舟山市拍船网船舶
评估咨询有限公司

TECHNICAL REPORT

PCPG-25-KY-0214



HUA GAO

Inspection Date March 27th, 2025

Inspection Place Zhoushan, China

STATEMENT

1. The Technical Condition Report is compiled based on the vessel's documentation provided by the client and the findings of the on-site survey. The client shall be solely responsible for the authenticity and legality of the documentation submitted.
2. The Technical Condition Report reflects the vessel's technical condition as observed at the time of the survey and is for reference purposes only. Any discrepancies identified thereafter shall be governed by the vessel's current actual condition, and no legal liability shall be attached to this Company.
3. The Technical Condition Report shall be used in its entirety. No partial modification or extraction is permitted without prior written consent.
4. The preparation of this report adheres to the principles of independence, objectivity, and impartiality, and is not subject to interference from any individual or organization.

Principal Particulars			
Ship Name	HUA GAO	PoR	Shanghai，China
Type of Ship	Working Ship	IMO No.	8418629
LOA	81.37m	Class	CCS
LPP	71.45m	Trading Area	A1+A2+A3
MLB	15.96m	Date of Contract effective	October 10th, 1984
MLD	7.20m	Date of Delivery	May 6th, 1991
GRT/NRT	2723/816	Shipbuilder	STOCZNIA SZCZECINSKA in POLAND
LDT	2631t	Model of M/E	ZGODA-SULZER 6ZL40/48
Deadweight	1275t	Rated Power/Rated Speed /No.	2650kW×500r/min ×2 set
Bollard Pull	83t	Quantity/Model of Thrusters	2/CPP
External FIFI grade	FIFI	External fire monitors	4

Note:The above data is extracted from the ship certificate information provided by the client and is for reference only.

Overview

1. Brief introduction

This ship is a single-deck, twin-engine, twin-propeller steel working ship. It is primarily designed for offshore platform supply, towing operations, and other auxiliary tasks, equipped with four external fire monitors.

The ship is classed by CCS (China Classification Society) with the class notation:

★ CSA Offshore Tug/Supply Ship/Stand-by Ship; Ice Class B

★ CSM

2. Main Machinery & Electrical Systems

◆ Marine Propulsion & Auxiliary Machinery

Machinery	NO.	Model	Parameter	Manufacturer
Main Engine	2	SULZER 6ZL40/48	Rated Power/Speed 2650kW×500r/min	Poland ZGODA
1#2#3#Generator	3	G08SW-500-50/30	Rated Capacity/ Voltage/Speed 500KVA×400V×750r/min	--
Auxiliary Engine of 1#2#3#Generator	3	6AL20D-500-50	Rated Power/Speed 380kW×750r/min	--
Emergency generator	1	GCH114a/4	Rated Power/ Voltage/Speed 100KW×400V×1500r/min	--
Auxiliary Engine of Emergency Generator	1	31H6	Rated Power/Speed 140kW×1500r/min	--
Thruster	2	PH1050/4-R135	3000mm	--

◆ **Main & Auxiliary Engine Operating Status**

Main engine and generator operating conditions	Total running time （hours）
Main Engine(port)	18127.5
Main Engine(starboard)	18160.7
1#generator	9437.5
2#generator	19396.8
3#generator	10109.4

◆ **Communication and navigation equipment**

Equipment	NO.	Model
AIS	1	FA-100
Magnetic compass 1	1	Macca No-6
Gyro compass	1	VEGA-M
Radar	2	FR1510/MU201CR
ECDIS	1	--
Echo sounder	1	DVICE NO4
VHF	2	RT2048
EPIRB	1	KANNAD 406FH
SART	1	S4 Rescue SART
Speed Log	1	IEL-2M
GPS	1	RS5500

Ship inspection status

◆ Certificate validate

NO.	Certificates Description	Issue Date	Expiry Date
1	Class certifiate	2024.01.24	2025.05.06
2	Certificate of Registry	2020.09.16	2025.11.09
3	Minimum Safety Manning Certificate	2020.09.16	2025.11.09
4	Certificate of Ownership	2010.06.20	--
5	Ship radio license	2022.09.29	2025.09.28

All above mentioned certificate is valid.

◆ Ship inspection validate

The vessel completed its Special Survey in Ningbo on January 22, 2025. The next Special Survey shall be conducted within three months before or after May 6, 2025.

◆ Ship operation status

The vessel was in normal operational condition at the time of survey. The vessel's main engine burns 0# diesel, Full-load navigation: Approx. 20 t/day at a speed of 12.5 knots; Full-load towing: Estimated consumption 20 t/day at a speed of 5 knots.

◆ Ship tank capacity

Tank	Capacity（m3）
F.O. tank	659
Fresh water tank	317
Ballast tank	1048
Lub oil tank	83

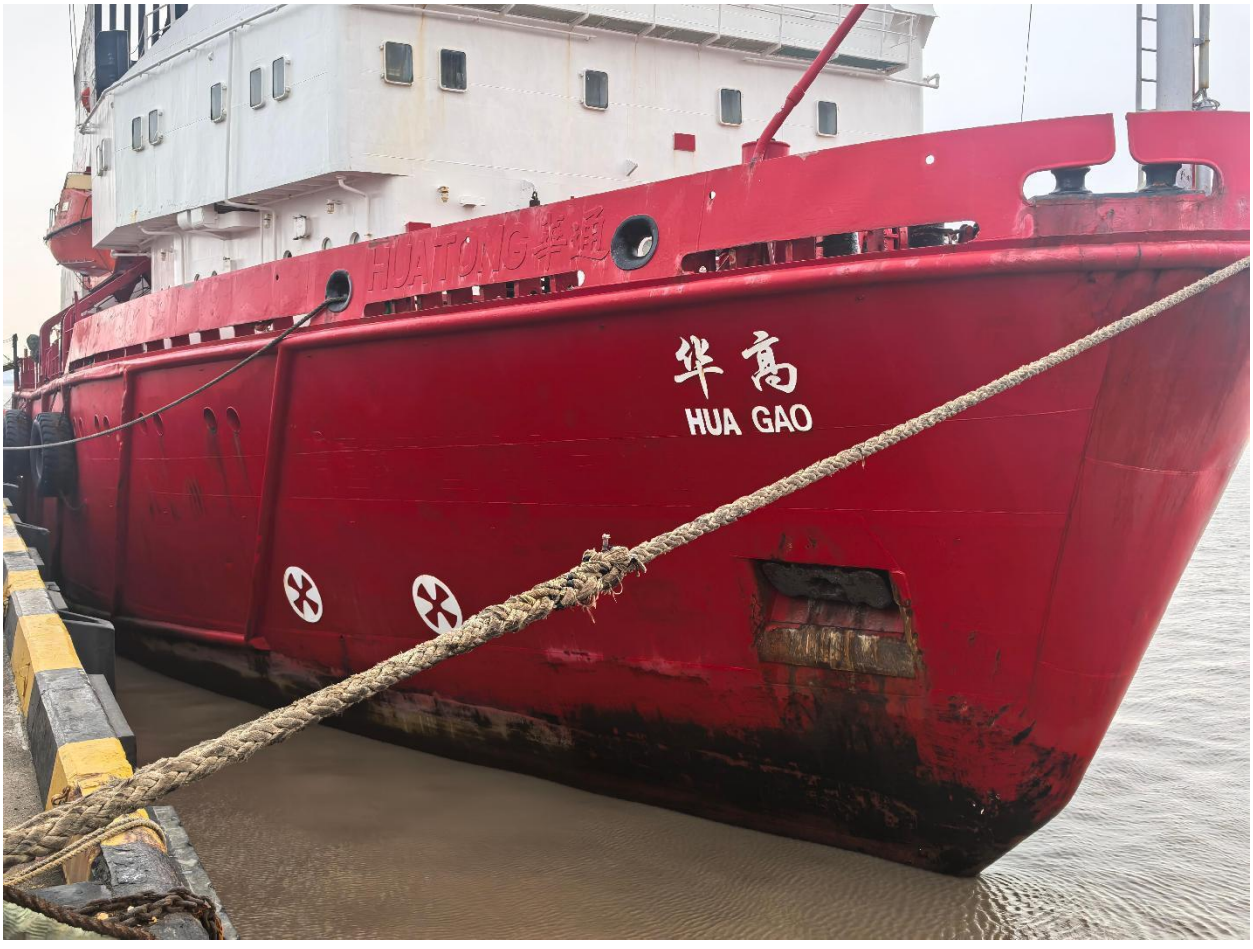
Ship technical status inspection

1、Technical Condition of Hull

1.1 The above-water hull plating of the vessel is in good condition with fair smoothness. and the paint coating is generally intact. Localized corrosion is observed at the stern, but no significant dents or deformations are found.

1.2 The rubber fendering structure remains largely intact, with wire ropes securely fastened and no noticeable loosening or detachment.

1.3 The vessel's name, port of registry, draft marks, and bow thruster markings are all clearly visible.



Name on the bow



Ship side



Ship side



Stern plating

2、Technical Condition of Main Deck and Forecastle Deck Machinery

2.1 The foredeck plating exhibits good surface fairness, with acceptable weld quality and moderately preserved paint coating.

2.2 Mooring equipment (e.g., bollards) remains structurally intact but shows localized corrosion.

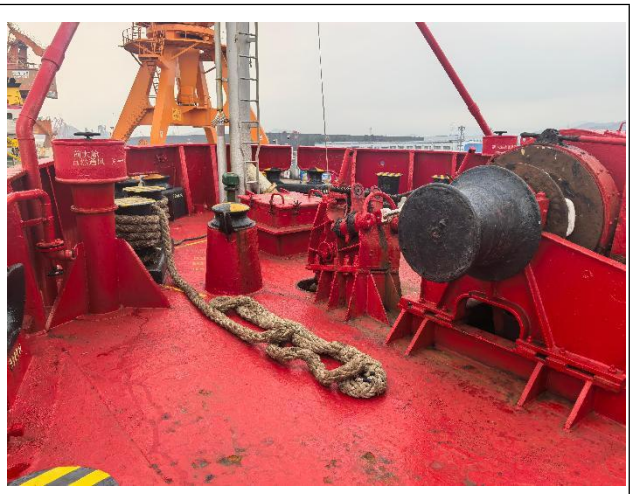
2.3 The windlass and its foundation are structurally sound, with no significant loosening and moderately maintained surface coating.

2.4 The anchor chain is generally intact but exhibits surface wear and corrosion, with fair coating condition.

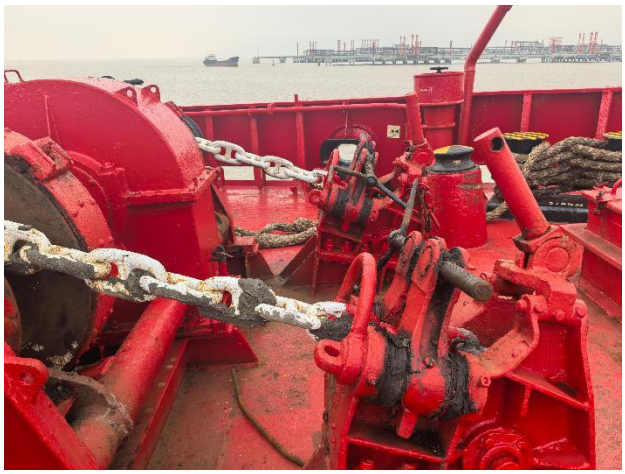
2.5 Mooring ropes show fraying and wear.

2.6 Under full-load conditions, the static bollard pull measures 83 metric tons (83t).





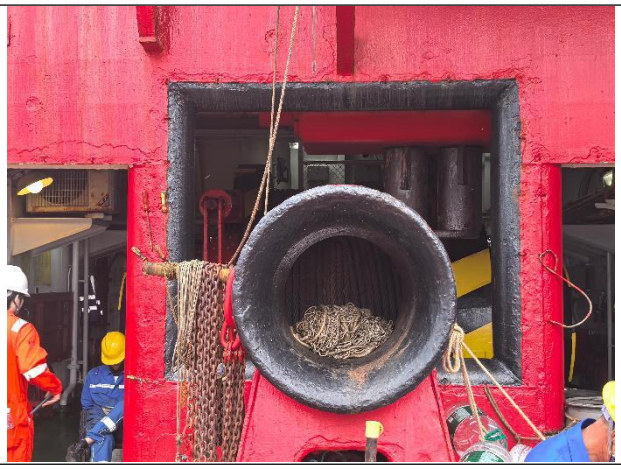
foredeck



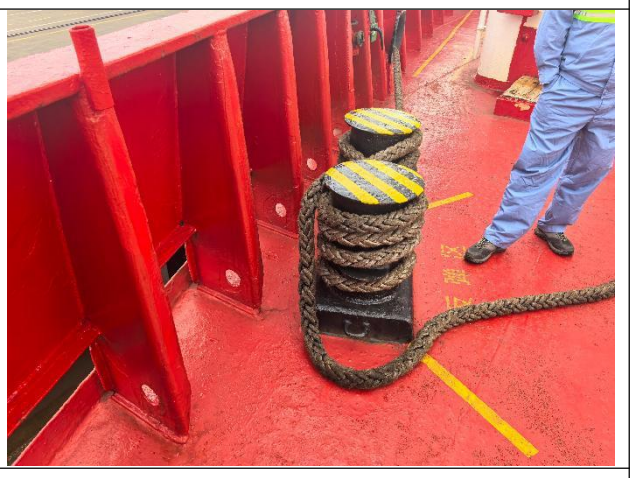
windlass



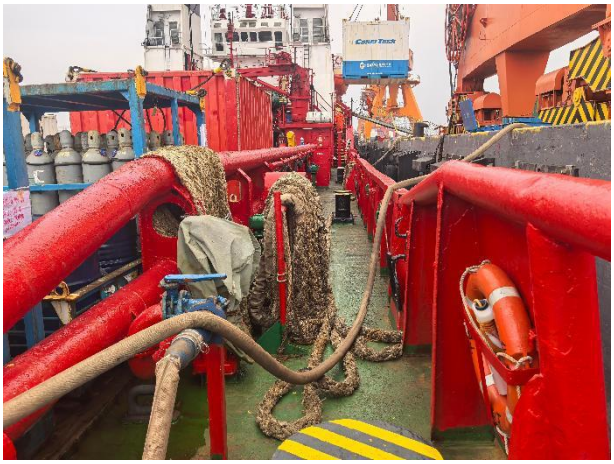
Mooring winch



Fairlead



Bollard

	
Main deck passageway	Afterdeck

3、Technical Condition of Superstructure

3.1 The weather decks of all superstructure levels show good surface fairness. External ladders, funnel, and ventilation fittings are structurally intact with fair paint condition.

3.2 Interior finishes are in serviceable condition, with fireproof/thermal insulation in corridors and bulkheads fully intact.

3.3 The wheelhouse exhibits: intact floor and ceiling coverings; sound door/window structures; Unobstructed visibility.

3.4 The bridge is equipped with:complete navigation/communication systems; fully functional control equipment; acceptable cleanliness of installations.

3.5 The vessel has external firefighting capability, equipped with 4 monitor guns, total discharge capacity:300cu.m/hr.

	
Forward Bulkhead of Superstructure	Aft Part of Superstructure
	
Wheelhouse/Bridge	Radar
	
Forward Control Console	Aft Control Console

	
Forepart of Navigation Deck	Aft Part of Navigation Deck
	
Compass Deck	Fire Monitor

4、Technical Conditiona of Engine Room and quipments

4.1 The engine room cleanliness is fair, with oil stains observed on some electro mechanical equipment.

4.2 Insulation wrapping shows no significant damage.

4.3 Bulkheads exhibit no visible corrosion,Lighting fixtures are fully operational.

4.4 Main engine cleanliness is general satisfactory. Mostly intact, no significant peeling.the Piping insulation is generlly completed. No abnormalities detected for exterior status, all the nameplate is legible.

4.5 Generator sets is fair cleaned, surface coating is intact. No excessive oil accumulation on base frame. Generator nameplate is illegible, Auxiliary generator nameplate missing.

4.6 Main switchboard & control console (located at forward part of engine room) show:Monitoring instruments, indicators, buttons, and switches in normal condition and no looseness or missing components detected

4.7 The floor Grating in Steering Gear Room is mostly intact. No significant damage observed on piping, Minor oil residue present on Bilge.




Enginer room



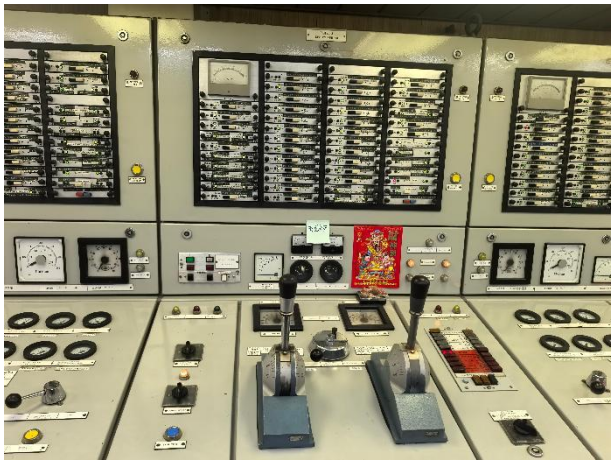

Main engine





Generator set





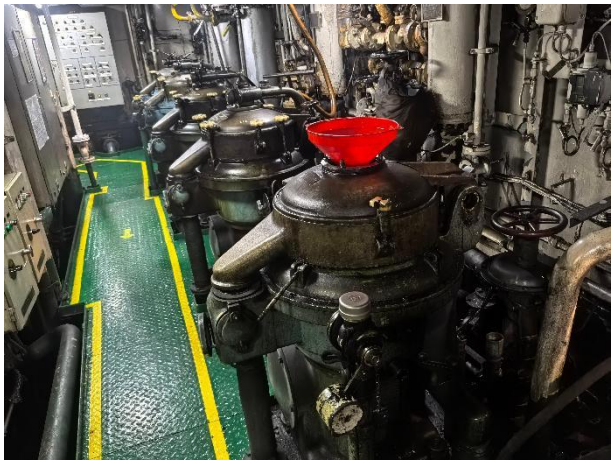
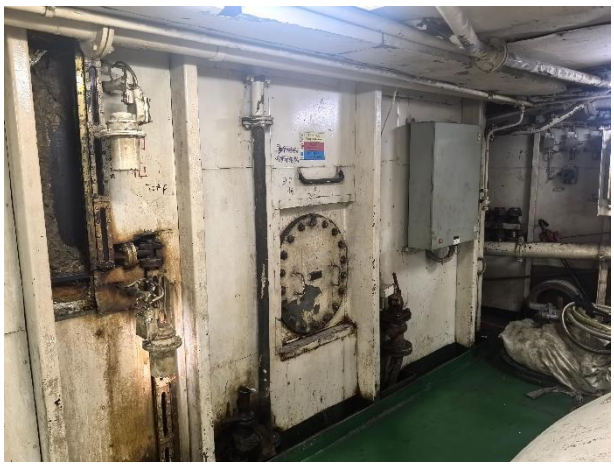
Engine control room



Emergency Generator



Boiler

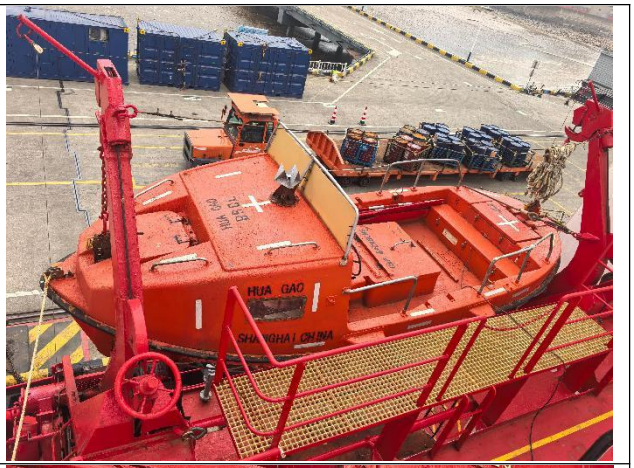
	
Purifier	
	
Thruster	
	
Daily service tank	Hydraulic oil tank

	
Sewage Treatment Plant	Cement Tank

5、Lifesaving equipment-Aft Navigation Deck

5.1 The steering gear room features mostly intact checkered steel plates. Generator nameplates are illegible, and the prime mover nameplate is missing. Piping systems show no visible damage, with minor oil residues present in the bilge.









Overall ship technical status

This ship is a single-deck, twin-engine, twin-propeller steel working ship. It is primarily designed for offshore platform supply, towing operations, and other auxiliary tasks, equipped with four external fire monitors;

Based on the review of vessel documentation and survey analysis, the following summary is provided:

1. The vessel completed its Special Survey in Ningbo on January 22, 2025. The next Special Survey shall be conducted within three months before or after May 6, 2025.
2. The vessel was in normal operational condition at the time of survey. The vessel's main engine burns 0# diesel, Full-load navigation: Approx. 20 t/day at a speed of 12.5 knots; Full-load towing: Estimated consumption 20 t/day at a speed of 5 knots.
3. Localized corrosion is observed at the stem, but no significant dents or deformations are found.
4. The main deck exhibits fair surface flatness, laid with wooden planks. The anchor chain structure is generally intact, with fair coating condition showing surface wear and corrosion. Mooring ropes display localized fraying and wear.
5. Under full-load conditions, the static bollard pull measures 83 metric tons (83t) . The compass deck is equipped with 4 monitor guns, total discharge capacity:300cu.m/hr.
6. Bulkheads exhibit no visible corrosion,Lighting fixtures are fully operational. Main engine cleanliness is general satisfactory. Mostly intact, no significant peeling.the Piping insulation is generlly completed.
7. The floor Grating in Steering Gear Room is mostly intact. Generator nameplate is illegible, Auxiliary generator nameplate missing. No significant damage observed on piping, Minor oil residue present on Bilge.
8. The steering gear room features mostly intact checkered steel plates. Generator nameplates are illegible, and the prime mover nameplate is missing. Piping systems show no visible damage, with minor oil residues present in the bilge.