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Photo 1 – NASSCO “BUILDER”

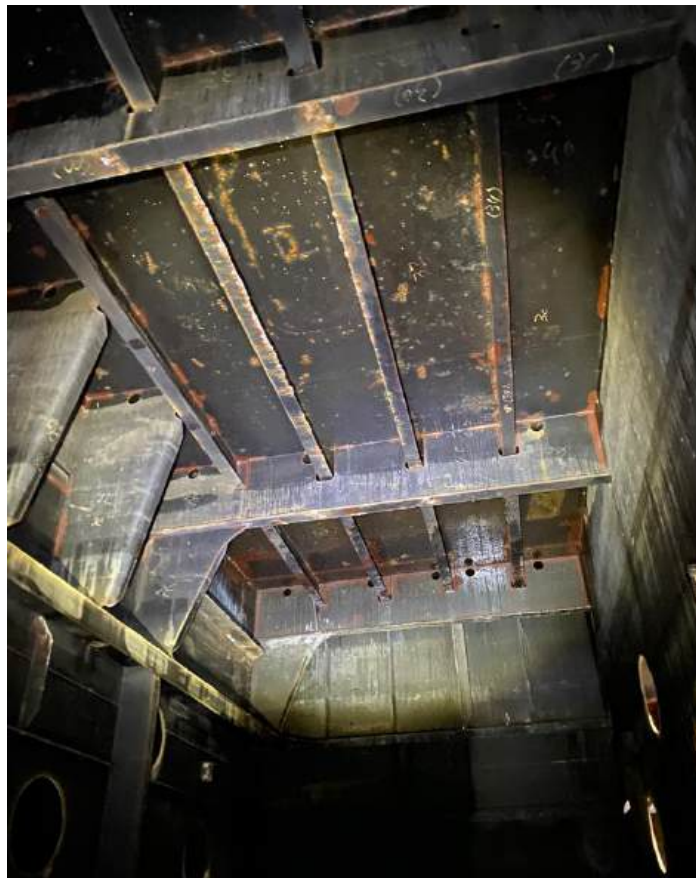


Photo 2 - Typical Condition of Center Ballast Tank



Photo 3 - Typical Condition of Center Ballast Tank

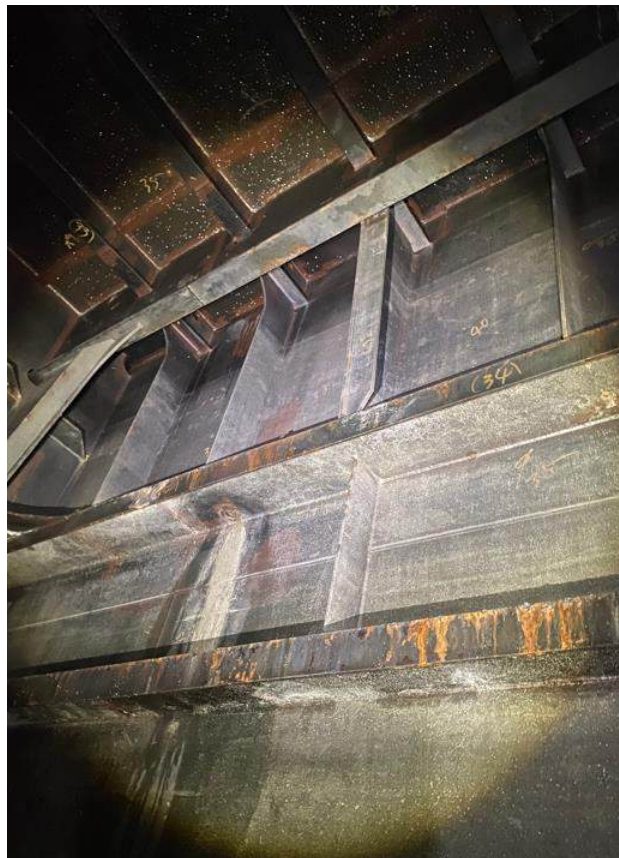


Photo 4 - Typical Condition of Center Ballast Tank



Photo 5 - Scale on BHD Stiffener Webs IWO FBs



Photo 6 – Typical wasted anode in need of replacement



Photo 7 - Typical Condition of Ballast Flanged Connection



Photo 8 - Typical Condition of Wing Ballast Tank

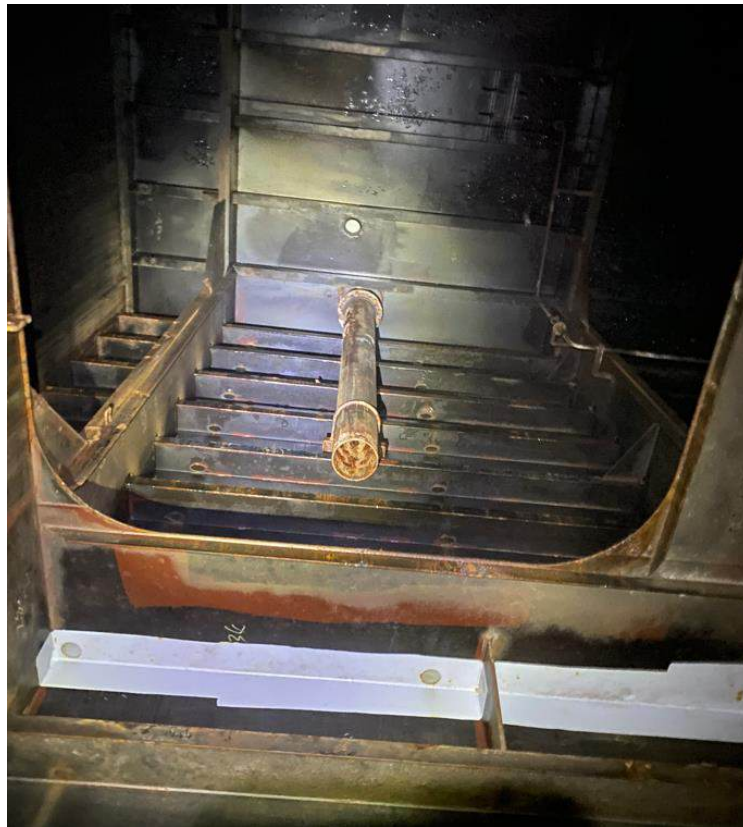


Photo 9 - Typical Condition of Wing Ballast Tank

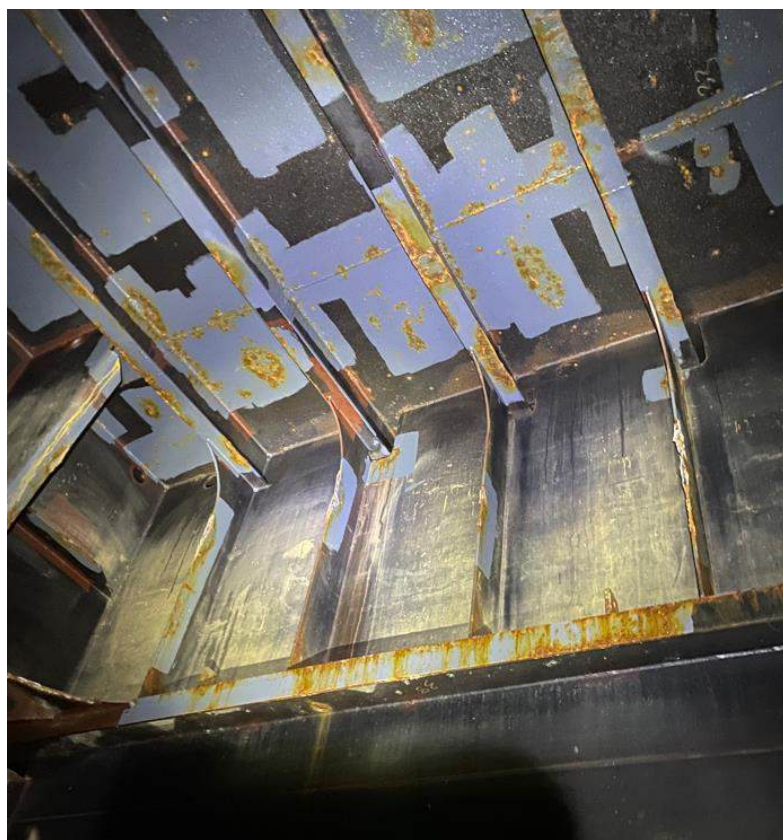


Photo 10 - Typical Condition of Wing Ballast Tank

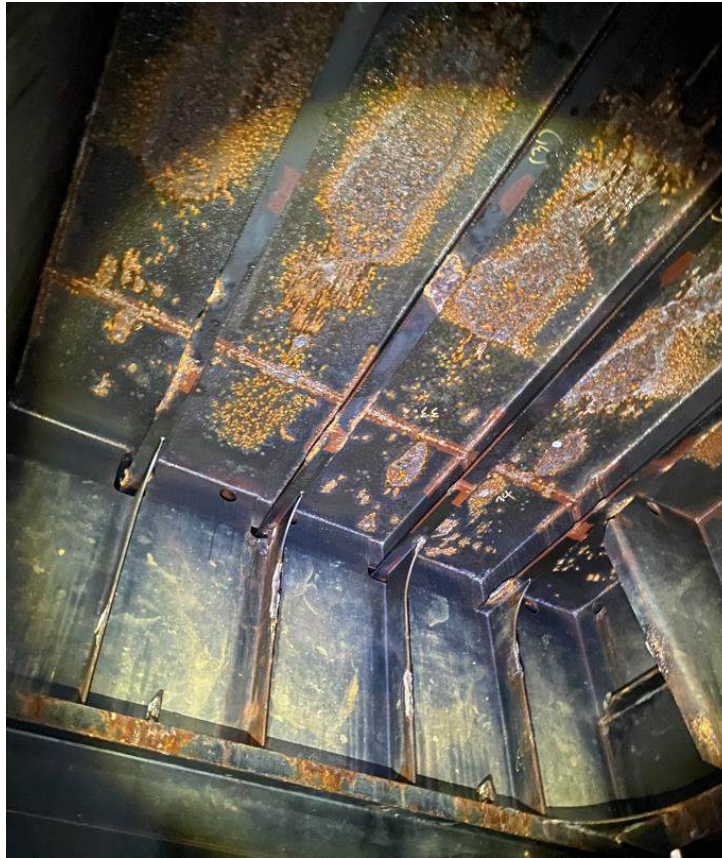


Photo 11 - Condition of Underside of Pontoon Deck



Photo 12 - Condition of Underside of Pontoon Deck

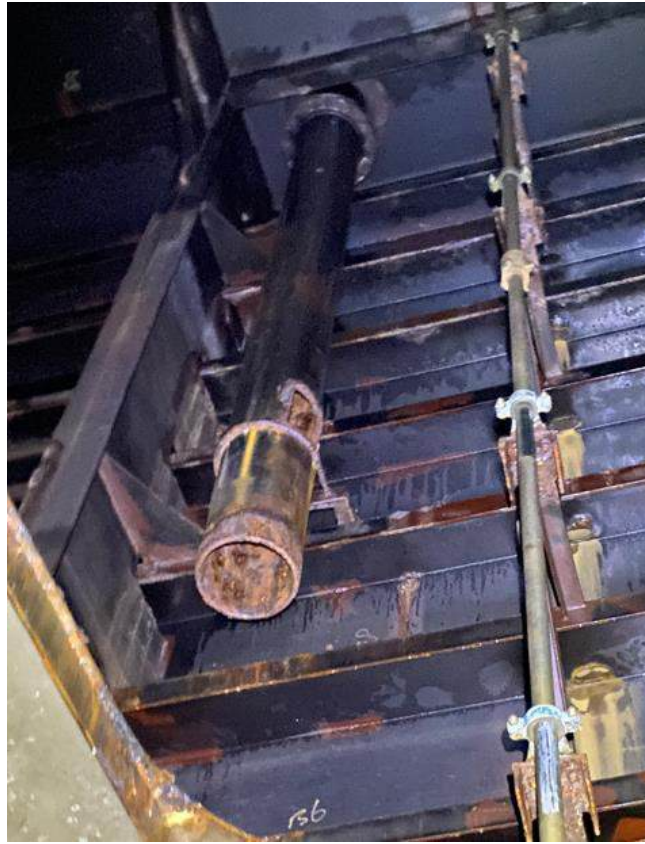


Photo 13 - Condition of Vent Pipe



Photo 14 – Typical condition of safety deck (Port shown)



Photo 15 - Typical Condition of Safety Deck (Stbd Shown)



Photo 16 - Typical Condition of Crossover Tunnel



Photo 17 – Typical condition of port side void spaces



Photo 18 - Condition of Port Fwd-most Void



Photo 19 - Condition of Port Fwd-most Void



Photo 20 – Typical condition of the pontoon deck



Photo 21 – Scaling and Pitting of the pontoon deck plate

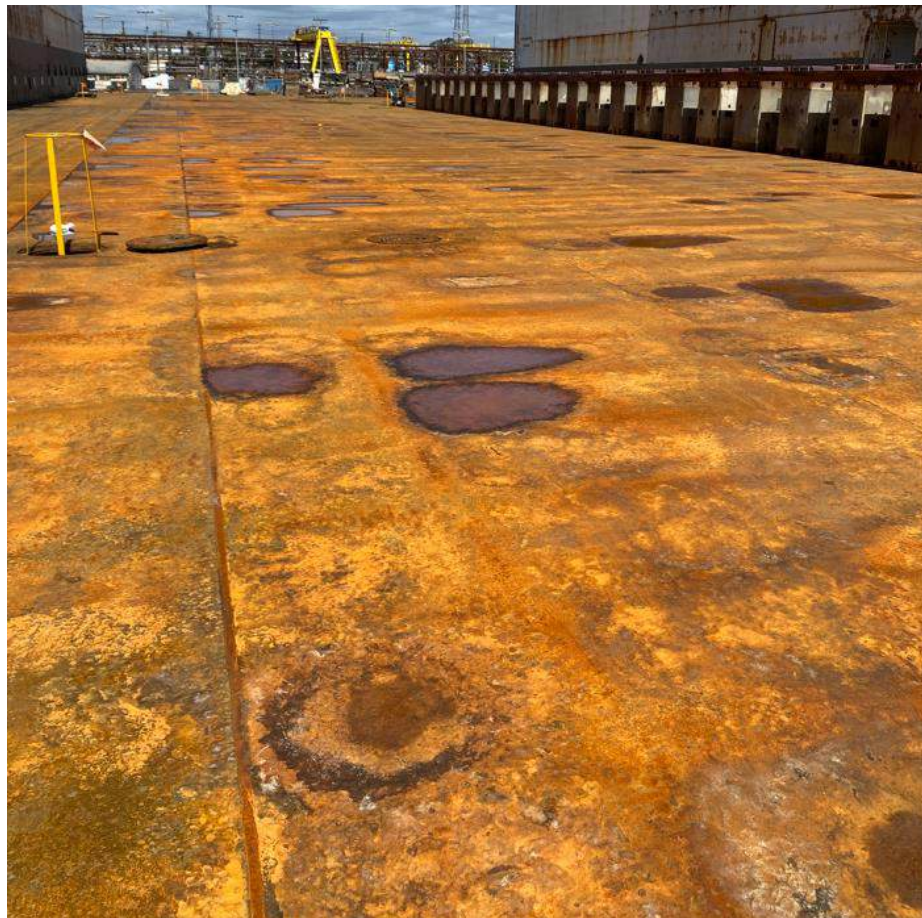


Photo 22 - Typical Condition of the Pontoon Deck



Photo 23 – Condition of STBD Wing Deck



Photo 24 – Condition of PORT Wing Deck



Photo 25 - Pontoon Shell Typical Condition

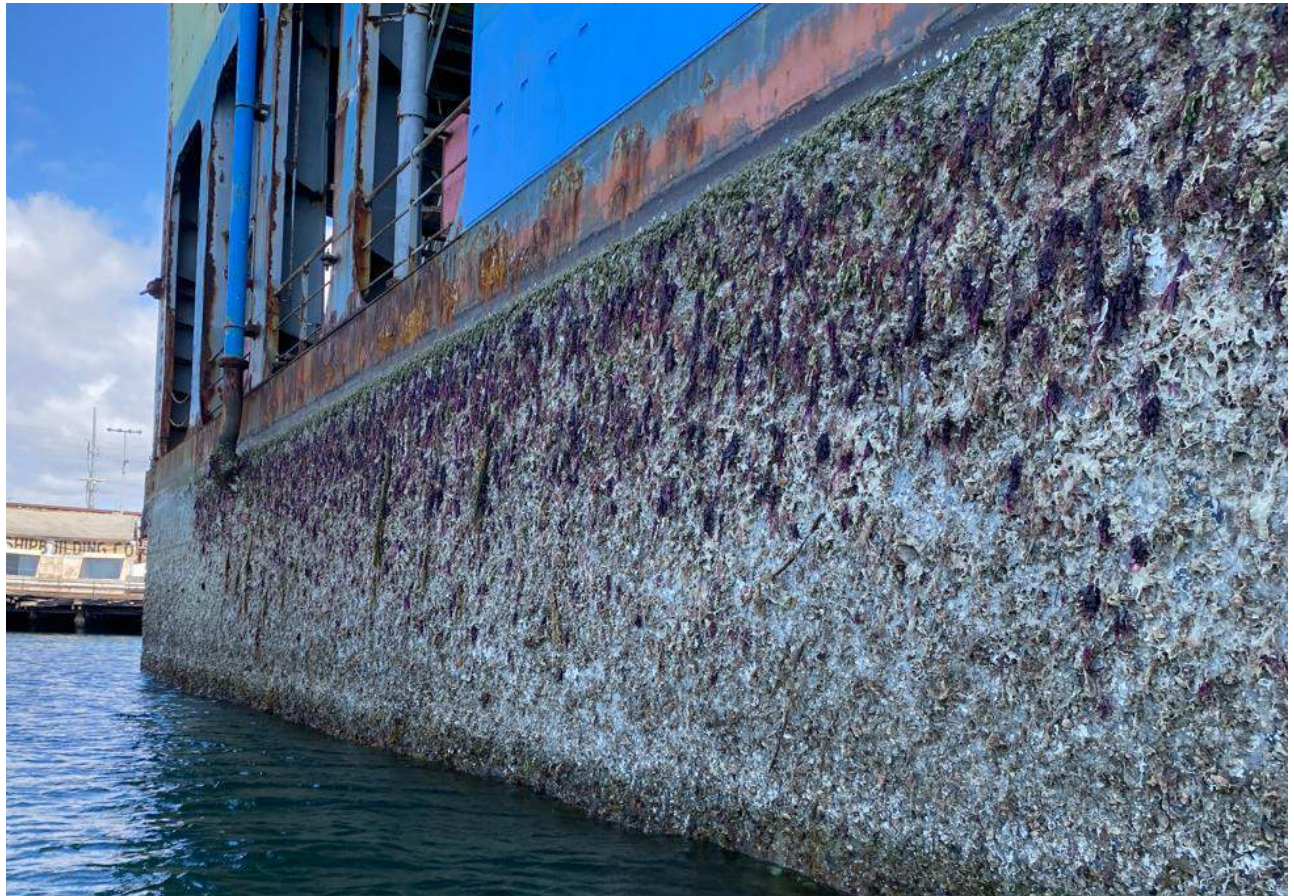


Photo 26 - Typical Condition Pontoon Shell



Photo 27 - Typical Condition of OTBD Shell (STBD)



Photo 28 - Typical Condition of OTBD Shell (Port)



Photo 29 - Typical Condition STBD INBD Wing Shell

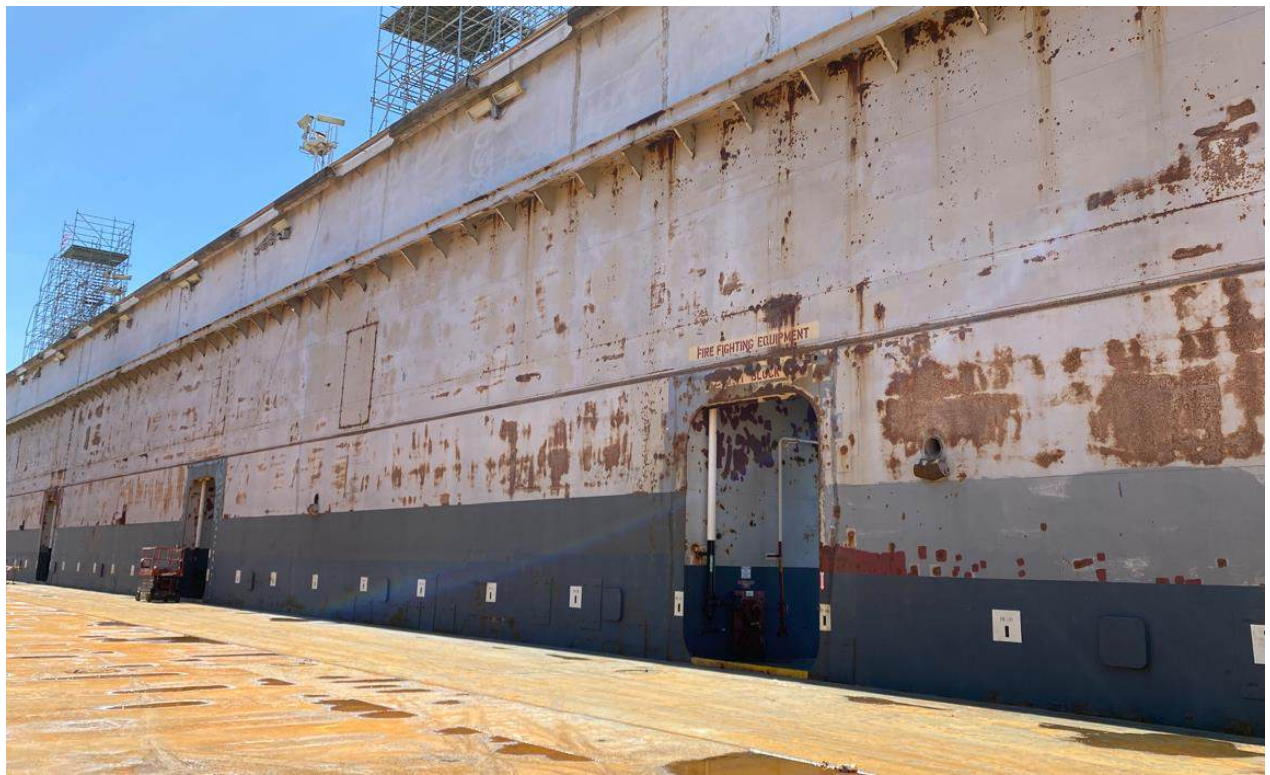


Photo 30 - Typical Condition Port INBD Wing Shell

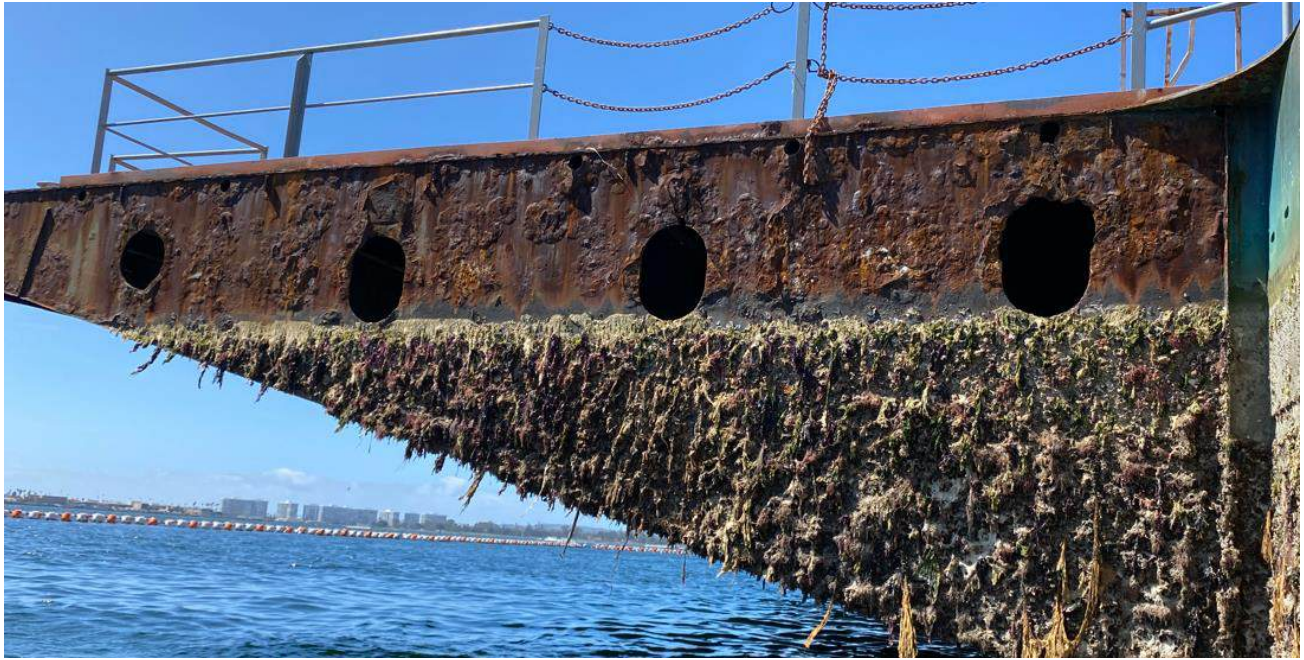


Photo 31 - Condition of Apron (Port/Stbd Most Frames)



Photo 32 - Condition of Apron Coaming



Photo 33 - Condition on Underside of Apron



Photo 34 - Condition of Vehicle Ramp Structure and Bearing Pads

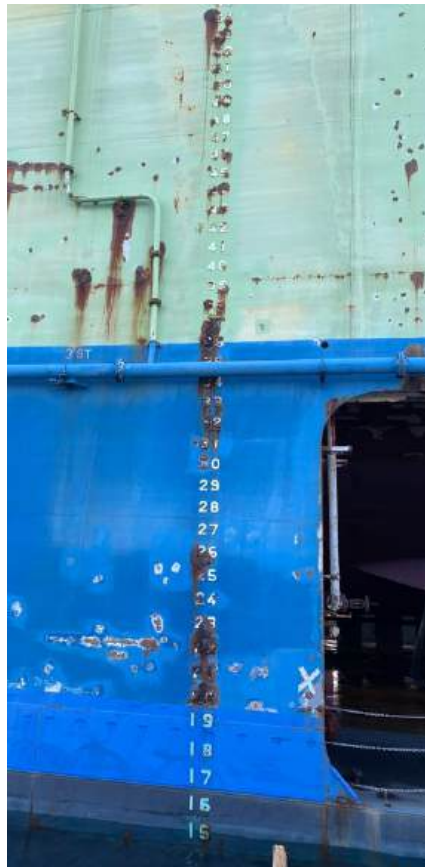


Photo 35 - Condition of Draft Boards OTBD



Photo 36 - Condition of Draft Boards Internal



Photo 37 - Condition of 45 deg. Mooring Tee

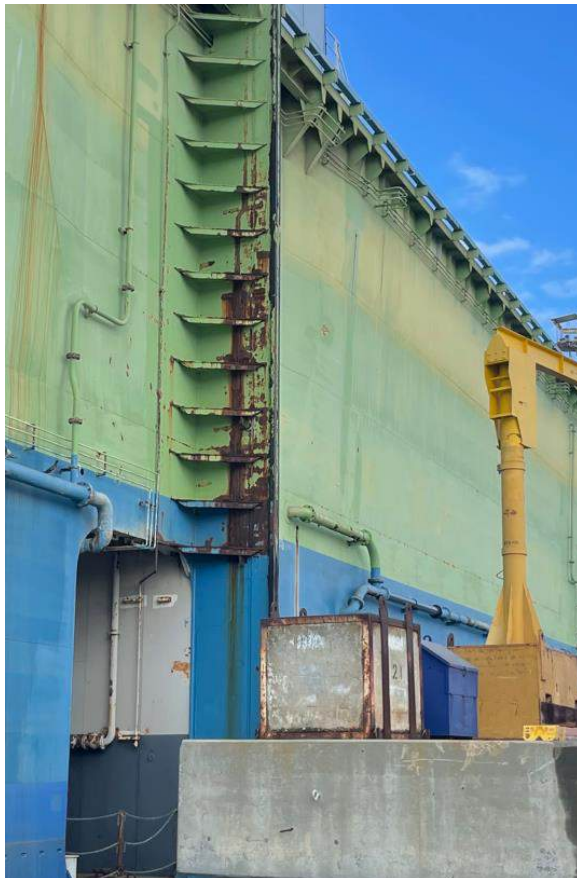


Photo 38 - Condition of Frame 121 90 deg. Mooring Tee



Photo 39 - Condition of Frame 121 Gripper

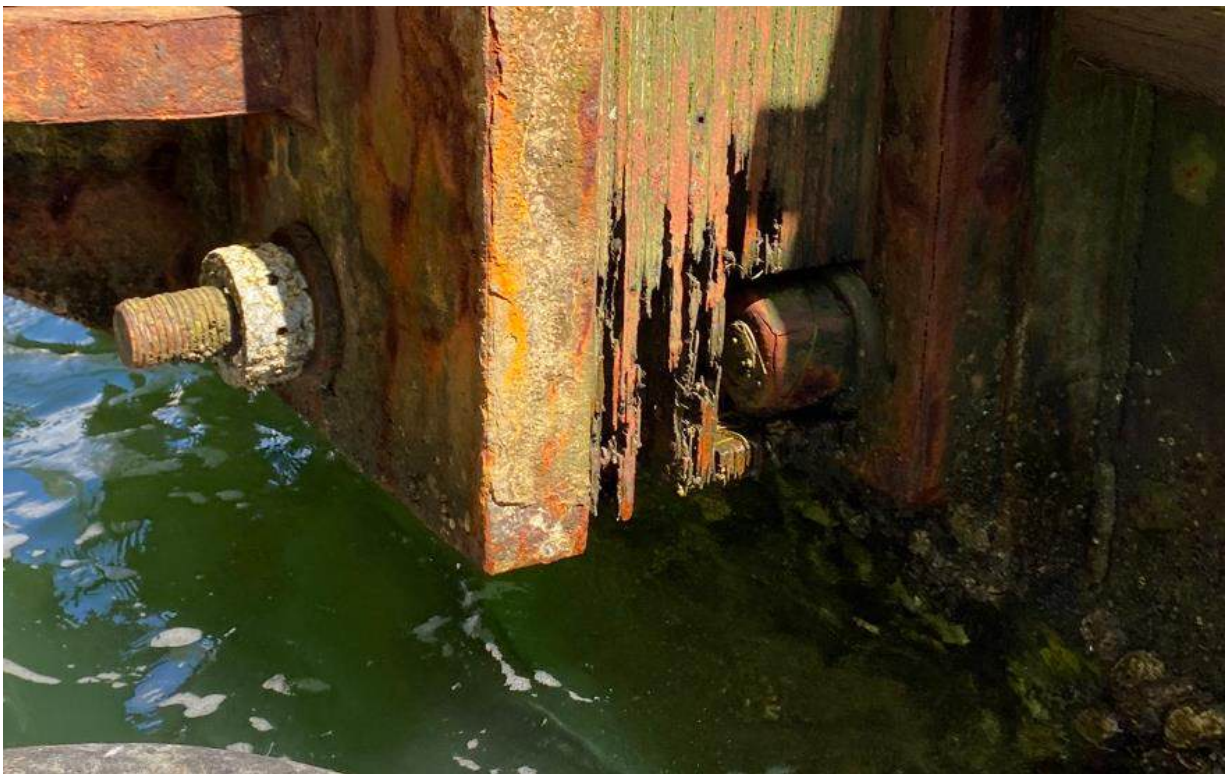


Photo 40 - Condition of Lower Anchor Bolt, Nut, and Timber Frame 121



Photo 41 - Condition of Lower Anchor Bolt, Nut, and Timber Frame 121



Photo 42 – Typical condition of vessel handling trolley



Photo 43 – Typical condition of vessel handling winch



Photo 44 – Typical condition of capstan



Photo 45 – Typical condition of trolley track



Photo 46 – Typical condition of valve actuators on the starboard safety deck



Photo 47 – Typical condition of fire pump (Port shown)



Photo 48 – Emergency generator panel (Powering 2 ballast pumps)

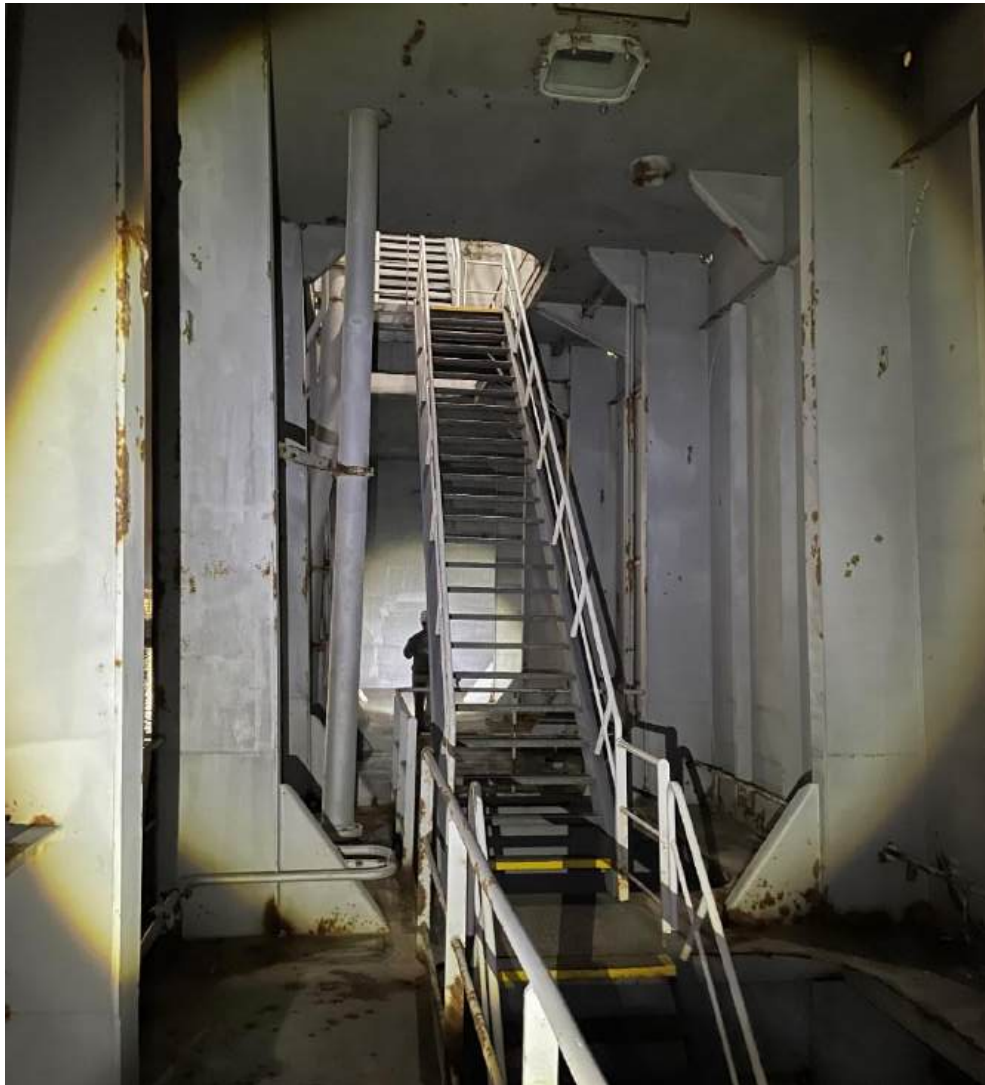


Photo 49 – Typical condition of open portal structure and stairwell (Port Aft shown)



Photo 50 – Typical condition of keel and side blocks



Photo 51 - Exterior Fire Main Pipe



Photo 52 - Missing Cap on Air Line Filter

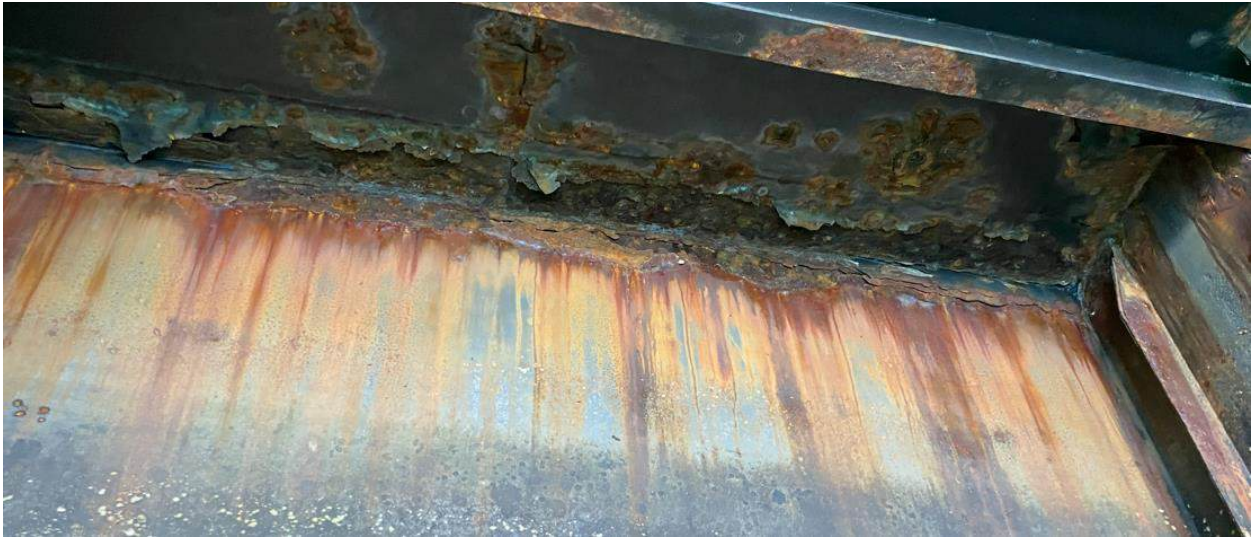


Photo 53 - Apron Deck/PD/End BHD Seam Scale



Photo 54 - Lack of Vent Pipe Extension



Photo 55 – Typical abandoned overhead piping with wasted hangers



Photo 56 - Tank 1 FWD – PC: PD Stiffeners KE & Neck



Photo 57 - Tank 1 FWD – PC: PD Stiffeners KE & Neck

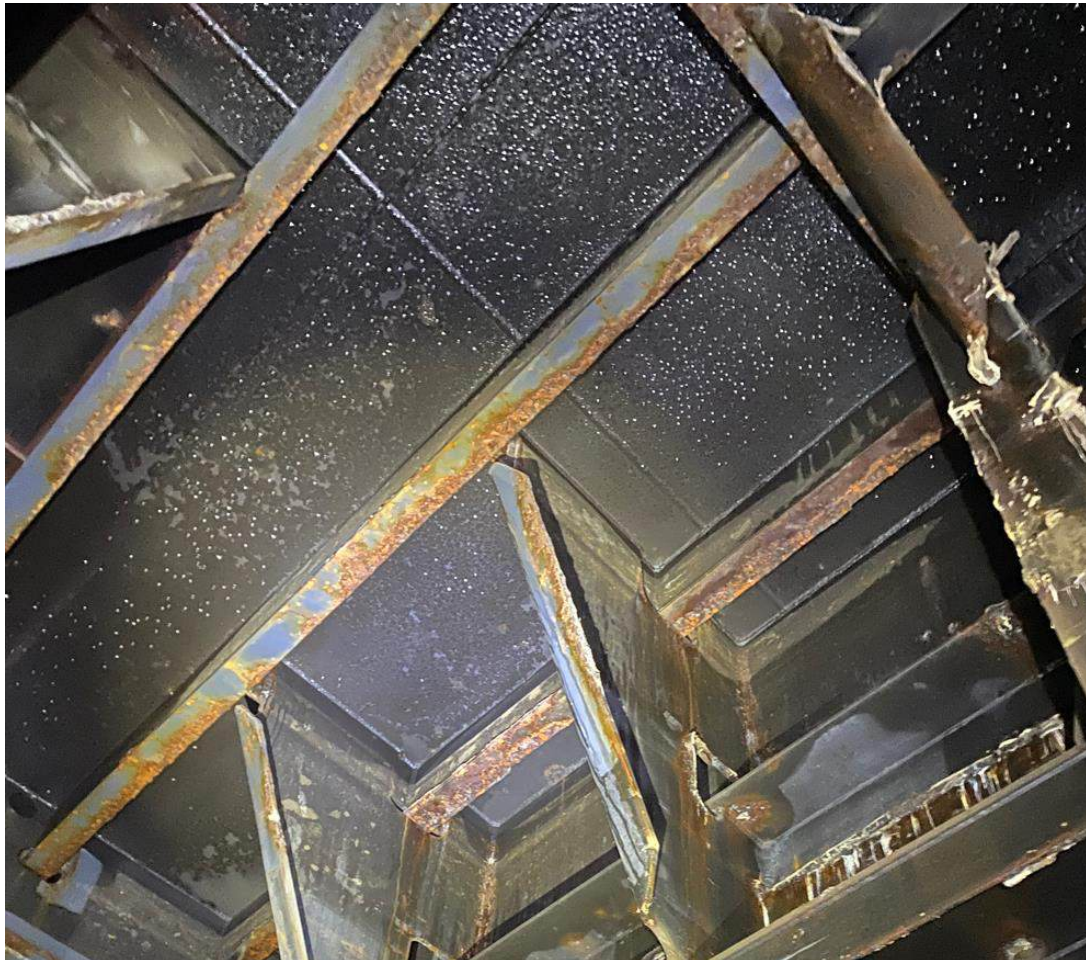


Photo 58 - Tank 1 FWD – SC: PD Stiffeners Iso KE of FLG



Photo 59 - Tank 1 FWD – SC: PD Stiffener Scaling at Pass-thru (x10)



Photo 60 – Tank 1 AFT-P (FR 204): Vertical flat bar at the top of the off-CL longitudinal WT BHD is notched. Adjacent pontoon deck stiffeners in this area have rust scale



Photo 61 – Tank 1 AFT-P (FR 207): Pontoon deck stiffener notched midspan between off-CL BHD and 1st longitudinal OTBD

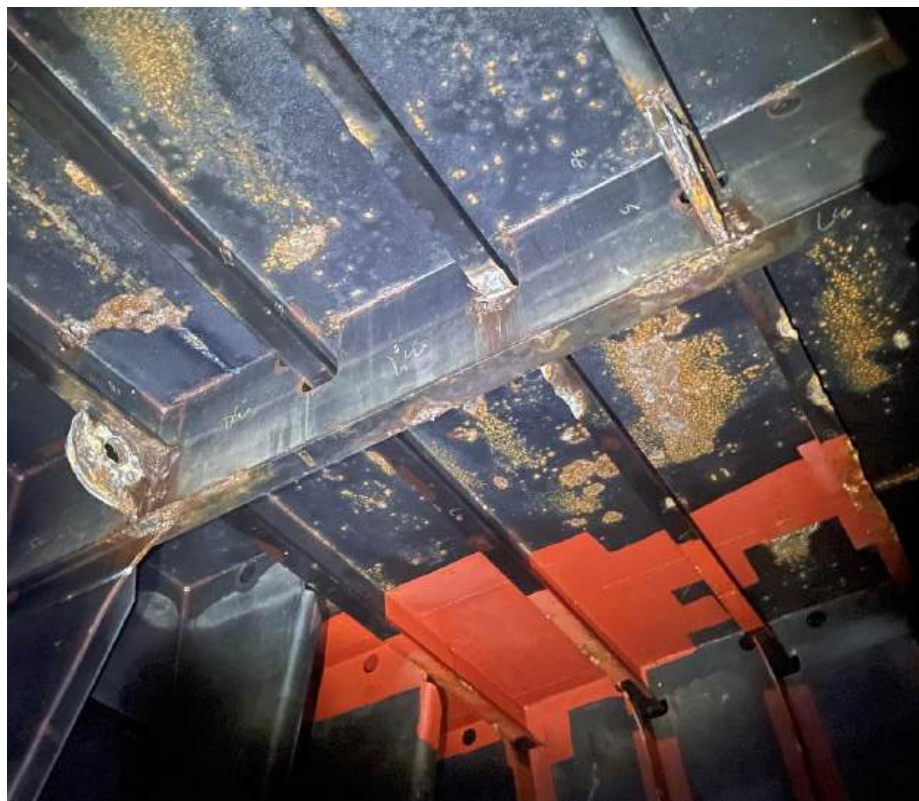


Photo 62 – Tank 1 AFT-P (FR 212-215): These pontoon deck stiffeners are notching from the off-CL longitudinal WT BHD to the 1st longitudinal OTBD.



Photo 63 – Tank 1 AFT-P (FR 219-220): These pontoon deck stiffeners are notching from the off-CL longitudinal WT BHD to the 1st longitudinal OTBD.



Photo 64 - Tank 1 AFT - PC (Fr 222): PD Stiffener KE and Notch Iso Areas (x12)



Photo 65 - Tank 1 AFT - PC: PD Stiffeners in Bay 4 Iso Flange Notching (x13)



Photo 66 – Tank 1 AFT-SC (FR 222): Pontoon deck stiffener notching near off-CL longitudinal WT BHD

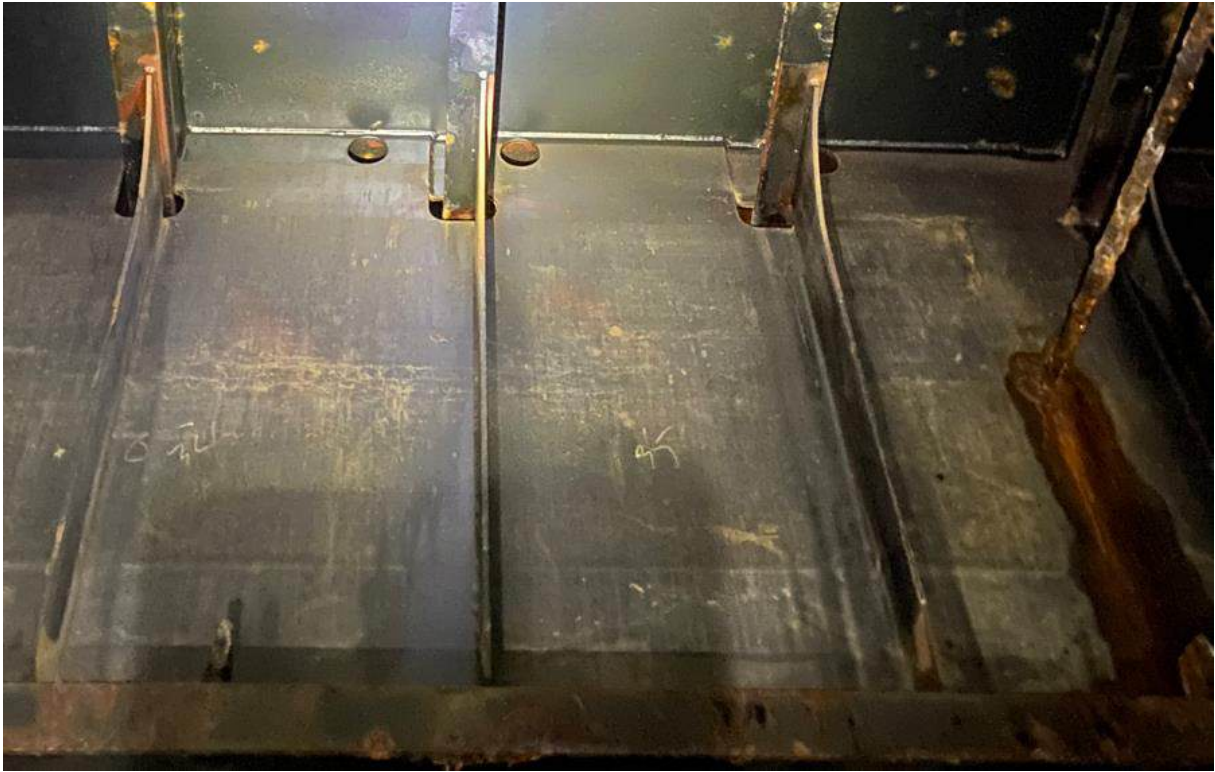


Photo 67 - Tank 1 AFT – S: OVHD FBs on OCL WT BHD Thinning



Photo 68 - Tank 1 AFT - S: Angled Reach Rod Guides



Photo 69 - Tank 1 AFT - S (Fr 222): PD Stiffener Flange Thinning and Notching

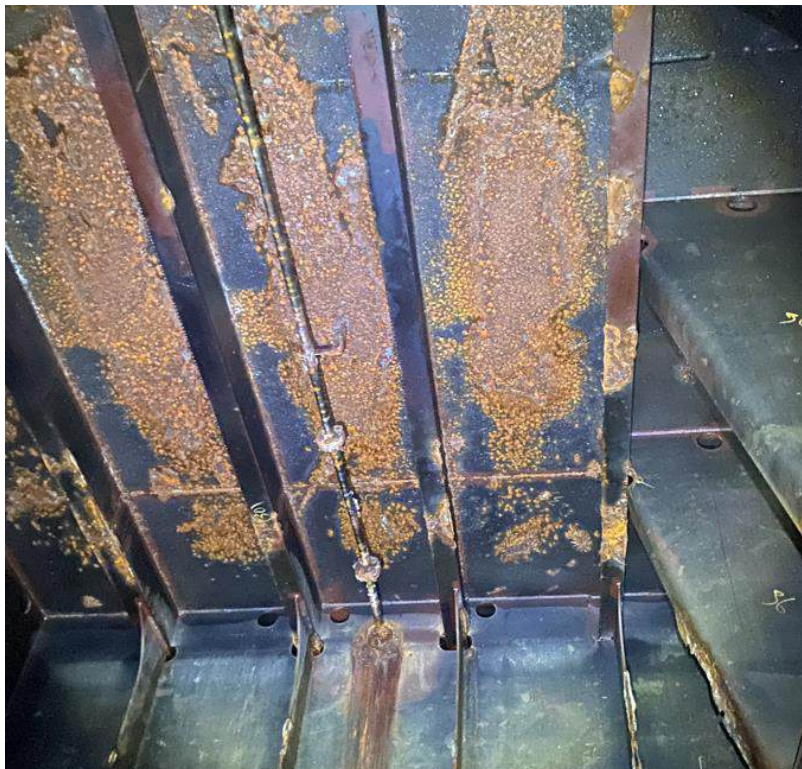


Photo 70 - Tank 1 AFT - S: PD Stiffeners in Bay 1 Iso Flange Thinning/Notching



Photo 71 - Tank 2 FWD – P (Fr 204): PD Stiffener in Bay 2 Iso Flg Notch



Photo 72 - Tank 2 FWD - P (Fr 185): FB on OCL WT BHD Notch/Scale, PD Stiffeners Similar

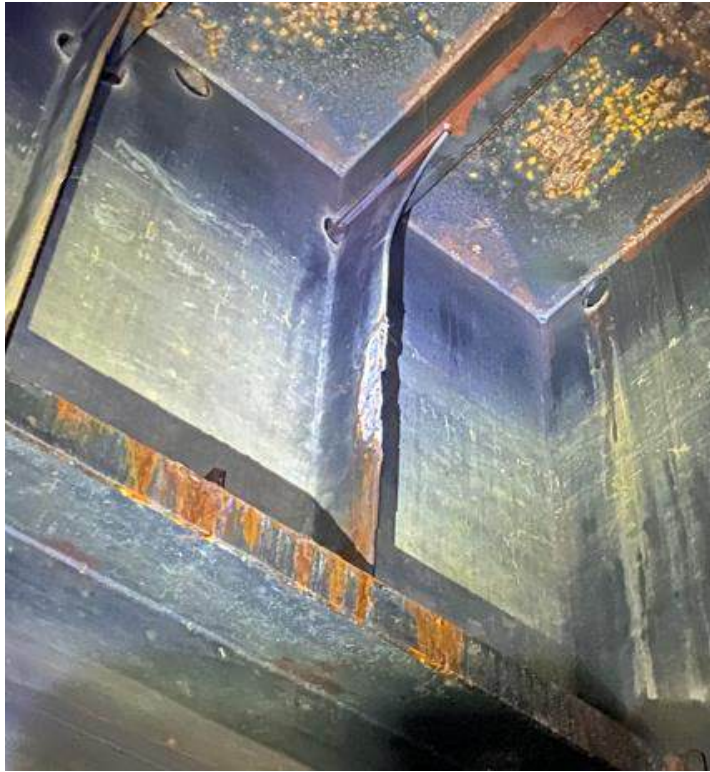


Photo 73 - Tank 2 FWD - P (Fr 182): OVHD FB on OCL WT BHD Scale/Notch



Photo 74 - Tank 2 FWD - S (Fr 188): OVHD FB on OCL WT BHD Scale/Notching

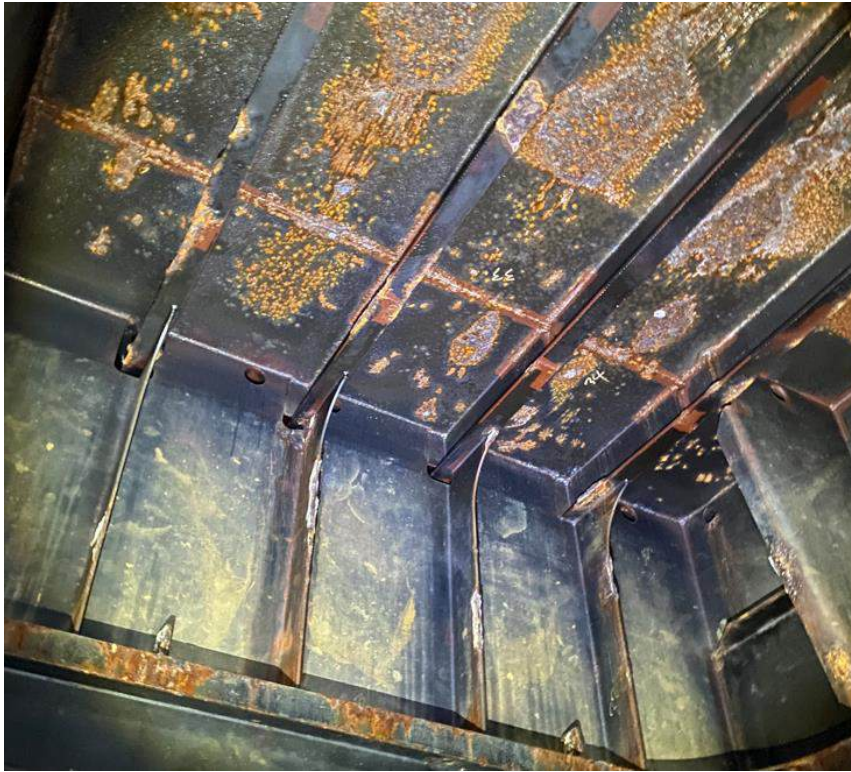


Photo 75 - Tank 2 FWD - S (Fr 192, 193, 195): PD Stiffeners and OVHD FBs on OCL WT BHD Scale/Notch

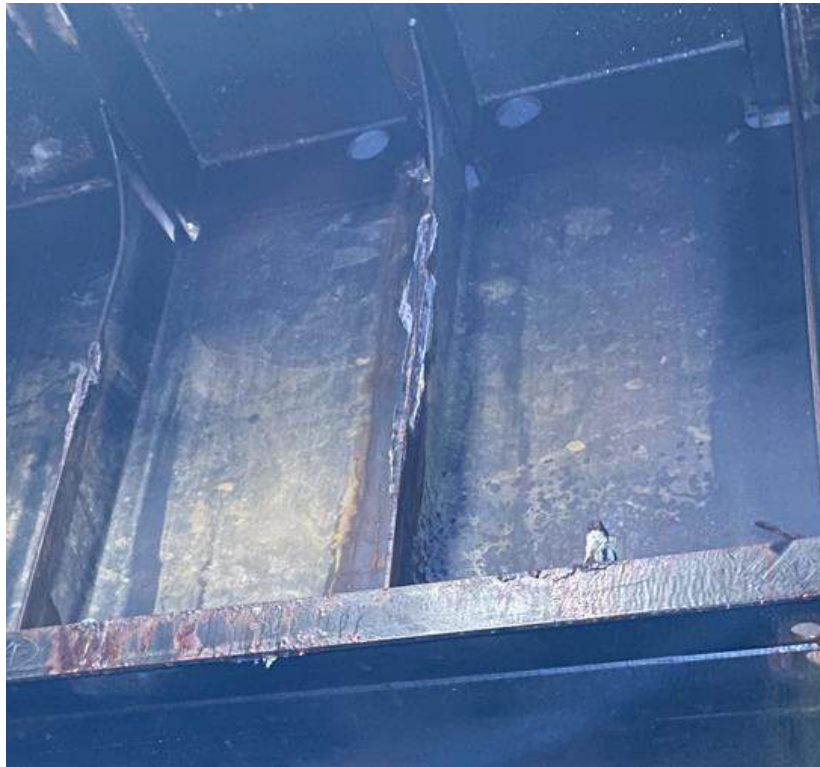


Photo 76 - Tank 2 FWD - S (Fr 199): OVHD FB on OCL WT BHD Scale/Notch

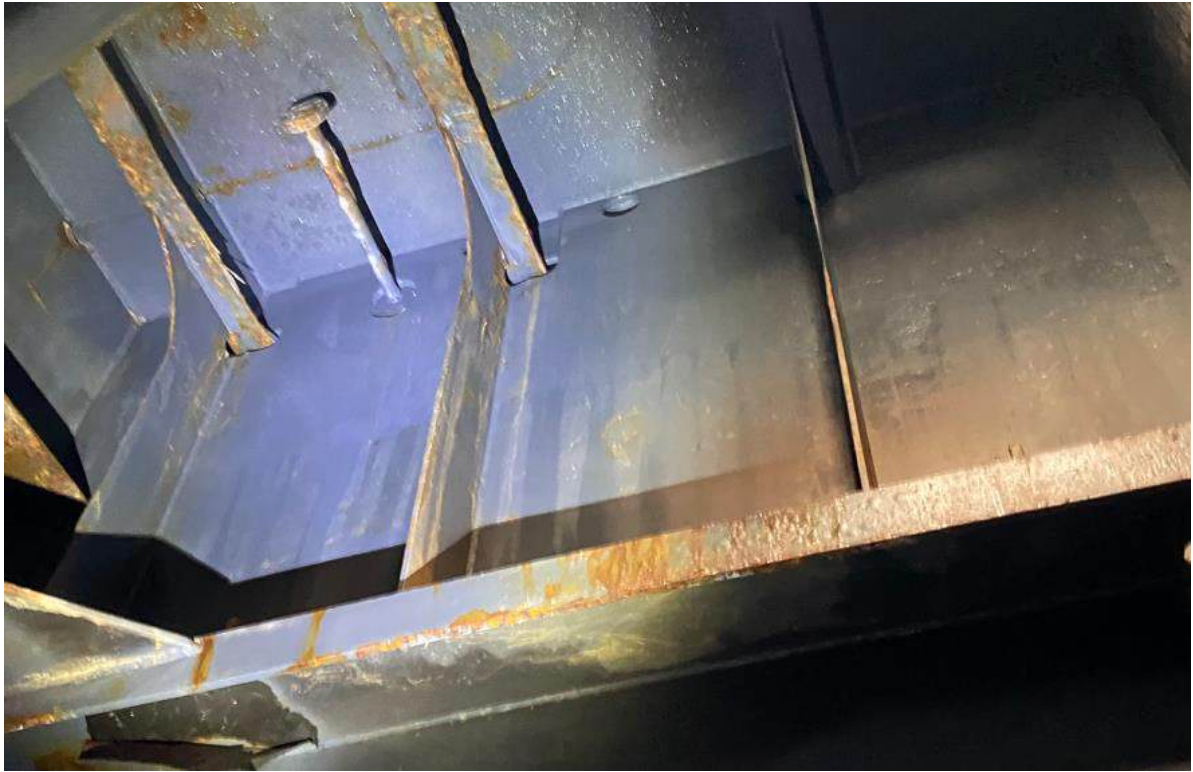


Photo 77 - Tank 2 AFT - P (Fr 179.5-176): OVHD FB on OCL WT BHD Thinning x26

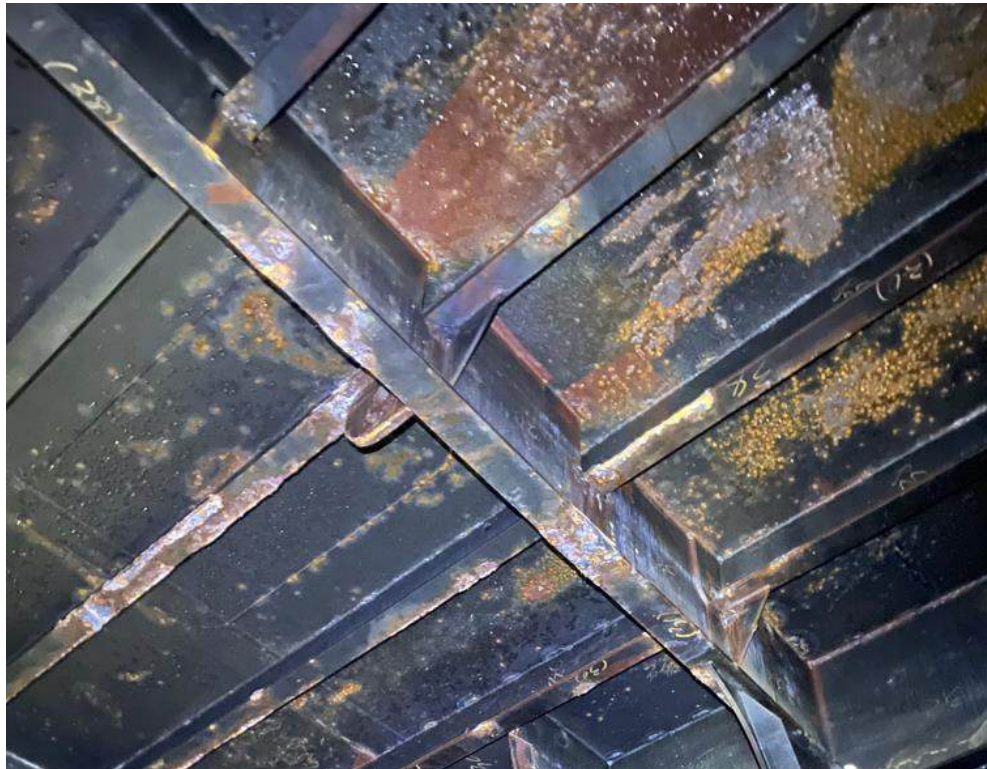


Photo 78 - Tank 2 AFT - P (Fr 173-175): PD Stiffeners Iso Flange Notching



Photo 79 – Tank 2 AFT-S (FR 173-174): Pontoon deck stiffeners and flat bars have HRS/moderate notching at the off-CL longitudinal WT BHD



Photo 80 - Tank 3-P: U-Joint Taped and Scaling Wasting RR Connection



Photo 81 – Tank 3-S (FR 151): Wasted lower reach rod support to flood valve



Photo 82 – Tank 4-P (FR 92): Pontoon deck stiffener notching 4-ft form off-CL longitudinal WT BHD. Others have rust scale in this bay.



Photo 83 – Tank 4-S (FR 81): Discharge pipe has 1/2" diameter hole in doubler plate.





Photo 84 – Tank 5S (FR 45): Piping Sensor has wasted support bracket



Photo 85 – Tank 5S (FR 41): On the off-CL longitudinal WT BHD, stiffeners 4 & 5 are scaling.



Photo 86 – Tank 5A - S (FR 41 (63, 64)): On the off-CL longitudinal WT BHD, the vertical flat bars have MRS with connection to pontoon deck stiffeners



Photo 87 – Tank 5A - S (FR 41 (50-55)): Pontoon deck stiffeners in this bay have MRS on the flanges

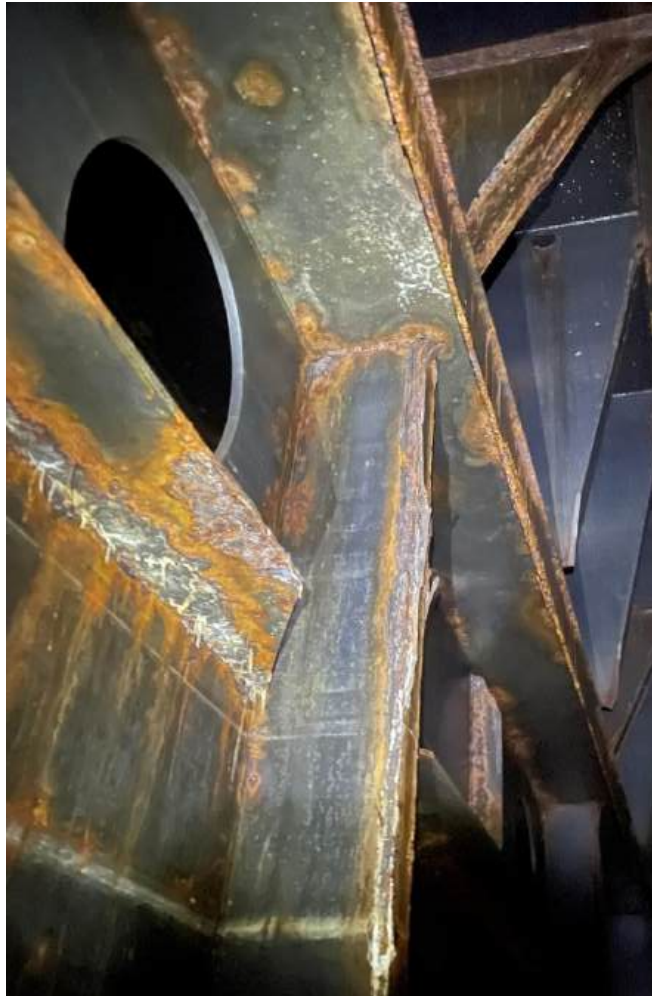


Photo 88 – Tank 5A - S (FR 41(50)): The vertical flanges on the transverse BHD have HRS



Photo 89 – Tank 5B FWD-S (FR 41(30-35)): On the off-CL longitudinal WT BHD, the upper vertical flat bars have M-HRS along with their adjacent pontoon deck stiffeners



Photo 90 - Tank 5B AFT - P (Fr 41(12)): Brkt and Stiffener Wastage at 1 Long.



Photo 91 – Tank 5B AFT-S (FR 41(5-10)): On the off-CL longitudinal WT BHD, the upper vertical flat bars have M-HRS along with their adjacent pontoon deck stiffeners



Photo 92 - Tank 6 FWD - P (Frs 37, 38, 40): OVHD FB on OCL WT BHD and PD Stiffenes Scaling/Thinning x33



Photo 93 - Tank 6 FWD - P (Fr 31-36): OVHD FBs on OCL WT BHD Sever Notching and Scaling x34



Photo 94 - Tank 6 FWD - P (Fr 29): PD Stiff Flange Notch at Midspan x36

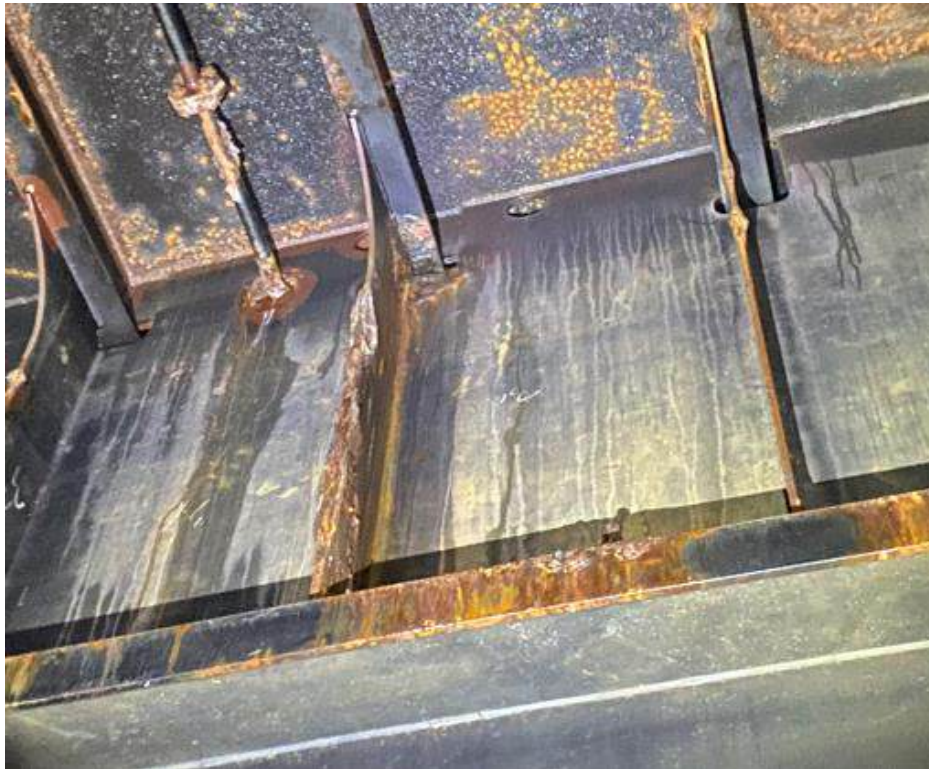


Photo 95 - Tank 6 FWD - P (Fr 28): OVHD FB on OCL WT BHD Wastage/Scale



Photo 96 - Tank 6 FWD – PC (Fr 38 & 39): PD Stiffeners Necking IWO OCL WT BHD Pass-thru

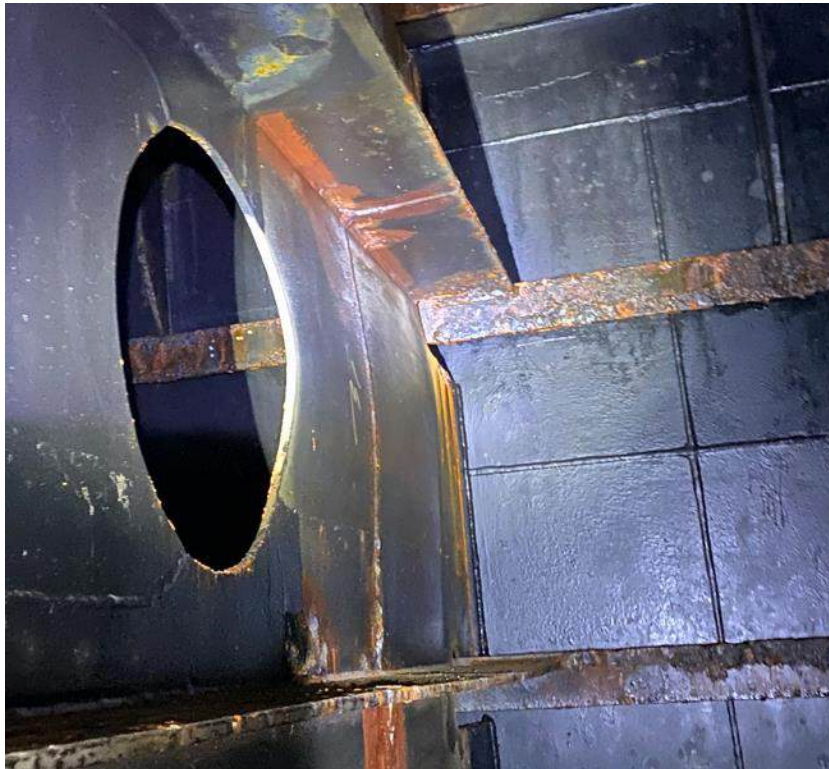


Photo 97 - Tank 6 FWD - PC (Fr 31): NWT BHD Plate Buckled IWO CL



Photo 98 – Tank 6 FWD-SC (FR 36-41): Scaling of CL BHD and connection to transverse PD stiffener brackets



Photo 99 - Tank 6 AFT - P (Fr 6-11): PD Stiffeners in Bay 1 Flanges Notched x40



Photo 100 - Tank 6 AFT- P (Fr 10, 12, 13): OVHD FBs on OCL WT BHD Notching/Scaling



Photo 101 - Tank 6 AFT- P (Fr 12, 14, 15): PD Stiffeners in Bay 1 Flanges Notched

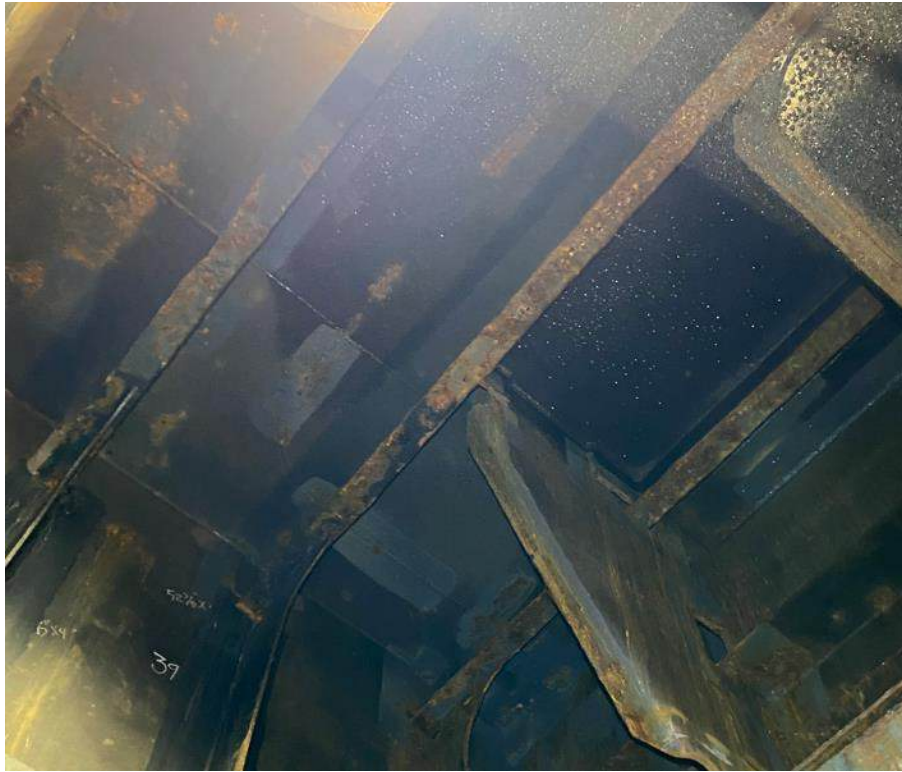


Photo 102 - Tank 6 AFT - S (Fr 17, 18, 19): PD Stiffeners in Bay 1 Flanges Notching

I. PHOTOS




<p>PHOTO 1:</p> <p>TYPICAL TRANSECT & PAINT CONDITION</p>	
<p>PHOTO 2:</p> <p>TYPICAL TRANSECT WELD CONDITION WHERE BARE METAL IS EXPOSED</p>	
<p>PHOTO 3:</p> <p>TYPICAL MARINE GROWTH ON TRANSECTS</p>	

PHOTO 4:

TYPICAL
IMPRESSED
CURRENT ANODE
CONDITION



PHOTO 5:

TYPICAL
DISCHARGE
CONDITION

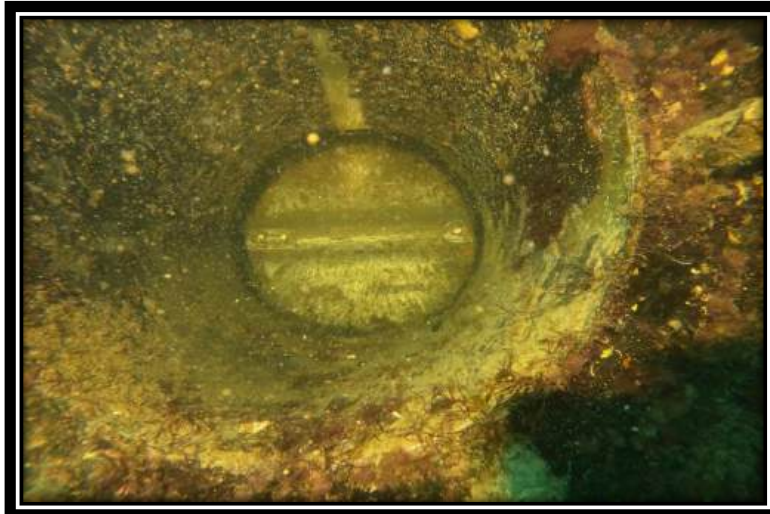


PHOTO 6:

TYPICAL SUCTION
SEA CHEST
CONDITION



PHOTO 7:

TYPICAL FIRE PUMP
CONDITION



PHOTO 8:

TYPICAL PRIME PUMP
CONDITION

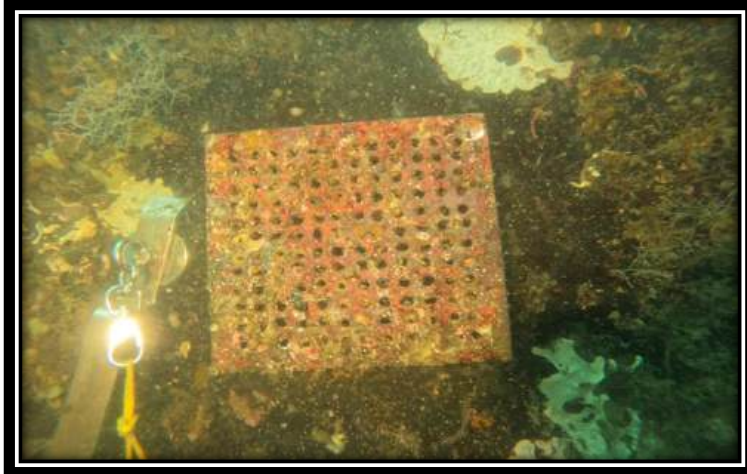


PHOTO 9:

TYPICAL REFERENCE
CELL CONDITION

