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Report No. : 507/2440946
Client's Reference : Admiralty In Rem No. : HC/ADM 49/ 2024
Warrant of Arrest No. : HC/WA 17/2024
Instructions : 5th November 2024
Date of Report : 20th November 2024

MARIANAS ENVOY

GENERAL CONDITION REPORT

Prepared for:

**Sheriff's Office
Supreme Court
1 Supreme Court Lane
Singapore 178879**

Attention: Mr. Mattias Low



This is to certify that at the request of the Sheriff Office, Supreme Court of Singapore, we have attended on board the steel, twin-screw, double hull, tug,

MARIANAS ENVOY

IMO 9118599 of United States of America (USA)

whilst the vessel lay afloat alongside floating berth no. 9, ST Marine Shipyard, Singapore on 11th November 2024 for the purpose of conducting a General Condition and Appraisal of the vessel and have to report as follows:

1. GENERAL PARTICULARS

Name of vessel : **MARIANAS ENVOY ex KST 34 ex KEJORA EMPAT**

Call Sign : Information unavailable

Flag/ Port of Registry : USA/ Guam

Owners : Marianas Tug & Salvage

Managers : Marianas Tug & Salvage

Type : Tug (3,000 BHP Harbour Tug)

Built : 1995

Builder : Keppel Singmarine

Class : American Bureau of Shipping ABS

Service Speed : Information unavailable

Dimensions:

Length Overall : 26.33 m

Breadth moulded : 8.51 m

Depth moulded : 4.70 m

Draft : 3.75 m



Tonnages:

GT : 234

Deadweight : 107

Capacity:

Cargo : NA

Fuel Oil : NA

Marine Diesel Oil : Tank reportedly empty

Fresh Water Ballast : Tank reportedly empty

Fresh Water : Tank reportedly empty

Lub Oil : Tank reportedly empty

Port and Starboard Engines:

2 nos. x NIIGATA model 6L-25 FXD, inline 6-unit, four stroke, medium speed, exhaust gas turbocharged diesel engine with a maximum output of 1,500 PS @ 750 rpm geared to a NIIGATA Z-PELLER ZP-21 CPP azimuth propeller with a maximum continuous output of 1,500 PS @ 306 rpm.

2. SURVEYOR'S NOTE

In this report the following nomenclature is used to describe the condition of items and components:

Good: Condition superior in all respects or better than average, a condition unimpaired original strength and/ or efficiency, no maintenance and or repair is required.

Satisfactory: Condition average, deficiencies of a minor nature not requiring correction: a condition of wear and tear of such an extent as not to affect original strength and/ or efficiency.

Serviceable: Condition below average, condition of wear and tear found to be of such an extent as to reduce strength and/ or efficiency to a degree which does not require immediate corrective measures.



Unsatisfactory: Condition below average, condition of wear and tear found to be of such an extent as to reduce strength and/ or efficiency to a degree which requires immediate corrective measures, or those carrying a period of grace as granted by regulatory bodies.

Poor: Condition deteriorated in all respects, beyond economical repair, requiring renewal or replacement.

3. SURVEY

The vessel was surveyed on 11th November 2024 whilst she lay alongside floating berth no. 9, ST Marine Shipyard, Singapore. At the time of our attendance, she was in afloat condition with approximate drafts of 3.0 m (forward), 3.2 m (mid) and 3.3 m (aft) .

The vessel was unmanned and reportedly remained in the shipyard since the time she entered for dry-docking in 21st May 2021. An extensive array of docking works was carried out by the shipyard prior to her lay-up. The vessel was officially laid up by her Classification Society, ABS, since August 2023 to present.

4. HULL EXTERNAL PLATING

Port and starboard shell plating from bulwark to waterline level were noted in good condition and free of contact damage. Transom plating was found in good condition observed from the main deck (aft). Both propeller and rudder were completely submerged and could not be viewed.

Hull plating paintwork on port and starboard sides was noted to be in good condition. It was noted that the vessel underwent drydocking in ST Marine Shipyard on 21st May 2021 and amongst the jobs carried out were hull blasting, painting and bulwark renewals.

5. MAIN DECK (FWD)

The forecastle deck bulwark plating with connecting stays, air pipes, forward towing staple, pedestal fairleads etc. were all noted to be intact, in good condition and well coated.

She is also fitted with 1 no. double gypsy, single drum windlass/winch connected to warping heads on each side but without any mooring ropes in the drum. The winch was well re-rusted and well coated.



The forward deck plating was in good condition and also well painted.

The main deck underwent grit blasting and painting in the yard in 2021.

6. FORWARD STORE

The forward store or rope store space appeared to be in satisfactory condition and free of any structural damage. Weathertight door was in good condition.

7. MAIN DECK (AFT)

The vessel is fitted with 1 nos. BODEWES electro-hydraulic mooring hawser/ towing winch warping heads, connecting stays, air pipes, were noted in good condition. Winch was found without any mooring rope. Towing staple was found in good condition. Skylight openings for port and starboard azimuth propellers were located on the main deck (aft).

8. ACCOMMODATION SPACES

The accommodation casing, including all surrounding external decks, walkways and fittings, were intact and well coated. The accommodation space was designed only on the main deck floor.

The vessel has 3 air-conditioned cabins sufficient for a maximum of 8 persons.

This space also includes a kitchenette and dining area on the same floor. The kitchenette included an electric stove top, exhaust hood and a sink with stainless steel countertop and storage and was in satisfactory condition. The space also includes a refrigerator and chest freezer.

An access ladder connects the accommodation space to the wheelhouse through a hatch.

9. SAFETY EQUIPMENT

The vessel is fitted with the following life-saving appliances:

- 1) 2 nos. liferaft (8-person each)
- 2) 12 nos. life jacket
- 3) 2 nos. Lifebuoy with light and smoke
- 4) 2 nos. lifebuoy with light
- 5) 2 nos. lifebuoy with line



- 6) 2 nos. Lifebuoy
- 7) 1 no. first aid kit
- 8) 1 set of 12 nos. rocket parachute
- 9) 3 nos. portable 2-way radio
- 10) 1 nos. EPIRB
- 11) 2 nos. Embarkation ladder (rope)

The vessel is fitted with the following fire-fighting equipment:

- 1) 3 nos. Fire Control Plan
- 2) 1 no. Bilge pump
- 3) 1 nos. Fire and general service pump
- 4) 1 nos. diesel driven Portable Emergency fire pump (not sighted)
- 5) 4 nos. hose box with spray nozzles
- 6) 4 nos. fire hydrant
- 7) 4 nos. Portable foam fire extinguisher
- 8) 6 nos. Portable CO2 fire extinguisher
- 9) 1 no. Portable water fire extinguisher
- 10) 1 no. Portable dry powder fire extinguisher
- 11) 1 no. wheeled fire extinguisher (45L)
- 12) 1 nos. BA set

All of the equipment servicing were **OVERDUE** and last inspected in 2020.



10. WHEELHOUSE EQUIPMENT

The navigation bridge / wheelhouse space is fitted with the following equipment:

| No. | DESCRIPTION | MANUFACTURER | MODEL | QTTY | LAST SERVICE |
|-----|-----------------------|--------------|-----------|------|-------------------------|
| 1 | Watch Alarm | SM electrics | | 1 | Information unavailable |
| 2 | VHF | SANYONG | STR 6000A | 1 | Information unavailable |
| 3 | PA system | SHOW | SA-25 | 1 | Information unavailable |
| 4 | Window wiper controls | | | 1 | Information unavailable |
| 5 | VHF radio | ICO | IC-M424 | 1 | Information unavailable |
| 6 | Autopilot | Tokimec | PR-2000 | 1 | Information unavailable |
| 7 | Radar | FURUNO | 1715 | 1 | Information unavailable |
| 8 | Echo sounder | FURUNO | | 1 | Information unavailable |
| 9 | Navtex | JMC | NT-1800 | | Information unavailable |
| 10 | Portable radio | Samyung | | 3 | Information unavailable |

Main Engine:

2 nos. x NIIGATA model 6L-25 FXD, inline 6-unit, four stroke, medium speed, exhaust gas turbocharged diesel engine with a maximum output of 1,500 PS @ 750 rpm geared to a NIIGATA Z-PELLER ZP-21 CPP azimuth propeller with a maximum continuous output of 1,500 PS @ 306 rpm.

The main engine was found covered with tarpaulin material. The shipyard did not carry out any works to both engines. Maintenance records from the vessel were not available onboard.

Sump oil renewal and equipment servicing will be required due to prolonged laid up status.

Port engine running hour meter revealed 61,192 total running hours. This could not be verified with any existing maintenance records.

Starboard engine running hour meter appeared faulty.



Diesel Generators:

Aux. Engine nos. 1 and 2:

2 nos. Detroit diesel engines coupled to synchronous generators rated at 80 kW, 380 V, 3 phase, 50 Hz, 0.8 power factor.

Aux engine no.1 (forward) running hours: Information unavailable

Aux engine no. 2 (aft) running hours: Information unavailable

Maintenance records for auxiliary engines were unavailable on board.

Sump oil renewal and equipment servicing will be required due to prolonged laid up status.

Air Compressors

2 nos. electric main air compressors appeared to be in satisfactory working condition. Compressor oil renewal and equipment servicing will be required due to prolonged laid up status.

Main & Auxiliary Cooling Pumps

Main and auxiliary engines cooling pumps were all noted in satisfactory condition.

Steering Gear

She is fitted with 2 nos. NIIGATA Z-PELLER ZP-21 CPP azimuth propeller with a maximum continuous output of 1,500 PS @ 306 rpm each.

Silent Room (Switchboard room)

Silent room has the following fittings:

- Main switchboard and distribution boards.
- Aux. engine synchronising panels
- Main engine alarm panels

All of the above equipment were not powered due to laid up status.



Machinery Space

The machinery space requires housekeeping.

11. SPEED AND CONSUMPTION

Information unavailable

12. SURVEY STATUS AND NOTATIONS

The vessel was classed with **ABS** rules with the following notation:

A.B.S. + A1 E + AMS "Towing Services"

No certificates were available onboard.

The vessel officially received her laid up status from class in August 2023.

13. TRADING CERTIFICATES

No certificates were available onboard for our review.

14. GENERAL COMMENTS

The vessel was found in satisfactory condition except for the following:

1. Port and Starboard engines will require engine pre-starting checks and lubricating oil sump renewals due to prolonged laid up status.
2. Auxiliary engines Port and Starboard engines will require engine pre-starting checks and lubricating oil sump renewals due to prolonged laid up status.
3. Engine room, accommodation and wheelhouse will require housekeeping.
4. FIFI pump engine will require engine pre-starting checks and lubricating oil sump renewals due to prolonged laid up status. FIFI pump will require servicing due to corrosion found in way of pump casing.
5. Control and Instrumentation equipment such as alarms, remote monitoring systems etc. will require checks.



6. Hydraulic oils from winch reservoir and Z-peller storage tanks will need to be analysed before use due to prolonged laid up status.
7. Auxiliary engine nos. 1 and 2 major overhauls are reported as overdue however no running hour records were available on board.
8. All LSA and FFE will require servicing and/or replacement.
9. Vessel will need to be reclassified under her existing Classification Society and recertified accordingly before trading.
10. Vessel was reported by the yard to be **without any DO and LO bunkers.**
11. During vessel's time in the shipyard in 2021, the following works were carried out:
 - a. The dry-docking jobs that were carried out include external hull blasting and painting, renewal of anodes and fenders, servicing and renewal of sea valves, and renewal of column seals on the Z-peller azimuth propellers (port and starboard) and renewal of shell plates.
 - b. For steel work, various deck, accommodation, and bulwark plates were renewed, and numerous hull outfitting jobs were performed throughout the vessel. Additionally, pressure testing of tanks were carried out.
 - c. The electrical and general fitting aspects of the repair scope consists of servicing of electrical motors, replacement of lights, troubleshooting of various electrical issues, removal and reinstallation of cables to facilitate steel renewal access works, refurbishment of accommodation toilets and access works in the accommodation, mess room, air-conditioning room, engine control room and engine room.
 - d. Range of pipes including seawater, fresh water, fuel oil, vent, sounding, ballast, hydraulic, exhaust, grey/black water, fire lines, drain, and lube oil systems were also renewed.
 - e. Mechanical jobs included servicing of heat exchangers, pumps, and intermediate valves, as well as the installation of new pumps and servicing of deck equipment such as winches and hydraulic motors.



- f. The main deck underwent grit blasting and painting, while most of the superstructure and exposed structures were power tooled and painted. Furthermore, the engine room and steering gear bilges were cleaned, and most of the tanks were cleaned in preparation for survey inspections.

15. PHOTOGRAPHS

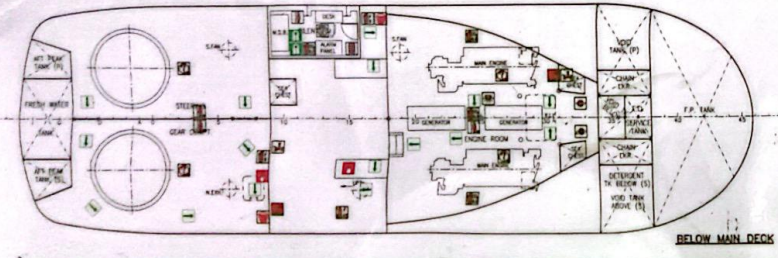
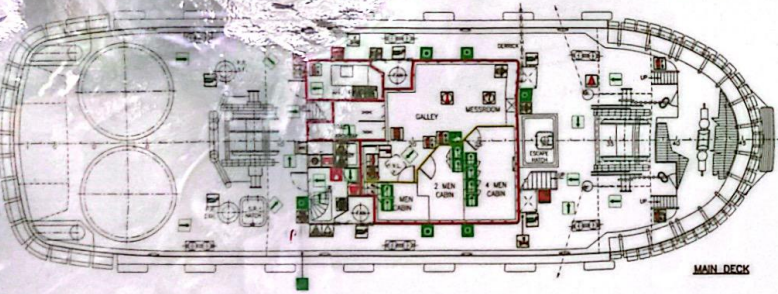
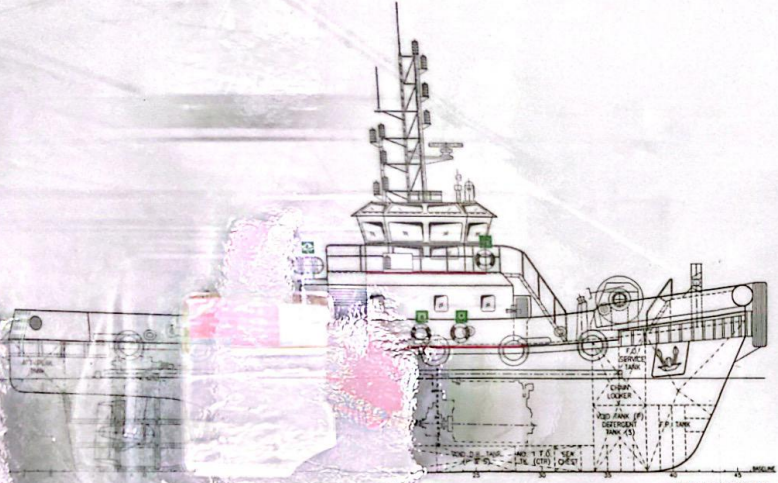
Photographs taken in the form of digital images, recorded during our attendance, are attached to and form part of this report. The undersigned confirms that the images reproduced here are a fair and reasonable representation of our findings at the time of our attendance.

MALIM ARAFFIZ
Divisional Director

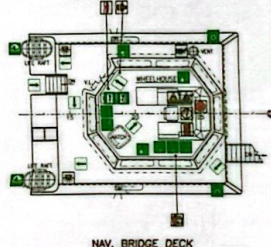
16. ENCLOSURES

| | |
|------------------------------|---|
| Fire control plan | X |
| Photographs | X |
| SEAWISE terms and conditions | X |

"FIRE CONTROL AND SAFETY PLAN"



| SYMBOL | DESCRIPTION | LOCATION | | | REMARKS |
|-------------------------------|-----------------------------------|------------------|-----------|-----------------|---------|
| | | NAV. BRIDGE DECK | MAIN DECK | BELOW MAIN DECK | |
| LIFE SAVING APPLIANCES | | | | | |
| (A) | 8 MEN BOAT COX SWATHING RELEASE | 1 | 2 | | |
| (B) | 15 MEN MISC. AND RESERVATION LIFE | 1 | 14 | | |
| (C) | 8 MEN BOAT COX SWATHING RELEASE | 1 | 2 | | |
| (D) | 8 MEN BOAT COX SWATHING RELEASE | 1 | 2 | | |
| (E) | 8 MEN BOAT COX SWATHING RELEASE | 1 | 2 | | |
| (F) | 8 MEN BOAT COX SWATHING RELEASE | 1 | 2 | | |
| (G) | 8 MEN BOAT COX SWATHING RELEASE | 1 | 2 | | |
| (H) | 8 MEN BOAT COX SWATHING RELEASE | 1 | 2 | | |
| (I) | 8 MEN BOAT COX SWATHING RELEASE | 1 | 2 | | |
| (J) | 8 MEN BOAT COX SWATHING RELEASE | 1 | 2 | | |
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| (V) | 8 MEN BOAT COX SWATHING RELEASE | 1 | 2 | | |
| (W) | 8 MEN BOAT COX SWATHING RELEASE | 1 | 2 | | |
| (X) | 8 MEN BOAT COX SWATHING RELEASE | 1 | 2 | | |
| (Y) | 8 MEN BOAT COX SWATHING RELEASE | 1 | 2 | | |
| (Z) | 8 MEN BOAT COX SWATHING RELEASE | 1 | 2 | | |



PRINCIPAL PARTICULARS

| | |
|-------------------|----------------|
| LENGTH O.A. | 28.33 M |
| BREADTH MLD. | 8.51 M |
| DEPTH MLD. | 4.70 M |
| DESIGNED DRAUGHT | 3.75 M |
| COMPLEMENT | 8 MEN |
| GROSS TONNAGE | 234 TONS |
| ENGINE PARTICULAR | YANMAR 6L20JLX |
| TRADE LIMIT | NEAR COASTAL |
| SHIP NAME | KEJORA EMPAT |
| PORT OF REGISTRY | PORT KLANG |

JABATAN LAUT SEMBANGDUN MALAYSIA
(MARINE DEPARTMENT PENINSULAR MALAYSIA)
Unit Kemajuan Kapal
(Ship Safety Unit)
DILULUSKAN
(APPROVED)
is required by MS)

Tarikh: 20.07.07
Il. No. 21.100/07
Penerbitan Kapal
(Certificate of Safety)

| SYMBOL | DESCRIPTION | LOCATION | | | REMARKS |
|--------------------------------|-----------------------------------|------------------|-----------|-----------------|---------|
| | | NAV. BRIDGE DECK | MAIN DECK | BELOW MAIN DECK | |
| FIRE FIGHTING EQUIPMENT | | | | | |
| (1) | 8 MEN BOAT COX SWATHING RELEASE | 1 | 2 | | |
| (2) | 15 MEN MISC. AND RESERVATION LIFE | 1 | 14 | | |
| (3) | 8 MEN BOAT COX SWATHING RELEASE | 1 | 2 | | |
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| (50) | 8 MEN BOAT COX SWATHING RELEASE | 1 | 2 | | |

1. CHECK PRESENT DATA IN REGISTERS
2. CHECKED BY SHIP DESIGNER
3. CHECKED BY SHIP SURVEILLOR
4. CHECKED BY SHIP REGISTER
5. CHECKED BY SHIP CLASSIFICATION SOCIETY
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MARINE DESIGNS PTE. LTD.
101-103, Pannan Link, 801-02, Pannan Industrial Complex
Singapore, 120284
Tel: 65-4772231 & 65-4772142 Fax: 65-4772278
Email: info@marinedesigns.com.sg

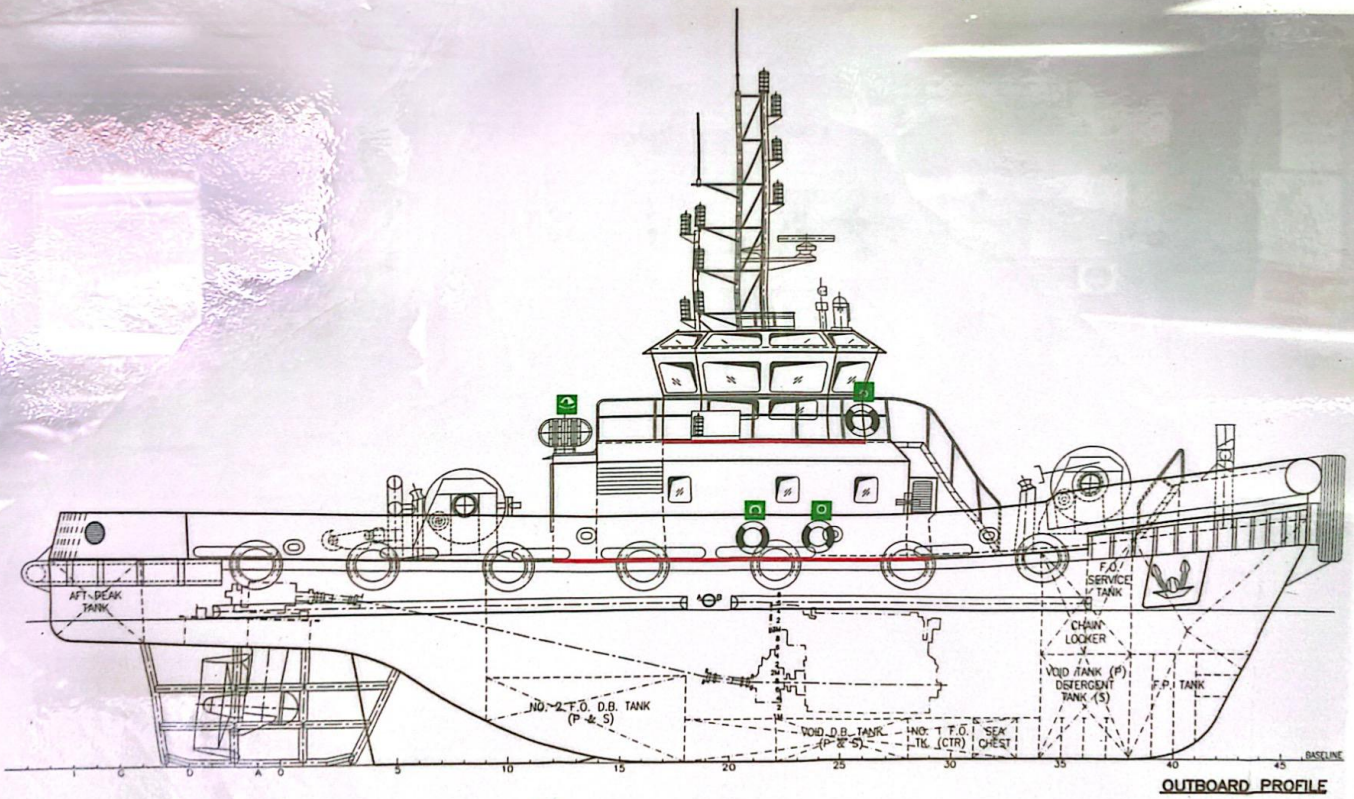
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TITLE: **FIRE CONTROL AND SAFETY PLAN**

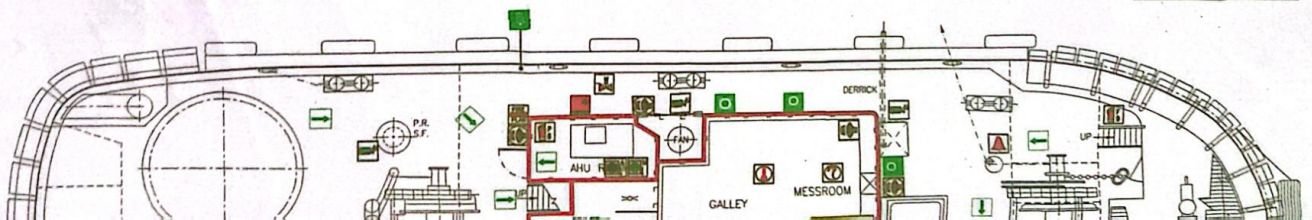
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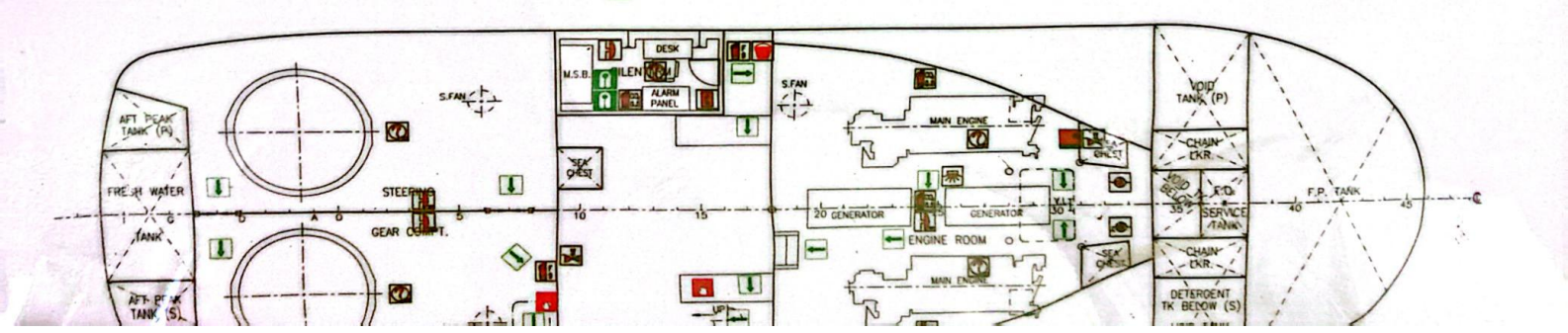
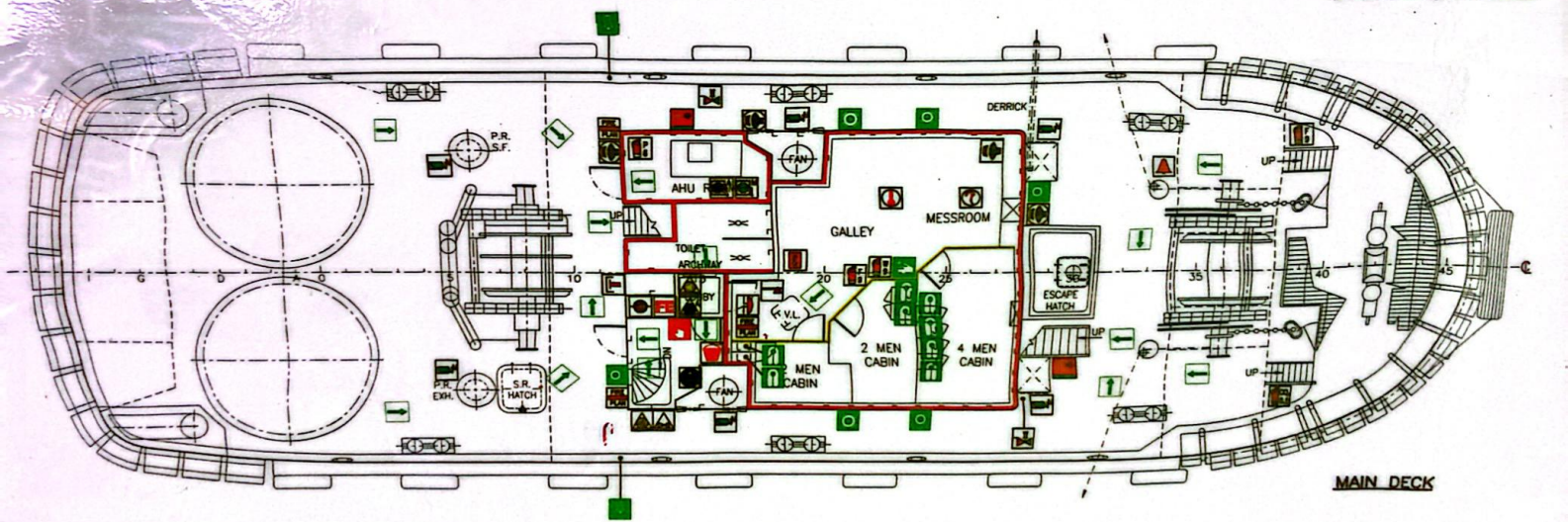
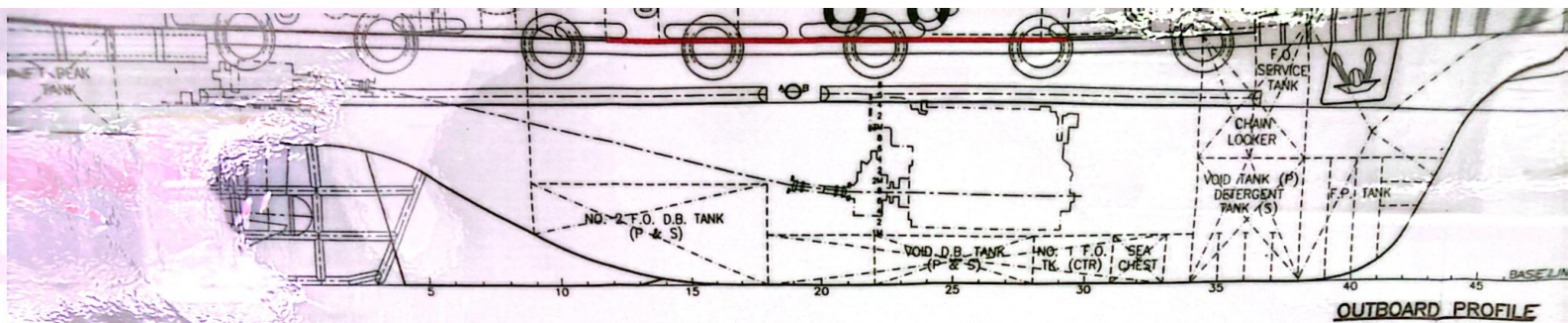
CLASSIFICATION: A.B.S. A1 (1) ANG TOWING SERVICE

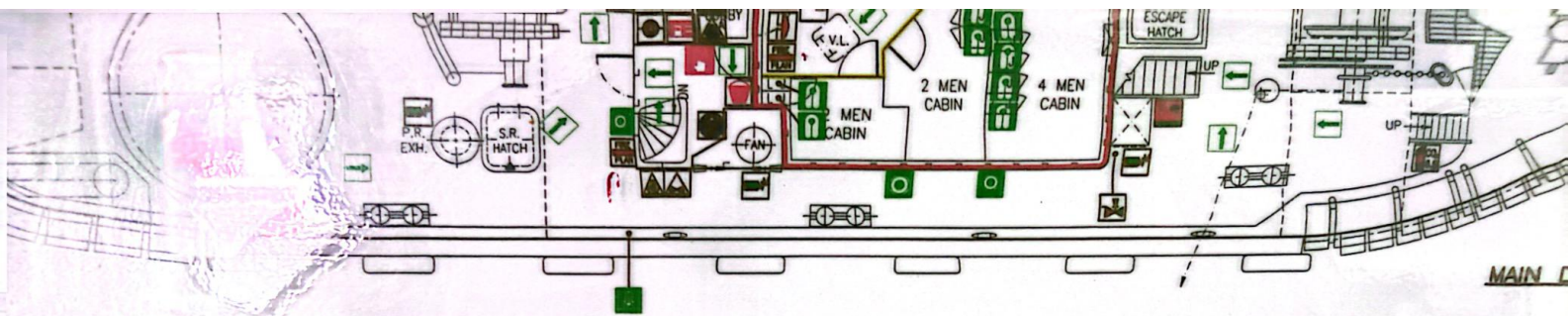
"FIRE CONTROL AND SAFETY PLAN"



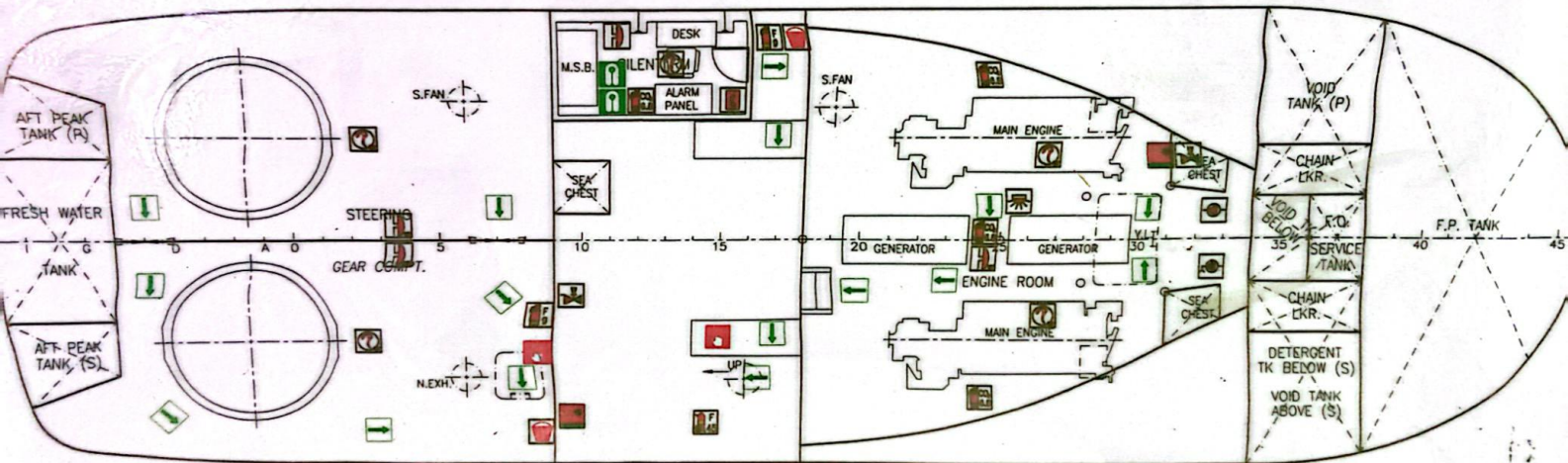
OUTBOARD PROFILE






















MAIN D



BELOW MAIN D

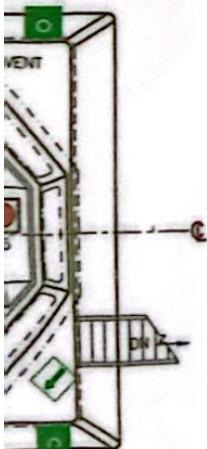
TY PLAN"

| SYMBOL | DESCRIPTION | LOCATION | | | | REMARKS |
|---|--|------------------|-----------|-----------------|-------|--|
| | | NAV. BRIDGE DECK | MAIN DECK | BELOW MAIN DECK | TOTAL | |
| LIFE SAVING APPLIANCES | | | | | | |
|  | LIFERAFT RAKIT KESELAMATAN | 2 | | | 2 | 8 MEN EACH C/W HYDROSTATIC RELEASE |
|  | LIFEJACKET JAKET KESELAMATAN | 2 | 8 | 2 | 12 | WITH WHISTLE AND REFLECTION TAPE |
|  | LIFE BUOY WITH LIGHT AND SMOKE BOYA KESELAMATAN DENGAN ISYARAT LAMPU DAN ASAP | 2 | | | 2 | WITH SELF-IGNITED LIGHT |
|  | LIFE BUOY WITH LIGHT BOYA KESELAMATAN DENGAN ISYARAT LAMPU | | 2 | | 2 | WITH SELF-IGNITED LIGHT |
|  | LIFE BUOY WITH LINE BOYA KESELAMATAN DENGAN TALU KESELAMATAN | | 2 | | 2 | WITH 27.5M BUOYANT LINE |
|  | LIFE BUOY BOYA KESELAMATAN | | 2 | | 2 | |
|  | FIRST AID KIT PETI UBAT | | 1 | | 1 | |
|  | LINE THROWING APPLIANCE ALAT PELANCAR TALU | 1 | | | 1 | 1 SET CONSIST 4 LINES EACH LINE NOT LESS THAN 230M & 2 PROJECTILES |
|  | ROCKET PARACHUTE FLARES ISYARAT PAYUNG TERJUN ROKET | 1 | | | 1 | SET OF 12 IN CLEARLY MARKED WATERTIGHT CASE |
|  | PORTABLE 2-WAY VHF RADIO RADIO VHF 2 HALA PORTABLE | 3 | | | 3 | |
|  | EPIRB EPIRB | 1 | | | 1 | |
|  | EMBARKATION LADDER (ROPE) TANGGA NAIK | | 2 | | 2 | |
|  | LIFERAFT EMBARKATION LIGHT (80W 24V DC) LAMPU PELANCARAN LIFERAFT | 2 | | | 2 | |
|  | PRIMARY ESCAPE ROUTE ARAH PERTUNJUK JALAN UTAMA | | | | | |
|  | RADAR TRANSPONDER (SART) TRANSPONDER RADAR (SART) | 1 | | | 1 | |

| SYMBOL | DESCRIPTION |
|---|--|
|  | FIRE CONTROL PLAN PELAN KAWALAN KEBAKARAN |
|  | BILGE PUMP PAM BILGA |
|  | FIRE AND GENERAL SERVICE PUMP PAM BOMBA DAN G.S. |
|  | PORTABLE EMERGENCY FIRE PUMP PAM KECEMASAN BOMBA |
|  | FUEL OIL PUMP REMOTE SHUT-OFF KAWALAN PENUTUPAN PAM BAHAN |
|  | REMOTE CONTROL FOR FUEL OIL ALAT INJAP KAWALAN MINYAK BAHAN |
|  | HOSE BOX WITH SPRAY/JET NOZZLE HOS BOMBA DENGAN MUNCUNG JET |
|  | FIRE HYDRANT (ø38mm) PIU BOMBA (ø38mm) |
|  | FIRE BUCKET C/W 3M LANYARD BALDI KEBAKARAN DENGAN 3M TALU |
|  | FIRE AXE KAPAK BOMBA |
|  | LOCKER WITH FIREMAN'S OUTFIT LOKER ALAT KELENGKAPAN AHLI BOMBA |
|  | PORTABLE FOAM FIRE EXTINGUISHER ALAT PEMADAM API BUSA BIMBIT (S) |
|  | PORTABLE CO2 FIRE EXTINGUISHER ALAT PEMADAM API CO2 BIMBIT (S) |
|  | PORTABLE WATER FIRE EXTINGUISHER ALAT PEMADAM API AIR BIMBIT (S) |
|  | PORTABLE DRY POWDER FIRE EXTINGUISHER ALAT PEMADAM API TEPUNG KERING BIMBIT (S) |
|  | WHEELED FIRE EXTINGUISHER ALAT PEMADAM API BERODA |
|  | BREATHING APPARATUS RADAS PERNAFASAN |

| TOTAL | REMARKS |
|-------|--|
| 2 | 8 MEN EACH C/W HYDROSTATIC RELEASE |
| 12 | WITH WHISTLE AND REFLECTION TAPE |
| 2 | WITH SELF-IGNITED LIGHT |
| 2 | WITH SELF-IGNITED LIGHT |
| 2 | WITH 27.5M BUOYANT LINE |
| 2 | |
| 1 | |
| 1 | 1 SET CONSIST 4 LINES EACH LINE NOT LESS THAN 230M & 2 PROJECTILES |
| 1 | SET OF 12 IN CLEARLY MARKED WATERTIGHT CASE |
| 3 | |
| 1 | |
| 2 | |
| 2 | |

| |
|-----------------|
| RETARDANT BOARD |
|-----------------|



| SYMBOL | DESCRIPTION | BRIDGE DECK | | TOTAL | REMARKS |
|-------------------------|--|------------------|-----------|-------|---|
| | | NAV. BRIDGE DECK | MAIN DECK | | |
| FIRE FIGHTING EQUIPMENT | | | | | |
| | FIRE CONTROL PLAN PELAN KAWALAN KEBAKARAN | | 3 | 3 | 2 AT MAIN DECK EXTERNAL TO BE KEPT IN WATER TIGHT CONTAINER (P&S) |
| | BILGE PUMP PAM BILGA | | | 1 | 1 60 C.U.M./HR @ 35M HEAD |
| | FIRE AND GENERAL SERVICE PUMP PAM BOMBA DAN G.S. | | | 1 | 1 60 C.U.M./HR @ 35M HEAD |
| | PORTABLE EMERGENCY FIRE PUMP PAM KECEMASAN BOMBA | | 1 | 1 | DIESEL DRIVEN SIZE NO. 7 |
| | FUEL OIL PUMP REMOTE SHUT-OFF KAWALAN PENUTUPAN PAM BAHAN API | | 1 | 1 | |
| | REMOTE CONTROL FOR FUEL OIL VALVES ALAT INJAP KAWALAN MINYAK BAHAN API | | 1 | 1 | |
| | HOSE BOX WITH SPRAY/JET NOZZLE HOS BOMBA DENGAN MUNCUNG JET/SEMBUR | | 2 | 2 | 4 WITH 430mm HOSE MAIN DECK - 15M ENGINE ROOM - 10M |
| | FIRE HYDRANT (430mm) PIJU BOMBA (430mm) | | 2 | 2 | 4 |
| | FIRE BUCKET C/W 3M LANYARD BALDI KEBAKARAN DENGAN 3M TALI KURANG 1 NOS. | | 1 | 2 | 3 BUCKET TO BE PAINTED RED WITH 'FIRE' WORDING |
| | FIRE AXE KAPAK BOMBA | | 1 | 1 | WITH INSULATED HANDLE |
| | LOCKER WITH FIREMAN'S OUTFIT LOKER ALAT KELENGKAPAN AHLI BOMBA | | 1 | 1 | SEE NOTE 1 |
| | PORTABLE FOAM FIRE EXTINGUISHER (9L) ALAT PEMADAM API BUSA BIMBIT (9L) | | 2 | 2 | 4 SPARE CHARGES QTY. 4 |
| | PORTABLE CO2 FIRE EXTINGUISHER (6.8 KG) ALAT PEMADAM API CO2 BIMBIT (6.8 KG) | 1 | 1 | 4 | 6 SPARE CHARGES QTY. 6 |
| | PORTABLE WATER FIRE EXTINGUISHER (9L) ALAT PEMADAM API AIR BIMBIT (9L) | | 1 | 1 | 1 SPARE CHARGES QTY. 1 |
| | PORTABLE DRY POWDER FIRE EXTINGUISHER (6 KG) ALAT PEMADAM API TEPUNG KERING BIMBIT (6 KG) | | 1 | 1 | 1 SPARE CHARGES QTY. 1 |
| | WHEELED FIRE EXTINGUISHER ALAT PEMADAM API BERODA | | | 1 | 1 FOAM - 45 LITRES |
| | BREATHING APPARATUS RADAS PERNAFASAN | | 1 | 1 | 1 C/W 2 SPARE BOTTLES |
| | INTERNATIONAL SHORE CONNECTION SAMBUNGAN PANTAI ANTARABANGSA | | 1 | 1 | |
| | EMERGENCY TELEPHONE STATION STESEN TALIFON KECEMASAN | 1 | 1 | 1 | 3 BATTERY OPERATED |
| | SMOKE DETECTOR PENGESEN ASAP | 1 | 1 | 1 | 3 |
| | SMOKE DETECTOR (WATERTIGHT) PENGESEN ASAP (WATERTIGHT) | | | 4 | 4 |
| | HEAT DETECTOR PENGESEN HABA | | 1 | 1 | 3 |
| | MANUALLY OPERATED CALL POINT PUSAT PANGGILAN MANUAL | | 1 | 2 | 3 |
| | BELL FIRE ALARM LOCENG PENGERA KEBAKARAN | 1 | 1 | 1 | 3 |
| | BELL FIRE ALARM (WATERTIGHT) LOCENG PENGERA KEBAKARAN (WATERTIGHT) | | | 3 | 3 |
| | FIRE ALARM ROTATING LIGHT (RED) LAMPU (MERAH) AMARAN API | | | 1 | 1 |
| | SPEAKER | 1 | 1 | 1 | 2 |
| | SPEAKER WITH TALK BACK SYSTEM | | 2 | 2 | |
| | PUSH BUTTON FOR GENERAL ALARM | 1 | | | 1 |
| | LUBE OIL PUMP REMOTE SHUT-OFF KAWALAN PENUTUPAN PAM OLI | 1 | 1 | 1 | 2 |
| | ACCOM. FAN & AIR-COND FAN REMOTE SHUT-OFF KIPAS PENGINAPAN DAN PENCIHAMA DINING REMOTE | 1 | 1 | 1 | 2 |
| | FIRE DAMPER FOR ACCOMMODATION VENTILATION PENAHAN/PENUTUP API UNTUK PENGINAPAN | | 1 | 1 | 1 |
| | FIRE DAMPER FOR ENGINE ROOM VENTILATION PENAHAN/PENUTUP API UNTUK ENGINE ROOM | | 1 | 1 | 1 |
| | CLOSING DEVICE FOR VENTILATION INLET OR OUTLET PENUTUP UNTUK PENGUDARAN MASUK/KELUAR | 1 | | | 1 ACCOMMODATION SPACE |
| | CLOSING DEVICE FOR VENTILATION INLET OR OUTLET PENUTUP UNTUK PENGUDARAN MASUK/KELUAR | | 6 | 6 | 6 MACHINERY SPACE |
| | SHIP'S BELL LOCENG | | 1 | 1 | |



NAV. BRIDGE DECK

PRINCIPAL PARTICULARS

LENGTH O.A. _____ 26.33 M
 BREADTH MLD. _____ 8.51 M
 DEPTH MLD. _____ 4.70 M
 DESIGNED DRAFT _____ 3.75 M
 COMPLEMENT _____ 8 MEN
 GROSS TONNAGE _____ 234 TONS
 ENGINE PARTICULAR _____ NIIGATA 6L25HLX
 TRADE LIMIT _____ NEAR COASTAL
 SHIP NAME _____ KEJORA EMPAT
 PORT OF REGISTRY _____ PORT KELANG

- NOTE:**
1. EACH FIREMAN'S OUTFIT TO INCLUDE :
 - a) COMPRESSED AIR BREATHING APPARATUS
 - b) SPARE BOTTLE - S.A. SET @ 200bar
 - c) FIRE PROOF LIFE LINE
 - d) FIREMAN'S HELMET
 - e) FIREMAN'S SUIT
 - f) PAIR OF SAFETY BOOTS
 - g) PAIR OF ASBESTOS GLOVES
 - h) TONGS WITH SHOWNES (EXPLOSION PROOF)
 - i) FIRE AXE
 - j) CROW BAR

JABATAN LAUT SEMENANJUNG MALAYSIA
 (MARINE DEPARTMENT PENINSULAR MALAYSIA)
 Unit Keselamatan Kapal
 (Ship Safety Unit)
DILULUSKAN
 seperti dalam pindaan merah
 (APPROVED
 as amended in red)
 Tarikh 10.07.07 J.L. No. IPL 6000/1104
 (Date)
 Pemeriksa Kapal
 (Surveyor of Ship)

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CLASSIFICATION : A.B.S. * A1 (E) * AMS "TOWING SERVICE"

| | | | | |
|--|---|---|---|---------------------|
| | PENAMPAH/PENUTUP API UNTUK PENGINAPAN | 1 | 1 | |
| | FIRE DAMPER FOR ENGINE ROOM VENTILATION PENAMPAH/PENUTUP API UNTUK ENGINE ROOM | 1 | 1 | |
| | CLOSING DEVICE FOR VENTILATION INLET OR OUTLET PENUTUP UNTUK PENGUDARAHAN MASUK/KELUAR | 1 | 1 | ACCOMMODATION SPACE |
| | CLOSING DEVICE FOR VENTILATION INLET OR OUTLET PENUTUP UNTUK PENGUDARAHAN MASUK/KELUAR | 6 | 6 | WAG-BATTERY SPACE |
| | SHIP'S BELL LONCENG | 1 | 1 | |

| | | |
|---|--|----------|
| 2 | AMENDED IN ACCORDANCE WITH MARINE DEPARTMENT COMMENTS. | 12.04.07 |
| 1 | AMENDED IN ACCORDANCE WITH OWNER COMMENTS. | 12.10.06 |

| REV. | MODIFICATIONS | DATE |
|------|---------------|------|
|------|---------------|------|



MARINE DESIGNS PTE. LTD.

Blk 196, Pandan Loop, #06-23, Pandan Industrial Complex
 Singapore, 128384
 Tel: 65-67732931 & 65-67731452 Fax: 65-67732726
 Email : mardes@singnet.com.sg

PROJECT **3000 BHP HARBOUR TUG
 KEJORA EMPAT**

TITLE **FIRE CONTROL AND SAFETY PLAN**

| | |
|-------------------|-----------------------|
| DATE : 29.05.2006 | SCALE : 1 : 75 |
| DRAWN : L.C.T. | PROJECT CODE : P/894D |
| CHECKED : | DWG. NO. : 894D - 1 |

Rev. 2

NAV. BRIDGE DECK

PRINCIPAL PARTICULARS

LENGTH O.A. _____ 26.33 M
BREADTH MLD. _____ 8.51 M
DEPTH MLD. _____ 4.70 M
DESIGNED DRAFT _____ 3.75 M
COMPLEMENT _____ 8 MEN
GROSS TONNAGE _____ 234 TONS
ENGINE PARTICULAR _____ NIIGATA 6L25HLX
TRADE LIMIT _____ NEAR COASTAL
SHIP NAME _____ KEJORA EMPAT
PORT OF REGISTRY _____ PORT KELANG

NOTE:


1. EACH FIREMAN'S
 - a) COMPRESSED
 - b) SPARE BOTTLE
 - c) FIRE PROOF L
 - d) FIREMAN'S HELM
 - e) FIREMAN'S SUIT
 - f) PAIR OF SAFETY
 - g) PAIR OF ASBEST
 - h) TORCH WITH BA
 - i) FIRE AXE
 - j) CROW BAR

JABATAN LAUT
(MARINE DEPARTMENT)
Unit _____
(S)
D I L
seperti _____
(A)
as _____

Tarikh 10.07.
(Date)

Pemeriksa Kapal _____
(Surveyor of Ship)

DECK

| | | | | | |
|---|-------------|--|---|--|---|
|  | SHIP'S BELL | | 1 | | 1 |
| | LOCENG | | | | |

NOTE:

1. EACH CREW MEMBER'S OUTFIT TO INCLUDE :
- a) COMPRESSED AIR BREATHING APPARATUS
 - b) SPARE BOTTLE - B.A. SET, 6L/300bar
 - c) EXPLOSION PROOF LIFE LINE
 - d) FIREMAN'S HELMET
 - e) FIREMAN'S SUIT
 - f) PAIR OF SAFETY BOOTS
 - g) PAIR OF ASBESTOS GLOVES
 - h) TORCH WITH BATTERIES (EXPLOSION PROOF)
 - i) FIRE AXE
 - j) CROW BAR

| | | |
|------|--|----------|
| 2 | AMENDED IN ACCORDANCE WITH MARINE DEPARTMENT COMMENTS. | 12.04.07 |
| 1 | AMENDED IN ACCORDANCE WITH OWNER COMMENTS. | 12.10.06 |
| REV. | MODIFICATIONS | DATE |



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Singapore, 128384
Tel: 65-67732931 & 65-67731452 Fax: 65-67732726
Email : mardes@singnet.com.sg

PROJECT **3000 BHP HARBOUR TUG
KEJORA EMPAT**

TITLE **FIRE CONTROL AND SAFETY PLAN**

| | | | |
|-----------|------------|----------------|----------|
| DATE : | 29.05.2006 | SCALE : | 1 : 75 |
| DRAWN : | L.C.T. | PROJECT CODE : | P/894D |
| CHECKED : | | DWG. NO. : | 894D - 1 |
| | | | 2 |

JABATAN LAUT SEMENANJUNG MALAYSIA
(MARINE DEPARTMENT PENINSULAR MALAYSIA)

Unit Keselamatan Kapal
(Ship Safety Unit)

DILULUSKAN
seperti dalam pindaan merah
(APPROVED
as amended in red)

Tarikh 10.07.07 JL No: IPL 6000/1804
(Date)

Pemeriksa Kapal
(Surveyor of Ship)

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CONSENT.

"TOWING SERVICE"



001. Attended on board MARIANAS ENVOY on 11th November 2024 whilst she lay afloat secured to Berth 9 at ST Marine Shipyard, Singapore.



002. Portside view of the vessel.



003. Plimsoll mark and hull general coating appeared in good condition.



004. Forward fenders replaced.



005. Aft fenders replaced.



006. View of superstructure and wheelhouse.



007. Fore-end of the vessel with towing staple well coated.



008. Forward fenders.



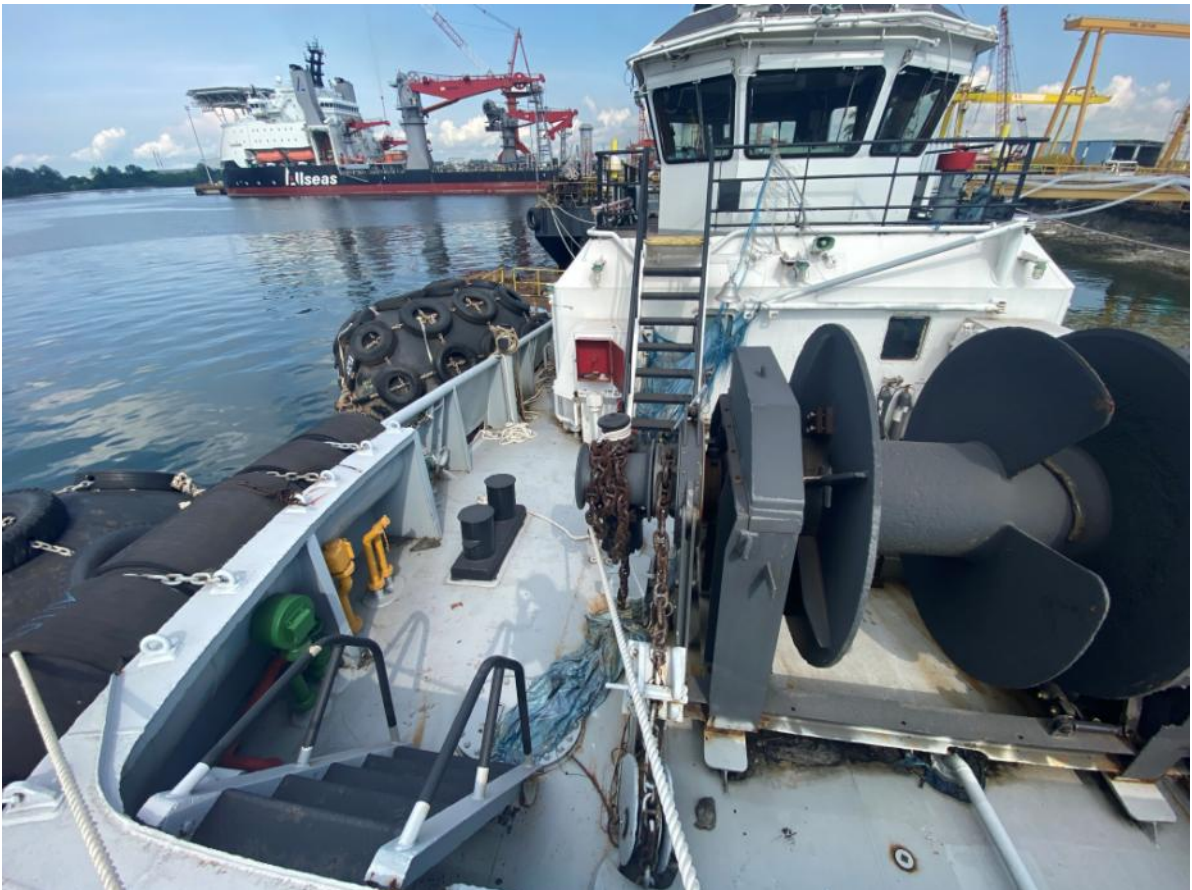
009. Towing staple and forward fenders.



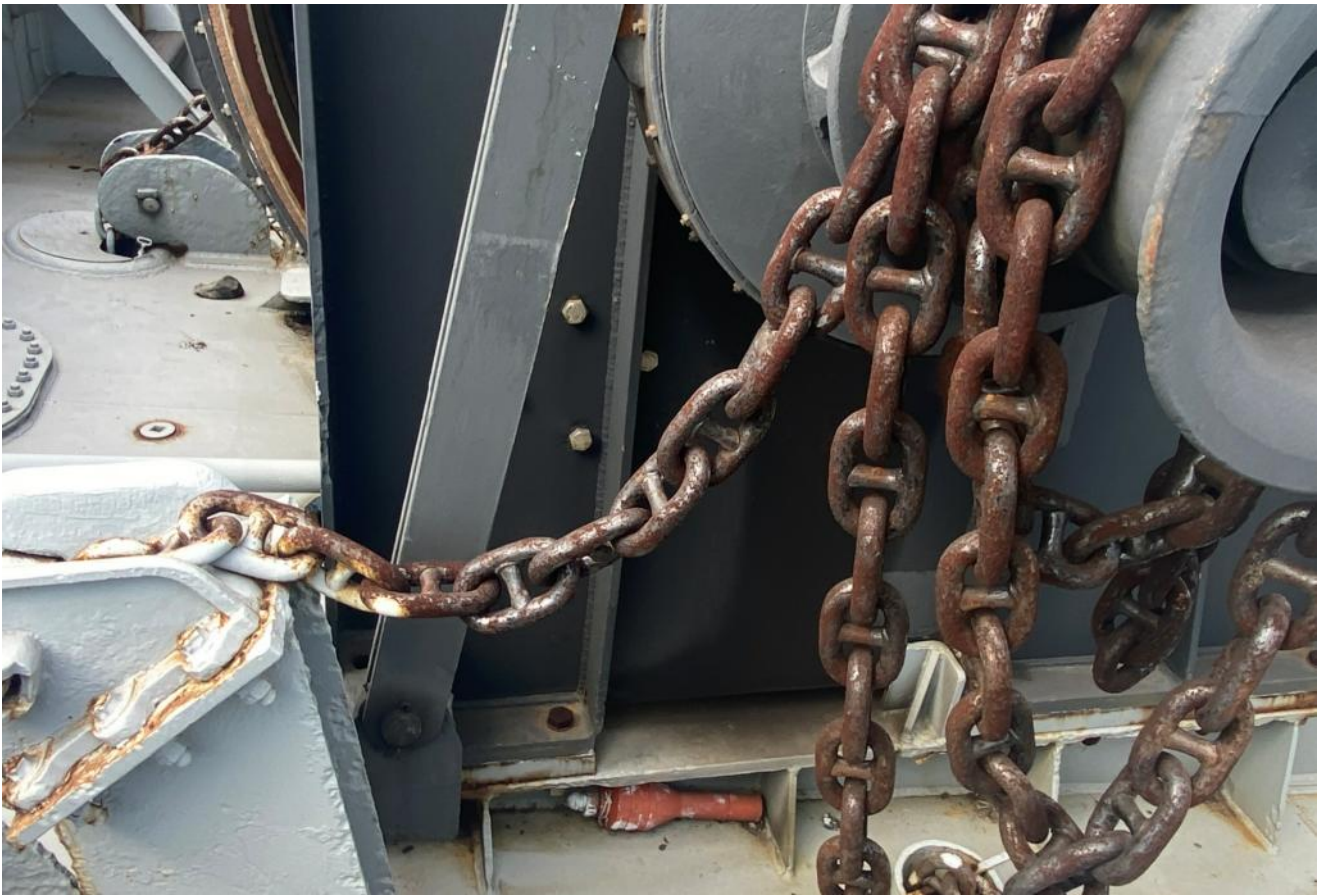
010. Winch and windlass.



011. Portside main deck.



012. Starboard side main deck.



013. Portside chain in satisfactory condition.



014. Forward store.



015. Forward store.



016. Forward winch and windlass brakes.



017. Close up view of new brake pads.



018. Engine room vent.



019. Starboard accessway on main deck.



020. Main deck (aft).



021. Z peller compartment exhaust vent.



022. Good deck plating condition.



023. Two anchors laid on the main deck (aft).



024. Towing winch (aft).



025. Brake pads in satisfactory condition.



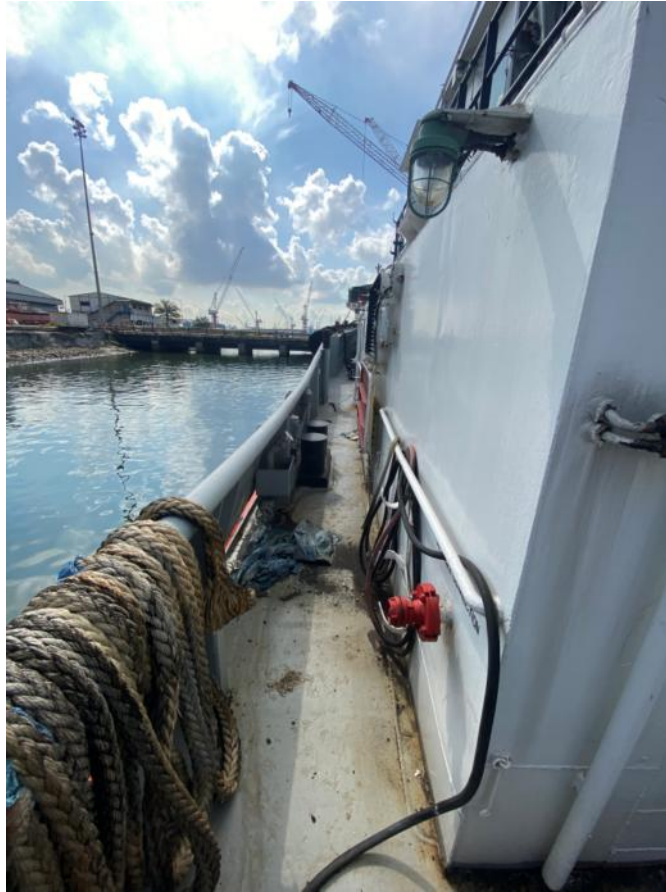
026. Rope drum.



027. Towing winch nameplate.



028. Towing staple.



029. Portside main deck accessway.



030. Navigation bridge deck.



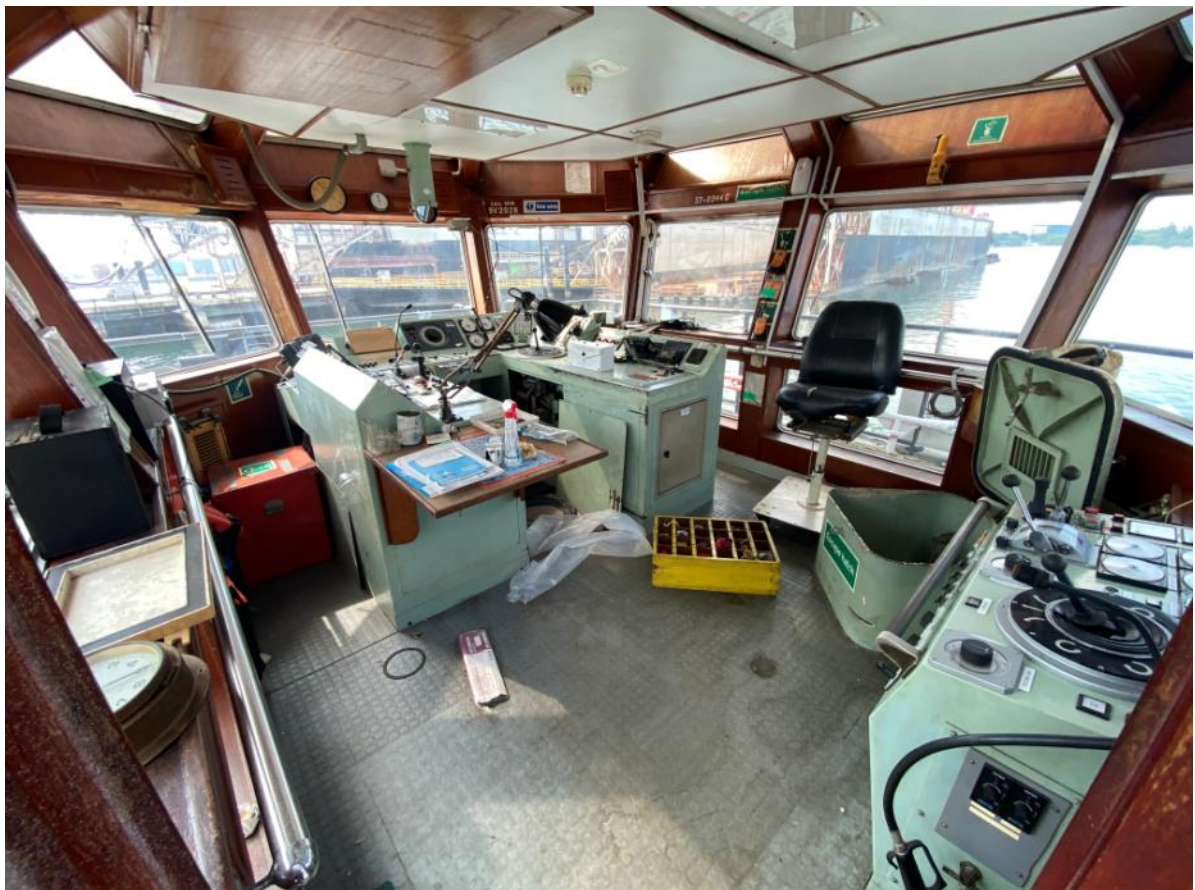
031. Life raft 10 person capacity.



032. Top view of main deck (aft).



033. Fire control plan on navigation bridge deck.



034. Wheelhouse.



035. Access hatch into crew accommodation space.



036. Wheelhouse ceiling panels in good condition.



037. Wheelhouse control console.



038. VHF radio.



039. PA system.



040. Window wipers.



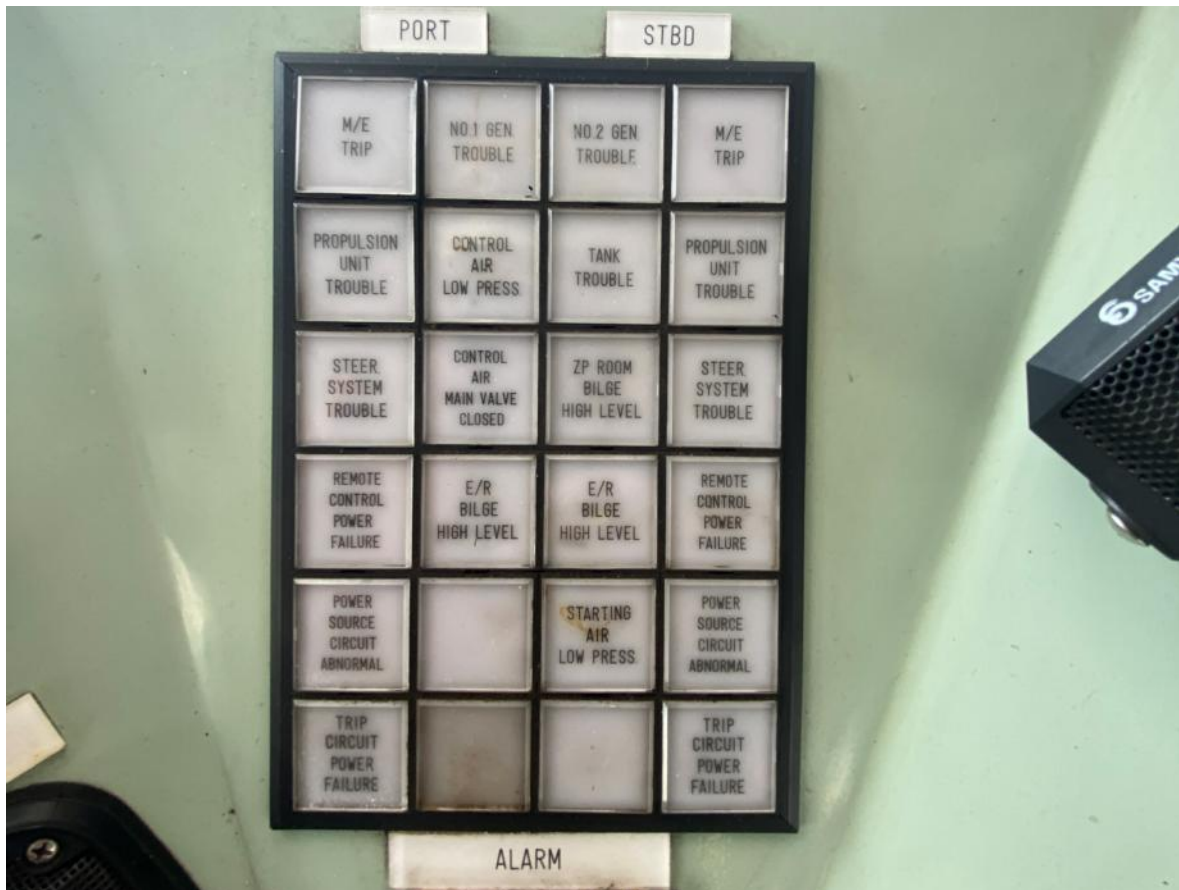
041. Lighting switches.



042. Steering console.



043. Wheelhouse console nameplate.



044. Vessel alarm panel.



045. Autopilot system.



046. Port and starboard propeller controls.



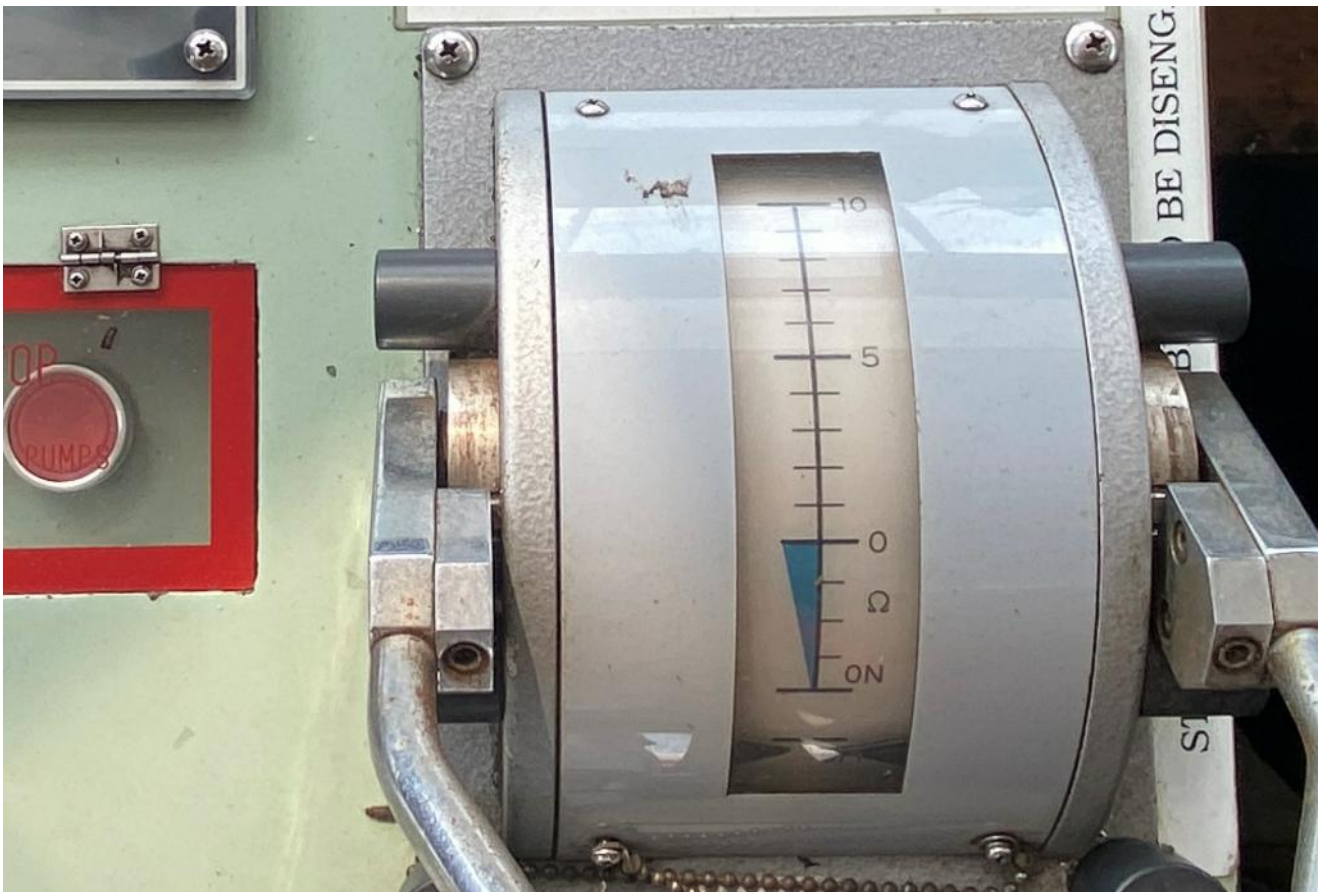
047. Radar.



048. Echo sounder.



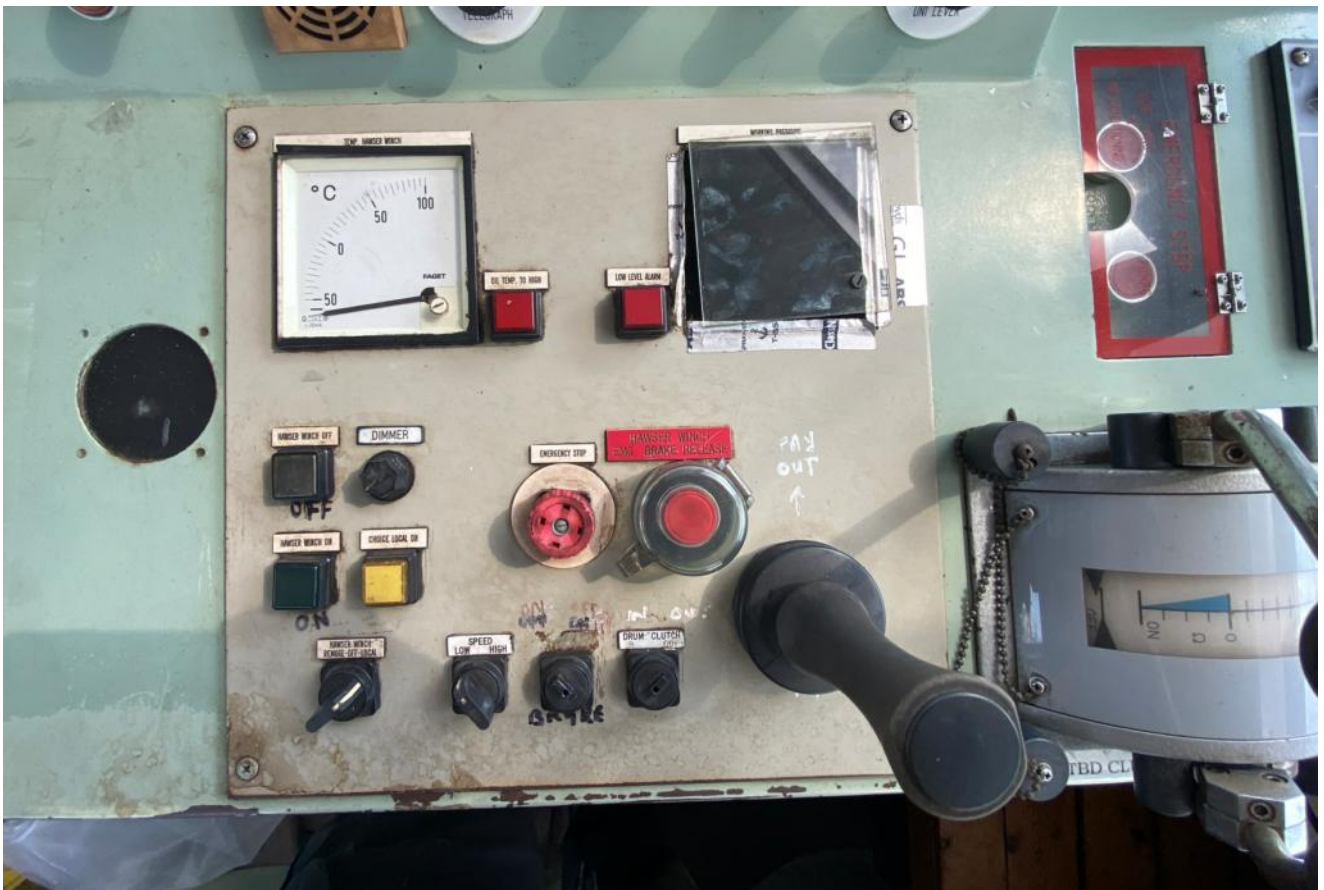
049. Navtex receiver.



050. Engine clutch controls.



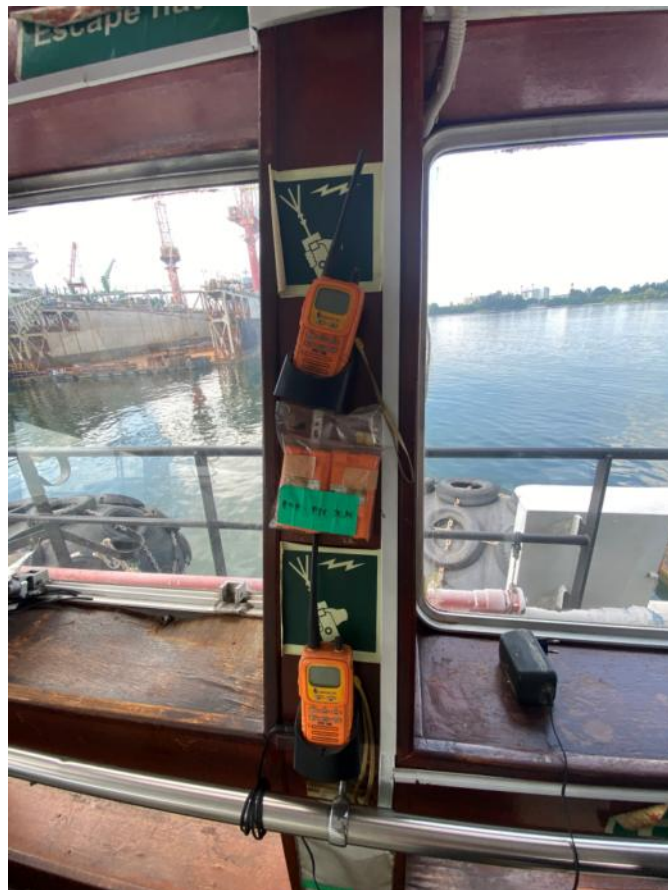
051. Ditto.



052. Hawser winch control panel.



053. Lighting panel.



054. 3 nos. GMDSS radios.



055. Aft facing steering and winch control console.



056. Console nameplate.



059. Access hatch ladder into accommodation.



060. 2-man cabin.



061. Ditto.



062. 2-man cabin.



063. Crew quarters common space.



064. Kitchenette.



065. Dining corner.



066. Remote VHF handsets.



067. 4-man cabin.



068. Toilet entrance.



069. Laundry corner with washer and dryer.



070. Separate toilet and shower cubicles.



071. Spiral stairs into engine room.



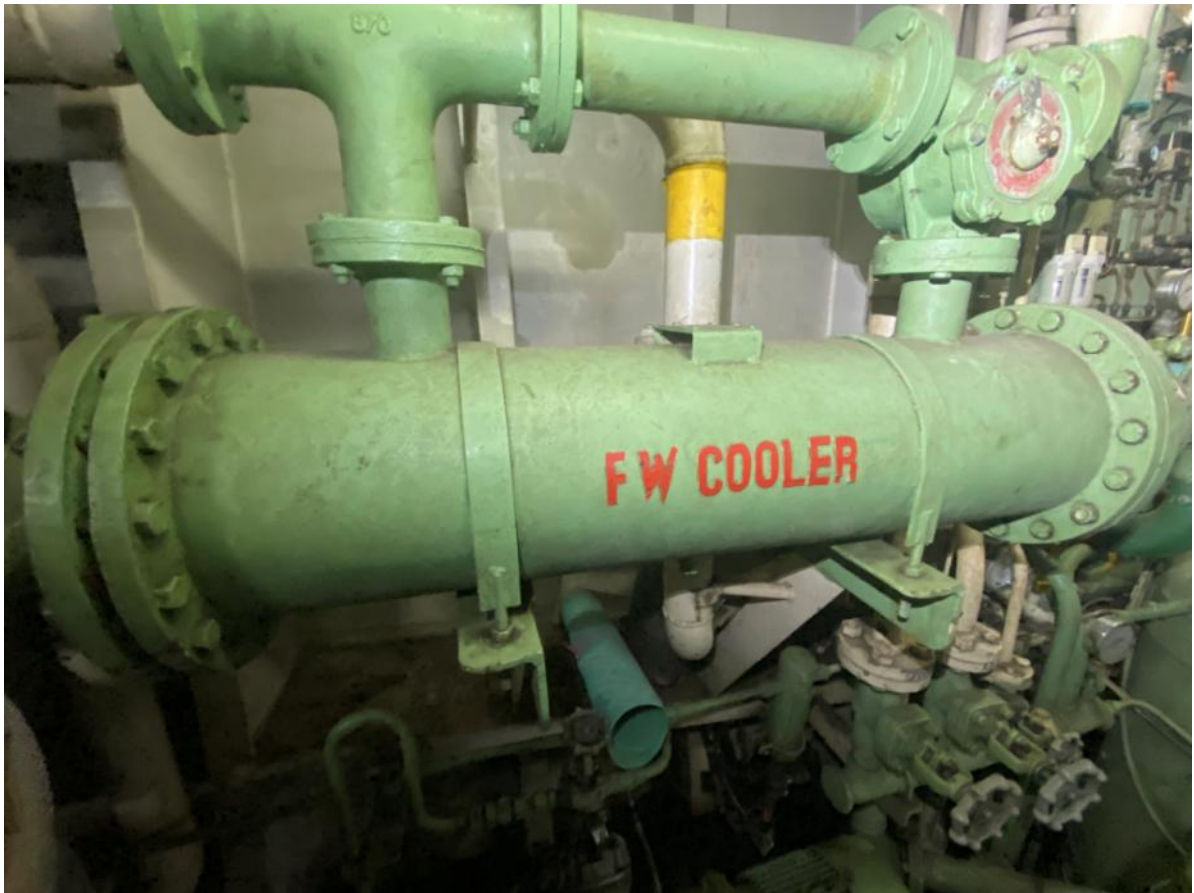
072. Tool bench and storage area in engine room.



073. Ditto.



074. Air bottles.



075. Starboard engine cooler.



076. Starboard engine cooler.



077. Hydraulic power pack.



078. Replaced sw overboard piping.



079. Overboard valves appeared newly replaced.



080. Hydraulic power pack.



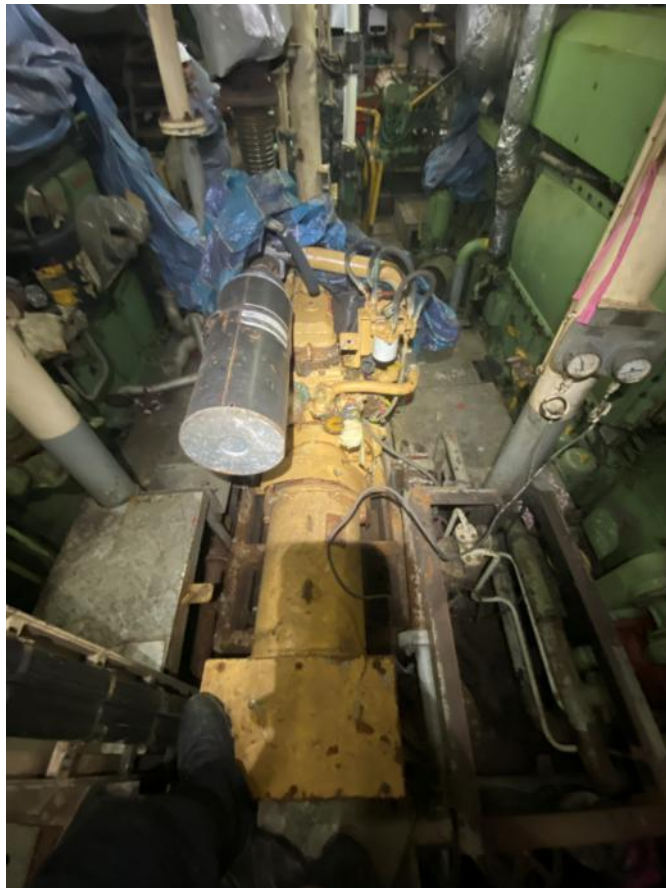
081. Fuel service tanks.



082. Newly installed pump and motor, likely for seawater system.



083. Starboard engine.



084. 2 nos. auxiliary engines.



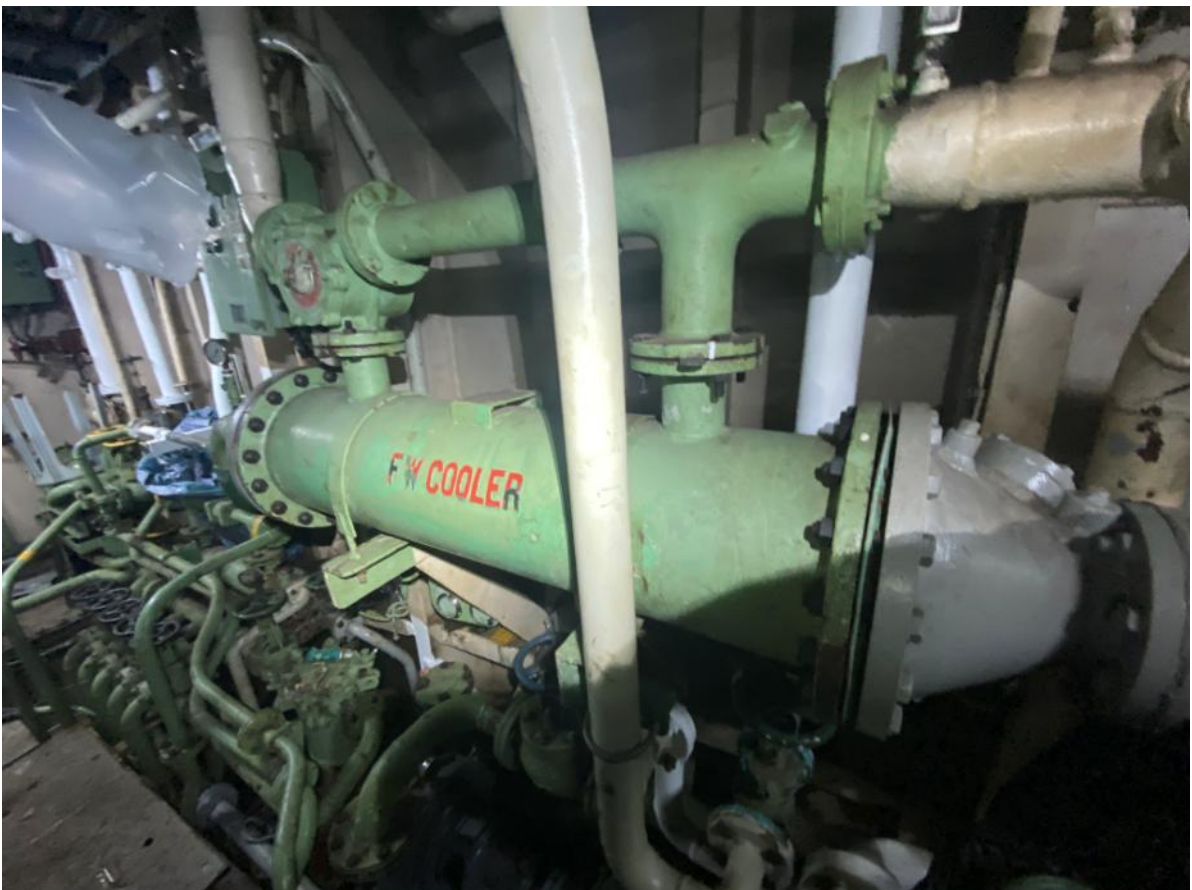
085. Portside engine.



086. Main engine lubricating oil service tank.



087. Portside main engine cooler.



088. Portside main engine cooler.



089. Some replaced piping.



090. Portside of engine room.



091. 2 nos. fuel transfer pumps.



092. Fuel transfer pump control panels.



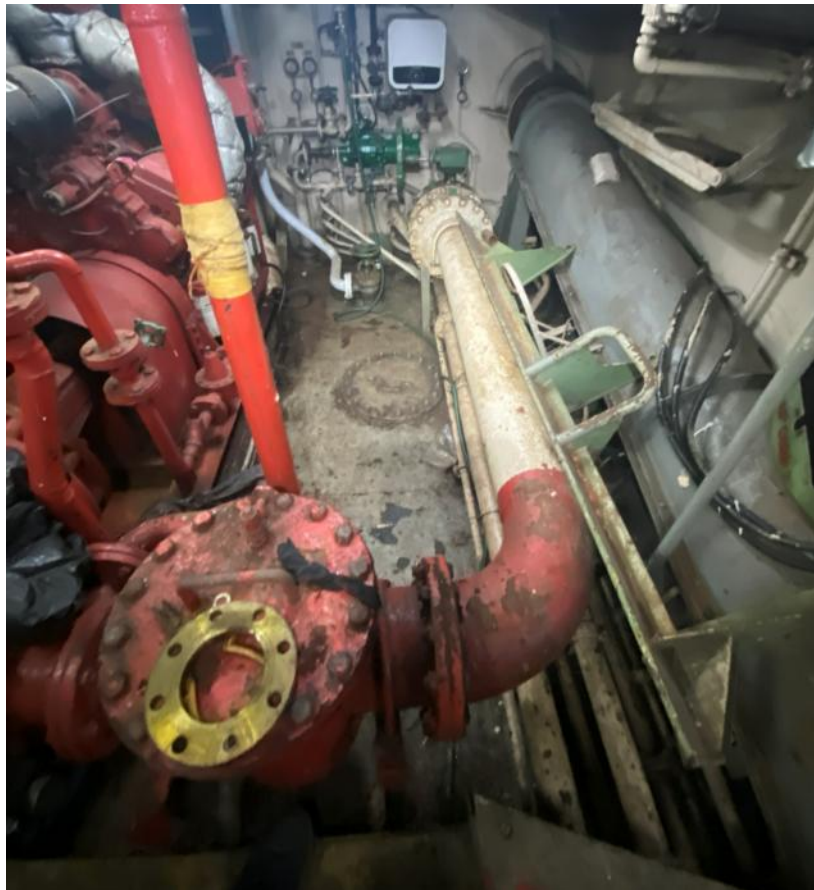
093. Engine driven FIF1 pump.



094. Corrosion found in way of pump casing.



095. Corrosion in way of FIFI pump outlet valve.



096. FIFI pump inlet piping with strainer.



097. Exhaust insulation covers appeared new.



098. Generator engine switchboard.



099. Generator engine switchboard.



100. Silent room.



101. Main engine alarm and indicator panel.



102. Main engine alarm and indicator panel.



103. Steering room, portside azimuth transmission and hydraulic pipings.



104. Skylight.



105. Nameplate.



106. Steering room, starboard azimuth transmission and hydraulic pipings.



107. Skylight.



108. Nameplate.



109. Input shaft from engine.



110. Hydraulic storage tanks in steering gear room.



111. Main mast.



112. Monkey island.



113. 2 sets emergency battery bank.



114. FIFI water monitor.



ANNEX 1

SEAWISE Maritime Services (SMS) - Terms and Conditions

In providing services, information or advice neither SEAWISE Maritime Services (SMS) nor any of its officers, employees or agents warrants the accuracy of any information or advice supplied. Except as set out herein, neither SMS nor any of its officers, employees or agents (on behalf of each of whom SMS has agreed this clause) shall be liable for any loss, damage or expense whatever sustained by any person due to any act, omission or error of whatsoever nature and howsoever caused of SMS, its officers, employees or agents or due to any inaccuracy of whatsoever nature and howsoever caused in any information or advice given in any way whatsoever by or on behalf of SMS, even if held to amount to a breach of warranty.

Nevertheless, if any person, who is party to the agreement pursuant to which SMS provides any service, uses SMS's services or relies on any information or advice given by or on behalf of SMS and suffers loss, damage or expense thereby which is proved to have been due to any negligent act, omission or error of SMS, its officers, employees or agents or any negligent inaccuracy in information or advice given by or on behalf of SMS, then SMS will pay compensation to such person for his proved loss up to but not exceeding the amount of the fee (if any) charged by SMS for that particular service, information or advice.

SMS, its officers, employees or agents (on behalf of each of whom this notice is given) shall be under no liability or responsibility in negligence or otherwise howsoever to any person who is not a party to the agreement with SMS pursuant to which any certificate, statement, data or report is issued in respect of any information or advice expressly or impliedly given by SMS or in respect of any omission or inaccuracy therein or in respect of any act or omission which has caused or contributed to any certificate, statement, data or report being issued with the information and advice it contains (if any).

The services provided by SMS do not include any checks or tests whatsoever to establish whether any computer hardware and/or software, embedded microchips or data storage or information technology equipment or system is capable of handling changes in date and/or time data or information without loss of performance or functionality, unless otherwise stated expressly in writing by SMS. Any dispute concerning the provision of SMS's services and/or the contract under which such services are provided is subject to the exclusive jurisdiction of the England courts and will be governed by England law.