



# MV SINOTECH MARINE

## NON-SELF-PROPELLED BARGE

### FINAL REPORT

### VESSEL SNP CONDITION ASSESSMENT

CLASS NO.	XXXXXXX
FLAG/PORT OF REGISTRY	XYZ
YEAR OF BUILT	2008
BUILDER YARD	YIZHENG XINYANG SHIPBUILDING, CHINA
CLASSIFICATION	ABS
VESSEL STATE (ACTIVE/ LAID UP/ DRY-DOCK)	LAID UP
DWT	28,651
DATE OF INSPECTION	21/06/2025
PORT OF INSPECTION	JINHAI SHIPYARD, CHINA
INSPECTION COMPANY	SINOTECH MARINE
INSPECTION TYPE	PRE-PURCHASE INSPECTION



Sinotech Marine

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## C. NOTES TO READER

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This inspection report has been prepared and issued by **SINOTECH Marine Corporation Hong Kong Ltd.** for the exclusive use of our client. It presents an independent assessment of the vessel's condition based on a thorough, yet limited, inspection conducted by our experienced surveyor/inspector. The findings in this report reflect the condition of the vessel as observed during the inspection and are subject to constraints such as limited access to certain areas, records, or information. The cooperation of the vessel's crew also influences the findings. While every effort has been made to ensure the accuracy of the information, **SINOTECH Marine** provides it in good faith without guarantees and under our standard terms and conditions, which are available at <https://www.sinotechmarine.com/>.

For an enriched and detailed analysis, we highly recommend accessing the full report through our online platform at <https://shipinspectors.com/app/login>. The platform offers enhanced features such as integrated photographs, detailed vessel analytics, and a comprehensive benchmark analysis. This benchmark analysis evaluates the vessel against **SINOTECH Marine's** industry-standard benchmarks for similar vessels, providing a clear color-coded grading system for easy assessment. Additionally, you can find a preliminary estimate of upgradation costs, although actual costs may vary based on further evaluation.

### SINOTECH SNP SCORE

The **SINOTECH** SNP Score is a unique metric derived from a detailed analysis of the inspection data across various parameters and areas of the vessel. This score, calculated using a weighted average mean, serves as a ready reference that succinctly reflects the overall condition of the vessel. It provides a valuable tool for quickly assessing the vessel's status.

### SINOTECH VESSEL BENCHMARKING

**SINOTECH Marine** offers a comparative analysis of the inspected vessel against its peers - vessels of similar age, and type that have been previously inspected by **SINOTECH Marine**. This benchmarking feature allows you to understand how the subject vessel stands relative to the **SINOTECH Marine** Mean Benchmark. It offers an insightful reference for determining the vessel's position within the broader industry standards.

We strongly encourage you to log in to the [shipinspectors.com](https://shipinspectors.com) portal to explore the full spectrum of available data. The PDF report you are currently reviewing captures a portion of the potential information. By logging in, you will have access to additional features, such as specific condition-based market valuations for the vessel (available on demand), a collaged single-screen view of vessel photographs, and detailed vessel analytics. These tools are designed to provide a comprehensive understanding of the vessel's condition and market standing, empowering you to make more informed decisions.

For full access, visit <https://shipinspectors.com>

#### \*Disclaimer

This report is provided for the exclusive use of the client and reflects the vessel's condition based on the superficial inspection. While every effort has been made to ensure accuracy, **SINOTECH Marine Corporation Hong Kong Ltd.** cannot guarantee completeness and is not liable for any actions taken based on this report. We advise using this report as one part of a broader decision-making process.

# EXECUTIVE INSPECTION SUMMARY

## 1. Inspection Overview

The vessel, **MV SINOTECH MARINE**, a non-self-propelled barge with **XYZ** flag was inspected by a **Sinotech Marine** appointed surveyor on **21/06/2025** at **JINHAI SHIPYARD, CHINA**. This pre-purchase condition assessment, labeled as Final Report, builds upon the findings from the superficial inspection carried out by the surveyor. The inspection process included a thorough yet limited visual examination of the vessel's various areas, supported by information provided by the ship's crew, as well as available documents and records. Any restrictions encountered during the inspection have been noted in the respective sections of this report.

## 2. Sinotech SNP Score

The vessel **MV SINOTECH MARINE** has been assigned a **Sinotech SNP Score** of **72.45**. This score is derived from a comprehensive evaluation of various parameters, with specific weightage assigned to each area inspected. The score categorizes the vessel as **FAIR TO GOOD**, indicating minor scope for improvement. This score provides an immediate reference for understanding the vessel's overall condition and should be considered when evaluating the vessel for purchase.

## 3. Sinotech Benchmark Analysis

In addition to the SNP Score, **MV SINOTECH MARINE** was compared against **Sinotech's benchmark** for the vessel's of same type and age range attended by **Sinotech Marine**. This benchmark provides a comparative analysis, considering the vessel's age, and type. The analysis reveals that **MV SINOTECH MARINE** condition is positioned marginally below the **Sinotech Marine average 74.23** for similar vessels, suggesting that it slightly lags in several key areas when compared to its peers. This information is crucial for assessing the vessel's comparative condition.

## 4. Projected Capital Expenses

The estimated cost for the necessary upgrades and repairs of **MV SINOTECH MARINE** is approximately **31,000 USD**. This estimate is based on **Sinotech Marine's** extensive experience with similar vessels and serves as a rough guide to the potential capital expenses. The actual cost may vary depending on the exact scope of work and unforeseen factors. The breakdown of the projected expenses, along with the recommended upgrades, is detailed in the report to assist stakeholders in budgeting and planning.

## 5. Recommendations

Reviewing overall condition, age and above factors, the vessel is technically in fair to good condition. There are few minor items to attend which can be attended during the next IS. Spares for few running maintenance items need to be provided. Overall, no significant operational challenges are required. It may however, be noted that the vessel is typically designed for operations in Chinese waters. In case of mobilization to other countries some other compliances may need to be completed.

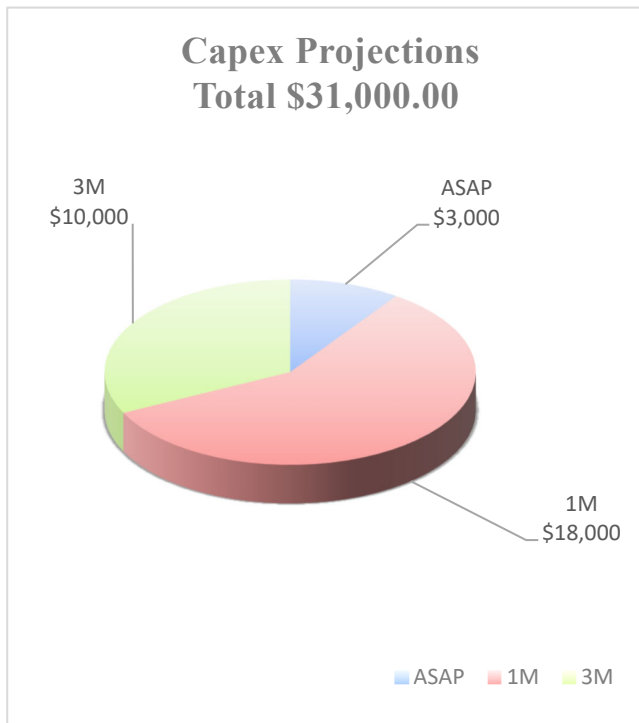
<b>SURVEYED BY</b>	Mr. ABC Surveyor	<b>REVIEWED BY</b>	Mr. Gagan Chaturvedi Marine Manager
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## D. CAPEX FORECAST

### Major Capital Expenses in next 3 years

ITEMS	ESTIMATED COST (\$)
Forthcoming Compliance	Nil
Up gradation (Repair or Maintenance)	31,000
Dry-Docking	Nil
<b>Estimated Total</b>	<b>31,000</b>

## COST BREAK UP



## VESSEL GRADING

### Grading Description

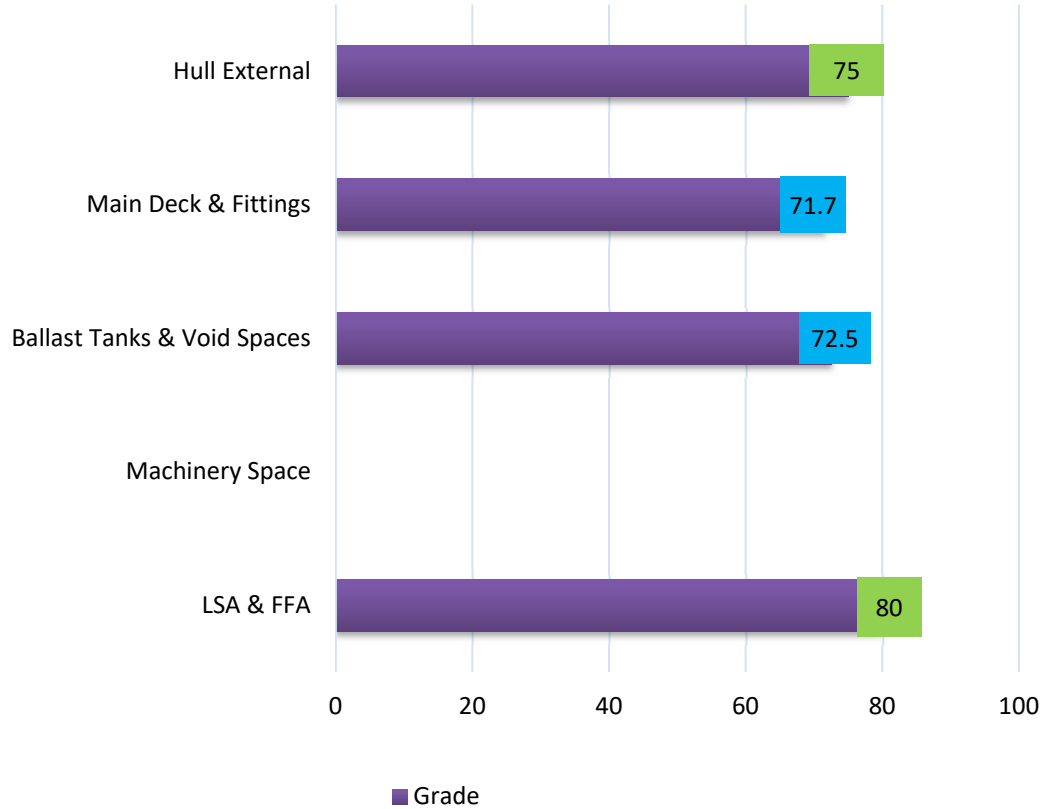
0-40	Unacceptable	<b>Critical or Seriously Deficient State:</b> The vessel is in a severely deteriorated condition, potentially unseaworthy and not fit for commercial operations. It exhibits major deficiencies that compromise safety and reliability. Expect very high or extensive capital expenditures in a shipyard to restore it to even minimal operational standards.
40-50	Poor	<b>Substandard Condition:</b> The vessel is operational but does not meet acceptable standards. Significant expenditures on at-sea repairs or shipyard interventions will be necessary. The vessel's overall state lags behind what is typical for its age or expected service.
50-55	Poor to Fair	<b>Borderline Condition:</b> The vessel is close to meeting minimal standards but still demonstrates notable shortcomings. While some areas may be in fair shape, important deficiencies persist. Substantial maintenance is required to improve reliability and bring it closer to fair condition.
55-70	Fair	<b>Basic Standards Met:</b> The vessel generally satisfies core operational requirements but may need moderate to significant maintenance or workshop attention in certain areas. Although functional, continued upkeep and focused interventions are necessary to ensure reliable service. The vessel's condition is broadly in line with its age, though parts may show accelerated wear.
70-75	Fair to Good	<b>Moderately Well Maintained:</b> The vessel meets or slightly exceeds basic standards, with only minor to moderate deficiencies. Routine maintenance often suffices, though some areas could require more attention. Overall, the condition is consistent with, or somewhat better than, a vessel of its age.
75-80	Good	<b>Well Maintained:</b> The vessel is in good operational condition with no major deficiencies or safety concerns. Capital expenditure needs are relatively low, and routine crew maintenance should keep it running reliably. The vessel's overall state aligns with its age or is slightly better.
80-85	Good to Excellent	<b>Excellent or High-Grade Condition:</b> The vessel is in a very good operational state, with minimal wear and limited or no major repair needs. Any identified issues are minor and can be handled by routine or light maintenance. It is approaching near-new standards in most areas.
Above 85	Excellent	<b>New Like Condition:</b> The vessel is nearly in new condition, with minimal signs of wear. No notable capital expenditures are required. Routine maintenance will be sufficient, and the vessel is ready for immediate service with minimal operational costs.

### SINOTECH SNP SCORE

(72.45/100)

**FAIR TO GOOD**

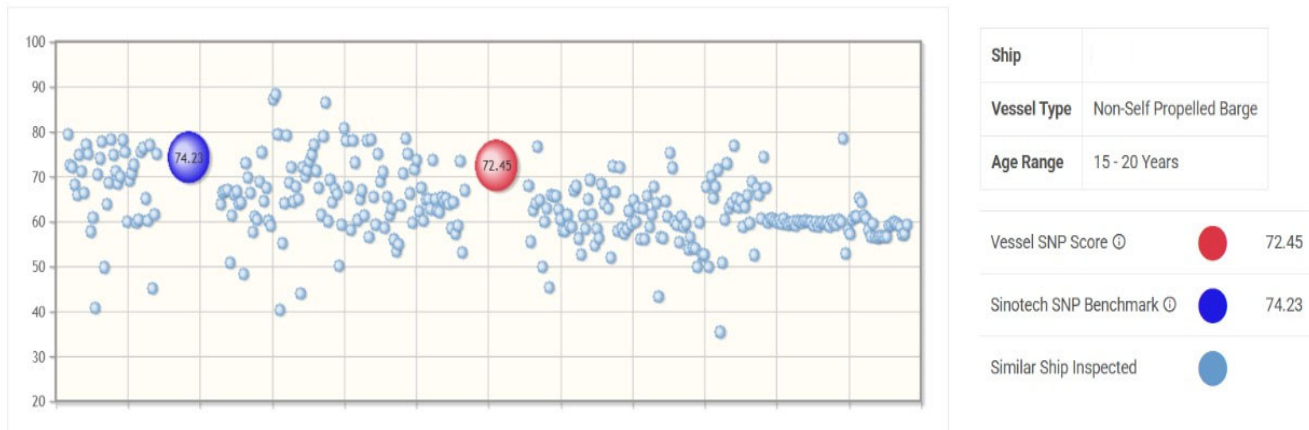
## KEY AREAS GRADING



**NOTE:** Machinery Spaces are not applicable for this particular vessel. Hence, they are graded as null.



## E. SINOTECH BENCHMARKING, GRADING DEFECTS, OBSERVATION CONCERNS & FEATURES



**\*\* This graph offers a comprehensive analysis of the vessel's condition valuation in relation to industry benchmarks. It contrasts the inspected vessel's valuation with Sinotech Marine's weighted average and historical data, providing a clear view of its market standing. This visual representation supports informed financial assessment and strategic decision-making.**

### Grading

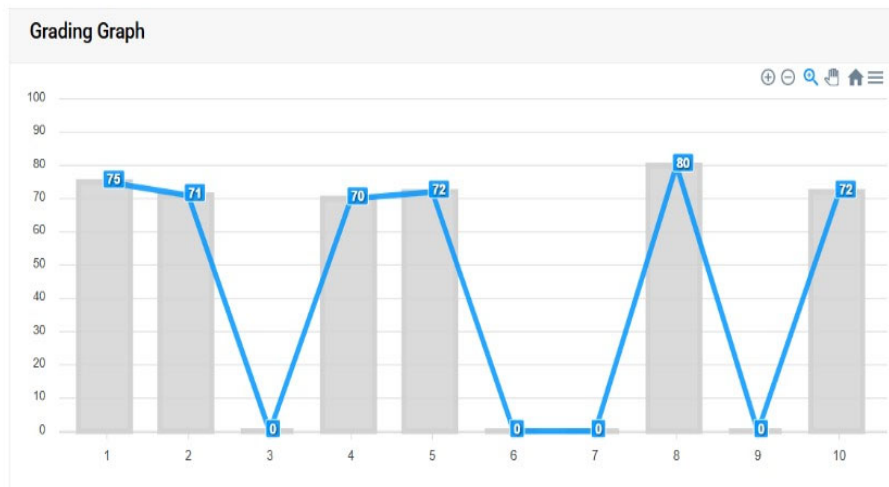
Sinotech SNP Score 72.45 (Fair-Good)

Export Excel

Import Excel

Port of Inspection	Jinhai
Country	China

- 1 - Hull External
- 2 - Main Deck & Fittings
- 3 - Cargo Cranes & Gears
- 4 - Cargo Holds
- 5 - Ballast Tanks & Void spaces
- 6 - Accommodation
- 7 - Navigation & Communication System
- 8 - Life Saving & Fire Fighting Appliances
- 9 - Machinery Space
- 10 - Vessel Certificates, Class Survey and Dry Dock Status



**NOTE: Cargo Cranes & Gears, Accommodation, Navigation & Communication System and Machinery Spaces are not applicable for this particular vessel. Hence, they are graded as null.**

## DEFECT SEVERITY

<b>Critical Defect</b> Urgent remedial action required.	<b>Significant Defect</b> May lead to a high future cost.	<b>Minor Defect</b> Low-cost could be an Industry Recommendation.	<b>Feature</b> A good design or operational feature of the ship.
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## DEFECT CATEGORY

Workshop Repair (WR)	Routine Maintenance by Crew (RM)	Dry-dock Scope (DD)	Special Compliance (SC)
Statutory Compliance (St.C)	Classification Compliance (CC)	Forthcoming Compliance (FC)	

Severity	Defect Category	Description	Corrective Action	Action Timeline	Approx. Cost US (\$)
	Workshop Repair	An indentation was spotted on the lower part of the boarding straight ladder, in way of the middle of the hull on the port side.	Repairs to be carried out as per the satisfaction of the class.	<1 Month	2,000
	Workshop Repair	Minor marine fouling was observed at the water level.	The hull inspection to be carried out and cleaning to be completed as required.	<1 Month	6,000
	Workshop Repair	The anchor windlass and driving diesel engines were noted in poor condition.	Windlass and engine overhauling to be carried out.	<1 Month	8,000
	Routine Maintenance by crew	Four pieces of mooring ropes were noted in poor condition.	The ropes to be replaced.	ASAP	3,000
	Workshop Repair	The damaged stiffener plate and sidewall ribs were observed in the way of starboard FR 17-19#.	Steel renewal and deform area to be rectified.	<1 Month	2,000
	Routine Maintenance by crew	Minor to moderate rust was sighted on the deck fittings, main deck, and cargo spaces.	Routine maintenance to be completed by the crew. Stores to be supplied for the same.	<3 Months	10,000

Total Approximate Cost of Up-gradation (additional cost): **31,000 USD**

(The above cost is indicative up-gradation cost may be required in addition to cost of vessel routine maintenances. It is an independent opinion of surveyor and/or Sinotech marine Technical team for reference only. Above cost may vary and will be subjected to determination of actual scope and shipyard assigned).



## F. INSPECTION DETAILS

Sr.	ITEMS	COMMENTS
1	Date & Time of Embarkation?	21/06/2025 @ 0900 LT
2	Date & Time of Disembarkation?	21/06/2025 @ 1240 LT
3	Name of the Cargo onboard?	No cargo was onboard.
4	Operation in progress? (Loading/ Discharging/ Port Idle/ Anchor/ Dock)	No cargo operation was in progress.
5	Name of Ballast tanks inspected?	Ballast tanks no.1(P), 1 (S), 6 (P) and void space were inspected.
6	Name of cargo holds inspected from inside?	Cargo deck was inspected.
7	The latest Class survey status presented?	Yes, the class survey status dated 23/04/2025 was presented.
8	Barge Sides Inspectable?	Yes, port side was inspected.

## G. BARGE DESCRIPTION

Sr.	OWNER DETAILS	
1	Barge Owner	XYZ
2	Barge Manager	Details not available.
3	Type of Barge	Flat Top Barge
Sr.	CLASSIFICATION	
4	Class Period Expiry	20/01/2030
5	Date of Delivery	21/01/2009
6	Date Keel Laid	01/02//2008
7	Last Special Survey	09/09/2024-21/01/2025
8	Last Dry-Docking Survey/ Intermediate Survey	09/09/2024-21/01/2025
9	Dockyard (Last Docking)	09/09/2024-21/01/2025
10	Last Bottom Inspection/ IWS Survey	09/09/2024-21/01/2025
11	Class Notation	✱ A1 BARGE
Sr.	SPECIFICATION	
12	Length Overall (LOA) in meters	128
13	Beam in meters	40
14	Depth (Moulded) in meters	8.8
15	Deadweight (MT)	28651
16	GRT (MT)	12448
17	NRT (MT)	3734
18	Displacement (MT)	32964
19	Deck loading Capacity (MT)	28651
Sr.	CARGO STORAGE & HANDLING	
20	Hatch Covers (Nos. & Maker)	Not applicable.
21	No. of Cargo Holds	Cargo deck
22	Total Capacities (m <sup>3</sup> ) of Cargo Hold	DWT 28,651T

23	Ballast Pumps (Nos., Maker & Capacity)	Not applicable.
24	Height of Hatch coamings in meters from main deck.	3.65
<b>Sr.</b>	<b>MOORING ARRANGEMENTS</b>	
25	Windlass (Nos., Type, Maker & Capacity)	2 Nos., maker and capacity details not available.
26	Winches (Nos., Type, Maker & Capacity)	Not applicable.
27	Anchor (Nos. & Type)	2 Nos.
28	Anchor Chain (Nos. & Dimensions)	Details not available.
29	Bollards and bits (Nos., & Capacity)	12*2; Cross Type*4;
30	Towing bridles (Nos. & Dimensions)	4*80mm
31	Towing bridle chains (Nos. & Dimensions)	1 No.

## H. VESSEL OVERVIEW

Sr.	ITEM	YES	NO	REMARK
1	Any visible major defect or damage to Hull or Machineries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	An indentation was spotted on the lower part of the boarding straight ladder, in way of the middle of the hull on the port side.
2	Is Ballast/ De-ballast System satisfactory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Void space.
3	Any outstanding condition of Class or Memoranda?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Class Status Dated: 23/04/2025, Special survey completed from 09/09/2024-21/01/2025.
4	Whether last bottom survey was done in Dry-dock?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Last IWS/Docking Date: Completed from 09/09/2024-21/01/2025 in Jinhai Shipyard.
5	Whether Docking survey due in next 2 years?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Next Docking Due Date: 20/01/2028
6	Any major capital expenditure due in next 1 year?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7	Any change of Ship ownership in last 5 years?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8	Any change of Classification society in last 5 years?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ASCS to ABS from 09/09/2024 onwards.
9	Any visible damages noted on the towing arrangements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Anchor winch gears and diesel engines needs maintenance.
10	Any fouling of visible part of Hull external?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Minor marine fouling of seaweed was observed on the hull.

**Detailed Comments (if Any):** The barge has been laid up in Jinhai Shipyard for more than two years, and had carried out special survey from 09/09/2024 to 21/01/2025.

## I. 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	Remarks / Concerns
1	Hull External	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2	Inner Shell Plating	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3	Deck	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4	Mooring Arrangements	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5	Towing Arrangements	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6	LSA and FFA Equipment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7	Ballast Tanks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8	Cargo Holds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

## J. BARGE CERTIFICATES & CLASS STATUS

### CERTIFICATES DETAIL

Certificate Name	Survey/Issue Date	Expiry Date
Registry Certificate	Long-term certificate.	
Tonnage Certificate	Expired.	
Class Certificate	23/04/2025	20/01/2030
Load Line Certificate	21/01/2025	20/01/2030
Safety Construction Certificate	Not applicable.	
Safety Equipment Certificate		
International Anti-Fouling Certificate	21/01/2025	20/01/2028
Loose Lifting Gear certificate	Not applicable.	



## CLASS SURVEY STATUS

### CLASS CERTIFICATES

Survey	Last Done Date	Renewal date	
		From	To
Special Survey	19/01/2025	21/11/2029	20/01/2030
Intermediate Survey	19/01/2023	19/07/2026	20/01/2028
Annual Survey	19/01/2025	21/11/2025	19/04/2026
IWS Survey / Bottom Survey	19/01/2023	19/07/2026	20/01/2028

1. Condition of Class/ Memos/ Recommendations: No CoC was noted.

### UT GAUGING REPORT ANALYSIS

Inspection company name: Senda Steel Plate Thickness Measurement Co. Ltd.		Date: 06/09/2024 to 13/09/2024	Shipyard: Jinhai Changhong Shipyard		
Area		Abnormal diminution (Yes/No)	Steel Renewal Required (Yes/No)		
			Original (mm)	Gauged (mm)	Allowable diminution (mm)
1.	Bulkhead	Not applicable.			
2.	Ballast & Wing Tanks	No	16	15.4-15.8	4
3.	Deck Plating	No	16	15.3-15.8	4
4.	Shell Plating	No	16	15.4-15.8	4

**Remarks:** All the measured data has been within limit. No suspected area was noted.

### TASKS CARRIED OUT IN THE LAST DRY-DOCKING SURVEY

Job Name	Yes/ No	Remark
Barge hull coating	Yes	Blasting and painting.
Deck	No	-
DB & Wing Tank Treatment	Yes	De-rusting and painting.
Plating Ultrasonic Thickness Measured	Yes	Measured and data is within limits and no suspected area was observed.
Mooring Winches/ Capstan Overhauling	Not applicable.	
Towing arrangements		

## K. CRITICAL SPARES

DECK		
	No. of sets	New/Used spare
Spare Anchor	2	Used
Spare Mooring Ropes	4	Used (coils mooring ropes)
Spare Fire Wire		Not applicable.

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## L. AREAWISE GRADING AND COMMENTS

Sr. No.	Areas	Grading
1	Hull External	75.0
<b>Comments:</b> Overall, the hull appeared to be in good condition. The flat top barge noted to be free of structural defects, and was free of coating breakdown and corrosion. Coating was in good condition and minor abrasions were sighted around the midship area by the fender contact. Hull markings and draft marks/Plimsoll marks were well painted and legible; minor marine fouling of seaweed was observed. No propeller and rudder is fitted.		
2	Main Deck & Fittings	71.7
<b>Comments:</b> The cargo deck appeared to be in good condition, with no structural defects apart from minor localized spot corrosion covering around 5% of the cargo deck's total surface area. The forecastle and poop decks are in a similar state to the cargo deck. The barge has no main deck. The inside of the sidewall was observed to be in good condition, while the exterior was in fair condition, with scattered corrosion up to 10% of the total surface area. The damaged stiffener plate and sidewall ribs were observed in the way of starboard FR 17-19#.		
3	Cargo Cranes & Gears	Not graded.
<b>Comments:</b> Not Applicable.		
4	Cargo Holds	70.0
<b>Comments:</b> The cargo deck was noted in satisfactory condition. The side bulkheads coating appeared to be in fair condition.		
5	Ballast Tanks & Void Spaces	72.5
<b>Comments:</b> No.1 P & S void tanks and no.6 P void tank was opened, however, due to vessel located at third bank of 1# wharf in Jinhai Shipyard and no boarding facilities were arranged during the inspection. No ventilation and safety device for the enclosed space job was onboard, due to which, the surveyor only inspected from manhole of void space. The overall condition was good. The inside structure was free of defects and the coating was in good condition; it was reported that some tanks were de-rusted and painted in the last year's dry-docking.		
6	Accommodation	Not graded.
<b>Comments:</b> Not applicable.		
7	Navigation & Communication System	Not graded.
<b>Comments:</b> Not applicable.		
8	Life Saving & Fire Fighting Appliances	80.0
<b>Comments:</b> Only lifebuoys were there onboard and noted to be in fair condition.		
9	Machinery Space	Not graded.
<b>Comments:</b> There is no machinery space onboard.		
10	Vessel Certificates, Class Survey & Dry Dock Status	72.0
<b>Comments:</b> The vessel is currently in laid-up condition, for approximately two years. The special survey has recently been completed. No pending CoC.		

## M. CONDITION SUMMARY

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BASIS SUPERFICIAL INSPECTION FINDINGS AND OBSERVATION OF SURVEYOR AND TAKING INTO CONSIDERATION AGE OF VESSEL OF ABOUT **17 YEARS**, THE CONDITION OF VESSEL IS **FAIR TO GOOD (72.45 OUT OF 100)** IN TERMS OF HULL CONDITION, DECK, DECK FITTINGS, CARGO HOLDS, BALLAST TANKS CONDITION, DECK MACHINERY CONDITION, MACHINERY CONDITION AND PERFORMANCE.

### MAJOR ISSUES IMPACTING HIGH CAPITAL EXPENDITURE:

- Diesel engines for windlass and winches to be overhauled.
- Anchor windlass need to be overhauled prior the regular usage.

### CLASS SURVEY STATUS:

- The vessel is currently in laid-up condition, for approximately two years.
- The class surveys have been completed as scheduled.
- There are no pending CoC's.
- Last SS was carried out in 2025.

### OVERVIEW:

- The hull and structure noted in satisfactory condition.
- There is hull fouling observed, as the vessel is in lay-up condition.
- The hull cleaning would be required prior putting the vessel into regular service.
- The cargo spaces noted in fair condition.
- There is minor to moderate rust on the exposed areas due to lack of maintenance in lay-up period.
- The ballast tanks were not fully ventilated. Inspection from the manhole door indicated the good condition.
- Last UTM report is clean. No abnormal diminution or suspect areas were noted.

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## N. APPENDIX

### 1. VESSEL ASSESSMENT QUESTIONNAIRE

#### 1- HULL EXTERNAL

Sr.No.	QUESTIONNAIRE	YES/NO	ASSESSMENT
1.1	Are <b>Draft Marks/Plimsoll Marks</b> clearly visible and well maintained without rust?	YES	
1.2	Is the <b>Paint Coating on External Hull</b> found in satisfactory condition?	YES	Minor abrasions were noted around the midship area by the fender contact.
1.3	Is the <b>External Hull</b> found in satisfactory condition in respect of corrosion damage and indentation?	YES	A few spot rust were observed.
1.4	Were the <b>Hull Anodes</b> visible?	NO	No anodes are fitted.
1.5	Were any <b>Sea Chests</b> -If fitted, visible & noted in satisfactory condition?		Not applicable.



## 2- DECK

Sr.No.	QUESTIONNAIRE	YES/NO	ASSESSMENT
2.1	Is the <b>Deck coating</b> observed in satisfactory condition?	YES	About 5% corrosion was observed.
2.2	Is the <b>Deck Plating</b> observed in satisfactory condition?	YES	
2.3	Are the <b>external coaming</b> of cargo holds observed in satisfactory condition, without any cracks or fractures on welding with main deck.	NO	The sidewall was observed with scattered corrosion up to 10% of the total surface area. The damaged stiffener plate and sidewall ribs were noted in the way of starboard FR 17-19#.
2.4	Are the <b>towing &amp; mooring arrangements</b> observed in satisfactory condition?	NO	The mooring ropes need to be renewed.
2.5	Are the <b>anchor windlass/ winches</b> observed in satisfactory condition?	NO	Anchor winches and engines need to be maintained.
2.6	Are <b>navigational light holders</b> are in good condition without any rust, corrosion or wastage.	NA	
2.7	Is <b>Lighting for Operations &amp; Security</b> observed in satisfactory condition?	NA	
2.8	Are <b>Navigation lights</b> on deck in good working condition?	YES	Side plate needs de-rusting.

### 3- CARGO HOLDS

Sr.No.	QUESTIONNAIRE	YES/NO	ASSESSMENT
3.1	Are <b>cargo hold bulkheads &amp; inner hatch coaming</b> in good condition in terms of structure & coating?	YES	The inside of the sidewall was noted in good condition.
3.2	Are <b>cargo hold tank top</b> in good condition without apparent signs of Rib Caging, rust or wastage.	YES	The cargo deck top structures were noted in good condition.
3.3	Are <b>cargo hold access ladders</b> maintained satisfactory with no wastage or thinning down?	NA	
3.4	Are there any <b>manhole covers for DB tanks</b> in cargo holds? Are there signs of damage etc. from payloaders which makes them unusable for opening & man entry to DB tanks?	YES	All manhole at side outside of sidewall.

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## 4- BALLAST TANKS

Sr.No.	QUESTIONNAIRE	YES/NO	ASSESSMENT
4.1	Is <b>Inner shell Plating, Stiffeners &amp; Girder</b> of inspected ballast tanks observed in good condition without any damage & significant rust & Wastage?	YES	Void space.
4.2	Are <b>horizontal &amp; vertical frames of inspected ballast tanks</b> observed without any damage & significant rust & wastage?	YES	
4.3	Is <b>Top Deck Plating</b> , observed in good condition without any damage & significant rust & wastage?	YES	
4.4	Is the <b>Coating of the ballast tanks</b> apparently in good condition free from significant sign of hard rust, wastage, damage, peeled-off, blister etc.	YES	
4.5	Are <b>anodes installed</b> and active with suitable amount remaining?	NA	
4.6	Is there no significant <b>deposit of mud or oil</b> contamination <b>inside ballast tanks</b> ?	YES	No mud was noted inside.
4.7	Is <b>sounding pipes</b> passing through ballast tanks are in good condition free from any leakage?	NA	No sounding pipes are fitted.
4.8	Are <b>manhole covers, seals and ladders</b> in good condition?	NO	Needs de-rusting.

## 5- LSA & FFA

Sr.No.	QUESTIONNAIRE	YES/NO	ASSESSMENT
5.1	Does the <b>qty of LSA equipment (Lifebuoys, and life rafts)</b> meet the required qty. per regulation?	YES	Only 6 pieces of lifebuoys.
5.2	Are the <b>EEBD</b> in good condition and deployed at appropriate location?	NA	
5.3	Are <b>Sign, Symbols &amp; tutorial in place</b> for operation of lifeboat, life rafts and other lifesaving appliances?	NA	
5.4	Are <b>portable extinguishers (CO<sub>2</sub> / DCP etc.)</b> observed in satisfactory condition?	NA	

## VESSEL PHOTOS

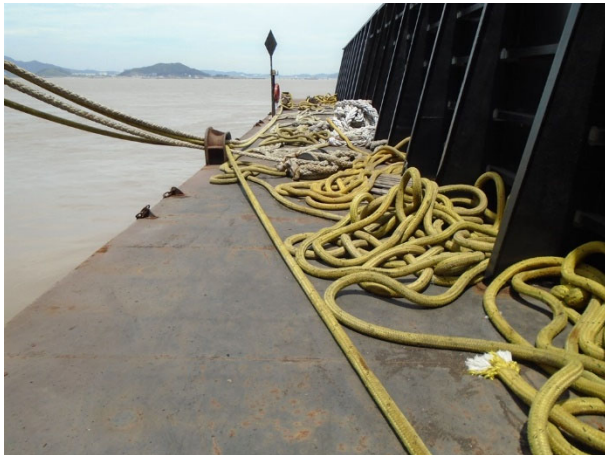
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### HULL EXTERNAL:





**FORECASTLE & POOP DECK:**

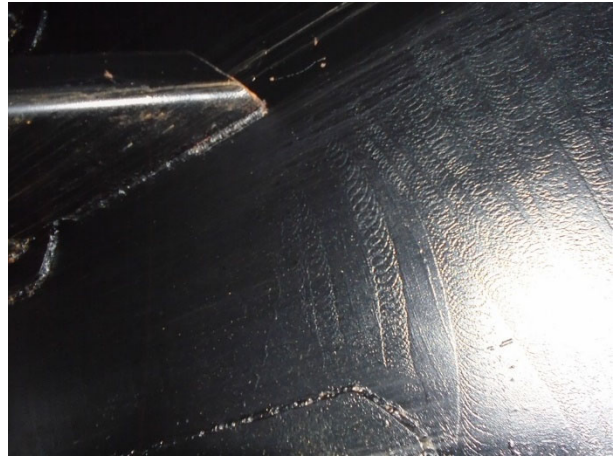




**CARGO DECK:**



**BALLAST TANKS:**





**SIDE WALL:**

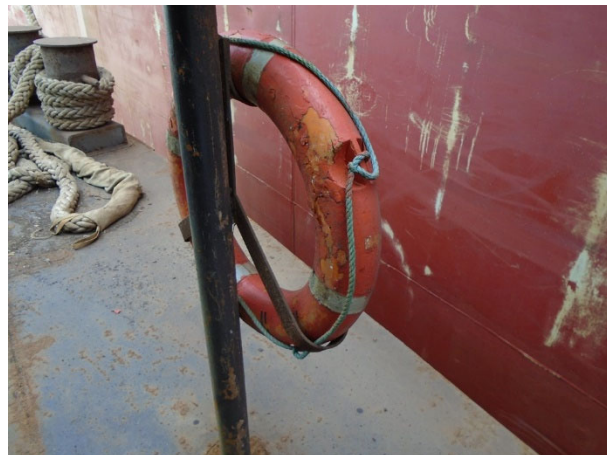


**DECK FITTINGS:**





**FFA & LSA:**



**DEFECT PHOTOS:**



**Remark:** Minor marine fouling of seaweed was observed.



**Remark:** Engine needs to be maintained.



**Remark:** Chain needs maintenance.



**Remark:** Deformation was observed.





**Remark:** Needs to be cleaned.



**Remark:** The gear box needs to be maintained.



**Remark:** The battery box needs maintenance.



**Remark:** Needs to be de-rusted.



**Remark:** Needs to be cleaned.



**Remark:** Sidewall needs to be de-rusted.



**Remark:** Needs to be de-rusted.



**Remark:** Needs to be cleaned.





**Remark:** Deform repair.



**Remark:** Damage renew.



**Remark:** Hole repair.



**Remark:** Rope renew.



**Remark:** Rubber renew.



**Remark:** Spot Rust.



**Remark:** No battery.



**Remark:** Brake Maintain.





**Remark:** Rewelding.



**Remark:** Needs de-rusting.



**Remark:** Needs de-rusting.



**Remark:** Needs de-rusting.

## DISCLAIMER

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