

PRE-PURCHASE ASSESSMENT
PRELIMINARY REPORT
MT SINOTECH MARINE
(OIL / CHEMICAL)

BIRD EYES PICTURE



IMO NO.	8888888888
Port of Registry	BERGEN
Year of Built	MARCH 2013
Builder Yard	STX OFFSHORE & SHIPBUILDING/KOREA
Classification	DNV – GL
Vessel State	LOADING CARGO
Date of Inspection	15/02/2020
Port of Inspection	MONGSTAD / NORWAY
Inspection Company	SINOTECH MARINE
Inspection Type	PREPURCHASE INSPECTION
Client	CONFIDENCIAL

INDEX

Contents

1. PREAMBLE.....	3
2. VESSEL DESCRIPTION.....	4
3. VESSEL OVERVIEW	7
4. VESSEL UP-GRADATION REVIEW	8
5. SURVEYOR ASSESSMENTS	9
A. HULL & STRUCTURE.....	9
B. MACHINERIES & EQUIPMENT.....	10
C. FIRE SAFETY & LIFE SAVING EQUIPMENT	11
D. FORTHCOMING COMPLIANCES	12
E. OPERATIONAL POSITION	12
F. OTHER NOTICABLE ITEMS	13
6. PRELIMINARY SUMMARY	13
7. PHOTOGRAPHS	14

ESTONIA

1. PREAMBLE

MT XXXXXXXXX was attended by XXXXXX, sinotech marine corporation SURVEYOR, NORWAY, ON 15 FEBRUARY 2020 at Mongstad oil refinery terminal – Mongstad, Norway for the pre-purchase condition assessment on behalf of her potential buyer. the vessel arrived in ballast condition and berthed port side at terminal. at the time of inspection vessel was loading.

SURVEYOR INSPECTED no. 1p and no. 3s ballast tanks. overall condition is good, and all anodes are intact. cargo tanks were not inspected, however, there are in good condition as per ship records.

MT XXXXXXXXX IS MANNED BY 21 CREW, OFFICERS AND CREW FROM DIFFERENT NATIONALITY AS FILIPINO, RUSSIAN, UKRAINIAN AND INDIA. SHIP CREW WAS SUPPORTIVE DURING THE INSPECTION. ALL REQUESTED DOCUMENTS WERE PRODUCED BY SHIP STAFF.

THERE ARE SIGNIFICANT MARKS FOR FENDERS AND HULL HAVE LOOSE RUST ON PORT AFT SIDE. MAIN DECK, QUALITY OF LAST PAINT IS VERY POOR AND IN MIDSHIP THERE ARE PITTING AND CORRODED SPACES

THE FORECASTLE AND POOP DECK COATING REQUIRES MAINTENANCE, LOOSE RUST FOUND ON DECK AND THE LAST PAINT FOR DECK FOUND IN UNSATISFACTORY CONDITION

CONFIDENTIAL

2. VESSEL DESCRIPTION

BASIC PARTICULARS

Ship Owner	<i>NYHILL SHIPPING AS / C. SUNDTS GATE 1 5004 BERGEN NORWAY</i>
Ship Manager	<i>WALLEN GMBH & CO. KG / SPRINKENHOF BURCHARDSTR. 8, 3RD FLOOR 20095 HAMBURG</i>
Charterer	<i>Vitol</i>
No. of Crew & Nationality	21 CREW - FILIPINO & RUSSIAN & UKRANIAN & INDIAN
Min. Safe Manning Requirement	14
Previous Name (s)	N/A

CLASSIFICATION

Class Notation	1A1 TANKER FOR OIL BIS BWM(E(s)) COAT- PSpC (B) CSR E0 ESP SPM TMON VCS(2)
Class Period Expiry	18/03/2023
Date of Delivery	18/03/2023
Last Special Survey	31/12/2017
Last Dry-Docking Survey	31/12/2017
Dockyard (Last Docking)	SINGAPORE
Last Bottom Inspection	31/12/2017 - DRYDOCK. ON Nov. 2019 DIVER CLEANED HULL / PROPELLER (WITHOUT CLASS NOTICE)

SPECIFICATIONS

Length Overall (LOA) in meters	228 M
Beam in meters	32.24 M
Depth (Molded) in meters	20.65 M
Summer Deadweight	75022.8 MT
GRT	42420
NRT	21710
Summer Draft in meters	14.30 M
Summer Displacement	88806.01 MT

PROPULSION & POWER PLANTS

Propulsion Engine Maker & Model	STX MAN 7S50ME-B8.1
MCR & NCR	MCR: 9680 Kw x 121.5 rpm / NCR : 8712 kW x 117.3
ME Cylinder Lubricator Type & Model	ALPHA LUBRICATOR
ME Turbocharger Model & RPM	TCA66, 16900 RPM (MAX)
Propeller	SILLA METAL - FIXED PITCH
No. of Diesel Generator Sets	3 SETS 1X 5L21/31 - 2X 6L21/31
D/G Maker & Model	STX ENGINE MAN 1X 5L21/31 - 2X 6L21/31
Rating (KW, RPM)	5L: 1000kW x 900 rpm / 6L 1320kW x 900 rpm
Alternator (Maker & Model)	HYUNDAI, HFC7 50-84K
Rating (KVA, Hz)	1187.5 kVa, 60HZ
Aux. Boiler (Maker, Model, Rating)	KANGRIM, PB0403AS13, 25000kg/h @ 7 bar
Shaft Alternator/Turbo Alternator	N/A
Steering Gear (Maker & Type)	ROLLS-ROYCE, RV1650-3
Bow Thrusters (Nos. & Rating)	N/A

CARGO STORAGE & HANDLING

Deck Crane (Nos. Maker, Capacity)	1 x DONGNAM MARINE
Inert Gas System (Nos. & Maker)	SCRUBBER C200 VID /DECK SEAL SHC 40B
Cargo Pumps (No., Maker, Capacity)	12 + 2 (SLOPS), FRAMO
No. of Cargo Tanks	14 INCLUDING SLOPS
Cargo Oil Capacities in (M3 & MT)	84873.8 m3

CAPACITIES

Total Heavy Fuel Oil Capacity	2115,7 m3
Total Diesel Oil Capacity	680,3 m3
Total Ballast Capacity in m^3	30234,1 m3
Total Fresh Water Storage Capacity in m^3	542,4 m3
Total Lube Oil Storage Capacity in m^3	161,9 m3

NAVIGATION & SAFETY

ECDIS (Nos., Maker, Model)	TRANSAS, RS6B
Radars (Maker, Models)	FURUNO, FAR 2826
VDR (Maker & Model)	FURUNO, VR-3000
Magnetic Compass (Maker, Model)	TOKYO KEIKI, SH-165 A1
Gyro Compass (Maker, Model)	TOKIMEC, TG 8000
MF/HF Radio (Maker, Model)	FURUNO, FS 2570
No of Lifeboats/Capacities	2 x 30 PERSONS
Rescue Boat /Capacity	STBD LIFEBOAT
No of Life Rafts/Capacities	5 TOTALS (4x 16 PERSONS + 1x 6 PERSONS)
Fixed FFA (Engine Room)	CO2 system
Fixed FFA for (Pump Room)	N/A
Hyper Mist System Engine Room	YES, FOR IGS, AUX BOILER, INCINERATOR, M/E, HPP, NO 1& 2& 3 G/E, HFO PURIFIER
Ballast Water Treatment System	N/A



3. VESSEL OVERVIEW

	ITEM	YES/ NO	COMMENT
1	Any visible major defect or damage to Hull or Machineries?	No	We had no opportunity to see the external hull from starboard side
2	Is Ballast Water Treatment System Installed?	No	Due date is 26 May 2022
3	<i>Any outstanding condition of Class or Memoranda?</i>	No	Latest survey status 12 Feb. 2020 indicate no condition or memo
4	<i>Whether last bottom survey was done in Dry-dock?</i>	Yes	Drydock Singapore 31/12/2017
5	<i>Whether Docking survey due in next 2 years?</i>	Yes	A ballast water treatment plant is required
6	<i>Any major capital expenditure due in next 1 year?</i>	No	
7	<i>Any PSC detention in last 5 years?</i>	No	In average all PSC reports have 1 remark
8	<i>Any change of ISM manager or Ship ownership in last 5 years?</i>	No	According to CSR file, there has been no owner change and current manager is the second manager
9	<i>Any change of Classification society in last 5 years?</i>	No	Vessel built under DNV
10	<i>Whether ECMS fitted as primary means of Navigation?</i>	Yes	2 x Transas RS6B
11	<i>Normal Cargo Pumps operation witnessed?</i>	Yes	During the inspection, the vessel was loading cargo at a low rate because of the terminal
12	<i>Are electronic lubricators fitted for M/E Cylinder Lubrication?</i>	Yes	Alfa Lubricator
13	<i>Excessive used spares of ME/DG/Cranes onboard?</i>	No	
14	<i>Is there exhaust cleaning scrubber installed?</i>	No	
15	<i>Expected Fuel Oil bunker (with Sulfur > 0.5%), as on December last 2019.</i>		N/A
16	<i>Is Ship Implementation Plan for 2020 Low Sulphur compliance in place?</i>		N/A
17	Any fouling of visible part of Hull external?	Yes	Hull suffers for fender scratches and loose rust
18	Whether Ship operates in UMS?	Yes	But the ums are not recognized by flag (ref. min. safe. man. certificate the vessel has "0" notation from DNV)

4. VESSEL UP-GRADATION REVIEW

CODES

R: Major Repair or Up-gradation required

M: Minor Repair or Up-gradation required

G: No Repair or Up-gradation required

A: Moderate Repair or Up-gradation required

E: Effective Routine Maintenance required

Sr.	Areas	R	A	M	E	G
1	External Hull		X			
2	Main Deck Plating		X			
3	Mooring Machineries			X		
4	Hydraulic Piping on Deck				X	
5	SW Pipes, Air Vents on Deck				X	
6	Accommodation block & Ventilators			X		
7	Cargo Tanks & Fittings, Tank Top Ladders				X	
8	Cargo Manifold & Piping				X	
9	Cargo Pumps System & Fittings				X	
10	Deck Cranes					X
11	LSA and FFA Equipment					X
12	Ballast Tanks and Void spaces				X	
13	Main Propulsion Engine				X	
14	Diesel Generators				X	
15	Fuel Oil and Lube Oil Piping and fittings in E/R				X	
16	Sea Water Piping, Coolers, Filters in ER				X	
17	General Leakages in ER				X	
18	MARPOL Compliance				X	

1. SURVEYOR ASSESSMENTS

a. HULL & STRUCTURE

Sr.	ITEM	CONCERN?	COMMENT
1	Hull External	Fair	There are significant marks for fenders and hull have loose rust on port aft side
2	Weather Decks & Fittings	Fair	Main deck, quality of last paint is very poor and in midship there are pitting and corroded spaces
3	Fore peak Store	Good	Well organized. Vessels have no Suez light
4	Mast houses & Deck Stores	Good	Decks stores are clear and lashed accordingly
5	Forecastle Deck	Fair	The forecastle deck coating requires maintenance, loose rust found on deck and the last paint for deck found in unsatisfactory condition
6	Poop Deck	Fair	The poop deck coating requires maintenance, loose rust found on deck and the last paint for deck found in unsatisfactory condition
7	Cargo Tanks	Good	As per ship records
8	Ballast Tanks & Void spaces	Good	No. 1P and No. 3S ballast tanks were inspected. Overall condition is good, and all anodes are intact
9	Accommodation	Fair	Cleanliness of the accommodation is in good condition but the last paint for accommodation have been done without scrapping. Some weather tight doors seal channels are corroded.
10	Bridge & Monkey Island	Good	An antenna plan is required
11	Engine Compartment	Good	Engine room generally found in clean condition
12	Steering Compartment	Good	Steering gear room generally found in clean condition; all materials lashed accordingly
13	Vents & Sounding Pipes	Good	Vents and sounding pipes are in good condition
14	Funnel & Flaps	Good	
15	Mushroom Vents,	Fair	Some mushroom vents require maintenance for general appearance.

16	Port holes, Ventilators	Good	
17	Cargo & Bunker Manifolds	Good	
18	Rudder	Good	A minor leakage on rudder main bearing
19	Propeller	Good	
20	Anchors & Cables	Good	Noted in good condition
21	Gangways and Ladders	Fair	A maintenance required for winch and location
22	UT Gauging	Good	Maximum diminution noted as 0,3 mm
23	UV Testing for Sealing	Unsatisfactory	No information given

b. MACHINERIES & EQUIPMENT

Sr. No	ITEM	CONCERN?	COMMENT
1	Navigation Equipment	Good	All equipment noted in working condition (Due to terminal restrictions, a few equipment could be tested)
2	Main Engine Plant	Good	A minor leakage noted on
3	Diesel Generators Plant	Good	No.1 Generator was running around 550kW for ballast operation
4	Electric distribution Plant	Good	
5	Steam Plant	Good	
6	Piping, Valves & Heat Exchangers	Good	No sign of leakage
7	SW /LO/FO /FW Pumps	Good	No sign of leakage
8	Bilge Piping, OWS, & Sewage system	Good	
9	Incinerator	Good	Last time worked - December 2019
10	Main Engine Shafting	Good	

11	Steering Gear	Good	Steering gear oil pumps and limit switches are noted in good order
12	Hot well, Condensers	Good	No corrosion noted
13	Hydraulic Power Packs	Good	No sign of excessive leakage
14	Windlass & Mooring Winches	Fair	Equipment have loose rust and brake liners, brake pads need a maintenance, some lubrication points are painted
15	Deck Cranes	Good	
16	Cargo Pumps	Good	FRAMO system cargo tanks are in good visual condition
17	IGS	Good	Logs have been checked, no unexpected stop drying operation
18	Ballast Pumps	Good	FRAMO system ballast pumps
19	Cargo Heating	Good	Heaters are just for tank cleaning. 2 Slop tanks have stainless steel heating coils
20	Tank Cleaning	Good	
21	Fixed Gas Detector	Good	In working order

c. FIRE SAFETY & LIFE SAVING EQUIPMENT

Sr.	ITEM	CONCERN?	COMMENT
1	Deck Firefighting	Good	Fixed foam fitted; foam tank has enough liquid
2	Engine Room Firefighting	Good	CO2 and water mist provided for engine room
3	Pump Room Fire firefighting		No Pump Room
4	Local Fire Fighting-	Good	
5	Engine Room	Good	
6	Lifeboats	Good	2 lifeboats were checked
7	Life Rafts & MOB	Good	
8	Emergency Fire Pump	Fair	Emergency fire pump have slight rust on seal

9	Emergency Generator /Batteries	Fair	Emergency generator have cooling water leakage
10	Fire station	Good	

D. FORTHCOMING COMPLIANCES

Sr.	ITEM	CONCERN?	COMMENT
1	Ballast Water Treatment Plant		N/A
2	Exhaust Cleaning Scrubber		N/A
3	Paperless Navigation	Excellent	
4	Low Sulphur FO/DO Tanks	Good	Tank quick closings are in good order
5	Alpha Cylinder Lubricators	Good	No excessive leakage
6	Fin type Propeller Boss	Good	
7	Bridge Control -UMS Class	Good	
8	Use of EAL in Stern tube	Good	It is noted that the stern tube modified with air guard sealing, but no class attestation declared to us
9	Lifeboat onload release-modification	Good	

E. OPERATIONAL POSITION

Sr.	ITEM	CONCERN?	COMMENT
1	Dry-docking Position		Last drydock declared as done at Singapore on December 2017. No report has been declared
2	Condition of Class		Class condition is in order, ESP file checked, and all entries done accordingly.
3	Speed & Fuel Consumption		Speed & Fuel consumption appeared logical considering vessel condition. No unexpected stops found on logbooks
4	Class Status		Class survey status found in good order without memoranda

F. OTHER NOTICABLE ITEMS

Sr.	ITEM	DESCRIPTION
1	Survey Position	Mongstad Oil Refinery, Mongstad, Norway, no photographs are allowed for vessel hull
2	Hull	Noted generally in fair condition
3	Engine Machinery	Engine room noted with enough maintenance by vessel crew. Last major overhaul noted done on drydock.
4	Deck Machineries	Deck remain lack of maintenance in general. It is recommended for crane brakes to be replaced
5	Cargo Machineries	Cargo pumps are appearing in good working condition
6	Miscellaneous	

1. PRELIMINARY SUMMARY

BASIS SUPERFICIAL INSPECTION FINDING AND OBSERVATION OF SURVEYOR AND TAKING INTO CONSIDERATION THE POOR AGE OF THE VESSEL (2 YEARS), TRADE PATTERN AND TYPE OF CARGO, THE GENERAL CONDITION OF THIS VESSEL IS GOOD. OVERALL, THERE WAS NO SIGNIFICANT DAMAGE, AND/OR DEFECT NOTICED. THE BALLAST TANK CONDITION WAS APPARENTLY SATISFACTORY. VESSEL MACHINERIES FOUND TO BE MAINTAINED IN SATISFACTORY CONDITION. THE VESSEL HAS A GOOD LEVEL OF AUTOMATION SYSTEM FITTED ONBOARD BUT NEED TO BE VERIFIED BY FLAG ADMINISTRATION. VESSEL IS TECHNICALLY RECOMMENDED FOR PURCHASE.

Surveyor: Sinotech Marine
Reviewed By: Mr. Freddy Ortecano



2. PHOTOGRAPHS

BOW



STERN



FORECASTLE DECK



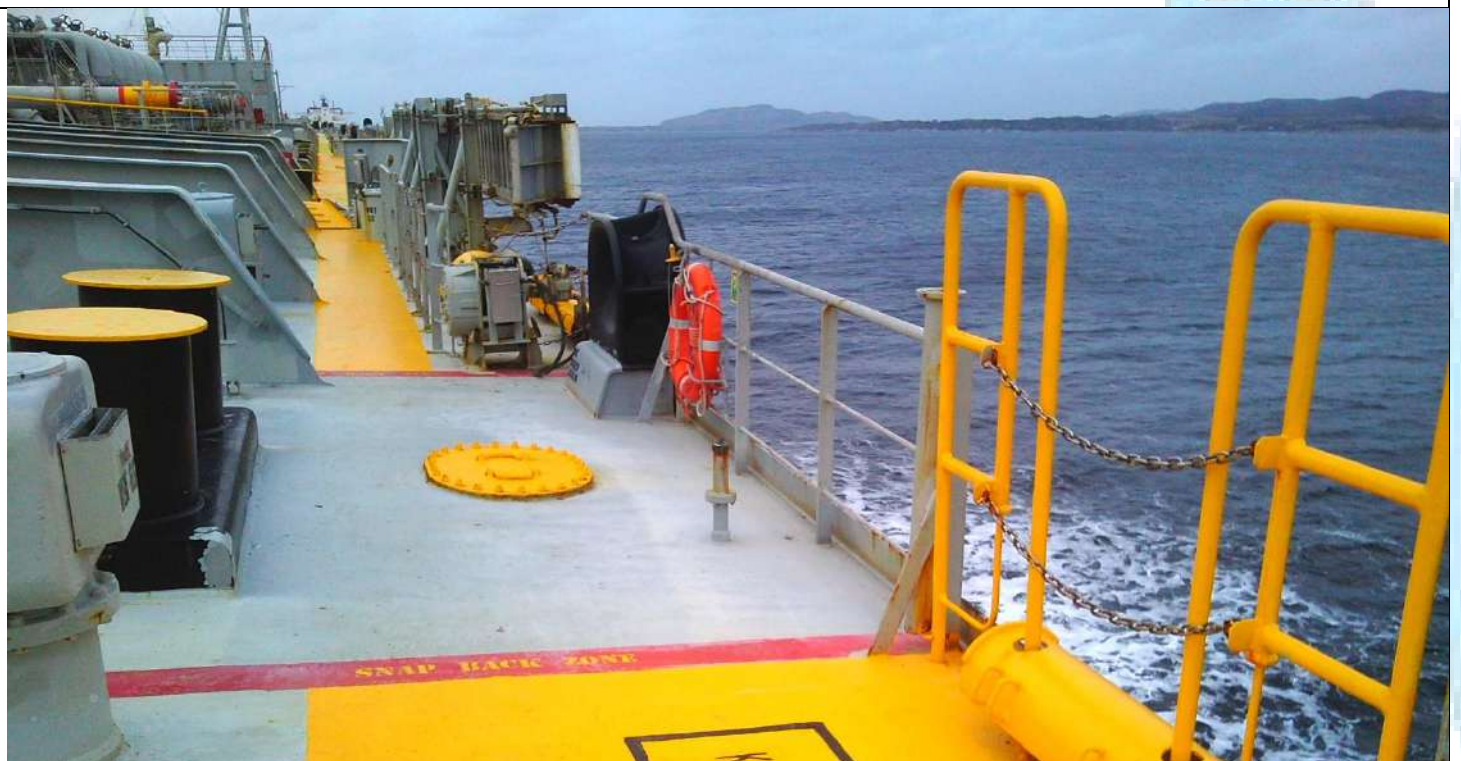
POOP DECK



MAIN DECK PORT



MAIN DECK STBD



ACCOMODATION BLOCK



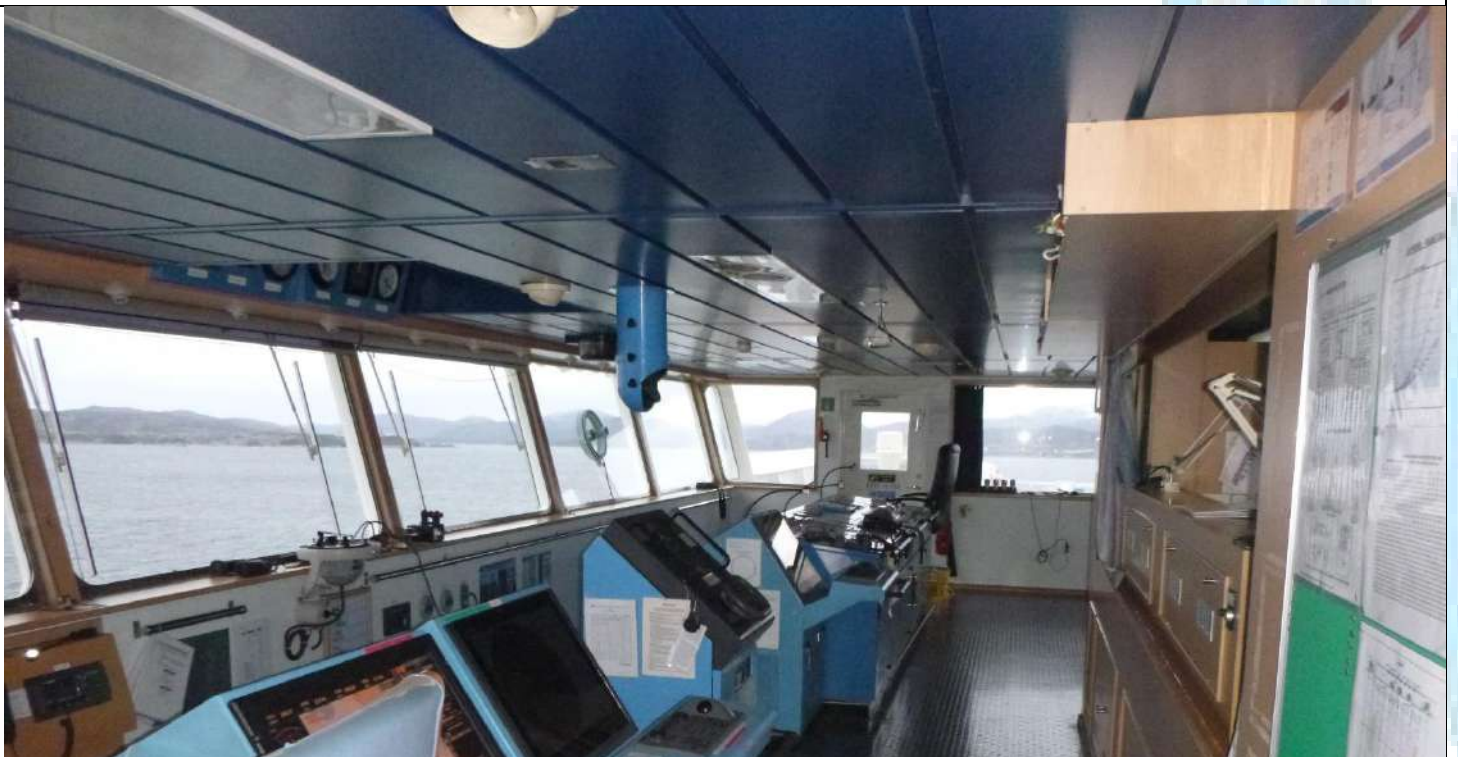
CARGO TANK (This photo has been sent by the company)



Cargo Tank Submersible Pumps (This photo has been sent by the company)



BRIDGE



FUNNEL & BRIDGE WING



GALLEY



MESSROOM



BALLAST TANK INTERNAL



BALLAST TANK INTERNAL



MAIN ENGINE CYLINDER HEAD



GENERATORS



ENGINE CONTROL ROOM



ANY MAJOR DEFECT – WINCH CORROSION



ANY MAJOR DEFECT – WINCH CORROSION



11. Disclaimer

Whilst every reasonable effort has been made to survey the vessel concerned in accordance with instructions, neither SINOTECH Marine Corporation (HK) LTD. nor the Inspector conducting the inspection, accept any responsibility whatsoever for failure to survey or inspect any item of hull or machinery that is not reasonable, accessible or available for inspection, or (in the case of machinery) opened up for inspection and having regard always to the condition of the vessel and its location, whether or not the machinery was seen in operation and the time available for the carrying out of the Survey.

This report is without prejudice to any stakeholder of the vessel. This report contains facts observed by the inspector and information shared by the Master/ CE/ crew of vessel. No observation (indicating apparent damage to equipment or malfunction of machinery) in this report has been investigated to ascertain the cause or extent of damage/ defect. The inspector and his employer is not responsible for any claims based on interpretation of information in this report.

This report is intellectual property of the Sinotech Marine Corporation (HK) Limited (Sinotech Marine here under). Sinotech Marine has full copyright of this report and content. No other party, including customer, can make commercial use of this report without prior written permission from Sinotech Marine. Brokers, or agents or any middlemen acting on behalf of client are especially warned of not sharing this report with their clients without taking written permission from Sinotech Marine. Any offenders will be prosecuted.



VESSEL INSPECTIONS & MONITORING

One Partner, Worldwide Service

24 X 7 Enquiry Hotline

Email : enquiries@sinotechmarine.com

www.sinotechmarine.com

Hong Kong

+852-30184902

India

+91-9818021924

Singapore

+65-31581460

UK

+44-20744258488

USA

+1 6465830707

Greece

+30-2103007223