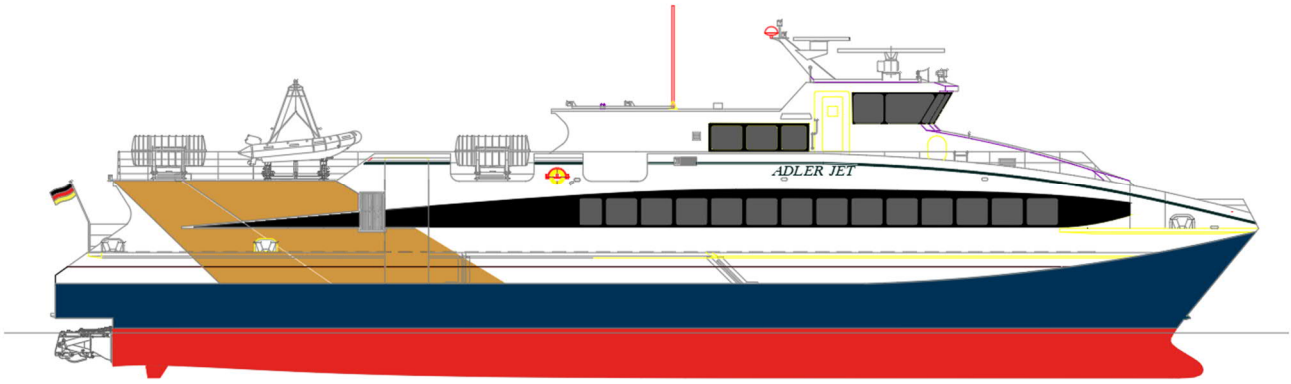
SEH

SHIP ENGINEERING HOFFMANN
Schiffstechnische Beratung



"ADLER JET"

RI102700

RINA

Filed
For information/ Per informazione

HMCD/0000002036
08 Jan 2024
VASILIKI DAGKLI

See letter: HMCD/2024/3/VDA01

Damage Control Book

Drwg. No. H0074-5100

Revisions / Date / Name
Initial / 2023-04-13/HOF

See remarks in RED on p.4,10,11

This booklet consists of 30 pages, cover included

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ANNEX: Damage Control Plan

1 Ship particulars

1.1 Ship data

Ship's name	HSC “ADLER JET”
Ship type	CAT B
IMO no.	9281061
Classification Society	RINA
Registration no.	102700
Class Notation	
Call sign	DKSK2
Flag	GERMANY
Port of registry	~~LIMASSOL~~ HÖRNUM
Owner	German Fast Ferry
Building Yard	AUSTAL
Hull no.	242
Keel laying date	30/06/2002

1.2 Main dimensions

Length overall	L_{oa}	41.30	m
Length b. perpendiculars	L_{pp}	36.~~0~~3	m
Breadth (moulded)	B	11.6	m
Depth to main deck (moulded)	D	4.3	m
Scantl. draught (mld.)	d_{max}	1.535	m

2 General information

2.1 Purpose of the Damage Control Booklet

The Booklet serves the purpose to give the master and the crew guidance in the case of damage. By the instructions given herein the crew shall be capable of assessing the situation and determining the necessary actions to be taken to minimize consequences of the damage with respect to safety of persons on board and protection of the marine environment.

Generally, the master should exercise prudence and good seamanship when taking the necessary actions.

The ship's officer should be aware that all reference drawings, used for further information in case of damage, are very essential for preventing additional flooding/loss of stability where if possible and for immediate action. Therefore, all reference drawings as listed below should be kept in the same place or easily accessible.

Damage Stability Calculation	(Drwg. No. H0074-6000 Rev.0)
Damage Control Plan	(Drwg. No. H0074-5000 Rev.0)
Intact Stability Book	(Drwg. No. H0074-7000 Rev.0)

2.2 Responsible persons

The responsibilities are laid down as follows:

Over all responsibility	Master
Initiating of necessary actions	Master
Determination of extent of damage	2nd Officer
Pumping operations	Chief Engineer
~~Evaluation of damage scenario with the loading computer~~	~~2nd Officer~~
Information to external parties	1st Officer

2.3 Immediate action after causality

It is to be assessed by the master whether the damage case will lead to immediate capsizing or sinking of the ship. For this assessment the present weather and sea conditions shall be considered. In case the situation is judged as very critical and the ship is in immediate danger of capsizing or sinking the ship has to be abandoned at once.

Otherwise personnel not working for the ship's safety shall be ordered to stay at the rescue boat/freefall rescue boat. All persons are ordered to wear life vests.

2.4 Training of the crew

A high training level of the crew ensures quick and appropriate action in case of damage.

Every crew member shall be familiar with the arrangement of the vessel and the necessary actions in case of damage such as location of watertight doors and hatches as well as weathertight opening points, piping and pumping arrangement furthermore the calculation with the loading computer and others.

Besides the knowledge about the vessel's arrangement, clear communication procedures shall be stipulated in order to ensure an impeccable workflow.

3 Ship’s arrangement

3.1 Watertight subdivision

The watertight subdivision is according to the attached damage control plan.

3.2 Weathertight doors

In order to ensure the watertight integrity of the vessel several weathertight/watertight doors and hatches are arranged. All doors/hatches are from the hinged type.

3.2.1 Pumping arrangement

The following pumps are available.

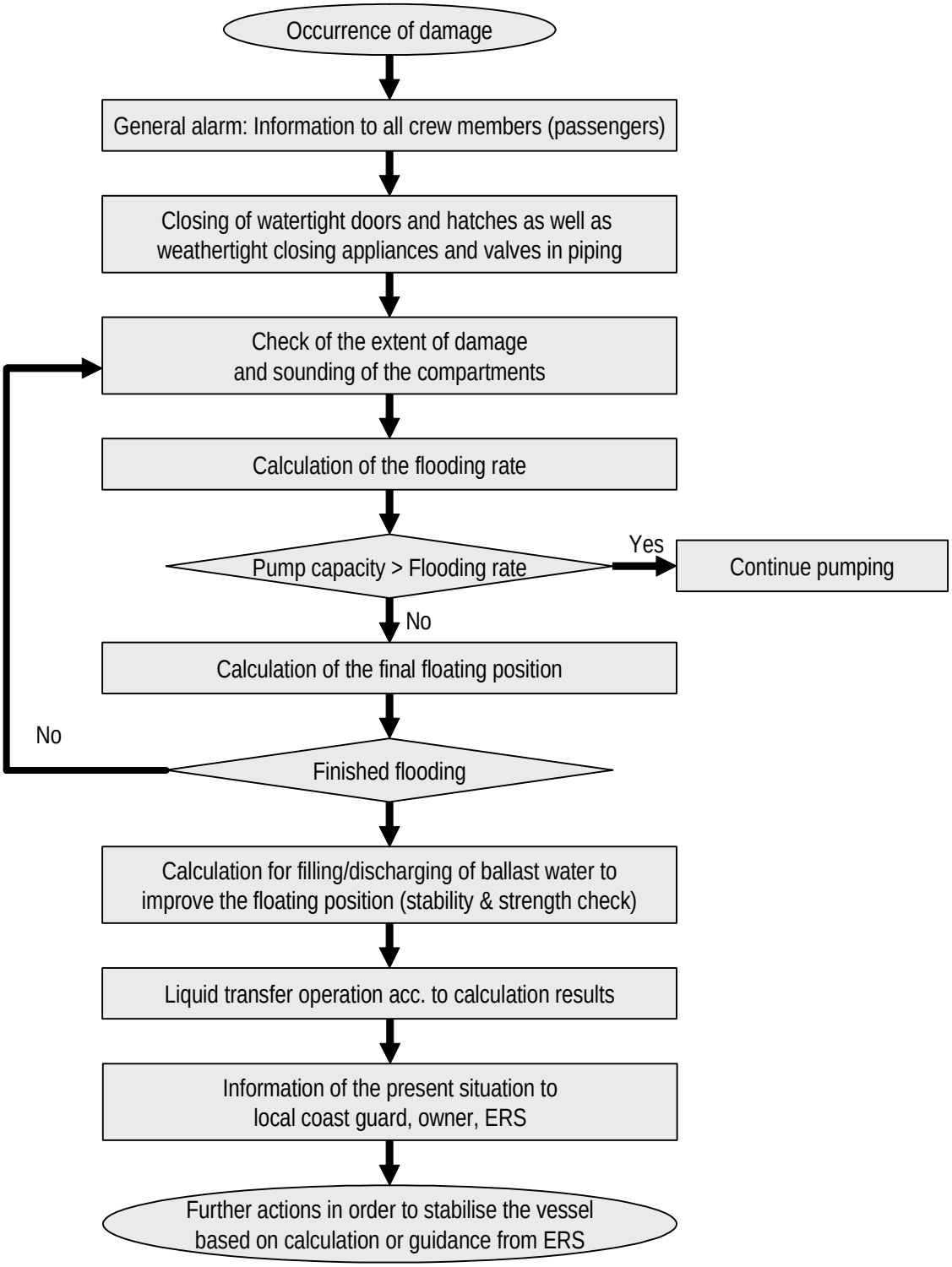
Name	Capacity	Quantity	Location	Control Position
Bilge pump	11.11 m³/h	12	Hull	Bridge

3.3 Crossflooding and downflooding arrangement

For this vessel no crossflooding pipes are arranged.

4 Damage control

4.1 Workflow of damage scenario



4.2 Actions to be taken in case of damage

The following actions are to be taken immediately after damage in order to ensure the watertight integrity and to assess the severity of damage.

4.2.1 Closing of weathertight openings

All weathertight doors and hatches are to be closed immediately, furthermore the closing appliances for ventilation openings are to be secured.

4.2.2 Closing of valves

All vales in the piping system are to be closed immediately as far as the connected pipes are not used for pumping operations.

4.2.3 Safety of all persons

Captain and officers should establish locations and status for all persons on board.

4.2.4 Check of the extent of damage

If possible, a visual check of the extent of damage and the included compartments shall be carried out.

4.2.5 Sounding of flooded compartments

After having found out which compartments are damaged the amount of inflooded water shall be determined by sounding measurements. In case a compartment is connected to the remote sounding system the amount of inflooded water can be determined directly.

A status report on all tank soundings should be taken immediately after the damage. Any other compartment in the damaged region should be checked with respect to inflow of seawater. The result should be compared to the tank sounding report prior to the damage. The tanks where the sounding has changed significantly are damaged directly.

Tank sounding reports should be made regularly in the time after the damage has occurred. By comparing the sounding reports, it is possible to determine when the final floating position is reached. This position is reached when the consecutive sounding reports remain unchanged.

It is also possible to determine the flooding rate for the different compartments by comparing the sounding reports.

The flooding rate for a tank is the difference in tank volume between two soundings divided by the time between the soundings. The flooding rate can be used to estimate the time until final flooding position is reached.

For sounding measurement and calculation of flooding rate, use the form of Appendix 7.1.

4.2.6 Draught readings

Draught measurements at the forward, mid and aft marks shall be performed, additionally the heeling angle shall be noted.

4.2.7 Calculation of inflooded water

By a periodical measurement of the sounding for damaged compartments and comparison with the draught readings a calculation of the inflooding water per time (flooding rate) can be made.

4.2.8 Use of pumps

Two (12) pumps in bilge system are available for pumping out water from compartments which have been damaged.

Two scenarios may arise:

- The amount of inflooding water exceeds the capacity of the available pumps. In this case the compartment must be isolated by closing all watertight accesses (including vales in the piping system). The use of pumps is only partly useful,
- The pump capacity exceeds the rate of inflooded water therefore the pumping shall be continued permanently.

The pumps shall be held in a permanent stand-by modus and ready for service at any time.

4.2.9 Use of Loading Computer

n.a.

4.2.10 Liquid transfer operations

n.a.

4.2.11 Determination of the ground condition (in case of grounding only)

In case the vessel is run aground a check of the ground condition and the extent of damage can be performed by a diver. This check shall only be performed with the necessary safety measures when the ship is in a stable position and no movement on the ground is anticipated.

4.2.12 Information to owner, coast guard

The local coast guard and the owner of the vessel shall be informed about the present situation. A possible outflow of oil should be stated immediately.

5 Stability Computer

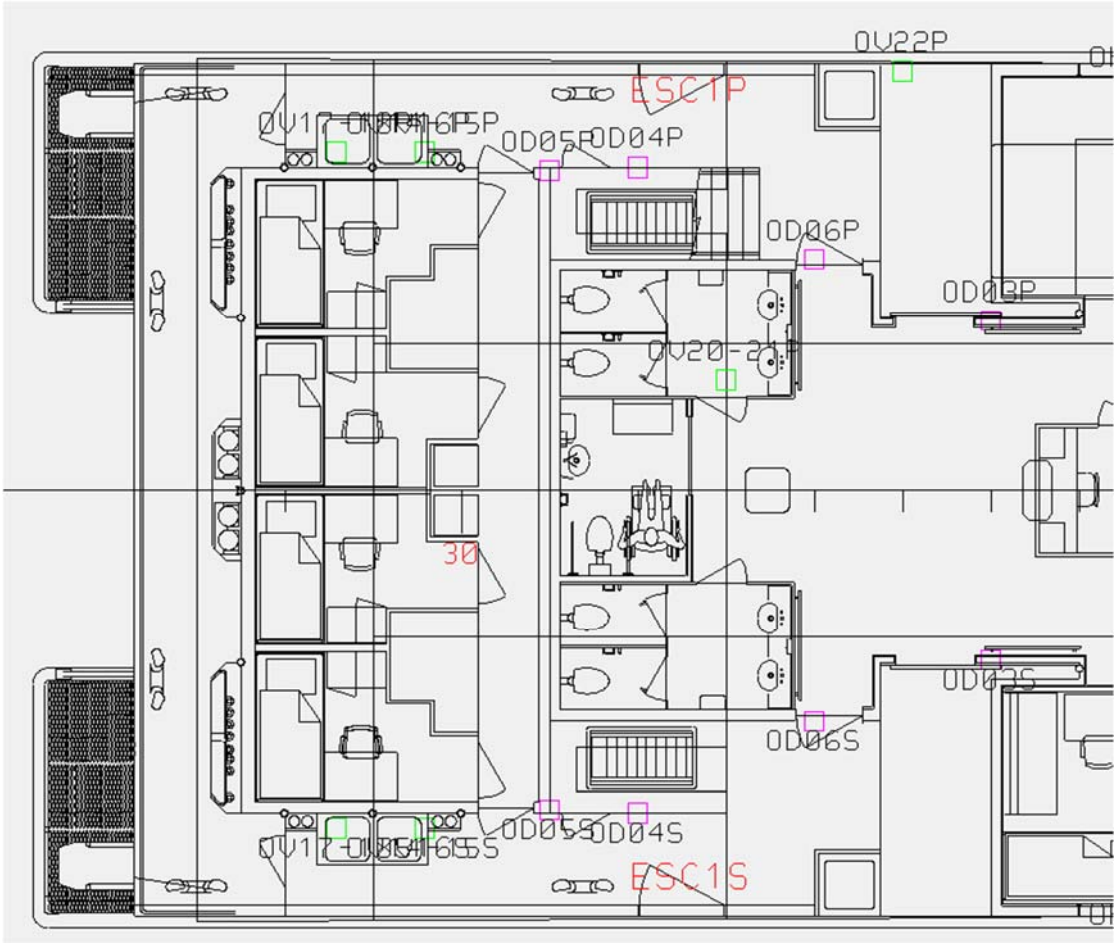
n.a.

6 Consideration of damage case Scenarios

Calculations have shown that the vessel ~~can~~ might not survive any damage of mean compartments beyond the assumptions provided by HSC 2000.

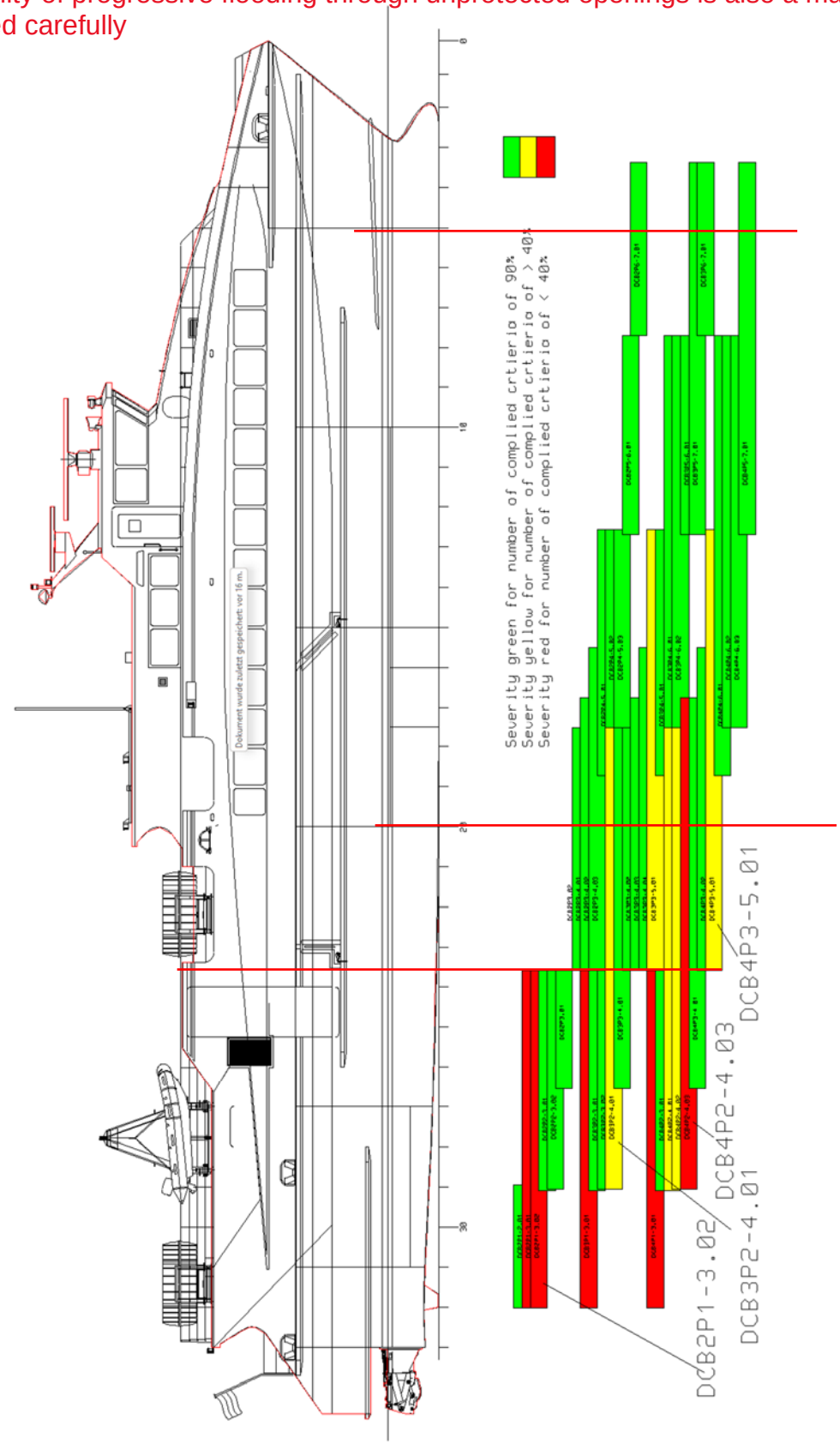
Depend on weather or loading conditions it could be possible that following damaged compartment combinations leads to survivable scenarios.

The knowledge of damaged compartments is essential for the survivability of the ship. For the case these data cannot be determined within the first minutes after accident the ship has to be abandoned at once. In general, it is strictly recommended to start pumping actions as long as the embarkation point ESC1P and ESC1S are accessible and the evacuation can be proceeded.



Investigated Damage Scenarios are shown for several damage length and listed in detail in last Appendix of this document.

The below diagram is indicative. The real world cases may have more onerous results.
The possibility of progressive flooding through unprotected openings is also a major concern and shall be evaluated carefully



7 APPENDIX

7.1 Sounding check sheet

Refer to Sounding Table (Dwg No.: H0074-7000)

Compartment & Tank Name: _____

Checking time	Sounding (M)	Volume (M^3)	Weight (MT)	Flooding rate	Remarks

7.2 Emergency message report for the damaged ship

♦ General information for the ship

Ship type	DWT	Owner	Call Sign	Official No.
IMO No.	Ship Name	Nationality	Classification	

♦ Loading condition

Kind of Condition	Draft		Trim & Heel		GoM		Propeller Immersion
	Stern	Bow	Trim	Heel	Actual	Require	
1. Cargo loading							
2. Ballast							
3.Anchoring							

♦ CARGO / BALLAST AMOUNT AND DISPOSITION

Bulk or Container			Ballast Water	
Kind of Cargo	Amount	Disposition	Amount	Disposition

♦ FUEL AMOUNT AND DISPOSITION

Heavy Fuel Oil		Diesel Oil	
Amount	Disposition	Amount	Disposition

♦ DAMAGE

Location / Extent of Damage		Accident Area	
Location	Extent	Lat. / Lon.	Description

♦ CONDITION OF THE SHIP

	Flooding Rate	

Extent of damage	Crew	
Oil condition	Spill	
	Potential Spill	
Action Already Taken	Internal Transfer	1. Cargo 2. Ballast 3. Bunker
	Jettison	1. Cargo 2. Ballast 3. Bunker
	Closing Openings	
Need for assistance	Life Saving	
Need for assistance	Safety of Ship	

♦ WEATHER AND SEA CONDITION

DATE				
Tide	Range		Current Speed	
	Rising or Falling		Air Temperature	
Wind	Speed		S.W. Temperature	
	Direction		Weather Forecast	
Wave	Height		Other Significant Feature	
	Direction			
Swell	Height			
	Direction			

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1. Computed intact loading case

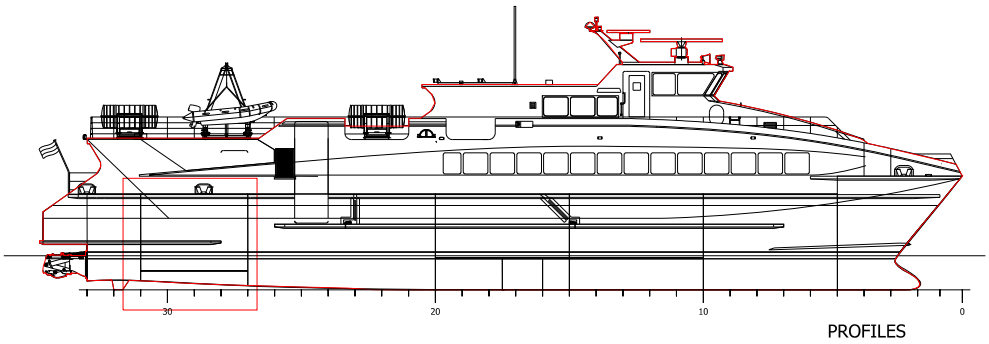
Following initial floating position is considered as base for evaluation of scenar damaged conditions.

INITIAL CONDITION

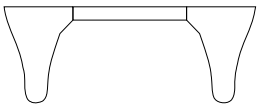
INIT	T0	TR0	HEEL0	DSP0	GM0
	m	m	deg	t	m
MAX	1.535	0.000	0.0	206.8	11.500

2. Details Critical Cases

2.1. Case MAX/DCB2P1-3.02



PROFILES



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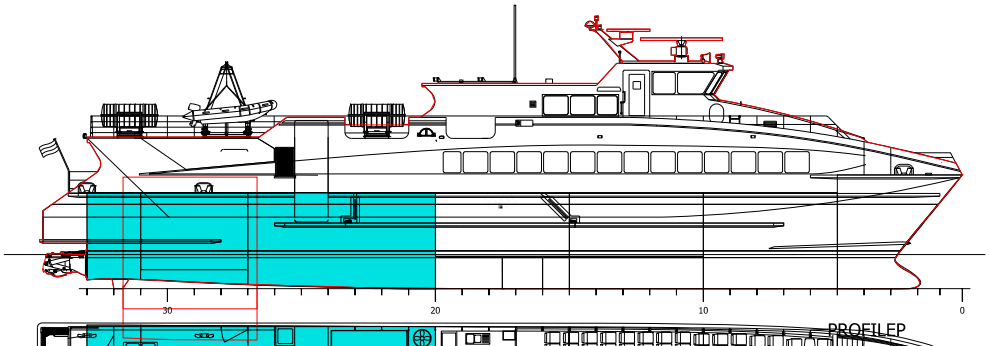

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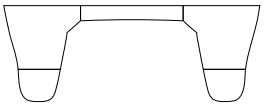

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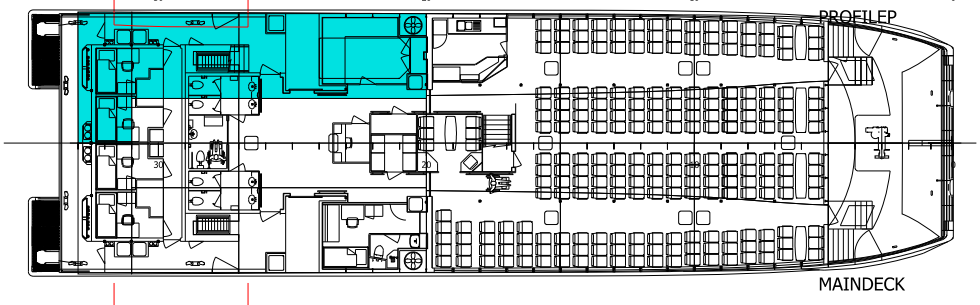

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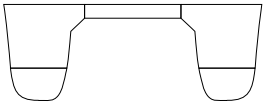

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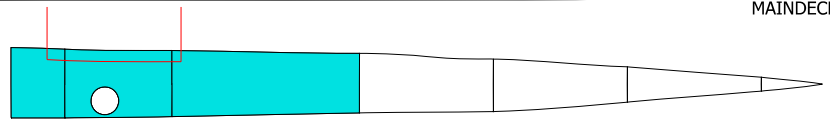

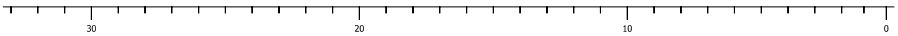

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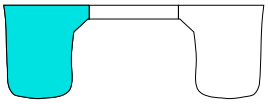

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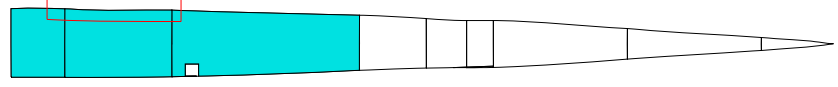

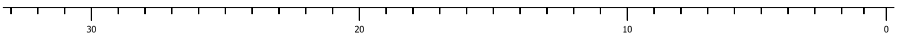

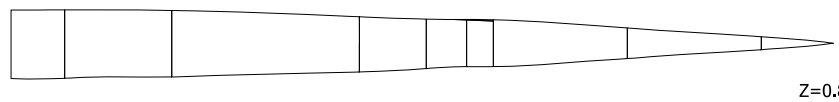

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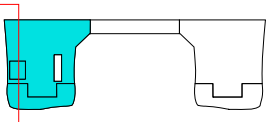

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Critical Openings and critical points

OPENING	TYPE	DAMAGE CASE	FR #	X m	Y m	Z m	IMMA deg	IMMR m
OD05P	WEATHERTIGHT	MAX/DCB2P1-3.02	29	4.80	4.35	4.50	14.4	-0.322
OV22P	UNPROTECTED	MAX/DCB2P1-3.02	25	9.60	5.70	5.26	20.4	0.509
OD01	WATERTIGHT	MAX/DCB2P1-3.02	4	34.80	3.85	5.48		- 3.837

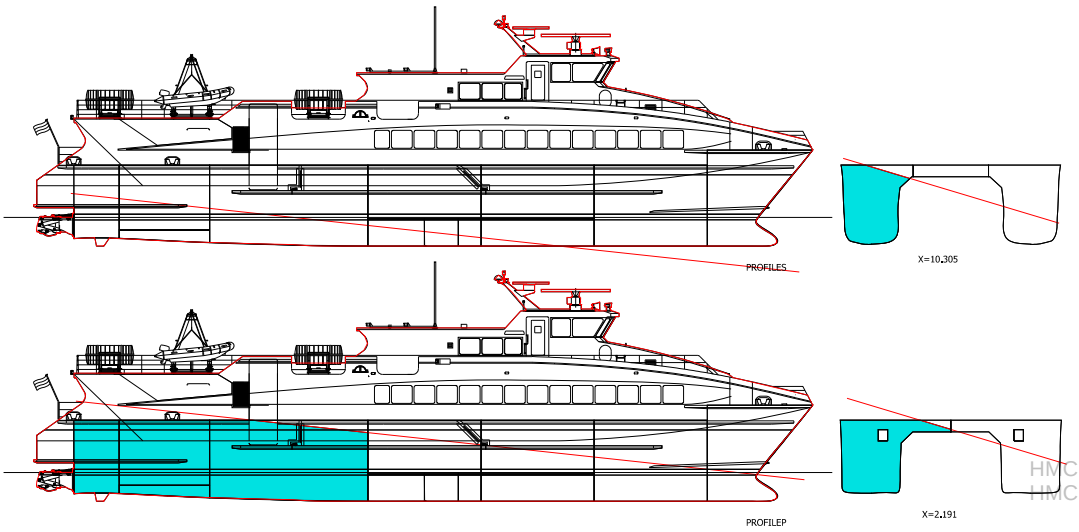
CRITI. POINT	DAMAGE CASE	FR #	X m	Y m	Z m	IMMA deg	IMMR m
ESC1P	MAX/DCB2P1-3.02	28	6.00	5.80	4.30	11.6	-0.80
ESC1S	MAX/DCB2P1-3.02	28	6.00	-5.80	4.30	-	2.51
ESC2P	MAX/DCB2P1-3.02	3	36.00	4.70	5.10	-	3.36
ESC2S	MAX/DCB2P1-3.02	3	36.00	-4.70	5.10	-	6.04

Floating Positions intact and damage

CASE	STAGE	PHASE	SIDE	T m	TR m	HEEL deg	RESFLD m	OPEN	RESMRG m
MAX/DCB2P1-3.02	INTACT	EQ	-	1.535	0.000	0.0	2.765	OH11-14P	-
MAX/DCB2P1-3.02	1	EQ	PS	2.003	-3.750	16.7	-0.322	OD05P	-

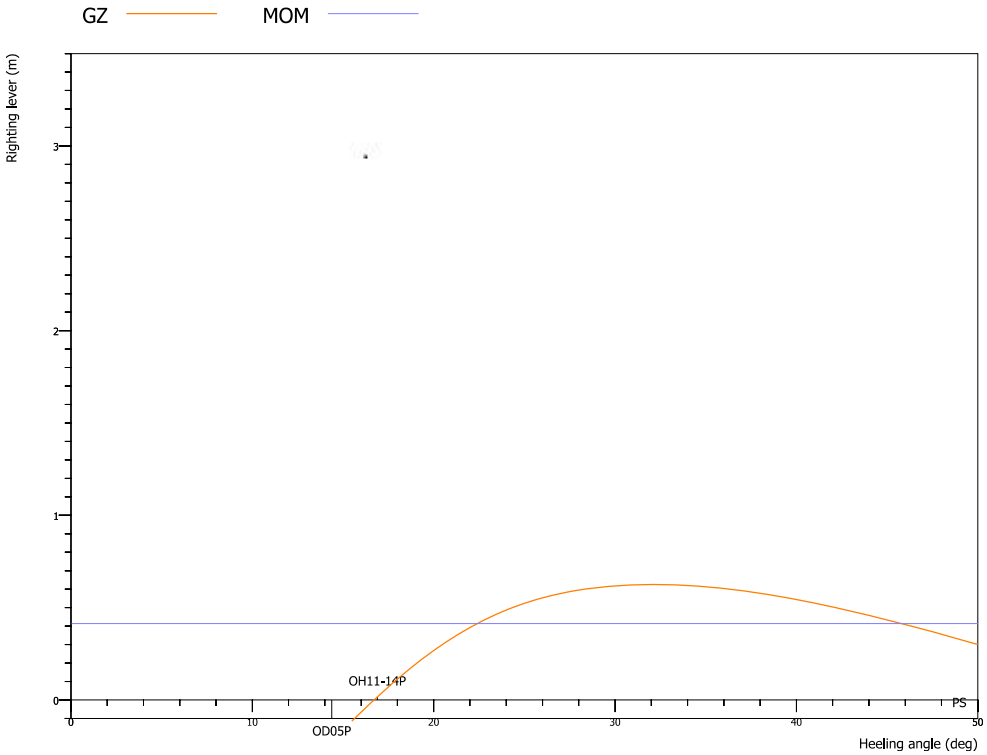
DAMAGED COMPARTMENTS

CASE	STAGE	PHASE	NAME	PERM	VOL	XCG	YCG	ZCG
MAX/DCB2P1-3.02	INTACT	EQ		*	0.0	*	*	*
MAX/DCB2P1-3.02	1	EQ	ERP	0.85	80.9	11.148	4.241	2.199
MAX/DCB2P1-3.02	1	EQ	JVP	0.95	31.1	1.186	3.940	2.557
MAX/DCB2P1-3.02	1	EQ	T5B	0.95	0.3	7.732	5.509	3.514
MAX/DCB2P1-3.02	1	EQ	T8	0.95	0.5	4.680	5.250	2.050
MAX/DCB2P1-3.02	1	EQ	V4-DBP	0.95	11.2	4.867	4.252	0.836
MAX/DCB2P1-3.02	1	EQ	V4P	0.95	42.1	4.724	4.143	2.812



Compliance of Criteria

STAGE	PHASE	RCR	REQ	ATTV	UNIT	STAT	MINGM m
MAX/DCB2P1-3.02 :							
1	EQ	HSC-2.6.11.1	1.250	0.509	m	NOT MET	13.986
1	EQ	HSC-2.6.11.3	0.000	2.909	m	OK	10.230
1	EQ	HSC-A7-2.1.1	0.028	-	mrad	NOT MET	13.588
1	EQ	HSC-A7-2.6.GZ	0.000	0.625	m	OK	10.229
1	EQ	HSC-A7-2.6.RA	0.000	3.642	deg	OK	10.660
1	EQ	HSC-2.13.1.1	10.000	16.714	deg	NOT MET	15.491
1	EQ	HSC-A7-3.2.2-P_A	15.000	17.384	deg	NOT MET	12.384
1	EQ	HSC-A7-3.2.2-P_B	20.356	17.384	deg	OK	10.832
1	EQ	V.DOWNFL_UN.HSC	1.625	0.509	M	NOT MET	16.359
1	EQ	V.EMBARK.HSC	11.644	16.714	deg	NOT MET	14.058



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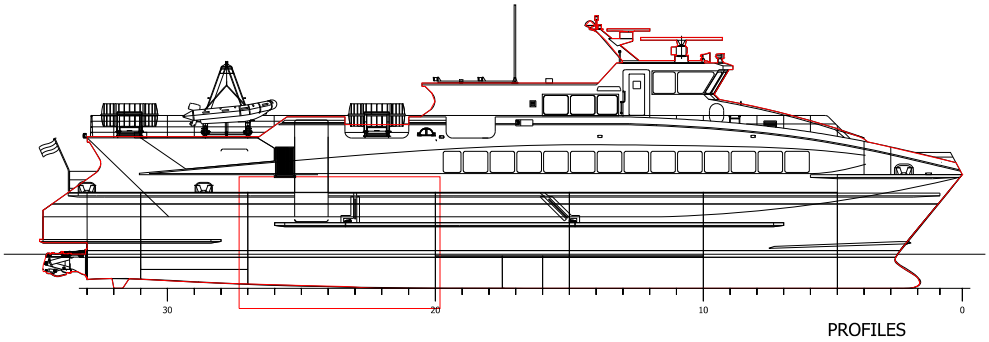

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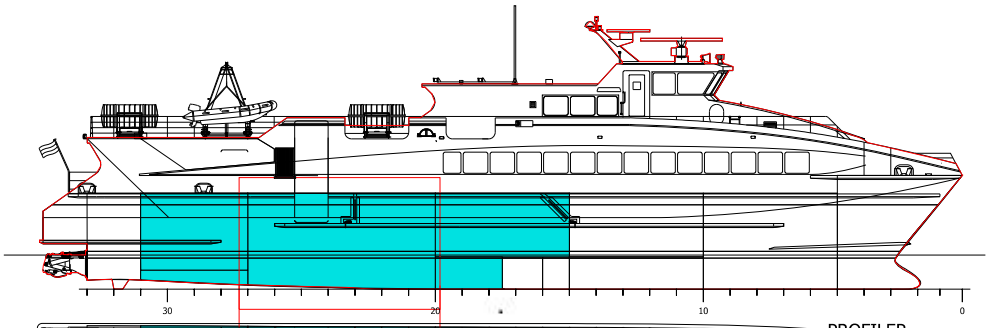

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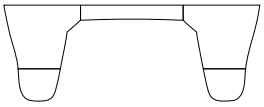

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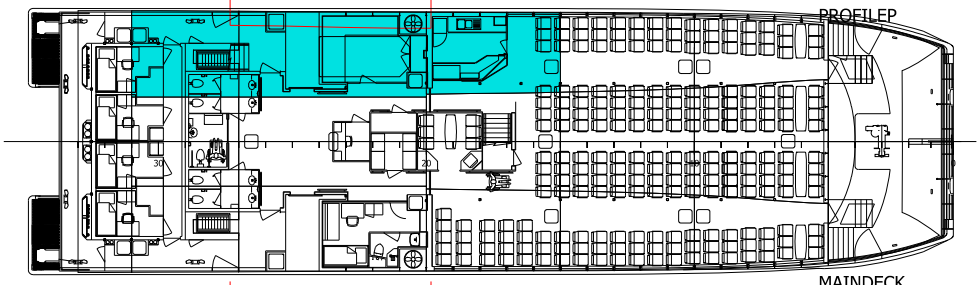

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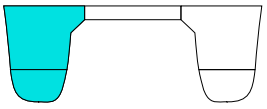

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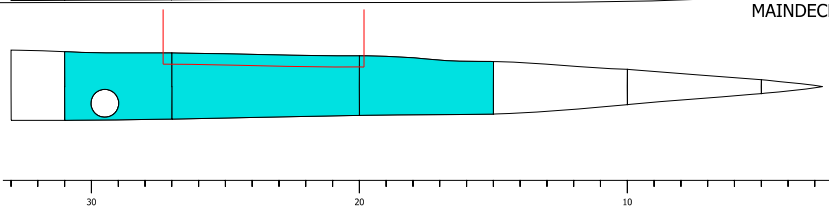

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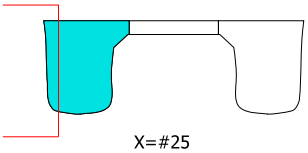

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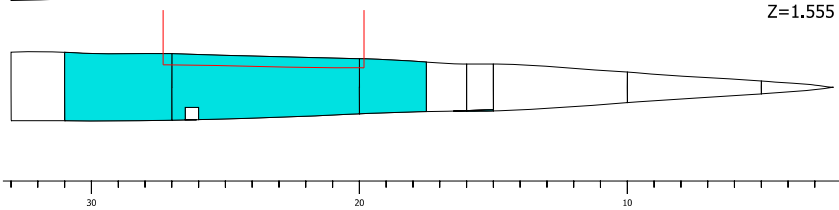

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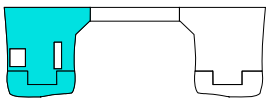

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Critical Openings and critical points

OPENING	TYPE	DAMAGE CASE	FR #	X m	Y m	Z m	IMMA deg	IMMR m
OH11-14P	WEATHERTIGHT	MAX/DCB3P2-4.01	22	13.20	5.50	4.30	17.3	0.422
OV22P	UNPROTECTED	MAX/DCB3P2-4.01	25	9.60	5.70	5.26	21.5	1.138
OD01	WATERTIGHT	MAX/DCB3P2-4.01	4	34.80	3.85	5.48		- 2.956

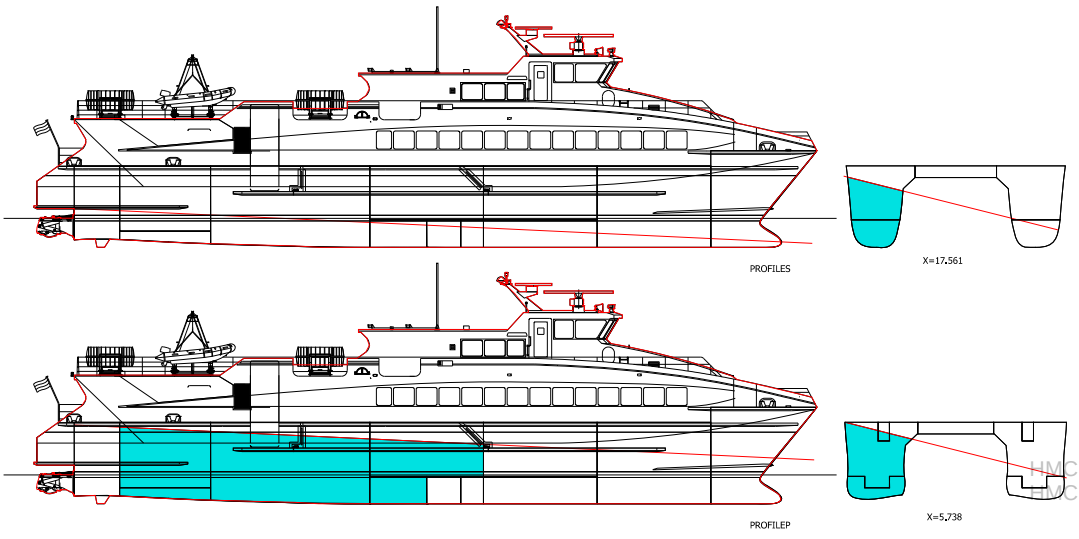
CRITI. POINT	DAMAGE CASE	FR #	X m	Y m	Z m	IMMA deg	IMMR m
ESC1P	MAX/DCB3P2-4.01	28	6.00	5.80	4.30	14.2	0.02
ESC1S	MAX/DCB3P2-4.01	28	6.00	-5.80	4.30	-	2.84
ESC2P	MAX/DCB3P2-4.01	3	36.00	4.70	5.10	-	2.44
ESC2S	MAX/DCB3P2-4.01	3	36.00	-4.70	5.10	-	4.72

Floating Positions intact and damage

CASE	STAGE	PHASE	SIDE	T m	TR m	HEEL deg	RESFLD m	OPEN	RESMRG m
MAX/DCB3P2-4.01	INTACT	EQ	-	1.535	0.000	0.0	2.765	OH11-14P	-
MAX/DCB3P2-4.01	1	EQ	PS	2.181	-1.665	14.1	0.422	OH11-14P	-

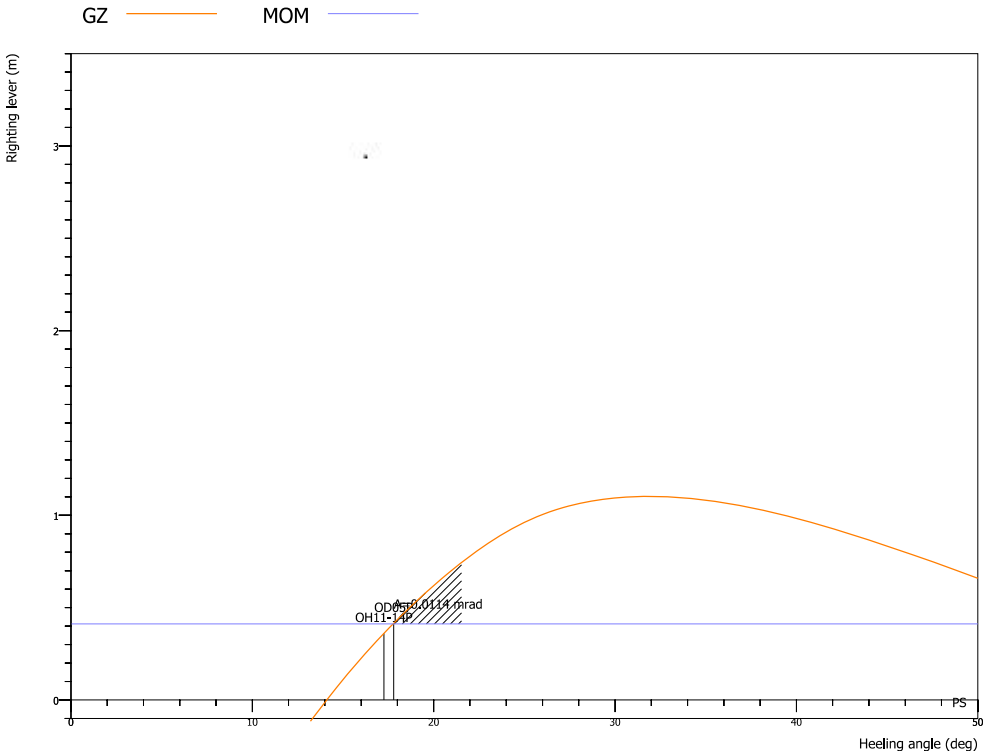
DAMAGED COMPARTMENTS

CASE	STAGE	PHASE	NAME	PERM	VOL	XCG	YCG	ZCG
MAX/DCB3P2-4.01	INTACT	EQ		*	0.0	*	*	*
MAX/DCB3P2-4.01	1	EQ	ERP	0.85	70.9	11.230	4.275	1.969
MAX/DCB3P2-4.01	1	EQ	T5B	0.95	0.3	7.732	5.509	3.514
MAX/DCB3P2-4.01	1	EQ	V3-DBP	0.95	9.2	17.139	4.208	0.800
MAX/DCB3P2-4.01	1	EQ	V3P	0.95	28.1	18.462	4.290	2.407
MAX/DCB3P2-4.01	1	EQ	V4-DBP	0.95	11.2	4.868	4.252	0.836
MAX/DCB3P2-4.01	1	EQ	V4P	0.95	35.6	4.711	4.303	2.596

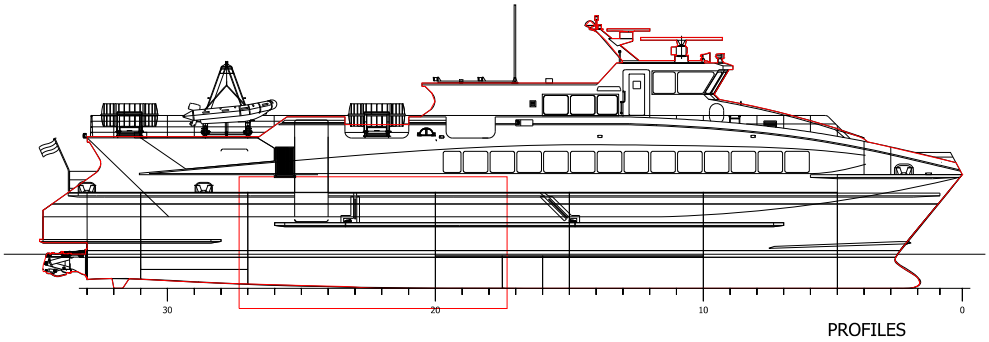


Compliance of Criteria

STAGE	PHASE	RCR	REQ	ATTV	UNIT	STAT	MINGM m
MAX/DCB3P2-4.01 :							
1	EQ	HSC-2.6.11.1	1.250	1.138	m	NOT MET	11.923
1	EQ	HSC-2.6.11.3	0.000	2.156	m	OK	9.211
1	EQ	HSC-A7-2.1.1	0.028	0.011	mrad	NOT MET	12.124
1	EQ	HSC-A7-2.6.GZ	0.000	1.102	m	OK	9.209
1	EQ	HSC-A7-2.6.RA	0.000	7.429	deg	OK	9.473
1	EQ	HSC-2.13.1.1	10.000	14.106	deg	NOT MET	14.550
1	EQ	HSC-A7-3.2.2-P_A	15.000	14.576	deg	OK	11.301
1	EQ	HSC-A7-3.2.2-P_B	21.535	14.576	deg	OK	9.632
1	EQ	V.DOWNFL_UN.HSC	1.625	1.138	M	NOT MET	13.820
1	EQ	V.EMBARK.HSC	14.230	14.106	deg	OK	11.437



2.3. Case MAX/DCB4P2-4.03



PROFILES

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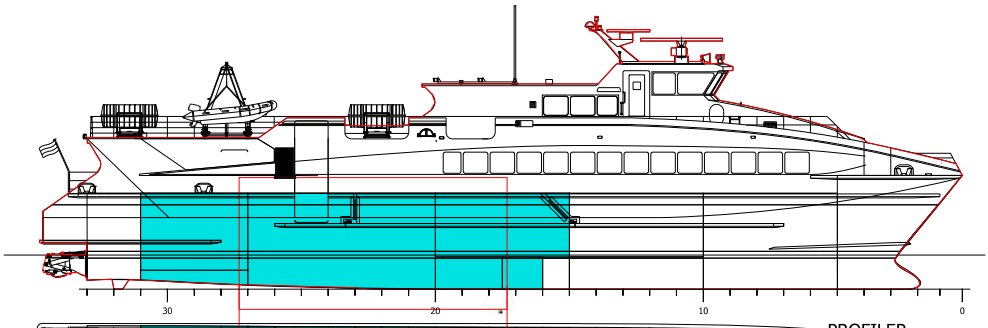
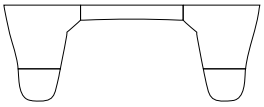


PROFILEP



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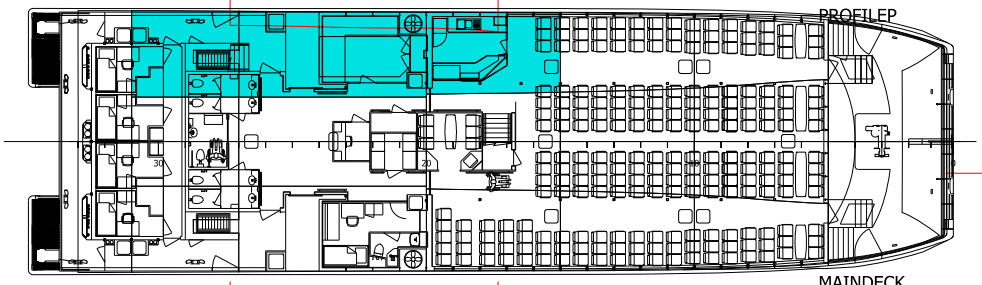

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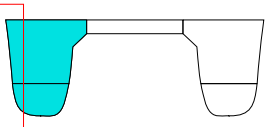

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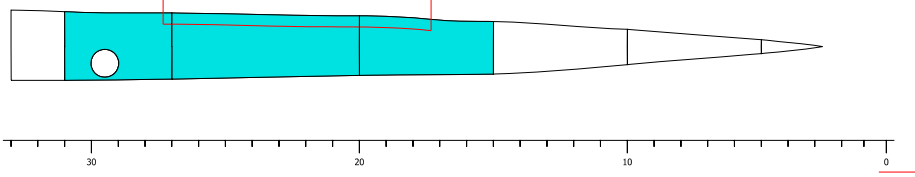

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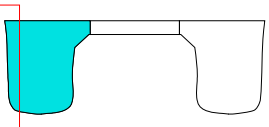

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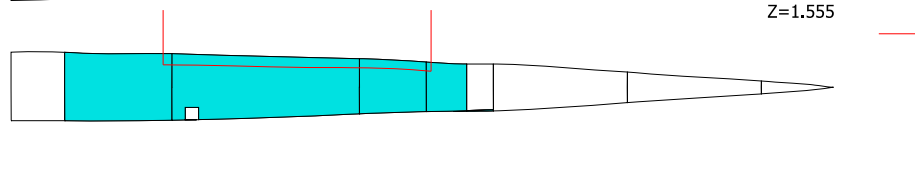

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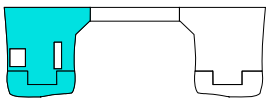


X=#29

Critical Openings and critical points

OPENING	TYPE	DAMAGE CASE	FR #	X m	Y m	Z m	IMMA deg	IMMR m
OH11-14P	WEATHERTIGHT	MAX/DCB4P2-4.03	22	13.20	5.50	4.30	17.0	0.267
OV22P	UNPROTECTED	MAX/DCB4P2-4.03	25	9.60	5.70	5.26	21.3	0.974
OD01	WATERTIGHT	MAX/DCB4P2-4.03	4	34.80	3.85	5.48	-	2.842

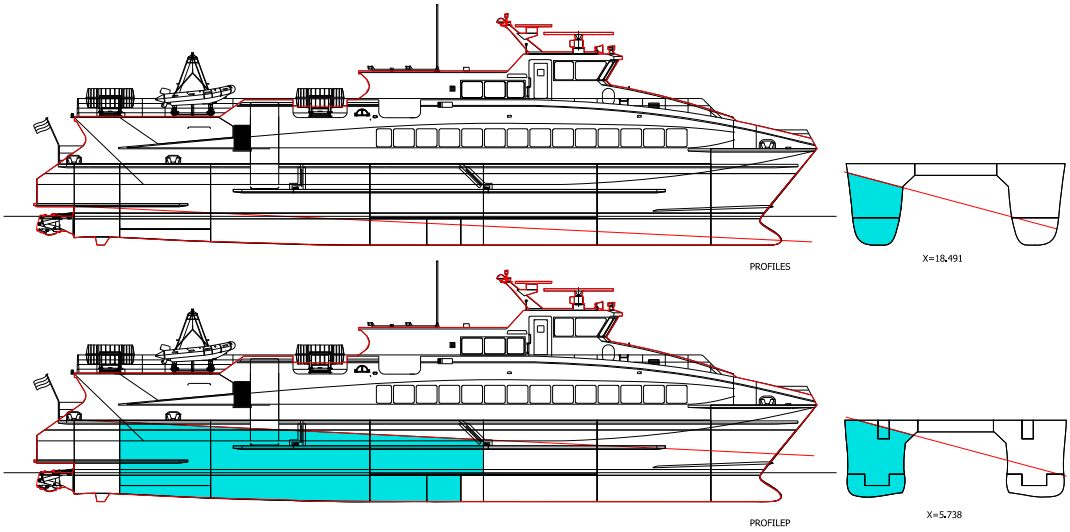
CRITI. POINT	DAMAGE CASE	FR #	X m	Y m	Z m	IMMA deg	IMMR m
ESC1P	MAX/DCB4P2-4.03	28	6.00	5.80	4.30	14.1	-0.15
ESC1S	MAX/DCB4P2-4.03	28	6.00	-5.80	4.30	-	2.85
ESC2P	MAX/DCB4P2-4.03	3	36.00	4.70	5.10	-	2.31
ESC2S	MAX/DCB4P2-4.03	3	36.00	-4.70	5.10	-	4.74

Floating Positions intact and damage

CASE	STAGE	PHASE	SIDE	T m	TR m	HEEL deg	RESFLD m	OPEN	RESMRG m
MAX/DCB4P2-4.03	INTACT	EQ	-	1.535	0.000	0.0	2.765	OH11-14P	-
MAX/DCB4P2-4.03	1	EQ	PS	2.230	-1.698	15.0	0.267	OH11-14P	-

DAMAGED COMPARTMENTS

CASE	STAGE	PHASE	NAME	PERM	VOL	XCG	YCG	ZCG
MAX/DCB4P2-4.03	INTACT	EQ		*	0.0	*	*	*
MAX/DCB4P2-4.03	1	EQ	ERP	0.85	74.3	11.224	4.274	2.047
MAX/DCB4P2-4.03	1	EQ	T1B	0.95	4.9	19.491	4.207	0.785
MAX/DCB4P2-4.03	1	EQ	T5B	0.95	0.3	7.732	5.509	3.514
MAX/DCB4P2-4.03	1	EQ	V3-DBP	0.95	9.2	17.139	4.208	0.800
MAX/DCB4P2-4.03	1	EQ	V3P	0.95	30.2	18.467	4.293	2.477
MAX/DCB4P2-4.03	1	EQ	V4-DBP	0.95	11.2	4.868	4.252	0.836
MAX/DCB4P2-4.03	1	EQ	V4P	0.95	37.4	4.714	4.283	2.660


PROFILES
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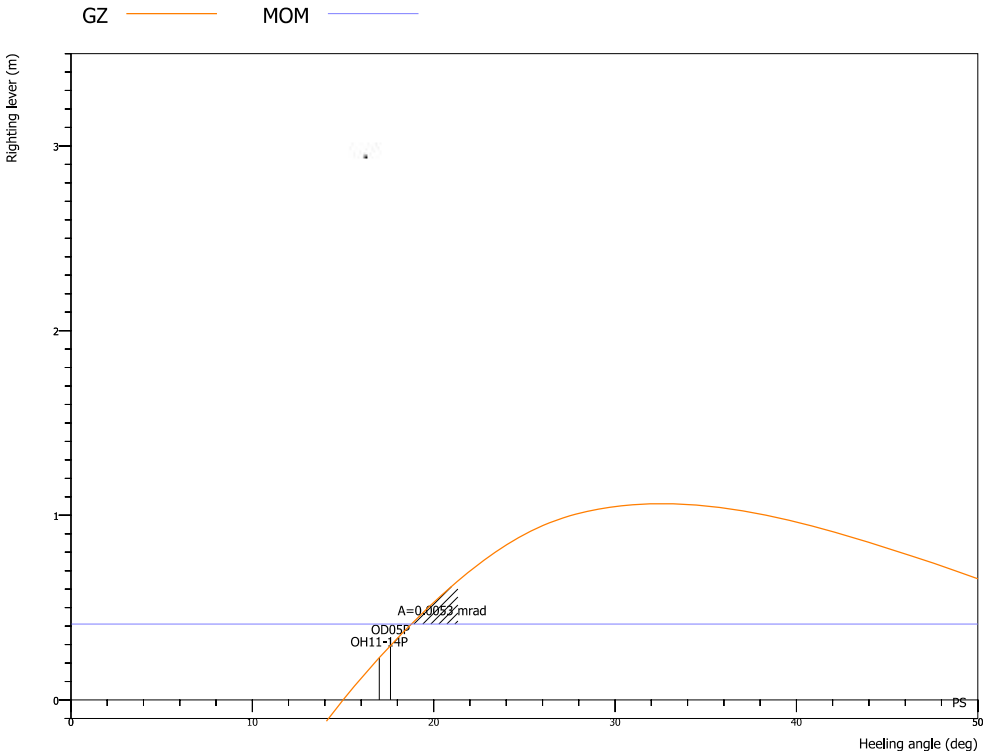
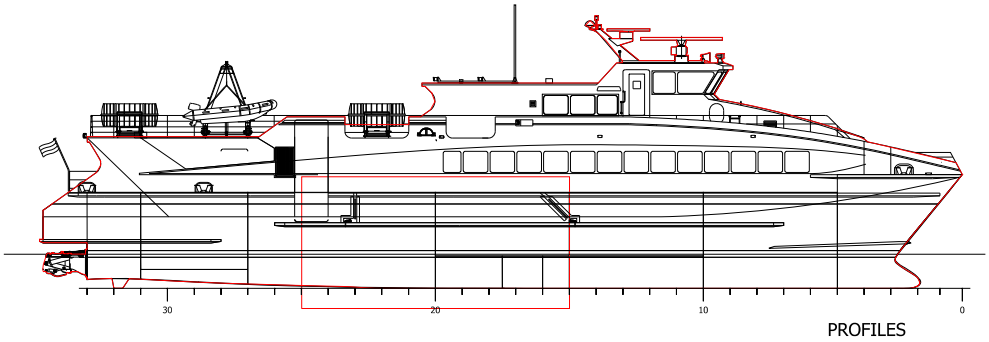
PROFILEP
X=5.738

Compliance of Criteria

STAGE	PHASE	RCR	REQ	ATTV	UNIT	STAT	MINGM m
MAX/DCB4P2-4.03 :							
1	EQ	HSC-2.6.11.1	1.250	0.974	m	NOT MET	12.550
1	EQ	HSC-2.6.11.3	0.000	2.018	m	OK	9.340
1	EQ	HSC-A7-2.1.1	0.028	0.005	mrad	NOT MET	12.493
1	EQ	HSC-A7-2.6.GZ	0.000	1.063	m	OK	9.339
1	EQ	HSC-A7-2.6.RA	0.000	6.325	deg	OK	9.729
1	EQ	HSC-2.13.1.1	10.000	15.008	deg	NOT MET	15.234
1	EQ	HSC-A7-3.2.2-P_A	15.000	15.491	deg	NOT MET	11.752
1	EQ	HSC-A7-3.2.2-P_B	21.333	15.491	deg	OK	9.889
1	EQ	V.DOWNFL_UN.HSC	1.625	0.974	M	NOT MET	14.664
1	EQ	V.EMBARK.HSC	14.052	15.008	deg	NOT MET	12.040



2.4. Case MAX/DCB4P3-5.01



PROFILES

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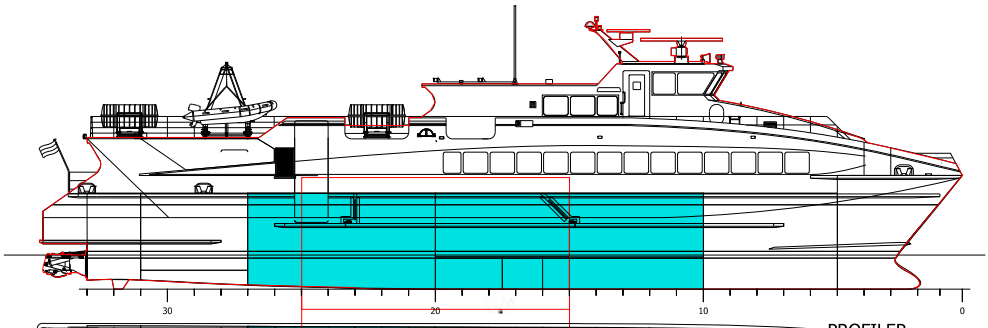
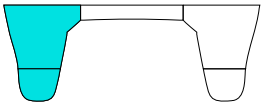


PROFILEP



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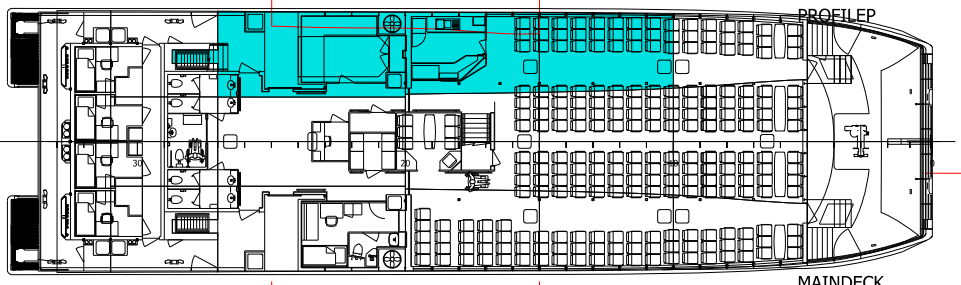
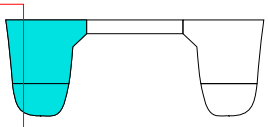


MAINDECK



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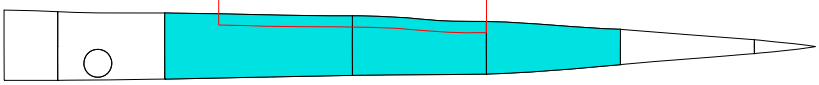

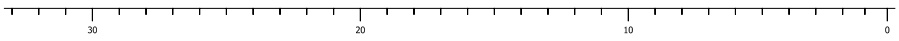

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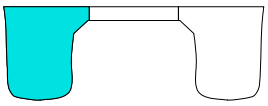

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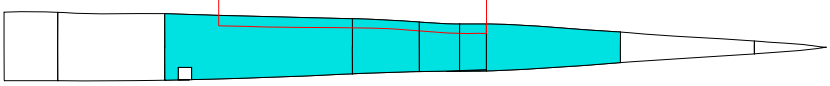

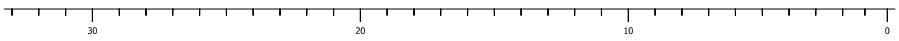

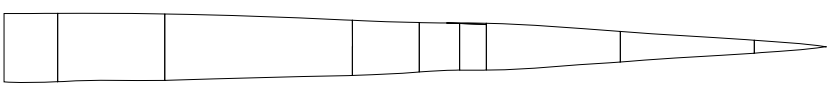

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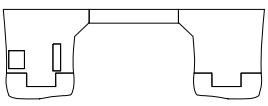


X=#29

Critical Openings and critical points

OPENING	TYPE	DAMAGE CASE	FR #	X m	Y m	Z m	IMMA deg	IMMR m
OH11-14P	WEATHERTIGHT	MAX/DCB4P3-5.01	22	13.20	5.50	4.30	18.7	0.746
OV7P	UNPROTECTED	MAX/DCB4P3-5.01	9	28.30	5.60	5.06	23.7	1.271
OD01	WATERTIGHT	MAX/DCB4P3-5.01	4	34.80	3.85	5.48	48.3	1.975

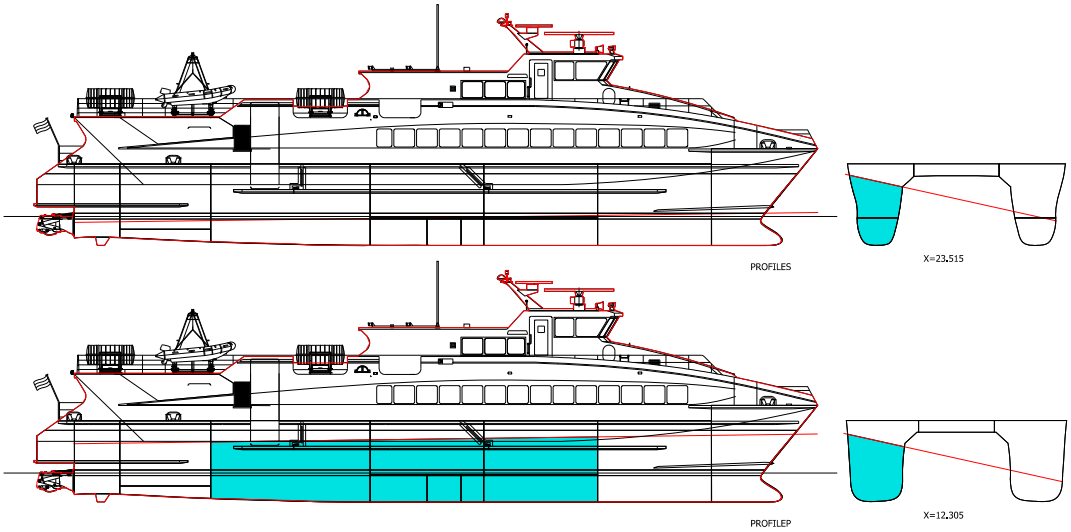
CRITI. POINT	DAMAGE CASE	FR #	X m	Y m	Z m	IMMA deg	IMMR m
ESC1P	MAX/DCB4P3-5.01	28	6.00	5.80	4.30	18.4	0.77
ESC1S	MAX/DCB4P3-5.01	28	6.00	-5.80	4.30	-	3.28
ESC2P	MAX/DCB4P3-5.01	3	36.00	4.70	5.10	27.7	1.40
ESC2S	MAX/DCB4P3-5.01	3	36.00	-4.70	5.10	-	3.43

Floating Positions intact and damage

CASE	STAGE	PHASE	SIDE	T m	TR m	HEEL deg	RESFLD m	OPEN	RESMRG m
MAX/DCB4P3-5.01	INTACT	EQ	-	1.535	0.000	0.0	2.765	OH11-14P	-
MAX/DCB4P3-5.01	1	EQ	PS	2.329	0.470	12.5	0.746	OH11-14P	-

DAMAGED COMPARTMENTS

CASE	STAGE	PHASE	NAME	PERM	VOL	XCG	YCG	ZCG
MAX/DCB4P3-5.01	INTACT	EQ		*	0.0	*	*	*
MAX/DCB4P3-5.01	1	EQ	ERP	0.85	61.7	11.373	4.282	1.746
MAX/DCB4P3-5.01	1	EQ	T1B	0.95	4.9	19.491	4.207	0.785
MAX/DCB4P3-5.01	1	EQ	T2B	0.95	3.1	20.998	4.211	0.782
MAX/DCB4P3-5.01	1	EQ	V2-DBP	0.95	13.6	24.382	4.185	0.796
MAX/DCB4P3-5.01	1	EQ	V2P	0.95	26.0	24.512	4.243	2.491
MAX/DCB4P3-5.01	1	EQ	V3-DBP	0.95	9.2	17.139	4.208	0.800
MAX/DCB4P3-5.01	1	EQ	V3P	0.95	28.6	18.569	4.276	2.420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PROFILEP
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Compliance of Criteria

STAGE	PHASE	RCR	REQ	ATTV	UNIT	STAT	MINGM m
MAX/DCB4P3-5.01 :							
1	EQ	HSC-2.6.11.1	1.250	1.271	m	OK	11.363
1	EQ	HSC-2.6.11.3	0.000	1.285	m	OK	7.214
1	EQ	HSC-A7-2.1.1	0.028	0.112	mrad	OK	9.556
1	EQ	HSC-A7-2.6.GZ	0.000	2.256	m	OK	7.187
1	EQ	HSC-A7-2.6.RA	0.000	11.224	deg	OK	7.248
1	EQ	HSC-2.13.1.1	10.000	12.472	deg	NOT MET	13.826
1	EQ	HSC-A7-3.2.2-P_A	15.000	12.815	deg	OK	10.061
1	EQ	HSC-A7-3.2.2-P_B	23.696	12.815	deg	OK	7.389
1	EQ	V.DOWNFL_UN.HSC	1.625	1.271	M	NOT MET	14.453
1	EQ	V.EMBARK.HSC	18.396	12.472	deg	OK	8.243