

# CONDITION REPORT

## STAATSOLIE V

30 JULY 2026



## Vessel Description

|                                     |                                                                                               |
|-------------------------------------|-----------------------------------------------------------------------------------------------|
| Vessel name                         | STAATSOLIE V                                                                                  |
| IMO number                          | 8802741                                                                                       |
| Vessel type                         | Tanker (river bunker/cargo tanker)                                                            |
| Flag / Port of registry             | Suriname / Paramaribo                                                                         |
| Builder                             | Surinaamse Dok- en Scheepsbouw Maatschappij N.V.<br>(SDSM)                                    |
| Year built                          | 1988                                                                                          |
| Classification society              | Bureau Veritas                                                                                |
| Class notation                      | I 3/3 (E) – Tanker / Flam – Type V – Flash point > 60°C                                       |
| Gross tonnage                       | 1,011                                                                                         |
| Deadweight                          | 1,500 t                                                                                       |
| Length overall (LOA)                | 62.00 m                                                                                       |
| Length between perpendiculars (LPP) | 59.17 m                                                                                       |
| Breadth                             | 12.5 m                                                                                        |
| Depth                               | 4 m                                                                                           |
| Draught                             | 4 m                                                                                           |
| Hull material / configuration       | Steel, single hull                                                                            |
| Main engines                        | 2 × Detroit Diesel MTU S60 6062HK37, re-engined 2003, 746 kW total                            |
| Auxiliary engines                   | 2 × diesel, 107 kW / 145 HP each                                                              |
| Generators                          | 2 × 69 kVA (55 kW), 220V, 60Hz                                                                |
| Current operational status          | Limited/occasional use (deliveries and on-board blending); superseded by newer barge in fleet |

## History & Modifications

Staatsolie V was built in 1988 by Surinaamse Dok- en Scheepsbouw Maatschappij N.V. (SDSM) in Paramaribo. Based on available registration and classification records (Bureau Veritas Register Nr. 37T898), the vessel has been owned and operated by Staatsolie Maatschappij Suriname N.V. since build; no record of a change in ownership was identified during document review. The vessel's original main engines were replaced in 2003 with the current two Detroit Diesel MTU S60 6062HK37 units (746 kW total), as confirmed by Bureau Veritas's machinery record (build date of propelling machinery: 01 January 2003). No other major hull conversions are recorded in the classification file. Classification records show both port and starboard tail shafts were surveyed 'Complete' in February 2019 and 'Modified' in April 2023 – indicating tail shaft-related repair or renewal work was carried out around the April 2023 drydocking, alongside the special/class renewal survey, a bottom survey in dry dock, and the machinery renewal survey. This is consistent with the Preliminary Docking Report (April 2023) held on file. An intermediate survey due in 2020 was formally postponed by Bureau Veritas on account of COVID-19-related travel restrictions (class memorandum dated 11 December 2020, postponement to 28 February 2021) – a documented administrative deferral, not a technical deficiency. The vessel's classification file shows no outstanding Conditions of Class or Statutory Recommendations, and no incidents, casualties, or class-flagged deficiencies were identified during document review. Staatsolie has indicated the vessel is currently used only intermittently (deliveries and occasional on-board blending), having been substantially superseded in daily operations by a newer barge in the fleet.

## Condition as per 30 July 2026

### Exterior Hull

The exterior hull was found in generally good condition at the time of inspection, insofar as could be assessed above the waterline while the vessel remained afloat. The bow and stern sections exhibited only minor, non-structural denting, with no evidence of collision damage or associated structural deformation. Shell plating, weld seams, and previously fitted repair plates were assessed as being in good condition, with no visible cracking, active deformation, or significant external corrosion observed across the accessible above-waterline areas. Some marine fouling was also noted on the exterior hull at the time of inspection, consistent with normal operational wear rather than a structural concern.



*Exterior hull, port side: corrosion, defect detail deformation*

## Cargo Tanks & Systems

The vessel's cargo tanks are certified for carriage of petroleum products with a flashpoint above 60°C. Internal access to the cargo tanks was not possible during the inspection, as the tanks had not been gas free; consequently, the assessment of internal tank condition is based on visual observation through available access points (manholes) rather than full internal entry, and the internal coating condition could not be independently verified. This is noted as a limitation of the inspection. Within the limits of this access, no corrosion or leakage was observed at the cargo tanks, and manhole sealing was assessed as reasonable, meaning generally adequate but showing signs of wear. Tank ventilation arrangements were assessed as good. The cargo piping system — including loading and discharge lines, bunker manifolds, valves, flexible hoses, sampling systems, and drip trays — was assessed as being in good condition throughout, with no leaks or deficiencies observed. The cargo pumps were found to be in good operating condition, with no leakage observed. No functional pump test (measured versus design capacity) was carried out during the inspection.



*General overview piping and valve system on deck*



*Overview Pumproom*

## Void Spaces & Internal Structure

Internally, the forepeak was found to be in very good condition. The cofferdams, fuel tanks, product (cargo) tanks, engine room, and pump room were all assessed as being in good structural condition, with internal weld seams similarly rated good. Deck penetrations (pipe and cable transits) were rated reasonable, warranting routine monitoring but not indicating an immediate structural concern.



*Forepeak – structural condition good.*



Storage room

## Machinery Spaces

The main engines comprise two Detroit Diesel MTU S60 units (6062HK37, 4-stroke, 6-cylinder, 2,100 rpm), re-engined in 2003, with a combined output of approximately 746 kW (1,014 hp). Engine foundations and mountings were assessed as being in good condition, consistent with the overall condition of the engine room, which was found to be in good order. Electrical power is provided by two diesel generators of 69 kVA (55 kW) each, 220V/60Hz, which were found to be in good condition. The main switchboard was assessed as reasonable, indicating some wear but no significant deficiency. Batteries, battery chargers, cabling, lighting, and the alarm system were all assessed as being in good condition, with no fuel or oil leakage observed and generator foundations in good condition. No load test or insulation resistance measurement was performed on the generators during this inspection. The fire water pump was found to be in good condition. The potable water system, including the associated booster pump, was assessed as being in good condition.



*Overview Engine room with main engines and generators*

## Safety Equipment

Lifebuoys were assessed as reasonable, showing wear but functional. Two life rafts were found on board but were expired at the time of inspection. Fire extinguishers, fire hoses, the fire water pump, and the fixed fire-extinguishing system were all found to be in good condition. The emergency stop arrangement on deck was found to be defective at the time of inspection and requires repair. Drip trays were in good condition.



*Firewater pump*



*Fire hose*



## Accommodation & Deck Equipment

The wheelhouse was assessed as reasonable, showing wear consistent with the vessel's age and service. Accommodation spaces were found to be in good condition, with air conditioning, ventilation, the potable water system, fire doors, and escape routes all assessed as good. The galley and sanitary facilities were assessed as reasonable, showing wear but functional. Deck equipment was generally found to be in good condition, including deck cranes, winches, capstans, the gangway, railings, and deck lighting. Bollards and mooring lines were assessed as reasonable, showing wear consistent with normal operational use. No deficiencies were identified in the accommodation or deck equipment during this inspection.



*General overview deck*



*Piping & (Hose) lifting equipment*





*General overview Wheelhouse*





*Overview Galley and Mesroom*



## Summary of Conditions

|                                       |                |
|---------------------------------------|----------------|
| 1. HULL                               | SATISFACTORILY |
| 2. PROPULSION                         | SATISFACTORILY |
| 3. ENGINE ROOM AUXILLIARIES           | SATISFACTORILY |
| 4. SUPERSTRUCTURE AND ACCOMODATION    | GOOD           |
| 5. OUTFIT                             | SATISFACTORILY |
| 6. NAVIGATION OUTFIT                  | SATISFACTORILY |
| 7. SAFETY AND FIRE FIGHTING EQUIPMENT | SATISFACTORILY |

## Definitions

- Good : In good operation condition, no defects
- Satisfactorily : Condition average, wear and tear can be seen, have no effect on strength or performance
- Fair : May require overhaul or extensive repair
- Poor : Is worn, deteriorated and requires extensive and major repairs or overhaul immediately