

Office : Blok C-12-3, Changkat View, Jalan Dutamas Raya 51200 Kuala Lumpur, Malaysia
Phone/Whatsapp : + 60 11-1656 5144
Email : ceo@mytra.global / mytraenquiry@gmail.com
Website : mytrag.com



TANKER / VESSEL FOR RENTAL SERVICE



TERMS OF NEGOTIATIONS :

Payment terms : Daily basis, minimum 7 days
Price EN590 : **USD \$110.000 per day**
Price JET A1 : **USD \$103.000 per day**
Price VIRGIN POUR D6 : **USD \$95.000 per day**

*****If you have other commodities besides above, send us your inquiry*****



Liquefied Natural Gas



Logistics & Transshipment



Tank Storage Terminal

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WE REPORT AS FOLLOWS :

SHIP'S PARTICULARS

Type of Vessel	: Tanker Ship
Flag	: Panama
Official No	: 54137-PEXT-1
IMO No.	: 9247443
Port of Registry	: Panama
Call Sign	: 3E3373
Name of Owner	: SIDDQOM OVERSEAS LIMITED
Name of Master	: Sabir Subhan
Tonnage Dead Weight	: 111,920.00 MT
Tonnage Gross Weight	: 63,213.00 MT
Tonnage Nett Weight	: 33,416.00 MT
Light Ship	: 18,770.80 MT
Length Overall	: 256.17 M
Length B. P	: 245.00 M
Breadth Moulded	: 20.40 M
Depth Moulded	: 49.23 M

GENERAL INFORMATION

Was built in 2003, a tanker ship with fourteen (14) tanks, accommodation and engine room spaces aft. She called at DLOSP, Pasir Gudang, Johor, Malaysia scheduled to load marine gas oil into her fourteen (14) cargo tanks.

Vessel's hull was visually inspected during embarking vessel and found in good conditions on both Port & Starboard side. (Picture attached as below)

At the time of attendance, all the cargo tanks' manholes remained in close position. We are unable to perform cargo tanks inspection due to the vessel not having any gas fee onboard.

Port and starboard upper deck are erected with hand railings and bulwarks extending from forward to aft. From accommodation space up to stern again bulwark is provided. The entire bulwark / railings / stanchions as far as could be sighted was free from discernable damages, in satisfactory condition. Vertical beams / structure on deck are welded structures and found to be in good condition.

All efforts were made by an attending surveyor to identify and record all visible damages in the vessel's tanker ship spaces as well as over her deck area. However, damages not prominent or inherent in nature are excluded in this report.

This "ON-HIRE" condition survey was carried out with full cooperation and assistance rendered by M.T. master and crew members. The survey commenced at 1030 hours on 20th January 2024 and completed at 1300 hours on 20th January 2024.



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External Hull Condition Port side



View Of Vessel's Draft Mark (Forward & After)



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Full View Of Accommodation Face



View of Accommodation (Port and Starboard Side)



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View of Pipeline



View of Safety Rescue Boats (Port & Starboard Side)



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View of After Deck Condition



View of Handrail Conditions (Port & Starboard Side)



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View of Forecastle Condition



View Of ECR



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View Of Engine Room & Engine Control Room



View Of Ship's Crane, Manifold and Brid



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View Of Navigation Deck and CCR



View Of Cargo Tan



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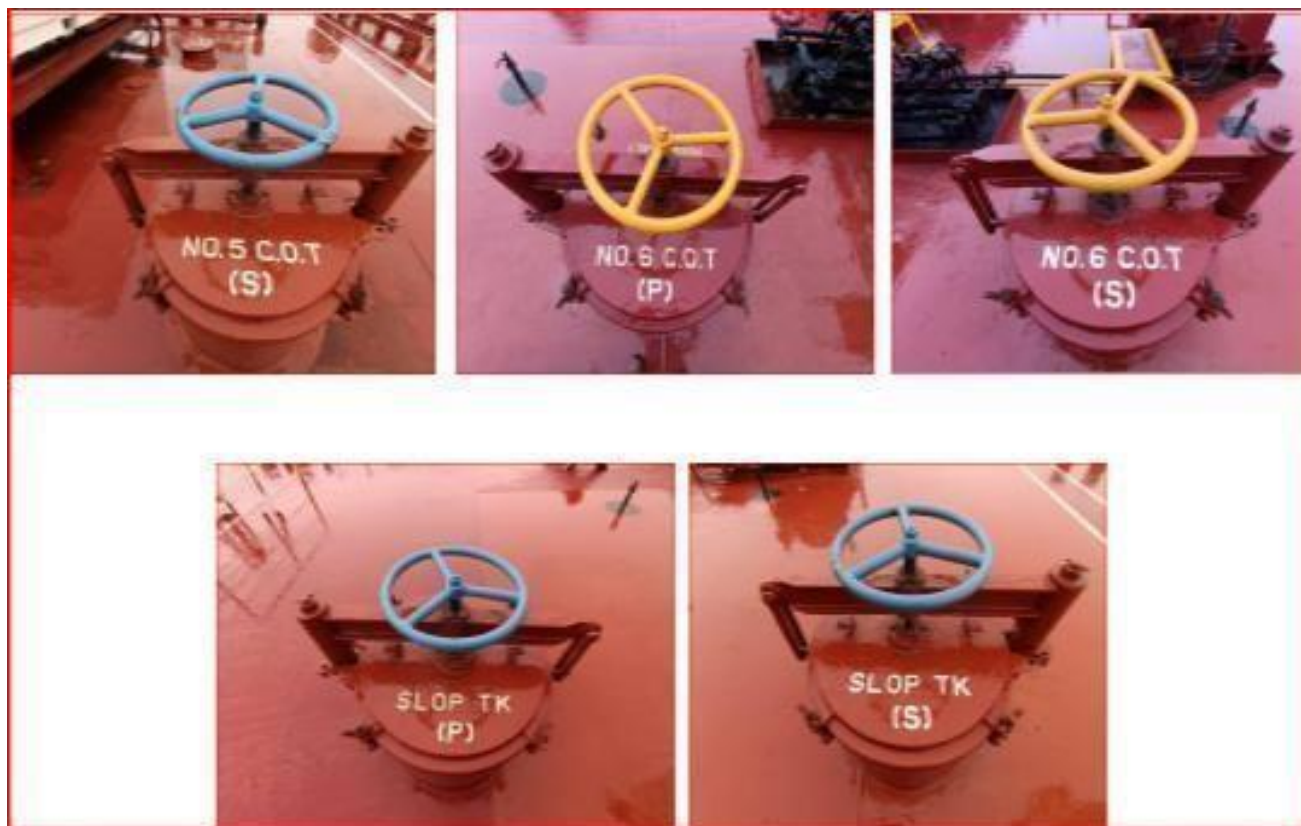
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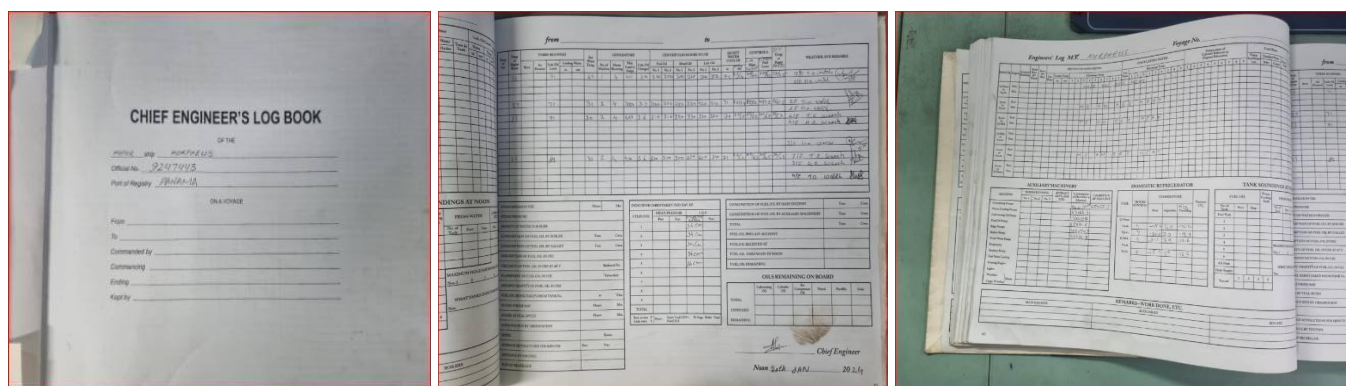


View Of Cargo Ta



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View Of Engine Log



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OVERALL CONDITION OF THE VESSEL

Delivered in 2003, overall condition was satisfactory.

BUNKER REMAINING ONBOARD

Fuel Oil Tanks: NO.1 (P), NO.1 (S), NO.2 (P), NO.2 (S), NO.3 (P), NO.3 (S), SETT TK ,
 SERV TK & OVERFLOW

Diesel Oil Tanks

Low Sulfur : DO STOR (P), DO STOR (S) & DO SERV (P)

All Fuel Oil and Diesel Oil tanks were gauged and calculated jointly with vessel's Chief Engineer from 1030 hours to 1200 hours on 20th January 2024.

Draft at the time of bunker survey: Fwd :5.80 m Aft: 8.20 m

Quantities determined/computed basing on calibration table provided by vessel as follow

GRADE: FUEOIL

SOUNDING	G.O.V K/L	DENSITY					
<u>Tank No.</u>	<u>(M)</u>	<u>AT TEMP</u>	<u>@ 15 °C</u>	<u>Temp. °C</u>	<u>VCF</u>	<u>WCF</u>	<u>MT</u>
1P	0.040	0.718	0.9479	40.0	0.9819	0.9468	0.667
1S	0.630	9.714	0.9479	31.0	0.9884	0.9468	9.091
2P	7.600	342.678	0.9479	40.0	0.9819	0.9468	318.575
2S	9.900	618.960	0.9479	38.0	0.9833	0.9468	576.245
3P	0.000	2.380	0.9479	38.0	0.9833	0.9468	2.216
3S	0.000	2.742	0.9479	38.0	0.9833	0.9468	2.553
SETT TK	3.020	32.569	0.9479	63.0	0.9651	0.9468	29.760
SERV TK	4.240	42.457	0.9479	63.0	0.9651	0.9468	38.795
OVERFLOW	0.660	10.762	0.9479	33.0	0.9870	0.9468	10.057

TOTAL 987.959

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GRADE : DIESEL OIL

(Low Sulfur)

Sounding G.O.V K/L DENSITY

<u>Tank No.</u>	<u>(CM)</u>	<u>AT TEMP</u>		<u>Temp. °C</u>	<u>VCF</u>	<u>WCF</u>	
		<u>@ 15 °C</u>					
DO STOR (P)	2.440	73.121	0.8748	33.0	0.9855	0.8737	62.959
DO STOR (S)	2.320	113.868	0.8748	33.0	0.9855	0.8737	98.044
DO SERV (P)	0.640	7.695	0.8748	36.0	0.9831	0.8737	6.610

TOTAL: 167.613



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Marine Fuel Oil : Marine Diesel Oil Low Sulfur

VESSEL'S TIMELOG

Surveyor On Board: 1010 Hours @ 20.01.2024
Commenced Bunker Survey: 1030 Hours @ 20.01.2024 (Fuel Oil & Diesel Oil)
Completed Bunker Survey: 1200 Hours / 1315 Hours @ 20.01.2024 (Fuel Oil & Diesel Oil)
Commenced Condition Survey: 1030 Hours @ 20.01.2024 Completed Condition Survey : 1300 Hours @ 20.01.2024

ATTACHMENTS:

1. Certificate of Delivery / ON-HIRE
2. Photographs taken during our attendance.
3. Ship's particulars.

The foregoing represents our findings at the place and date of our attendance only. This intervention has been carried out to the best of our knowledge and ability and this report does not relieve the contracting parties from their contractual obligations.

Thank you

Regards,

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A blue ink signature of Nur Atiqah Anuar is written over a circular stamp that contains the MYTRA GLOBAL SDN BHD logo.

NUR ATIQA ANUAR
Chief Executive Off



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