

1970 Oil Tanker & Diesel Fuel Detailed Descriptions

This Vessel & Diesel Cargo Are Being Offered For Sale “Export Only”, And May Not Enter The Commerce Of The United States

DESCRIPTION

Vessel Description:

1970 Cargo Vessel: M/V “FAT CROW” ex “WHITIDE” – EXPORT ONLY

Oil Tanker, Registry: Togolese Republic, Registration No. TG/REG/139-38512/1679; IMO Number: 7022291, Length Overall 74.53 m, Breadth 10.24 m, Depth 5.74 m, Gross Tons 1148, Net Tons 652, Deadweight 2084, Propulsion: Single Diesel 1060 BHP

Builder: Karlstads Varv A/B, Sweden, Hull No. 148, Built In 1970; Engines: The Main Propulsion Engine Is A Deutz AG, Diesel, Eight (8) Cylinder In-line, Model RBV8M545, Originally Classed w/ Lloyds Register of Shipping; Overall Condition of Vessel Is “Poor”; Case #2017180100078601 001 ICE

General Layout: Forecastle With A Storeroom Below, Main Deck With Twelve (12) Accesshatches, Centerline Catwalk, Accommodation House And Poopdeck. The Below Deck Layout Is With A Forepeak Tank, Twelve(12) Cargo Tanks, Pump Room, Engine Room, Steering Room And After Peak Tank;

Engines: The main Propulsion Engine Is A Deutz AG, Diesel, Eight (8) Cylinder In-line, Model RBV8M545, Serial Number Not Visible. The Engine Is Rated 780 KW (1060 BHP) At 380 RPM. The Engine Is Fitted With Air Start, Turbocharger, Oil Cooler, Fly Wheel And A Controllable Pitch Propeller. Also Fitted Is A Marine Gear, Model And Serial Numbers Are Not Visible. The Condition Of The Engine And Gear From A Visual Examination Is Considered To Be Fair. The Engine And Gear Box Are Lightly Soiled, With External Evidence Of Oil Leakage;

Onboard Equipment: C.H. Hammar Magnetic Compass; Comnav Marine 2001 Autopilot, JRC JMA-2300 MK2 Radar, Sailor RT4822 VHF DSC Radio Telephone, Simrad Recording Depth Sounder, ICOM IC-M700 HF Radio, ICOM GM-1100 DSC radio, ICOM IC-M710 MF/HF radio, Furuno PP-510 printer(2), ICS Electronics, Ltd. Nav 5 GMDSS NavTex Receiver; Electrolux, Genaire, Inducol, Midea And Nisato Top Loading Freezers; Mabe Refrigerator, Haier Television (damaged), Two (2) Non-Motorized Fiberglass Lifeboats, One(1) Viking And One(1) DSB 16 Person Inflatable Life Rafts;

Equipment Remaining Onboard Includes The Following:

1. C.H. Hammar magnetic compass
2. Comnav Marine 2001 autopilot
3. JRC JMA-2300 MK2 radar
4. Sailor RT4822 VHF DSC radiotelephone
5. Simrad recording depth sounder
6. ICOM IC-M700 HF radio
7. ICOM GM-1100 DSC radio
8. ICOM IC-M710 MF/HF radio
9. Furuno PP-510 printer(2)
10. ICS Electronics, Ltd. Nav 5 GMDSS NavTex receiver
11. Electrolux, Genaire, Inducol, Midea and Nisato top loading freezers
12. Mabe refrigerator
13. Haier television(damaged)

14. Non-motorized fiberglass lifeboats(2)
15. One(1) Viking and one(1) DSB 16 person inflatable life-rafts

Visual Examination: Examination of the exterior starboard hull revealed the paint on the side shell plate to be in good condition from the main deck to the waterline. There are rust bleeds emanating from the shear strake and rust stains emanating from overboard discharges and scupper drains. The shaped portion of the forward bulwark has approximately 4 sq. ft. of wasted and holed plate. The main deck plate is in fair condition and is not properly maintained. It appears that damaged paint is sanded smooth and only top coat paint is applied over the bare steel. The paint fails shortly afterwards since a primer and an intermediate coat was not applied.

Visual examination of the accommodation house revealed bridge and radio room in disarray, all crew cabins in various degrees of disarray, master's cabin with 12" x 12" hole in a starboard wall panel, loose wall panel, cabinet drawer torn apart, door locks removed, port forward lower cabin with a 24" x 24" hole in a side panel, galley with several unhinged cabinet doors, oven and range filthy and covered with oil, food spilled on the dry storeroom deck and heads considered to be substandard and unsanitary.

Visual examination revealed the following deficiencies:

1. Missing starboard anchor and an unknown length of anchor chain.
2. Anchor windlass support base wasted and holed.
3. Missing port and starboard anchor chain stoppers.
4. Treads wasted and holed on four (4) ladders from the main deck to the forecastle deck and main deck to the poop deck. The lower tread on the port aft ladder separated from the stringer and fell to the deck.
5. A 4' length of fire main pipe below the catwalk is missing.
6. Hatch cover dogs missing and hinges wasted. Ullage covers not secured watertight.
7. Plaster overlayment on the fidley top is breaking away and exposing holed, pitted and wasted top plate.
8. Fidley skylight cover dogs missing and covers considered to be non-watertight.
9. Support pedestal for the starboard quarter closed chock collapsed and distorted due to weakness attributed to wasted steel.
10. Starboard stern side shell plate heavily set inward and two (2) vertical frames bowed and distorted. The damage will require examination by the classification and/or flag state surveyor to determine if a repair insert is required.
11. The GMDSS radio station appears to be inoperative and in violation of radio rules. The station will require inspection and certification by a licensed radio technician.
12. The undersigned sighted a General Arrangement Plan which indicated that the vessel is not constructed with a double bottom or a double hull. Therefore, the vessel may be in violation of 33 CFR Part 157, Appendix G(b) which states that:
 - a. A vessel of less than 5,000 gross tons for which a building contract or contract for major conversion was placed before June 30, 1990, and that is delivered under that contract before January 1, 1994-----may not operate in the navigable waters or the Exclusive Economic Zone of the United States after January 1, 2015, unless equipped with a double hull or with a double containment system determined by the Coast Guard to be as effective as a double hull for the prevention of a discharge of oil.

Diesel Fuel Description:

BEING SOLD EXPORT ONLY

Cargo Said To Contain Approximately 302,631 (+-10%) Gallons of Diesel Fuel;

Meets D975 Specification For Grades No. 2-D S5000 or No. 4-D Diesel; Fuel Is Red In Color;

Additional Information: The fuel quality was originally tested in October 2017 and the fuel quantity measured on October 5, 2018 (See reports below). The vessel water line is believed high due to the ballast tank being empty, thus raising the ship in the water, and is not reflective of less fuel (cargo) on board than estimated. At time of seizure in late 2017, the estimation of fuel was stated as 260,000 gallons. Upon measuring of the tanks on October 5, 2018 it is estimated the quantity of fuel is approximately 302,631 (+-10%). **The fuel is sold as-is where-is without warranty or guarantee of any kind. No considerations will be made for variations in fuel quality or quantity. Please bid accordingly.** Seized September, 2017, Case #2017180100078601-002-ICE.

[SEE DIESEL FUEL LAB REPORT DETAILS HERE](#)