

	API 570 Inspection on a 6" pipeline	
Project Name: Fuel line inspection (Berths 3 and 4)	Client Name.: Guyana Shore Base Inc. (GYSBI)	Equipment/Tag#: Fuel line – Berths 3 and 4
		Report N-r. : APGY/2026/API-03

API 570 Inspection on a 6" piping **Fuel line (Berths 3 and 4)**

DATE OF INSPECTION : 31 July 2026

LOCATION : Guyana Shore Base (Gysbi)

EQUIPMENT : Fuel line (Berths 3 and 4)

JOB NO : 5831



Report by:	Reviewed by:	Reviewed by:
Name: Pawel Kudas	Name:	Name:
Position: API 570	Position:	Date:
Date: 02/08/2026	Date:	
Signature: 	Signature:	Signature:



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Contents

1. Scope of Work	3
2. Summary	3
3. API Checklist	4
Section 1 – Piping Information	4
Section 2 – Safety Information	4
Section 3 - PIPING INSPECTION CHECKLIST	5
Section 3.1 - Support and Foundation Inspection	5
Section 4 – Piping, Fittings, and Valve Inspection	10
Section 5 – Coating and Insulation Inspection	12
Section 6 – Associated Electrical / Continuity Inspection	23
Section 7 – Internal Inspection	24
Section 8 - Piping Inspection Summary	25
4. ASME B31.3 Calculation	27
5. API 574 Minimum Structural thickness	29
6. Remaining life calculation	30
7. Appendix	31
7.1 Isometric Drawings	31
7.2 UT thickness report	32
7.3 Eddy current report	40

	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 at Wharf 3 and 4

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 Wharf 3, 4 and, topside only, at manifolds at Berths 1 and 2

Isolated coating anomalies were detected on the entire line.

Piping to be re-coated according to the company specifications.

Evidence of seep/leak was noted at the 5ft long, flexible, metal braided spool, installed at the piping, inside the utilidor, at Berth 3 area, see photos 36 and 37.

The Fuel Farm supervisor was informed, and the replacement was recommended.

At the manifolds, at Berths 1 and 2, the terminating valves are made of Stainless Steel, with stainless steel fasteners, installed without isolating kits, on carbon steel flanges and blinds, causing galvanic corrosion to the cs parts.

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 4.9mm - 0.8mm metal loss, at the location with previous reading of 5.7mm, reported during last year inspection. The minimum Wall Thickness was reported at short spool, uniformly at 6 o'clock position, at points no 48-50 (previously reported as points no 199-201). 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, based on the short-term corrosion rate and was calculated at 4 years.

Based on the API 570, next scheduled inspection due date is June 2028, see page 30 for detailed calculations.

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		Report N-r. : APGY/2026/API-03

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 3 and 4)

Inspector Name: Pawel Kudasza

Date: 02.08.2026

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 (at wooden piles)	☐ 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.

Missing shim and metal-to-metal contact noted, between pipe and support at PS20, at Berth 3, see photos 9 and 10. Shim installation required

U-bolt supports, between PS24 to PS34, at berth 4 – all fasteners (nut) not done up, possible thread damage, see photos 12-13.

Damaged shim and metal-to-metal contact between pipe and support noted at support PS39, at Berth 4, see photo 14. Repair required

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Photos



Photo: 1
Comment: Berth 1 Manifold. PS1 General view of the support at TEE-Piece



Photo: 2
Comment: Berth 1 Manifold. Fastener (nut) not done up, possible thread damage.



Photo: 3
Comment: Berth 1 Manifold. Coating damage and the corrosion at the support base.



Photo: 4
Comment: Berth 2 Manifold, the support base covered by soil, coating damage and surface corrosion likely.



Photo: 5
Comment: Berth 2 Manifold – U-bolt misaligned due to the geometric constraints of the T-piece.



Photo: 6
Comment: Berth 3 manifold, an elastic rubber tubing used as a shim, typical occurrence to most of the supports on the line.

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Photos



Photo: 7
Comment: Berth 3 manifold, an elastic rubber tubing used as a shim, PS11, typical occurrence to most of the supports on the line.



Photo: 8
Comment: Berth 3. Shim at PS15 not aligned with the support's base.



Photo: 9
Comment: Berth 3. Missing shim and metal-to-metal contact between pipe and support at PS20



Photo: 10
Comment: Berth 3. Missing shim and metal-to-metal contact between pipe and support at PS20



Photo: 11
Comment: Misaligned U-bolt with airgap present, between top side of the pipe and the U-bolt. Pipe support PS32



Photo: 12
Comment: Berth 4. Fastener (nut) not done up, possible thread damage. PS31, typical to all supports, between PS 24 to PS34

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Photos



Photo: 13
Comment: Berth 4. Fastener (nut) not done up, possible thread damage. PS32, typical to all supports, between PS 24 to PS34



Photo: 14
Comment: Berth 4. Damaged shim and metal-to-metal contact between pipe and support at PS39

Photo:
Comment: Left blank intentionally

Photo:
Comment: Left blank intentionally

Photo:
Comment: Left blank intentionally

Photo:
Comment: Left blank intentionally

	API 570 Inspection on a 6" pipeline	
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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)	☒ Leaking (at the flexible spool)	☐ 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

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		Report N-r. : APGY/2026/API-03

Sight Glasses	☐ Acceptable	☐ Broken	☐ Leaking		☒ N/A
Flow Indicators	☐ Acceptable	☐ Broken	☐ Leaking		☒ N/A

Summary and Recommendations

Evidence of seep/leak was noted at the 5ft long, flexible, metal braided spool, installed at the piping, inside the utilidor, at Berth 3 area, see photos 36 and 37.

The Fuel Farm supervisor was informed, and the replacement was recommended.

There are four flexible spools installed on the line, the remaining three spools, were found in good condition.

At the manifolds, at Berths 1,2 3, the terminating valves are made of Stainless Steel, with stainless steel fasteners, installed without isolating kits, on carbon steel flanges and blinds, causing galvanic corrosion to the cs parts.

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 4.9mm - 0.8mm metal loss, at the location with previous reading of 5.7mm, reported during last year inspection. The minimum Wall Thickness was reported at short spool, uniformly at 6 o'clock position, at points no 48-50 (previously reported as points no 199-201). Nominal thickness of the line – 7.11mm and required minimum thickness of the line was calculated at 2.8mm.

Long term corrosion rate, as per API 570, was calculated based on that reading (4.9mm), resulting in 0.32mm per year.

Short term corrosion rate, as per API 570, was calculated based on the reading taken from the same location, with recorded metal loss of 0.8mm, and it was calculated at 0.8 mm per year.

ASME B31.3 and API 570 Remaining Life calculation was performed, based on the short-term corrosion rate and was calculated at 4 years.

Based on the API 570, next scheduled inspection due date is June 2028.

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		Report N-r. : APGY/2026/API-03

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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		Report N-r. : APGY/2026/API-03

Summary and Recommendations

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

Missing topcoat at the bottom half of the pipe, noted along the section at Berth 3, upstream of manifold 3. Section between points 15 and 28. Surface cleaning and re-coating, as per company procedure required.

Vertical cracks at the concrete walls, at the utilidor walls, noted at berth 3 and 4, see photos 39 and 42. Concrete repair required.

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Photos



Photo: 1
Comment: Berth 1 Manifold. General view.

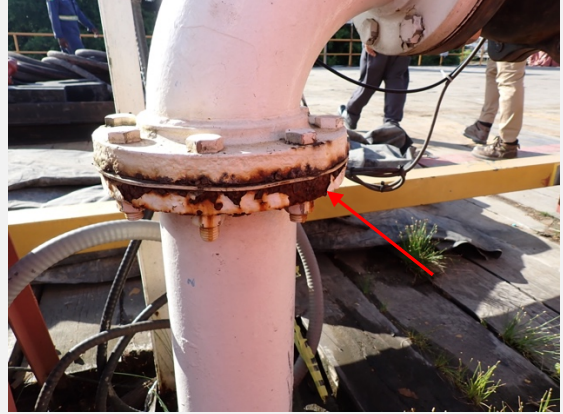


Photo:2
Comment: Berth 1 Manifold. Crevice corrosion at the flange, at point 2.

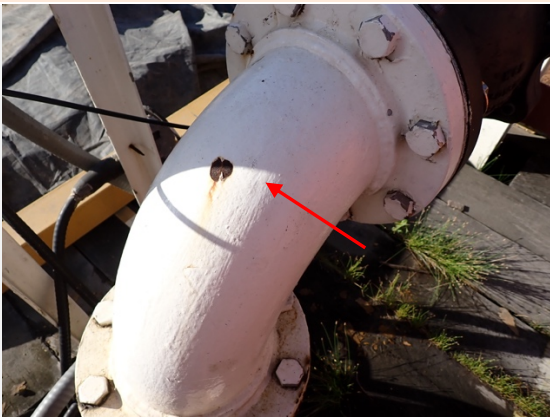


Photo:3
Comment: Berth 1 Manifold. Isolated coating damage area at elbow extrados, at point 4.



Photo:4
Comment: Berth 1 Manifold, isolated coating damage and surface corrosion at the weld at point 10.



Photo:5
Comment: Berth 1 Manifold, isolated coating damage and surface corrosion at the weld at point 12.

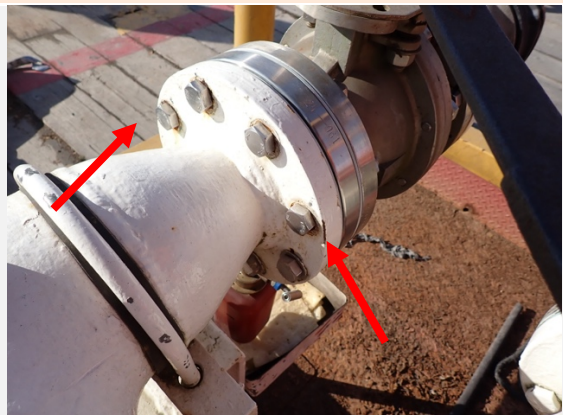


Photo:6
Comment: Berth 1 Manifold, SS bolts used without any insulation on the carbon steel flange. Danger of galvanic corrosion.

	API 570 Inspection on a 6" pipeline	
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		Report N-r. : APGY/2026/API-03

Photos



Photo: 7
Comment: Berth 1 Manifold, isolated coating damage and surface corrosion at the weld at point 6 & 8.

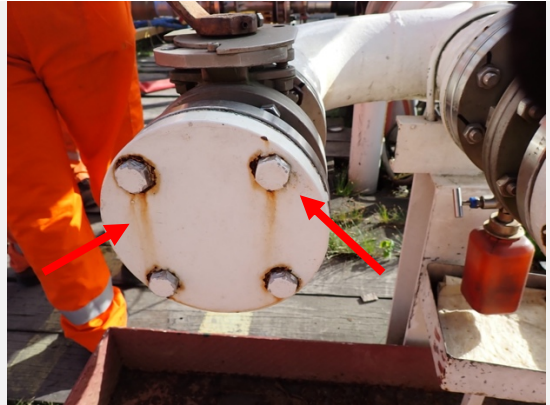


Photo: 8
Comment: Berth 1 Manifold. Galvanic corrosion at the interface of SS fasteners and CS blind.



Photo: 9
Comment: Berth 2 Manifold. General view.



Photo: 10
Comment: Berth 2 Manifold. Crevice corrosion at the flange, at point 2.



Photo: 11
Comment: Berth 2 Manifold. Isolated coating damage area at elbow extrados, at point 4.



Photo: 12
Comment: Berth 2 Manifold, SS bolts used without any insulation on the carbon steel flange. Danger of galvanic corrosion. Surface corrosion noted at weld at point 10.

	API 570 Inspection on a 6" pipeline	
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Photos



Photo: 13
Comment: Comment: Berth 2 Manifold, SS bolts used without any insulation on the carbon steel flange.



Photo: 14
Comment: Berth 3. Utilidor with the covers on. General view



Photo: 15
Comment: Berth 3. General view of the Fuel line at the penetration, between berth 2 and berth 3.



Photo: 16
Comment: Berth 3. Minor surface corrosion rust spots noted at the line, at the point 1.



Photo: 17
Comment: Berth 3. Isolated coating damage and surface corrosion, located at 6 o'clock position at point 4.



Photo: 18
Comment: Berth 3. General view of the line installed inside the utilidor, with covers lifted.

	API 570 Inspection on a 6" pipeline	
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		Report N-r. : APGY/2026/API-03

Photos



Photo: 19
Comment: Berth 3. A flexible, SS metal braided spool, installed on the line, at position 14-15. Found in generally good condition.



Photo: 20
Comment: isolated, minor ss braid damage, noted at 12 o'clock.



Photo: 21
Comment: Berth 3. General view, scattered minor rust spots along the entire line.



Photo: 22
Comment: Berth 3. General view, topcoat missing at the bottom half, along the line at the berth 3, upstream of manifold. Surface corrosion noted.



Photo: 23
Comment: Berth 3. Surface corrosion noted around weld, at point 20,21. Previously removed coating around the weld, was not re-applied.



Photo: 24
Comment: Berth 3. General view, topcoat missing at the bottom half, along the line at the berth 3, upstream of manifold

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		Report N-r. : APGY/2026/API-03

Photos



Photo: 25
Comment: Berth 3. Isolated spot with coating damage and surface corrosion, at pipe support, PS7



Photo: 26
Comment: Berth 3. Rusting spots at weld, point 26, 27



Photo: 27
Comment: Berth 3. A flexible, SS metal braided spool, installed on the line, at position 28-29. Found in good condition.



Photo: 28
Comment: Berth 3. Minor, mechanical coating damage areas (paint chips). Elbow, point 38.



Photo: 29
Comment: Berth 3. General view of the manifold 3.



Photo: 30
Comment: Berth 3. Minor, mechanical coating damage areas (paint chips). Spools, between points 47 and 53.

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		Report N-r. : APGY/2026/API-03

Photos

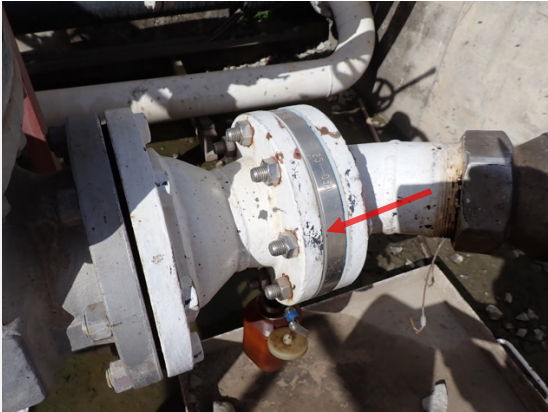


Photo: 31
Comment: Berth 3, Manifold 3 – no insulating kits between stainless steel bolts and carbon steel flange, at point 74



Photo: 32
Comment: Berth 3, Minor, mechanical coating damage areas (paint chips). Spool, between points 77 and 79.



Photo: 33
Comment: Berth 3, Minor, mechanical coating damage areas (paint chips). Spool, between points 80 and 89.



Photo: 34
Comment: Berth 3, Scattered coating damage areas, with surface corrosion, at point 100.



Photo: 35
Comment: Berth 3. Coating damage and surface corrosion, noted at 4 o'clock location at support area, PS20



Photo: 36
Comment: Evidence of seep/leak was noted at the 5ft long, flexible, metal braided spool, position between points 109 and 110

	API 570 Inspection on a 6" pipeline	
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		Report N-r. : APGY/2026/API-03

Photos



Photo: 37

Comment: Evidence of seep/leak was noted at the 5ft long, flexible, metal braided spool, position between points 109 and 110



Photo: 38

Comment: Berth 3. Surface corrosion noted around weld, at point 112, 113. Previously removed coating around the weld, was not re-applied.



Photo: 39

Comment: Berth 3. Vertical crack at the concrete wall of the utilidor at location, between points 110 and 112



Photo: 40

Comment: Berth 3. General view of the line installed inside the utilidor, between points 110 and 123, with covers lifted.



Photo: 41

Comment: Berth 3, scattered rusting points at line, location point 121, 122.



Photo: 42

Comment: Berth 4. General view of the line at the utilidor, vertical crack at the concrete wall, point 123

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		Report N-r. : APGY/2026/API-03

Photos



Photo: 43
Comment: Berth 4, scattered rusting points at line, location point 123.



Photo: 44
Comment: Berth 4. Isolated coating damage and rusting spots noted at 9 o'clock location at weld point 130, 131



Photo: 45
Comment: Berth 4. Scattered corrosion blisters note at 12 o'clock location at line, point 144.



Photo: 46
Comment: Berth 4. A flexible, SS metal braided spool, installed on the line, at position 148-149. Found in good condition.



Photo: 47
Comment: Berth 4. Coating damage noted at 12 o'clock location at position 147.



Photo: 48
Comment: Berth 4. General view of the manifold 4.

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		Report N-r. : APGY/2026/API-03

Photos



Photo: 49
Comment: Berth 4. Scattered coating damage noted at location between points 150 and 157.



Photo: 50
Comment: Berth 4, isolated coating damage at elbow at point 165



Photo: 51
Comment: Berth 4. Isolated coating damages at the line at point 170



Photo: 52
Comment: Berth 4. Surface corrosion around and at the fasteners at the termination spool at point 186



Photo: 53
Comment: Berth 4. Isolated coating damages at the termination spool at point 190.

Photo:
Comment: Left blank intentionally

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		Report N-r. : APGY/2026/API-03

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.

	API 570 Inspection on a 6" pipeline	
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		Report N-r. : APGY/2026/API-03

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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		Report N-r. : APGY/2026/API-03

Section 8 - Piping Inspection Summary

Please record any additional information below:

Replacement of the flexible spool that was found seeping, required
It is suggested to perform follow up UT inspection on detected low readings (Below 5mm) to control the thickness and develop corrosion rate for future remaining life estimation.
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: 4.90mm

Date: 29.07.2026

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 4 years.

The next required inspection is in 2 years.

Note: Suggested to be done every year due to no previous corrosion rates.

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.

	API 570 Inspection on a 6" pipeline	
Project Name: Fuel line inspection (Berths 3 and 4)	Client Name.: Guyana Shore Base Inc. (GYSBI)	Equipment/Tag#: Fuel line – Berths 3 and 4
		Report N-r. : APGY/2026/API-03

Follow up action required

☒ Plant Maintenance Fabric maintenance and inspection

☒ Plant engineering Replacement of faulty flexible spool, at Berth 3.

☐ Failure analysis N/A

Person responsible for follow-up Kevin Black

APAVE Inspector: Pawel Kudas

Date: 02/08/2026

Qualification: API-570

	API 570 Inspection on a 6" pipeline	
Project Name: Fuel line inspection (Berths 3 and 4)	Client Name.: Guyana Shore Base Inc. (GYSBI)	Equipment/Tag#: Fuel line – Berths 3 and 4
		Report N-r. : APGY/2026/API-03

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

	API 570 Inspection on a 6" pipeline	
Project Name: Fuel line inspection (Berths 3 and 4)	Client Name.: Guyana Shore Base Inc. (GYSBI)	Equipment/Tag#: Fuel line – Berths 3 and 4
		Report N-r. : APGY/2026/API-03

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 3 and 4)	Client Name.: Guyana Shore Base Inc. (GYSBI)	Equipment/Tag#: Fuel line – Berths 3 and 4
		Report N-r. : APGY/2026/API-03

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 3 and 4)	Client Name.: Guyana Shore Base Inc. (GYSBI)	Equipment/Tag#: Fuel line – Berths 3 and 4
		Report N-r. : APGY/2026/API-03

6. Remaining life calculation

Corrosion Rate and Remaining Life Calculations

Plant ID	GYSBI
Equipment Number:	N/A
Equipment Name:	Fuel line (Wharf 3 and 4)
Equipment Type:	Piping
Date:	July 29, 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}	5,7
date	t_{actual}	4,90	date	t_{actual}	4,9
interval (years)		7,00	interval (years)		1,000
Corrosion rate mm/yr:		0,32	Corrosion rate mm/yr:		0,80

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}	5,80	Remaining life (years)	3,750
t_{required}	2,80 From API 574, Table 7	Years:	2
corrosion rate	0,800		
Years:	4		

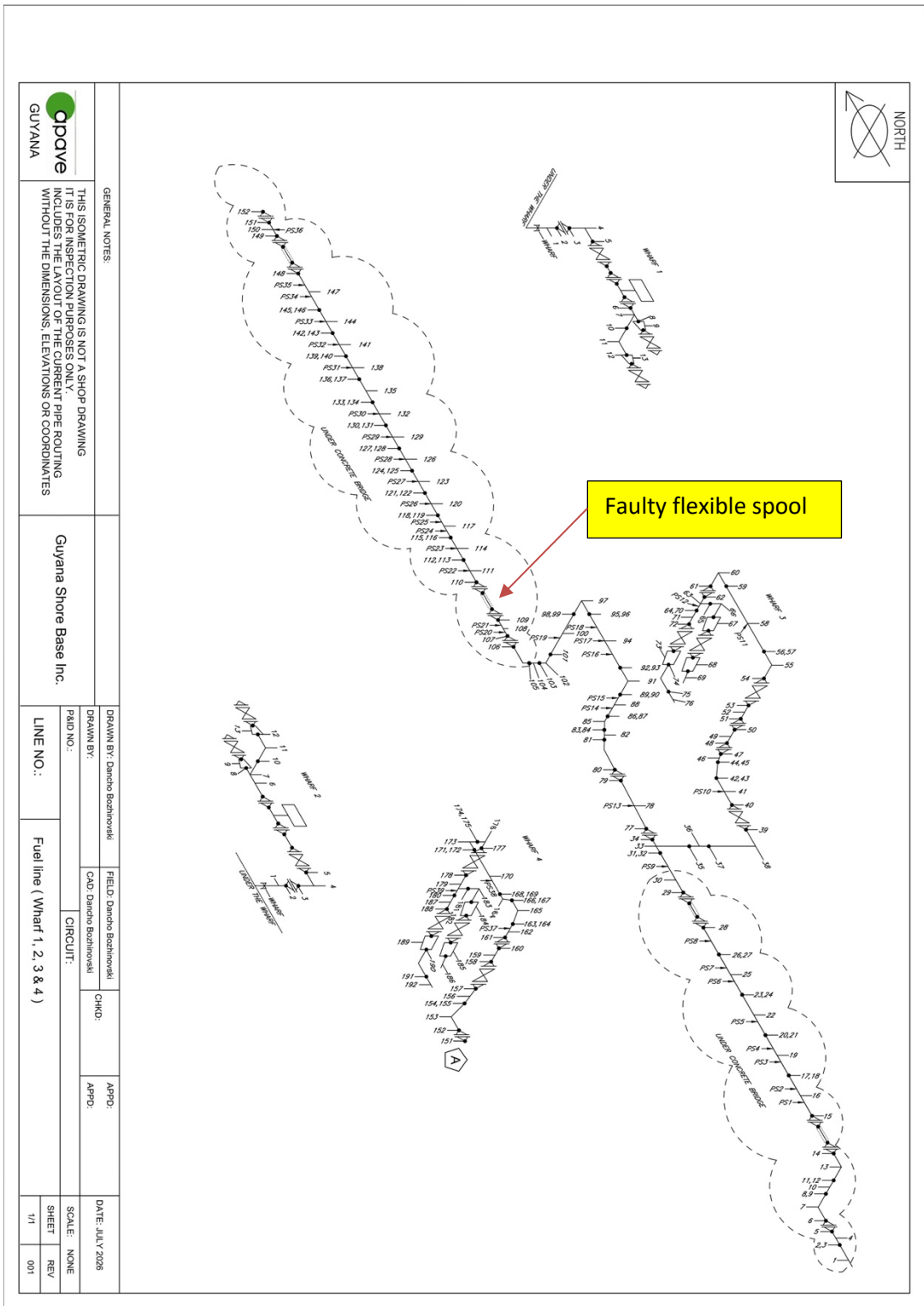
The period between internal or on-stream inspections and thickness measurement inspections shall not exceed one-half the remaining life of the piping or 10 years, whichever is less.

Next inspection due date: June 12, 2028

	API 570 Inspection on a 6" pipeline	
Project Name: Fuel line inspection (Berths 3 and 4)	Client Name.: Guyana Shore Base Inc. (GYSBI)	Equipment/Tag#: Fuel line – Berths 3 and 4 Report N-r. : APGY/2026/API-03

7. Appendix

7.1 Isometric Drawings



Ultrasonic testing report

Document No.			
Report No.	APGY/26/UT/003	Revision:	01
Test date:	01/08/2026		
Page No.	32 of 42		

7.2 UT thickness report

PROJECT DATA

Client:	GYSBI	Client's Specification(s)	
Project:	Fuel line (Wharf / Berths 1, 2, 3 & 4)	Procedure number:	T.P.AI.WI.UT.0001 – V1
Location:	Fuel line (Wharf / Berths 1, 2, 3 & 4)	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 (Wharf 1, 2, 3 & 4)	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	2mm- 20mm 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:
1	7.8	7.5	N/A	7.3	No access / at the utilidor
2	7.2	6.8	6.9	7.3	at the utilidor
3	7.4	7.1	7.2	7.7	at the utilidor
4	6.8	6.9	7.3	7.5	at the utilidor
5	7.2	8.2	6.9	7.2	at the utilidor
6	7.3	8.5	7.5	7.5	at the utilidor
7	7.4	8.3	7.7	7.7	at the utilidor



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Ultrasonic testing report

Document No.			
Report No.	APGY/26/UT/003	Revision:	01
Test date:	01/08/2026		
Page No.	33 of 42		

8	6.6	6.7	6.9	6.9	at the utilidor
9	6.7	6.5	6.8	7.2	at the utilidor
10	6.9	6.9	6.8	7.3	at the utilidor
11	7.7	8.3	7.7	8.9	at the utilidor
12	6.8	8.7	7.2	9.0	at the utilidor
13	6.9	8.5	7.8	8.8	at the utilidor
14	6.7	7.1	7.0	6.5	at the utilidor
15	7.0	7.0	6.8	6.9	at the utilidor
16	6.8	7.2	6.8	6.7	at the utilidor
17	7.5	7.0	7.2	7.5	at the utilidor
18	7.6	7.7	7.1	7.3	at the utilidor
19	8.0	7.5	6.9	7.9	at the utilidor
20	7.4	6.7	7.0	7.1	at the utilidor
21	6.6	7.0	7.1	6.6	at the utilidor
22	6.9	7.1	6.7	7.7	at the utilidor
23	7.0	7.6	7.9	8.0	at the utilidor
24	7.8	7.8	8.0	7.8	at the utilidor
25	7.1	7.6	7.8	7.9	at the utilidor
26	7.2	7.4	7.5	7.2	at the utilidor
27	7.9	7.9	7.8	7.8	at the utilidor
28	7.8	7.6	7.4	7.6	at the utilidor
29	7.7	7.1	7.1	7.4	at the utilidor
30	7.1	7.3	7.2	7.1	at the utilidor
31	7.1	7.3	7.1	6.9	
32	9.2	8.6	8.9	8.8	
33	9.5	8.3	N/A	8.0	6 O'clock reading directly at T-piece, omitted
34	8.8	8.4	9.0	8.3	
35	7.4	7.1	6.9	7.5	
36	6.7	7.0	6.5	6.9	
37	6.8	7.4	8.4	7.7	
38	6.8	7.3	8.3	8.1	
39	6.8	7.1	7.6	8.4	
40	7.3	7.3	7.0	7.3	
41	7.4	7.3	7.2	7.5	
42	6.8	7.7	7.0	7.1	
43	6.0	6.6	6.0	6.2	
44	6.1	7.1	6.0	6.0	
45	6.2	6.9	6.5	6.5	
46	6.6	6.1	6.6	6.9	
47	6.0	6.7	6.8	7.2	
48	5.7	5.7	4.9	5.3	
49	5.6	5.7	4.9	5.7	
50	5.7	5.7	4.9	5.7	



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Ultrasonic testing report

Document No.			
Report No.	APGY/26/UT/003	Revision:	01
Test date:	01/08/2026		
Page No.	34 of 42		

51	6.7	6.8	6.8	6.5	
52	6.7	6.6	7.0	7.3	
53	6.7	7.3	7.2	6.8	
54	5.9	6.2	5.7	6.1	
55	5.7	6.1	5.8	6.2	
56	5.7	6.0	5.7	6.2	
57	7.3	7.7	7.6	7.5	
58	7.1	7.5	7.0	7.1	
59	7.3	7.4	7.1	7.3	
60	5.7	6.1	5.9	6.2	
61	5.7	5.9	6.2	6.3	
62	6.0	5.8	6.1	6.2	
63	10.7	9.5	N/A	8.2	6 O'clock reading directly at T-piece, omitted
64	8.9	9.2	8.4	8.7	
65	8.6	6.3	8.1	8.4	
66	6.4	6.2	6.4	6.4	
67	6.5	6.3	6.4	6.9	
68	6.6	6.1	6.4	6.8	
69	8.7	9.2	7.6	8.1	
70	5.9	6.1	5.9	6.3	
71	5.7	5.7	5.6	5.7	
72	5.7	6.0	5.2	5.4	
73	7.4	7.5	7.5	7.3	
74	6.1	6.7	6.4	6.0	4" ELB
75	6.2	6.7	6.5	6.1	4" ELB
76	5.1	4.7	4.6	4.7	4" ELB
77	7.2	7.5	7.2	7.7	
78	7.1	7.4	7.1	7.6	
79	7.1	7.1	7.2	7.1	
80	6.9	7.7	7.5	7.7	
81	7.2	8.0	7.5	7.2	
82	7.7	6.8	6.9	6.8	
83	6.9	6.8	7.5	8.0	
84	7.0	7.8	8.0	7.9	
85	7.2	6.7	7.9	7.7	
86	8.0	8.1	7.4	7.5	
87	7.5	7.7	7.1	7.3	
88	7.6	7.7	7.6	7.1	
89	6.3	7.2	7.2	8.0	
90	6.1	7.6	7.3	8.0	
91	7.5	7.3	7.3	7.9	
92	7.5	7.5	7.5	7.6	
93	7.9	7.8	7.7	7.9	



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Ultrasonic testing report

Document No.			
Report No.	APGY/26/UT/003	Revision:	01
Test date:	01/08/2026		
Page No.	35 of 42		

94	7.2	6.8	7.2	7.2	
95	6.7	7.7	8.1	7.9	
96	6.6	7.8	8.0	7.4	
97	7.8	8.1	7.8	7.3	
98	6.7	6.7	7.3	6.9	
99	7.0	6.9	7.3	7.2	
100	6.8	6.9	6.8	6.7	
101	7.9	6.7	7.7	8.3	
102	7.6	7.3	7.5	8.3	
103	7.4	8.4	7.5	7.7	
104	6.6	6.6	7.5	6.7	
105	7.3	7.7	7.6	7.5	
106	7.4	7.3	7.2	7.6	at the utilidor
107	7.1	7.0	6.8	7.0	at the utilidor
108	6.8	6.9	7.0	7.2	at the utilidor
109	7.3	6.9	6.6	6.7	at the utilidor
110	6.7	6.8	7.3	6.7	at the utilidor
111	7.1	6.9	7.0	7.2	at the utilidor
112	7.0	6.9	7.3	7.3	at the utilidor
113	6.8	7.2	7.0	7.0	at the utilidor
114	7.2	7.4	7.6	6.7	at the utilidor
115	6.8	6.8	7.1	6.9	at the utilidor
116	6.8	7.1	6.9	7.6	at the utilidor
117	7.1	7.0	6.9	7.0	at the utilidor
118	6.9	6.9	6.8	6.9	at the utilidor
119	7.0	7.3	7.2	7.1	at the utilidor
120	7.5	7.6	7.7	7.2	at the utilidor
121	7.2	7.5	7.0	7.4	at the utilidor
122	7.2	7.5	7.3	7.0	at the utilidor
123	7.3	7.3	7.0	7.1	at the utilidor
124	7.9	7.7	7.5	7.2	at the utilidor
125	7.4	7.1	7.7	7.5	at the utilidor
126	7.0	7.1	7.1	7.6	at the utilidor
127	6.8	6.5	7.2	7.5	at the utilidor
128	6.7	6.9	6.9	7.0	at the utilidor
129	7.0	7.5	7.2	7.1	at the utilidor
130	7.5	6.8	6.9	6.9	at the utilidor
131	7.2	6.8	6.7	7.2	at the utilidor
132	6.9	6.8	6.9	7.0	at the utilidor
133	7.0	7.1	7.3	6.7	at the utilidor
134	5.6	5.6	5.9	5.7	at the utilidor
135	5.7	5.7	5.6	5.7	at the utilidor
136	5.6	5.7	5.6	5.7	at the utilidor



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Ultrasonic testing report

Document No.			
Report No.	APGY/26/UT/003	Revision:	01
Test date:	01/08/2026		
Page No.	36 of 42		

137	5.7	5.7	5.7	5.7	at the utilidor
138	5.6	6.0	5.7	5.7	at the utilidor
139	5.6	6.0	5.7	5.0	at the utilidor
140	7.9	7.5	7.2	8.0	at the utilidor
141	7.7	7.5	7.3	7.6	at the utilidor
142	7.6	7.3	7.7	7.3	at the utilidor
143	7.5	7.2	8.0	8.1	at the utilidor
144	7.2	7.4	7.3	7.7	at the utilidor
145	7.2	7.6	7.6	7.7	at the utilidor
146	7.7	7.4	7.2	7.7	at the utilidor
147	7.2	7.7	7.3	6.8	at the utilidor
148	7.6	7.7	7.6	8.0	at the utilidor
149	7.5	7.6	7.2	8.0	at the utilidor
150	7.3	7.3	7.5	7.3	at the utilidor
151	7.1	7.0	7.4	7.4	at the utilidor
152	6.4	6.2	6.2	6.6	at the utilidor
153	6.0	6.5	6.0	7.0	at the utilidor
154	6.2	6.6	6.7	6.9	at the utilidor
155	6.0	6.7	6.4	6.3	at the utilidor
156	6.3	6.6	6.7	6.4	
157	6.2	6.6	6.4	6.4	
158	6.2	6.2	6.1	6.2	
159	6.3	6.2	6.1	6.2	
160	6.3	6.3	6.2	6.3	
161	7.0	7.2	7.5	7.5	
162	7.0	7.7	7.9	7.3	
163	7.5	7.4	7.6	7.4	
164	7.8	7.1	8.0	8.0	
165	6.9	8.0	8.1	7.9	
166	6.2	6.8	6.1	6.9	
167	6.1	6.9	6.0	7.1	
168	6.5	6.7	6.3	6.8	
169	7.0	7.4	7.5	7.4	
170	7.0	7.2	7.2	7.4	
171	7.0	7.3	7.5	7.4	
172	6.1	6.8	6.4	6.6	
173	6.4	6.9	6.0	6.5	
174	6.2	6.4	6.2	7.0	
175	6.3	6.5	5.9	6.8	
176	6.2	6.8	5.7	7.0	
177	6.3	6.8	6.0	6.7	
178	9.5	9.2	9.0	9.0	
179	9.9	9.5	N/A	9.3	6 O'clock reading directly at T piece omitted



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Ultrasonic testing report

Document No.			
Report No.	APGY/26/UT/003	Revision:	01
Test date:	01/08/2026		
Page No.	37 of 42		

180	9.9	9.6	9.0	9.0	
181	6.4	6.5	6.5	6.7	
182	6.0	6.6	6.1	6.9	
183	5.9	6.4	6.0	7.0	
184	8.0	8.3	8.3	7.4	RED 6 X 4
185	6.6	6.3	6.2	6.3	RED 4 X 3
186	5.1	5.0	4.9	5.0	3" section
187	6.8	6.6	7.1	7.4	
188	7.0	6.6	7.0	7.4	
189	9.4	9.2	9.4	9.2	RED 6 X 4
190	5.4	5.4	5.3	5.8	4" ELB
191	5.0	5.7	5.4	5.6	4" ELB
192	6.3	6.6	6.1	6.4	4" STR
BERTH 1					
1	10.0	10.4	10.5	9.8	
2	10.1	9.8	10.6	9.9	
3	7.8	6.5	7.3	8.6	
4	7.2	6.7	7.5	8.7	
5	7.2	7.8	7.4	9.3	
6	10.5	9.3	N/A	9.5	6 O'clock reading directly at T-piece omitted
7	10.7	9.3	N/A	9.5	6 O'clock reading directly at T-piece omitted
8	10.7	9.3	N/A	9.7	6 O'clock reading directly at T-piece omitted
9	8.5	8.6	8.3	9.3	
10	7.6	7.6	7.2	7.8	
11	7.4	7.6	7.0	7.6	
12	7.4	7.5	7.0	7.4	
13	9.1	9.3	8.4	8.6	
BERTH 2					
1	7.3	7.8	7.8	7.4	
2	7.4	7.8	7.8	6.8	
3	7.1	7.5	6.8	7.2	
4	7.1	7.1	7.4	7.0	
5	7.1	7.5	7.3	7.1	
6	10.3	10.7	N/A	9.1	6 O'clock reading directly at T-piece omitted
7	11.0	10.0	N/A	9.4	6 O'clock reading directly at T-piece omitted
8	10.4	9.2	N/A	9.0	6 O'clock reading directly at T-piece omitted
9	8.6	9.1	8.9	8.5	
10	6.9	8.0	7.4	7.6	
11	6.7	7.7	8.0	7.8	
12	7.0	7.6	7.3	7.7	
13	9.3	9.7	9.2	9.1	



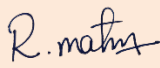
Apave Guyana Inc.
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Phone: +592 683 6739
Email: apave.gy@apave.com/ Web: www.apave.com

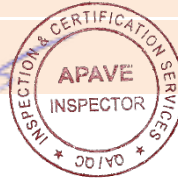
Ultrasonic testing report

Document No.			
Report No.	APGY/26/UT/003	Revision:	01
Test date:	01/08/2026		
Page No.	38 of 42		

Notes:

SIGNATURES

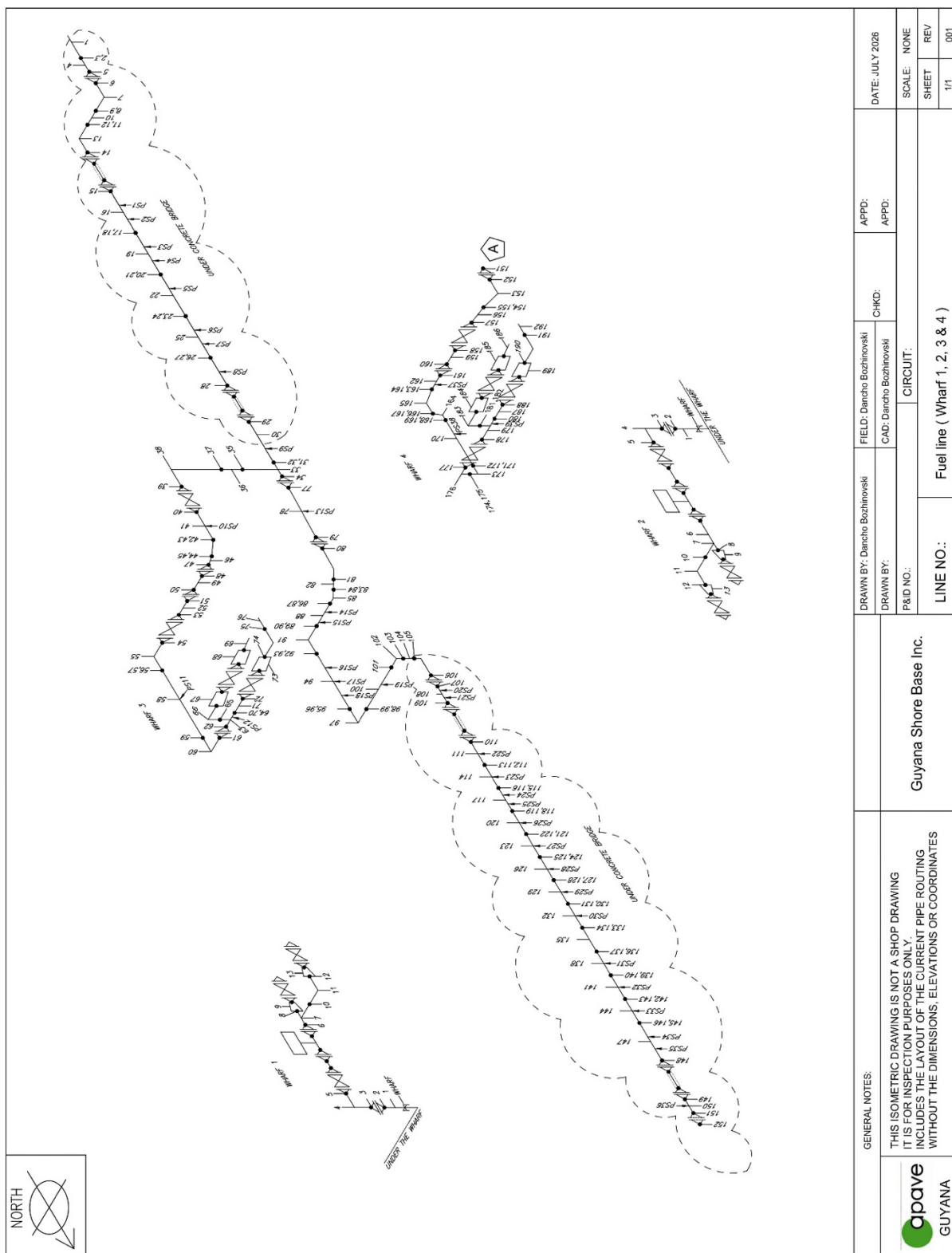
NDT TECHNICIAN		APPROVED BY		ACCEPTED BY	
Name:	Mathavan Rengaraju	Name:	Pawel Kudas	Name:	
Qualification:	SNT-TC-1A	Qualification:	UT PCN /API 570	Qualification:	
Date:	01/08/2026	Date:	01/08/2026	Date:	
Signature:		Signature:		Signature:	



Ultrasonic testing report

Document No.			
Report No.	APGY/26/UT/003	Revision:	01
Test date:	01/08/2026		
Page No.	39 of 42		

Drawing / Sketch / ISO



Comment: Isometric Diagram rev.1

Eddy Current testing report

Document No.			
Report No.	APGY/26/ET-03	Revision:	01
Test date:	01/08/2026		
Page No.	40 of 42		

7.3 Eddy current report

PROJECT DATA			
Client:	GYSBI	Client's Specification(s)	
Project:	Fuel line (Wharf 1, 2, 3 & 4)	Procedure number:	T.P.AI.WI.ET.0004 – V1
Location:	Fuel line (Wharf 1, 2, 3 & 4)	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 (Wharf 1, 2, 3 & 4)	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	P8-P9	BW	Weld and HAZ			/	/	/	/	Accept	
2	P11-P12	BW	Weld and HAZ			/	/	/	/	Accept	
3	P23-P24	BW	Weld and HAZ			/	/	/	/	Accept	
4	P39	BW	Weld and HAZ			/	/	/	/	Accept	
5	P42-P43	BW	Weld and HAZ			/	/	/	/	Accept	
6	P59	BW	Weld and HAZ			/	/	/	/	Accept	
7	P86-P87	BW	Weld and HAZ			/	/	/	/	Accept	



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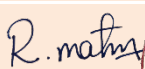
Eddy Current testing report

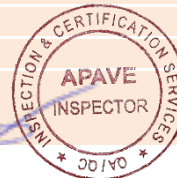
Document No.			
Report No.	APGY/26/ET-03	Revision:	01
Test date:	01/08/2026		
Page No.	41 of 42		

8	P92-P93	BW	Weld and HAZ			/	/	/	/	Accept	
9	P95-P96	BW	Weld and HAZ			/	/	/	/	Accept	
10	P115-P116	BW	Weld and HAZ			/	/	/	/	Accept	
11	P121-P122	BW	Weld and HAZ			/	/	/	/	Accept	
12	P124-P125	BW	Weld and HAZ			/	/	/	/	Accept	
13	P130-P131	BW	Weld and HAZ			/	/	/	/	Accept	
14	P-139-P140	BW	Weld and HAZ			/	/	/	/	Accept	
15	P-142-P143	BW	Weld and HAZ			/	/	/	/	Accept	
16	P154-P155	BW	Weld and HAZ			/	/	/	/	Accept	
17	P166-P167	BW	Weld and HAZ			/	/	/	/	Accept	
18	P171-P172	BW	Weld and HAZ			/	/	/	/	Accept	
19	P185	BW	Weld and HAZ			/	/	/	/	Accept	
BERTH 2											
20	P10	BW	Weld and HAZ			/	/	/	/	Accept	
21	P12	BW	Weld and HAZ			/	/	/	/	Accept	

Notes: Eddy Current was conducted on 20% of welds of the 6" Fuel line (Wharf, at Berths 1, 2, 3 & 4). 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 510	Qualification:	
Date:	01.08.2026	Date:	01.08.2026	Date:	
Signature:		Signature:		Signature:	



Document No.			
Report No.	APGY/26/ET-03	Revision:	01
Test date:	01/08/2026		
Page No.	42 of 42		

21

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Page 42 of 42