DET NORSKE VERITAS

DNV Id. No.:
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SURVEY REPORT

Name of Ship	Owner
Stena Jutlandica	**Stena Line**

Heavy weather sea trial of ASCE fast rescue boat docking frame the 2001-11-17.

Survey requested by: ASCE LTD, Mariehamn, Finland.

1.0 Identification

Docking unit: ASCE FRB Docking Frame. SWL 5.5, weight 870 kg
Fast rescue boat: Norsafe Magnum, LOA 7.5m, BOA 2.9 m, weight with equipment 2500 kg, water jet.
Davit and winch: Hydramarine, type HMD A50 Ro-Ro. The painter line is connected to a beam with a length of 3.7 m, angle of the painter line is approximately 20 deg. to horizontal at sea level. The painter line is tightened from the davits control panel.
Ship: Stena Jutlandica, ro-pax, length between PP: 169 m, breadth MED: 27.8 m, Displacement: 29 691 ton.
Weather conditions
Measurements of wind: reading of the ship wind measurement showed 18 - 22 m/s from west-north vest.
Measurement of waves: Se enclosed report from Svenska Metrologiska og Hydrografiska Institut, dated 2001-11-27. At the time of launching and retrival the undersigned considered the significant wave height to be approximately 3 meter with only a small tendency to swell. The weather conditions were later decreasing.

2.0 Extent of Survey

Witnessing of heavy weather testing of FRB docking frame installed onboard Sena Jutlandica, tested 4 NM west of Vinga, Gothenburg, Sweden. Launching and retrieval was carried out between 09.30 and 09.45.

The ship was running with a speed 5-6 knot into the wind then turning to wind from approx. 20 deg. from portside. First the rescue boat with the docking frame was deployed without crew and observed floating steadily on the sea for 1 minute. Then the rescue boat was retrieved and crew of two trained men entered the boat. This time the system was deployed again and observed floating steadily before the hook was released. The rescue boat was backed safely out of the docking unit. No major slack of the wire was observed while the rescue boat and dock were floating.

While the rescue boat was out sailing the Docking Frame was observed floating steadily in the water. No major slack of the wire or abrupt yanks was observed.

The rescue boat then docked with steady speed into the frame and the crew rapidly connected the lifting hook. Connecting the hook seams easier than for traditional falls because the lifting hoop was restricted from oscillating by means of elastics. No large relative movement between the rescue boat and the docking unit were observed.

3.0 Conclusion

The deployment of the rescue boat with the docking frame proved to work safely under the weather condition of Bauford 6. The launching and retrieval of rescue boat with the docking frame has reduced the number of operations to be carried out by the crew and the lifting hook is easy to catch and connect when the rescue boat is inside the docking unit.

4.0 Results / Findings

The following shall be carried out:

- Sharp edges and main beam shall be protected to avoid injuries of the crew.
- It is recommended to add a rubber damper or equivalent to the painter line.
- Required specification to davits constant tension shall be established.

Enclosure: photos, IMO standardised test report, weather reports, specifications of the davit and winch.

Original to DTP	Stamp	Place:	Date:
Copy to owner		**Oslo, Norway**	**2001-11-27**
Copy to Ship		**Lars Tore haug**	
		Surveyor's name (Capital letters)	Surveyor's signature

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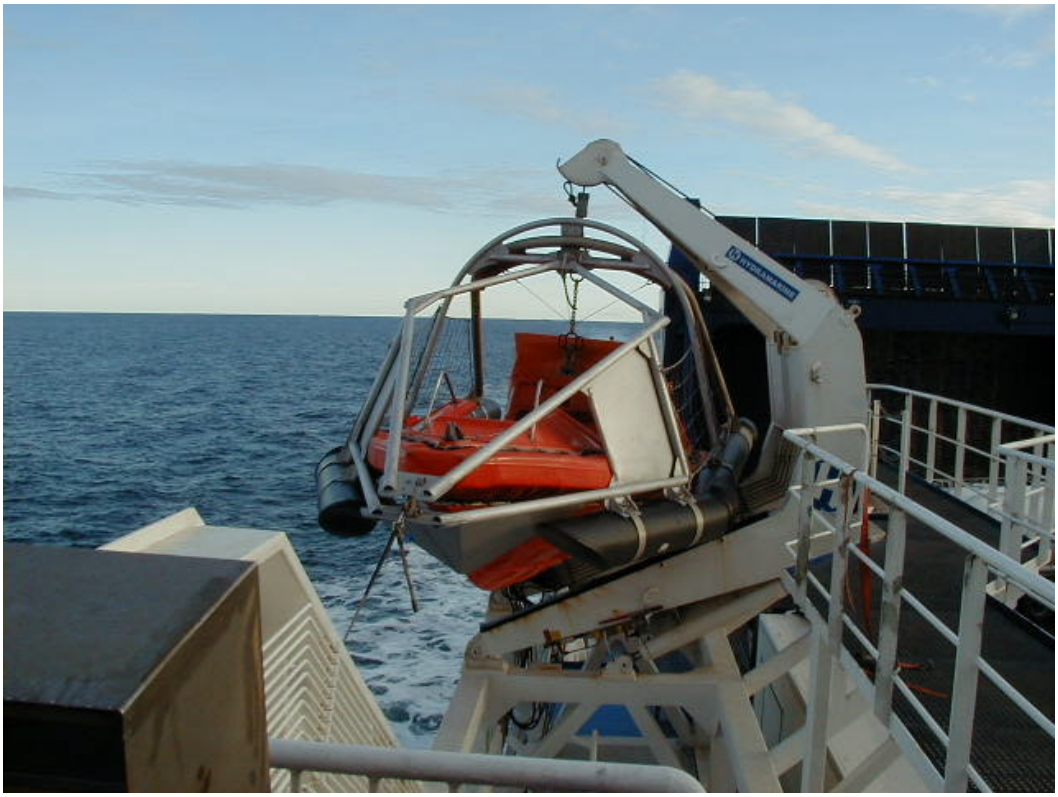

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