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Private inspection of GTS FINNJET (MV KINGDOM) in Alang, Gujarat, India
26.-27.8.2008



**In memory of the Queen of the Baltic Sea
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MV KINGDOM in Alang, 26.8.08 – Salomon Kaukiainen**

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Overview

The idea of our private inspection was to take a final look at the vessel that brought us together and that was the reason to start this website. On June 19th 2008 the final decision to do this trip was made and first flights were booked, right after the news that the ship has been beached.

We did not have any other intention than to see the ship for the last time and take photos before it is gone. When booking, we did not think to see her in one piece, but that was what she was. This „report“ is not to be mixed up with the official paid inspection team report that Johnny Sid sent out a few days before us for the ProFinnjet Turku project. (www.profinnjet.fi)

Left: The FINNJETweb Team boarding the vessel.

Access and outside impression

Access to the ship was only possible during low tide from a roughly 10m long ladder. It went up to the port side bow area of the vessels cardeck through a hole of roughly 2x2m, which the breakers had cut into the ships hull.

In general the ship appeared in one piece from the outside with no significant cuts visible. The breaker had towed several chains around the holes of the bow thrusters, as well as additional chains to the cardeck level (extra holes cut into the hull). With the help of these chains the ship was pulled up the beach towards the breaker's yard area during high tides.

All pilot doors seemed to be open and apart from rust everywhere, the ship still looks pretty much intact with no broken windows or other visible damage to the hull.

Interiors

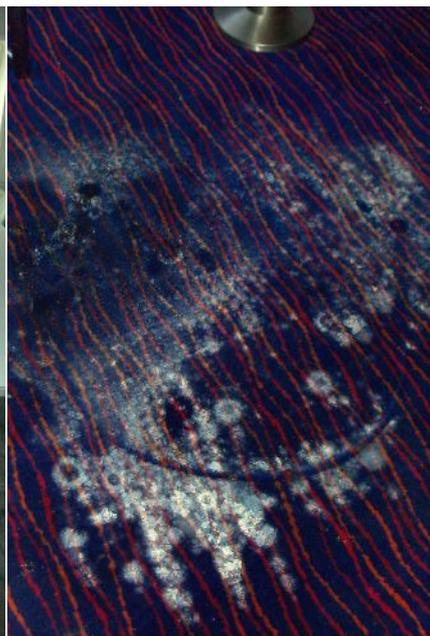
Inside, the cardeck was the first place to arrive after boarding the ship. It looked pretty much intact with all equipment (Silja truck, RoRo trailers, waste containers) still in place as boarded in Rostock on 20.9.2005. Also the crew's Basket Ball field from Baton Rouge was still in the place. Anyway, as expected, there was no more light on board as all generators had been off since the beaching. However, the breaker installed a cable electricity connection to the shore to be able to keep basic lights available on the cardeck.

The walk through the ship was easy and all areas were accessible, hardly any door was locked. The high temperatures in India (25-30°C almost all the time with very high humidity) tend to create problems on a vessel with open doors and no more air condition running, however. Almost all public spaces have started to mould, which is a major issue in the overall condition of the interiors. Breaking work has not yet systematically started on board, although many mobile interior items such as restaurant chairs, TFT screens, monitors, PCs, TVs and Refrigerators have been removed from public spaces and cabins already. Many toilets were „used“ by the Indian workers and since flushing does not work with no systems working, many of them are left dirty. Most public spaces were filled with trash or interior parts and papers, and of course mould. The high humidity and temperature in addition to almost no air movement inside makes the ship a perfect place for the mould to grow.

Several ceiling panels were ripped off and the overall impression of the interiors is very sad. The smell inside was surprisingly weak in most places although some mould sights were more than disgusting. Worst area when it comes to smell was anyway the ships' kitchen area on Deck 4, with lots of flies and insects crowding the air, apart from the anyway disgusting enough mould. Our own resumé is that the interior is in such a bad shape due to the aforementioned reasons, that most of it needs to be replaced by anybody interested in using the ship.



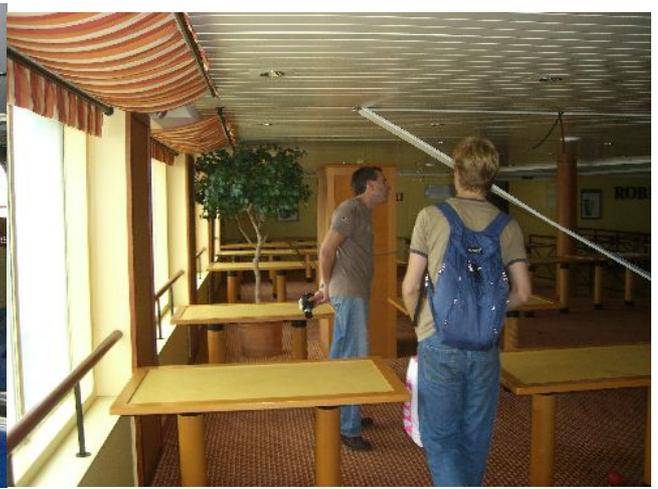
Moulding chairs and carpets in the officers's mess



Moulding carpet in the Stardust nightclub, Deck 9



Remnants from the final crew in the Engine Room, Deck 1







Technical interiors

The engine room appeared to be in good shape with no visible damage or destruction having taken place apart from the missing turbines, which were already removed long before the arrival to Alang. The engine control room also appeared to be in good to normal shape with same mould and mess problems as with other interior areas on board. The bridge appeared to be in a specially sad shape, as lots of radio and communication equipment, as well as Radar equipment was removed by Indian officials after the ship's arrival to the beach. Also, air

conditions in the bridge wing's roof, several screens and PCs and other equipment was already missing, making the ship unsteerable at current condition.



The Engine Control Room on Deck 1



The bridge

Conclusion

The ship has definitely suffered from both the climate conditions without air condition on board and also the way the Indians have treated the ship so far. However, the structural appearance of the ship as well as the hull's condition appeared to be still very good, although of course none of us is an expert in this. Anybody interested in saving the ship should be aware of the necessity of new interiors and the fact that the ship needs to be towed and can currently not move on own power, due to the lack of necessary equipment on the bridge and also of course the huge dirty mess on board which makes working or living on board for normal crew impossible. Getting the ship off the beach could also be an issue, although we believe that it could be still possible at very high tide with the help of several tugs.

This is a short quick report about a few impressions from the ship only. We will likely add more information and pictures to the website soon.

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