

FINAL HYDROBLASTING REPORT

VESSEL NAME	LPG/C SENNA PRINCESS	VESSEL POSITION	AT ANCHOR, NIPAH, INDONESIA
		MASTER	CAPT ANIL SHARMA
		CHIEF ENGINEER	DINESH SINGH
		CHIEF OFFICER	KARAN KAPOOR
		SECOND ENGINEER	SANGRAM DESHMUKH
WORK DONE BY R-TEAM FROM (30 TH NOV'2014 TO 08 TH JAN'2015)			



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R-TEAM FINAL MAINTENANCE REPORT

30TH NOV'2014 TO 08TH JAN'2015

PRINCIPAL PARTICULARS

SHIP'S NAME	LPG/C SENNA PRINCESS
SHIP'S FLAG	THAILAND
TYPE OF VESSEL	GAS CARRIER / DOUBLE HULL
PORT OF REGISTRY	BANGKOK
OFFICIAL NUMBER	TG 55021
CALL SIGNAL	HSB 4712
IMO NUMBER	8917845
YEAR OF BUILT	1991
CLASSIFICATION SOCIETY	LLOYD'S REGISTER
MMSI NO	567464000
OWNERS / OPERATORS	SIAM LUCKY MARINE CO LTD
CHARTERERS	SIAM LUCKY MARINE CO LTD
INTERNATIONAL REGISTER TONNAGE	GT 17778 / NT 5333
SUEZ CANAL TONNAGE	19129.38
PANAMA CANAL TONNAGE	18880.21
LENGTH OVER ALL	159.96 M
LENGTH BETWEEN PP	153.50 M
BREADTH	25.90 M
DEPTH	15.40 M
HIGHEST POINT ABOVE KEEL	43.95 M
DISTANCE FROM BOW TO BRIDGE	125.02 M
BOW TO MIDPOINT OF MANIFOLD	77.77 M
STERN TO MIDPOINT OF MANIFOLD	82.19 M
PARALLEL BODY IN BALLAST	65 M
PARALLEL BODY IN SUMMER DRAFT	80 M
LAST DRY DOCK	11/2012

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PREAMBLE

MAINTENANCE WAS CARRIED OUT WHILST THE VESSEL AT ANCHOR AS STORAGE TANKER AT NIPAH, INDONESIA AND CARRING OUT CONTINUOUS LOADING AND DISCHARGING STS OPERATIONS FROM (30TH NOV'2014 TO 08TH JAN'2015). A THREE MEMBER R-TEAM JOINED VESSEL 29TH NOV'2014 AT SINGAPORE ANCHORAGE AND COMMENCED HYDROBLASTING WHILST AT ANCHOR AT NIPA, INDONESIA FROM 30TH NOV'2014. MAINTENANCE BY R-TEAM STARTED FROM VESSEL'S BRIDGE DECK (PORT AND STBD SIDE) AND THEN ONTO THE MAIN DECK ALL THE AREA REMAINING FROM THE PREVIOUS TOUR. FOR THE ENTIRE OPERATION SURFACE PREPARATION AND PAINTING WAS CONDUCTED BY THE DECK CREW. HYDROBLASTING INVOLVED COMPLETE REMOVAL OF ANY EXISTING OLD PAINT FROM THE SURFACE.

OVERALL CONDITION:

THE OVERALL CONDITION OF THE AREA REMAINING TO BE HYDROBLASTED WAS VERY POOR. ALMOST ALL AREAS ON DECK HAD THICK HARD RUST AND INCORPORATED UNEVEN SURFACE WITH SOME AREAS HAVING ALMOST 12 DIFFERENT LAYERS OF PAINT. THE CORROSION HAD ALREADY CAUSED DEEP PITTING ON THE METAL SURFACES. NORMAL MAINTENANCE USING NEEDLE GUNS BY SHIP STAFF WAS NOT POSSIBLE DUE TO UNAVAILABILITY OF DECK

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AIR. DUE TO THIS UNAVAILABILITY OF THE DECK AIR THE MAINTENANCE ON DECK TOOK A BACK SEAT FOR A COUPLE OF MONTHS AND FURTHER DETERIORATED THE PROGRESS ON NEW AREAS AS PER PLAN WHICH EVENTUALLY PUT FULL BRAKES ON COSMETIC UPGRADE. BY USING HIGH PRESSURE HYDROBLASTING METAL SURFACE WAS DESCALED ALMOST TO BARE METAL. THIS ALSO ALLOWED AN EXCELLENT QUALITY PAINT FINISH.

OVERALL SUMMARY

TOTAL TIME ONBOARD 30TH NOV'2014 TO 08TH JAN'2015: 40 DAYS

WORK DONE BY R-TEAM FROM 01ST DEC TO 08TH JAN 2015 (EXCEPT SUNDAYS AND PORT STAYS)

TOTAL MAN HOURS FROM 01/12/2014 TO 08/01/2015: 414

HYDRO BLASTING HOURS FROM 01/12/2014 TO 08/01/2015: 216

CLEANING AND PAINTING HOURS FROM 30/11/2014 TO 08/01/2015: 198

FRESH WATER CONSUMED FROM 07/04/2014 TO 03/05/2014: 324MT

LAYDAYS 30TH NOV 2014 TO 08TH JAN 2015: 07 DAYS

(FROM (03/11/2014 TO 08/01/2015) SHIPS CREW CARRIED OUT THE JOBS OF SURFACE PREPARATION AND PAINTING): IN PROGRESS

TOTAL SQUARE METRES COVERED: 1227 M²

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PROCEDURE FOR HYDROBLASTING

THE HYDROBLASTING WAS CARRIED OUT BY USING WATER ONLY AT A PRESSURE OF 700BARS.

THIS ACHIEVED ALMOST BARE METAL AND COMPLETE DERUSTING.

THIS WAS FOLLOWED BY BUFFING WITH PNEUMATIC MACHINES, AND CLEANING BY FRESH WATER.

AFTER THIS FIRST COAT OF PRIMER(RED) WAS APPLIED AND ALLOWED TO DRY 4 HOURS.

THIS WAS FOLLOWED BY SECOND COAT PRIMER(GREY) AND WAS ALLOWED TO DRY FOR 4 HRS.

FINALLY THE TOP COAT WAS APPLIED.

THE SURFACE PREPARATION IN PROGRESS BY DECK TEAM OF THE REMAINING HYDROBLASTED AREA. WE RECKON JOB TO BE COMPLETED IN ABOUT 2 WEEKS TIME (DELAY DUE TO ONLY ONE BUFFING MACHINE IN USE DUE TO RESTRICTION OF DECK AIR FROM ENGINE ROOM AND CONTINUOUS STS OPERATIONS/ Wx RESRTICTIONS)

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PROBLEMS FACED

'O' RINGS AND FILTER OF THE HYDROBLASTING MACHINE NEEDED FREQUENT RENEWAL.

INSPIRE OF REGULAR NOZZLE MAINTENANCE THE SAME WAS GETTING CLOGGED BY RUST PARTICLES WHICH WERE FLYING DURING THE OPERATION.

TEAM HYDROBLASTING AWAITING SPAREPARTS FROM DEN-JET WERE NOT RECEIVED. THE NOZZLE DEVELOPED LARGE CRACKS AT FACE DUE TO WHICH THE OUTPUT WAS AFFECTED AND THUS RENDERING WORK AT MUCH REDUCED PRESSURE.

PAINTS CONSUMED FOR MAINTENANCE

Sr No.	NAME	RCVD FOR HYDROBLASTER	CONS	ROB	CONS LTRS
1	JOTUN PIONEER TOP COAT 049 RED-(20LTRS)	15	11	11	220
2	JOTAMASTIC RED (PART A)-16LTRS	10	14	5	224
3	JOTAMASTIC GREY (PART A)-16LTRS	10	14	5	224
2	YELLOW FINISH COAT(20LTRS)	0	1.5	3	30
	WHITE FINISH COAT(20LTRS)	0	1	9	20
3	GREEN FINISH COAT(20LTRS)	0	3	1	60
4	JOTAMASTIC 80 COMP B-2.3LTRS	40	26	24	59.8
5	JOTUN THINNER NO.17-(20LTRS)	10	6	8	120
6	PIONEER BLACK FINISH COAT-(20LTRS)	5	2	2	40

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TOTAL CONS	997.8 LTRS
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PPE CONSUMED BY HYDROBLASTING TEAM

Sr No.	NAME	CONS
1	U-VEX GOOGLE	5 Nos
2	LEATHER GLOVES	12 Pairs
3	COTTON GLOVES	52 Pairs
4	RUBBER GLOVES	6 Pairs
5	HELMETS	3 Nos
6	BOILER SUITS	6 Nos
7	RAIN SUITS	4 Nos

ACCOMODATION AND MAIN DECK

Complete Hydroblasted and painted on Wheel house deck (Total Area -72M²)

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Complete Hydroblasted and painted on Main deck port/stbd outer areas aft of wave breaker to manifold area (Total Area-479M²)

Complete Hydroblasted and painted on aft of compressor room to accomodation block (Total Area-676 M²)

DECK PHOTOS(HYDROBLASTED AREAS)

WHEEL HOUSE DECK

BEFORE

STBD SIDE BRIDGE WING



PORT SIDE BRIDGE WING



AFT SIDE OF WHEEL HOUSE DECK

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AFTER

STBD SIDE BRIDGE WING



PORT SIDE BRIDGE WING



AFT SIDE OF WHEEL HOUSE DECK NEAR BATTERY ROOM

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MAIN DECK PORT SIDE AFT OF WAVE BREAKER TO MANIFOLD

BEFORE

PORT SIDE OF TANK NO.1 AFT OF WAVE BREAKER

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MAIN DECK UNDER THE PORT SIDE OF CRANE

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MAIN DECK PORT SIDE AFT OF WAVE BREAKER TILL MANIFOLD



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PAINTING OF YELLOW COLOUR ON BOLLARDS AND ROLLERS MAIN DECK OF AFT OF WAVE BREAKER



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AFT OF COMPRESSOR ROOM TO ACCOMODATION BLOCK

BEFORE

MAIN DECK AFT OF COMPRESSOR ROOM NEAR THE STBD SIDE GANGWAY



PORT SIDE OF TANK NO.3

AFT OF TANK NO.3 NEAR BREAK OF ACCOMODATION



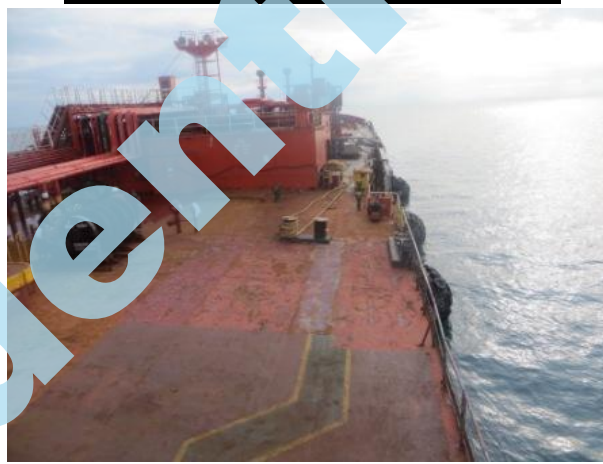
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AFT OF TANK NO.3



MAIN DECK STBD SIDE OF TANK NO.3



MAIN DECK PORT SIDE OF TANK NO.3



FINAL HYDROBLASTING REPORT

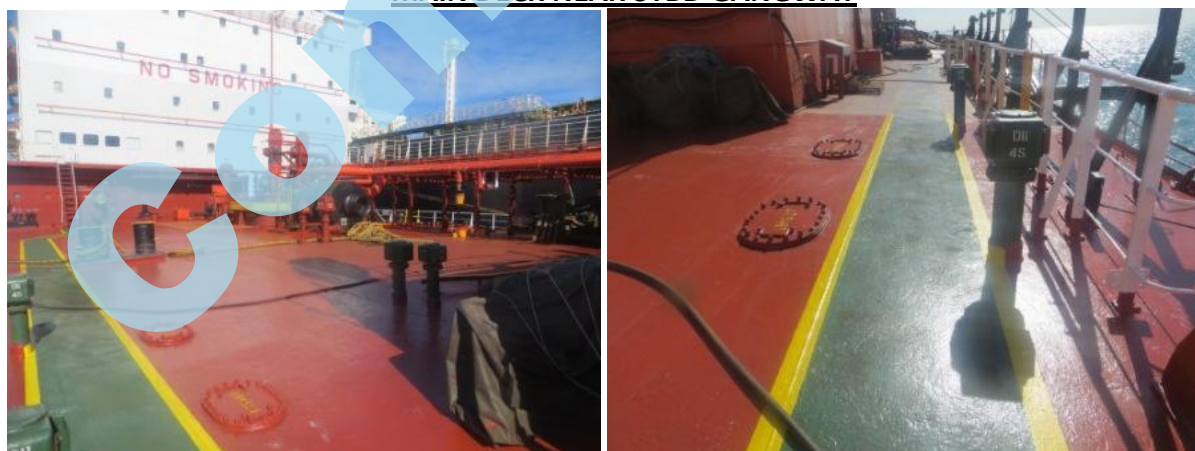
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AFTER

MAIN DECK AFT OF COMPRESSOR ROOM, STBD SIDE



MAIN DECK NEAR STBD GANGWAY



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MAIN DECK STBD SIDE BREAK OF ACCOMODATION



MAIN DECK AFT OF COMPRESSOR ROOM

