

TMB SHIPPING PVT LTD

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m.v. Fulmar S — No. 7 Cargo Hold Damage Repair

Port of Haldia | 26 March 2026 – 29 March 2026 | Deck Ref: 2603 / 1157

CLASS BV APPROVED REPAIR

SOLAR GULF SHIPPING DMCC



Scope of Damage

Location

No. 7 Cargo Hold — Between Frame Nos. 44–46 and Hopper Plating Longitudinals 10–11 from Bottom.

Affected area confirmed for full renewal under Bureau Veritas (BV) Class requirements.

Basis of Repair

Repair scope confirmed as per order from Owners / Managers **Solar Gulf Shipping DMCC**, based on the BV Class Surveyor's inspection report.

All work carried out in strict compliance with BV Class procedures and safety precautions.



Steel Material Procurement

Grade & Thickness

BV Class approved DH36 Grade Steel, 22mm thick. Original plate thickness was 21mm.

Plate Details

Heat No: J58-07250A Roll No: 5-51651-1-2
Cut length: 600mm × 600mm × 22mm

IRS Certification

IRS Class Surveyor inspected and correlated plate details. Stamp transfer completed vide Report No: KND26X034, dated 26.03.26.





Material Verification & Certification

The procured DH36 Grade steel was verified and certified by an **IRS Surveyor** through stamp transfer on the cut length of 600mm x 600mm x 22mm. All certificates for steel, welders, and WPS were emailed to the ship owner/managers and BV Class Surveyor for records.

Access & Staging Preparation

Staging Platforms

Dedicated staging platforms were erected in two locations to ensure safe and effective access for all repair operations:

- Inside the No. 7 Cargo Hold
- Inside the adjacent Void Space

Safety Precautions

All renewal work was carried out with full procedural and safety precautions in place throughout the duration of the repair. Ship staff were kept informed and present at key stages.



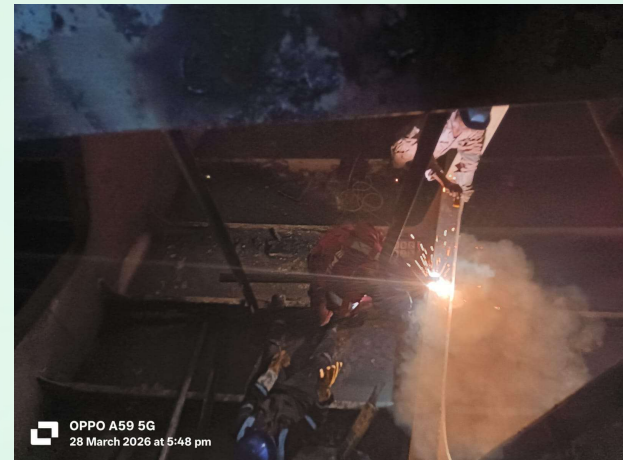
Work Procedure — Step by Step

01	02	03
Gas Cut Damaged Plates	Surface Preparation	New Plate Preparation
Damaged section marked by BV Class Surveyor was gas cut with Double Vee profile; all 4 corners cut to radius.	Edge surfaces cleaned and prepared for welding — existing scale and rust fully removed.	Replacement plate prepared with Double Vee profile and all 4 corners cut to radius, matching the cut-out geometry.
04	05	
Fit & Weld	Back Gouging & Final Weld	
New steel plate (550mm × 600mm) fitted between Fr. Nos. 44–46 and welded from both sides using SMAW process.	Root reinforcement from back side; gouging/grinding to achieve full joint penetration. Back gouging demonstrated to ship staff prior to final welding.	



Welding Execution

Welding was carried out using the **SMAW (Shielded Metal Arc Welding)** process in both vertical and horizontal positions. Frame and plate welding was performed as **fillet type double continuous**. Electrodes were pre-heated in a container prior to use.



Welding Specifications

WPS References

ABS Class approved WPS Nos: TM/WPS/01/2010 WPS/02/2010

Electrodes

Class approved **ESAB Brand 36H** electrodes (E-7018), sizes 3.15mm & 4mm. Pre-heated before use.

Equipment

AC Transformers used for welding operations throughout the repair.

Welding Position

Vertical & Horizontal positions employed as required by the repair geometry.

Quality Control — DP Testing

After 1st Side Welding

Grinding completed on the first side weld run, followed by a **Dye Penetrant (DP) Test** to confirm weld integrity before proceeding.

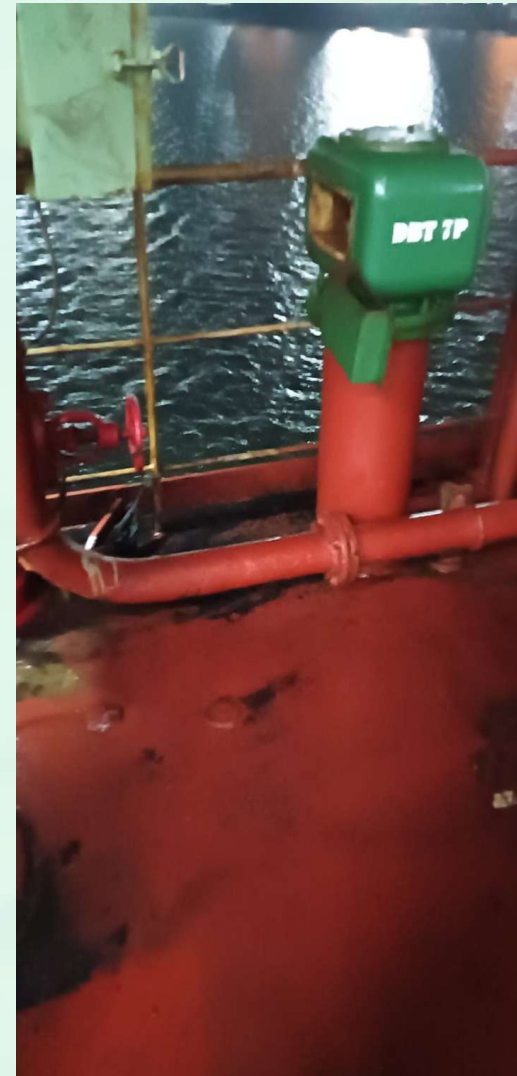
After Final Run

A second **DP Test** was conducted after the final weld run. Both tests were performed in the presence of ship staff, ensuring full transparency and compliance.



Leak Test — Water Ballast Tank

Upon completion of all welding and DP testing, water was filled to the top of the Water Ballast (WB) Tank adjacent to the repair area. The tank was tested for leaks in the presence of both the **BV Class Surveyor** and **Ship Staff**, confirming the watertight integrity of the renewed plating.



Approved Personnel



Class Approved Welders

All welding was performed exclusively by **IRS approved welders**, ensuring compliance with Class requirements throughout the repair.



BV Class Surveyor

BV Class Surveyor was present at key inspection stages and confirmed the repair work as **satisfactory** upon completion.



Ship Staff

Ship staff were present during DP testing, back gouging demonstration, and the final leak test. All procedures shown to ship staff.

Materials Supplied

DH36 Grade Steel Plate

1 No. — 22mm × 600mm × 600mm Heat No: J58-07250A | Roll No: 5-51651-1-2 BV Class approved; IRS stamp transfer certified.

Welding Electrodes

ESAB Brand **36H (E-7018)** — 3.15mm & 4mm diameter. Class approved; pre-heated prior to use as per procedure.

All new materials were supplied by the workshop. Work was carried out on a **Normal + Overtime** basis.

Repair Summary & Outcome



The No. 7 Cargo Hold hopper plating renewal between Frame Nos. 44-46 was completed fully in accordance with BV Class requirements. The BV Class Surveyor inspected the completed repair and found all work **satisfactory**. All documentation — steel certificates, welder qualifications, and WPS — was submitted to owners, managers, and Class.

BV Class Acceptance

"Checked by Class BV Surveyor and found the repair work satisfactory."

The completed renewal of the hopper plating in No. 7 Cargo Hold was formally accepted by the Bureau Veritas Class Surveyor following inspection. The repair meets all Class standards for structural integrity and watertight integrity.



Documentation Submitted



Steel Mill Certificates

DH36 Grade plate certificates including Heat No. and Roll No., verified by IRS Surveyor — Report No. KND26X034 dated 26.03.26.



Welder Qualifications

IRS approved welder certificates submitted to ship owner/managers and BV Class Surveyor.



Welding Procedure Specifications

ABS Class approved WPS Nos. TM/WPS/01/2010 and WPS/02/2010 emailed to all parties.

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WORK DONE CERTIFICATE

Vessel : m.v. Fulmar S

Port : Haldia

Commenced : 26/03/2026

Completed : ~~29/03/2026~~ 30/03/2026

Work Order No. :

A/C : Deck

WDC No. :

Job No. : 2603 / 1157

No; 7 Cargo Hold Damage – Between Frame Nos : 44-46 and Hopper Plating Longitudinals 10-11 from Bottom - Effected Area to be renewed under Class BV :

As per confirmed order from Owners / Managers Solar Gulf Shipping DMCC basis the BV Class surveyors inspection report for the Damage repairs, arranged BV Class approved DH36 Grade steel and got same verified / certified by IRS Surveyor through stamp transfer on the cut length of 600mm x 600mm x 22mm.

Sent Supervisor onboard on Dt. 26.03.26 for inspection of the damaged area and plan the repairs.

On Dt. 27.03.26 sent manpower with required steel, O2 + DA Cylinders, welding equipment, necessary tools, gears, etc. from Kolkata to Haldia and placed onboard after clearing all necessary gate, port formalities.

Staging platform was made in the Cargo Hold and as well as in the Void Space for access.

Gas cut the damaged section plate as marked by the BV Class surveyor and fitted with the appropriate steel plate after proper Double V was done to ensure full penetration, minimize distortion, and welded. Back gouging by grinding shown to shipstaff, prior final welding. DP Test done in presence of shipstaff.

Checked by Class BV Surveyor and found the repair work satisfactory.

Class approved Welders used for the job.

Class approved Welding Electrodes E-7018 of ESAB Brand / Make used for welding.

All certificates of Steel / Welders & WPS emailed to ship owner / managers & BV class surveyor.

The renewal work carried out taking all procedural & safety precautions.

All staging materials were removed.

All shown to ship-staff.

New Materials Supplied by Workshop :

1. DH-36 Grade Steel – 22mm x 600 x 600 x 01 no.

Work carried out in Normal + Overtime Basis.

For Charterer's/stevedore's account



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