

TECHNICAL REPORT

No. : CJPG-JS-24-KY-0624



GUO HONG 17

Inspection place Zhoushan, China

Inspection date September 28th, 2024

Technical Report

Entrusted by the customer, our company organizes the surveyor to inspect the technical condition of "GUO HONG 17" and issue the technical report according to the ship data provided by the customer. The report reflects the ship's technical status at the time of inspection and is for reference only. In case of any discrepancy, the current situation of the ship shall prevail, and our company shall not assume legal liability. The specific report is as follows:

Overall Grade	
4.1	Fair to good
Grade	Level
>4.5	Good
4.0-4.5	Fair to good
3.0-4.0	Fair
<3.0	Poor

Principal Particulars

Name of Ship	GUO HONG 17
Identification No.	CN20102711629
Port of Register	Shanghai, China
Type of Ship	Oil Tanker (Flash Point \leq 60°C)
Class	CCS
Trading Range	Great Coastal/A1+A2
Loa	132.65m
Lpp	124.00m
MLB	18.80m
MLD	10.20m
GRT/NRT	7023/3932
Summer Draft	7.500m
DWCC	10187t
Cargo Tank No./Slop Tank No.	12/2
Cargo Tank/Slop Tank Capacity	12613.32/404.20m ³
LDT	3882.8t
Date of Keel laying	October 13th, 2010
Date of Delivery	December 20th, 2011
Shipbuilder	Zhejiang Hongsheng Shipyard
Manufacturer of M/E	QingDao ZiChai BoYang Diesel Engine CD.,LTD

Model of M/E	6N330-EN
Rated Power/Rated Speed/No.	2574kW×620r/min×1 set
Minimum Safe Manning	11 persons
The Diesel engine of Cargo Pump Model/Power/No.	Z61670ZLC-19×330kW/h×2 sets
Cargo Pump Model/Capacity/No.	2HM9800-160×750m ³ /h×2 sets

Overview

The ship was built as oil tank (Flash Point \leq 60°C) with single deck, driven by single engine with single propeller. The ship has 14 tanks in total with double bottom and double hull, 12 cargo tanks and 2 slop tanks. The cargo tank is equipped with seamless carbon steel heating coils, and the cargo hold cover is a rotating type. There is a pump compartment between the cargo tank and the engine room.

This ship has been retrofitted with domestic sewage tanks and ventilation pipes in 2020. This ship has been converted from product oil tank to dirty oil tank in 2022, and the main renovation projects include:

1. Adding a boiler room in the stern area, two oil fired boilers , a fuel supply pump unit, a heat transfer oil circulation pumps, HFO daily tanks, etc.
2. Adding double-layer heating coils and temperature measurement in the cargo tank.
3. Converting the spare fresh water tank to NO.7 ballast water tank. The void space on the port side # 15~# 21 under the tank top plate have been converted into thermal oil storage compartments, etc.
4. Renovation of lighting and monitoring alarms, etc.

During the inspection, the ship was conducting tank cleaning and heavy oil pipeline cleaning projects at the Haijiao shipyard in Zhoushan.

Notation:

- ★ CSA Oil Tanker, Double Hull; F.P. \leq 60°C; RI(D); Ice Class B
- ★ CSM

1. Tank Capacity

Tank Name	Frame	Capacity (m ³)
NO.1 Cargo Tank (P&S)	FR138-FR162	1148.42×2
NO.2 Cargo Tank (P&S)	FR118-FR138	1037.38×2
NO.3 Cargo Tank (P&S)	FR98-FR118	1035.23×2
NO.4 Cargo Tank (P&S)	FR78-FR98	1035.23×2
NO.5 Cargo Tank (P&S)	FR58-FR78	1035.03×2
NO.6 Cargo Tank (P&S)	FR38-FR58	1015.37×2
Slop Tank (P&S)	FR146-FR162	202.10×2
Total		13017.52

2. Pump Set

	Cargo Pump	Stripping pump	Ballast pump
Quantity	2 sets	2 sets	2 sets
Material	Casing: QT450-10	Casing: QT450-10	Impeller: copper
Type	2HM9800-160	2HM1400-75	CIS150-125-315C
Capacity	750m ³ /h	100m ³ /h	250m ³ /h
Manufacturer	HG MACHINERY	HG MACHINERY	SHUNDA
Pipe	seamless steel tube	seamless steel tube	seamless steel tube
Diesel engine	Brand: Weichai Power: 330KW	Model: Z6170ZLC-19 Rotating: 1000r/min	
Other	Installation location/brand of cargo control system: Poop deck, Shanghai Rongde		

3. Engine Machinery

Machinery	NO.	Model	Parameter	Manufacturer
Main Engine	1	6N330-EN	2574kW×620r/min	Zichai
Main Generator	3	CCFJ200Z-W	200kW×400V×361A	Zichai
Primer Mover of Main Generator	3	Z6170ZLD-2	275kW×1000r/min	
Emergency Generator	1	TFXIV-250M-H	125kW×400V×180A	SDEC POWER
Primer Mover of Emergency Generator	1	6135AZD-1	134kW×1500r/min	
Diesel engine of Cargo Pump	2	Z6170ZLC-19	330kW×1000r/min	Zichai
Windlass	2	YMA-48	37kW	--
Rudder	1	Double support balanced rudder	17.13 m ²	--
Steering Gear	1	DYCH-250-20	250kN.m	Nanjing Hangzhuang
Propeller	1	Fixed	Cu,Dia.4000mm	--
Exhaust Gas Fuel Boiler	1	LYF0.8/100-0.7	23.5 m ²	WAYLIT
Oil Fired Boiler	2	QXC-300L	160 m ²	SANJIE
Oil-Water Separator	1	ZYFM-2	2.0m ³ /h	--
Sewage Treatment Unit	1	WCMBR-30	9.06m ³	--

4. Communication and navigation equipment

Equipment	NO.	Model
MF/HF	1	JSB-196GM
NAVTEX	1	NCR-333
VHF	2	FM8800S
EPIRB	1	VEB-8
SART	2	SAR-9
AIS	1	FA-150
Two Way-VHF	3	STV-160
Radar	1	YAR27-1912
Gyro Compass	4	CLP-2A
Magnetic Compass	1	SR-165PSK
Echo Sounder	1	DS2008
GPS	1	GP-150
ECDIS	1	HM-5817

Technical status

1. Certificate and Inspection

Certificates Description	Authority	Issue Date	Expiry Date
Certificate of Registry	MSA	2021.01.18	2026.01.17
Minimum Safety Manning	MSA	2021.01.21	2026.01.17
Classification Certificate	CCS	2023.04.08	2026.01.17
Safety and Environmental Protection Certificate	CCS	2022.09.22	2026.01.12
Ship's Trading Certificate	Shanghai Transportation Commission	2022.06.30	2027.06.29
Certificate of Ownership	MSA	2021.01.11	--
Safety Management	MSA	2022.07.29	2027.08.08

Concern:

1.The ship has completed the annual survey on April 8th, 2023, the intermediate survey on November 9th, 2023. The next annual survey will be carried out three months before and after January 12th, 2025.

2.This ship has completed the provisional survey on January 26th, 2024, and been approved the replacement of the 15PPM bilge water alarm device.

2. PSC Inspection

Date	Place	Defect Code	Action Code	Note
2024.3.25	Nanjiang	0715, 0725, 0799, 1422	17/10	Corrected

3. On-Site Supervision

Date	Place	Issue Qty	Note
2024.7.29	Huangdao	2	01
2024.7.16	Aoshan	1	Corrected
2024.3.25	Nanjiang	0	N/A
2024.2.4	Nanjiang	1	19

Concern:

1. All defects of the PSC inspection have been closed.
2. One issue that was corrected within the deadline in the on-site supervision report has been corrected:

The temperature sensing detector was not installed in the oxygen room according to the certificate requirements. (Corrected)

4. Last 10 Ports and Cargos

No.	Port	Cargo	Weight (t)
2402	Tianjin-Qingdao	LSFO	9987.377
2403	Jinzhou-Guangzhou	LSFO	9530.282
2404	Huludao-Guangzhou	LSFO	9976.689
2405	Tianjin-Nantong	LSFO	10040.1
2406	Nantong-Huludao-Guangzhou	LSFO	9993.78
2407	Guangzhou-Huludao-Guangzhou	LSFO	9986.682
2408	Guangzhou-Huludao-Guangzhou	LSFO	9990.353
2409	Zhoushan-Dongying	LSFO	9909.727
2410	Dongying-Tianjin-Qingdao	LSFO	10025.742
2411	Qingdao-Dalian-Yangshan	LSFO	10135.667

5. Speed and Fuel Consumption

The fuel oil consumed by the main engine is 180CST、MGO.

Condition	Rotary Speed rpm	Economic Speed kn	Fuel Consumption (t/d)	Design Speed kn
Ballast	520	~10.7	~7.0	11
Laden	520	~9.8	~7.2	

The fuel oil consumed by the auxiliary engine is MGO, the boiler is 180CST、MGO.

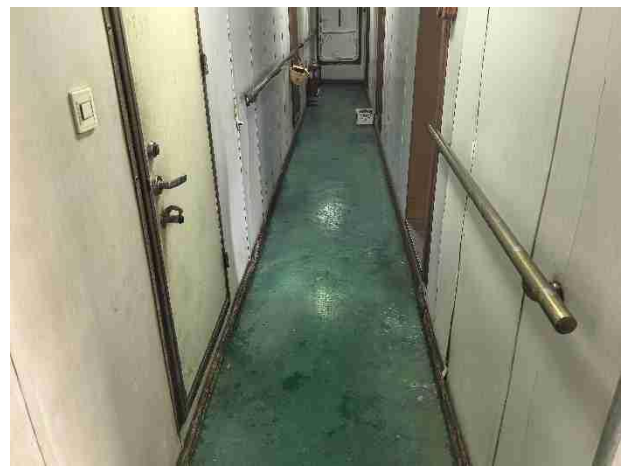
Condition	Working set	Fuel Consumption of Auxiliary Engine (t/d)	Fuel Consumption of Boiler (t/d)
Sailing	1 set	0.5	6

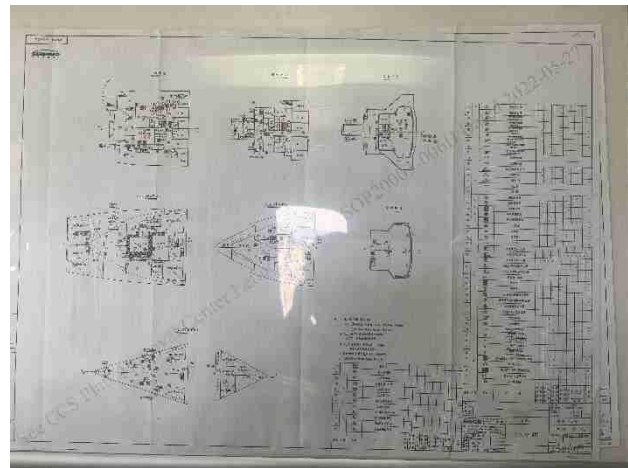
6. GALLEY & ACCOMMODATION

No.	Description	Good	Fair to good	Fair	Poor
1	The fireproof materials in the living area hallway were found undamaged, and the fire doors can work normally.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	The light facilities in the crew room.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	The floor and fire-resistant materials of the crew room were undamaged, and the opening and closing of the fire doors can work normally.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	The bathroom facilities in the crew room.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	Cleanliness of mess room and galley	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6	No significant oil stain was found on the galley range hood and ventilation ducts, and classify garbage and store it in designated areas. The Portable fire extinguishers were inspected on schedule.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	The freezer can be used normally. The food was found neatly arranged and clean.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	The passage in the air conditioning room was unobstructed, and the floor, doors, windows, and wall panels were intact. The refrigeration unit and pipeline insulation of the air conditioner were intact and without leakage in the condensing pipeline.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Note: The above inspection items were found in "Fair to good" level overall.

1. The fireproof material in the accommodation has cracked and rolled up.
2. The cleanliness of the galley was found good, without obvious oil stains, and the dining room floor was partially worn.





7. Lifesaving Equipment

No.	Description	Good	Fair to good	Fair	Poor
1	The lifeboat has a good appearance, and the ship name, port of registry, and other markings were clear and stored correctly.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	The frame structure has a good appearance and well lubricated	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	The rotating mechanism of the lifeboat crane was well lubricated, and without damaged on the motor casing. No leakage was found in the hydraulic oil tank and pipelines.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	The motor of the lifeboat was well maintained, and was easy to start (check records of tests or manoeuvre).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	The lifeboat was fully equipped with life-saving appliances, food and fresh water.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	The operation procedures and maintenance manual of the lifeboat were posted, and lighting fixtures were equipped beside.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	The life raft and hydrostatic pressure release device were properly fixed, and found in normal maintenance cycle.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	The life raft boarding ladder was equipped with handrails, and the pedals are not cracked, rotten, or loose, with no significant corrosion on the connecting ground.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	Lifebuoys, lights, floats, etc. were in the correct position and in good appearance.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	Lifejackets, insulation suits, diving suits, etc. were approved by the class, properly stored, and in sufficient quantities.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	The configuration of flame parachutes, rope throwers, etc. complies with regulatory requirements and was stored correctly.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Note: The above inspection items were found in "Fair to good" level overall.



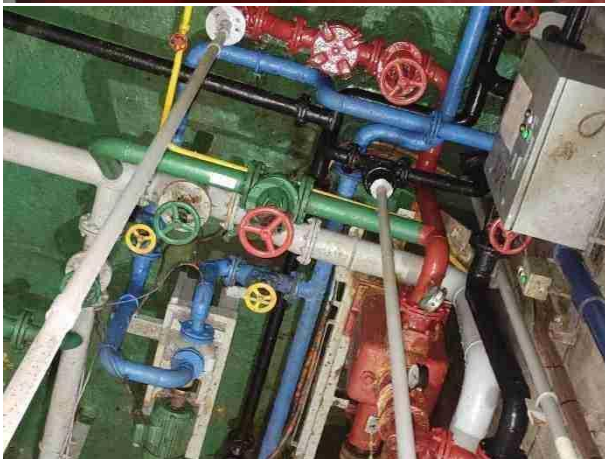


8. Fire & Safety Appliance

No.	Description	Good	Fair to good	Fair	Poor
1	The CO2 cylinders and release devices were found within the validity period of inspection, the automatic sound alarm was not faulty, and the operation regulations were posted.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	No looseness or leakage was found on the connection of CO2 pipe system, and the starting cylinder pressure was sufficient.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	The fire separation material of foam room was intact, and without damaged on the wrapping material. The direction of foam pipeline shall be clearly marked, and the pipeline and valve shall be free of rust.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	The pressure gauge of the foam generator was intact, and the schematic diagram, operating instructions, and inspection marks were completely posted.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	Hydrant appearance was found intact, the handwheel switch was normal. No significant corrosion and leakage was found on pipelines.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	The appearance of the hose box was found intact, and the water hose and water gun were approved type, with nozzles in good condition.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	The water spray system in the cargo oil area was found complete and in good condition.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	The emergency fire pump compartment access ladder and lighting fixtures were intact. Post operating procedures and hang regular operation test records.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	The emergency fire pump and pipelines were found intact, and the pressure instruments were intact. The inlet valve should be kept normally open and clearly marked. The casing of the emergency fire pump motor was free from rust and damage.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10	Portable fire extinguishers were correctly placed and in good condition, with inspection markings. The sufficient number of spare fire extinguishers were provided.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	The fire protection of the emergency escape passage was found complete. The lighting, life rope, and life ladder were in good condition with normal self closing door.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	The fire protection structure of the paint room was intact, as well the temperature sensing probe. The water mist pipeline was free of rust, and the ventilation facilities were intact.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

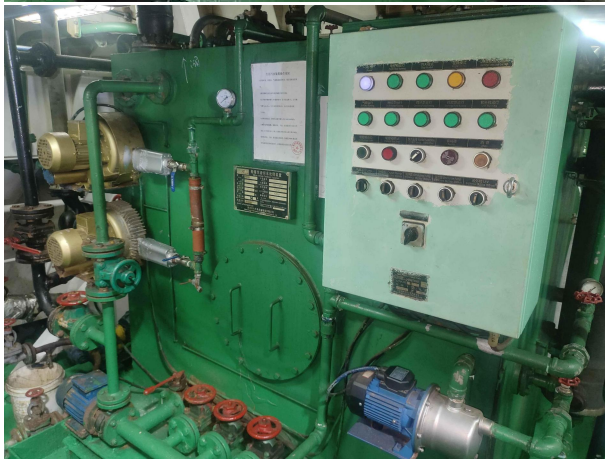
Note: The above inspection items were found in "Fair to good" level overall.



9. Pollution Control

No.	Description	Good	Fair to good	Fair	Poor
1	The nameplate of the domestic sewage treatment plant was found consistent with the certificate. The sewage pump, air compressor, etc.were not faulty.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	The appearance of the domestic sewage treatment device was found in good condition, and the pressure gauge was normal. No illegal bypass pipelines or joints, the discharge valve was locked and warning signs were hung.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	The nameplate of the bilge oil-water separator was found consistent with the certificate, the surface of the equipment was clean. The operating instructions were posted near the equipment.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	The bilge oil-water separator has no illegal by-pass pipeline or connector discharging directly to the outboard side, and without significant dismantling trace of the flange bolts on the outlet pipeline. The outboard discharge valve was in a closed and locked status, with a warning sign for prohibiting discharging.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Note: The above inspection items were found in "Fair to good" level overall.

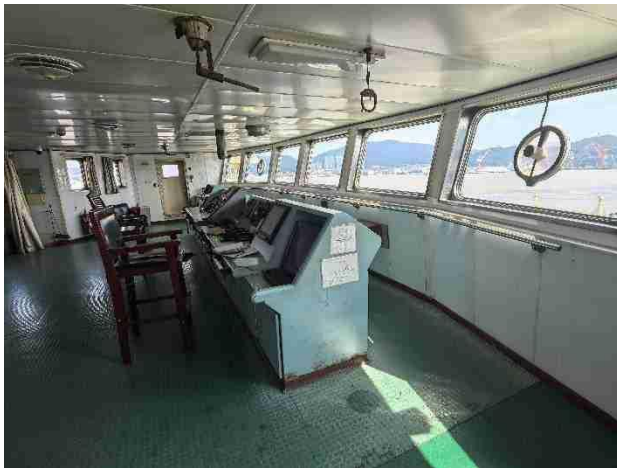


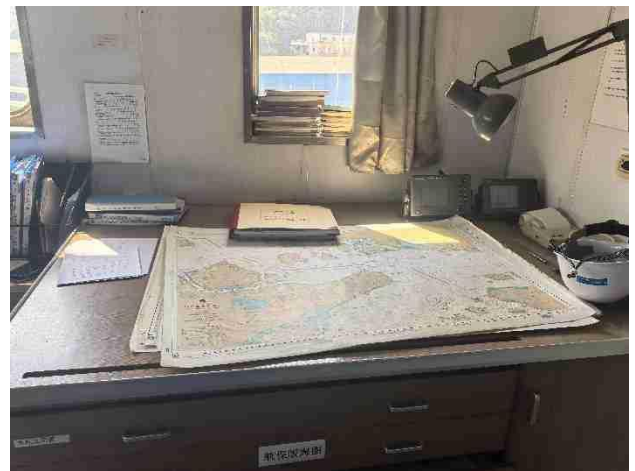
10. Navigating Bridge & Communications Equipment

No.	Description	Good	Fair to good	Fair	Poor
1	The fire and heat insulation partitions in the bridge were intact, and the front window is equipped with wipers or rotating windows.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	The ship was equipped with the latest version of navigation books. The various charts related to safety management were posted and updated to the latest version.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	The main communication devices were consistent with the certificate record.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	The readings of the steering compass and the standard compass were found basically consistent and no large bubbles or steam inside the compass disc.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	The effective diameter of radar coverage meets regulatory requirement. The radar function keys /knobs were normal and no faults in the radar power supply, display, and operating system.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	AIS was in a normally open state, the displayed heading matched the actual heading, the static information matched the actual heading, and the MMSI was consistent with the certificate.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	The electronic chart was recognized by class, and the screen can display normally. The function buttons on the panel were normal, and the electronic chart data had been updated in a timely manner.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	The identification code displayed by the VHF	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	equipment was consistent with MMSI code, and the DSC transceiver function was normal.				
9	MF/HF radio device had no faults and DSC test was normal. The Emergency lighting installed at the operation area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	The NAVTEX display was normal and the recently printed data was clear.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	The image display of the echo sounder was found clear, with normally brightness adjustment.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	The water tightness of the SART casing was found intact, and the battery was effective.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	The EPIRB casing had good water tightness and firmly installed, the battery and hydrostatic pressure release device were effective.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Note: The above inspection items were found in "Fair to good" level overall.





11. Hull and Deck

No.	Description	Good	Fair to good	Fair	Poor
1	The marks of ship name, load line, port of registry were found clear and fully painted.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	The shell plate, bilge keel, bow and stern have no dents, welding cracks, etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	No deformation or cracking was found on the bulwark structure.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4	The coating condition of the main deck was found intact and smooth, without pitting corrosion. The weld seam was free of rust and cracks. No significant cracks were found on the deck near the opening and bollard.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	The main deck gangway was intact, and the grille and the railing on both sides were intact.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	The windlass and its base were not severely corroded, there is no significant leakage in the hydraulic pipeline, and the brake band and brake device were basically intact. The anchor chain and fairlead have no significant corrosion or wear.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7	The stern winch and its base were not severely corroded, the hydraulic pipeline has no significant leakage, and the brake band and brake device were basically intact. The stern mooring bollards were free from excessive wear and corrosion.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Note: The above inspection items were found in "Fair to good" level overall.

Concern:

1. During the inspection, the ship was lifting provision and the provision crane can work normally.
2. The dents and friction marks were found on the starboard shell plate.
3. The ship is equipped with a 20kN crane in the deck area for lifting piping. According to the crew, the crane can operate normally.









12. Ballast tank and Void tank

No.	Description	Good	Fair to good	Fair	Poor
1	The manhole cover of the ballast tank was not deformed or corroded, the sealing gasket was not damaged.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	The ventilation pipe of the ballast tank was in good condition, equipped with effective shut-off devices.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	The structure inside the ballast tank has no buckling/fracture/crack/significant corrosion/anti-corrosion anode.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	The watertight collar plate in the ballast tank has no leakage or welding cracks.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Note: The above inspection items were found in "Fair to good" level overall.

Concern:

During the inspection, there was ballast water in the ballast tank and effective ventilation was not carried out. The surveyor was unable to enter the tank for inspection, so the specific situation inside the tank is unknown.

13. Cargo Tank/Slop Tank/Pump Room

No.	Description	Good	Fair to good	Fair	Poor
1	The ventilation pipe of the cargo tank was found without corroded, and the shut-off valve on the pipeline was in good condition.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	The insulation package of the hot oil pipeline on the deck of the cargo tank area was found intact, the valve hand-wheel was not loose, and the connecting flange was not corroded.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	The paint on the oil conveying pipe was intact and there is no oil or gas leakage at the flange interface, the threaded rod of the pipeline valves was not corroded, the enclosure of the drip tray was intact.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	No significant rust was found on the cargo tank cover clamp, hand-wheel, and screw rod. The cargo cover and observation cover have no significant oil or gas, and the tightness was intact.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	The cargo tank access ladder was intact, the cargo tank condition of special coating was in good condition. There were no rust spots on the weld joints.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	The pipelines and flanges inside the cargo tank were found rust free, and the radar level gauge pipeline was intact.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	The opening and closing of the pump room door was interlocked with the indoor fan and lighting. The ventilation grille blades were not corroded, the fire damper handle was intact.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	The fire separation between the pump room and the engine room was intact, the materials were not significantly damaged.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	The paint on the pump body was intact without significant rust. The sealing of the pipeline flange was intact without significant gaps.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	The sea chest hand-wheel screw in the pump room was well lubricated, and without corroded on the sea chest..	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	The checkered plate inside the pump room was free of oil stains, and no signs of leakage on the bottom edge of the wall. There is no a	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

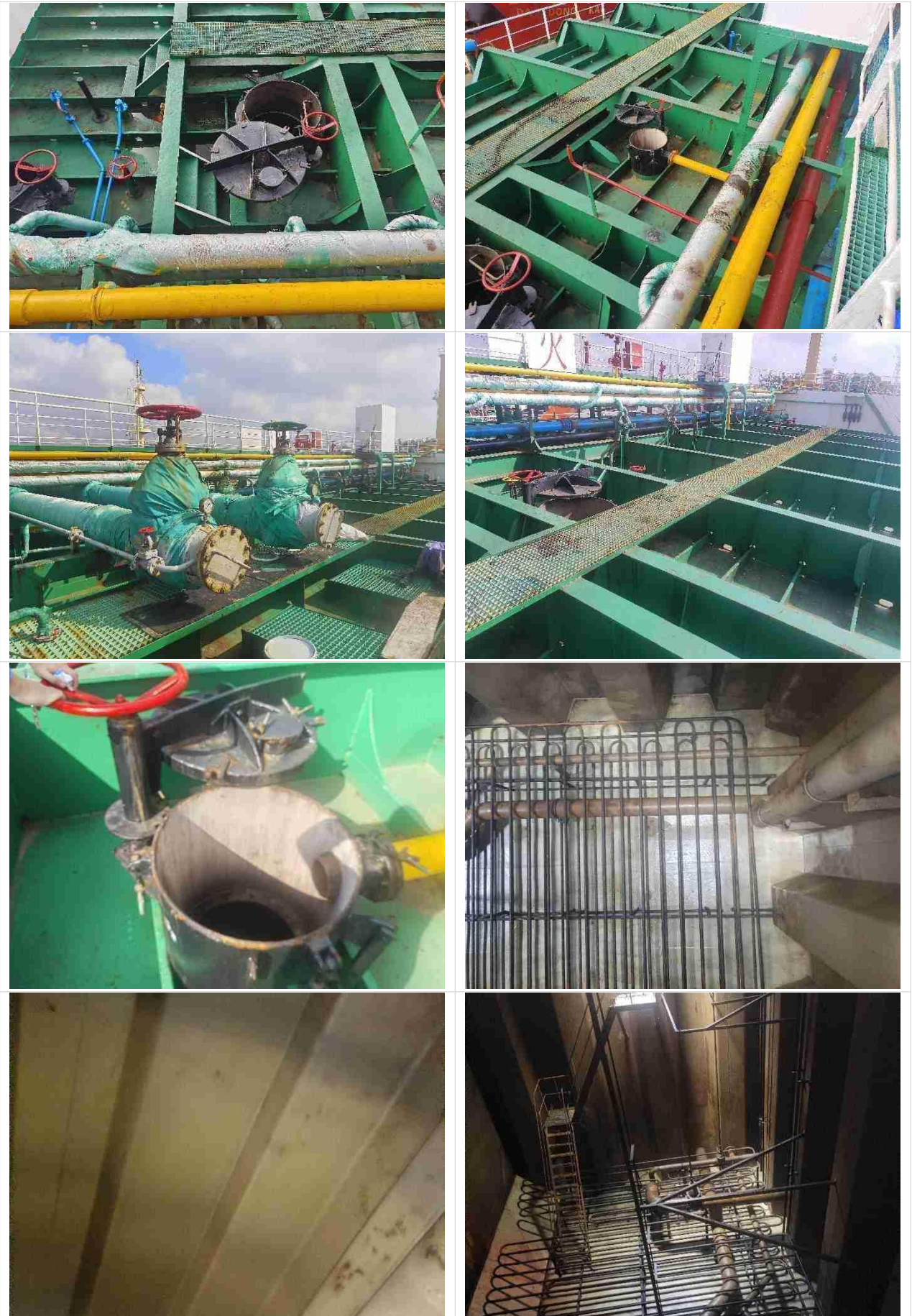
	amount of oil stains was found at the bottom of the room.				
12	The liquid cargo radar monitoring system in the cargo control room has no faults, and the computer system can clearly read the loading status and liquid level height.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	The operation indicator light in the cargo control room has not faults. The pressure and temperature monitoring and the alarm system has not faults.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14	The doors and windows of the cargo control room, as well as the walls facing the cargo area, have a fire separation rating of A60.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15	The communication equipment in the cargo control room was intact, the liquid cargo pipeline was posted, and a damage control manual was provided.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16	The display screen of the ODME equipment in the cargo control room was clear and readable. The manual override switch was normal. The feedback indication of the Seawater intake valve/return valve was normal.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

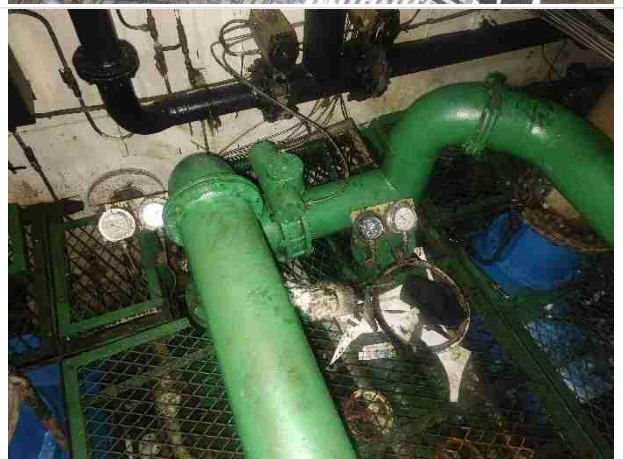
Note: The above inspection items were found in "Fair to good" level overall.

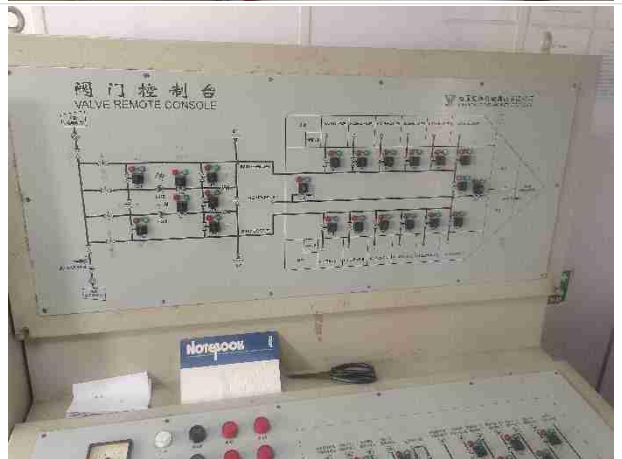
Concern:

During the inspection, the ship had just completed the tank cleaning and heavy oil pipeline cleaning project at the Haijiao shipyard, and was in the process of ventilation, making it impossible to enter for inspection.









14. Engine Room and Machinery

No.	Description	Good	Fair to good	Fair	Poor
1	The nameplate of the boiler was consistent with the certificate, and the safety valve was in good condition, without significant rust or leakage.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	The boiler water level gauge can display clearly, the valve components were found active, without blockage or dripping.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	The boiler safety valve was found intact, without leakage in the steam pipeline and valve, and the outer surface insulation was wrapped intact.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	No leakage was found in the fuel supply pipeline of the boiler, and with a drip tray below the combustion device.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	The appearance of the main generator was found clean, without significant oil stains on the chassis. The pipelines and components were basically free of rust.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	The appearance of all switches, alarm lights, electrical instruments, and monitoring screens on the main switchboard were found normal.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	The indicator light and panel display on the emergency switchboard were in a normal state.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	The emergency generator, wires, and the distribution board casing has a grounding wire.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	The voltage of the emergency generator set starting battery was found normal, and with replacement or inspection record.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	The liquid level in the fuel tank of the emergency generation diesel engine was at a reasonable position.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	The surface of the fuel/lubricating oil separator and fuel supply unit was found to be free of a large amount of oil stains and in good condition.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	The monitoring devices of the main engine were complete and in a normally open state, and undergo regular inspections.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	The high-pressure fuel pipes of the main and auxiliary engines were double sleeves, equipped with leakage alarm devices or splash guards.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14	The engine room was found clean and sufficient lighting, without significant rust, leakage or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	temporary repairs to the bilge pipelines and underwater valves.					
15	The nameplate of the steering gear was found consistent with the certificate and and personnel protection measures were in place.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
16	No leakage was found at the joints, valves, and oil cylinders of the steering gear piping system. The relief valves and pressure gauges at both ends of the oil cylinder were found in normal condition.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
17	The compass and rudder horn in the steering gear room were consistent with the bridge, and the readings were clear. The working schematic diagrams and operating procedures were posted.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
18	The E/R was equipped with spare parts for the main and auxiliary engines, and the repair room was equipped with maintenance tools and replacement parts.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Note: The above inspection items were found in "Fair to good" level overall.

Monthly Report of M/E

XZ-821-05 柴油机主要部件工作时间统计表

船名 主机总工作小时 41517/12726.228 统计日期年月日 2024.8.31

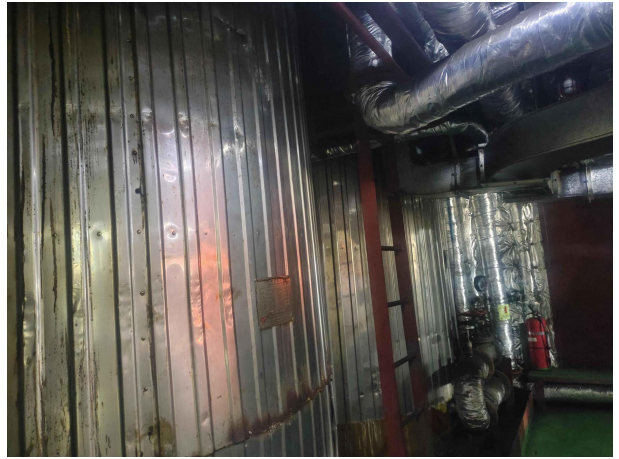
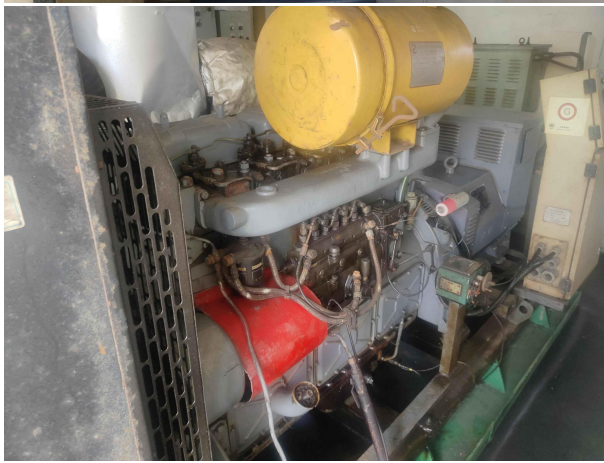
项目	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8
气缸盖	自上次检修后工作小时	3109.18	3109.18	3109.18	3109.18	3109.18	3109.18	
	进 气 阀	3109.18	3109.18	3109.18	3109.18	3109.18	3109.18	
	排 气 阀	3109.18	3109.18	3109.18	3109.18	3109.18	3109.18	
喷嘴器	自上次检修后工作小时	3109.18	3109.18	3109.18	3109.18	3109.18	3109.18	
高压油泵	自上次检修后工作小时	12726.28	12726.28	12726.28	12726.28	12726.28	12726.28	
缸套	自上次检修后工作小时	12726.28	12726.28	12726.28	12726.28	12726.28	12726.28	
活 塞	自上次检修后最大磨损度							
	换新日期	2021.1.10	2021.1.10	2021.1.10	2021.1.10	2021.1.10	2021.1.10	
活 塞 销	总工作小时	12726.28	12726.28	12726.28	12726.28	12726.28	12726.28	
	换新日期	12726.28	12726.28	12726.28	12726.28	12726.28	12726.28	
活塞销衬套	总工作小时	12726.28	12726.28	12726.28	12726.28	12726.28	12726.28	
	换新日期	12726.28	12726.28	12726.28	12726.28	12726.28	12726.28	
连杆上端轴承	自上次换新后工作小时	12726.28	12726.28	12726.28	12726.28	12726.28	12726.28	
连杆下轴轴承	自上次换新后工作小时	12726.28	12726.28	12726.28	12726.28	12726.28	12726.28	
连杆螺栓	自上次换新后工作小时	12726.28	12726.28	12726.28	12726.28	12726.28	12726.28	

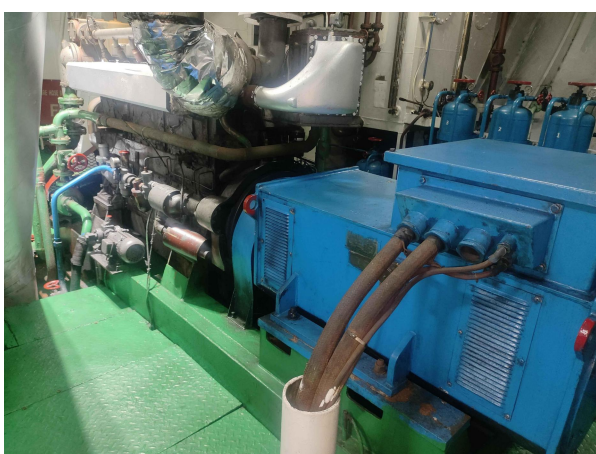
项目	自上次检修后工作小时
透平	No.1 3109.18
空冷器	No.1 3109.18
调速器	12726.28
凸轮轴	No.1 12726.28
链条和传动装置	12726.28
润滑油	3109.18

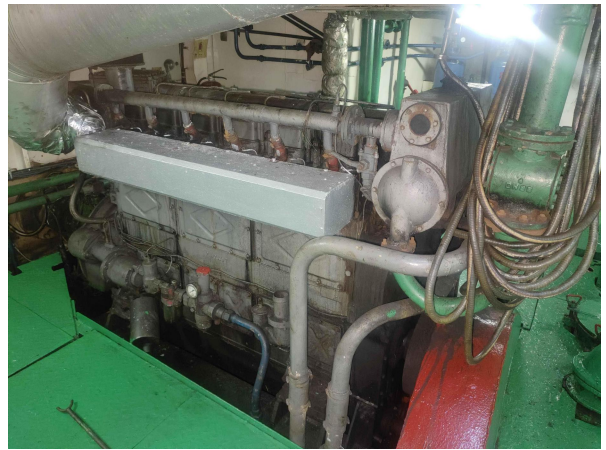
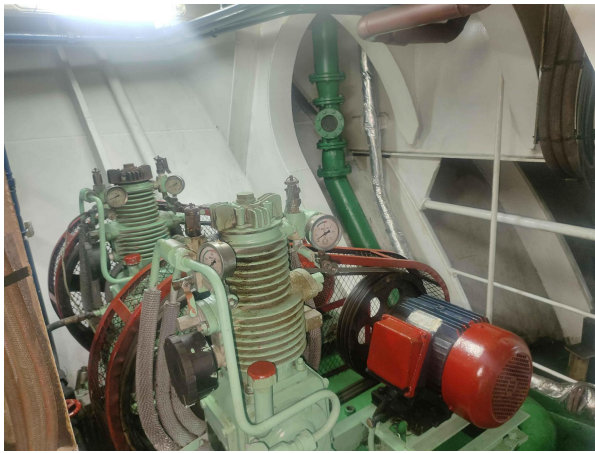
备注:
轮机长(签字): 30-10-12

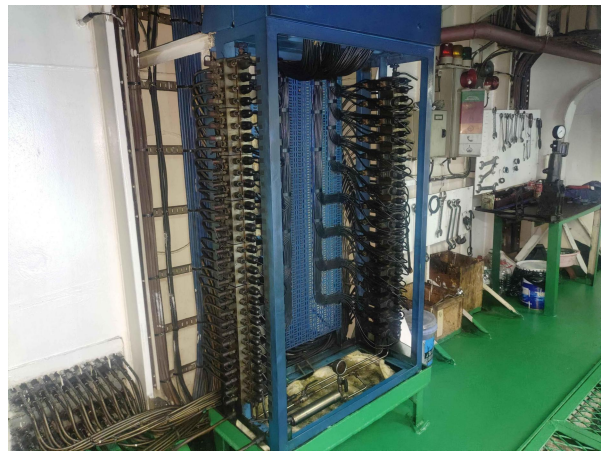
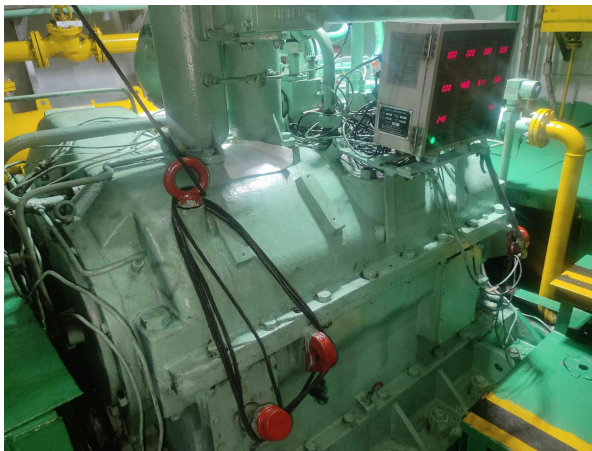
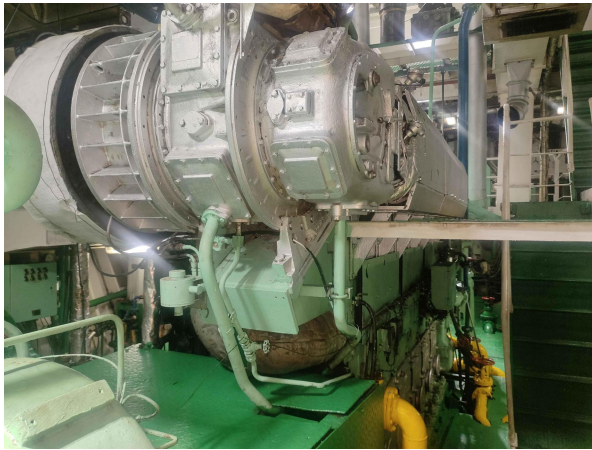
项目	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8
主轴承	换新日期	2021.1.12	2021.1.12	2021.1.12	2021.1.12	2021.1.12	2021.1.12	
	总工作小时	12726.28	12726.28	12726.28	12726.28	12726.28	12726.28	
主轴承螺栓	换新后工作小时	12726.28	12726.28	12726.28	12726.28	12726.28	12726.28	

注: 本表由大管轮每月报一次, 一式两份, 一份报公司机务部, 一份轮机长存, 保存三年。









Key concerns

No.	Description
1	This ship has been converted from product oil tank to dirty oil tank in 2022, and added two sets oil fired boilers, double-layer heating coils and temperature measurement in the cargo tank, etc.
2	During the inspection, the ship was conducting tank cleaning and heavy oil pipeline cleaning projects at the Haijiao shipyard in Zhoushan.
3	The qualification of domestic transportation will expire on June 29th, 2027.
4	The ship is equipped with 2 sets cargo pumps with 750m ³ /h.
5	The cargo tank is equipped with seamless carbon steel heating coils, and the heating form is thermal oil circulation heating.
6	The ship is equipped with cargo control system on the poop deck, the brand is Shanghai Rongde, as well ODME monitoring device.
7	The ship has completed the annual survey on April 8th, 2023, the intermediate survey on November 9th, 2023. The next annual survey will be carried out three months before and after January 12th, 2025.
8	All defects of the PSC inspection have been closed, and one issue that was corrected within the deadline in the on-site supervision report has been corrected.
9	Under full load with approximately 85% power, the ship has an average speed of nearly 10kn, and fuel consumption of M/E is approximately 7.2t/d.
10	The joints of the fireproof partitions in the accommodation have cracked and rolled up.
11	The cleanliness of the galley was good, without obvious oil stains, and the dining room floor was partially worn.
12	During the inspection, the ship was lifting provision and the provision crane can work normally.
13	The ship is equipped with a 20kN crane in the deck area for lifting piping. According to the crew, the crane can operate normally.

Technical Report Attachment

Annex 1 : Grade details

Item	Grade
Performance Condition	30%
Certificate	4.5
Inspection	4.5
Speed and Fuel Consumption	4.0
Appearance Condition	40%
Galley & Accommodation	4.0
Lifesaving Equipment 备	4.0
Fire & Safety Appliance	4.0
Pollution Control	4.0
Navigating Bridge & Communication Equipment	4.0
Hull and Deck	4.0
Cargo tank	4.0
Engine Room and Machinery	4.0
Mechanical Working Condition	30%
M/E	4.0
Main Generator	4.0
Windlass	3.5
Winch	4.0
Steering Gear	4.0
Overall	4.1

Annex 2 : Grade Specification

Grade	Level	Description
>4.5	Good	Unimpaired condition without significant wear, or deviation from original strength and operating efficiency. No maintenance or repair required.
4.0-4.5	Fair to good	Unimpaired condition but may require some minor maintenance to bring to a good standard.
3.0-4.0	Fair	Condition where wear and tear or other deficiencies of a minor nature, do not require correction or repair.
<3.0	Poor	Condition in which the adequacy of strength and/or operational efficiency is marginally below acceptable limits, or is in doubt. Remedial action is required.