

General Information

Carrier	PQC
Vessel	PQC VESSEL
Voyage	001 002
Operation	Post-Discharge and Pre-Load
Port	Bremerhaven
Berth	NH AK1



Discharging / Loading

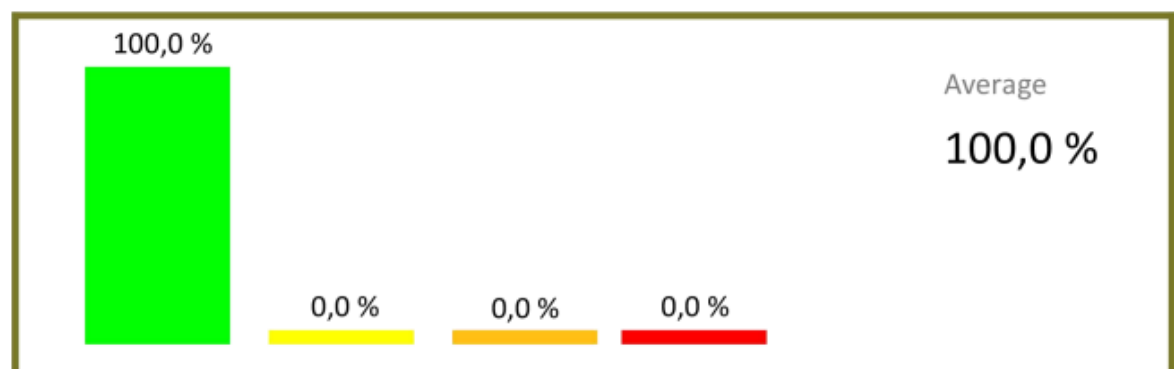
	Discharging	Loading
Commencement of operations	01.09.22 06:00	01.09.22 14:30
Completion of operations	01.09.22 14:00	01.09.22 22:30

Reporting Supervisor

1. Shift	Trainee	Deck: 1, 2, 3, 4, 5, 6
2. Shift	Trainee	Deck: 7, 8, 9, 10, 11, 12

Main Focus

Audit Results



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Vessel Operations

A-1 General condition Terminal.

3

Operations area next to the ramp was clean and without complaint.



A-2 Communication/Cooperation of all involved parties during operation.

3

Pre meeting held at security station on main deck. All relevant issues were discussed.



A-3 Decks clean and be in order, dry, well lit and ventilated.

3

All decks were cleaned up, well lit and good ventilated. Nothing to complain.



A-4 Driveways and Deck heights clearly marked and proved before commencement of operation.

3

Driveways were marked good and marking was constantly updated due to the progress of operation.



A-5 Dress code Drivers, Stevedores, Lasher and ILA-Crew: clean boilersuits, jackets etc. without metal (no rings, watches ect.).

3

Drivers dress were clean and without metal applications.



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A-6 Lashing material stored in designated places and secured.

3

Lashing material stored in designated places and secured. Hooks and clasps in good condition.



New Car Operations

B-1 Safe speed, careful driving and 10m distance between two cars on driveways and ramps.

3

The drivers drive safely + carefully.



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B-2 Vehicles stowed in accordance to the manufactures requirements (key, brake, seatposition, seatcover). Steering wheel in right position.

3

Meeting the manufactures requirements.



B-3 All vehicles parked correct distances with bumpers in line/sides/walkway/bulkheads/deck head and model by model. Minimum space to RoRo units ca. 1m.

3

The cars parked good in distance between bumpers and mirrors. Good distance also to boardwall and pillars. Loaded model by model.



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B-4 Cars spot check of loose/missing i-Bolts. Lashing with slings performed at cars with short sized i-bolts or unfavourable stowage position.

3

Cars with short sized i-bolt were lashed using slings as extension.



B-6 Lashing done to manufactures requirement (pressured/twisted/lashing angle/hook attachment). Usage of wedges. Rim lashing at MB code666.

3

Lashing done good in angle and lengths.



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B-7 Stowage of electrical cars accordingly to K-Line requirements (10cm door/door and 30cm - with ibolt 50cm bumper/bumper) and corresponding stowage plan.

3

Found EV stowed in between regular stow.



H&H Cargo Operations

C-1 Proper ramp angle (8 degree) and protection measures at ramp for H&H cargo.

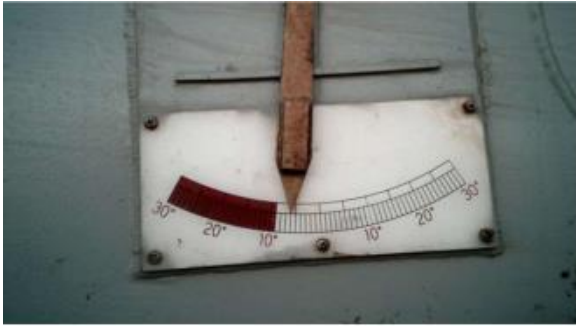
3

Ramp was well prepared with top ramp angle for loading and discharging, as also protection measurements. Steel plate was placed at stern ramp.



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C-2 Safe handling H&H units during loading/discharging. Stevedore escort H&H onto ramp.

3

Good handling during loading, drive carefully on the ramps. Safety handling with tugmaster into final position. Driver acts attentive to stevedores handsigns.



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C-3 Lashing and cargo protection of H&H units.

3

The stevedore used clothes as damage protection on lashing points.



V2.3

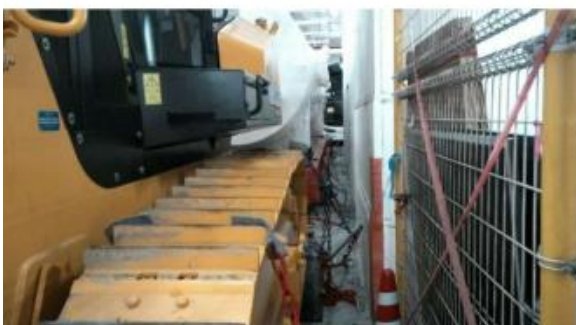
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C-5 H&H cargo stowing on decks and proper stowage on rolltrailer (Mafi).

3

Good stowage with sufficient space for lashing.



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