

SURVEY REPORT



M/V “MSC EDNA”

10th – February– 2026

PORT OF BILBAO

SURVEY REPORT

SUBJECT	ACTION AS MARINE SURVEYOR
VESSEL	M/V "MSC EDNA"
PORT	BILBAO
PIER	CSP Iberian Bilbao Terminal
DATE	10th February 2026
OPERATION	Preloading, Loading and Lashing, survey.
PORT OF DESTINATION	CORONEL (Chile)
GOOD	Two airport walkways

According to the instructions received from:

MEDITERRANEAN SHIPPING COMPANY ESPAÑA, S.L.U.

We are required as Marine Surveyors to carry out a preloading cargo survey and an inspection of the loading operations and cargo lashing, in the above-mentioned vessel, which was berthed starboard side alongside at CSP terminal on Bilbao port.

VESSEL PARTICULARS

Name	M/V "MSC EDNA"
Flag	LIBERIA
Port of register	Monrovia
IMO	1016680
Call Sign	5LWX2
Dead Weight	139394 ton
G.T/ N.T	107533 / 63592
LOA	335 m
Breadth	46 m
Draught	16 m
Type of vessel	CONTAINER SHIP
No. of TEU	11500
Build	2025 / Zhoushan Changhong International Shipyard Co., Ltd.

DESCRIPTION OF THE CARGO

Two Airport walkways (tunnel + bridgehead) with the follow measures and weight:

- dimensions: 13.9 x 3.8 x 3.86m
- weight: 13 tons

PRELOADING SURVEY

We carried out preloading survey prior loading operations, as soon as the cargo arrived to the dock on trucks.

Following remarks were found:

- 1. Project No 1015-01:** shrink-wrapped plastic with small tears at the tunnel end, and cut on the lower part of bridgehead end (to remove water inside).





- 2. Project No 1015-02:** Without info label (only project No. written), shrink-wrapped plastic with small tears, and cut on the lower part of bridgehead end (to remove water inside), and an area with the paint removed on the tunnel end, and plastic unstick. This damage was rechecked as soon as the cargo was loaded and I have access, and on the same area, the foam and the shrink-wrapped are damage too, which indicates that it occurred during road transport. Also, during the loading operations, it was noted that on the top of the bridgehead, the shrink-wrapped was loose







EQUIPMENT AND MEANS USED TO CARRY OUT THE LOADING AND STOWING OPERATIONS.

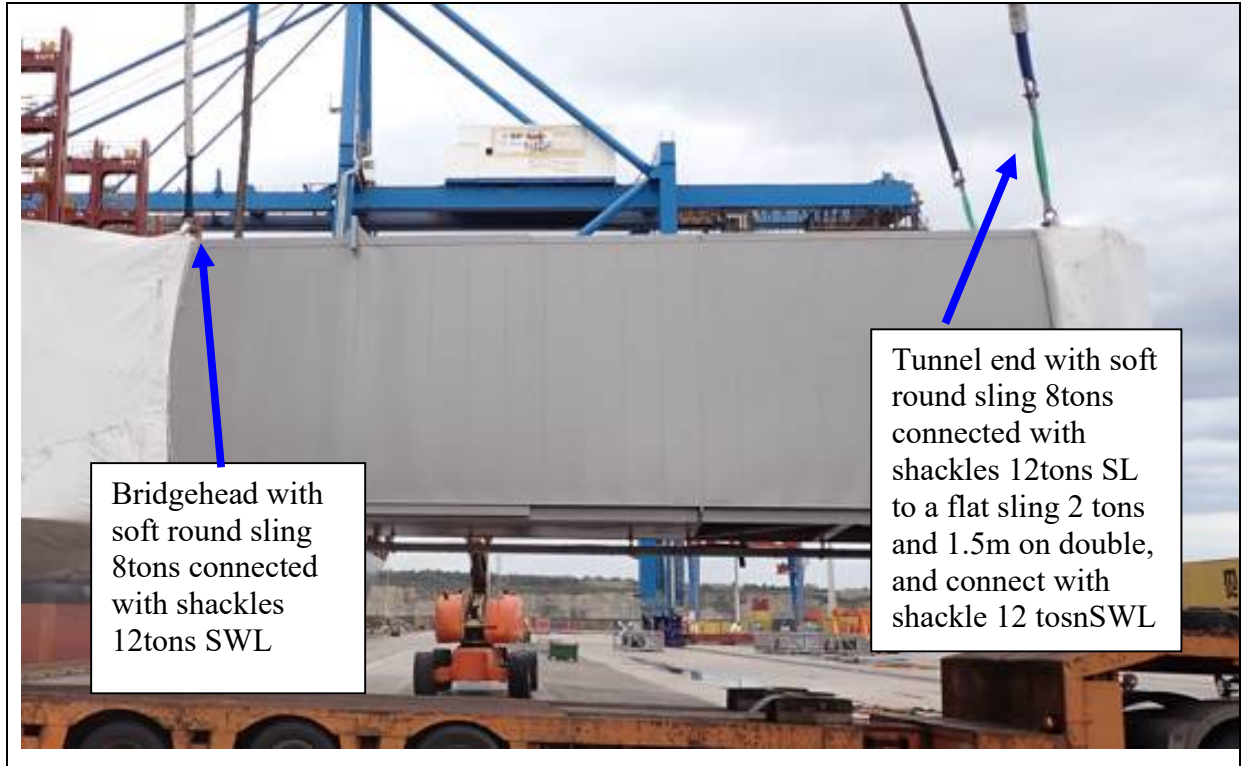
The loading operations were carried out on CSP Iberian Bilbao Terminal pier at the port of Bilbao with the following means:

- Gantry Shore crane, PACECO with a container spreader with lifting capacity of 65 tons.
- With the container spreader closed to load 20', the following rigging was connected:
 - On each corner (SWL 15tons), a soft round sling of 8tons SWL and 5m. Each 2 slings, connected with a shackle of 25 tons SWL to a beam spreader of 40m and 6m. From these 2 beam spreaders, connected by shackles of 25 tons SWL, 4 soft round slings of 8 tons and 5m. From

these 4 soft round slings, on the bridgehead, two shackles 12 tons SWL, and on the tunnel end, in order to lift on horizontal way, it was lengthened by means of 2 shackles of 12 tons SWL and 2 flat slings of 2 tons and 1.5m in double, and connected to the lifting points by means of shackles 12 tons SWL.

- To connect the cargo, a cherry picker was used.
- All the equipment by CSP Terminal side.







STATEMENT OF FACTS

10th February

At 08:45 hrs. We arrived to CSP terminal, and we were transported till the vessel, which was berthed starboard side alongside.

I met with Ch mate in order to know loading position and vessel GM. Then, I went to the dock to check the rigging elements prepared on shore for the loading, and wait for the cargo.

At 09:15 the cargo arrived till alongside on two special trucks. The pre-loading survey was done and also, it was checked with the stevedore foreman the position of lifting points. The cargo had no any mark of the center of gravity, but due to the position and shape of the cargo, we estimated that lifting directly from these lifting points the cargo will not lift on horizontal way. To avoid delays in loading, additional lifting equipment (slings of different lengths) was brought to dock, in case it was needed.

Also, it was checked the lashing points with the lashing gang foreman, checking the diameter size to hook the belts.

At 10:47hrs, the stevedores gang started to load the FRs (6 units)

At 11:00hrs, FRs loaded, ready to load on top.

At 11:05hrs, the spreader is closed to 20' and rigged.

During the rigging works, the first truck is placed on position for loading.

At 11:10hrs, first piece hooked and the crane hook up to tight, and is observed that, as we had expected, the tunnel end lift before the bridgehead.

The rigging was modified, lengthening the slings that hook on the tunnel end with a shackle 12tons and a flat sling 2tons and 1.5m in double.

At 11:20hrs, starting to lift, checking that lift on horizontal way.

At 11:30hrs, stowed on board, on the fore part.

At 11:40hrs, unhooked.

At 11:46hrs, truck on position to be hooked (it was loaded on opposite way that the first, in order to have a bigger space on between).

At 11:50hrs, hooked and start lifting.

At 11:55hrs, stowed on board, aft part.

At 12:00hrs, unhooked, finishing the loading operations.

At 12:40hrs, lashing works finished.

STOWAGE ON BOARD

Cargo stowed on transversal way in the bay 66 on a bed of 6 x 40' Flat Racks, placed on the rows 05, 03, 01, 02, 04 and 06, on the tier 08

EQUIPMENT, MEANS AND MATERIALS USED FOR LASHING JOBS.

The lashing jobs were performed using webbing belts with ratchet of 2.5 tons in double (5tons SWL) and 5 tons SWL

All the edges protected with corner fender.

Lashing jobs were carried out by HIJOS DE CABANELLAS staff.

LASHING DETAIL:

Lashing was done with:

- Two belts of 5 tons crossed, working per rolling and pitching, per side and fasten on the lower lashing points,
- Four belts of 2.5 tons on double, working per rolling and pitching, per side and fasten on the lifting points and top lashing points.

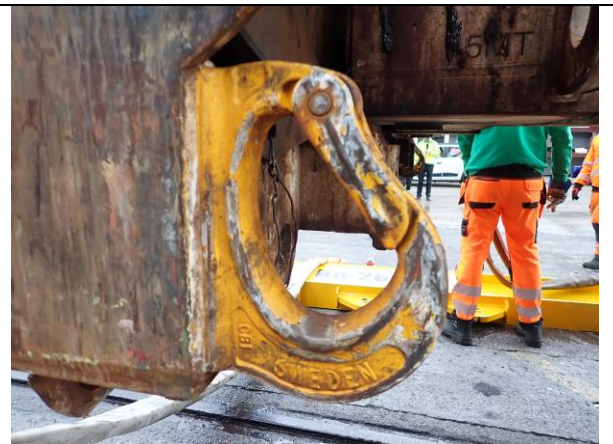
PHOTOGRAPHIC DOSSIER:



Rigging elements



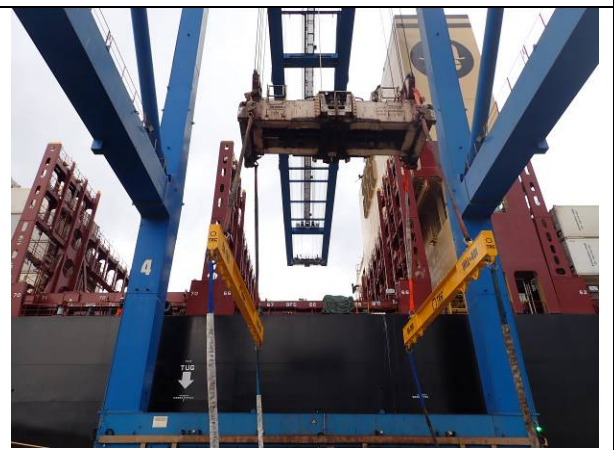
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Loading FR



Rigging the crane



Hooking the first piece



First lifting in which was observed that the lifting will be not horizontally



Lifting with rigging modified and correct



Lifting maneuver



Idem

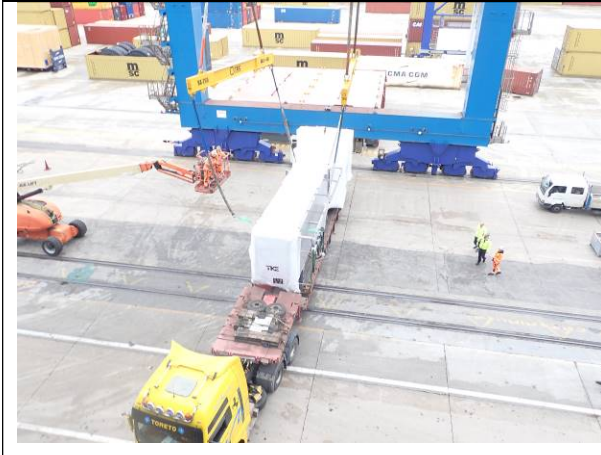


Stowed on board



Idem

Second piece on position



Hooked



Start lifting



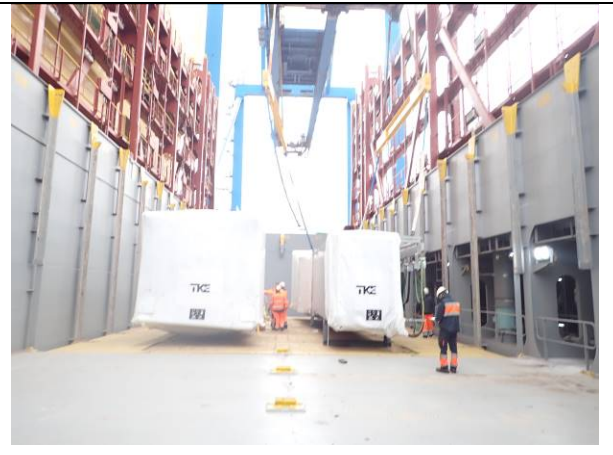
Lifting maneuver



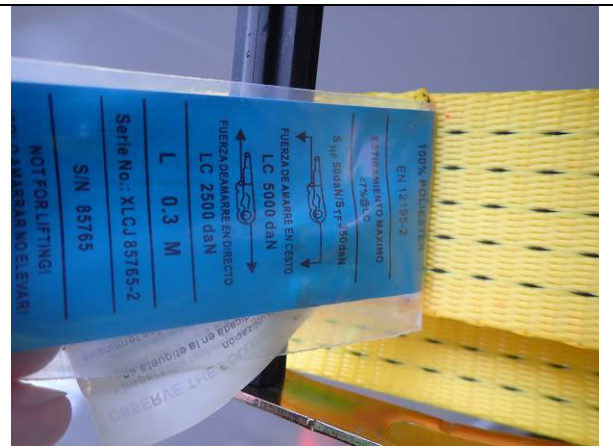
Idem



Idem



Stowed on board



Lashing belts used



Lashing per side



Idem



Espace between



General view



Idem

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At Santander, 11th February, 2026



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