

EXECUTIVE SUMMARY

1. General Description

1.1. Survey Conditions

- Place : Mahe, Seychelles
From : 18-Jan-2019
To : 20-Jan-2019
Condition : Afloat

1.2. Hull

The Overall and close up survey of main deck, side shell, all ballast tanks, fuel tanks, Fresh water tanks, cargo hold, void tanks along with verification thickness measurements were carried out against UTM report file no. 2018/XE/01/12 (carried out on Jan 2018 during SS) within the scope of both pertinent class rules and CAP requirement. The bottom visual inspection carried out with IWS through camera with satisfactory results. The bottom UTM verification has been carried out inside from available spaces

1.3. Machinery

Main engines, auxiliary engines, all pumps, motors, compressors, coolers, and other machineries were examined and tested with satisfactory results. Engine room cleanliness found good condition.

1.4. History Review



TETHYS SUPPORTER

IMO no. 8741765

13-Feb-2019

NA

1.5. Other notes

NA

2. Findings and Repairs

None

2.1. Main Parts

Description	Rating	Repairs and Conditions
Main Deck	2	Full main deck plating and coating found good condition
Superstructure Decks	2	Superstructure decks plating and coating found good condition
Side Shell Plating	2	Side shell plating and coating found good condition
Bottom shell plating	2	Side shell plating, propellers and rudders found good condition. Also coating found good condition

2.2. Cargo Spaces

Description	Rating	Repairs and Conditions
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2.3. Ballast Spaces

Description	Rating	Repairs and Conditions
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Description	Rating	Repairs and Conditions
Fore peak (Fr. 52 - FE)	3	<ul style="list-style-type: none"> Repairs carried out: No Average corrosion in tank: less than 3% Hot spot items checked: No Coating conditions: Fair
Ballast tank No: 6 (Fr. 5 - 13)	3	<ul style="list-style-type: none"> Repairs carried out: No Average corrosion in tank: less than 2% Hot spot items checked: No Coating conditions: Poor or not coated without cathodic protection or equivalent <p>Coating found poor condition</p>

2.4. Other Spaces

Description	Rating	Repairs and Conditions
Diesel tank No: 7 Port (Fr. 1 - 5)	1	<ul style="list-style-type: none"> Repairs carried out: No Average corrosion in tank: less than 0% Hot spot items checked: No Coating conditions: Good
Diesel tank No: 8 Stbd (Fr. 1 - 5)	1	<ul style="list-style-type: none"> Repairs carried out: No Average corrosion in tank: less than 0% Hot spot items checked: No Coating conditions: Good

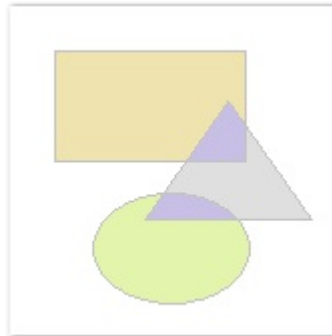


Description	Rating	Repairs and Conditions
Diesel tank No: 13 Port (Fr. 14 - 22)	1	<ul style="list-style-type: none">• Repairs carried out: No• Average corrosion in tank: less than 1%• Hot spot items checked: No• Coating conditions: Good
Diesel tank No: 14 Stbd (Fr. 14 - 22)	1	<ul style="list-style-type: none">• Repairs carried out: No• Average corrosion in tank: less than 1%• Hot spot items checked: No• Coating conditions: Good
Fresh water tank No: 10 Port (Fr. 39 - 41 non structural tank)	1	<ul style="list-style-type: none">• Repairs carried out: No• Average corrosion in tank: less than 0%• Hot spot items checked: No• Coating conditions: Not Set <p><i>Stainless steel tank</i></p>
Bow thruster room (Fr. 37 - 52)	1	<ul style="list-style-type: none">• Repairs carried out: No• Average corrosion in tank: less than 4%• Hot spot items checked: No• Coating conditions: Good
Steering gear room (Fr. AE - 5)	1	<ul style="list-style-type: none">• Repairs carried out: No• Average corrosion in tank: less than 1%• Hot spot items checked: No• Coating conditions: Good

**TETHYS SUPPORTER****IMO no. 8741765****13-Feb-2019**

Description	Rating	Repairs and Conditions
Engine room (Fr. 22 -37)	1	<ul style="list-style-type: none">• Repairs carried out: No• Average corrosion in tank: less than 4%• Hot spot items checked: No• Coating conditions: Good
Port chain locker (Fr. 50 - 52)	3	<ul style="list-style-type: none">• Repairs carried out: No• Average corrosion in tank: less than 0%• Hot spot items checked: No• Coating conditions: Fair
Stbd chain locker (Fr. 50 - 52)	3	<ul style="list-style-type: none">• Repairs carried out: No• Average corrosion in tank: less than 0%• Hot spot items checked: No• Coating conditions: Fair
Cargo hold (Fr. 5 - 22)	1	<ul style="list-style-type: none">• Repairs carried out: No• Average corrosion in tank: less than 5%• Hot spot items checked: No• Coating conditions: Good
Port tailshaft tunnel space (Fr. 22 - 34)	1	<ul style="list-style-type: none">• Repairs carried out: No• Average corrosion in tank: less than 4%• Hot spot items checked: No• Coating conditions: Good
Stbd tailshaft tunnel space (Fr. 22 - 34)	1	<ul style="list-style-type: none">• Repairs carried out: No• Average corrosion in tank: less than 4%• Hot spot items checked: No• Coating conditions: Good

2.5. Arrangement of Ballast Tanks (green), Cargo Tanks (grey) and Void Spaces (yellow)



2.6. Hot Spot Items

As a result of the structural assessment carried out at RINA H.O. on the received vessels structural drawing, the following connections between longitudinal ordinary stiffener and transverse primary supporting structures (web frames and transverse bulkhead) were considered critical structure members and identified as "hot spot items" and, as such, have been close-up inspected during the CAP survey:

Items:

None

The following connections between longitudinal ordinary stiffener and transverse primary supporting structures have fatigue life **Not Set**, therefore, according to [2], these connections are to be identified as "hot spot items" and, as such, close-up inspected during the CAP survey:

Items:

None

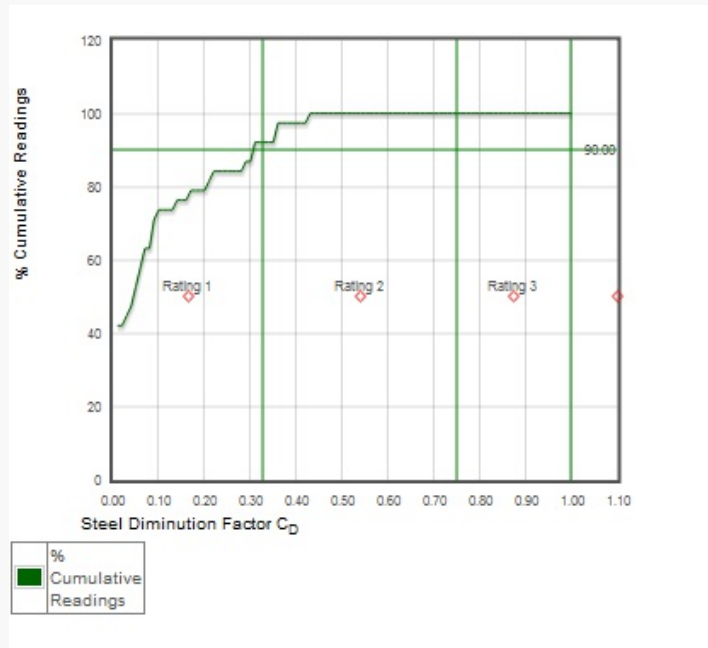
Moreover, according to [2], the above items are also to be included in the list of areas to be closely inspected at every annual survey with the purpose of detecting any fatigue-related problem.

2.7. Thickness Measurement Analysis Results

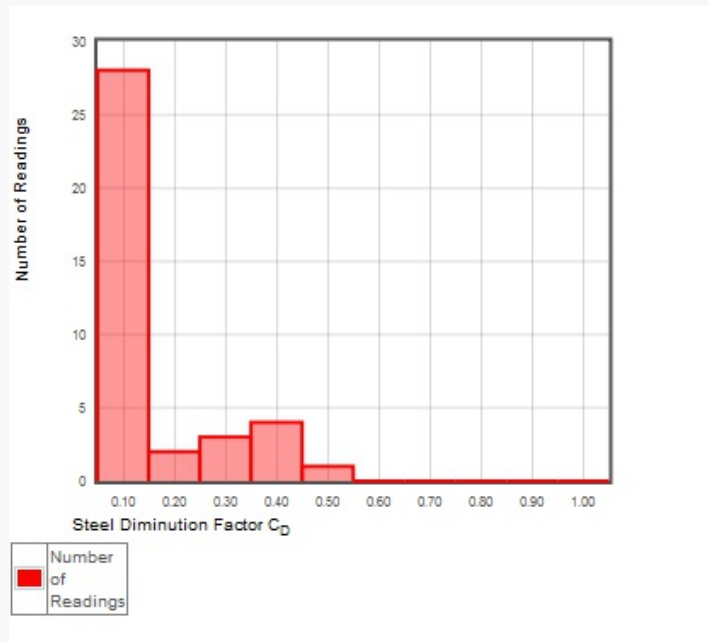
Thickness Measurement Analysis

Assessment carried out for:	MAIN DECK PLATING AND LONGITUDINALS
Thickness measurements carried out in way of:	Main deck
Steel Diminution Factor C_D at 90% of Readings:	0.3
Substantial Corrosion Areas (YES/NO):	No

Distribution of Cumulative Steel Diminution



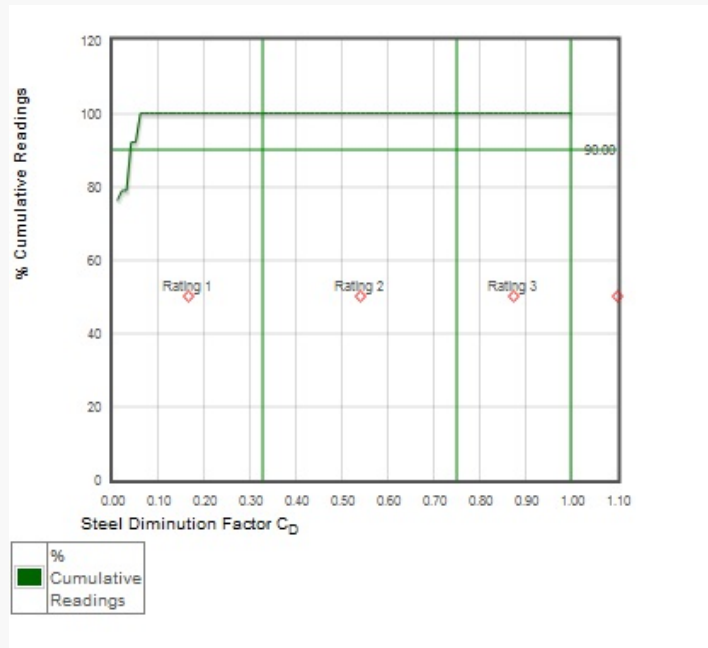
Distribution of Readings



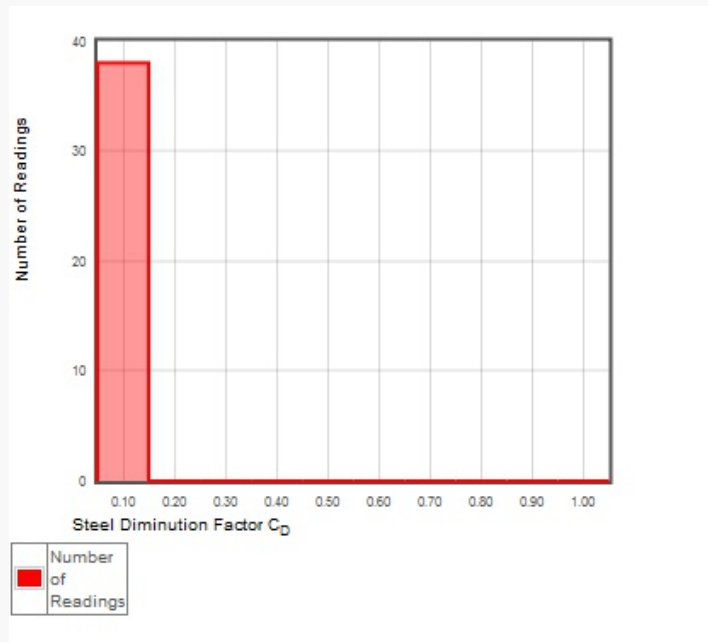
Thickness Measurement Analysis

Assessment carried out for:	SIDE SHELL PLATING AND LONGITUDINALS
Thickness measurements carried out in way of:	Side shell
Steel Diminution Factor C_D at 90% of Readings:	0.03
Substantial Corrosion Areas (YES/NO):	No

Distribution of Cumulative Steel Diminution



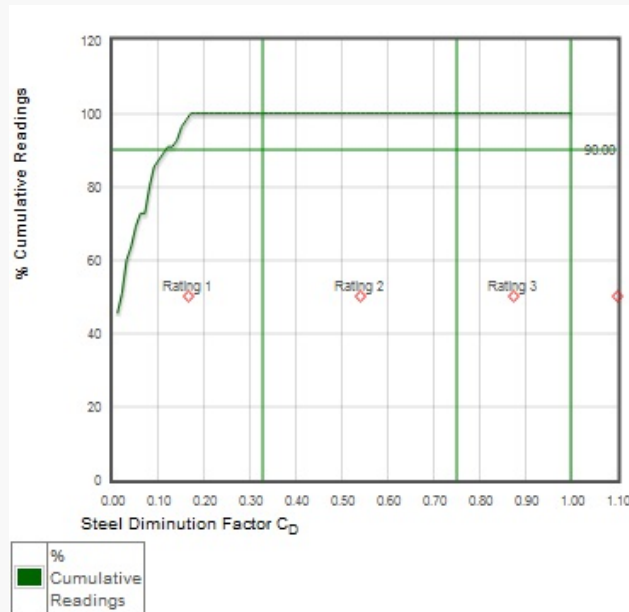
Distribution of Readings



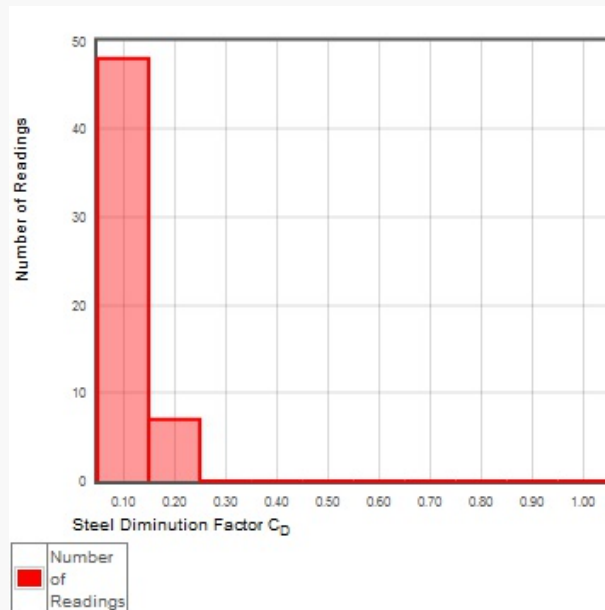
Thickness Measurement Analysis

Assessment carried out for:	BOTTOM PLATING AND LONGITUDINALS
Thickness measurements carried out in way of:	Bottom
Steel Diminution Factor C_D at 90% of Readings:	0.11
Substantial Corrosion Areas (YES/NO):	No

Distribution of Cumulative Steel Diminution



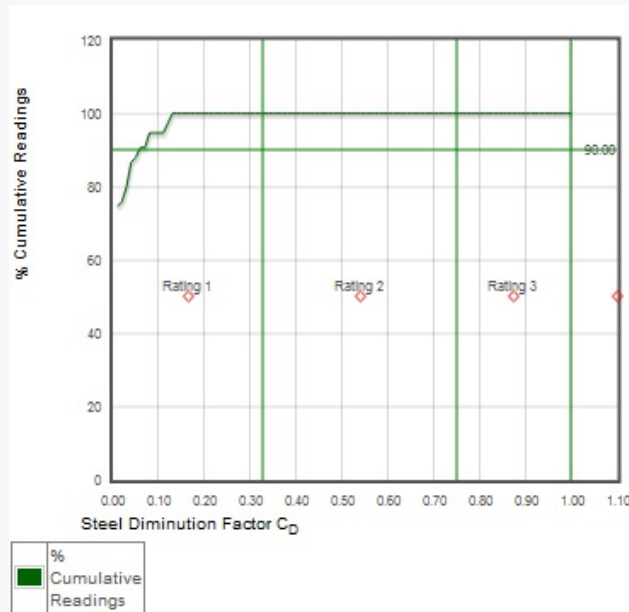
Distribution of Readings



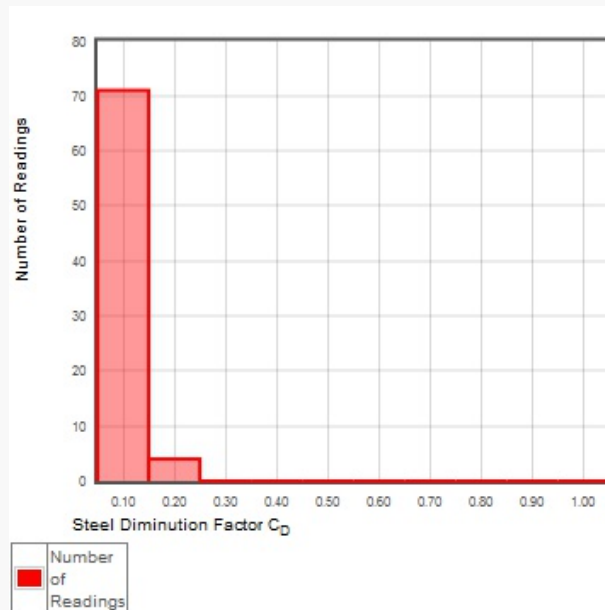
Thickness Measurement Analysis

Assessment carried out for:	TRANSVERSE BULKHEADS
Thickness measurements carried out in way of:	Transverse bulkhead
Steel Diminution Factor C_D at 90% of Readings:	0.05
Substantial Corrosion Areas (YES/NO):	No

Distribution of Cumulative Steel Diminution



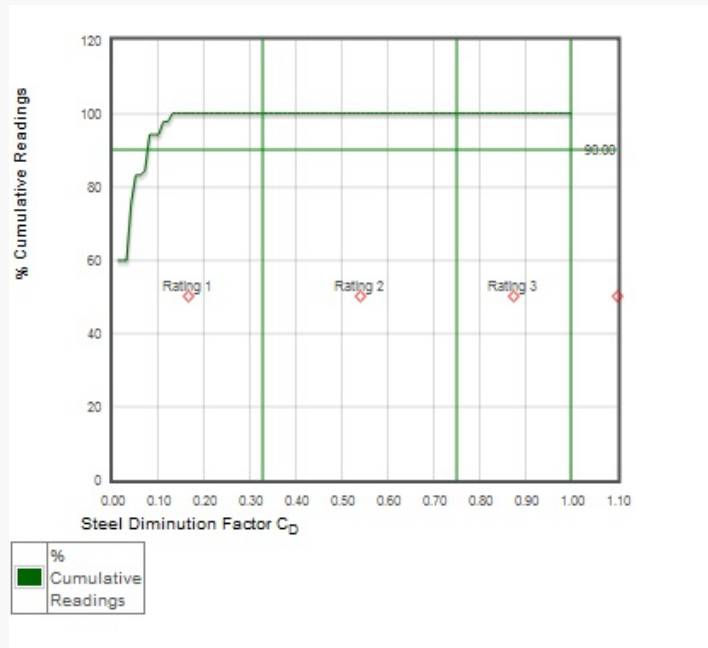
Distribution of Readings



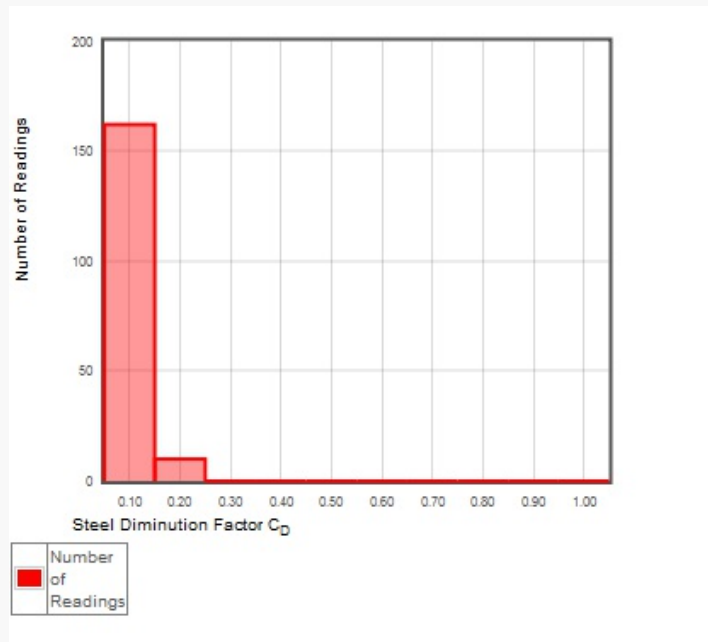
Thickness Measurement Analysis

Assessment carried out for:	WEB FRAME RING
Thickness measurements carried out in way of:	Transverse web frames
Steel Diminution Factor C_D at 90% of Readings:	0.07
Substantial Corrosion Areas (YES/NO):	No

Distribution of Cumulative Steel Diminution



Distribution of Readings



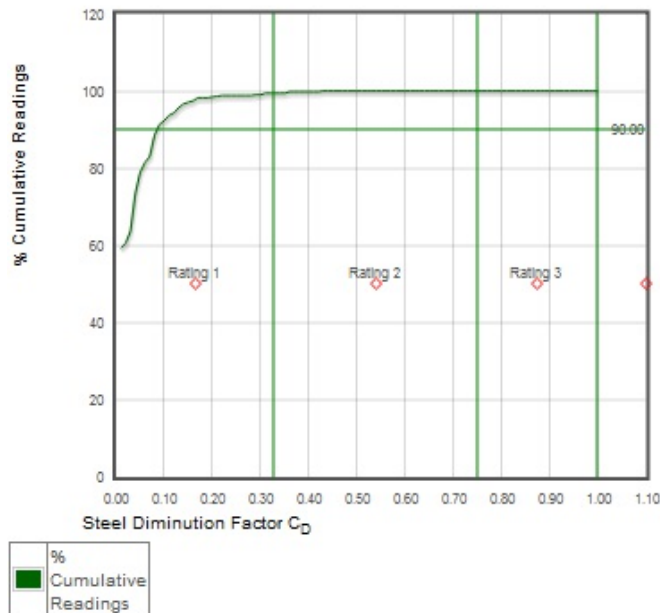
2.8. Structural Analysis Results

The results of the structural analyses carried out according to the CAP procedure and based on measured scantlings indicate, as detailed under section "Structural Condition Assessment Report", that the hull girder section calculated with the thickness measured on three girth belts is greater than 90% of the as-built values. Therefore, the hull girder strength criteria for ships in-service is fulfilled.

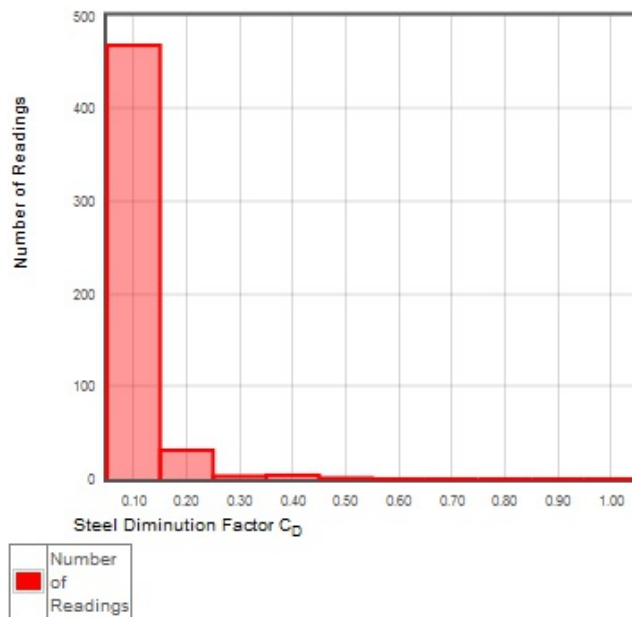
3. Hull Rating

The overall steel diminution rating **2 "Good Condition"** has been assigned as the one corresponding to 90% of the readings as shown in the following cumulative diminution distribution curve:

Distribution of Cumulative Steel Diminution



Distribution of Readings



The visual inspection rating **2 "Good Condition"** has been assigned as reported in the survey report enclosed.

In accordance with the criteria specified in [2], an overall hull rating

2 "Good Condition"

has been assigned.

4. Machinery and System Rating

4.1. Cargo and Ballast Systems

2 "Good Condition"

4.2. Electrical Installations

2 "Good Condition"



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Machinery, electric installation, auxiliary systems, safety protection devices, cargo and ballast systems have been assessed as reported in the survey report enclosed. In accordance with the criteria specified in [2], the following ratings have been assigned:

4.3. Overall Machinery Rating

2 "Good Condition"

5. Global Rating

In accordance with the criteria specified in [2], the ship overall rating is assigned by combining the hull rating (weight **70** %) with the machinery and system rating (weight **30** %). The ship overall rating

2 "Good Condition"

has been assigned to the concerned vessel.

Issued at: **Dubai - U.A.E.** on: **12-Feb-2019**





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