

	API 570 Inspection on a 6" pipeline	
Project Name: Fuel line inspection (Berths 1 and 2)	Client Name.: Guyana Shore Base Inc. (GYSBI)	Equipment/Tag#: Fuel line – Berths 1 and 2
		Report N-r. : APGY/2026/API-04

API 570 Inspection on a 6" piping Fuel line (Berths 1 and 2)

DATE OF INSPECTION : 04 August 2026
LOCATION : Guyana Shore Base (Gysbi)
EQUIPMENT : Fuel line (Berths 1 and 2)
JOB NO : 5831



Report by:	Reviewed by:	Reviewed by:
Name: Pawel Kudas Position: API 570 Date: 05/08/2026	Name: Position: Date:	Name: Date:
Signature:  	Signature:	Signature:

	API 570 Inspection on a 6" pipeline	
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1. Scope of Work

Apave Guyana Inc. was requested to perform API 570 inspection on 6" piping under the Wharf, at Berths 1 and 2

The scope was to perform full visual inspection of the piping including Coating Inspection, UT thickness and Eddy Current on the welds.

2. Summary

Visual inspection, UT thickness measurement, and Eddy current inspection was performed on 6" fuel line at Berths 1 and 2, underneath the Wharf. The manifolds at Berths 1 and 2, located at the topside, were inspected and reported under inspection report no: APGY/2026/API-03. Inspection was carried out from the boat.

Isolated coating anomalies were detected on the entire line.

UT thickness survey detected minor localized areas of internal corrosion spots at multiple locations of the piping. See detailed UT thickness report.

There is an evident change in the thickness of the piping, from Sch40 – nominal 7.11mm, up to Sch 80 – 10.97mm. The Schedule is changed on the line, at Berth 1 only, from point 211, until point 251.

Heavy corrosion scale noted at the elbow, at point location point 295, directly underneath manifold at Berth 2, see photos 21-22. External metal loss evident.

Further evaluation and FM of the area required.

Isolation valves, located underneath the wharf, exhibit external corrosion to the bodies and fasteners, with scale and minor metal loss evident at the nuts.

External corrosion to the fasteners, at the pipe supports, noted on all, steel to concrete mountings, see photos 1, 2 and 6. Replacement of the fasteners required.

Minimum wall thickness was recorded at 5.2mm, at elbow, at point 318. Nominal thickness of the line – 7.11mm and required minimum thickness of the line was calculated at 2.8mm.

Eddy current inspection of the welds did not reveal any surface nor subsurface flaws.

Remaining Life calculation was performed, using 5.2mm, however the exact wall thickness of the elbow, at point 295 is not known, due to heavy external scale, and further evaluation is required. Coating repair and the remaining wall thickness testing required afterwards to calculate actual Remaining Life of the line.

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3. API Checklist

Section 1 – Piping Information	
Piping Line Number: N/A	Plant ID Number: N/A
Person to Contact: Kevin Black	Address: Plantation "A", Houston District Georgetown.
Piping Description: Fuel line (Wharf, Berths 3 and 4)	
Pressure/Vacuum Rating: 60psi	Location: Guyana Shore Base
Manufacturer: N/A	P&ID Number: N/A
Serial Number: N/A	Originated by: N/A
Ancillary Equipment: N/A	
Regulatory Requirements ☒ Survey ☒ API 570 External ☐ API 570 Internal ☐ Hydrostatic Test	

Section 2 – Safety Information
Special Safety Precautions: Wear proper PPE as per Gysbi requirements
Chemicals Handled: N/A

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Section 3 - PIPING INSPECTION CHECKLIST

System ID: N/A

Piping: Fuel line (Wharf 1 and 2)

Inspector Name: Pawel Kudasza

Date: 04.08.2026

Section 3.1 - Support and Foundation Inspection

Description	Condition – Check All That Apply				
Foundation	☒ Acceptable	☐ Cracking	☐ Spalling	☐ Settling	☐ N/A
Fireproofing	☐ Acceptable	☐ Cracking	☐ Spalling	☐ Pitting	☒ N/A
Brackets	☒ Acceptable	☐ Failing	☒ Corroded	☐ Loose	☐ N/A
Hangers	☐ Acceptable	☐ Failing	☐ Corroded	☐ Loose	☒ N/A
Anchors	☒ Acceptable	☐ Failing	☒ Corroded	☐ Loose	☐ N/A
Beams	☒ Acceptable	☐ Failing	☒ Corroded	☒ Distorted	☐ N/A
Dead Leg Support	☐ Acceptable	☐ Failing	☐ Corroded	☐ Distorted	☒ N/A
Clamps	☐ Acceptable	☐ Failing	☐ Corroded	☐ Worn	☒ N/A
Guides	☒ Acceptable	☐ Failing	☐ Corroded	☐ Worn	☐ N/A
Shoes	☒ Acceptable	☐ Failing	☐ Corroded	☐ Worn	☐ N/A
Hanger Adjustment	☐ Acceptable	☐ Requires Adjustment			☒ N/A
Shoes/Guides	☒ Acceptable	☐ Requires Repair/Replacement			☐ N/A

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Summary and Recommendations

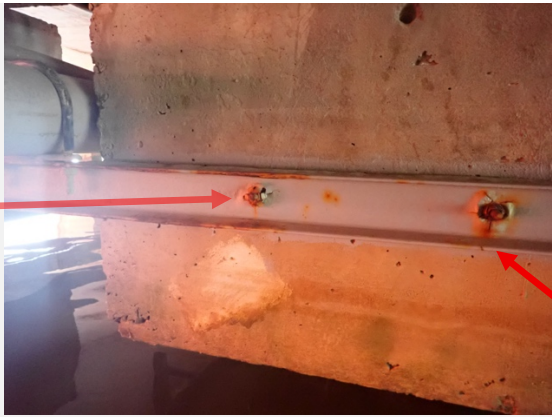
Minor coating breakdowns and surface corrosion noted at most of the steel bracing of the supports. Fabric maintenance at the next scheduled FM campaign is recommended.

External corrosion to the fasteners, noted on all, steel to concrete mountings, see photos 1, 2 and 6. Replacement of the fasteners required.

Heavy corrosion and heavy scale noted on the support PS74, entire support structure affected, see photos 7 and 8. No shim installed between pipe and the support. Fabric Maintenance urgently required.

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Photos

	
Photo: 1 Comment: Typical view of the supports, underneath the wharf	Photo: 2 Comment: Corrosion to the fasteners, typical to all supports
	
Photo: 3 Comment: Pipe support PS 55. Damaged shim evident. Surface corrosion noted on the U-beam.	Photo: 4 Comment: Pipe support PS 62. Surface corrosion noted on the U-beam.
	
Photo: 5 Comment: Pipe support PS63. Surface corrosion noted on the entire support structure.	Photo: 6 Comment: Pipe support PS64 - Corrosion to the fasteners, typical to all supports

	API 570 Inspection on a 6" pipeline	
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Photos

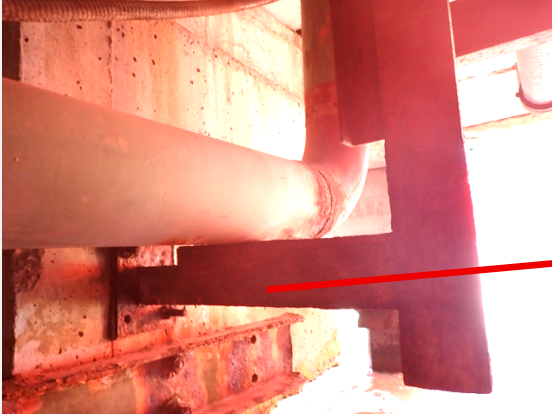


Photo: 7
Comment: Heavily corroded support, PS74 with scale present on the entire support structure. No shim installed. Located just below the penetration to the manifold area, at Berth 2.



Photo: 8
Comment: Heavily corroded support, PS74 with scale present on the entire support structure. Located just below the penetration to the manifold area, at Berth 2.

Photo:
Comment: Intentionally left blank

Photo:
Comment: Intentionally left blank

Photo:
Comment: Intentionally left blank

Photo:
Comment: Intentionally left blank

	API 570 Inspection on a 6" pipeline	
Project Name: Fuel line inspection (Berths 1 and 2)	Client Name.: Guyana Shore Base Inc. (GYSBI)	Equipment/Tag#: Fuel line – Berths 1 and 2
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Section 4 – Piping, Fittings, and Valve Inspection

Description	Condition – Check All That Apply				
Piping	☒ Acceptable	☐ Failing	☒ Corroded (localized in some areas)	☐	☐ N/A
Flanges	☒ Acceptable	☐ Failing	☒ Corroded (localized in some areas)	☐ Leaking	☐ N/A
Elbows	☒ Acceptable	☐ Failing	☒ Corroded (localized in some areas)	☐ Leaking	☐ N/A
Tees	☒ Acceptable	☐ Failing	☐ Corroded (localized in some areas)	☐ Leaking	☐ N/A
Reducers	☐ Acceptable	☐ Failing	☐ Corroded (localized in some areas)	☐ Leaking	☒ N/A
Socket Welds	☒ Acceptable	☐ Failing	☐ Corroded	☐ Leaking	☐ N/A
Butt Welds	☒ Acceptable	☐ Failing	☐ Corroded	☐ Leaking	☐ N/A
Gaskets	☐ Acceptable	☐ Failing	☐ Corroded	☐ Leaking	☒ N/A
Valves	☒ Acceptable	☐ Failing	☒ Corroded	☐ Leaking	☐ N/A
Valve Packing	☒ Acceptable	☐ Failing	☐ Leaking		☐ N/A
Valve Levers	☒ Acceptable	☐ Broken	☐ Missing		☐ N/A
Screw Joints	☐ Acceptable	☐ Failing	☐ Corroded	☐ Leaking	☒ N/A
Gauges	☐ Acceptable	☐ Broken	☐ Not Calibrated		☒ N/A
Misc. Instrumentation	☐ Acceptable	☐ Broken	☐ Not Calibrated		☒ N/A
Sight Glasses	☐ Acceptable	☐ Broken	☐ Leaking		☒ N/A

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Flow Indicators	☐ Acceptable	☐ Broken	☐ Leaking		☒ N/A
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Summary and Recommendations

UT thickness survey detected localized areas of internal corrosion spots at multiple locations of the piping. See detailed UT thickness report.

Minimum wall thickness was recorded at 5.2mm, at elbow, at point 318. Nominal thickness of the line – 7.11mm and required minimum thickness of the line was calculated at 2.8mm.

Eddy current inspection of the welds did not reveal any surface nor subsurface flaws.

Remaining Life calculation was performed, using 5.2mm, however the exact wall thickness of the elbow, at point 295 is not known, due to heavy external scale, and further evaluation is required.

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Section 5 – Coating and Insulation Inspection

Description	Condition – Check All That Apply				
Paint	☐ Acceptable	☒ Acceptable with comments	☐ Unsatisfactory	☐ N/A	
Coating Failure	☒ Acceptable with comments	☒ Failing	☐ Peeling	☒ Blistering	☐ N/A
Color Coded	☐ Yes	☐ No	☐ No	☒ N/A	
Insulation	☐ Acceptable	☐ Failing	☐ Saturated	☐ Missing	☒ N/A
Weather Jacket	☐ Acceptable	☐ Failing	☐ Corroded	☐ Missing	☒ N/A
C.U.I.	☐ None	☐ Slight	☐ Moderate	☐ Severe	☒ N/A
Coating Under Ins.	☐ Acceptable	☐ Failing	☐ Peeling	☐ Blistering	☒ N/A
Valve & Flange Covers	☐ Acceptable	☐ Failing	☐ Saturated	☐ Missing	☒ N/A
Asbestos Labeled	☐ Yes	☐ No	☐ No	☒ N/A	
Heat Tracing	☐ Yes	☐ No	☐ No	☒ N/A	
Type	☐ Electric	☐ Steam	☐ Steam	☒ N/A	
Condition	☐ Acceptable	☐ Unsatisfactory	☐ Unsatisfactory	☒ N/A	
Steam Trap Condition	☐ Acceptable	☐ Failing	☐ Corroded	☐ Leaking	☒ N/A

250-550 Microns

(Data from previous inspection, report APGY/002/API-02)

Type of Coating:

N/A

Dry Film Thickness:

Type of Insulation:

N/A

Insulation Thickness:

N/A

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Summary and Recommendations

Minor coating damage areas were noted along the entire line. Touch-up is required to prevent further degradation. See photos below for exact locations.

All valves installed on the line, underneath the Berths 1 and 2, suffer from corrosion. All flange fasteners were found corroded, with evidence of some metal loss on the nuts, see photos 4-6, 12-15 and 27-28

One section of the line, located immediately under the manifold skid, at berth 2 area, was found in poor external condition. Multiple scabs scattered around the section with heavy corrosion scale (5-6mm thick) noted around the weld at the Elbow, location point 295, see photos 17-22. External metal loss evident.

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Photos



Photo: 1
Comment: General view of the Fuel line running along the bridge, into the under the wharf – good condition



Photo:2
Comment: General view of the Fuel line running under the wharf – good condition



Photo:3
Comment: Isolated corrosion and minor scale present at 12 o'clock position, at the weld at location 201,202



Photo:4
Comment: Valve, located between points 213 and 214. Corroded body and flange fasteners

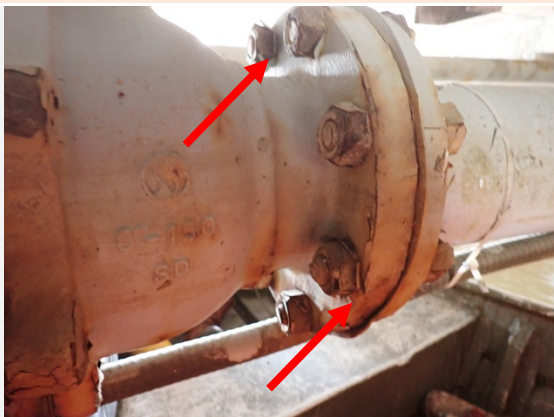


Photo:5
Comment: Valve, located between points 213 and 214. Evident surface corrosion of the body and heavy corrosion of the flange fasteners

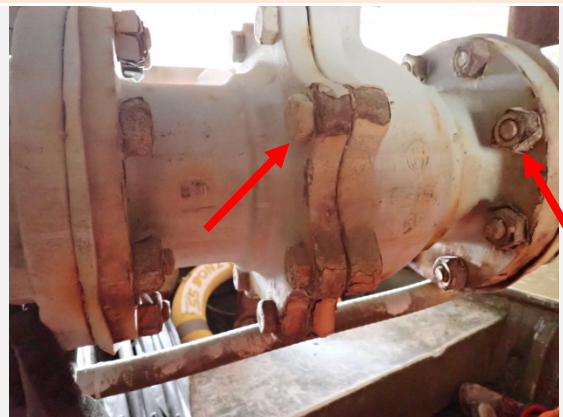


Photo:6
Comment: Valve, located between points 213 and 214. Evident surface corrosion of the body and heavy corrosion of the flange fasteners

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Photos



Photo: 7
Comment: General, good condition of the line, underneath Berth 1. Point 224



Photo: 8
Comment: General, good condition of the line, underneath Berth 1. Point 236



Photo: 9
Comment: Fuel line, penetration to the Manifold at the Berth 1. Point 251

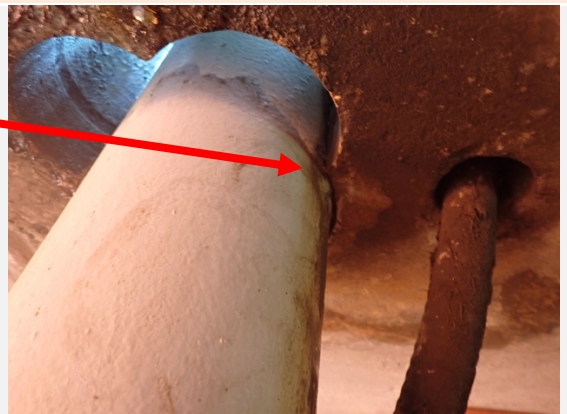


Photo: 10
Comment: Berth 1 penetration. Pipe in contact with concrete wall.



Photo: 11
Comment: Isolated coating damage and surface corrosion noted on the weld, at point 261, 262.



Photo: 12
Comment: Two isolation valves, at point 264, surface corrosion on the bodies and heavy corrosion noted on the fasteners

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Photos



Photo: 13
Comment: Two isolation valves, at point 264, surface corrosion on the bodies and heavy corrosion noted on the fasteners



Photo: 14
Comment: Crevice corrosion and fasteners' corrosion at the blind, installed between two valves.

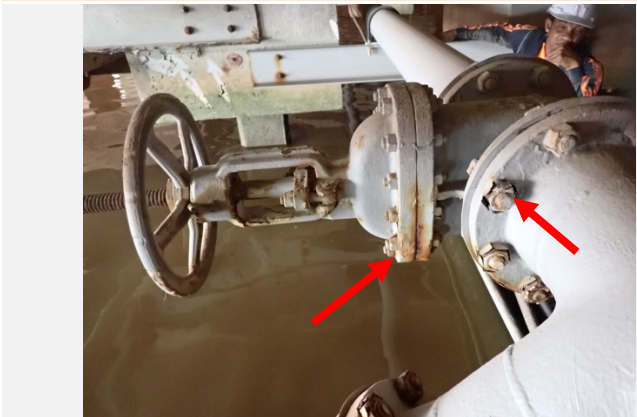


Photo: 15
Comment: Two isolation valves, at point 264, surface corrosion on the bodies and heavy corrosion noted on the fasteners



Photo: 16
Comment: General, good condition of the line, underneath Berth 2. Point 280



Photo: 17
Comment: Heavily corroded section of the line, just below the penetration at the manifold, at Berth 2. Multiple areas with corrosion blisters present, location: between point 292 and 299



Photo: 18
Comment: Heavily corroded section of the line, just below the penetration at the manifold, at Berth 2. Multiple areas with corrosion blisters present, location: point 293.

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Photos



Photo: 19
Comment: Heavily corroded section of the line, just below the penetration at the manifold, at Berth 2. Multiple areas with corrosion blisters present, location: point 293



Photo: 20
Comment: Heavily corroded section of the line, just below the penetration at the manifold, at Berth 2. Multiple areas with corrosion blisters present, location: point 293

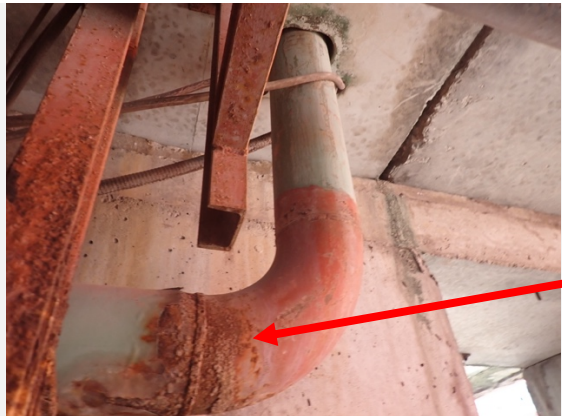


Photo: 21
Comment: Heavily corroded elbow, just below the penetration at the manifold, at Berth 2. Point 295

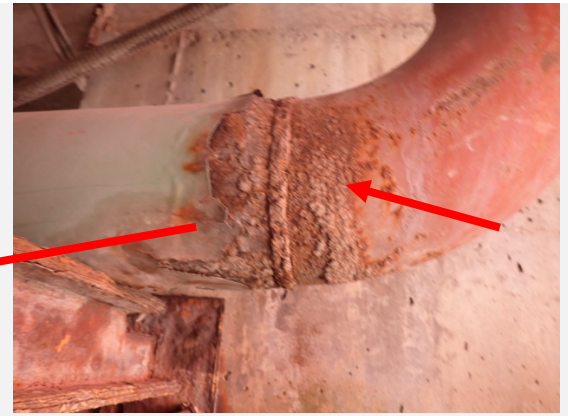


Photo: 22
Comment: Elbow at point 295. Heavy corrosion scale around entire circumference of the feature.



Photo: 23
Comment: Isolated coating damage and surface corrosion noted on the line, at point 310.



Photo: 24
Comment: Direct contact, between the line and the concrete wall, at point 310

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Photos



Photo: 25
Comment: Thick - external, like-concrete, deposits noted at 2 o'clock location, at point 316.



Photo: 26
Comment: isolated coating damage, at point 316

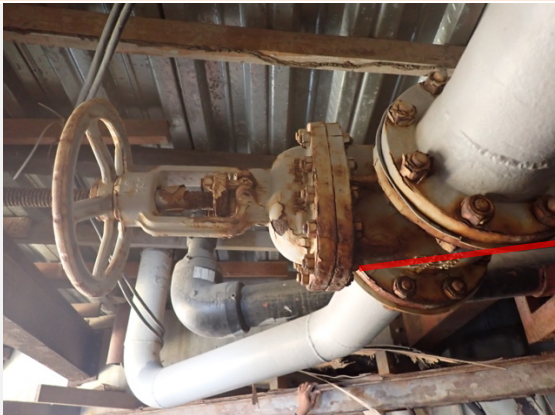


Photo: 27
Comment: Isolation valve, for the manifold at berth 3, heavy corrosion present on the body and fasteners, location points 347 and 348.



Photo: 28
Comment: Isolation valve, for the manifold at berth 3, heavy corrosion present on the body and fasteners, location points 347 and 348.



Photo: 29
Comment: Section of the line, at the penetration to berth 3, good condition

Photo:
Comment: Intentionally left blank

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Section 6 – Associated Electrical / Continuity Inspection

Was an associated electrical / continuity inspection necessary?

☐ Yes

☐ No

☒ N/A

If the electrical continuity inspection was done, please list any comments and inspection findings.

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Was an Internal Inspection performed? ☐ Yes ☒ No

Section 7 – Internal Inspection

Description	Condition – Check All That Apply				
Access	☐ Entry	☐ Flange	☐ Mirror	☐ Borescope	☒ N/A
Internal Corrosion	☐ None	☐ Slight	☐ Moderate	☐ Severe	☒ N/A
Type of Corrosion	☐ Localized	☐ General	☐ Vapor Space / Liquid Level		☒ N/A
Coating or Linings	☐ Yes		☐ No		
Condition	☐ Acceptable	☐ Failing	☐ Peeling	☐ Missing	☒ N/A
Blockage	☐ None	☐ Slight	☐ Moderate	☐ Severe	☒ N/A
Cleanliness	☐ Acceptable		☐ Unsatisfactory		☒ N/A
Welds	☐ Acceptable	☐ Failing	☐ Corroded	☐ Attacked	☒ N/A
Heat Affected Zones	☐ Acceptable	☐ Failing	☐ Corroded	☐ Attacked	☒ N/A

Summary and Recommendations

Please list all internal piping inspection findings, the associated severity, general comments, and any recommendations.

N/A

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Section 8 - Piping Inspection Summary

Please record any additional information below:

Coating repair to the elbow, at point 295 required.
It is suggested to perform follow up UT inspection after the coating repair to estimate wall thickness of the feature.
Perform touch up painting on selected locations

Corrosion Rate & Remaining Life Assessment: ☒ Attached Separately ☒ See Below

Design Pressure: 60 psi

Temperature:

Ambient

Minimum Wall Thickness Based on: ☒ Structural

☐ Pressure

Minimum Required Wall Thickness: 2.8 mm

Minimum Recorded Wall Thickness: 5.2mm

Date: 04.08.2026

Original Wall Thickness: 7.11 mm

Previous Inspection Min. Wall Thickness: 5.70mm

Date: 28.04.2025

The calculated remaining life for this piping is 12 years*.

The next required inspection is in 6 years*.

Note: *The thickness of the elbow, at point 295 cannot be determined due to heavy external corrosion, repair to that area required to determine the actual Remaining Life

Per the standards delineated in API-570, this piping:

- ☐ Is suitable for continued service.
- ☒ Requires further evaluation.
- ☒ Requires minor repairs.
- ☐ Requires major repairs or alterations.

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Follow up action required

☒ Plant Maintenance	Fabric maintenance and inspection
☐ Plant engineering	N/A
☐ Failure analysis	N/A
Person responsible for follow-up	Kevin Black

APAVE Inspector:	Pawel Kudas	Date:	04/08/2026
Qualification:	API-570		

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4. ASME B31.3 Calculation

Straight Pipes (ASME B31.3-2016 para. 304.1)

Client:	Gysbi	Date:	02.03.2024
Project Name (No.):	Outlet Diesel line	Revision:	0
Element Type & Location:	Piping	Calculated by:	Dancho Bozhinovski
Design Conditions			
Design Temperature	T =	100	°C
Design Pressure	P =	0,42	MPa
Material			
A 106 Gr. B / Pipes and Tubes /			
Metals / Nominal Composition			
Carbon Steel / C-Si			
Yield Strength	R _p =	241,3	MPa
Tensile Strength	R _m =	413,6	MPa
Minimum Impact Test Metal Temperature	min. Temp =	Curve B	°C
Basic Allowable Stress at Metal Temperature	S =	137,8	MPa
Component Geometry			
Outside Diameter	D =	168,3	mm
Nominal / Measured Thickness	t _{nom} =	7,11	mm
Basic Quality Factor	E =	0,8	[-]
Values of Coefficient Y (valid for t < D/6 from Table 304.1.1)	Y =	0,4	[-]
Weld Joint Strength Reduction Factor	W =	1	[-]
Condition (P/SE ≤ 0,385)	Valid		
Tolerances			
Corrosion / Erosion Allowance	c =	1,6	mm
Manufacturer's Thickness Tolerance	Mill =	12,5	%
Evaluation of the Results			
Minimum Wall Thickness	T = t _{nom} - Mill =	6,22	mm
Pressure Design Thickness	t = PD / [2(SEW + PY)] =	0,31	mm
Minimum Required Thickness	t _m = t + c =	1,91	mm
Condition (t < D/6)	Valid		
Condition (T ≥ t _m)	Valid		
Maximum Allowable Internal Pressure	P _m =	6,1	MPa

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Bends (Elbows) (ASME B31.3 para. 304.2.1)

Client:	Gysbi	Date:	28.02.2024
Project Name (No.):	Inlet Diesel Line	Revision:	0
Element Type & Location:	Piping	Calculated by:	Dancho Bozhinovski
Design Conditions			
Design Temperature	T =	100	°C
Design Pressure	P =	0,42	MPa
Material			
		A 106 Gr. B / Pipes and Tubes /	
Metals / Nominal Composition		Carbon Steel / C-Si	
Yield Strength	R _p =	241,3	MPa
Tensile Strength	R _m =	413,6	MPa
Minimum Impact Test Metal Temperature	min. Temp =	Curve B	°C
Basic Allowable Stress at Metal Temperature	S =	137,8	MPa
Component Geometry			
Outside Diameter	D =	168,28	mm
Nominal / Measured Thickness (Intrados)	t _{nom,int} =	7,11	mm
Nominal / Measured Thickness (Extrados)	t _{nom,ext} =	7,11	mm
Radius	R ₁ =	228,6	mm
Basic Quality Factor	E =	0,8	[-]
Values of Coefficient Y (valid for t < D/6 from Table 304.1.1)	Y =	0,4	[-]
Weld Joint Strength Reduction Factor	W =	1	[-]
Condition (P/SE ≤ 0,385)	Valid		
Tolerances			
Corrosion / Erosion Allowance	c =	1,6	mm
Manufacturer's Thickness Tolerance	Mill =	12,5	%
Evaluation of the Results			
• INTRADOS	$I_{int} = [4(R_1 / D) - 1] / [4(R_1 / D) - 2] =$	1,29	[-]
Minimum Wall Thickness	$T_{int} = t_{nom,int} - \text{Mill} =$	6,22	mm
Pressure Design Thickness	$t_{int} = PD / [2(SEW/I_{int} + PY)] =$	0,41	mm
Minimum Required Thickness	$t_{m,int} = t_{int} + c =$	2,01	mm
Condition (T _{int} ≥ t _{m,int})	Valid		
• EXTRADOS	$I_{ext} = [4(R_1 / D) + 1] / [4(R_1 / D) + 2] =$	0,86	[-]
Minimum Wall Thickness	$T_{ext} = t_{nom,ext} - \text{Mill} =$	6,22	mm
Pressure Design Thickness	$t_{ext} = PD / [2(SEW/I_{ext} + PY)] =$	0,27	mm
Minimum Required Thickness	$t_{m,ext} = t_{ext} + c =$	1,87	mm
Condition (T _{ext} ≥ t _{m,ext})	Valid		
Maximum Allowable Internal Pressure	P _m =	4,7	MPa

	API 570 Inspection on a 6" pipeline	
Project Name: Fuel line inspection (Berths 1 and 2)	Client Name.: Guyana Shore Base Inc. (GYSBI)	Equipment/Tag#: Fuel line – Berths 1 and 2
		Report N-r. : APGY/2026/API-04

5. API 574 Minimum Structural thickness

Table 5—Minimum Structural Thickness and Minimum Alert Thicknesses for Carbon and Low-alloy Steel Pipe

NPS	Default Minimum Structural Thickness for Temperatures < 400 °F (205 °C) in. (mm)	Minimum Alert Thickness for Temperatures < 400 °F (205 °C) in. (mm)
1/2 to 1	0.07 (1.8)	0.08 (2.0)
1 1/2	0.07 (1.8)	0.09 (2.3)
2	0.07 (1.8)	0.10 (2.5)
3	0.08 (2.0)	0.11 (2.8)
4	0.09 (2.3)	0.12 (3.1)
6 to 18	0.11 (2.8)	0.13 (3.3)
20 to 24	0.12 (3.1)	0.14 (3.6)

	API 570 Inspection on a 6" pipeline	
Project Name: Fuel line inspection (Berths 1 and 2)	Client Name.: Guyana Shore Base Inc. (GYSBI)	Equipment/Tag#: Fuel line – Berths 1 and 2
		Report N-r. : APGY/2026/API-04

6. Remaining life calculation

Corrosion Rate and Remaining Life Calculations

Plant ID	GYSBI
Equipment Number:	N/A
Equipment Name:	Fuel line (Wharf 1 and 2)
Equipment Type:	Piping
Date:	August 4, 2026

Corrosion Rate Determination

The long-term (LT) corrosion rate shall be calculated from the following formula:

$$\text{Corrosion rate (LT)} = \frac{t_{\text{initial}} - t_{\text{actual}}}{\text{time between } t_{\text{initial}} \text{ and } t_{\text{actual}} \text{ (years)}}$$

The short-term (ST) corrosion rate shall be calculated from the following formula:

$$\text{Corrosion rate (ST)} = \frac{t_{\text{previous}} - t_{\text{actual}}}{\text{time between } t_{\text{previous}} \text{ and } t_{\text{actual}} \text{ (years)}}$$

Corrosion Rate (LT)			Corrosion Rate (ST)		
date	t_{initial}	7,11	date	t_{previous}	5,4
date	t_{actual}	5,20	date	t_{actual}	5,2
interval (years)		7,00	interval (years)		1,000
Corrosion rate mm/yr:		0,27	Corrosion rate mm/yr:		0,20

Remaining Life Calculation

The remaining life of the vessel (in years) shall be calculated from the following formula:

$$\text{Remaining life} = \frac{t_{\text{actual}} - t_{\text{required}}}{\text{corrosion rate (ST)}}$$

Remaining Life		1/2 Remaining Life	
t_{actual}	5,20	Remaining life (years)	12,000
t_{required}	2,80 From API 574, Table 7	Years:	6
corrosion rate	0,200		
Years:	12		

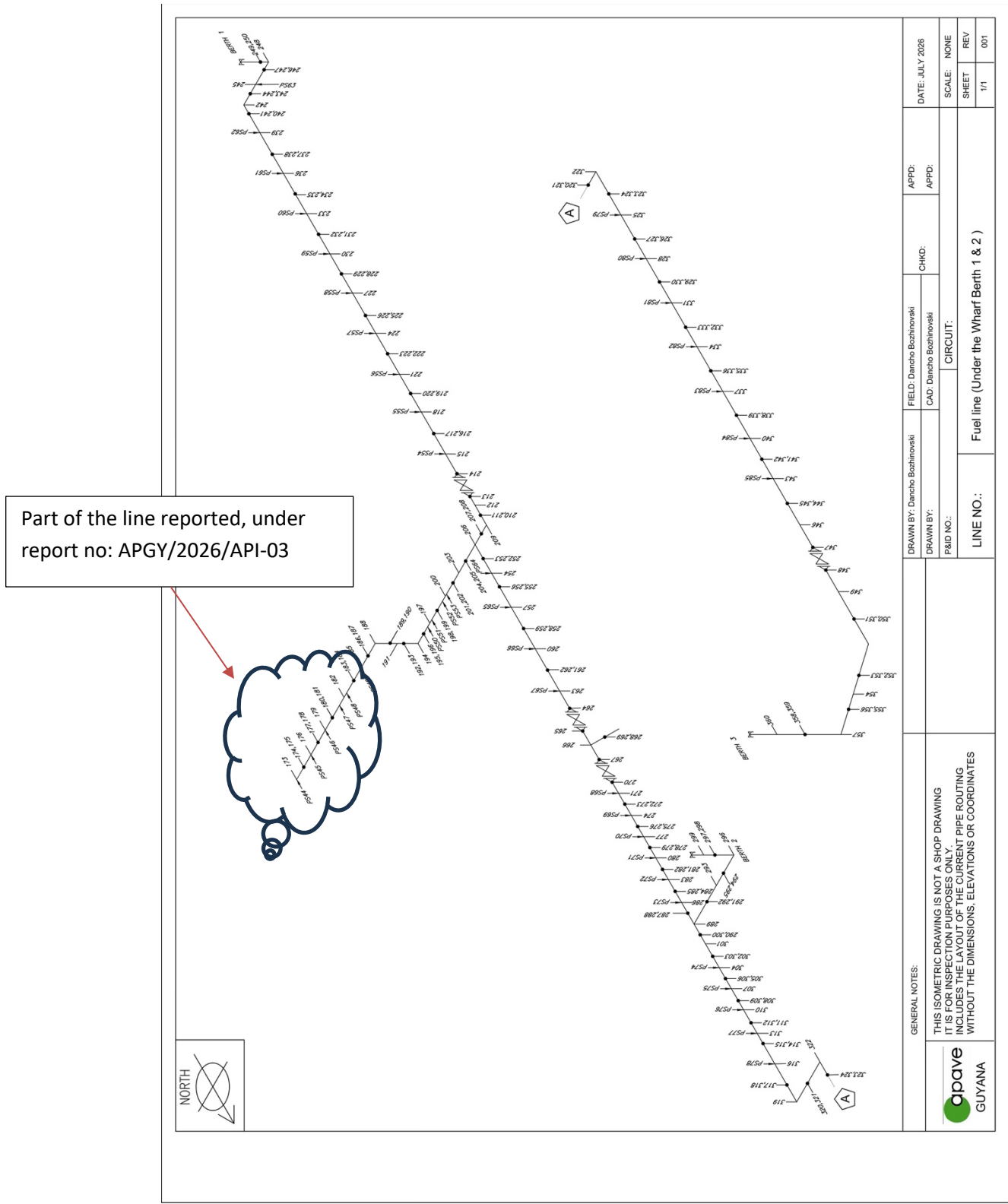
The period between internal or on-stream inspections and thickness measurement inspections shall not exceed one-half the remaining life of the piping or 10 years, whichever is less.

Next inspection due date: August 2, 2032

	API 570 Inspection on a 6" pipeline	
Project Name: Fuel line inspection (Berths 1 and 2)	Client Name.: Guyana Shore Base Inc. (GYSBI)	Equipment/Tag#: Fuel line – Berths 1 and 2
		Report N-r. : APGY/2026/API-04

7. Appendix

7.1 Isometric Drawings



Ultrasonic testing report

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7.2 UT thickness report

PROJECT DATA

Client:	GYSBI	Client's Specification(s)	
Project:	Fuel line under the wharf (Berth 1 & 2)	Procedure number:	T.P.AI.WI.UT.0001 – V1
Location:	Fuel line under the wharf (Berth 1 & 2)	Procedure standard(s):	B31.3
Aims contract number:		Acceptance standard(s):	B31.3
Request Number:		Client specific identifier:	

INSPECTION DATA

DWG/ISO/Line/Item No.	Fuel line under the wharf (Berth 1 & 2)	Parent material:	Carbon Steel
Product form:	Pipe	Filler material:	N/A
Dimension	6"	Surface condition:	Smooth; Painted
Thickness:	7.11mm	Heat treatment:	N/A
Welding joint type:	Buttweld	Surface temperature [°C]:	Ambient
Welding process:	N/A		

EQUIPMENT INFO

Equipment brand:	Olympus	Serial number:	260039904
Model name:	Epoch 6LT	Calibration due date:	27/04/2027

CONSUMABLES

Couplant Type:	Gel	Couplant brand:	Sonagel D1
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SEARCH UNITS AND SETTINGS

Scanning sensitivity:	Brand:	Model:	Serial number:	Probe type:	Wave type:	Crystals number:	Element shape and size	Freq [MHz]	Nominal Angle [°]	Cal. Angle [°]	Range:	Ref. Level [dB]:	Transfer Corr. [dB]:
1 st BWE at 80% FSH	Phoenix	TC	25027	Dual	Longitudinal		10mm	5	90	90	30	47.5	

Notes:

TYPE OF CALIBRATION

Type of calibration	Type of block	Block ID. Or S/N:	Reflector(s) type and size
Distance	20mm- 2mm Step wedge	63263	
Sensitivity			

CABLE TYPE

Cable brand:	Dual lemo
Cable type:	Coax.
Cable length:	1m

EVALUATION AND RECORDING LEVELS

Evaluation level:	Client evaluation	Recording level:	Thickness readings
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RESULTS

Thickness location	THK at 0 O'clock [mm]	THK at 3 O'clock [mm]	THK at 6 O'clock [mm]	THK at 9 O'clock [mm]	Photo/Sketch/ISO reference or remark:
176	6.3	6.4	6.4	6.5	
177	6.4	6.7	6.3	6.3	
178	6.7	6.3	6.4	6.5	
179	6.4	6.3	6.4	6.6	
180	6.6	6.7	6.4	6.3	
181	6.4	6.4	5.9	6.3	
182	6.5	6.4	6.6	6.0	
183	6.4	6.4	6.3	6.3	
184	5.7	6.0	6.0	5.8	
185	6.0	5.7	6.0	5.8	



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186	6.3	6.2	6.4	6.4	
187	7.6	7.3	6.4	7.1	ELB
188	7.7	7.2	6.4	7.2	ELB
189	7.5	7.1	6.5	7.1	ELB
190	6.1	6.3	6.6	6.5	
191	6.3	6.4	6.4	6.8	
192	6.4	6.4	6.3	6.5	
193	7.3	7.0	6.7	8.0	ELB
194	7.1	7.0	7.1	7.6	ELB
195	6.9	6.9	7.0	7.3	ELB
196	7.0	7.1	7.0	7.0	
197	7.6	6.9	6.6	6.7	
198	6.6	6.6	6.5	6.3	
199	6.7	6.7	6.7	6.6	
200	6.8	7.0	7.0	6.9	
201	6.9	6.5	7.0	7.1	
202	6.9	7.4	6.9	6.6	
203	6.7	7.3	7.4	7.0	
204	6.8	7.2	7.6	7.1	
205	7.0	7.6	6.9	7.1	TEE
206	7.5	7.2	N/A	7.5	TEE
207	7.2	7.9	7.3	7.5	TEE
208	7.1	6.2	6.3	6.3	ELB
209	6.4	6.3	6.5	5.8	ELB
210	6.4	6.2	6.7	5.8	ELB
211	9.7	10.4	10.1	10.2	
212	9.7	10.3	9.8	10.0	
213	10.1	10.2	9.4	10.3	
214	10.2	10.8	9.8	10.3	
215	10.3	10.9	10.7	10.0	
216	10.2	9.7	10.9	10.9	
217	10.5	10.5	10.6	10.5	
218	10.6	10.9	10.5	9.8	
219	10.1	9.9	10.5	10.6	
220	10.2	10.3	10.0	10.0	
221	10.5	10.2	10.3	10.8	
222	10.3	10.1	10.5	10.4	
223	10.1	10.3	10.2	10.3	
224	10.6	10.3	10.0	10.3	
225	10.0	10.1	10.2	10.0	
226	10.4	10.3	9.9	10.1	
227	10.4	10.7	10.4	10.6	
228	10.4	10.2	10.0	10.0	
229	9.8	10.0	9.9	10.1	
230	9.8	10.3	10.1	10.0	
231	9.8	9.9	10.1	10.2	



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232	10.2	9.8	10.1	10.3	
233	10.2	10.1	9.6	10.2	
234	10.0	9.7	10.3	10.1	
235	10.5	10.0	10.4	9.7	
236	10.6	10.4	10.5	9.9	
237	9.9	10.1	10.1	10.3	
238	10.3	10.3	10.1	10.0	
239	10.4	10.1	10.8	10.7	
240	10.0	9.9	10.5	10.1	
241	10.4	11.0	10.3	11.2	ELB
242	10.0	10.5	10.2	11.3	ELB
243	10.0	10.3	9.5	10.8	ELB
244	10.2	10.4	10.0	10.7	
245	10.3	10.7	10.4	101.0	
246	10.0	9.9	10.5	9.8	
247	9.6	10.3	10.5	10.7	ELB
248	9.9	10.2	9.9	11.0	ELB
249	9.4	10.0	9.9	10.9	ELB
250	10.0	10.0	10.3	9.4	
251	10.3	11.0	9.9	10.6	
252	6.2	7.0	6.2	6.6	
253	5.8	6.5	6.6	6.8	
254	6.9	7.2	6.5	6.8	
255	6.8	6.6	6.6	6.4	
256	6.8	6.8	6.4	7.2	
257	7.1	6.9	6.7	6.8	
258	7.2	6.8	6.9	7.0	
259	6.7	6.7	7.0	7.0	
260	7.3	7.2	6.7	7.4	
261	6.7	7.1	6.8	7.1	
262	6.9	6.3	6.3	7.3	
263	7.1	7.3	6.6	7.0	
264	7.1	6.3	6.7	7.1	
265	7.2	7.5	8.1	7.4	TEE
266	7.7	7.1	N/A	7.3	TEE
267	7.4	7.3	7.6	8.0	TEE
268	6.2	7.0	6.4	6.8	
269	6.9	6.5	6.8	7.0	
270	7.2	7.3	6.7	6.7	
271	7.5	7.3	6.8	6.6	
272	7.5	7.1	6.3	6.7	
273	7.0	7.0	6.7	6.6	
274	7.2	6.9	6.7	7.1	
275	7.2	7.0	6.3	6.6	
276	7.1	6.9	6.2	6.4	
277	7.2	7.0	6.2	6.8	



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278	7.5	7.3	6.7	6.9	
279	7.0	7.2	6.8	6.3	
280	7.0	7.2	6.9	6.7	
281	7.0	6.5	6.5	6.6	
282	6.9	6.6	6.7	6.9	
283	6.9	6.4	6.9	6.9	
284	6.9	7.1	7.1	7.0	
285	6.8	6.7	7.0	6.7	
286	6.7	6.7	7.0	6.9	
287	6.4	6.3	7.2	7.1	
288	6.9	7.1	7.0	8.3	TEE
289	7.0	7.2	N/A	8.0	TEE
290	7.1	7.6	7.1	8.0	TEE
291	6.8	6.9	6.3	7.1	
292	7.3	6.7	7.4	6.7	
293	7.4	6.9	6.3	7.3	
294	7.6	7.1	N/A	7.0	EXTERNAL CORROSION
295	7.1	7.9	8.5	8.1	ELB
296	6.9	7.9	8.1	7.6	ELB
297	6.3	7.7	7.8	7.6	ELB
298	7.4	7.8	7.2	7.5	
299	7.3	7.3	7.5	7.7	
300	6.9	7.1	6.7	6.2	
301	6.7	6.3	6.8	7.2	
302	6.5	7.4	6.9	6.3	
303	6.9	6.8	6.9	6.7	
304	7.4	7.1	6.9	6.5	
305	7.0	7.4	6.8	6.5	
306	6.3	6.8	6.8	6.7	
307	6.3	7.0	6.7	6.9	
308	7.3	6.9	6.9	7.1	
309	6.9	6.9	6.4	7.2	
310	6.9	7.1	6.7	6.6	
311	6.9	7.1	6.5	6.6	
312	7.7	7.2	6.5	6.5	
313	7.3	7.0	6.7	6.7	
314	6.8	7.0	6.6	7.0	
315	6.5	6.7	7.2	6.8	
316	7.2	6.5	7.1	7.0	
317	7.0	6.3	7.0	7.0	
318	5.7	5.2	6.2	6.1	ELB
319	5.6	6.0	6.0	6.4	ELB
320	5.6	5.8	5.8	6.0	ELB
321	6.4	6.3	6.5	6.8	ELB
322	6.3	6.4	6.8	7.0	ELB
323	6.4	6.3	6.4	6.7	ELB



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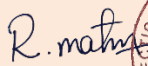
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324	6.9	6.3	7.5	7.4	
325	7.1	6.5	6.6	6.9	
326	7.1	6.4	6.4	6.8	
327	6.9	7.0	6.7	6.7	
328	6.8	7.1	7.0	6.5	
329	6.7	7.1	6.8	6.4	
330	7.0	6.8	7.3	7.1	
331	7.0	7.1	6.3	6.8	
332	7.1	7.0	6.7	6.8	
333	7.0	6.9	6.3	7.0	
334	7.0	7.0	6.9	7.0	
335	7.0	7.1	6.8	6.8	
336	7.0	6.6	6.7	6.7	
337	7.0	7.1	6.9	7.0	
338	6.4	7.3	7.4	6.6	
339	6.6	7.5	6.9	7.0	
340	6.4	7.0	6.9	6.5	
341	6.7	7.1	6.5	6.6	
342	7.1	6.7	7.0	6.8	
343	7.1	6.8	6.9	7.0	
344	7.1	6.8	7.2	7.0	
345	7.4	7.2	6.7	6.5	
346	6.9	7.2	6.5	7.0	
347	7.1	6.8	6.5	6.7	
348	6.7	7.0	6.5	6.8	
349	6.6	7.0	6.6	6.4	
350	6.7	7.0	6.4	6.5	
351	7.6	7.1	7.2	7.5	ELB 45'
352	7.6	7.6	7.6	8.0	ELB 45'
353	6.6	6.9	6.6	6.7	
354	6.3	6.8	6.5	6.8	
355	6.6	6.9	6.8	6.5	
356	6.9	8.6	7.9	8.3	ELB
357	6.4	8.5	7.8	8.0	ELB
358	7.0	7.8	7.8	7.8	ELB
359	7.1	7.1	7.5	7.6	
360	7.2	7.4	7.5	7.6	

Notes:

SIGNATURES

NDT TECHNICIAN		APPROVED BY		ACCEPTED BY	
Name:	Mathavan Rengaraju	Name:	Pawel Kudas	Name:	
Qualification:	SNT-TC-1A	Qualification:	UT PCN, API 570	Qualification:	
Date:	04/08/2026	Date:	04.08.2026	Date:	
Signature:		Signature:		Signature:	

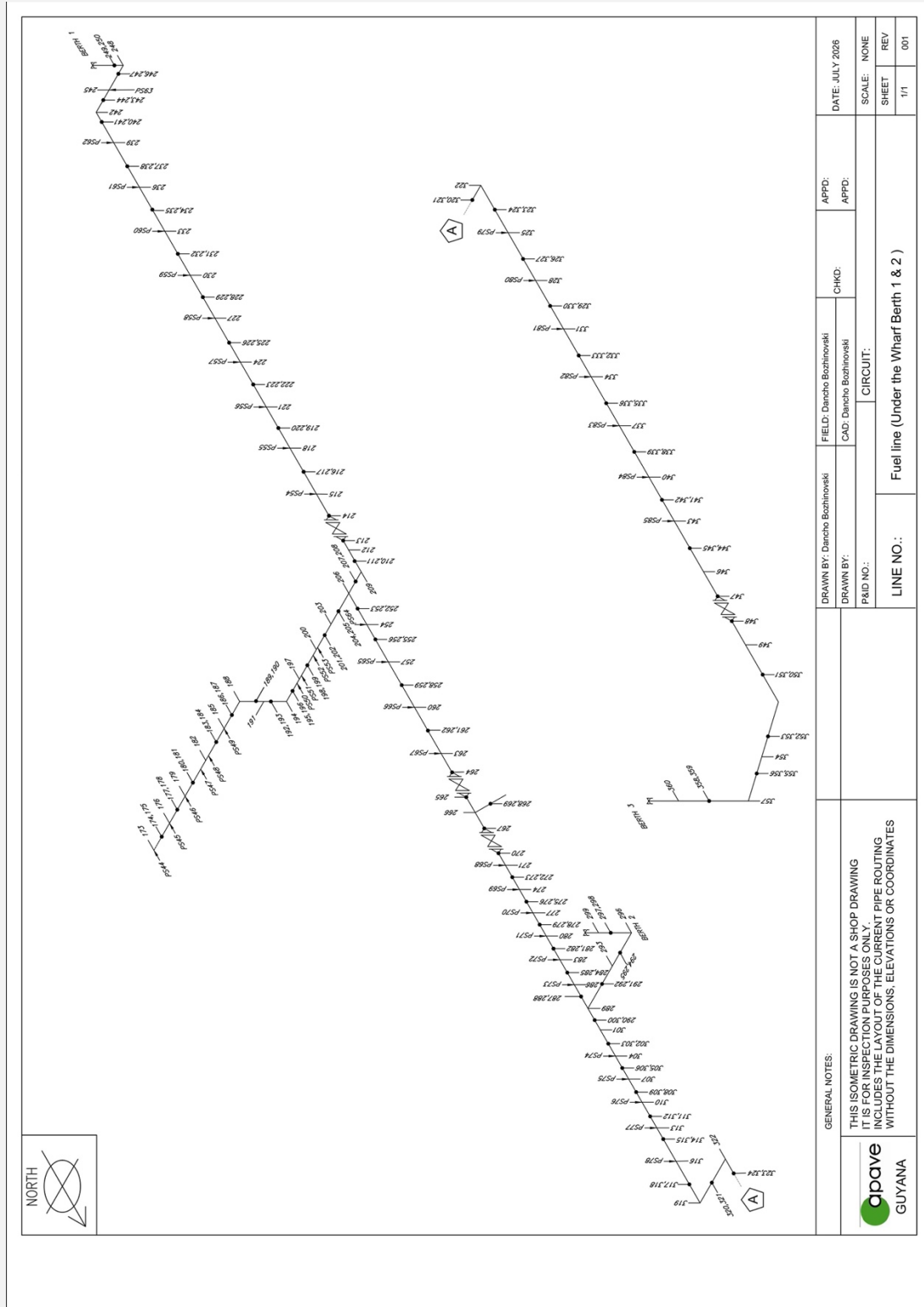


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Drawing / Sketch / ISO



Comment: Isometric Diagram rev.1

Eddy Current testing report

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7.3 Eddy current report

8 PROJECT DATA

Client:	GYSBI	Client's Specification(s)	
Project:	Fuel line under the wharf (Berth 1&2)	Procedure number:	T.P.AI.WI.ET.0004 – V1
Location:	Fuel line under the wharf (Berth 1&2)	Procedure standard(s):	ASME V
Aims contract number:		Acceptance standard(s):	B31.3
Request Number:		Client specific identifier:	

INSPECTION DATA

DWG/ISO/Line/Item No.	Fuel line under the wharf (Berth 1&2)	Parent material:	Carbon Steel
Product form:	Pipe	Filler material:	N/A
Dimension	6"	Surface condition:	Smooth; Painted
Thickness:	7.11mm	Heat treatment:	N/A
Welding joint type:	Buttweld	Surface temperature [°C]:	Ambient
Welding process:	N/A		

EQUIPMENT INFO

Equipment brand:	GE	Serial number:	801HFPQ
Model name:	PHASEC 3	Calibration due date:	19/10/2026

PROBES AND SETTINGS

Probe type:	Brand:	Model:	Serial number:	Mode:	Comment:
SE	GE	632-265-009 60KHZ- 700KHZ	15G008TZ	AB	

Notes:

Probe types: SE – External probe, SI - Internal probe, BE - Encircling probe
Mode: AB – Absolute, DI - Differential or double differential

REFERENCE BLOCKS

Type of block	Reference	Grade	Diameter	Length	Width	Thickness
Block	406163	Fe		100mm	25mm	5mm

Type of block: Tube, Bar, Block, Other (please specify)

REFERENCE DEFECTS

Notch ☒	Longitudinal ☐ Transverse ☒	Length: 25mm	Width: 0.2mm	Depth: 0.5; 1.0; 2.0 mm
Circular notch ☐	External ☐ Internal ☐	Width: N/A	Depth: N/A	
Hole ☐	Diameter: Ø ____ mm	Diameter: Ø ____ mm	Number of generatrix: N/A	Orientation: 90°

CONTROL PARAMETERS

Channel No.	Frequency:	Preamplifier	Main amplifier	Spread Y:	Threshold 1:	Threshold 1:	Phase:	High pass filter [Hz]	Low pass filter [Hz]
1	100 kHz	49 dB	57 dB	0 dB	50 %		213 °	DC Hz	300 Hz

RESULTS

Numbering	Weld ID / Identification	Welding joint type:	Test section:	Length of section:	Sequence No. Used:	Indication type:	Dist. From ref. line:	Dist. from weld ref. line:	Indication length:	Results:	Photo/Sketch/ISO reference or remark:
1	P189-P190	BW	Weld and HAZ			/	/	/	/	Accept	
2	P192-P193	BW	Weld and HAZ			/	/	/	/	Accept	
3	P210-P211	BW	Weld and HAZ			/	/	/	/	Accept	
4	P225-P226	BW	Weld and HAZ			/	/	/	/	Accept	
5	P234-P235	BW	Weld and HAZ			/	/	/	/	Accept	
6	P246-P247	BW	Weld and HAZ			/	/	/	/	Accept	
7	P275-P276	BW	Weld and HAZ			/	/	/	/	Accept	



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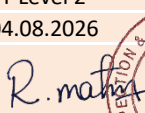
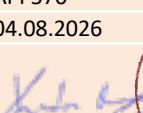
Eddy Current testing report

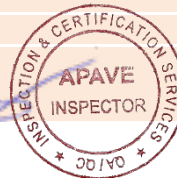
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8	P281-P282	BW	Weld and HAZ			/	/	/	/	Accept	
9	P297-P298	BW	Weld and HAZ			/	/	/	/	Accept	
10	P308-P309	BW	Weld and HAZ			/	/	/	/	Accept	
11	P320-P321	BW	Weld and HAZ			/	/	/	/	Accept	
12	P323-P324	BW	Weld and HAZ			/	/	/	/	Accept	
13	P341-P342	BW	Weld and HAZ			/	/	/	/	Accept	
14	P355-P356	BW	Weld and HAZ			/	/	/	/	Accept	
15	P358-P359	BW	Weld and HAZ			/	/	/	/	Accept	

Notes: Eddy Current was conducted on 20% of welds of the 6" Fuel line under the wharf (Berth 1&2). At the time of inspection all inspected welds are acceptable according to B31.3.

SIGNATURES

NDT TECHNICIAN		APPROVED BY		ACCEPTED BY	
Name:	Mathavan Rengaraju	Name:	Pawel Kudas	Name:	
Qualification:	ET Level 2	Qualification:	API 570	Qualification:	
Date:	04.08.2026	Date:	04.08.2026	Date:	
Signature:		Signature:		Signature:	



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This isometric drawing illustrates the layout of a fuel line system for Berth 1 and Berth 2. The drawing is oriented with North at the top, as indicated by the North arrow symbol in the upper left corner. The system consists of multiple interconnected pipe segments, each labeled with a unique identifier (e.g., 200.200, 201.201, 202.202) and a corresponding pressure rating (e.g., PS58, PS59, PS60). Red arrows indicate the direction of flow throughout the system. Key components include several valves (labeled V1, V2, V3, V4, V5, V6, V7, V8, V9, V10, V11, V12, V13, V14, V15, V16, V17, V18, V19, V20, V21, V22, V23, V24, V25, V26, V27, V28, V29, V30, V31, V32, V33, V34, V35, V36, V37, V38, V39, V40, V41, V42, V43, V44, V45, V46, V47, V48, V49, V50, V51, V52, V53, V54, V55, V56, V57, V58, V59, V60, V61, V62, V63, V64, V65, V66, V67, V68, V69, V70, V71, V72, V73, V74, V75, V76, V77, V78, V79, V80, V81, V82, V83, V84, V85, V86, V87, V88, V89, V90, V91, V92, V93, V94, V95, V96, V97, V98, V99, V100) and a series of pipe fittings (labeled F1, F2, F3, F4, F5, F6, F7, F8, F9, F10, F11, F12, F13, F14, F15, F16, F17, F18, F19, F20, F21, F22, F23, F24, F25, F26, F27, F28, F29, F30, F31, F32, F33, F34, F35, F36, F37, F38, F39, F40, F41, F42, F43, F44, F45, F46, F47, F48, F49, F50, F51, F52, F53, F54, F55, F56, F57, F58, F59, F60, F61, F62, F63, F64, F65, F66, F67, F68, F69, F70, F71, F72, F73, F74, F75, F76, F77, F78, F79, F80, F81, F82, F83, F84, F85, F86, F87, F88, F89, F90, F91, F92, F93, F94, F95, F96, F97, F98, F99, F100). The drawing also shows a series of pipe supports (labeled S1, S2, S3, S4, S5, S6, S7, S8, S9, S10, S11, S12, S13, S14, S15, S16, S17, S18, S19, S20, S21, S22, S23, S24, S25, S26, S27, S28, S29, S30, S31, S32, S33, S34, S35, S36, S37, S38, S39, S40, S41, S42, S43, S44, S45, S46, S47, S48, S49, S50, S51, S52, S53, S54, S55, S56, S57, S58, S59, S60, S61, S62, S63, S64, S65, S66, S67, S68, S69, S70, S71, S72, S73, S74, S75, S76, S77, S78, S79, S80, S81, S82, S83, S84, S85, S86, S87, S88, S89, S90, S91, S92, S93, S94, S95, S96, S97, S98, S99, S100). The drawing is a technical representation of the fuel line layout, showing the spatial arrangement of the pipes, valves, and supports. It is intended for use in the construction and operation of the fuel line system.

DATE	JULY 2026
SCALE	NONE
SHEET	REV
1/1	001
APPD:	APPD:
CHKD:	CHKD:
DRAWN BY: Dancho Bozhinovski	CAD: Dancho Bozhinovski
PAID NO.:	CIRCUIT:
LINE NO.:	Fuel line (Under the Wharf Berth 1 & 2)

GENERAL NOTES:

THIS ISOMETRIC DRAWING IS NOT A SHOP DRAWING
IT IS FOR INSPECTION PURPOSES ONLY.
INCLUDES THE LAYOUT OF THE CURRENT PIPE ROUTING
WITHOUT THE DIMENSIONS, ELEVATIONS OR COORDINATES

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