

GPS Avenger reactivation after lay-up July 2017  
Status per 12 July 2017



View on SB side before fitting fenders 10-7 2017



View on stern from PS



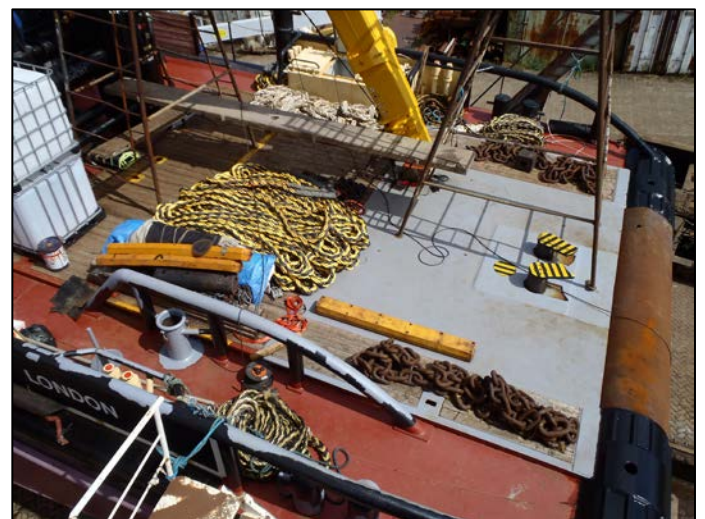
View on stern after fitting Props, and rudders 12-7-2017



View at deck level



View on PS after fitting the fenders 12-7-2017



View at stern under maintenance





SB Main Engine



PS Main Engine towards gear box.



PS Main Engine



Main switch board



Generators PS and SB



Steering gear room

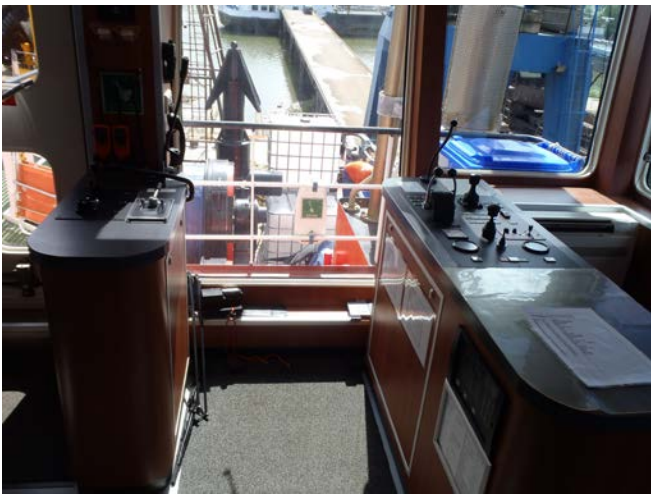




Bridge (one screen temp. disconnected)



Gally



Control stand for working over the stern



Dubbeldrum Winch



Accomodation



Towing pins and chain stopper



Fore peak/store painted after clean out and repairs



Tested and stamped shackles stil @ Supplier



Same



Dismantled and rejected equipment



Chain locker

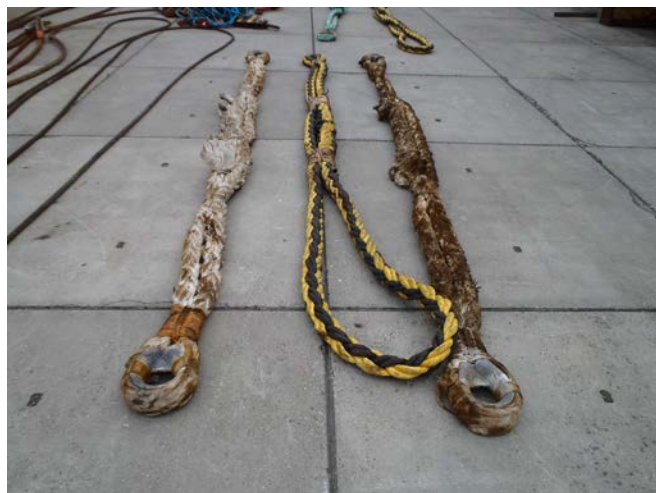


Inspected stretcher





Inspected and rejected due to damaged timble



One accepted and two rejected stretchers.



Inspected and rejected due to damage to strands



Inspected hoisting equipment

#### Main works for reactivation and Class related items

- All towing gear except the towing chains and the installed steel wires are shipped to the suppliers premises and inspected . Some items are rejected and replacement ordered.
- The main towing wire is visual inspected, a section is cut off and put on the test bench for testing the BL. The physical test revealed the BL still above the MBL according the original certificate.
- All shackles and the two monkey plates are tested on the test bench and recertified and stamped accordingly.
- The inspection is done by Liftal Flushing, a certified supplier of lifting gear. [WWW.liftal.com](http://WWW.liftal.com)
- The Heila crane is visual inspected by Dutch Marine, one cylinder affected by corrosion, dismantled and send to specialized company for overhaul. Heila Netherlands will inspect the crane and test it to its original specifications including load test under supervision of Bureau Veritas.
- All engines are serviced by the makers Caterpillar, running hours limited < 10.000 and small defects repaired.
- Both propeller shafts withdrawn and inspected.
- All three propellers cleaned and repaired under Class
- Alignment to be verified after launching back into the water.
- Starboard gearbox dismantled after incident during towage to Holland, all bearings and coupling plates renewed by the makers Reintjes. Gearbox need commissioning by makers after ship back into the water. Scheduled for Monday 17<sup>th</sup> of July.
- Few fuel tanks to be inspected after launching and internal shifting of fuel
- Replacement of medical chest by Marine pharmacist.
- Fifi equipment serviced by approved company
- Ecdis chart sytem ( dual) on order

- Bureau Veritas assigned to survey the vessel for the UK workboat coding and MLC
- Bureau Veritas is executing all surveys for reactivating after lay-up and in including drydock.
- As vessel is within window for special survey all possible items are surveyed to pass special survey.
- Ships stores inventory made and missing items on order
- All live saving equipment serviced.
- Nautical inventory and booklets under review and new editions on order. Where possible digital versions are ordered.
- Radio equipment tested, items on order and Radio Survey scheduled for after installing Ecdis.

For the relevant certificates we refer to the separate file. Please note that most certificates are out of date as the surveys are not completed yet.

Krimpen a/d Lek 12 July 2017