GOSHIPSURVEY

TM

PRE-PURECHASE INSPECTION

Star Deltas
IMO:9238478
Bulk Carrier

INSPECTED AT FUJIAN, CHN
8th JUNE 2017

REPORT BY COMPANY NAME
Edited by Mr SURVOREY

C O N T E N T S

SHIP DETAILS

Ship name:26 Agustos

IMO:9238478

Type:null

Class:NKK

Flag:Turkey

LOA(m):190.0

Beam(m):32.3

DWT(ton):52,455

Draft(m):12.0

GT:30,303

LDT(ton):

SS(m/y):

Bunkers(ton):

Builder:Tsuneishi Cebu

Ex.Name:Pinar K.

Ship type:1

Location:ZHOUSHAN,CHN

Inspection data:null

Inspection data:12/5/2017

Main engine

Maker:	MAN	Type:	B. & W. 5S60ME-C8.2
MCR KW:	7500	MCR RPM:	80
Running hours:	1256		
Critical RPM:	90		
Other:	AAAAAAAAAA		

Auxiliary Power

Maker:	YANMAR	Type:	YANMAR TYPE
Load:	750KW	A1 r/h:	2500
A2 r/h	3500	A3 r/h	
Other:	3600		

Boiler

Maker:	SAAAK	Type:	SAAAK TYPE
Evaporation:	3598	Heating area	
Other:	AAAAAAAAAAAA		

GRADING

ITEM	GRADING	SHIP SCORE
船体	7.345	7.8412
甲板	7.782	
货舱	8.7143	
轮机	7.2289	
电气	8.0001	
驾驶台	8.0506	

DEFECTS

S/N	Description	Estimated cost (USD)
1	Minor rusted spots or blisters were found in TST's & on main deck. Minor damages were found in cargo holds	500,000
2	There is no Main Engine required Tier I, NOx rating. This has been missed by both Class and Flag for the Main Engine, according to onboard records. An upgrade is required. The former is a very elusive regulation in Marpol Annex 6, which applied retrospectively to vessels built between 1990 and 2000 as it required a retrofit of fuel injection equipment to lower emissions. Upgrade kits are available and in some cases a flag dispensation can be achieved on economic grounds to avoid doing the upgrade. Sellers were aware of this point.	1,000,000

Condition inspection

Surveyor’s summary

Hull

“XXXXXXX” was berthed port side to the quay and was discharging a cargo of iron ore. She has a bulbous bow and an anchor casting in way of the shell. We noticed that the port side anchor lower fluke had been in contact with the shell plating causing deep grooving. A photograph clearly illustrates the problem. It may be necessary to provide a doubling plate to prevent further damage to the forward hull plating. The general appearance of the port side shell was satisfactory although the paint coatings need attention at the next dry docking particularly in the wind and water areas. The port side shell was free from significant contact damage, although the shell markings were neither clear nor easily readable including draught marks, and this will again need to be rectified at the next dry docking.

The starboard side shell plating could only be viewed from the upper deck but appeared to be in a similar condition to the port side.

Forward mooring deck/Aft mooring deck/Main deck

The forward mooring deck was found in a satisfactory condition with signs of recent maintenance having been carried out by the crew. We did however notice that there was no anti slip paint applied in the working areas and would recommend that when the mooring deck is next painted that anti slip paint in order to assist the crew when handling mooring ropes in wet weather.

Deck marchinery (mooring,crane,outfittings,etc.)

The upper deck was well painted and again there was evidence of recent maintenance by the crew. Those areas between the hatches were also found in a satisfactory condition and with evidence of recent maintenance. All the sounding pipes and vent pipe headers were found in a satisfactory condition, including the temperature pipes to the cargo holds which were clearly marked and will enable the crew to monitor cargo temperatures at various levels in the hold when carrying cargoes such as coal.

The pipe protection pipes along the deck were constructed in chequered plate and were in good condition and were well painted.

Ballast tanks & Void spaces

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Accommodation & deck

There is accommodation provided for up to 25 persons and the Master and Chief Engineer have a suite consisting of day room, bedroom and
bathroom. All other officers have a cabin with attached bathroom and also most of the crew. There are a small number of cabins with a shared bathroom via doors from the adjacent cabin. There is a hospital and also a gymnasium and both Officers and crew have their own combined mess/smoking rooms.

Navigation bridge & Commuication equipments

The Wheelhouse afforded the navigating Officers with good forward visibility. All the navigational equipment was stated by the crew to be in good working order. There are two radars one with ARPA and two GPS units, and all the navigational charts were up to date as were all the bridge publications and notices.

Machinery space & Engine room machinery

drilling and grinding machines and tool racks.

Engine Control Room
The engine control room was found in good order and consisted of the main switchboard and the main engine console. All the equipment was stated by the ship's staff to be in good working order.

Main Engine
The main engine was found in good condition and there were no significant oil/water leakages.
The floor plates in way of the main engine at the top, manoeuvring platform and also the lower platform were well coated, free from oil/grease deposits and were constructed from anti slip material.

Auxiliary Engines
There are three diesel generators which were found in good order. The three generators were very clean and free from any significant oil/water leakages.

Boiler/Economiser
The boilers were found in good condition and well maintained.

Steering Gear
The steering gear was tested in emergency mode including moving the rudder through 10 degrees to port and also to starboard using each pump in turn without problem.

Engine Room Crane
There is a 5 tonne safe working engine room crane which although not working was stated by the crew to be in good working order.

Life saving ,Fire and safety equipment

ahead and astern without problem.

The liferafts both port and starboard and also a 6 man liferaft forward were all found in good condition.

There is a foam fixed fire fighting system for the engine room which was found in good condition. Additionally there is a fixed water fire main with fire hoses and nozzles which was found in a satisfactory condition.

There are portable fire extinguishers in both the engine room and also the engine room and all were found in order and were positioned in accordance with the Fire & Safety plan.

Galley,provision and refrigerated rooms

There are four cold rooms located under the galley space on the upper deck level. The provisions rooms can be accessed directly from the stern upper deck by an external door on both sides of the provisions crane area.

There is a dry provisions store space with a door to the lobby which provides access to the dairy, fish, meat and vegetable rooms. All spaces were bright, clean and fitted with a common type of cooler unit. Temperatures being maintained were in accordance with normal requirements. There was no sign of frost in the Reefer spaces.

The galley and mess rooms are separate for Officers (stbd side) and the crew (on port) spaces were provided with adequate equipment to accommodate dual nationality cooking arrangements.

Ballast water treatment system

Without this device

TECHNICAL APPENSIX & EQUIPMENT INFORMATION

Navigation & Communications Equipments

Equipment	Maker	Type
Magnetic Compass	AAAAA	AAAA
Navtex Receiver	AAAA	AAAA
Common antenna	AAAAAAA	AAAAAAA

Cargo hold capacities(Only Bulker)

Hold #	(m3)
No. 1	123
No. 2	456
No. 3	789
No. 4	789
No. 5	789

Hatch dimensions(Only Bulker)

Hold #	m×m
No. 1	12*12
No. 2	12*12
No. 3	12*12
No. 4	12*12
No. 4	12*12
No. 5	12*12

Cargo tank capacities(Only tanker)

Tank #	Frames	(m3)
No. 1 C.C.O Tank	15-16	111
No. 2 C.C.O Tank	12-13	222
No. 3 C.C.O Tank	18-19	444
No. 4 C.C.O Tank	78-89	222
No. 5 C.C.O Tank	56-98	777
No. 5 S.C.O Tank (P)	56-98	222
Slop Tank (S)	58-78	444

Vessel tank capacity

Ballast Tank #	Frames	(m3)
No.1 WBT (P)		1211
No.1 WBT (S)		111
No.2 WBT (P)		111
No.2 WBT (S)		111

Vessel tank capacity

Heavy Fuel Oil Capacity Tank #	Frames	(m3)
HFO Sett. Tank (P)		222

Vessel tank capacity

Diesel Oil Capacity Tank #	Frames	(m3)
No.1 D.O. Serv. Tank (P)	111	111

Vessel tank capacity

Fresh Water Capacity Tank #	Frames	(m3)
F.W. Tank (P)	111	222

Vessel tank capacity

Lube Oil Capacity Tank #	Frames	(m3)
M/E Sys. Oil Store Tank	222	222

Vessel tank capacity

Miscellaneous Tanks Capacity Tank #	Frames	(m3)
H.F.O. Overf. Tank	222	111

DOCUMENTS

Title	Attachment
Class status	Exit
HPVQ	Exit
Crew list	Exit
Certificate of fitness appendix for list of cargoes	Exit
Voyage reports showing speed and consumptions	Exit
Copy of last CSR	Exit
Capacity plan	Exit
Mooring plan	Exit
Painting scheme	Exit
IOPP	Exit
Maker listn	Exit
Cargo history	Exit

DETAIL GRADING

船体状态评估与等级划分说明		
Grade	Standard	技术状态
10～9	Good	根据检查和测量结果，钢结构和硒装件处于完好状况，涂层状况属于完好状况且构件未发现明显腐蚀、变形、裂纹，主要构件经过大量修复割换状况保持完好。构件的焊缝未发现明显腐蚀、裂纹。
8～6	Fair	根据检查和测量，发现有轻微缺陷，但构件和硒装件仍处于良好状况，板厚磨耗量在现行规范允许值范围以内，无需修理和特别关注。
5～3	Poor	根据检查和测量发现存在缺陷或构件显著减薄情况，结构腐蚀量处于显著腐蚀区域，但测量数据平均高于船级社割换标准要求，结构和硒装件处于可维持使用状况，无需立刻进行修理。
2～1	Unsatisfactory	根据检查和测量，发现钢结构和硒装件存在严重不足和缺陷，对保持船级、外部安全检查构成影响，钢结构测厚平均数据低于船级社规定值、需立即进行修理。

机械设备状态评估与等级划分说明		
Grade	Standard	技术状态
10～9	Good	无任何影响安全操作和性能的缺陷，设备状况完好，无需修理；资料及保养记录齐全。
8～6	Fair	有轻微的缺陷，但不影响安全操作和性能，设备状况良好，没有需要立即修理的项目；资料及保养记录齐全
5～3	Poor	有缺陷，但不影响安全操作和性能，需要考虑进行必要的修理；资料及保养记录齐全。
2～1	Unsatisfactory	有严重缺陷，且影响安全操作和性能，需要立即进行修理或更换备件。

***注：实船照片请在网上查看并下载**

Inspection Item	Grade	Remark	Site Photo
船体	7.345		
1、船体外板	8.1053		
船底板	10		
左舷顶列板	9		
右舷顶列板	8		
左舷船壳板	8		
右舷船壳板	7		
附属件	8		
舭龙骨	8		
海底阀箱	7		Exit
通海阀	7		
牺牲阳极（锌块）	7		
外加电流保护系统	6	AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA	
防海生物系统	8		
球鼻艏	8		
挡浪板	9		
2、船首结构	7.5263		
首楼甲板	8		
首桅	7		
首尖舱	7		
锚链舱	8		
前液压设备间	7		
前油漆间	8		
3、船体结构	7.6429		
主甲板	8		
货舱	9		
顶边水舱	8		
底边水舱	8		
双层底	7		
箱形龙骨（管弄）	7		
横舱壁上墩	7		
横舱壁下墩	7		
横舱壁	8		
通风道	7		
桅屋	8		
纵舱壁	8		
舱口围	6		
舱口盖	8		
4、船尾部结构	5.4286		
后主甲板	9		
尾楼甲板	6		
机舱	8		
舵机间	6		
机舱风机间	5		
舵杆	5		
尾淡水舱	5		
尾尖舱	5		

尾轴冷却水舱	3		
烟囱	3		
主桅（雷达）	2		
CO2间	8		
蓄电池间	6		
后物料间	5		
空调设备间	3		
应急发电机间	5		
5、生活区	7.3824		
总体保养	9		
外甲板及梯道	8		
居住区	8		
公共场所	5		
厨房	8		
洗衣间	8		
病房	9		
药物间	5		
甲板/轮机办公室	5		
生活区物料间	8		
冰库	8		
理货间	7		
6、防腐	7.6522		
船体外壳油漆	7		
干舷	7		
直底	7		
平底	7		
水尺及载重线标志	8		
左甲板油漆	7		
右甲板油漆	7		
货舱间甲板油漆	8		
舱口围油漆	8		
舱盖油漆	8		
生活区油漆	8		
货舱油漆	8		
压载舱油漆	8		
淡水舱油漆	8		
干隔舱油漆	9		
货舱壁顶凳和底登内部油漆	7		
管弄内油漆	8		
压载舱牺牲阳极	9		
甲板	7.782		
1、系泊设备	9		
锚机	9		
绞缆机	9		
止链器	9		
导缆轮和滚筒	9		
锚和锚链	9		
系缆索/钢缆	9		

液压系统	9		
2、载重线项目	8.6739		
干舷标志	9		
水密门	9		
水密小舱口	9		
空气管	9		
测量管	9		
通风筒	9		
天窗	8		
舷墙/栏杆	8		
甲板安全通道及保护索	8		
舷梯/引水梯	9		
窗户/舷窗	8		
疏排水孔	9		
3、消防设备	7.1		
消防总管	8		
灭火器	9		
消防栓	9		
消防员装备	9		
油漆间防火装置	6		
分油机间防火装置	6		
风油遥控应急切断	2		
4、救生设备	6.6429		
救生艇及自动脱钩装置	8		
艇机	7		
救生筏及静水压力释放器	8		
救生圈	8		
救生衣、保温服	8		
冲洗眼睛系统	2		
自助式逃生、应急呼吸器（	3		
5、防污设备	7.2273		
油水分离器、15PPM监测装置	8		
防油污器材，集油盘	7		
垃圾收集、处理和焚烧	7		
焚烧炉	7		
生活污水处理与排放	7		
6、操舵系统	7.8276		
舵机	7		
液压系统	8		
舵角指示器	8		
自动舵	8		
驾控、通讯	8		
舵叶	8		
7、管系	8.2222		
燃/柴油系统	8		
液压油系统	9		
压缩空气系统	8		
控制空气系统	8		

电缆管	9		
淡水系统	8		
蒸汽和冷凝系统	7		
海水系统	9		
8、起重装置	7.9444		
燃油管吊	8		
起货机	8		
单轨吊（机舱物料和备件吊	9		
苏伊士运河吊杆	8		
机舱行车	7		
9、舱盖	7.5		
舱口围板	7		
压条	8		
垫块	8		
轨道	8		
舱盖板	7		
舱盖密封	9		
关闭装置	8		
滚轮	6		
液压系统	6		
开舱设备	8		
货舱	8.714		
仪器	8.7143		
货舱进水报警装置	9		
便携式货舱灯	8		
轮机	7.229		
1、机舱	7.7		
总体保养	8		
专用工具（齐全、完好）	7		
工作间	8		
2、主机	7.8696		
底座	8		
缸盖	8		
排气阀	8		
缸套	7		
活塞、连杆、轴承	7		
十字头轴承	7		
曲轴，主轴承	6		
盘车机	7		
推力块	9		
拉紧螺栓	9		
支撑物	9		
贯穿螺栓	9		
凸轮	8		
增压器	9		
空冷器	8		
润滑系统（包括气缸油系统	8		
减震器	7		

3、推进装置	7.35		
轴系	9		
中间轴承	6		
轴接地装置	3		
轴封	8		
螺旋桨	8		
4、副机	7.1786		
主发电原动机	8		
底座	7		
增压器	7		
燃油系统	5		
冷却系统	8		
润滑系统	8		
应急发电机	7		
5、蒸汽系统	8.1		
辅锅炉	8		
废汽锅炉	8		
吹灰器	9		
给水和冷凝	8		
蒸汽管系、阀	7		
大气冷凝器	8		
热水井	9		
给水泵	8		
锅炉循环泵	8		
6、燃油系统	7.7778		
泵	8		
管系、阀	7		
重油分油机	8		
柴油分油机	9		
混油装置	5		
加热器	9		
滤器	8		
燃油柜	7		
油舱加热管	8		
7、滑油系统	4.2		
泵	8		
管系、阀	4		
冷却器	1		
净油机	2		
滤器	8		
滑油柜	3		
8、海水冷却系统	5.5294		
泵	9		
管系、阀	5		
冷却器	1		
滤器	8		
9、污水和压载系统	5.7727		
泵	1		

管系、阀	2		
压载控制台	8		
污水井报警系统	9		
压载水清洗系统	9		
阀操作系统	9		
10、淡水冷却系统	8.6429		
泵	9		
管系、阀	9		
淡/海水冷却器	8		
11、压缩空气系统	8		
空压机	8		
应急空压机	8		
空气瓶	8		
空气干燥/冷却器	8		
管系、阀	8		
控制空气干燥器	8		
控制空气管系、阀	8		
12、辅助系统	8		
冷藏系统	9		
造水机	8		
日用淡水系统	8		
空调系统	7		
13、压载水处理系统	8.2941		
电解单元	8		
反冲洗滤器	8		
中和单元	8		
TRO检测单元	9		
电气	8		
1、电力系统	7.7826		
主发电机	9		
联轴节	8		
轴承	8		
空气滤器	7		
应急发电机	7		
通用蓄电池	7		
变压器	8		
2、配电装置	7.7273		
主配电板、应急配电板	8		
断路器	7		
启动器	8		
3、电器设备	8		
马达	8		
马达（泵）	8		
马达（风机）	8		
马达（其它）	8		
绝缘测试	8		
加热器	8		
照明	8		

4、自动化控制	8		
主机遥控和安保	8		
副机自动控制和安保	8		
机舱监测报警系统（包括DE	8		
自动化电站综合保护装置	8		
锅炉自动控制	8		
5、惰气系统（油轮）	8.4		
惰气风机	8		
洗涤塔	8		
惰气海水泵	8		
水封泵	9		
氧份仪	9		
水封塔	8		
惰气总管控制阀	9		
大舱呼吸阀（P/V）	9		
惰气管路系统	8		
6、货油系统（油轮）	8.1707		
货油泵	8		
货油泵原动机（蒸汽透平）	5		
货油泵调速器	9		
货油泵应急停泵装置	9		
油泵间风机	9		
真空抽除器	8		
货油泵大气冷凝器	8		
货泵间海底阀	9		
原油洗舱机	9		
油轮专用检测仪器	9		
驾驶台	8.051		
1、总体保养	8.7		
驾驶室	9		
海图室	9		
蓄电池间	8		
2、通讯设备	7.6122		
GMDSS装置	8		
天线	7		
AIS	7		
VHF	7		
卫通	8		
VDR/SVDR	8		
应急示位标	8		
船内通讯	8		
手提对讲机	7		
通讯用蓄电池	8		
3、航行设备	8		
雷达	8		
GPS / DGPS	8		
气象传真	8		
航行灯/信号灯	8		

计程仪	8		
测深仪	8		
电罗经	8		
磁罗经	8		
4、船上办公室	8		
船上办公室设备	8		
配载仪	8		