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Survey Report

OUR REF: ARB 241/10/18

BOWMAN GILFILLAN

(Ref: Mark van Velden)

VALUATION OF VESSEL UNDER ARREST AT WALVIS BAY, NAMIBIA

VESSEL : "EMRE-T"
FLAG / PORT OF REGISTRY : TURKISH / ISTANBUL
GROSS / NETT TONNAGE : 2 980 / 1 458
OFFICIAL / IMO NO. : TU 669 / 9286475
TYPE OF VESSEL : OIL / CHEMICAL TANKER
BUILT : 2004
OWNERS : CEMIL TOPUZLU, TURKEY
CLASSIFICATION SOCIETY : TURK LOYDU
SURVEY : VALUATION SURVEY
DATE / PLACE OF SURVEY : 08 OCTOBER 2018 AT
No. 1 ANCHORAGE, WALVIS BAY
HARBOUR, NAMIBIA



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1. INTRODUCTION

- 1.1 In accordance with instructions received from Mark van Velden of **BOWMAN GILFILAN** on 05 October 2018, we attended aboard the "EMRE-T" as she lay afloat at No.1 Anchorage, Walvis Bay, Namibia, under arrest, on 08 October 2018 in order to formulate a valuation of the vessel.

WE NOW REPORT AS FOLLOWS:

2. PARTICULARS OF VESSEL

Vessels' name	"Emre-T"
Port of Registry	Istanbul
Flag	Turkish
Type of Vessel	Oil / chemical tanker
Official number / Call sign	TU 669 / TCCL9
Year of build	2001
Built by	Tuzla Istanbul
Owners	Cemil Topuzlu
Gross / Net tonnage	2980 / 1458
Length	97.73m
Breadth	15.00m
Depth	7.00m
Number of Decks	3
Main Engine	Industrie Diesel, 6 cylinder.
Last government survey	Information not available
Type of survey	Valuation
Date of Survey	8 th October 2018
Place of Survey	Walvis Bay, anchorage No. 1



3. CERTIFICATES

- 3.1 There were no Certificates on board at the time of survey; the certificates are being held at a legal firm named D. F. Malherbe & Associates as the vessel is under arrest and in the possession of the Sheriff.
- 3.2 The vessel is under the Class 'Turk Loydu' with register number 898. As the certificates (both Class and Statutory) were not on board nor available for review, it cannot be determined what Certificates are valid.

4. GENERAL DESCRIPTION

- 4.1 The vessels construction is that of a typical Oil / Chemical Tanker; the superstructure is located aft of the vessel with the forward deck consisting of the piping associated with the 8 (eight) cargo tanks and 1 (one) crane with a SWL of 2t at 12m. Located on the forecastle is the 2 mooring winches and the mast.
- 4.2 The superstructure consists of the bridge with a 360° view, accommodation, galley, mess for officers, mess for crew, launderette and ablution facilities.
- 4.3 Aft of the superstructure is the Poop Deck, which houses a free-fall life boat, rescue boat and two life rafts. The main deck aft also houses two mooring winches and the entrance to the CO² room and the battery room.
- 4.4 An image of the General Arrangement is not available as the crew on board did not know where the drawings were.

5. WHEELHOUSE

- 5.1 The wheelhouse is fitted with the following items:

2 x JRC marine VHF
JRC Radar
JRC Echo Sounder
Samyung BNWAS
Navitron autopilot
JRC GPS
JRC radar
JRC Navtex receiver



Monkey Island mast light panel
2 x JRC printers
Rudder indicator
Chronometer

- 5.2 None of the navigational equipment could be tested during the survey.
- 5.3 The last Deck Log book entry was made on 26th June 2018. The last Notice to Mariners could not be determined.
- 5.4 What could be gathered in regard to communicational equipment was that a cellphone is used to communicate.

6. SAFETY GEAR

- 6.1 The following safety equipment was found on board during the survey:

Free-fall life boat capable of accommodating 19 persons.
Fast rescue boat fitted with a 25hp outboard motor.
2 x life rafts.
Several breathing apparatus kits located throughout the vessel.
Life jackets are available in cabins.
2 x SART in bridge
EPIRB on Monkey Island
Fire extinguishers on vessel according to fire control plan.
Fixed fire-fighting system on board vessel.

- 6.2 All the safety equipment mentioned above have expired.

7. GALLEY

- 7.1 The galley is fitted with the following items:

Fridge
Kettle
4 plate electric stove & oven
Fire blanket
Electrical control panel for galley appliances

- 7.2 As there are only 2 crew on board, the vessels stores / supplies are limited to the basics, i.e. beans, milk, bread, coffee, fruit and vegetables and some meat.



8. ACCOMMODATION

- 8.1** The accommodation spaces are empty and some of them are used as storage spaces.
- 8.2** There are 13 cabins for a fully manned vessel, some with double bunks and some with single bunks (Officers).
- 8.3** The ablution facility and launderette are located on the 2nd Deck.

9. ENGINE ROOM

- 9.1** The engine room is fitted with the following items:

Industrie Diesel, 6 cylinder main engine (type unknown)
Cummings 6 cylinder auxiliary engine (type unknown)
MAN 6 cylinder auxiliary engine (type unknown)
Boiler
PTO from propeller shaft
Fresh Water hydrophore
4 x electric motors for cargo pumps
4 x air compressors
2 x air cylinders
Oily water separator
Electrical switchboard (Cummings engine was providing power at the time)
Spare parts for auxiliary engine were found.
2 bilge pumps

- 9.2** Due to the limited lighting and no English proficiency from the crew, the above mentioned components are all that could be seen.
- 9.3** There are no Engine Log Books available and therefore determining the running hours for the main and auxiliary engines was not possible.



10. VESSEL CONDITION

- 10.1** Upon arrival and subsequent to circling the vessel to assess the hull condition, it was quickly concluded that based on the amount of sea growth on the hull, the vessel has not been dry docked in a while.
- 10.2** As the undersigned climbed on board, it was noticed that the vessel was a "dead ship" as there was no lighting. The Engineer on board was requested by the Officer to start the Cummings auxiliary engine to provide lighting for the survey. Once the auxiliary engine was started, a bridge alarm system was triggered to which the Officer switched off.
- 10.3** Other than the amount of sea growth located at the waterline, the hulls' condition did not appear satisfactory as there was a significant amount of wastage. The deck plating, railings, hatch covers, piping (main lines, fire-fighting, water lines, etc.) were in a poor condition as they have lost their structural integrity and will have to be replaced should the vessel be brought back into service.
- 10.4** The superstructure discontinuities are also rusted to a point that repairs will have to be carried out; the extent of wastage cannot be determined until grit-blasting has been done, but based on the wastage seen, it is suspected that wastage of the vessel's steel, is in the vicinity of 60-70%.
- 10.5** No cargo tanks were entered for inspection as there are no safety procedures in place, valid safety equipment nor valid medical equipment.
- 10.6** The vessel does not have a good overall impression and the potential buyer will have to invest a significant amount of money to get the vessel back to a working condition again.