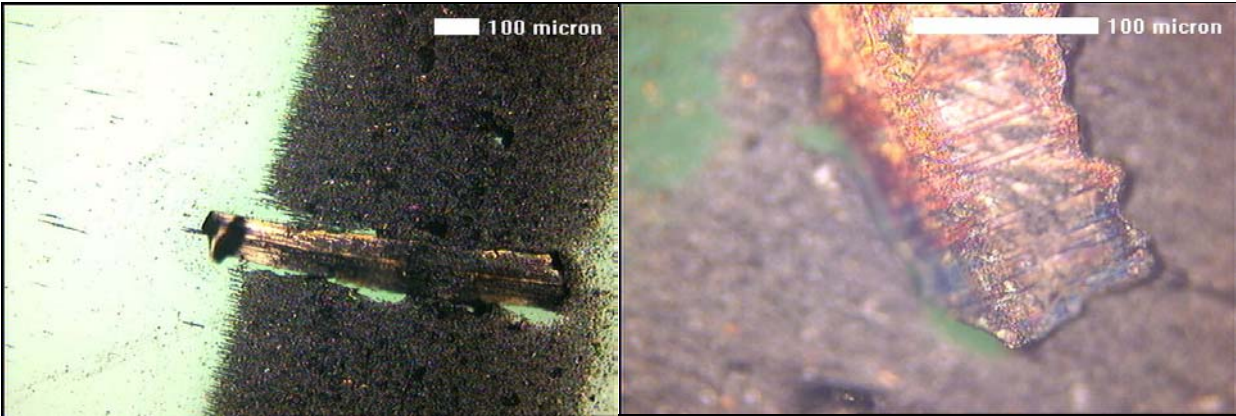




VESSEL: M.V. EXAMPLE	EQUIPMENT TYPE: PASSENGER LIFT
LR NUMBER: 1234567	MANUFACTURER: EXAMPLE OIL GRADE: EXAMPLE GRADE
CLIENT: EXAMPLE SHIPPING LTD.	OIL SERVICE HOURS: 2880 OIL VOLUME Ltrs: 280 DATE SAMPLE TAKEN: 10.01.2006
	SAMPLE POINT: DRAIN COCK LQS REFERENCE: WTL06-12345-67



Particle Type	None	Few	Moderate	Heavy
Normal Rubbing	[Progressive bar chart showing increasing levels of Normal Rubbing from None to Heavy]			
Fatigue Chunks	[Progressive bar chart showing increasing levels of Fatigue Chunks from None to Heavy]			
Spheres	[Progressive bar chart showing increasing levels of Spheres from None to Heavy]			
Laminar Particles	[Progressive bar chart showing increasing levels of Laminar Particles from None to Heavy]			
Severe Wear Particles	[Progressive bar chart showing increasing levels of Severe Wear Particles from None to Heavy]			
Cutting Wear Particles	[Progressive bar chart showing increasing levels of Cutting Wear Particles from None to Heavy]			
Corrosive Wear Particles	[Progressive bar chart showing increasing levels of Corrosive Wear Particles from None to Heavy]			
Oxide Particles	[Progressive bar chart showing increasing levels of Oxide Particles from None to Heavy]			
Dark Metallo-Oxides	[Progressive bar chart showing increasing levels of Dark Metallo-Oxides from None to Heavy]			
Non Ferrous (Metallic)	[Progressive bar chart showing increasing levels of Non Ferrous (Metallic) from None to Heavy]			
Non Metallic (Crystalline)	[Progressive bar chart showing increasing levels of Non Metallic (Crystalline) from None to Heavy]			
Non Metallic (Amorphous)	[Progressive bar chart showing increasing levels of Non Metallic (Amorphous) from None to Heavy]			

Comments: The Rotary Particle Depositor showed a heavy density deposit. The majority of the particles present were copper coloured (bronze/brass) sliding wear, with evidence of heating (temper colours) and varying in size up to ~900µm and generally >20µm. Numerous cutting wear bronze particles up to ~800µm also present. Ferrous sliding wear up to ~250µm also present with evidence of heating (temper colours).

As such, the wear rate and the wear situation are regarded as **very high / critical**. Recommend that a new sample of oil is sent for analysis to determine rate of wear and that the gearbox is inspected.

REPORT DATE: 10.10.2006

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