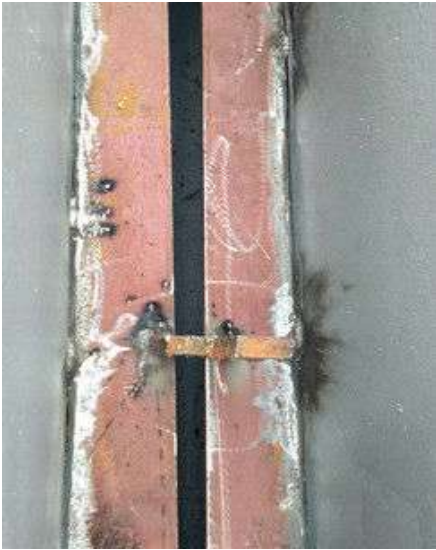

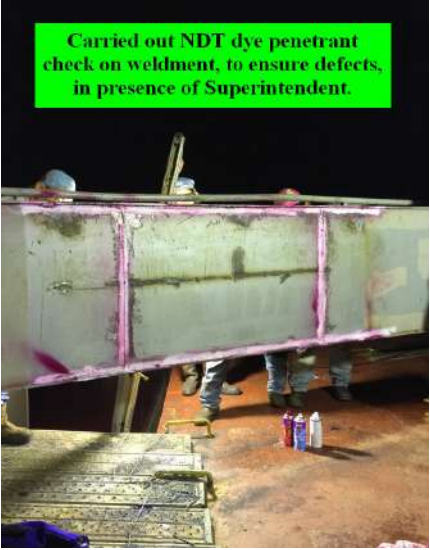




















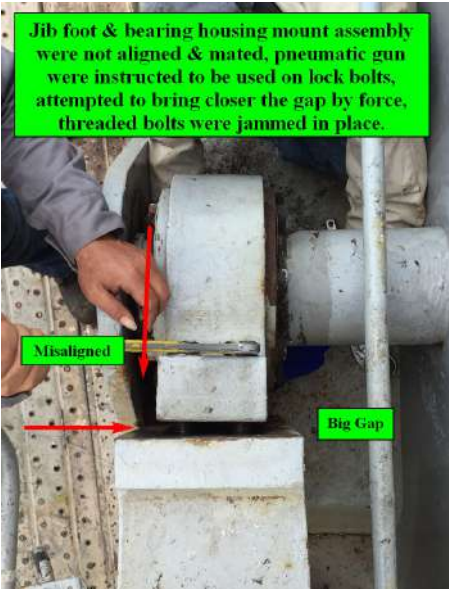


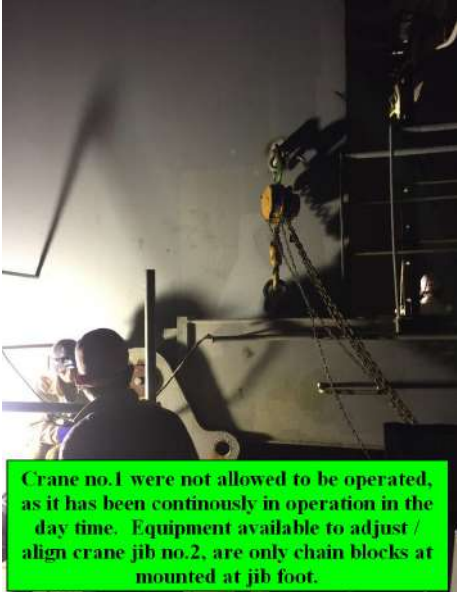

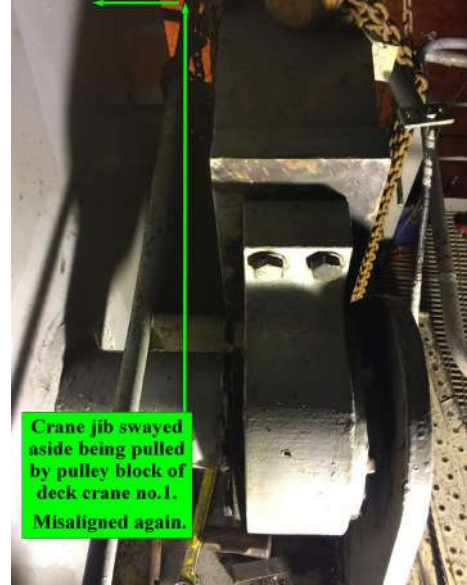





No.	Description	Pg16
	  	
<p>Day 4 Mobilisation / 15th Jan 2018</p>		
	  	
	   <p data-bbox="598 1926 981 2004">UT test on weldment were carried out by certified 3rd party inspector, in presence of Superintendent, results are satisfactory</p>	

No.	Description	Pg17
	  <p data-bbox="287 1176 1308 1220">Mating surfaces of jib foot & pivot bearing housing were power brushed cleaned</p>	
	 	

No.	Description	Pg18
	 <p data-bbox="874 750 1401 813">Crane jib no.2 being lifted up by crane no.1, secured by mooring winches, for reinstallation</p>	
		
		

No.	Description	Pg19
	  	
	 <p data-bbox="135 887 534 974">Portside jib foot & bearing housing mount joint were aligned & assembled in balance weight.</p>  <p data-bbox="821 913 997 981">Mating surfaces of jib foot were Aligned with Even Gap</p>  <p data-bbox="1050 887 1453 1003">Mounting joint of Jib foot & bearing housing were aligned & mated seamlessly, four lock bolts fitted in position in balance.</p>	
<p data-bbox="108 1444 247 1473">STBDSIDE</p>	 <p data-bbox="335 1444 534 1556">Works were carried out under instruction of ship officer</p>  <p data-bbox="598 1444 997 1568">Jib foot & bearing housing mount assembly were not aligned & mated, pneumatic gun were instructed to be used on lock bolts, attempted to bring closer the gap by force, threaded bolts were jammed in place.</p> <p data-bbox="598 1758 694 1792">Misaligned</p> <p data-bbox="885 1836 965 1870">Big Gap</p> 	

No.	Description	Pg20
 <p data-bbox="92 862 510 929">Adjusted into even Gap / Clearances. Released team for dinner break.</p>	 <p data-bbox="566 806 1005 929">Crane no.1 were not allowed to be operated, as it has been continuously in operation in the day time. Equipment available to adjust / align crane jib no.2, are only chain blocks at mounted at jib foot.</p>	 <p data-bbox="1061 347 1492 414">Deck crane pulley were wrongly positioned slanted during re-wiring.</p> <p data-bbox="1189 873 1492 929">Crane jib is secured under force of being pull aside.</p>
<ul style="list-style-type: none"> • Before dinner break, clearances / gap between jib foot & bearing housing mount assembly were adjusted evenly. When return to site, pulley block of deck crane no.1 were mis-positioned when crew carry out re-wiring works, hanging in slanted condition which pulling crane jib no.2 • Crane jib no.2 which in lifting condition by crane no.1, were therefore misaligned again. • Deck crane no.1 were not allowed to be operated, as it was in continuous operation during day time. • Hot work permit has expired therefore no hot work allowed for welding on additional pad eyes for lifting. • Work location are on hanging staging at height, there are not strong point for pulling by lifting gear / belt. • The only method allowed, to re-adjust & re-aligned entire crane jib no.2, are with chain blocks & muscle. • Have seriously considered & discussed through the possibilities of carrying out above task with method suggested by Owner, but found not possible and dangerous as wind are strong at height. • Released team to rest as all member were exhausted working continuously through-out the day. 		
 <p data-bbox="92 1814 263 1937">Crane jib swayed aside being pulled by pulley block of deck crane no.1. Misaligned again.</p>	 <p data-bbox="582 1422 997 1467">Misaligned with uneven clearances.</p>	 <p data-bbox="1093 1915 1460 1971">Team on standby while crew preparing deck crane no.2</p>

No.	Description	Pg21
	<p><u>Day 5 Mobilisation / 16th Jan 2018</u></p> <ul style="list-style-type: none"> • Long discussion between both Singapore & Greece offices concerning situation on site. • Suggested to Superintendent for HSD team to be fully in charge, in handling and installation of crane jib no.2. • Requested for assistance of deck crane no.1, to assist by lifting crane jib foot & bearing housing mounting. • Commenced at 1040hrs, crane jib no.2 successfully aligned in position, all four lock bolts fitted in place. • Witnessed by Superintendent and as requested, repeatedly tested turning on lock bolts with spanner, to make sure in free condition without force. • Fastened / tightened all lock bolts, with torque wrench, under Superintendent's instruction, and repeatedly checked to ensure good work. • All works completed at 1230hrs, updated to Class Surveyor and informed to Load Test inspector. • Load test inspector confirmed to attend vessel with 1430hrs launch boat arranged by agent. • Assembled up water bag with calibrated equipment, carried out filling up water bag with 2 x fire hoses. • When water bag reached at load of 30T, observed & checked found deck crane no.2 in good holding condition. • When water bag reached overload at 34.2T, observed & checked upon repaired/renewed section of crane jib no.2, found in good condition, load test certified completed successfully by Class Surveyor in present. • Reports of Load test & UT test which both successful, shall be submitted to Class Surveyor & Owner, when ready prepared by inspectors. <div style="display: flex; justify-content: space-around;">   </div>	