

TMB SHIPPING PVT LTD

B-6, Garden Reach Road, Kolkata - 700024, INDIA

visit us at : www.tmbindia.com

contact us at : tmbshipping@gmail.com

call us at : +91 98310 18661 (MD) / +91 98311 93933

m.v. Despina

Port Windlass Hydraulic Star Motor & Control Valve — Fitment Report

A detailed account of the inspection, dismantling, overhaul, and successful fitment of the Port Windlass Hydraulic Star Motor and Control Valve carried out across Haldia and Dhamra ports.



Initial Inspection at Haldia

Mobilisation

Manpower with tools dispatched from Kolkata to Haldia on **05.04.26** to inspect the leaking Hydraulic Star Motor on the Port Windlass.

Findings

Inspection revealed **heavy leakages** in the Hydraulic Star Motor. Recommendation was made to renew the unit with a new spare Star Motor at the earliest opportunity.

Decision

Due to limited port stay at Haldia, it was decided to continue the job at the next port — **Dhamra**.



Mobilisation to Dhamra

Manpower was dispatched to Dhamra via hired transport. The team boarded the vessel upon berthing on **14.04.26** and proceeded with a detailed comparative inspection. Tripod was erected for dismantling and removal of the Hydraulic Star Motor from position.

New Star Motor

Ship-supplied new Hydraulic Star Motor found **satisfactory** for fitment.

Control Valve Issue

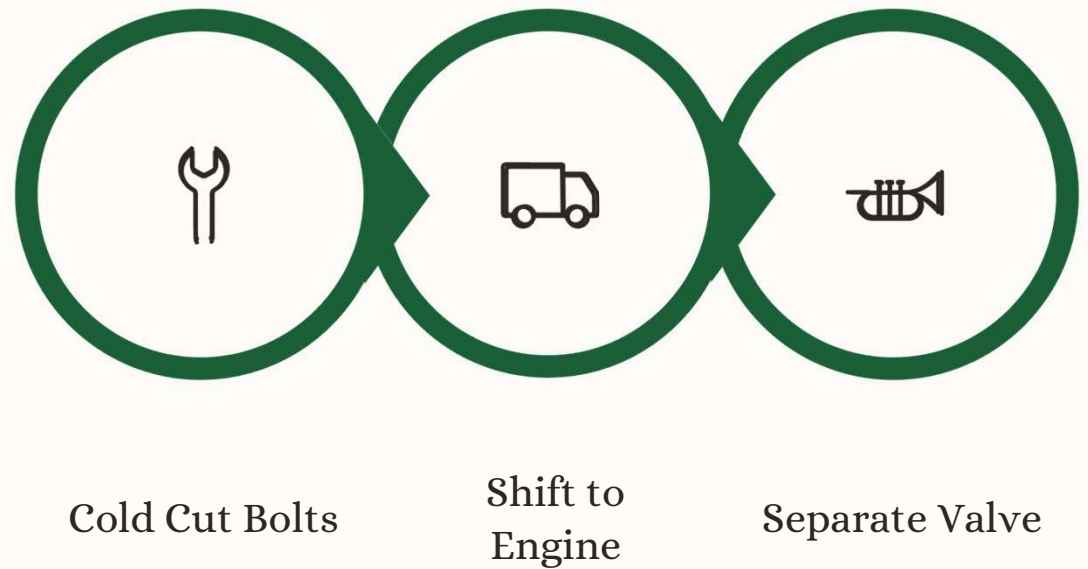
The fitted Control Valve required **modification** for fitment on the Port side.

Final Decision

Agreed with ship staff to fit the New Hyd. Star Motor with the **Old Control Valve** after overhaul.



Dismantling Process



The foundation bolts of the old Hydraulic Star Motor and Control Valve were removed using the **cold cutting method**. The complete unit was then shifted to the Engine Room for hot work to safely separate the Control Valve from the Star Motor.

Seized Bolt Removal

Engine Room — Welding & Heating

13 Nos M16 and M18 Allen Bolts were removed from the body of the Control Valve by welding and heating in the Engine Room.

In-Position — Chisel & Hammer

6 Nos Allen Bolts were removed by chisel and hammer on the Port Windlass in position, requiring careful manual effort to avoid damage.



Control Valve Overhaul

Overhaul Scope

The old Control Valve was **completely dismantled and overhauled** in the Engine Room to prepare it for fitment with the new Hydraulic Star Motor.

Pipe & Fittings Transfer

Pipes and fittings were carefully removed from the new Control Valve and transferred to the **old overhauled Control Valve** to ensure compatibility.

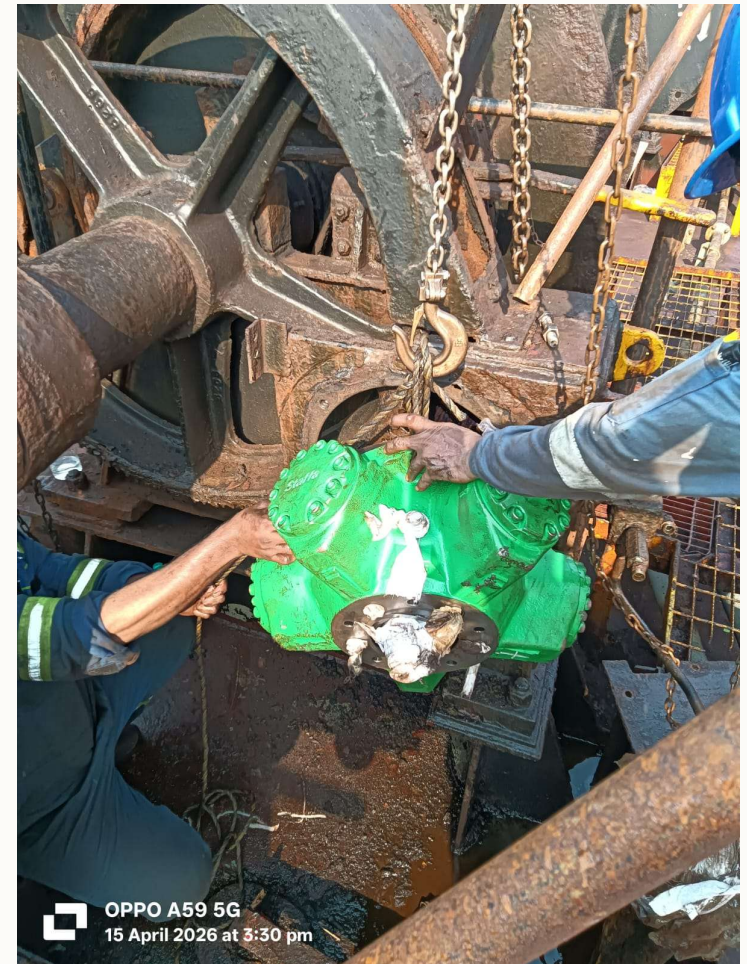
Why the Old Valve?

The new Control Valve required modification for Port-side fitment. Using the overhauled old valve eliminated the need for structural modification, saving time and ensuring a reliable fit within the vessel's port stay window.

Fitment of New Hydraulic Star Motor

The New Hydraulic Star Motor was fitted in place on the Port Windlass foundation. The overhauled Control Valve was then fitted **stage by stage**, with all precautions taken due to the connecting pipelines being old and rusted.

- ⚠ Connecting pipelines were found to be old and rusted – extra precautions were observed during fitment to prevent damage and ensure a leak-free assembly.



New Materials Supplied

06

Allen Bolt M18

M18 × 70mm Long — Workshop supplied for
Control Valve body replacement.

12

Allen Bolt M12

M12 × 100mm Long — Workshop supplied for
assembly fitment.

07

Allen Bolt M16

M16 × 100mm Long — Workshop supplied to
replace seized and damaged bolts.

All new materials were workshop-supplied and used to replace the seized and damaged fasteners removed during the dismantling process.

Trials & Verification



Ship Staff Informed

Ship staff were notified upon completion of all fitment work before trials commenced.



No Leakages

Trial of the Windlass was taken and found **satisfactory with no leakage** observed.



Multiple Trials

Windlass operation was tried out **many times** — consistently found satisfactory with zero leakages.



OPPO A59 5G

Coconat Island | 16 April 2026 at 11:42 am

Work Basis

Normal + Overtime

All work was carried out on a **Normal and Overtime basis** to meet the vessel's operational schedule and minimise port stay duration at Dhamra.

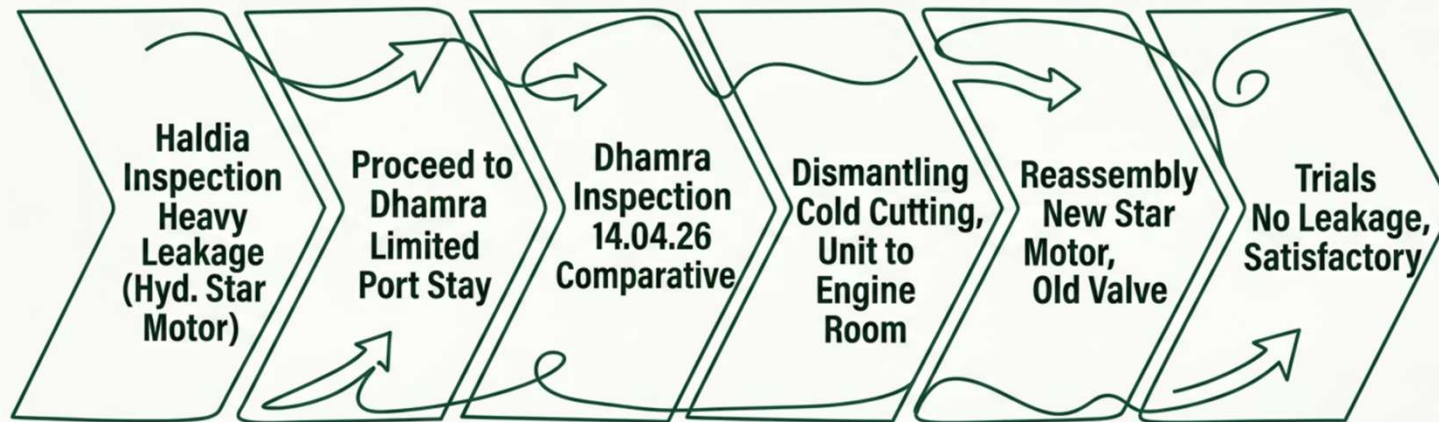
Ports Involved

- **Haldia** — Initial inspection on 05.04.26
- **Dhamra** — Full repair and fitment from 14.04.26

Transport

Manpower mobilised via hired transport between ports to ensure continuity of work.

Job Summary



The complete job from initial inspection at Haldia to successful trial at Dhamra was executed efficiently, overcoming challenges of seized bolts, rusted pipelines, and valve compatibility to deliver a leak-free, fully operational Port Windlass.

Job Completed Successfully

- ✔ Port Windlass Hydraulic Star Motor and Control Valve fitment completed at Dhamra. Windlass operated satisfactorily with **NO leakages** observed during multiple trials.

Vessel

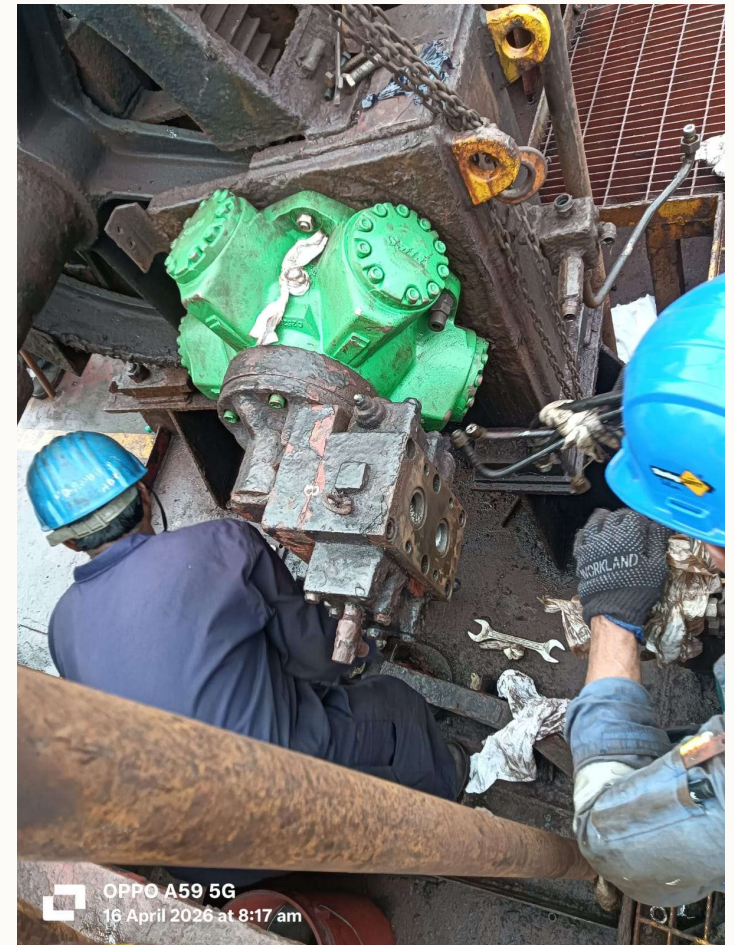
m.v. Despina Dhamra

Job

Port Windlass Hyd. Star Motor &
Control Valve – Fitment

Outcome

Satisfactory – No leakage, full operational capability restored



TMB SHIPPING PVT LTD

WORK DONE CERTIFICATE

Vessel : m.v. Despina
Commenced : 14/04/2026
Work Order No. :
WDC No. :
Port : Dhamra
Completed : 16/04/2026
A/C :
Job No. : Deck
2604/1164

PORT WINDLASS HYD. STAR MOTOR AND CONTROL VALVE – TO FIT

As per confirmed order sent Manpower with Tools from Kolkata to Dhamra on a hired transport and boarded the vessel upon berthing on Dt. 14.04.26.

After inspection was done to compare with the old Hyd. Star motor and the new supplied motor, it was found that the New Hyd. Star Motor was satisfactory, but the fitted Control Valve had to be modified for fitment in place on the Port side.

Same was discussed with the Ship staff to modify but then it was decided to fit the New Hyd. Star Motor with the Old Control Valve.

The foundation bolts of Old Hyd. Star Motor and Control Valve were removed using cold cutting method. To separate and dismantle the Control Valve from the Hyd. Star Motor, the complete unit was shifted to Engine Room for Hot work and to remove the Control Valve unit. The old Control valve was completely dismantled and overhauled for fitment with the New Hyd. Star Motor.

The New Hyd. Star Motor was fitted in place and then the Control Valve was fitted stage by stage as the connecting pipelines were old and rusted, taking all precautions. The Pipe and fittings was removed from the New Control Valve and fitted in the old control. Valve.

After the fitment of all the unit the ship staff were informed, and trial was taken of the Windlass and found satisfactory without any leakage.

The Windlass operation tried out many times and observed NO leakages and found satisfactory.

Note :

- 13 Nos M16 and M18 Allen Bolts were removed from the body of Control Valve by welding and heating in Engine Room.
- 6 Nos Allen Bolts were removed by chisel and Hammer on Port Windlass in position

New Materials (Workshop Supplied)

- Allen Bolt M18 x 70mm Long x 06 Nos
- Allen Bolt M12 x 100mm Long x 12 Nos
- Allen Bolt M16 x 100mm Long x 07 Nos

Work Carried out on Normal + Overtime Basis.

