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Concern and Risks

1. Onboard the ship there was two Indian UTM technician that were performing thickness measurements of the ships scantling. It was reported by the master that they are talking thickness measurements for the next special survey due this year.

2. Full gauging should be perused carefully as we had limited time to examine and verify the steel diminution or old renewals.

3. Many deck fitting show age and negligence in maintenance, are wasted variously on edge's rust and require reveals.

4. The forecandle mushroom vent and all the mushroom vent heads in way of the superstructure were rusted and need attention.

5. Timber loading stanchion boxes welded on the main deck were well painted but already their steel has diminished and cannot be used. Major renewals.

6. Ram neck was noticed in way of the small electrical conduit pipe on the cross deck no. 3 and some holes in way of other lengths of the small electrical conduits in way of the cross deck.

7. The PS windlass hydraulic motor was with some leakage but the leakage could not be precised. Both gypsies were with wear but this is considered normal for the age of the ship.

8. The STBD anchor windlass was notice with temporary fixture to support the shaft coupling. For this defect there is class recommendation that is due on the next dry docking. Gears were dry with minimal lubrication.

9. The chain diameter as per ships specs is 70mm and it is suspected that the STBD anchor chain is not in compliance with the ships specs and it may need to be renewed. No chain calibrations were noticed in the ships documents. Rusted parts of chains looked worn.

10. There was rust and scale in way of the access and access ladder areas of chain locker. There was some rust and scale in the chain lockers plating and seem suspect the plating.

11. External platforms and crane house weather tight doors are also with rust and corrosion as well as the external access ladders and some parts of the externals surfaces pf the operator's cabins.

12. All cranes need upgrading internally and externally.

13. Cargo grabs need attention and need to be removed and fully overhauled including the replacement of the chains that corroded.

14. Much upgrading is required externally and hydraulic components may need renewals due age.

15. The grabs are all considered in poor condition due to the steel diminution and pitting of their structure. It was noticed that in the past their external coating was neglected that resulted in corrosion, pitting and steel diminution.

16. There were leakages of hydraulic oil from the slewing pump, the luffing hydraulic cylinder, rust is way of the boom, paint over rust in way slewing ring bolts, rust in way of the housing winch, rust in way of the control valves.

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