Task Description</strong></td>
<td><strong>Completed By</strong></td>
</tr>
<tr>
<td>Port Main Engine: FLA CRITICAL</td>
<td>Clean sea strainers, Seabay strainer, Main engine duplex, ship service gen. duplex, Coupling duplex, Galley A/C unit and shaft seal strainers</td>
<td>Flanders Engine Room</td>
</tr>
<tr>
<td>55637</td>
<td>Check rudder post gland bolts also actuator hold down bolts and feed-back linkage bolts.</td>
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<td><strong>Asset</strong></td>
<td><strong>Task Description</strong></td>
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<td>Steering Gear: FLA CRITICAL</td>
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<td>Flanders Engine Room</td>
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<tr>
<td>55603</td>
<td>Daily Meter Readings</td>
<td>1/3/16 7:59 PM</td>
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<td><strong>Asset</strong></td>
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<td>Air Compressor 2: Sparre Emergency, FLA CRITICAL</td>
<td>Meter Reading</td>
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<td>Work Order Description</td>
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<tr>
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<td>---------------------------------------------------------------------------------------</td>
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<tr>
<td>55602</td>
<td>500Hr PM - duplex fuel filter</td>
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<td>Auxiliary Generator, Starboard #2: FLA CRITICAL</td>
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<tr>
<td>55796</td>
<td>5000 hr L/O and L/O filter element changed.</td>
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<tr>
<td>55834</td>
<td>5000 hr L/O and L/O filter element changed.</td>
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<tr>
<td></td>
<td>Starboard Main Engine: FLA CRITICAL</td>
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</tr>
<tr>
<td>54949</td>
<td>Port Main Engine has exhaust leak just after first expansion joint, need to investigate and repair.</td>
<td></td>
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<tr>
<td>5571</td>
<td>2 month service</td>
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<td>Bow Thruster: FLA</td>
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<tr>
<td>55757</td>
<td>Megger Test and IR scan</td>
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<tr>
<td>55698</td>
<td>Test Jacketwater Conditioner Level</td>
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<tr>
<td></td>
<td>Electrical System: FLA</td>
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<td>55699</td>
<td>Test Jacketwater Conditioner Level</td>
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<td></td>
<td>Starboard Main Engine: FLA CRITICAL</td>
<td></td>
</tr>
<tr>
<td>55699</td>
<td>Test Jacketwater Conditioner Level</td>
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<td></td>
<td>Port Main Engine: FLA CRITICAL</td>
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<td>55699</td>
<td>Test Jacketwater Conditioner Level</td>
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<td>55598</td>
<td>500 HR Service</td>
<td>1/5/16 5:34 AM</td>
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<td><strong>Completed By</strong></td>
</tr>
<tr>
<td>Starboard Main Engine: FLA CRITICAL</td>
<td>Check valve rotators.</td>
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<tr>
<td></td>
<td>Clean centrifugal oil filters.</td>
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<tr>
<td></td>
<td>Check water circulating pumps for leakage around seals.</td>
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<tr>
<td>55385</td>
<td>500 Hour Service - Generator Skid mounts</td>
<td>1/5/16 5:35 AM</td>
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<tr>
<td><strong>Asset</strong></td>
<td><strong>Task Description</strong></td>
<td><strong>Completed By</strong></td>
</tr>
<tr>
<td>Auxiliary Generator, Starboard #2: FLA CRITICAL</td>
<td>Check generator skid mounts</td>
<td>Flanders Engine Room</td>
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<tr>
<td>55453</td>
<td>Weekly service</td>
<td>1/5/16 5:36 AM</td>
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<tr>
<td><strong>Asset</strong></td>
<td><strong>Task Description</strong></td>
<td><strong>Completed By</strong></td>
</tr>
<tr>
<td>Emergency Generator: FLA CRITICAL</td>
<td>Test run the generator set</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Check oil level in sump, coolant level and F/O Level</td>
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<tr>
<td>55856</td>
<td>5000 hr L/O and L/O filter element changed.</td>
<td>1/6/16 6:35 AM</td>
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<td><strong>Task Description</strong></td>
<td><strong>Completed By</strong></td>
</tr>
<tr>
<td>Starboard Main Engine: FLA CRITICAL</td>
<td>Change L/O and filter element.</td>
<td>Flanders Engine Room</td>
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<td>55824</td>
<td>Daily Meter Readings</td>
<td>1/6/16 6:36 AM</td>
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<td><strong>Asset</strong></td>
<td><strong>Task Description</strong></td>
<td><strong>Completed By</strong></td>
</tr>
<tr>
<td>Air Compressor 2: Sparrey Emergency Engine: FLA CRITICAL</td>
<td>Meter Reading</td>
<td></td>
</tr>
<tr>
<td>Air Compressor 1: FLA CRITICAL</td>
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<tr>
<td>Port Main Engine: FLA CRITICAL</td>
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<td></td>
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<tr>
<td>Air Compressor 3: Hamworthy: FLA CRITICAL</td>
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<tr>
<td>Auxiliary Generator, Port #1: FLA CRITICAL</td>
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<tr>
<td>Starboard Main Engine: FLA CRITICAL</td>
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<tr>
<td>Auxiliary Generator, Starboard #2: FLA CRITICAL</td>
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<td>WO Code</td>
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<tr>
<td>55914</td>
<td>Check rudder post gland bolts also actuator hold down bolts and feed-back linkage bolts.</td>
<td>Flanders Engine Room</td>
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<tr>
<td>55920</td>
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<tr>
<td>55056</td>
<td>Replace corroded Seawater discharge line #1 SSG</td>
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<tr>
<td>55057</td>
<td>Renew section of seawater supply line to Port Gearbox Oil cooler.</td>
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</tbody>
</table>

**Asset**

- **Steering Gear: FLA CRITICAL**
- **Emergency Generator: FLA CRITICAL**
- **Sea Water Piping: FLA**
- **Air Compressor 2: Sparrey Emergency FLA CRITICAL**
- **Air Compressor 1: FLA CRITICAL**
- **Port Main Engine: FLA CRITICAL**
- **Air Compressor 3 Hamworthy: FLA CRITICAL**
- **Auxiliary Generator Port #1: FLA CRITICAL**
- **Starboard Main Engine: FLA CRITICAL**
- **Auxiliary Generator Starboard #2: FLA CRITICAL**

**Task Description**

- Test run the generator set
- Check oil level in sump, coolant level and F/O Level
- Replace corroded Seawater discharge line #1 SSG
- Remove existing pipe fabricate replacement to be hot dipped galvanized and reinstall.
- Renew section of seawater supply line to Port Gearbox Oil cooler.
- Remove existing pipe and fabricate new pipe approx. 1"x 12" with 1 90 and 1 45 degree elbow. Have new pipe hot dipped galvanized and reinstalled.
- Meter Reading
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<tr>
<th>WO Code</th>
<th>Work Order Description</th>
<th>Completed By</th>
<th>Hours</th>
<th>Date Completed</th>
<th>Days Open</th>
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<tr>
<td>55917</td>
<td>5000 hr L/O and L/O filter element changed.</td>
<td>Flanders Engine Room</td>
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<td>1/7/16 9:19 AM</td>
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<tr>
<td>55940</td>
<td>5000 hr L/O and L/O filter element changed.</td>
<td>Flanders Engine Room</td>
<td></td>
<td>1/7/16 10:17 AM</td>
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<tr>
<td>55922</td>
<td>Weekly service</td>
<td>Flanders Engine Room</td>
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<td>1/7/16 10:18 AM</td>
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<td>55921</td>
<td>Weekly service</td>
<td>Flanders Engine Room</td>
<td></td>
<td>1/7/16 10:18 AM</td>
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<tr>
<td>55477</td>
<td>Emergency lighting shall be checked on a weekly basis to ensure that all such lights are in good condition and that the batteries are fully charged.</td>
<td>Flanders Engine Room</td>
<td></td>
<td>1/10/16 7:11 AM</td>
<td>17</td>
</tr>
<tr>
<td>55478</td>
<td>Both searchlights shall be checked weekly for proper function and freedom of movement as indicated on Checklist W-1.</td>
<td>Flanders Engine Room</td>
<td></td>
<td>1/10/16 7:12 AM</td>
<td>17</td>
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<tr>
<td>55523</td>
<td>During the weekly fire drills, this system shall be visually inspected for defects</td>
<td>Flanders Bridge</td>
<td></td>
<td>1/10/16 7:12 AM</td>
<td>16</td>
</tr>
<tr>
<td>WO Code</td>
<td>Work Order Description</td>
<td>Completed</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>55524</td>
<td>This system is checked weekly during fire drills</td>
<td>1/10/16 7:12 AM</td>
<td></td>
<td></td>
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<tr>
<td>55525</td>
<td>The general alarm system is tested weekly during the vessel's boat and fire drill</td>
<td>1/10/16 7:13 AM</td>
<td></td>
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<tr>
<td>55526</td>
<td>Eye wash stations shall be inspected monthly, and include a visual check of the station for cleanliness, ensuring that the eye wash bottle is cleaned and free of dust.</td>
<td>1/10/16 7:13 AM</td>
<td></td>
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<td></td>
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<tr>
<td>55572</td>
<td>Monthly service</td>
<td>1/10/16 7:13 AM</td>
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<tr>
<td>55573</td>
<td>Monthly safety inspection</td>
<td>1/10/16 7:13 AM</td>
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<tr>
<td>Emergency Beacon (EPIRB): FLA</td>
<td>Perform a self-test on the EPIRB using the included self test button. This is a spring loaded switch that performs automatic tests of the EPIRB's internal systems and signals proper functionality through a flashing strobe light on top of the unit.</td>
<td>1/10/16 7:13 AM</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WO Code</td>
<td>Work Order Description</td>
<td>Completed By</td>
<td>Hours</td>
<td>Date Completed</td>
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</tr>
<tr>
<td>55575</td>
<td>Monthly service</td>
<td></td>
<td></td>
<td>1/10/16 7:14 AM</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>Days Open: 13</td>
<td></td>
</tr>
<tr>
<td>Asset</td>
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<tr>
<td>Emergency Beacon (EPIRB): FLA</td>
<td>Inspect the plastic housing for cracks, and the cotter pin holding the housing to the mounting bracket must be present.</td>
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<tr>
<td>55646</td>
<td>Weekly service</td>
<td></td>
<td></td>
<td>1/10/16 7:14 AM</td>
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<td></td>
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<td></td>
<td>Days Open: 10</td>
<td></td>
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<tr>
<td>Asset</td>
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<tr>
<td>Davits Port: FLA</td>
<td>Check if the limit switch is set on the correct height between davit head and hook (approx. 15cm)</td>
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<tr>
<td></td>
<td>Operate the winch by using the hand crank and push button starter box</td>
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<tr>
<td></td>
<td>Check if the brake system is working by operating the brake lever</td>
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<tr>
<td></td>
<td>Check the wire ropes (including remote control wire rope) to ensure proper fixing conditions, sufficient lubrication, minimal corrosion/erosion, and that there are no kinks or cracks</td>
<td></td>
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<td></td>
<td>Hand hoist the hook by using the quick return device</td>
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<td></td>
<td>Lower the hook by push and rotate the hand wheel while the brake lever is down</td>
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<td></td>
<td>Lubricate all grease points</td>
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<td></td>
<td>Operate the automatic release hook for on load and off load release by pulling the cords</td>
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<td></td>
<td>Operationally check the moving condition of sheaves</td>
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<td></td>
<td>Visually check corrosion, deformation and depression of davit winch</td>
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<tr>
<td>55647</td>
<td>Weekly service</td>
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<td>Days Open: 10</td>
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<tr>
<td>Davits Port: FLA</td>
<td>Check if wire ropes are well lubricated</td>
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<td>Check the oil level in the winch</td>
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<td></td>
<td>Visually check corrosion, deformation and depression of davit arms</td>
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<td></td>
<td>Visually check corrosion, deformation and depression under column</td>
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<td>Visually check corrosion, deformation, and depression of automatic release hook</td>
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<td>Visually check if all grease points are lubricated</td>
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<td></td>
<td>Visually check wear and corrosion of sheaves</td>
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<td>WO Code</td>
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<td>Davits Port: FLA</td>
<td>Visually check wear and corrosion of sheaves</td>
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<td>1/10/16 7:15 AM</td>
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<td>55653</td>
<td>Weekly service</td>
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<td>Rescue Boat Starboard: FLA</td>
<td>Outside Hull - Visual - Inspect for deformations or other defects. Inspect for peeling of retro reflective material</td>
<td>Flanders Bridge</td>
<td></td>
<td>1/10/16 7:15 AM</td>
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<tr>
<td>55654</td>
<td>Weekly Service check. All fire stations must contain Hose, Nozzle, Hydrant, Hydrant Cap, Wrench.</td>
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<tr>
<td>Fire Stations: FLA</td>
<td>Station 1: Bridge Deck, Port Side Forward</td>
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<td>1/10/16 7:15 AM</td>
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<tr>
<td></td>
<td>Station 2: Bridge Deck, Stbd Side Midships</td>
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<td>Station 3: Bridge Deck, Port Side Aft</td>
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<td>Station 4: Boat Deck, Port Side, Stairs to Lounge</td>
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<td>Station 5: Boat Deck, Starboard Side, Stairs to Lounge</td>
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<td>Station 6: Boat Deck, Starboard Side Aft</td>
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<td>Station 7: Boat Deck, Port Side Aft</td>
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<td>Station 8: Vehicle Deck, Port Side Midships</td>
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<td>Station 9: Vehicle Deck, Stbd Side Midships</td>
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<td>Station 10: Vehicle Deck, Port Side Aft</td>
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<td>Station 11: Vehicle Deck, Starboard Side, Thruster Access</td>
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<td>Station 12: Engine Room, Port Side Workshop</td>
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<td>Station 13: Engine Room, Port Side, Harbour Generator</td>
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<td>Station 14: Engine Room, Stbd Side, near Main Engine</td>
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<td>Station 15: Vehicle Deck, Stbd Side, Steering Gear Entrance</td>
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<td>Flanders Ferry: FLA</td>
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<td>Fire Alarm System</td>
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<td>Fire detection system</td>
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<td>Fire pumps</td>
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<td>Fire doors (6 self closing)</td>
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<td>Fire dampers (ensure free moving)</td>
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<td>Inlet/outlet vent system</td>
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<td>CO2 battery</td>
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<td>Water tight door</td>
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<td>FM 200 release station (engine room)</td>
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<td>Wet chemical Extinguishing system (Galley)</td>
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<td>Foam installation</td>
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<tr>
<td>55656</td>
<td>Flanders Ferry: FLA</td>
<td>Weekly service</td>
<td>1/10/16 7:16 AM</td>
<td>Days Open: 10</td>
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<tr>
<td></td>
<td></td>
<td>Shutoff valves for fuel tanks</td>
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<td>Fog nozzle</td>
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<td>PA system</td>
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<td>Masters initial (Check off) to confirm that items on this list have been checked by a responsible person and all defects if any have been reported and will be rectified</td>
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<td>55657</td>
<td>Rescue Boat Starboard: FLA</td>
<td>Weekly service. When starting engine out of water make sure to use muffs provided so as not to damage engine</td>
<td>1/10/16 7:16 AM</td>
<td>Days Open: 10</td>
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<td>Outside Hull - Visual - Inspect for deformation or other defects. Inspect for peeling of retro reflective material</td>
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<td>Air pressure - visual - Insure the buoyancy chambers are fully inflated</td>
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<td>Drain Valve - Visual - Inspect for damage or blockage</td>
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<td>Collar - Visual - Inspect for damage</td>
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<td>Grips/tarp - Visual/Operation - Inspect for damage, check all moving parts</td>
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<td>Seating - Visual - Check for damage</td>
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<td>Life Line Exterior - Visual - Check for damage</td>
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<td>Life Line Interior - Visual - Check for damage</td>
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<td>Bow tow rings - Visual - Check for damage</td>
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<td>Release hook &amp; Lifting Harness - Visual - Check for damage</td>
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<td>Masters Click off to confirm the items on this list have been checked by a responsible person and all defects if any have been reported and will be rectified immediately.</td>
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<tr>
<td></td>
<td>Outboard Motors Port: FLA</td>
<td>Engine - Visual - Check in good condition</td>
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<td></td>
<td></td>
<td>Engine - Operational -Start and operate engine. Check operation of throttle. Check operation of clutch</td>
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<td></td>
<td></td>
<td>Lubricating oil - Visual - Check amount of oil, Check viscosity ensure not dirty.</td>
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<td></td>
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<td>Fuel tank - Visual - Check securing arrangement. Check for leakage or corrosion. Check amount of fuel.</td>
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<td>Fuel line - Visual - Check for damage</td>
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### Work Order Description

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<th>WO Code</th>
<th>Work Order Description</th>
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<th>Hours</th>
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<tbody>
<tr>
<td>55658</td>
<td>Weekly service</td>
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<td><strong>Task Description</strong></td>
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<td></td>
<td>Outside Hull - Visual - Inspect for deformation or other defects. Inspect for peeling of retro reflective material</td>
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<td></td>
<td>Air pressure - visual - Insure the buoyancy chambers are fully inflated</td>
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<td>Drain Valve - Visual - Inspect for damage or blockage</td>
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<td>Collar - Visual - Inspect for damage</td>
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<td>Grips/tarp - Visual/Operation - Inspect for damage, check all moving parts</td>
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<td>Seating - Visual - Check for damage</td>
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<td>Life Line Exterior - Visual - Check for damage</td>
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<td>Life Line Interior - Visual - Check for damage</td>
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<td>Paddle Supports - Visual - Check for damage</td>
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<td>Bow tow rings - Visual - Check for damage</td>
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<td>Release hook &amp; Lifting Harness - Visual - Check for damage</td>
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<td>Masters Click off to confirm the items on this list have been checked by a responsible person and all defects if any have been reported and will be rectified immediately.</td>
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<tr>
<td>55666</td>
<td>All three GMDSS handheld radios shall be tested weekly during the boat drill and visually examined for overall condition.</td>
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<td><strong>Task Description</strong></td>
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<td></td>
<td>Check that the charging unit is functioning by looking at the charge lights. These will indicate a malfunction in the charging unit or a problem with the battery.</td>
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<td>Check that the radio functions on VHF channel 16 as well as one other channel using the fixed VHF radios on the bridge.</td>
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<td>Check that there are spare batteries available for all three radios.</td>
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<td>Check the expiry dates on all batteries.</td>
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<td>Ensure that replacement batteries are ordered to maintain vessel's compliance with prevailing regulations.</td>
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<td>55683</td>
<td>Monthly service</td>
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<td>1 Foam Educator</td>
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<td>1 Small Foam Expansion Nozzle</td>
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<td>1 Large Foam Expansion Nozzle</td>
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<td></td>
<td>2 Fire Hoses</td>
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<td>5 Medium-High Expansion foam 19L ea</td>
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<td>2 High Expansion Foam 19L ea</td>
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<tr>
<td>55684</td>
<td>Monthly inspection of all Fire Extinguishers</td>
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<td>Fire Extinguishers: FLA</td>
<td>Wheelhouse, Stbd Side</td>
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<td>Wheelhouse, Port Side</td>
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<td></td>
<td>Main Passenger Lounge, Starboard Side Forward</td>
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<td>Main Passenger Lounge, Port Side Aft</td>
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<td>Main Passenger Lounge, Starboard Side Aft</td>
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<td>Vehicle Deck, Port Side Deck Store</td>
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<td>Vehicle Deck, Starboard Side Deck</td>
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<td>Below deck, Galley fire suppression KP275</td>
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<td>Vehicle Deck, port Side, Ventilation Compartment</td>
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<td>Below Deck, Galley</td>
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<td>Below Deck, Bow Thruster Compartment</td>
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<td>Engine Room Workshop, Starboard Side</td>
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<tr>
<td>Fire Axes: FLA</td>
<td>Wheelhouse, Port Side</td>
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<td>Crew Accommodation Hallway</td>
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<td></td>
<td>Port Deck Store Car Deck</td>
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<td>Vehicle Deck Accom Ent Stbd</td>
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<tr>
<td></td>
<td>E/R Workshop, Port Side</td>
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<tr>
<td>WO Code</td>
<td>Work Order Description</td>
<td>Completed By</td>
<td>Hours</td>
<td>Date Completed</td>
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<tr>
<td>55688</td>
<td>Life Rafts Monthly Inspection</td>
<td>1/10/16 7:44 AM</td>
<td>9</td>
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<tr>
<td><strong>Asset</strong></td>
<td>Life Rafts: FLA</td>
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<tr>
<td><strong>Task Description</strong></td>
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<tr>
<td>Inspect Starboard side 1</td>
<td></td>
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<tr>
<td>Masters checks off to confirm the items on this list have been checked by a responsible person and all defects if any have been reported and will be rectified immediately.</td>
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<tr>
<td>Inspect Starboard side 2</td>
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<td>Inspect Starboard side 3</td>
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<td>Inspect Starboard side 4</td>
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<tr>
<td>Inspect Port side 1</td>
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<td>Masters checks off to confirm the items on this list have been checked by a responsible person and all defects if any have been reported and will be rectified immediately.</td>
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<tr>
<td>Inspect Port side 2</td>
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<tr>
<td>Inspect Port side 3</td>
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<tr>
<td>Masters checks off to confirm the items on this list have been checked by a responsible person and all defects if any have been reported and will be rectified immediately.</td>
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<tr>
<td>Inspect Port side 4</td>
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<td>Masters checks off to confirm the items on this list have been checked by a responsible person and all defects if any have been reported and will be rectified immediately.</td>
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</table>

<p>| 55686    | Monthly Inspection: The vessel has three bunker suits for use in case of an onboard fire, and shall be inspected monthly. These are located: | 1/10/16 7:44 AM | 9 | |
| <strong>Asset</strong> | Fireman Outfit: FLA | | | |
| <strong>Task Description</strong> | | | | |
| Inspect pants and jacket for signs of moisture, mold, wear, or tears. Ensure that all of the fastening devices are present and functioning. Check boots to ensure they are not damaged, and have no holes. Ensure that they conform to CSA standards (i.e. have steel toes and steel | | | | |</p>
<table>
<thead>
<tr>
<th>WO Code</th>
<th>Work Order Description</th>
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</thead>
<tbody>
<tr>
<td></td>
<td><strong>Asset</strong> Fireman Outfit: FLA</td>
</tr>
<tr>
<td></td>
<td>Task Description:</td>
</tr>
<tr>
<td></td>
<td>Check the fire helmet for cracks and damage; examine the face shield for major scratches or cracks, and ensure that the Nomex hood is available for use.</td>
</tr>
<tr>
<td></td>
<td>Ensure the self contained breathing apparatus (SCBA) mask and hose are in good condition, clean, and stored in a clear plastic bag to prevent dirt from getting on the mask.</td>
</tr>
<tr>
<td></td>
<td>Check the SCBA harness for cuts, tears, or other damage. Ensure that a bottle is properly affixed to the harness, connected to the regulator, and ready for use with a full air bottle. Ensure that all straps and buckles are fully functional and adjustable.</td>
</tr>
<tr>
<td></td>
<td>Check all air cylinders weekly for damage or leakage. Ensure the spare air cylinders are full of air.</td>
</tr>
<tr>
<td></td>
<td>Record the serial number of all air cylinders, the last hydrostatic test date, and the date of the last air change. These cylinders shall be pressure-tested every five years, and the air changed in each bottle every three months.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Asset</th>
<th>Task Description</th>
<th>Completed By</th>
<th>Hours</th>
<th>Date Completed</th>
<th>Days Open:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rescue Boats Spare Parts and Equipment (Port): FLA</td>
<td>Monthly inspection of Equipment. Everything is to be accounted for and in good working order</td>
<td>1/10/16 7:44 AM</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Compass</td>
<td>1/10/16 7:45 AM</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Whistle</td>
<td>1/10/16 7:45 AM</td>
<td>9</td>
<td></td>
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<tr>
<td></td>
<td>Bailer</td>
<td>1/10/16 7:45 AM</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Foot bellow</td>
<td>1/10/16 7:45 AM</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Two Sponges</td>
<td>1/10/16 7:45 AM</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sea anchor with 16m line</td>
<td>1/10/16 7:45 AM</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Electric torch: two spare batteries, one spare bulb</td>
<td>1/10/16 7:45 AM</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Search light with 4 spare batteries</td>
<td>1/10/16 7:45 AM</td>
<td>9</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>First aid kit</td>
<td>1/10/16 7:45 AM</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Floating knife</td>
<td>1/10/16 7:45 AM</td>
<td>9</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Repair kit</td>
<td>1/10/16 7:45 AM</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Two thermal protective aids</td>
<td>1/10/16 7:45 AM</td>
<td>9</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Fire extinguisher 2.5 kg</td>
<td>1/10/16 7:45 AM</td>
<td>9</td>
<td></td>
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<tr>
<td></td>
<td>Equipment bag</td>
<td>1/10/16 7:45 AM</td>
<td>9</td>
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<tr>
<td></td>
<td>Rescue Boats Spare Parts: Extra Fuel Tank</td>
<td>1/10/16 7:45 AM</td>
<td>9</td>
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<tr>
<td></td>
<td>Rescue Boats Spare Parts: Extra Fuel Line</td>
<td>1/10/16 7:45 AM</td>
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<table>
<thead>
<tr>
<th>Asset</th>
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<th>Completed By</th>
<th>Hours</th>
<th>Date Completed</th>
<th>Days Open:</th>
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<tbody>
<tr>
<td>Life Jackets: FLA</td>
<td>Monthly Life Jacket Inspection</td>
<td>1/10/16 7:45 AM</td>
<td>9</td>
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<tr>
<td></td>
<td>Life jackets are to be checked monthly. Check for damage, expiry date of light, ensure whistle is attached Masters checks off to confirm the items on this list have been checked by a responsible person and all defects if any have been reported and will be rectified immediately.</td>
<td>1/10/16 7:45 AM</td>
<td>9</td>
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<tr>
<td>WO Code</td>
<td>Work Order Description</td>
<td>Completed By</td>
<td>Hours</td>
<td>Date Completed</td>
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<tr>
<td><strong>Asset</strong></td>
<td><strong>Task Description</strong></td>
<td><strong>Completed By</strong></td>
<td><strong>Hours</strong></td>
<td><strong>Date Completed</strong></td>
<td></td>
</tr>
<tr>
<td>Life Jackets: FLA</td>
<td>36 Adult, 15 Child Main Passenger Lounge Port Inboard</td>
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<td></td>
<td>95 Adult Main Passenger Lounge Port Outboard</td>
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<tr>
<td></td>
<td>32 Adult, 11 Child Starboard Passenger Lounge</td>
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<td></td>
<td>8 Adult Port Passenger Lounge</td>
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<tr>
<td></td>
<td>8 Adult Stbd Rescue Boat Container</td>
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<td></td>
<td>5 Adult 2 Child Port Rescue Boat Container</td>
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<tr>
<td></td>
<td>5 Adult 2 Child Galley</td>
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<td></td>
<td>2 Adult Engine Room 3 Adult</td>
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<tr>
<td></td>
<td>Crew Accommodations 13 Adult</td>
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<tr>
<td></td>
<td>55690 Life buoys must be checked monthly: Visual inspection: check for damage, deterioration of retro reflective tape, international color orange, life lines around buoy, vessel's name and port of registry. Check the life buoy attachments, buoyant line is in good condition and is neatly coiled and tied on to life ring. Make sure the other end of line is not made fast to anything, check lights are working and the expiry date of batteries. Check life ring mounting arrangements.</td>
<td></td>
<td></td>
<td>1/10/16 7:45 AM</td>
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<tr>
<td><strong>Asset</strong></td>
<td><strong>Task Description</strong></td>
<td><strong>Completed By</strong></td>
<td><strong>Hours</strong></td>
<td><strong>Date Completed</strong></td>
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<tr>
<td>Life Buoys - FLA</td>
<td>Port Bridge Wing - Light Attachment</td>
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<td>Stbd Bridge Wing - Light Attachment</td>
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<td></td>
<td>Boat Deck Aft Port - Line Attachment</td>
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<td></td>
<td>Boat Deck Aft Stbd - Light Attachment</td>
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<td></td>
<td>Vehicle Deck Forward Port - Line Attachment</td>
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<td>Vehicle Deck Forward Starboard - Line Attachment</td>
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<tr>
<td></td>
<td>55692 Monthly inspection on miscellaneous items</td>
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<td>1/10/16 7:46 AM</td>
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<tr>
<td><strong>Asset</strong></td>
<td><strong>Task Description</strong></td>
<td><strong>Completed By</strong></td>
<td><strong>Hours</strong></td>
<td><strong>Date Completed</strong></td>
<td></td>
</tr>
<tr>
<td>Safety System: FLA</td>
<td>Passenger Muster Area Leader Package - Located @ Desk on Bridge - Loud Hailer (1), Clipboard (3), Radio (3) AED - Located on Bridge Spine Board - Located @ Galley Stbd Stretcher - Located @ Galley Stbd First Aid Kits - Located @ Bridge, Engine Room &amp; Galley. Use Lists Provided by Z Medical to Check Stock &amp; Expiry Dates</td>
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<tr>
<td>WO Code</td>
<td>Work Order Description</td>
<td>Completed By</td>
<td>Hours</td>
<td>Date Completed</td>
<td>Days Open</td>
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<tr>
<td>55693</td>
<td>Monthly inspection of Port and STBD Embarkation Ladders.</td>
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<td>1/10/16 7:46 AM</td>
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<td><strong>Task Description</strong></td>
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<td>Ensure that all steps on the ladders are in good condition, free of bending or cracking. Check ropes for signs of wear or damage. If exposed to salt water or sunlight, ropes can degrade, risking breakage if used. Check tarp for tearing or wear, and ensure all grommets and fastening lines are present and usable.</td>
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<tr>
<td>55694</td>
<td>Monthly inspection</td>
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<td>1/10/16 7:46 AM</td>
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<td><strong>Task Description</strong></td>
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<tr>
<td>55695</td>
<td>Monthly inspection. Inspect slides for signs of corrosion. Check last service date and check expiry of hydrostatic release.</td>
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<td>1/10/16 7:47 AM</td>
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<td></td>
<td><strong>Task Description</strong></td>
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<tr>
<td>55696</td>
<td>Monthly check.</td>
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<td>1/10/16 7:47 AM</td>
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<td><strong>Task Description</strong></td>
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<tr>
<td>55777</td>
<td>The operation of the whistle is tested during the vessel’s weekly fire drills.</td>
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<td>1/10/16 7:48 AM</td>
<td>9</td>
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<tr>
<td>55600</td>
<td>500 Hour Service - Generator Skid mounts</td>
<td></td>
<td></td>
<td>1/11/16 5:52 AM</td>
<td>13</td>
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<td></td>
<td><strong>Task Description</strong></td>
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<tr>
<td>56022</td>
<td>Check generator skid mounts</td>
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<td>1/11/16 5:52 AM</td>
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<td><strong>Task Description</strong></td>
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<td></td>
<td>Check jacketwater conditioner level. Test jacketwater level alarm</td>
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<td></td>
<td><strong>Task Description</strong></td>
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<tr>
<td>WO Code</td>
<td>Task Description</td>
<td>Completed By</td>
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<td>Date Completed</td>
<td>Days Open</td>
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<tr>
<td>Auxiliary Generator, Starboard #2: FLA CRITICAL</td>
<td>Check Jacketwater conditioner level. Test Jacketwater level alarm</td>
<td></td>
<td></td>
<td>1/11/16 5:53 AM</td>
<td>Days Open: 1</td>
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<tr>
<td>56021</td>
<td>Check Jacketwater level Condition levels. Test Jacketwater level alarms</td>
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<tr>
<td>Auxiliary Generator, Port #1: FLA CRITICAL</td>
<td>Check Jacketwater level Condition levels. Test Jacketwater level alarms</td>
<td></td>
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<td>1/11/16 5:53 AM</td>
<td>Days Open: 1</td>
</tr>
<tr>
<td>55923</td>
<td>Weekly service</td>
<td></td>
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<tr>
<td>Sliding Watertight Doors: FLA</td>
<td>Operate doors to check normal function alternate with remote pump each week.</td>
<td>Flanders Engine Room</td>
<td></td>
<td>1/11/16 5:53 AM</td>
<td>Days Open: 4</td>
</tr>
<tr>
<td>55939</td>
<td>Daily Meter Readings</td>
<td></td>
<td></td>
<td>1/11/16 5:58 AM</td>
<td>Days Open: 4</td>
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<td>Air Compressor 2: Sparrey Emergency FLA CRITICAL</td>
<td>Meter Reading</td>
<td></td>
<td></td>
<td>1/11/16 5:53 AM</td>
<td>Days Open: 4</td>
</tr>
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<td>Air Compressor 1: FLA CRITICAL</td>
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<tr>
<td>Port Main Engine: FLA CRITICAL</td>
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<tr>
<td>Air Compressor 3: Hamworthy: FLA CRITICAL</td>
<td></td>
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<tr>
<td>Auxiliary Generator, Port #1: FLA CRITICAL</td>
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<td>Starboard Main Engine: FLA CRITICAL</td>
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<tr>
<td>Auxiliary Generator, Starboard #2: FLA CRITICAL</td>
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<tr>
<td>55691</td>
<td>Monthly inspection: Anti exposure suits are to be checked by crew monthly and serviced ashore (air pressure test) at intervals not exceeding 3 years or more frequently for suits over 10 years old. After each inspection replace suit back in bag with zippers fully open.</td>
<td></td>
<td></td>
<td>1/12/16 4:49 AM</td>
<td>Days Open: 11</td>
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<tr>
<td>Anti-Exposure Suits - FLA</td>
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<tr>
<td>55893</td>
<td>Bag - Visual - Check condition of bag and ease of removal of suit</td>
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<td></td>
<td>Suit - Visual - Ensure suit is dry. Check for damage, rips, tears, punctures</td>
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<td></td>
<td>Zipper - Visual &amp; Operation - Ensure it opens and closes easily. lubricate zipper (beeswax)</td>
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<td></td>
<td>Retro reflective tape - Visual - Look for deterioration</td>
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<td></td>
<td>Whistle, If fitted - Visual - Check for damage</td>
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<td>Lights, if fitted - Visual - Check expiry date</td>
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<td>Inflated pillow, if fitted - Visual &amp;</td>
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<td>Asset</td>
<td>Task Description</td>
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<tr>
<td>Anti-Exposure Suits - FLA</td>
<td>confirm presence of buddy line.</td>
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<td>55652</td>
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<td>Days Open: 12</td>
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<td>Asset</td>
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<tr>
<td>Sprinkler System: FLA</td>
<td>Test drencher pumps</td>
<td>Flanders Bridge</td>
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<td>1/12/16 4:49 AM</td>
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<tr>
<td>55454</td>
<td>Weekly service</td>
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<td>Days Open: 19</td>
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<td>Completed By</td>
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<tr>
<td>Vehicle Ramps &amp; Hydraulics: FLA</td>
<td>Grease deck equipment, Fwd and Aft ramps, freeing ports, rescue boat davits and windlasses, also inspect equipment for damage especially ramps, check for cracks around hinges and pads where lifting rams attach to ramps</td>
<td>Flanders Bridge</td>
<td></td>
<td>1/12/16 4:49 AM</td>
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<tr>
<td>56079</td>
<td>Fuses blowing in hydraulic alarm/Monitoring panel.</td>
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<td>1/12/16 8:57 AM</td>
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<td>Days Open: 1</td>
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<td>Asset</td>
<td>Task Description</td>
<td>Completed By</td>
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<tr>
<td>Vehicle Ramps &amp; Hydraulics: FLA</td>
<td>Requested Electrician to come on board to locate and corrected ground fault.</td>
<td>Flanders Engine Room</td>
<td></td>
<td>1/12/16 8:57 AM</td>
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<tr>
<td>55942</td>
<td>5000 hr L/O and L/O filter element changed.</td>
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<td>1/14/16 10:01 PM</td>
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<td>Days Open: 8</td>
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<tr>
<td>Asset</td>
<td>Task Description</td>
<td>Completed By</td>
<td>Hours</td>
<td>Date Completed</td>
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<tr>
<td>Starboard Main Engine: FLA CRITICAL</td>
<td>Change L/O and filter element.</td>
<td>Flanders Engine Room</td>
<td></td>
<td>1/14/16 10:01 PM</td>
<td></td>
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<tr>
<td>56091</td>
<td>Check clearances on pitch feed-back units. Test Back-up Pitch control Grease Chain. Grease Shaft Bearings.</td>
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<td>1/16/16 9:23 PM</td>
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<td>Days Open: 5</td>
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<tr>
<td>Asset</td>
<td>Task Description</td>
<td>Completed By</td>
<td>Hours</td>
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<tr>
<td>Controllable Pitch Propeller Port: FLA</td>
<td>clearances should be approx .005&quot;</td>
<td>Flanders Engine Room</td>
<td></td>
<td>1/16/16 9:23 PM</td>
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<tr>
<td>56092</td>
<td>Check Clearances on pitch Feed back unit. Test Back-up Pitch control. Grease Chain and Shaft Bearing.</td>
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<td>1/16/16 9:23 PM</td>
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<td>Days Open: 5</td>
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<td>Asset</td>
<td>Task Description</td>
<td>Completed By</td>
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<tr>
<td>Controllable Pitch Propeller Starboard: FLA</td>
<td>Clearances should be approx .005&quot;</td>
<td>Flanders Engine Room</td>
<td></td>
<td>1/16/16 9:23 PM</td>
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<tr>
<td>56144</td>
<td>Check rudder post gland bolts also actuator hold down bolts and feed-back linkage bolts.</td>
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<td>1/16/16 9:23 PM</td>
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<td>Days Open: 4</td>
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<td>Asset</td>
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<tr>
<td>Steering Gear: FLA CRITICAL</td>
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<td>Flanders Engine Room</td>
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<td>1/16/16 9:23 PM</td>
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<td>WO Code</td>
<td>Work Order Description</td>
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<tr>
<td>55574</td>
<td>Monthly service</td>
<td>Vehicle Ramps &amp; Hydraulics: FLA</td>
<td>Examine if the hydraulic line covers and/or hangers are cut, damaged, soft, worn, loose, or blistered, and ensure that they are clean. Examine the air, oil, and magnetic filters of the hydraulic motor and winch. Replace dirty filter meshes and clean the tank, pump, and filters if necessary. Examine the condition and ventilation of the electric motors. Examine the condition of all exposed bearings, pins, axles, locking plates, locking hooks, and split pins for signs of deterioration. Clean all exposed areas and lubricate if necessary. Examine the condition of the gland penetration and junction boxes as well as the protective layers covering electrical equipment. Replace damaged components. Examine hydraulic hoses to see if they are stiff, crushed, flattened or twisted. Also look for general wear, leakage, damage and kinks, replace if necessary. Look for cracked, damaged and corroded fittings, as well. Examine the condition of the connections, and installation and assembly bolts (tightly if necessary). Examine the hydraulic motor, replace if necessary. Examine the paint condition on the structure, fittings, and sheaves and paint if necessary. Look for corrosion of and leakage from the pipework and couplings. Measure the oil level and temperature in the oil tank. Operate all equipment (including hydraulic motor) at least once.</td>
<td>Completed By</td>
<td>Hours</td>
</tr>
<tr>
<td>56159</td>
<td>Weekly service</td>
<td>Emergency Generator: FLA CRITICAL</td>
<td>Test run the generator set Check oil level in sump, coolant level and F/O Level</td>
<td>Completed By</td>
<td>Hours</td>
</tr>
<tr>
<td>56163</td>
<td>Weekly service</td>
<td>Port Main Engine: FLA CRITICAL</td>
<td>Clean sea strainers. Seabag strainer, Main engine duplex, ship service gen. duplex, Coupling duplex, Galley A/C unit and shaft seal strainers</td>
<td>Completed By</td>
<td>Hours</td>
</tr>
<tr>
<td>56164</td>
<td>Weekly service</td>
<td></td>
<td></td>
<td>Completed By</td>
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<tr>
<td>WO Code</td>
<td>Work Order Description</td>
<td>Completed By</td>
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<tr>
<td>Starboard Main Engine: FLA CRITICAL</td>
<td>Task Description: Clean sea strainers. Seabay strainer, Main engine duplex, ship service gen. duplex, Coupling duplex, Galley A/C unit and shaft seal strainers. Completed By: Flanders Engine Room.</td>
<td>Flanders Engine Room</td>
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<td>1/18/16 8:02 AM</td>
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<tr>
<td>56165</td>
<td>Weekly service</td>
<td></td>
<td></td>
<td>1/18/16 8:03 AM</td>
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<tr>
<td>Sliding Watertight Doors: FLA</td>
<td>Task Description: Operate doors to check normal function alternate with remote pump each week.</td>
<td>Flanders Engine Room</td>
<td></td>
<td>1/18/16 8:03 AM</td>
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<tr>
<td>56212</td>
<td>5000 hr L/O and I/O filter element changed.</td>
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<td>1/18/16 10:25 AM</td>
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<tr>
<td>Starboard Main Engine: FLA CRITICAL</td>
<td>Task Description: Change L/O and filter element.</td>
<td>Flanders Engine Room</td>
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<td>1/18/16 10:25 AM</td>
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<tr>
<td>56222</td>
<td>Monthly Oil Samples As Per List</td>
<td></td>
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<td>1/18/16 10:26 AM</td>
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<tr>
<td>Flanders Engine Room</td>
<td>Task Description: Check Jackwater level Condition levels. Test Jackwater level alarms.</td>
<td>Flanders Engine Room</td>
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<td>1/18/16 10:26 AM</td>
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<td>56332</td>
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<td>1/18/16 10:27 AM</td>
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<tr>
<td>Auxiliary Generator, Port #1: FLA CRITICAL</td>
<td>Task Description: Check Jackwater level Condition levels. Test Jackwater level alarms.</td>
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<td>1/18/16 10:27 AM</td>
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<td>56333</td>
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<td>1/18/16 10:27 AM</td>
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<tr>
<td>Auxiliary Generator, Starboard #2: FLA CRITICAL</td>
<td>Task Description: Check Jackwater conditioner level. Test Jackwater level alarm.</td>
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<td>1/18/16 10:27 AM</td>
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<tr>
<td>55992</td>
<td>During the weekly fire drills, this system shall be visually inspected for defects.</td>
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<td>1/18/16 8:17 PM</td>
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<tr>
<td>FM 200 System: FLA</td>
<td>Task Description:</td>
<td>Flanders Engine Room</td>
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<td>1/18/16 8:17 PM</td>
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<tr>
<td>56205</td>
<td>500hr PM - Fuel Duplex Filters</td>
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<td>1/18/16 8:17 PM</td>
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<tr>
<td>Starboard Main Engine: FLA CRITICAL</td>
<td>Task Description: Clean Fuel Duplex Filters.</td>
<td>Flanders Engine Room</td>
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<td>1/18/16 8:17 PM</td>
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<tr>
<td>56161</td>
<td>2 month service</td>
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<td>1/18/16 8:18 PM</td>
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<tr>
<td>Vehicle Ramps &amp; Hydraulics: FLA</td>
<td>Task Description</td>
<td>Flanders Engine Room</td>
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<td></td>
<td>Hydraulic oil in pump unit must be analyzed</td>
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<td>56362</td>
<td>5000 hr L/O and L/O filter element changed.</td>
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<td>1/19/16 8:43 AM</td>
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<td>Starboard Main Engine: FLA CRITICAL</td>
<td>Task Description</td>
<td>Flanders Engine Room</td>
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<td>Change L/O and filter element.</td>
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<td>56158</td>
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<td>Davits Starboard: FLA</td>
<td>Task Description</td>
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<td></td>
<td>Check if wire ropes are well lubricated</td>
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<td></td>
<td>Check the oil level in the winch</td>
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<td></td>
<td>Visually check corrosion, deformation and depression of davit arms</td>
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<td>Visually check corrosion, deformation and depression under column</td>
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<td>Visually check corrosion, deformation, and depression of automatic release hook</td>
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<td></td>
<td>Visually check if all grease points are lubricated</td>
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<td>Visually check wear and corrosion of sheaves</td>
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<tr>
<td>56160</td>
<td>Weekly service</td>
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<tr>
<td>Vehicle Ramps &amp; Hydraulics: FLA</td>
<td>Task Description</td>
<td>Flanders Bridge</td>
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<td>Grease deck equipment, Fwd and Aft ramps, freeing ports, rescue boat davits and windlasses, also inspect equipment for damage especially ramps, check for cracks around hinges and pads where lifting rams attach to ramps</td>
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<td>Davits Port: FLA</td>
<td>Task Description</td>
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<td></td>
<td>Check if wire ropes are well lubricated</td>
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<td>Check the oil level in the winch</td>
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<td>Visually check corrosion, deformation and depression of davit arms</td>
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<td>Visually check corrosion, deformation and depression under column</td>
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<td>Visually check corrosion, deformation, and depression of automatic release hook</td>
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<td>Visually check if all grease points are lubricated</td>
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<td>Visually check wear and corrosion of sheaves</td>
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<td>56166</td>
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<td><strong>Asset</strong></td>
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<tr>
<td>Sprinkler System: FLA</td>
<td>Test drencher pumps</td>
<td>Flanders Bridge</td>
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<td>1/19/16 1:22 PM</td>
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<tr>
<td>56167</td>
<td>Weekly service</td>
<td></td>
<td></td>
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<tr>
<td><strong>Asset</strong></td>
<td><strong>Task Description</strong></td>
<td><strong>Completed By</strong></td>
<td><strong>Hours</strong></td>
<td><strong>Date Completed</strong></td>
<td></td>
</tr>
<tr>
<td>Rescue Boat Starboard: FLA</td>
<td>Outside Hull - Visual - Inspect for deformations or other defects. Inspect for peeling of retro reflective material</td>
<td>Flanders Bridge</td>
<td></td>
<td>1/19/16 1:22 PM</td>
<td></td>
</tr>
<tr>
<td>56168</td>
<td>Weekly Service check. All fire stations must contain Hose, Nozzle, Hydrant, Hydrant Cap, Wrench.</td>
<td></td>
<td></td>
<td>1/19/16 1:22 PM</td>
<td></td>
</tr>
<tr>
<td><strong>Asset</strong></td>
<td><strong>Task Description</strong></td>
<td><strong>Completed By</strong></td>
<td><strong>Hours</strong></td>
<td><strong>Date Completed</strong></td>
<td></td>
</tr>
</tbody>
</table>
| Fire Stations: FLA | Station 1: Bridge Deck, Port Side Forward  
Station 2: Bridge Deck, Stbd Side Midships  
Station 3: Bridge Deck, Port Side Aft  
Station 4: Boat Deck, Port Side, Stairs to Lounge  
Station 5: Boat Deck, Starboard Side, Stairs to Lounge  
Station 6: Boat Deck, Starboard Side Aft  
Station 7: Boat Deck, Port Side Aft  
Station 8: Vehicle Deck, Port Side Midships  
Station 9: Vehicle Deck, Stbd Side Midships  
Station 10: Vehicle Deck, Port Side Aft  
Station 11: Vehicle Deck, Starboard Side, Thruster Access  
Station 12: Engine Room, Port Side Workshop  
Station 13: Engine Room, Port Side, Harbour Generator  
Station 14: Engine Room, Stbd Side, near Main Engine  
Station 15: Vehicle Deck, Stbd Side, Steering Gear Entrance |              |              | 1/19/16 1:22 PM |
| 56169      | Weekly Fire Drill         |              |
| **Asset**  | **Task Description**      | **Completed By** | **Hours** | **Date Completed** |
| Flanders Ferry: FLA | Sprinkler System  
Fire Alarm System  
Fire detection system  
Emergency lighting  
Fire pumps  
Fire doors (6 self closing)  
Fire dampers (ensure free moving)  
Inlet/outlet vent system  
CO2 battery  
Water tight door |              |              | 1/19/16 1:22 PM |

**Days Open:** 5
<table>
<thead>
<tr>
<th>WO Code</th>
<th>Work Order Description</th>
<th>Completed By</th>
<th>Hours</th>
<th>Date Completed</th>
</tr>
</thead>
</table>
| Flanders Ferry: FLA | FM 200 release station (engine room)  
Wet chemical Extinguishing system (Galley)  
Foam installation  
Shut off valves for fuel tanks  
Fog nozzle  
PA system  
Masters initial (Check off) to confirm that items on this list have been checked by a responsible person and all defects if any have been reported and will be rectified | | | 1/19/16 1:23 PM |
| Rescue Boat Starboard: FLA | Weekly service  
Outside Hull - Visual - Inspect for deformation or other defects.  
Inspect for peeling of retro reflective material  
Air pressure - visual - Insure the buoyancy chambers are fully inflated  
Drain Valve - Visual - Inspect for damage or blockage  
Collar - Visual - Inspect for damage  
Gripes/tarp - Visual/Operation - Inspect for damage, check all moving parts  
Seating - Visual - Check for damage  
Life Line Exterior - Visual - Check for damage  
Life Line Interior - Visual - Check for damage  
Paddle Supports - Visual - Check for damage  
Bow tow rings - Visual - Check for damage  
Release hook & Lifting Harness - Visual - Check for damage  
Masters Click off to confirm the items on this list have been checked by a responsible person and all defects if any have been reported and will be rectified immediately. | | | 1/19/16 1:23 PM |
| Outboard Motors Port: FLA | Weekly service. When starting engine out of water make sure to use muffs provided so as not to damage engine)  
Engine - Visual - Check in good condition  
Engine - Operational - Start and operate engine.  
Check operation of throttle.  
Check operation of clutch  
Lubricating oil - Visual - Check amount of oil.  
Check viscosity ensure not dirty.  
Fuel tank - Visual - Check securing arrangement.  
Check for leakage or corrosion.  
Check amount of fuel.  
Fuel line - Visual - Check for damage | | | 1/19/16 1:23 PM |
<table>
<thead>
<tr>
<th>WO Code</th>
<th>Work Order Description</th>
<th>Completed</th>
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<tbody>
<tr>
<td>56173</td>
<td>Weekly service</td>
<td>1/19/16 1:23 PM</td>
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<table>
<thead>
<tr>
<th>Asset</th>
<th>Task Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rescue Boat Port: FLA</td>
<td>Outside Hull - Visual - Inspect for deformation or other defects. Inspect for peeling of retro reflective material. Air pressure - visual - Insure the buoyancy chambers are fully inflated Drain Valve - Visual - Inspect for damage or blockage Collar - Visual - Inspect for damage Grips/tarp - Visual/Operation - Inspect for damage, check all moving parts Seating - Visual - Check for damage Life Line Exterior - Visual - Check for damage Life Line Interior - Visual - Check for damage Paddle Supports - Visual - Check for damage Bow tow rings - Visual - Check for damage Release hook &amp; Lifting Harness - Visual - Check for damage Masters Click off to confirm the items on this list have been checked by a responsible person and all defects if any have been reported and will be rectified immediately.</td>
</tr>
</tbody>
</table>

| 56183   | All three GMDSS handheld radios shall be tested weekly during the boat drill and visually examined for overall condition. |

<table>
<thead>
<tr>
<th>Asset</th>
<th>Task Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>GMDSS handheld radios - FLA</td>
<td>Check that the charging unit is functioning by looking at the charge lights. These will indicate a malfunction in the charging unit or a problem with the battery. Check that the radio functions on VHF channel 16 as well as one other channel using the fixed VHF radios on the bridge. Check that there are spare batteries available for all three radios. Check the expiry dates on all batteries: Ensure that replacement batteries are ordered to maintain vessel's compliance with prevailing regulations.</td>
</tr>
</tbody>
</table>

| 56184   | Emergency lighting shall be checked on a weekly basis to ensure that all such lights are in good condition and that the batteries are fully charged. |

<table>
<thead>
<tr>
<th>Asset</th>
<th>Task Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emergency Lighting - FLA</td>
<td>vessel can either be blacked out to check the function of all lights selected lights may be unplugged and the battery life checked in this manner.</td>
</tr>
</tbody>
</table>

| 56185   | Both searchlights shall be checked weekly for proper function and freedom of movement as indicated on Checklist W-1. |

| Asset  | Task Description                                                                 |

Page 24 of 25
<table>
<thead>
<tr>
<th>Asset</th>
<th>Task Description</th>
<th>Completed By</th>
<th>Hours</th>
<th>Date Completed</th>
<th>Days Open</th>
</tr>
</thead>
<tbody>
<tr>
<td>Searchlights: FLA</td>
<td></td>
<td>Flanders Bridge</td>
<td></td>
<td>1/19/16 1:24 PM</td>
<td>1/19/16 1:25 PM</td>
</tr>
<tr>
<td>56298</td>
<td>During the weekly fire drills, this system shall be visually inspected for defects</td>
<td></td>
<td></td>
<td></td>
<td>4</td>
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<tr>
<td>Galley Fire Suppression System: FLA</td>
<td></td>
<td>Flanders Bridge</td>
<td></td>
<td>1/19/16 1:25 PM</td>
<td>4</td>
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<tr>
<td>56299</td>
<td>This system is checked weekly during fire drills</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Fire Detection System and sounders</td>
<td></td>
<td>Flanders Bridge</td>
<td></td>
<td>1/19/16 1:25 PM</td>
<td>4</td>
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<tr>
<td>56301</td>
<td>The operation of the whistle is tested during the vessel's weekly fire drills</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Whistle - FLA</td>
<td></td>
<td>Flanders Bridge</td>
<td></td>
<td>1/19/16 1:25 PM</td>
<td>4</td>
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<tr>
<td>56300</td>
<td>The general alarm system is tested weekly during the vessel's boat and fire drill</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>General alarm - FLA</td>
<td></td>
<td>Flanders Bridge</td>
<td></td>
<td>1/19/16 1:26 PM</td>
<td>4</td>
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<tr>
<td>56615</td>
<td>Gen. failed full load test.</td>
<td></td>
<td></td>
<td>1/24/16 8:25 AM</td>
<td>-2</td>
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<tr>
<td>Auxiliary Generator, Port #1: FLA CRITICAL</td>
<td>Changed Fuel pump actuator.</td>
<td>Flanders Engine Room</td>
<td></td>
<td>1/24/16 8:25 AM</td>
<td>2</td>
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<tr>
<td>54831</td>
<td>500hr PM - Clean Control air Pressure Reducing Station filters</td>
<td></td>
<td></td>
<td></td>
<td>51</td>
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<tr>
<td>Starboard Main Engine: FLA CRITICAL</td>
<td></td>
<td>Flanders Engine Room</td>
<td></td>
<td>1/25/16 7:22 PM</td>
<td>6</td>
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<tr>
<td>56397</td>
<td>500 Hour Service - L/O</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Auxiliary Generator, Port #1: FLA CRITICAL</td>
<td>Change L/O and L/O Filters</td>
<td>Flanders Engine Room</td>
<td></td>
<td>1/25/16 7:24 PM</td>
<td>22</td>
</tr>
<tr>
<td>Flanders Ferry: FLA</td>
<td></td>
<td>Flanders Engine Room</td>
<td></td>
<td>1/25/16 7:24 PM</td>
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# Closed Work Orders

**2016-01-01 00:00:00 to 2016-01-26 11:59:59**

**Number of Closed Work Orders in this period: 45**

<table>
<thead>
<tr>
<th>WO Code</th>
<th>Work Order Description</th>
<th>Completed</th>
<th>Hours</th>
<th>Days Open</th>
<th>Date Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>55697</td>
<td>Weekly PM - Check</td>
<td>1/2/16 8:00 AM</td>
<td></td>
<td>1</td>
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<tr>
<td></td>
<td><strong>Task Description</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Check Batteries</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Power her up and test</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>55607</td>
<td>Weekly PM - Elevator to be checked and run up/down every week.</td>
<td>1/2/16 8:00 AM</td>
<td></td>
<td>3</td>
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<tr>
<td></td>
<td><strong>Task Description</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Elevator to be checked and run up/down every week.</td>
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<td></td>
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<tr>
<td>55606</td>
<td>Weekly PM - Fuel Oil Check</td>
<td>1/2/16 8:01 AM</td>
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<td>3</td>
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<td></td>
<td><strong>Task Description</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Elevator to be checked and run up/down every week.</td>
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<tr>
<td>55605</td>
<td>Weekly PM - Main Engines &amp; Generators check</td>
<td>1/2/16 8:01 AM</td>
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<td>3</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Task Description</strong></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Quick closing valves to be tested every shift or at the discretion of Chief Engineer</td>
<td></td>
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<tr>
<td>53796</td>
<td>Stb Thruster upper shaft oil seal leaking</td>
<td>1/2/16 8:02 AM</td>
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<td>49</td>
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<tr>
<td></td>
<td><strong>Task Description</strong></td>
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</tr>
<tr>
<td></td>
<td>Hold down bolts Main engine protection system to be tested (monthly check but performed more regularly).</td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td><strong>Completed By</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Beaumont Engine Room</td>
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<tr>
<td>55870</td>
<td>Weekly PM - Elevator to be checked and run up/down every week.</td>
<td>1/7/16 8:58 AM</td>
<td></td>
<td>1</td>
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<tr>
<td></td>
<td><strong>Task Description</strong></td>
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<tr>
<td></td>
<td>Elevator to be checked and run up/down every week.</td>
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<tr>
<td></td>
<td><strong>Completed By</strong></td>
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</tr>
<tr>
<td></td>
<td>Beaumont Engine Room</td>
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<td></td>
<td><strong>Date Completed</strong></td>
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<td>Work Order Description</td>
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<td>Days Open:</td>
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<td>------------</td>
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<tr>
<td>55868</td>
<td>Weekly PM - Main Engines &amp; Generators check</td>
<td>1/7/16 8:58 AM</td>
<td>1</td>
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<tr>
<td><strong>Asset</strong></td>
<td><strong>Task Description</strong></td>
<td><strong>Completed By</strong></td>
<td><strong>Hours</strong></td>
<td><strong>Date Completed</strong></td>
<td></td>
</tr>
<tr>
<td>Propulsion System: BH</td>
<td>Check balancing ring.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Hold down bolts</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Main engine protection system to be tested (monthly check but performed more regularly).</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>55933</td>
<td>Broken Drain Pipe port side aft car deck</td>
<td>1/7/16 9:02 AM</td>
<td>0</td>
<td></td>
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<tr>
<td><strong>Asset</strong></td>
<td><strong>Task Description</strong></td>
<td><strong>Completed By</strong></td>
<td><strong>Hours</strong></td>
<td><strong>Date Completed</strong></td>
<td></td>
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<tr>
<td>Beaumont Deck</td>
<td>Pipe to be removed repaired and reinstalled</td>
<td>Beaumont Engine Room</td>
<td></td>
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</tr>
<tr>
<td>55935</td>
<td>Start/Stop stations for Anchor Windlass</td>
<td>1/7/16 9:11 AM</td>
<td>0</td>
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<tr>
<td><strong>Asset</strong></td>
<td><strong>Task Description</strong></td>
<td><strong>Completed By</strong></td>
<td><strong>Hours</strong></td>
<td><strong>Date Completed</strong></td>
<td></td>
</tr>
<tr>
<td>Beaumont Engine Room</td>
<td>Pennecon to supply and install in weather tight boxes two start/stop switches</td>
<td>Beaumont Engine Room</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>55934</td>
<td>Two Flood Lights outside Bridge</td>
<td>1/7/16 10:52 AM</td>
<td>0</td>
<td></td>
<td></td>
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<tr>
<td><strong>Asset</strong></td>
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<td><strong>Completed By</strong></td>
<td><strong>Hours</strong></td>
<td><strong>Date Completed</strong></td>
<td></td>
</tr>
<tr>
<td>Beaumont Engine Room</td>
<td>Two new LED flood lights to be supplied and installed by Pennecon</td>
<td>Beaumont Engine Room</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>55962</td>
<td>Weekly PM - Check</td>
<td>1/10/16 8:45 AM</td>
<td>2</td>
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<td><strong>Asset</strong></td>
<td><strong>Task Description</strong></td>
<td><strong>Completed By</strong></td>
<td><strong>Hours</strong></td>
<td><strong>Date Completed</strong></td>
<td></td>
</tr>
<tr>
<td>Emergency Generator: BH CRITICAL</td>
<td>Check Batteries</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Power her up and test</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>55948</td>
<td></td>
<td>1/10/16 8:46 AM</td>
<td>3</td>
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<td><strong>Asset</strong></td>
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<td><strong>Completed By</strong></td>
<td><strong>Hours</strong></td>
<td><strong>Date Completed</strong></td>
<td></td>
</tr>
<tr>
<td>Beaumont Engine Room</td>
<td>Section of vent pipe in way of stb entrance to ER was tied and needs to be replaced [Hedle]</td>
<td>Beaumont Engine Room</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>55944</td>
<td>Passenger Lounge door Stb</td>
<td>1/10/16 8:46 AM</td>
<td>3</td>
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<td><strong>Asset</strong></td>
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<td><strong>Completed By</strong></td>
<td><strong>Hours</strong></td>
<td><strong>Date Completed</strong></td>
<td></td>
</tr>
<tr>
<td>Beaumont Engine Room</td>
<td>Hinges to have new pins and bushings fabricated and installed [Hedle]</td>
<td>Beaumont Engine Room</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WO Code</td>
<td>Work Order Description</td>
<td>Completed By</td>
<td>Hours</td>
<td>Date Completed</td>
<td>Days Open</td>
</tr>
<tr>
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<td>--------------</td>
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</tr>
<tr>
<td>56062</td>
<td>Indicator Lights Engine room</td>
<td>Beaumont Engine Room</td>
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<td>1/10/16 9:23 AM</td>
<td>0</td>
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<tr>
<td>Asset</td>
<td>Task Description</td>
<td>Completed By</td>
<td>Hours</td>
<td>Date Completed</td>
<td>Days Open</td>
</tr>
<tr>
<td>Beaumont Engine Room</td>
<td>Install two indicator lights for port and stb steering on consel in Control room</td>
<td>Beaumont Engine Room</td>
<td></td>
<td>1/10/16 9:23 AM</td>
<td>0</td>
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<tr>
<td>56061</td>
<td>Emergency Light</td>
<td></td>
<td></td>
<td>1/10/16 9:23 AM</td>
<td>0</td>
</tr>
<tr>
<td>Asset</td>
<td>Task Description</td>
<td>Completed By</td>
<td>Hours</td>
<td>Date Completed</td>
<td>Days Open</td>
</tr>
<tr>
<td>Beaumont Engine Room</td>
<td>Install new Emergency light in Emergency Generator room</td>
<td>Beaumont Engine Room</td>
<td></td>
<td>1/10/16 9:24 AM</td>
<td>0</td>
</tr>
<tr>
<td>56060</td>
<td>Flood lights on Bridge bulk head</td>
<td></td>
<td></td>
<td>1/10/16 9:24 AM</td>
<td>0</td>
</tr>
<tr>
<td>Asset</td>
<td>Task Description</td>
<td>Completed By</td>
<td>Hours</td>
<td>Date Completed</td>
<td>Days Open</td>
</tr>
<tr>
<td>Beaumont Engine Room</td>
<td>Install two new L E D flood lights on Bridge bulk head outside</td>
<td>Beaumont Engine Room</td>
<td></td>
<td>1/10/16 9:24 AM</td>
<td>0</td>
</tr>
<tr>
<td>55465</td>
<td>Weekly Safety Inspection.</td>
<td></td>
<td></td>
<td>1/10/16 8:56 PM</td>
<td>18</td>
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<tr>
<td>Master to confirm the items on this list have been checked by a responsible person and all defects if any have been reported and will be rectified immediately.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Asset</td>
<td>Task Description</td>
<td>Completed By</td>
<td>Hours</td>
<td>Date Completed</td>
<td>Days Open</td>
</tr>
<tr>
<td>Rescue Boat Davit - Starboard Side: BH</td>
<td>Sheaves - check for wear and corrosion</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Davit Arm - Check for Corrosion, deformation and depression</td>
<td></td>
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<tr>
<td>Under column - Check corrosion, deformation and depression.</td>
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</tr>
<tr>
<td>Oil Check - check the oil level inside the winch</td>
<td></td>
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<tr>
<td>Lubrication of wire rope - check if rope is well lubricated</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Automatic release hook - Check corrosion, deformation and depression.</td>
<td></td>
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<tr>
<td>Lubrication - Check if grease points are lubricated</td>
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<tr>
<td>55125</td>
<td>Monthly PM - Embarkation Ladders Inspection</td>
<td></td>
<td></td>
<td>1/10/16 8:56 PM</td>
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<tr>
<td>Asset</td>
<td>Task Description</td>
<td>Completed By</td>
<td>Hours</td>
<td>Date Completed</td>
<td>Days Open</td>
</tr>
<tr>
<td>Embarkation Ladders: BH</td>
<td>Port Side - In place and in good working order</td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>Stbd Side - In place and in good working order</td>
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<tr>
<td>Ensure that all steps on the ladders are in good condition, free of bending or cracking.</td>
<td></td>
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<tr>
<td>Check ropes for signs of wear or damage. If exposed to salt water or sunlight, ropes can degrade, risking breakage if used.</td>
<td></td>
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</tr>
<tr>
<td>Check tarp for tearing or wear, and ensure all grommets and fastening lines are present and usable.</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>55124</td>
<td>Monthly PM - 3 Radios and 3 Spare batteries located on bridge, Current expiry July 2018</td>
<td></td>
<td></td>
<td>1/10/16 8:57 PM</td>
<td>27</td>
</tr>
<tr>
<td>Asset</td>
<td>Task Description</td>
<td>Completed By</td>
<td>Hours</td>
<td>Date Completed</td>
<td>Days Open</td>
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<tr>
<td>Asset</td>
<td>Task Description</td>
<td>Completed By</td>
<td>Hours</td>
<td>Days Open</td>
<td>Date Completed</td>
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<td>------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
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</tr>
</tbody>
</table>
| GMDSS Radios - BH      | - Check the expiry date of batteries including the spare batteries.  
- Insure all radios (batteries) are charged and ready for use.  
- Check for damage and ensure they work.  
- All batteries to be replaced every 5 years.                                                                                                               |              |       |           | 1/10/16 8:57 PM|
| 55123                  | Monthly Inspection Check  
Epirb Expiry February 2017  
Hydrostatic Release Unit Expiry date - April 2015                                                                                                           | 1/10/16 8:57 PM |      |           | 27             |
| EPIRB: BH              | Check for Damage  
Check Signal Using Test Mode  
Ensure to put EPIRB back on transmit after test  
Check housing and ensure hydrostatic release unit is secured properly  
Check Expiry of Hydrostatic Release Unit                                                                                                                     |              |       |           | 1/10/16 8:57 PM|
| 54774                  | Weekly Inspection - Fire System                                                                                                                                                                                    | 1/10/16 8:57 PM |      |           | 39             |
| Fire Pump: BH CRITICAL | Run the Pump - check to see if it works ok.  
The strainers for all pumps shall be cleaned weekly to ensure that they will function properly in case of an emergency situation.                                                                 |              |       |           | 1/11/16 8:14 AM|
| 55869                  | Weekly PM - Fuel Oil Check                                                                                                                                                                                        | 1/10/16 8:57 PM |      |           | 5              |
| Fuel Oil System: BH    | Quick closing valves to be tested every shift or at the discretion of Chief Engineer                                                                                                                            | 1/11/16 8:14 AM |      |           | 1/16/16 12:35 PM|
| 56302                  | The vessel has two first aid kits, which comply with Canada Labour Code and Occupational Health and Safety requirements. The first aid kits shall be inspected monthly to confirm that they meet or exceed these requirements and items that have been used are replaced. The two first aid kits are located:  | 1/16/16 12:35 PM |      |           | 1              |
| First Aid Kits - BH    | Bridge  
Galley                                                                                                                                                                                                     |              |       |           | 1/16/16 12:35 PM|
| 56218                  | Monthly PM - Embarkation Ladders Inspection                                                                                                                                                                     | 1/16/16 12:35 PM |      |           | 1              |
| Embarkation Ladders: BH| Port Side - In place and in good working order  
Stbd Side - In place and in good working order  
Ensure that all steps on the ladders are in good condition, free of bending or cracking.  
Check ropes for signs of wear or damage. If exposed to salt water or sunlight, ropes can degrade, risking breakage if used. | 1/16/16 12:35 PM |      |           | 1              |
<table>
<thead>
<tr>
<th>WO Code</th>
<th>Work Order Description</th>
<th>Completed By</th>
<th>Hours</th>
<th>Date Completed</th>
<th>Days Open</th>
</tr>
</thead>
<tbody>
<tr>
<td>56217</td>
<td>Monthly PM - 3 Radios and 3 Spare batteries located on bridge. Current expiry July 2018</td>
<td>1/16/16 12:36 PM</td>
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<td></td>
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<tr>
<td>GMDSS Radios - BH</td>
<td>Task Description: Check the expiry date of batteries including the spare batteries. Insure all radios (batteries) are charged and ready for use. Check for damage and ensure they work. All batteries to be replaced every 5 years.</td>
<td>1/16/16 12:38 PM</td>
<td></td>
<td></td>
<td>1</td>
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<tr>
<td>56215</td>
<td>Monthly Visual Inspection</td>
<td>1/16/16 12:38 PM</td>
<td></td>
<td></td>
<td>1</td>
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<tr>
<td>EPIRB: BH</td>
<td>Task Description: Check for Damage Check Signal Using Test Mode Ensure to put EPIRB back on transmit after test Check housing and ensure hydrostatic release unit is secured properly Check Expiry of Hydrostatic Release Unit</td>
<td>1/16/16 12:38 PM</td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>56214</td>
<td>Monthly Fire Station Check - All stations must contain a Hoze, nozzle, hydrant, hydrant cap, wrench.</td>
<td>1/16/16 12:39 PM</td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Beaumont Ferry: BH</td>
<td>Task Description: Port Side Upper Deck Starboard Side Upper Deck Port Side (inside) Stairway Fwd Outside Lounge A Starboard Side (inside) Stairway Fwd Outside Lounge B Port Side (outside) Landing Starboard Side (outside) Landing Port Side Car Deck Fwd Port Side Car Deck Aft Port Side Stern Thruster Compartment Port Side Engine Room Starboard Side Engine Room Bow Thruster Compartment Port Side Fwd</td>
<td>1/16/16 12:39 PM</td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>WO Code</td>
<td>Work Order Description</td>
<td>Completed By</td>
<td>Hours</td>
<td>Date Completed</td>
<td>Days Open</td>
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<tr>
<td>56172</td>
<td>Weekly Safety Inspection...&lt;br&gt;Master to confirm the items on this list have been checked by a responsible person and all defects if any have been reported and will be rectified immediately.</td>
<td></td>
<td></td>
<td>1/16/16 12:39 PM</td>
<td>2</td>
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<tr>
<td>54522</td>
<td>Lloyds Register Interim Safety Management Certificate Expires June 30th 2013</td>
<td></td>
<td></td>
<td>1/16/16 12:40 PM</td>
<td>47</td>
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<tr>
<td>55949</td>
<td>air intake vent stern thruster compartment</td>
<td></td>
<td></td>
<td>1/21/16 10:44 AM</td>
<td>14</td>
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<tr>
<td>55947</td>
<td>Lower Crew accommodation port side</td>
<td></td>
<td></td>
<td>1/21/16 10:44 AM</td>
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<tr>
<td>55946</td>
<td>Exhaust Stack port</td>
<td></td>
<td></td>
<td>1/21/16 10:45 AM</td>
<td>14</td>
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<tr>
<td>55945</td>
<td>Replace outward section of Air intake Luvers [Heddie]</td>
<td></td>
<td></td>
<td>1/21/16 10:45 AM</td>
<td>14</td>
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<tr>
<td>367</td>
<td>Door to be adjusted and new hydr closer</td>
<td></td>
<td></td>
<td>1/21/16 10:45 AM</td>
<td>14</td>
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<tr>
<td>Asset</td>
<td>Task Description</td>
<td>Completed By</td>
<td>Hours</td>
<td>Date Completed</td>
<td>Days Open</td>
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</tr>
<tr>
<td>Room</td>
<td>installed [Heddie]</td>
<td>Room</td>
<td></td>
<td>1/21/16 10:45 AM</td>
<td></td>
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<tr>
<td>55943</td>
<td>Doors to Forcastle deck</td>
<td></td>
<td></td>
<td>1/21/16 10:46 AM</td>
<td></td>
</tr>
<tr>
<td>Room</td>
<td>port and sbt doors need to be adjusted to close properly [Heddie Marine]</td>
<td>Beaumont Engine Room</td>
<td></td>
<td>1/21/16 10:46 AM</td>
<td>14</td>
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<tr>
<td>56076</td>
<td>PLC connection to SCR port</td>
<td>Room</td>
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<td>1/21/16 10:46 AM</td>
<td></td>
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<tr>
<td>Room</td>
<td>Replace connector on port SCR PIC</td>
<td>Beaumont Engine Room</td>
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<td>1/21/16 10:46 AM</td>
<td>10</td>
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<tr>
<td>56077</td>
<td>Wire hangers car deck</td>
<td>Room</td>
<td></td>
<td>1/21/16 10:46 AM</td>
<td></td>
</tr>
<tr>
<td>Room</td>
<td>Wasted wire hangers on car deck forward port and sbt to be replaced</td>
<td>Beaumont Engine Room</td>
<td></td>
<td>1/21/16 10:46 AM</td>
<td></td>
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<tr>
<td>56112</td>
<td>Weekly PM - Elevator to be checked and run up/down every week.</td>
<td>Room</td>
<td></td>
<td>1/21/16 10:47 AM</td>
<td>8</td>
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<tr>
<td>Room</td>
<td>Elevator to be checked and run up/down every week.</td>
<td>Beaumont Engine Room</td>
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<td>1/21/16 10:47 AM</td>
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<tr>
<td>56219</td>
<td>Weekly PM - Check</td>
<td>Room</td>
<td></td>
<td>1/22/16 8:19 AM</td>
<td>7</td>
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<tr>
<td>Room</td>
<td>Check Batteries</td>
<td>Beaumont Engine Room</td>
<td></td>
<td></td>
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<tr>
<td>56539</td>
<td>Power her up and test</td>
<td>Room</td>
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<tr>
<td>Room</td>
<td>Check Batteries</td>
<td>Beaumont Engine Room</td>
<td></td>
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</tr>
<tr>
<td>56496</td>
<td>2 and 3 main generators</td>
<td>Room</td>
<td></td>
<td>1/24/16 7:02 AM</td>
<td>3</td>
</tr>
<tr>
<td>Room</td>
<td>@ and 3 main generators to be dismanted and cleaned due to megger readings reading low</td>
<td>Beaumont Engine Room</td>
<td></td>
<td>1/24/16 7:02 AM</td>
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</tr>
<tr>
<td>WO Code</td>
<td>Work Order Description</td>
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<td>Hours</td>
<td>Date Completed</td>
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<tr>
<td>56111</td>
<td>Weekly PM - Fuel Oil Check</td>
<td>1/24/16 7:03 AM</td>
<td>Beaumont Engine Room</td>
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<tr>
<td>Asset</td>
<td>Task Description</td>
<td></td>
<td></td>
<td></td>
<td>Date Completed</td>
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<tr>
<td>Fuel Oil System: BH</td>
<td>Quick closing valves to be tested every shift or at the discretion of Chief Engineer</td>
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<td></td>
<td>1/24/16 7:03 AM</td>
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<tr>
<td>56078</td>
<td>support bracket</td>
<td>1/24/16 7:03 AM</td>
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<tr>
<td>Asset</td>
<td>Task Description</td>
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<td></td>
<td></td>
<td>Date Completed</td>
</tr>
<tr>
<td>Beaumont Engine Room</td>
<td>Support bracket on hydraulic bracket forward car deck starboard to be renewed</td>
<td></td>
<td></td>
<td></td>
<td>1/24/16 7:03 AM</td>
</tr>
<tr>
<td>55950</td>
<td>door fwd port car deck</td>
<td>1/24/16 7:04 AM</td>
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<td>Asset</td>
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<td></td>
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<td>Date Completed</td>
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<tr>
<td>Beaumont Engine Room</td>
<td>Door operating handle needs to be freed up and made operational.[Heddle]</td>
<td></td>
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<td>1/24/16 7:04 AM</td>
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<tr>
<td>55951</td>
<td>Starboard window Bridge</td>
<td>1/24/16 7:04 AM</td>
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<td>Asset</td>
<td>Task Description</td>
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<td></td>
<td></td>
<td>Date Completed</td>
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<tr>
<td>Beaumont Engine Room</td>
<td>safety springs to be replaced.[Heddle]</td>
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<td></td>
<td>1/24/16 7:04 AM</td>
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<tr>
<td>QTY</td>
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<td>DESCRIPTION</td>
<td>UNIT COST</td>
<td>TOTAL COST</td>
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<td>Costs (Callout</td>
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<td>2 technicians for</td>
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<tr>
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<td>Vessel Generator Hookup</td>
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<td>Subsection 39(1)(a)(ii)</td>
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<td>Corresponding quote estimate</td>
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<tr>
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<td></td>
<td>from Paul Doyle</td>
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<tr>
<td></td>
<td></td>
<td>Vermont, Calif.</td>
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</tr>
</tbody>
</table>

**AUTHORIZATION**

REQUESTED BY: [Signature]

DATE: [Date]

VEssel Approval (Captain or Chief Eng.):

DATE: [Date]

APPROVED BY: [Signature]

DATE: [Date]
Hi Greg,
For the estimate I put it at around $5500, this is for a callout last night for 4 hours and travel, and based on 2 technicians today to install the load share module for a 12 hour day if needed and travel. We can adjust at final invoice. The rate for callout is $225 per hour, reg field rate is $250 plus $225 per hour after 8 Monday to Friday.

Thanks

Paul Doyle
Field Service Supervisor
Toromont Cat Power Systems
82 Kenmount Road, P.O. Box 8940
St. John's, NL, A1B 3S2
Phone 709-722-5660
Cell 709-631-8658

Can we get an estimated costing to allow us to create the PO we can adjust at a later time for the final invoice

Greg Cuff
Director of Maintenance and Engineering - Marine Transportation Services
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

From: Paul Doyle [mailto:toromont.com] Sent: Friday, January 22, 2016 9:03 AM To: Elgazzar, Isslam Cc: Flanders Engine Room, MV; Cuff, Greg Subject: p.o for call out and technicians for generator hook up

Importance: High
Hi Ismail,
Can you provide a P.O for the call out of our technician last night and today for generator hook up of rental unit from Ozark.
Thanks Paul

Paul Doyle
Field Service Supervisor
Toromont Cat Power Systems
82 Kenmount Road, P.O Box 8940
St.John’s, NL, A1B 3S2
Phone 709-722-5660
Cell

This e-mail and any attachments may be confidential or legally privileged. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. Please notify us immediately by email at corpmail@toromont.com or by telephone (collect if necessary). Please delete this email and destroy any copies. Thank you for your cooperation.

Toromont Industries Ltd., 3131 Highway 7 West, Concord, ON, L4K 1B7 www.toromont.com (416)667-5511.
FLANDERS 503.194
Jan 21, 2016 01-3017-110-2050-0618-503281-0000

Priority #1
To have supply and install Temporary Generator on Vehicle Deck Pennicon Check 5053 Standby Offer.

Approve 21/01/16

5500.00

Subsection 39(1)(a)(ii)

Recieve 21/01/16

21/01/16

[Signature]
Marine Services
**Machinery Damage/ Failure Form**

Name of vessel: *M/V Flanders*

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<thead>
<tr>
<th>Machinery failure</th>
<th>Damaged Machinery</th>
<th>Failure</th>
<th>Type of Machinery</th>
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<tbody>
<tr>
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<td>Yes</td>
<td>First Time</td>
<td>3600 SHP Service Gen</td>
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<tr>
<td>Non Critical</td>
<td>No</td>
<td>Reoccurring</td>
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<table>
<thead>
<tr>
<th>Date of Incident</th>
<th>Time of Incident</th>
<th>Date Reported</th>
<th>Report Prepared by:</th>
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</thead>
<tbody>
<tr>
<td>Jan 20, 2016</td>
<td>0650</td>
<td>Jan 29, 2016</td>
<td>Craig Bobstock</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rate category</th>
<th>Damage over $10000</th>
<th>Parts onboard</th>
<th>Estimated Cost:</th>
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<tbody>
<tr>
<td>Low</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>moderate</td>
<td>No</td>
<td>No</td>
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</tr>
<tr>
<td>High</td>
<td>Estimated Cost:</td>
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<table>
<thead>
<tr>
<th>Repairs Started</th>
<th>Repairs Finished</th>
<th>Authorization signature (Master/Chief Engineer)</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Craig Bobstock</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Affected Areas</th>
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<tbody>
<tr>
<td>Propulsion</td>
</tr>
<tr>
<td>Engine room</td>
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<tr>
<td>Passenger Services</td>
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<table>
<thead>
<tr>
<th>Description</th>
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<tbody>
<tr>
<td>Describe the events leading up to the incident/failure:</td>
</tr>
<tr>
<td>While working in workshop heard loud vibrating noise coming from #1R</td>
</tr>
</tbody>
</table>

**Outside Contractor or Machinery Representative Comments:**

**Witness(es):**

1. Craig Bobstock, Chief Engineer
2. 
3. 

**Description of Repairs:**

Replacement Engine required for #2 Generator

**Recommendations for Prevention**

**Version:** 2  
**Doc #:** SMS 01G  
**Effective:** Jan 2011 – to be completed and kept for inspection purposes with a copy sent to Regional Manager
# Machinery Damage/ Failure Form

**Name of vessel:** M/V FLANDERS

<table>
<thead>
<tr>
<th>Machinery failure</th>
<th>Damaged Machinery</th>
<th>Failure</th>
<th>Type of Machinery</th>
</tr>
</thead>
<tbody>
<tr>
<td>Critical</td>
<td>Yes</td>
<td>First Time</td>
<td>STEEL SHIP SERVICE GEN.</td>
</tr>
<tr>
<td>Non Critical</td>
<td>No</td>
<td>Reoccurring</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date of Incident</th>
<th>Time of Incident</th>
<th>Date Reported</th>
<th>Report Prepared by:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan 20, 2016</td>
<td>06:50</td>
<td>Jan 20, 2016</td>
<td>Craig Bobstock</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rate category</th>
<th>Damage over $10 000</th>
<th>Parts onboard</th>
<th>Estimated Cost:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td>Yes</td>
<td>Yes</td>
<td>If no, are they ordered?</td>
</tr>
<tr>
<td>moderate</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>High</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Repairs Started</th>
<th>Repairs Finished</th>
<th>Authorization signature (Master/Chief Engineer)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Craig Bobstock</td>
</tr>
</tbody>
</table>

**AFFECTED AREAS**
- Engine room
- Deck

**Description**

Describe the events leading up to the incident/failure:

*While working in workshop heard loud vibrating noise coming from #1R.*

**Outside Contractor or Machinery Representative Comments:**

**Witness(es)**

Employee’s name, position, address & telephone # (attach witness statement form, appendix J)

1. Craig Bobstock Chief Engineer
   (redacted)
2. 
3. 

**Description of Repairs**

*Replacement engine required for #2 Generator*

**Recommendations for Prevention**

---

**Version:** 2  
**Doc #:** SMS 01G  
**Effective:** Jan 2011 – to be completed and kept for inspection purposes with a copy sent to Regional Manager
At 0650 while working in the workshop a loud noise was heard to be coming from the Engine room. Upon entering the E/R through the watertight door an oil mist was noticed over #2 Generator. A brief blackout occurred and alarms sounded on the machinery alarm panel. Bridge was notified that #2 generator had failed. The generator had been checked at 0630, at that time all pressures and temperatures were normal.

The generator was noticed to be consuming higher than normal amounts of lubricating oil over this past week, Toromont Cat were on board and could not identify reason for high consumption. Generator has 8162 hrs since last overhaul performed by Toromont Cat in May of 2014.

After overhaul was performed on #1 and #2 generators in 2014 oil consumption on both generators was noticed to be higher than normal, Toromont were brought on board but were unable to give reason for higher oil consumption.

Craig Babstock C/E
DEPT OF FINANCE (WORKSSERVICES & TRANSPORTATION)
CORPORATE FINANCIAL SERVICES DIVISION 657 TOPSAIL ROAD
ST. JOHN’S A1E 2E3

CUSTOMER NO. QUOTE NO. DATE CONTACT
N075601 133453 1/20/2016

PHONE NO. FAX NO. EMAIL

MODEL MAKE SERIAL NO.
3408 CATERPILLAR 78Z03713
UNIT NO. WO NO. P.O. NO.

SEGMENT 01

SPECIAL INSTRUCTIONS:
Disconnect engine, remove from vessel, reinstall in vessel and reconnect. Labour quoted is for 72 man hours. Miscellaneous allowance of $2500 for boom truck to remove and transport to and from Toromont's facility.

Labor

Total Labor: [Redacted]

Misc

Total Misc: [Redacted]

Segment 01 Total: 15,052.00

SEGMENT: 02

SPECIAL INSTRUCTIONS:
Quote to swap parts from failed engine to reman short block. Parts included in quote are listed on quote. Labour quoted is for 120 man hours. $5000 miscellaneous allowance for unknown items. Once work is completed miscellaneous allowance will be removed and actual items will be invoiced.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Qty</th>
<th>Unit Price</th>
<th>Price Adjustment</th>
<th>Ext Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>10R6165</td>
<td>SHORT BLOCK</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10R6165</td>
<td>CORE</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10R7021</td>
<td>BLOCK GP CYL partial core credit</td>
<td>-1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0R5910</td>
<td>REB CART G</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0R3422</td>
<td>NOZZLE A RE</td>
<td>8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4195116</td>
<td>KIT GASKET</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4502529</td>
<td>KIT-GASKET(F</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4499692</td>
<td>KIT-GASKET(A</td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>1448717</td>
<td>GASKET KIT</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4503020</td>
<td>4503020</td>
<td>1</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>0R9449</td>
<td>PUMP GP OIL</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6L8562</td>
<td>STUD</td>
<td>4</td>
<td></td>
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<tr>
<td>4505260</td>
<td>KIT-OVHL MAJ</td>
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<td>Charge Code Description</td>
<td>Qty</td>
<td>Unit Price</td>
<td>Price Adjustment</td>
<td>Ext Price</td>
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<tr>
<td>---------------------------------</td>
<td>-----</td>
<td>------------</td>
<td>------------------</td>
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<td></td>
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<tr>
<td>FREIGHT CHG. air freight 3</td>
<td>1</td>
<td></td>
<td>20</td>
<td></td>
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<tr>
<td>4day delivery</td>
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</table>

**Total Misc:** 6,000.00

**Segment 03 Total:** 6,000.00

**Total Segments:** 118,179.30

**Environmental**
31.00

**Sub Total (before taxes)**
118,210.27

**HST 13%**
15,367.34

**TOTAL ESTIMATE CAD**
133,577.61

- This estimate will expire 30 days from the estimate date.
- Price excludes Freight Charges, Operating Supplies/EPA Fees and Overtime unless otherwise stated.
**ESTIMATED REPAIR TIME:** ________________ from start date

*The signature is an authorization to proceed with the required repair work as described within the quote. Pursuant to Section 7 (5) of the Repair and Storage Lien Act, the undersigned hereby acknowledges itself indebted to Toromont Industries Ltd. in the amount of this quote.*

Issued PO# _________, Authorized Name ___________________________________________ Please Print.

Date _____/_____/____ (dd/mm/yy) Title: ____________________________ ____________________________ Signature

*** Sole Proprietors/Owner-Operators must provide a drivers licence or date of birth ***

Date of birth _____/_____/____ (dd/mm/yy)

*Please note all credit card payments in excess of $10,000 will be subject to a 2% surcharge.*

Any Questions? Please Call Garth Olinik at 709 722 5660.

Want a simple way to pay? Why not charge this to a **CAT Commercial Account**! Ask your local sales rep for more details or check out [catfinance.cat.com/CommercialAccount](http://catfinance.cat.com/CommercialAccount)
### DEPT OF FINANCE (WORKSERVICES & TRANSPORTATION)

**CORPORATE FINANCIAL SERVICES DIVISION 657 TOPSAIL ROAD**  
**ST. JOHN’S A1E 2E3**

<table>
<thead>
<tr>
<th>CUSTOMER NO.</th>
<th>QUOTE NO.</th>
<th>DATE</th>
<th>CONTACT</th>
</tr>
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<tbody>
<tr>
<td>N075601</td>
<td>133452</td>
<td>1/20/2016</td>
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</table>

**PHONE NO.**  | **FAX NO.**  | **EMAIL**  |
<table>
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<tr>
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</thead>
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<table>
<thead>
<tr>
<th>MODEL</th>
<th>MAKE</th>
<th>SERIAL NO.</th>
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</thead>
<tbody>
<tr>
<td>3408</td>
<td>CATERPILLAR</td>
<td>78Z03713</td>
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<table>
<thead>
<tr>
<th>UNIT NO.</th>
<th>WO NO.</th>
<th>P.O. NO.</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
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</table>

**Special Instructions:**  
Disconnect engine, remove from vessel, reinstall in vessel and reconnect. Labour quoted is for 72 man hours. Miscellaneous allowance of $2500 for boom truck to remove and transport to and from Toromont’s facility.

<table>
<thead>
<tr>
<th>Labor</th>
<th>Total Labor:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Misc</th>
<th>Total Misc:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tr>
</tbody>
</table>

**Segment 01 Total:** 15,052.00

### SEGMENT: 02

**Special Instructions:**  
Quote to swap parts from failed engine to reman long block. Parts included in quote are listed on quote. Labour quoted is for 72 man hours. $2500 miscellaneous allowance for unknown items. Once work is completed miscellaneous allowance will be removed and actual items will be invoiced.

<table>
<thead>
<tr>
<th>Parts</th>
<th>Description</th>
<th>Qty</th>
<th>Unit Price</th>
<th>Price Adjustment</th>
<th>Ext Price</th>
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<tr>
<td>10R7021</td>
<td>BLOCK GP CYL</td>
<td>1</td>
<td></td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>10R7021</td>
<td>CORE</td>
<td>1</td>
<td></td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>10R7021</td>
<td>BLOCK GP CYL partial core credit</td>
<td>-1</td>
<td></td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>0R5910</td>
<td>REB CART G</td>
<td>1</td>
<td></td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>0R3422</td>
<td>NOZZLE A RE</td>
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<td></td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>4195116</td>
<td>KIT GASKET</td>
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<td>0</td>
<td></td>
</tr>
<tr>
<td>4502529</td>
<td>KIT-GASKET(F</td>
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<td>0</td>
<td></td>
</tr>
<tr>
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<td>KIT-GASKET(A</td>
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<td>0</td>
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<tr>
<td>1448717</td>
<td>GASKET KIT</td>
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<td>4503020</td>
<td>4503020</td>
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<td>0</td>
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<tr>
<td>0R9449</td>
<td>PUMP GP OIL</td>
<td>1</td>
<td></td>
<td>0</td>
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</tr>
<tr>
<td>1061792</td>
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<tr>
<td>6L8562</td>
<td>STUD</td>
<td>4</td>
<td></td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

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**Subsection 39(1)(a)(ii)**

---

**Subsection 39(1)(a)(ii)**
DEPT OF FINANCE (WORKSERVICES & TRANSPORTATION)

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Qty</th>
<th>Unit Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>2N2766</td>
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<td>20</td>
<td></td>
</tr>
<tr>
<td>1R1808</td>
<td>FILTER AS-LU</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>1R0749</td>
<td>FILTER AS FU</td>
<td>2</td>
<td></td>
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</tbody>
</table>

**Subsection 39(1)(a)(ii)**

**Total Parts:**

<table>
<thead>
<tr>
<th>Labor</th>
<th>Misc</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Charge Code</th>
<th>Description</th>
<th>Qty</th>
<th>Unit Price</th>
<th>Price Adjustment</th>
<th>Ext Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>#AR-<strong>-</strong>-**</td>
<td>FREIGHT CHG. air freight 3 4day delivery</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>DEL-<strong>-</strong>-**</td>
<td>FREIGHT ground freight 7-10 day delivery</td>
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</tr>
</tbody>
</table>

**Total Misc:**

**Segment 02 Total:** 85,317.67

**Segment 03 Total:** 18,500.00

**Total Segments:** 118,869.70

**Environmental**

31.00

**Sub Total (before taxes)**

118,900.67

**HST 13%**

15,457.09

**TOTAL ESTIMATE CAD**

134,357.76

- This estimate will expire 30 days from the estimate date.
- Price excludes Freight Charges, Operating Supplies/EPA Fees and Overtime unless otherwise stated.
ESTIMATED REPAIR TIME: ________________________________ from start date

The signature is an authorization to proceed with the required repair work as described within the quote. Pursuant to Section 7 (5) of the Repair and Storage Lien Act, the undersigned hereby acknowledges itself indebted to Toromont Industries Ltd. in the amount of this quote.

Issued PO# _______________, Authorized Name __________________________________________ Please Print.

Date ___/____/____ (dd/mm/yy) Title: ___________________________ __________________________ Signature

*** Sole Proprietors/Owner-Operators must provide a drivers licence or date of birth ***

Date of birth ___/____/____ (dd/mm/yy)

Please note all credit card payments in excess of $10,000 will be subject to a 2% surcharge.

Any Questions? Please Call Garth Olinik at 709 722 5660.

Want a simple way to pay? Why not charge this to a CAT Commercial Account! Ask your local sales rep for more details or check out catfinance.cat.com/CommercialAccount
ORDER CONFIRMATION

Government of Newfoundland & Labrador (DTW - Marine Services Division)
440 Main Street
P.O. Box 97
LEWISPORTE NL A0G 3A0
CANADA
Date req rec: 2016-01-21

Det Norske Veritas (Canada) Ltd.
Region Americas
St. John's, NL
Suite 200, 121 Kelsey Drive
A1B 0L2 St. John's
Canada
Tel. +1 709 753 8370

DNV GL legal entity ("DNV GL"): Det Norske Veritas (Canada) Ltd.

Particulars of Customer

Name of vessel: FLANDERS
Port of Registry: ST. JOHN'S, NL
Customer/Owner ("Customer"): Government of Newfoundland & Labrador (DTW - Marine Services Division)
Customer ID:
Manager:
Manager ID:
Contact person:
Invoicing address:
Place of survey: St. John's
Date of work: 2016-01-20
Reference to existing agreement (if relevant):

Order Specification (Scope of Work)

Requested
Main class annual
Machinery damage occasional - Damage survey of main generator No. 2
Propeller shaft arrangement S
Propeller shaft arrangement P
Load line annual
Oil pollution prevention, type A annual
Air pollution prevention annual

Condition(s) and Memo(s)
CA 604

Additional items to be surveyed
Fee
Terms of payment: Net within 30 days from date of invoice

This agreement (the "Agreement") consists of the Order Confirmation, the General Terms and Conditions and the applicable DNV GL Rules and any other documents explicitly referred to herein. In case there is an existing agreement (e.g. PSA or other) covering the above mentioned Work, such existing agreement as well as the terms and conditions therein shall remain in full force and effect and supersede any contradicting terms in the Agreement. No amendment and/or variation to the Agreement is valid unless duly signed by both parties. Any terms and conditions included in any of Customer's purchase orders shall be disregarded unless explicitly agreed to and duly signed by the authorised representatives of both parties as amending specific terms of this Agreement. This Agreement is made in duplicate, one original for each party hereto.

Place: St. John's, Canada  
Date: 2016-01-20

for Customer

(Name and Title in capital letters)

Greg CUFF,  
Director of Maintenance & Engineering

for DNV GL

Williams, Matthew  
Surveyor

Form code: AGR 109  
Revision: 2015-12

www.dnvgl.com  
Page 2 of 7
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