

	API 570 Inspection on a 6" pipeline	
Project Name: Fuel line inspection (Gysbi to Wharf)	Client Name.: Guyana Shore Base Inc. (GYSBI)	Equipment/Tag#: Fuel line –Gysbi to Wharf
		Report N-r. : APGY/2026/API-02

API 570 Inspection on a 6" piping Fuel line (Gysbi to Wharf)

DATE OF INSPECTION : 28 July 2026
LOCATION : Guyana Shore Base (Gysbi)
EQUIPMENT : Fuel line (Gysbi to Wharf)
JOB NO : 5831



Report by:	Reviewed by:	Reviewed by:
Name: Pawel Kudas Position: API 570 Inspector Date: 31/07/2026	Name: Position: Date:	Name: Date:
Signature:  	Signature:	Signature:

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1. Scope of Work

Apave Guyana Inc. was requested to perform API 570 inspection on 6" piping from Gysbi to Wharf.

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 from Gysbi to Wharf. Only accessible from the ground areas were inspected. The UT and close Visual inspection were performed on all points, until and including point 175 on the ISO drawing. Points downstream of point 175 would require a boat or rope access to be inspected, which was not performed during this inspection.

Isolated coating anomalies were detected on the entire line.

Piping to be re-coated according to company specifications.

Damaged flange gasket was noted at 12 o'clock location at the second flange on the line, point no 12 on ISO. No leak present, see photo no 3. It was reported to the Fuel Pump skid supervisor.

Some damage evident to concrete blocks, installed at the supports – PS31-PS43. Severe damage noted at two supports: PS35 (photo 16) and PS40 (photo 18). Repair required urgently.

There are wooden pillars installed at supports PS44 – PS49. Severe cracking at the top grain visible at most of the pillars, see photos 20-30. Repair with steel bracing, or replacement required. Misalignment between the steel brackets and top of the pillars, resulting in missing fasteners, see photos 24, 29-32. Re-alignment required.

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

No major metal loss was noted, compared to the last year inspection. The minimum wall thickness obtained, was 5.8mm, with 7.11 nominal thickness and required minimum thickness of the line was calculated at 2.8mm.

Eddy Current inspection was performed on the representative sample of 20% welds, no surface and/or near-surface flaws were detected.

Remaining Life calculation was performed, based on the short-term corrosion rate and was calculated at 15 years.

Based on the API 570, next scheduled inspection due date is January 2034, see page 29 for detailed calculations.

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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 (Gysbi to Wharf)	
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	

3. API Checklist

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 (Gysbi to Wharf)

Inspector Name: Pawel Kudas

Date: 28.07.2026

Section 3.1 - Support and Foundation Inspection

Description	Condition – Check All That Apply				
Foundation	☒ Acceptable	☒ Cracking (at wooden pillars)	☐ Spalling	☒ Settling (at concrete foundations)	☐ 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

Three supports (PS1, PS2 and PS3) noted without adequate isolation between piping and metal supports. Corrosion evidence noted underneath fabric, installed at PS2 and PS3. Recommending installation of I-Rod like system, at the supports.

Two supports: PS27 and PS28, normally located underneath the steel bridge crossing, were noted with top bracing cut-off, see photos 9 and 10. Not resulting in immediate danger of collapsing. To be monitored.

Some damage evident to concrete blocks, installed at the supports – PS31-PS43. Severe damage noted at two supports: PS35 (photo 16) and PS40 (photo 18). Repair required urgently.

There are wooden pillars installed at supports PS44 – PS49. Severe cracking at the top grain visible at most of the pillars, see photos 20-30. Repair with steel bracing, or replacement required. Misalignment between the steel brackets and top of the pillars, resulting in missing fasteners, see photos 24, 29-32. Re-alignment required.

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.

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Photos

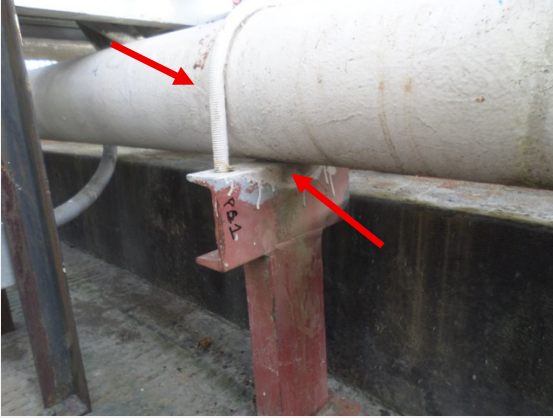


Photo: 1
Comment: Pipe support PS1 - No Insulation installed between U-Bolt support and the Pipe surface. Metal-to-metal contact, corrosion prone, to be replaced with I-Rod system



Photo: 2
Comment: Pipe support PS2- Random fabric used as U-bolt sleeve, possible corrosion under the fabric. To be replaced with I-Rod system



Photo: 3
Comment: Pipe support PS3- Random fabric used as U-bolt sleeve, possible corrosion under the fabric. To be replaced with I-Rod system



Photo: 4
Comment: PS3 – evidence of coating breakdown and corrosion evident under the fabric.



Photo: 5
Comment: Area of the line from PS18 to PS24, where the supports are positioned in the water. No access to the base of the supports, possible corrosion under the water level.



Photo: 6
Comment: Pipe support PS24, base covered by standing water, surface corrosion present at the base.

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Photos



Photo: 7
Comment: Pipe support PS27 – normally located underneath the steel bridge. Surface corrosion on the support, compact soil and water present at the base.

Photo: 8
Comment: Pipe support PS28 – normally located underneath the steel bridge. Surface corrosion on the support, compact soil and water present at the base.



Photo: 9
Comment: Pipe support PS27 – normally located underneath the steel bridge. Surface corrosion on the support. Top bracing cut-off

Photo: 10
Comment: Pipe support PS28 – normally located underneath the steel bridge. Surface corrosion on the support. Top bracing cut-off



Photo: 11
Comment: PS31 – Concrete foundation – A, with crack running down the center

Photo: 12
Comment: PS31 – Concrete foundation- B, with crack running down the center

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Photos



Photo: 13
Comment: PS32 – Concrete foundation, damaged, hollow space under the base plate



Photo: 14
Comment: PS34 – Concrete foundation, cracks around the base plate

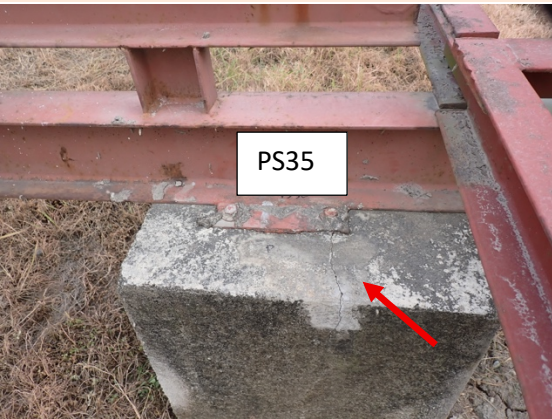


Photo: 15
Comment: PS35 – Concrete foundation - A, with crack running down the center



Photo: 16
Comment: PS35 – severe damage to the concrete foundation - B. Repair required



Photo: 17
Comment: PS36 – Concrete foundation, cracks around the base plate



Photo: 18
Comment: PS40 – severe damage to the concrete foundation. Repair required

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Photos



Photo: 19
Comment: PS43 – Concrete foundation, cracks around the base plate



Photo: 20
Comment: General view of the wooden supports P44 – P49. Each support with two wooden pillars: A and B



Photo: 21
Comment: PS44 – Wooden pillar, braced with metal clamps, visible cracks



Photo: 22
Comment: PS45 – Wooden pillar -A, with significant cracking along the top grain visible, some oxidation and rust visible on the fasteners.



Photo: 23
Comment: PS45 - Wooden pillar - B, with significant cracking along the top grain visible



Photo: 24
Comment: PS46 – The bracket not centered over the pillar A-missing one, out of 4 fixing bolts

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Photos



Photo: 25
Comment: PS46 – Wooden pillar - B, with significant cracking along the top grain visible.



Photo: 26
Comment: PS46 – Wooden pillar - A, with significant cracking along the top grain visible. The bracket not centered over the pillar -missing one, out of 4 fixing bolts



Photo: 27
Comment: PS47 – Wooden pillar - A, with significant cracking along the top grain visible



Photo: 28
Comment: PS47 – Wooden pillar - B, with significant cracking along the top grain visible



Photo: 29
Comment: PS48 – Wooden pillar - A, with significant cracking along the top grain visible. The bracket not centered over the pillar -missing two, out of 4 fixing bolts



Photo: 30
Comment: PS48 – Wooden pillar - B. The bracket not centered over the pillar -missing two, out of 4 fixing bolts

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Photos



Photo: 31
Comment: PS49 – Wooden pillar - A, with significant cracking along the top grain visible. The bracket not centered over the pillar -missing one, out of 4 fixing bolts



Photo: 32
Comment: PS49 – Wooden pillar - B. The bracket not centered over the pillar -missing two, out of 4 fixing bolts



Photo: 33
Comment: PS49 – support frame bend to the side

Photo:
Comment: Intentionally left blank

Photo:
Comment: Intentionally left blank

Photo:
Comment: Intentionally left blank

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

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Summary and Recommendations

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

Some inconsistency in UT readings noted, against last year results, but that is expected due to the method of obtaining spot readings (at 4 cardinal points) rather than the scanning method.

Detected range of localized internal corrosion areas is from 5.80-6.90mm (Remaining wall thickness). There was no change in the reported minimum thickness, since the last year report. The minimum Wall Thickness of 5.8mm was reported at point no 18.

Long term corrosion rate, as per API 570, was calculated based on that reading (5.8mm), resulting in 0.19mm per year.

Short term corrosion rate, as per API 570, was calculated based on most representable sample, was calculated at 0,20mm per year.

ASME B31.3 and API 570 Remaining Life calculation was performed, based on the short-term corrosion rate and was calculated at 15 years.

Based on the API 570, next scheduled inspection due date is January 2034.

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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			☒ 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			☒ N/A
Heat Tracing	☐ Yes	☐ No			☒ N/A
Type	☐ Electric	☐ Steam			☒ N/A
Condition	☐ Acceptable	☐ 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

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

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Photos



Photo: 1
Comment: View of the start of the Fuel Diesel line (Gysbi to Wharf)



Photo:2
Comment: Isolated coating damage to the line, location no.9 on ISO



Photo:3
Comment: Damaged flange gasket at 12 o'clock. Second flange on the line, point no 12 on ISO. No leak present. Reported to the Fuel Pump skid supervisor.



Photo:4
Comment: Isolated coating damage with surface corrosion 30mm Dia, located at 5 o'clock, location: between pipe supports PS1 and PS12



Photo:5
Comment: Staining, from the metal fencing, noted at the location no 23. No damage to coating noted yet.



Photo:6
Comment: Isolated coating damage with surface corrosion, located at 7 o'clock, location: downstream of PS4

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Photos



Photo: 7
Comment: Isolated, corrosion blister at 6 o'clock, location: at point 32, between supports PS4 and PS5



Photo: 8
Comment: Isolated, corrosion blister at 6 o'clock, location: at point 32, between supports PS4 and PS5



Photo: 9
Comment: Isolated coating damage with surface corrosion, located at 9 o'clock, at PS5



Photo: 10
Comment: Isolated, corrosion blister at 6 o'clock, located at points 33&34 on ISO



Photo: 11
Comment: Isolated, corrosion blister at 6 o'clock, located at points 33&34 on ISO



Photo: 12
Comment: Isolated coating damage with surface corrosion, located at 9 o'clock, at PS6

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Photos



Photo: 13
Comment: Isolated, corrosion blister at 6 o'clock, location: at pipe support PS8.



Photo: 14
Comment: Isolated, corrosion blister at 6 o'clock, location: at point 41, between supports PS8 and PS9



Photo: 15
Comment: Isolated, corrosion blister at 6 o'clock, location: at point 41, between supports PS8 and PS9



Photo: 16
Comment: Isolated, corrosion blister at 6 o'clock, location: at point 44, between supports PS9 and PS10



Photo: 17
Comment: Isolated coating damage with surface corrosion, located at 6 o'clock, at P45,46, between PS10 and PS11



Photo: 18
Comment: Crevice corrosion present at piping, at 6 o'clock location, at pipe support PS 10.

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Photos



Photo: 19
Comment: Isolated, corrosion blister at 7 o'clock, location: at support PS12



Photo: 20
Comment: Isolated coating damage with surface corrosion at 11 o'clock, location: at support PS15



Photo: 21
Comment: Isolated coating damage with surface corrosion at 9 o'clock, location: at support PS16



Photo: 22
Comment: Isolated coating damage with surface corrosion, located at 9 o'clock, at P78, downstream of flange, between PS17 and PS18



Photo: 23
Comment: Isolated, corrosion blister at 10 o'clock, location: at support PS18



Photo: 24
Comment: General view of the line, section located between pipe supports PS18 and PS23

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Photos



Photo: 25
Comment: General view of the line, normally located underneath the steel bridge. Good condition



Photo: 26
Comment: Metal-to-metal contact with the fence, location: downstream of pipe support PS43



Photo: 27
Comment: coating damage and surface corrosion on the valve flange, some rusting on the fasteners. Location: point 171

Photo:
Comment: Intentionally left blank

Photo:
Comment: Intentionally left blank

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.

No internal Inspection carried out

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Section 8 - Piping Inspection Summary

Please record any additional information below:

It is suggested to perform follow up UT inspection on detected low readings (Below 6mm) 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: 2.80 mm

Minimum Recorded Wall Thickness: 5.80mm

Date: 29.07.2026

Original Wall Thickness: 7.11 mm

Previous Inspection Min. Wall Thickness: 6.00 mm

Date: 28.04.2025

The calculated remaining life for this piping is 16 years.

The next required inspection is in 8years.

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.

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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:	31/07/2026
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
MaterialA 106 Gr. B / Pipes and Tubes /			
Metals / Nominal CompositionCarbon 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 (Gysbi to Wharf)	Client Name.: Guyana Shore Base Inc. (GYSBI)	Equipment/Tag#: Fuel line –Gysbi to Wharf
		Report N-r. : APGY/2026/API-02

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 (Gysbi to Wharf)	Client Name.: Guyana Shore Base Inc. (GYSBI)	Equipment/Tag#: Fuel line –Gysbi to Wharf
		Report N-r. : APGY/2026/API-02

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 (Gysbi to Wharf)	Client Name.: Guyana Shore Base Inc. (GYSBI)	Equipment/Tag#: Fuel line –Gysbi to Wharf
		Report N-r. : APGY/2026/API-02

6. Remaining life calculation

Corrosion Rate and Remaining Life Calculations

Plant ID	GYSBI
Equipment Number:	N/A
Equipment Name:	Fuel line (Gysbi to Wharf)
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}	6
date	t_{actual}	5,80	date	t_{actual}	5,8
interval (years)		7,00	interval (years)		1,000
Corrosion rate mm/yr:		0,19	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}	5,80	Remaining life (years)	15,000
t_{required}	2,80 From API 574, Table 7	Years:	7
corrosion rate	0,200		
Years:	15		

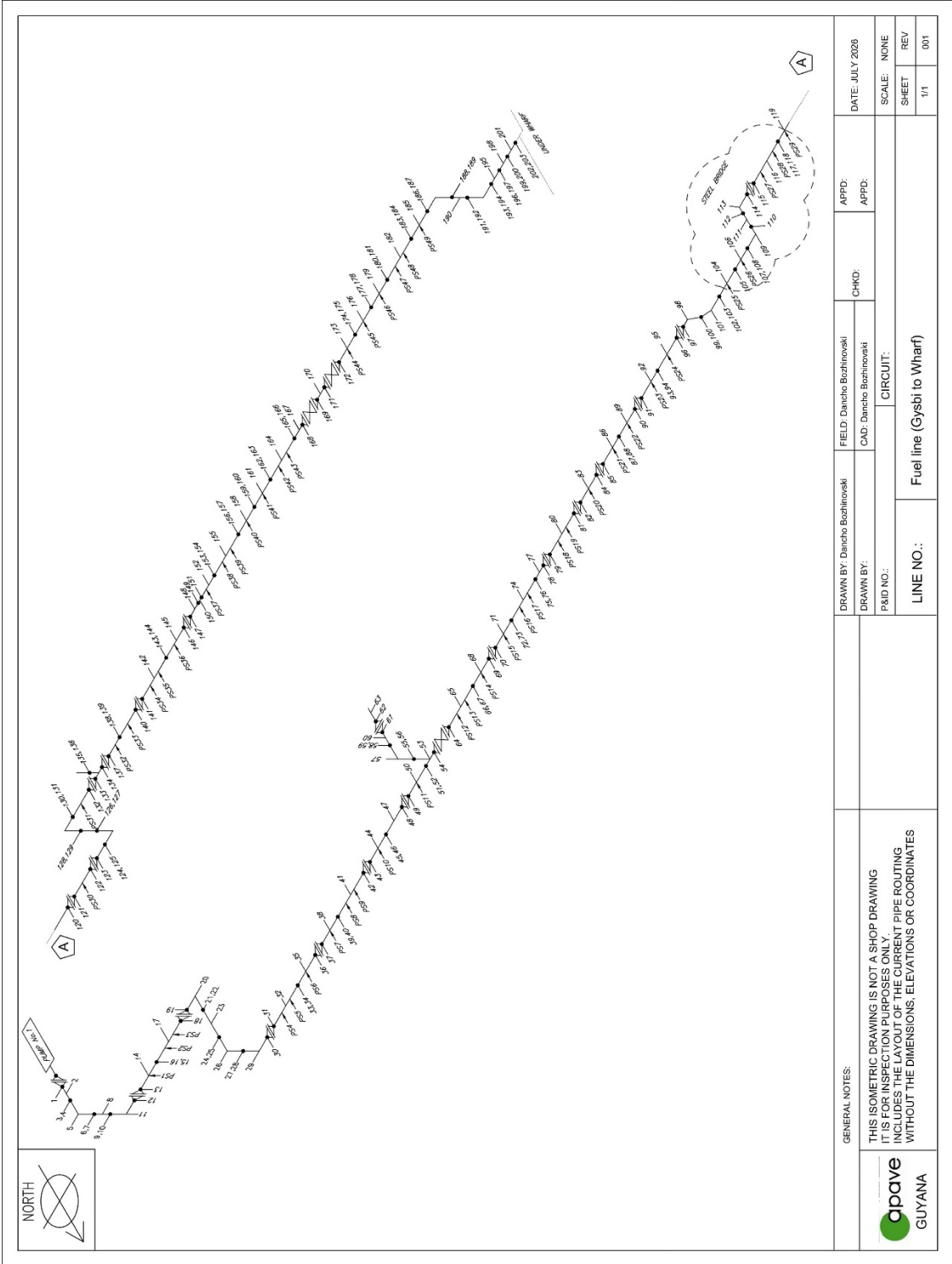
The period between internal or on-stream inspections and thickness measurement inspections shall not exceed one-half the remaining life of the piping or 10 years, whichever is less.

Next inspection due date: January 25, 2034

	API 570 Inspection on a 6" pipeline	
Project Name: Fuel line inspection (Gysbi to Wharf)	Client Name.: Guyana Shore Base Inc. (GYSBI)	Equipment/Tag#: Fuel line –Gysbi to Wharf
		Report N-r. : APGY/2026/API-02

7. Appendix

7.1 Isometric Drawings



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7.2 UT thickness report

PROJECT DATA

Client:	GYSBI	Client's Specification(s)	
Project:	Fuel line (Fuel Farm to Wharf)	Procedure number:	T.P.AI.WI.UT.0001 – V1
Location:	Fuel Farm to Wharf	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 (Fuel Farm to Wharf)	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]:
1st BWE to 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 review	Recording level:	Minimum thickness
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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	7.0	7.0	6.9	7.0	
2	6.8	7.3	6.9	6.9	
3	6.9	6.9	6.5	7.0	
4	6.9	7.4	6.8	7.0	
5	6.9	7.5	6.8	7.0	
6	7.0	7.2	7.0	7.2	
7	6.3	6.2	6.0	6.2	
8	6.2	6.4	6.0	6.4	
9	6.4	6.4	6.4	6.2	



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10	7.4	7.4	7.3	6.4	
11	6.9	7.6	7.3	7.4	
12	6.2	7.6	7.3	7.6	
13	7.0	7.0	7.0	7.0	
14	7.0	7.0	6.8	7.0	
15	6.8	7.0	6.9	6.9	
16	6.4	6.4	6.3	6.4	
17	6.2	6.4	6.7	6.3	
18	6.4	6.4	5.8	6.1	
19	7.1	6.8	7.1	7.4	
20	7.1	6.9	7.6	7.3	
21	7.4	7.0	7.3	7.2	
22	6.5	6.4	6.5	6.5	
23	6.4	6.5	6.4	6.8	
24	6.5	6.4	6.5	6.5	
25	7.5	7.3	7.0	7.9	
26	7.4	7.4	7.0	7.8	
27	7.8	7.4	7.2	7.8	
28	7.8	7.6	7.4	7.4	
29	7.4	7.4	7.3	7.5	
30	7.1	7.4	7.7	7.3	
31	7.3	7.6	7.4	7.3	
32	7.0	7.1	7.1	7.1	
33	6.9	7.1	7.1	7.1	
34	6.9	6.5	6.9	6.4	
35	6.6	6.5	6.5	6.5	
36	6.5	6.5	6.5	6.3	
37	6.4	6.0	6.4	6.4	
38	6.7	6.3	6.4	6.4	
39	6.0	6.4	6.4	6.5	
40	6.4	6.5	6.4	6.5	
41	6.4	6.5	6.3	6.5	
42	6.5	6.4	6.3	6.5	
43	6.9	6.9	7.1	7.0	
44	7.0	7.1	7.1	7.1	
45	7.0	7.0	7.1	7.1	
46	6.4	6.4	6.3	6.4	
47	6.4	6.4	6.3	6.4	
48	6.4	6.4	6.4	6.4	
49	6.4	6.4	6.4	6.4	
50	6.4	6.5	6.5	6.4	
51	6.5	6.5	6.5	6.5	
52	7.2	7.6	8.0	7.6	
53	N/A	8.4	8.1	8.1	0 O'clock reading directly at T piece omitted



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54	7.4	7.9	8.1	7.8	
55	5.3	5.3	5.0	5.0	2 1/2" pipe from T piece. Tnom = 5.15mm
56	5.0	5.0	5.0	5.0	2 1/2" pipe from T piece Tnom = 5.15mm
57	5.0	4.9	5.0	5.0	2 1/2" pipe from T piece Tnom = 5.15mm
58	5.1	6.0	5.6	5.7	2 1/2" pipe from T piece Tnom = 5.15mm
59	5.7	6.0	6.1	6.1	2 1/2" pipe from T piece Tnom = 5.15mm
60	5.7	6.3	5.9	6.1	2 1/2" pipe from T piece Tnom = 5.15mm
61	5.0	5.0	4.8	5.3	2 1/2" pipe from T piece Tnom = 5.15mm
62	4.9	5.0	5.0	5.0	2 1/2" pipe from T piece Tnom = 5.15mm
63	5.3	5.1	4.9	5.0	2 1/2" pipe from T piece Tnom = 5.15mm
64	6.4	6.4	5.9	6.4	
65	6.4	6.4	6.3	6.3	
66	6.4	6.4	6.3	6.0	
67	6.3	6.4	6.3	6.4	
68	6.7	6.4	6.4	6.3	
69	6.4	6.4	6.4	6.4	
70	6.5	6.5	6.4	6.4	
71	6.4	6.5	6.5	6.4	
72	6.4	6.4	6.8	6.4	
73	6.5	6.5	6.4	6.4	
74	6.5	6.5	6.4	6.5	
75	6.4	6.5	6.4	6.5	
76	6.5	6.4	6.5	6.5	
77	6.4	6.5	6.3	6.5	
78	6.5	6.5	6.3	6.5	
79	6.3	6.4	6.4	6.4	
80	6.4	6.4	6.4	6.3	
81	6.3	6.4	6.3	6.4	
82	6.4	6.3	6.4	6.3	
83	6.4	6.3	6.4	6.4	
84	6.4	6.4	6.4	6.3	
85	6.5	6.4	6.5	6.4	
86	6.4	6.4	6.4	6.5	
87	6.4	6.4	6.4	6.5	
88	6.4	6.4	6.3	6.3	
89	6.4	6.5	6.3	6.4	
90	6.4	6.4	6.3	6.4	
91	6.4	6.4	6.3	6.3	
92	6.4	6.3	6.3	6.3	
93	6.4	6.4	6.4	6.5	
94	6.3	6.4	6.4	6.3	
95	6.4	6.5	6.4	6.3	
96	6.4	6.5	6.4	6.3	
97	6.2	6.7	6.6	6.1	



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98	6.0	6.6	6.6	6.2	
99	6.1	6.6	6.6	6.2	
100	6.4	6.7	6.4	6.4	
101	6.6	6.5	6.3	6.5	
102	6.3	6.1	6.3	6.6	
103	6.8	6.9	6.8	6.6	
104	6.5	6.8	6.7	6.7	
105	6.7	7.0	6.6	6.9	
106	7.0	6.9	6.8	6.5	
107	6.5	6.4	6.7	6.9	
108	7.0	7.0	6.5	6.7	
109	N/A	6.3	6.6	6.7	Due to lack of space
110	N/A	6.4	6.4	6.7	Due to lack of space
111	7.0	7.0	6.9	7.0	
112	7.1	6.2	6.0	6.5	
113	6.3	6.3	6.5	6.5	
114	6.7	6.4	6.2	6.5	
115	6.6	6.8	6.9	6.9	
116	7.0	7.0	6.9	7.1	
117	6.3	7.1	6.9	6.8	
118	7.2	7.0	7.0	6.9	
119	7.0	7.2	7.3	7.2	
120	7.2	6.8	6.8	6.7	
121	6.5	6.5	6.4	6.5	
122	6.5	6.2	6.4	6.5	
123	6.8	7.4	7.2	6.8	
124	7.2	7.5	7.4	7.3	
125	7.6	7.3	7.2	6.9	
126	6.4	6.4	6.5	6.5	
127	6.5	6.4	6.5	6.3	
128	6.3	6.4	6.5	6.4	
129	7.4	7.3	6.8	7.6	
130	7.4	7.5	6.8	7.1	
131	7.3	7.3	7.0	7.4	
132	6.5	6.5	6.4	6.4	
133	7.3	7.8	8.4	7.6	T piece section
134	7.3	7.9	8.2	7.6	T piece section
135	5.0	4.6	4.8	4.6	2-inch section of T
136	5.0	4.7	4.7	4.6	2-inch section of T
137	6.4	6.4	6.3	6.4	
138	6.4	6.4	6.6	6.4	
139	6.4	6.3	6.3	6.4	
140	6.5	6.4	6.4	6.3	
141	6.5	6.4	6.6	6.4	



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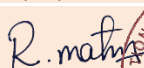
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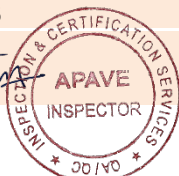
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142	6.4	6.3	6.3	6.4	
143	6.2	6.4	6.5	6.4	
144	6.3	6.4	6.5	6.4	
145	6.3	6.3	6.2	6.3	
146	6.5	6.6	6.6	6.7	
147	6.4	6.4	6.6	6.3	
148	6.7	6.7	6.3	6.7	
149	6.4	6.3	6.7	6.4	
150	6.5	6.4	6.7	6.5	
151	6.4	6.4	6.4	6.5	
152	6.3	6.4	6.4	6.4	
153	6.4	6.5	6.3	6.4	
154	6.4	6.5	6.4	6.5	
155	6.5	6.4	6.5	6.4	
156	6.5	6.4	6.5	6.4	
157	6.4	6.8	6.5	6.4	
158	6.9	6.4	6.4	6.5	
159	6.8	6.8	6.9	6.9	
160	7.0	7.0	6.9	7.1	
161	7.0	7.0	6.9	7.0	
162	7.1	6.8	6.9	7.2	
163	6.4	6.4	6.3	6.4	
164	6.7	6.5	6.7	6.4	
165	6.3	6.3	6.3	6.4	
166	6.4	6.4	6.2	6.3	
167	6.4	6.4	6.5	6.4	
168	6.4	6.3	6.3	6.4	
169	7.5	7.6	7.4	7.3	
170	7.5	7.5	N/A	7.2	Drain line connection under the fuel line
171	7.4	7.8	7.1	7.1	
172	6.5	6.6	6.5	6.5	
173	6.5	6.4	6.3	6.4	
174	6.4	6.4	6.4	6.4	
175	6.4	6.4	6.5	6.5	

Notes: Locations only accessible from the ground were inspected, until location 175, as per current ISO attached. Downstream location would require boat to access, which was not supplied this time.

SIGNATURES

NDT TECHNICIAN		APPROVED BY		ACCEPTED BY	
Name:	Mathavan Rengaraju	Name:	Pawel Kudas	Name:	
Qualification:	SNT-TC-1A	Qualification:	UT PCN / API 510	Qualification:	
Date:	30/07/2026	Date:	30/07/2026	Date:	
Signature:		Signature:		Signature:	



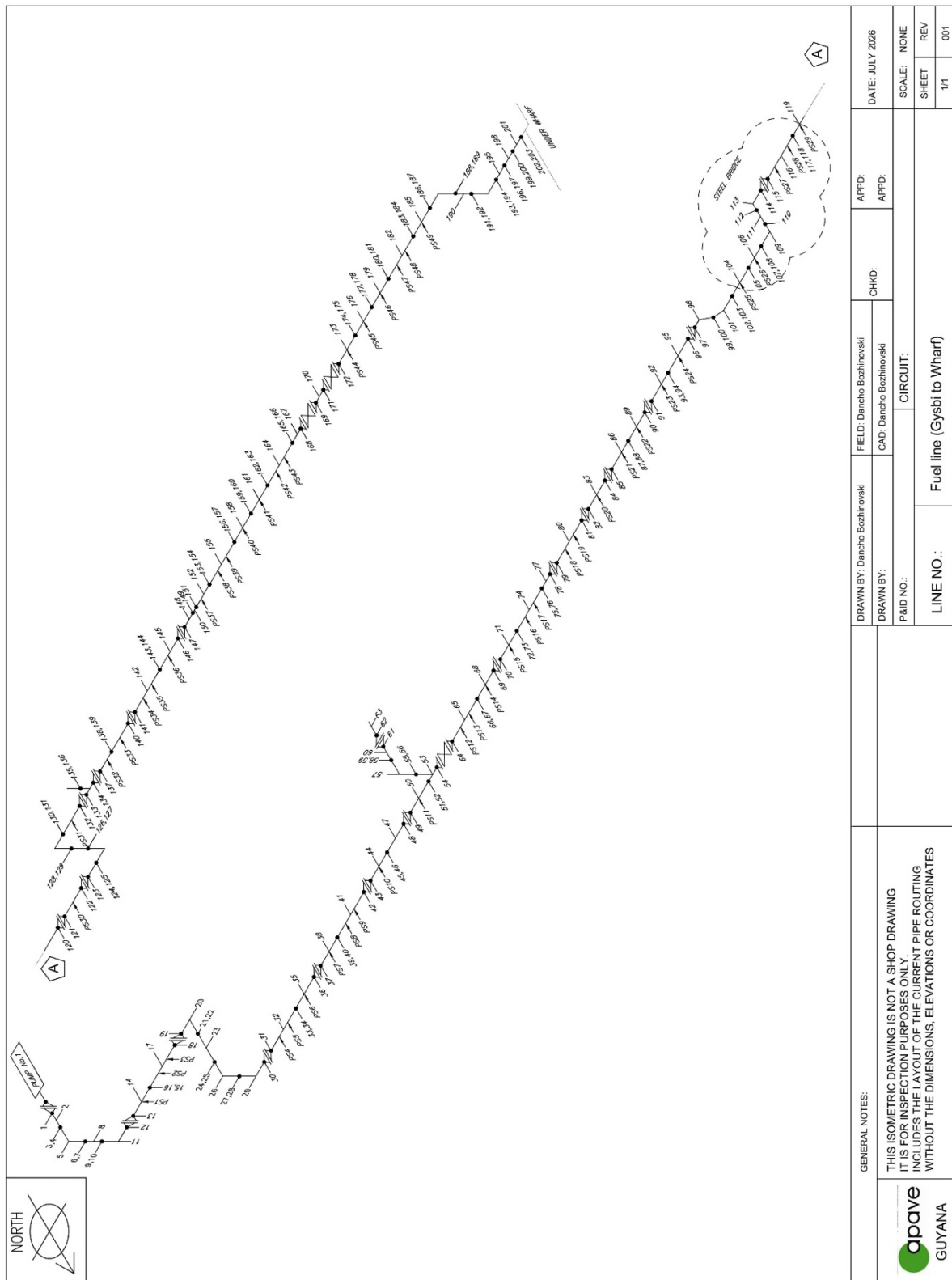


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Drawing / Sketch / ISO



Comment: Isometric Diagram rev.2



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Eddy Current testing report

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7.2 Eddy current report

PROJECT DATA			
Client:	GYSBI	Client's Specification(s)	
Project:	Fuel Line (Gysbi to Wharf)	Procedure number:	T.P.AI.WI.ET.0004 – V1
Location:	Gysbi to Wharf	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 (Gysbi to Wharf)	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	P9-P10	BW	Weld and HAZ			/	/	/	/	Accept	
2	P15-P16	BW	Weld and HAZ			/	/	/	/	Accept	
3	P27-P28	BW	Weld and HAZ			/	/	/	/	Accept	
4	P33-P34	BW	Weld and HAZ			/	/	/	/	Accept	
5	P53	BW	Weld and HAZ			/	/	/	/	Accept	
6	P58-P59	BW	Weld and HAZ			/	/	/	/	Accept	



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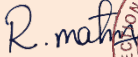
Eddy Current testing report

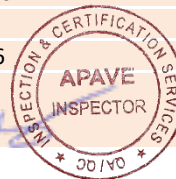
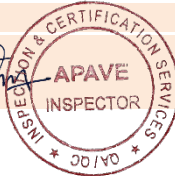
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7	P66-P67	BW	Weld and HAZ			/	/	/	/	Accept	
8	P87-P88	BW	Weld and HAZ			/	/	/	/	Accept	
9	P93-P94	BW	Weld and HAZ			/	/	/	/	Accept	
10	P99-P100	BW	Weld and HAZ			/	/	/	/	Accept	
11	P126-P127	BW	Weld and HAZ			/	/	/	/	Accept	
12	P128-P129	BW	Weld and HAZ			/	/	/	/	Accept	
13	P135	BW	Weld and HAZ			/	/	/	/	Accept	
14	P138-P139	BW	Weld and HAZ			/	/	/	/	Accept	
15	P153-P154	BW	Weld and HAZ			/	/	/	/	Accept	
16	P159-P160	BW	Weld and HAZ			/	/	/	/	Accept	
17	P165-P166	BW	Weld and HAZ			/	/	/	/	Accept	

Notes: Eddy Current was conducted on 20% of welds of the 6" Fuel Line (Gysbi to Wharf). 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:	30.07.2026	Date:	31/07/2026	Date:	
Signature:		Signature:		Signature:	





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Drawing / Sketch / ISO

