

KUTCH BAY - Vessel Particulars

Previous Name	Sea Topaz 1
IMO Number	9169536
Port of Registry	Panama
Official No.	47752-PEXT
Call Sign	3FRD2
Type of Ship	CRUDE OIL CARRIER
Year built	1997
Builder	KOYO DOCKYARD CO LTD, JAPAN
Class	INDIAN REGISTER SHIPPING
Gross Tonnage	57943
Net Tonnage	31693
DWT	107176 mt
LDT	16701 MT
Loaded Draft	14.798 m
Length overall	246.800 m
Length BP	235.00 m
Breadth	42.000 m
Depth	21.300 m

Description of the vessel

The vessel is a double hull steel crude oil carrier with segregated ballast tanks built under NKK rules for unrestricted navigation with classification characters NS* & MNS* and installation characters CHG, MPP, LSA, RCF, M0 at Koyo Dockyard Co Ltd Japan and delivered on 24th December 1997. The vessels Class had been changed to Indian Register of Shipping after her last docking in 2019.

The vessel has been constructed with the accommodation and engine room aft and with 14 cargo tanks numbering 1 to 7 port and starboard, and three slop tanks and is capable of carrying three grades of cargo with a two valve segregation. The cargo tanks are fitted with steam pipes.

The vessel is powered with a two cycle, single acting, direct reversible, exhaust turbo charged, slow speed marine diesel engine – make and model - Hitachi B&W 7560MC Mark 3 developing 17850 KW @ 102 rpm.

She has three Daihatsu 6DK-20 diesel generator aux engines coupled to Taiyo generators, each capable of developing 850 kVA, 450V 60 HZ

A Taiyo emergency generator powered by Mitsui Deutz diesel engine capable of generating 150 KVA, 450V 60HZ

She is fitted with a hose handling crane amidships and a provisions crane on the after deck

Ownership and management

The vessel's registered owner is Alphabet Marine Inc as per the Panama certificate of Registry, with registered offices in the Seychelles

As per the information available the owners have abandoned the vessel following the arrest.

The vessel Operators and Managers are listed as Silver Star Ship Management FZC based in UAE, whose involvement has ceased after the arrest.

The crew manning agents were Lily Shipping Pvt Ltd of India, who have ceased to function and have not paid crew wages for the past several months

Vessel's Class

The vessel had been Classed by Indian Register of Shipping and her Class had expired on 18th January 2021, at which date the Class renewal special survey and docking surveys fell due.

Currently the vessel is out of Class.

All statutory and trading certificates issued by Indian Register of Shipping have expired on 18th January 2021

Blue cards issued for oil pollution, bunker fuel pollution, wreck removal and MLC documentation have expired with ITOPF membership.

Vessel certificates

	Description	Place of issue	Date of issue	Date of expiry
1	Panama Certificate Of Registry	Dubai	15-05-2020	14-05-2024
2	DOC for Silver Star	Dubai	12-06-2019	05-05-2024
3	Certificate of Class	Mumbai	16-04-2020	18-01-2021
4	International Load Line Certificate (ILL)	Mumbai	12-04-2020	18-01-2021
5	Safety Construction Certificate (SAFECON)	Mumbai	12-04-2020	18-04-2021
6	Safety Equipment Certificate (SEQ) Form E	Fujairah	12-04-2020	18-01-2021
7	Safety Radio Certificate (SRT) Form R Record of Safety Radio Equipment	Mumbai	12-04-2020	18-01-2021
8	Ship Station License	Dubai	18-05-2020	17-05-2024
9	Shore Based Maintenance – Radio Holland	Sharjah	15-03-2020	14-03-2021
10	I.O.P.P. Certificate Form A	Dubai	12-04-2020	18-01-2021
11	International Air Pollution Prevention Cert	Mumbai	14-10-2019	18-01-2021
12	Intl Sewage Pollution Prevention Cert	Dubai	12-04-2020	18-01-2021

13	Statement of Compliance – Ballast Water	Sharjah	02-06-2021	18-01-2021
14	SMC	Sharjah	19-03-2020	18-09-2020
15	MLC	Guangzhou	28-07-2019	27-07-2024
16	Certificate of Compliance for Carriage of Solid Bulk Cargoes	N/A		
18	Ship Sanitation Control Exemption Cert	Sharjah	24-03-2020	23-09-2020
19	Medicine Chest Inspection Cert	Guangzhou	24-07-2019	23-07-2020
20	Intl Ship Security Cert Status of Security Equipment	Sharjah	19-03-2020	18-09-2020
21	IRS – Certificate of Classification	Dubai	12-04-2020	18-01-2021

Manning

The vessel is currently manned by a skeleton crew of nine and the manning complies with the dispensation granted by Panama authorities on 14 October 2020 for non trading and a hot lay up at anchorage

Vessel's structure

Hull

The vessels hull plating above waterline was inspected from a boat and found in a satisfactory condition and free from corrosion, ribbing and damage. The paint coatings were found intact but weathered. A moderate barnacle growth was observed on the waterline.

Weatherdeck, guardrails, bulwarks and access

The weather deck plating was found in a satisfactory condition and coated, with rusting in places.

Weather deck guardrails and bulwarks were found serviceable
Both gangways were found in a satisfactory condition, however the guard ropes were found heavily worn out

Deck fittings, machinery and equipment

The port and starboard windlass and the mooring winch aft including their foundations were found in a satisfactory condition.

The port anchor and anchor cables were found with surface rust and serviceable and stoppers and towing brackets were found in good condition. Hawse pipes, spurling pipes, mooring bollards, bitts and bull rings were found in a satisfactory condition whilst roller fairleads were in need of maintenance

The ropes on the mooring winches were found heavily frayed and worn out

The gangway winches were operating satisfactorily

The hose handling crane and provisions crane appeared in good order and was reported to be working satisfactorily

Ballast tank ventilators were found marked and in a satisfactory condition

Ladders on the weather deck were found serviceable

Cargo tanks, Tank domes, pipelines and P/V vents

The vessel was cargo free and small quantities of sludge remained at the bottom of the cargo and slop tanks

As per the information available, the cargo tanks have not been coated

Cargo tanks could not be inspected as they not fit for man entry

Cargo tank domes were labelled and closed tight and appeared in a serviceable condition

Cargo manifolds appeared in a satisfactory condition

Cargo pipelines, IG lines, COW lines and hydraulic lines appeared in a satisfactory condition. The lagging on the steam lines appeared serviceable.

Last cargo operation was carried out in early August 2020

PV vents are fitted in way of each cargo tank

The pumproom was not inspected

Cargo Control Room

The vessel is equipped with an integrated cargo console made by Nakakita and all valve operations are reported satisfactory. All gauges and alarms are reported operational.

ODME simulation tests have been carried out

An approved loadicator made by ANKOW is fitted in the CCR

Accommodation decks

Deck plating was found in a satisfactory condition. Ladders and rails were found corroded and holed

Ballast Tanks

The ballast tanks were full at the time of our attendance and not inspected. As per available information ballast tanks are coated and fitted with anodes

Accommodation

The vessels accommodation is certified for 25 persons. The cabins and alleyways were found serviceable

The public rooms and wash rooms were found in a run down condition.

The accommodation lighting was operational.

The air conditioning plant was operating satisfactorily

The messrooms and galley were found run down and dirty with limited utensils and equipment

Provisions store rooms and fridge rooms were found dirty and emanating a foul odour

Heavy insect infestation was observed in the accommodation, especially in the galley and store rooms

Navigational and Communications Equipment

The navigational bridge was found in a satisfactory condition with the navigational and communications equipment was reported operational with the periodical servicing now due

Vessel communications are carried out using the VSat with internet services available
Most of the bridge publications have expired

Engine Room

The engine room was found in a generally satisfactory condition, well lit and ventilated and without spilt oil or oil leaks from machinery. ER plating was found with coatings worn out. The lagging on the machinery was found serviceable. It was noted that most of the machinery had not been run since the arrest as the vessel was idle and conserving fuel.

The Hitachi B&W 7S50MC main engine is reported to be operating satisfactorily.

The main engine turbo charger MET 71SE is reported to be operating satisfactorily

The vessel is fitted with three Daihatsu 6DK-20 diesel generating engines.

Aux boiler MAC-55B was shut down after the arrest

Vessel is fitted with two fuel oil purifiers
Main engine lube oil purifier is operating satisfactorily
Aux engine lube oil purifier is not working
All purifiers manufactured by Mitsubishi Kakoki Models SJ30F and SJ10F

Main air compressors 1 and 2 made by Tanabe Pneumatic are operating satisfactorily. Deck air compressor is not operational

Fresh water generator made by Sasakura Engineering KM30 was reported working and can produce around 15T and her rated capacity is 30T

Steering gear and motors are reported operational and in a satisfactory condition

The sewage treatment plant made by Taiko Kikai SBT-25 is operational

All coolers in the engine room made by Yamashina Seiki are reported satisfactorily

All pumps in the engine room are operational.

All three Shinko cargo pumps are reported operating satisfactorily and used for last discharge in August 2020

The stripping pump is operational – maker Shinko

Both Shinko ballast pumps are reported to be operating satisfactorily

Emergency generator engine Mitsui Deutz reported functioning satisfactorily

Waste oil incinerator made by Miura BGW-30 reported operational

IG system – both sets of Misuzu blowers of capacity 4700 cbm/hour had been last overhauled and dynamically balanced in January 2020 and reported working satisfactorily

Main engine air starting system had been last serviced during docking in 2019

Engine control room and main switch board was found in a satisfactory condition

The main engine manoeuvring is done from the emergency manoeuvring platform

The oily water separator made by Taiko Kikai USC-20 is reported to be operational

All pipelines were found with some rusting and in a serviceable condition

The propeller is a 4 bladed solid keyless type of Ni-Al-Br of 7.2m diameter

The workshop was in a serviceable condition

Life saving (LSA) and Fire Fighting (FFA) equipment

LSA

The vessel is equipped with LSA for 25 persons.

Adequate lifejackets and immersion suits are provided

Two enclosed motor lifeboats are provided, one on each side

Three inflatable liferafts are provided, 2 x 25 persons and 1 x 6 persons fitted forward

FFA

The vessel is fitted with high expansion foam as the fixed fire fighting medium for the engine room and pump room.

Low expansion foam is provided for the cargo tank areas.

Portable and non portable fire extinguishers are provided

Smoke and heat detectors are fitted in engine room and accommodation

Self contained breathing apparatus, EEBD, firemans outfits are provided

Foam monitors are fitted on deck

Paint room has a water sprinkler system

Servicing and inspection of the FFA and LSA equipment is due

Maintenance

The vessels planned maintenance program has not been carried out, since her arrest in October 2020

Ships plans and manuals etc for the operation and maintenance of the vessel were on board except for some.

Log books and records were being maintained

Last cargo carried was VLSFO loaded at Sohar and other ports in April – June 2020. Discharged 2 August 2020

Thereafter vessel's cargo tanks had been prepared at sea for shore labour to go inside for manual cleaning at Cochin/Galle in preparation to be sent for demolition. However this cleaning had not been carried out.



At anchor



At anchor



Deck



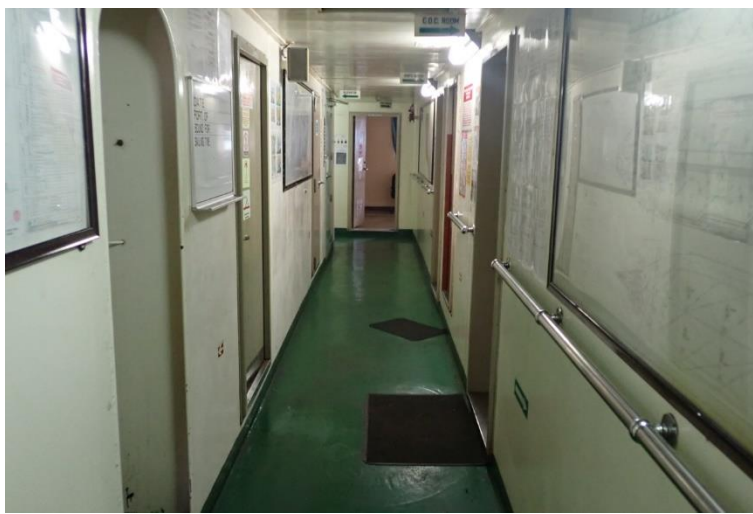
deck



Lines on deck



Accommodation deck



Accommodation



Wheel house



Main engine



Aux engine



Purifiers



Compressors



Cargo pumps



Engine control room