



**INSPECTION REPORT**

Ref.RT/1410336

Date 26.11.2014

**Load port:** TIANJIN, CHINA  
**Destination:** LATTAKIA, Syria  
**Description of goods:** ERW Pipes  
**P.O no.:** PP22-PUR-ME-001  
**Exporter:** CHENGDU DERBO STEEL CO.,LTD  
**Manufacturer:** GUANGZHOU JUYI STEEL PIPE CO. LTD.  
**Buyer:** UNICO Petroleum  
**Date Survey conducted:** October 24<sup>th</sup>, November 1<sup>st</sup>, 15<sup>th</sup>, and 24<sup>th</sup>, 2014  
**Location/survey held:** Guangzhou, Guangdong, China

This is to certify that at applicant's request, we inspected the above mentioned cargo in China prior to loading and we can report as follows:

**I Quantity**

Quantity	Commodity
160 pcs	22" Pipes

**II Visual Inspection and witnessing of tests**

By visual inspection, measuring, and witnessing of tests the following results were obtained:

Parameter	Results				
1. Length	11.90M	11.895M	11.905M	11.90M	
2. Diameter	55.96cm	56cm	55.95cm	55.97cm	56m
3. Wall Thickness	7.62	7.65	7.63	7.65	7.68
4. Beveled edges	32°	32°	32°	33°	
5. Truncated edge	1.2	1.2	1.2		
6. Visual check	Paint come off	Paint come off	Paint come off	Paint come off	Paint come off
7. Hydrostatic test	8.7	8.7	8.8	8.8	8.7
8. Welding test	OK	OK	OK	OK	OK
9. Tensile test	555 MPa	555 MPa	555 MPa	555 MPa	545 MPa
10.HRC	N/A				
11.Yield Strength	370 Mpa	365 Mpa			

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**Diameter: 55.95cm**



**Thickness: 7.62mm**



**Net weight: 1,232 KGS**



**Length: 11.90M**



**Welding inside feature**



**Welding outside feature**



**Marking painting is not clear**



**Paint come off**

We witness Hydrostatic test and Welding test in the factory only as Chemical tests and Mechanical tests had already completed prior to completion of the production.

During visual inspection it was discovered that on 1 pipe the paint came off, the quantity was approximately about 60%-70%

We did Paint adhesion test on randomly chosen pipes, and the paint came off for 100% of the pipes chosen for testing.



On 1 pipe the painted marking is not clear. We have requested the factory to check all marking to be completed prior to shipment.

Re-testing of thickness of the pipes on November 15<sup>th</sup> gave the following results:

Sampling Data(Thickness)																
Date	Batch No.	Pipe No.														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Nov,15th	B4AV0121	7.64	7.61	7.63	7.63	7.55	7.70	7.67	7.68	7.74	7.71	7.69	7.58	7.71	7.65	7.67
		16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Nov,15th	B4AV0118	7.62	7.58	7.68	7.65	7.70	7.69	7.68	7.59	7.58	7.81	7.70	7.65	7.69	7.71	7.615
		31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Nov,15th	B4AV0136	7.61	7.67	7.71	7.68	7.70	7.64	7.72	7.68	7.63	7.65	7.67	7.68	7.69	7.64	7.67
		46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
Nov,15th	B4AV0270	7.62	7.63	7.67	7.65	7.65	7.63	7.69	7.64	7.68	7.70	7.68	7.64	7.65	7.66	7.67
		61	62	63	64	65	66	67	68	69	70	71	72	73	74	75
Nov,15th	B4AV0243	7.66	7.65	7.64	7.63	7.68	7.65	7.66	7.64	7.67	7.65	7.64	7.67	7.63	7.68	7.65



### III Packing

The pipes were loaded into the containers unbundled and unpacked, and without end-protections.

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#### **IV Marking**

The marking on the pipes was inspected on November 1<sup>st</sup> and found as follows:



All pipes were marked with Manufacturer name, Standard, Size, Thickness, Length, Heat No., Serial No., API 5L

Letter dimensions: 2 cm.

No country of origin is found in the marking.

#### **V Loading**

The loading was performed into containers as follows:

Date	Container no.	Seal no.	Quantity (no of pcs)
Nov, 24 <sup>th</sup> , 2014	DFSU6268817	V667833	18pcs
Nov, 24 <sup>th</sup> , 2014	TCNU6309184	V667832	16pcs
Nov, 24 <sup>th</sup> , 2014	RFCU4070228	V667835	18pcs
Nov, 24 <sup>th</sup> , 2014	MAGU5161770	V667831	18pcs
Nov, 24 <sup>th</sup> , 2014	CCLU7768158	V667837	18pcs
Nov, 24 <sup>th</sup> , 2014	TCNU4453865	V667834	18pcs
Nov, 24 <sup>th</sup> , 2014	SEGU4359934	V667839	18pcs
Nov, 24 <sup>th</sup> , 2014	CCLU7742847	V667838	18pcs
Nov, 24 <sup>th</sup> , 2014	CCLU6574100	V667836	18pcs
<b>Total</b>			<b>160pcs</b>

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hicles, barges, elevators, cranes and on quay at the risk and expense of cargoowner. The cargoowner remains responsible for all duties and taxes. Loss to goods is not the risk and expense to Baltic Control Ltd. No insurance of goods, liability, etc. will be effected without written instructions. Furthermore all assignments are subject to the General Rules of Nordic Forwarders Association, which give us a pledge right for all unpaid accounts. Our responsibility in the event of loss and/or damage is always, however, limited to maximum DKK 50,- per kilo and maximum DKK 50.000,- on each assignment performed. Further limitations will apply whenever our company is acting as common carrier and in respect to delays. The responsibility as common carrier will be accepted only, in the event our company has given an express undertaking to act in such capacity. Our venue is Aarhus, Denmark. The company will not accept responsibility for activities performed by other companies, representatives, affiliates, associates, agents, joint ventures, individuals, staff or others inside or outside the Baltic Control group, neither in Denmark nor abroad. Terms of payment: Net cash on presentation of invoice. Interest in case of late payment is charged at the rate of 2,5 per cent/month or part thereof, remainder fees are charged at the rate of DKK 1,- per month. Collection fees are charged on basis three times net. Our General Terms and Conditions are available in full on [www.balticcontrol.com](http://www.balticcontrol.com), or at your request. *Attention: If the cargo is not delivered to the destination, the cargoowner is responsible for the loss.*





## VI Remarks

1. We were not notified in due time to follow the production, chemical, and mechanical tests closely.
2. The wall thickness and the length of the pipes are upon re-inspection accepted to be within specifications' limits, as the thickness is just not to go below 7.55 mm., and the length of the pipes may range between 11 and 13 m.
3. During visual inspection on November 1<sup>st</sup> it was discovered that on 1 pipe the paint came off, the quantity was approximately about 60%-70%. Based on this paint adhesion test on randomly chosen pipes was performed, and the paint came off for 100% of the pipes chosen for testing.
4. On 1 pipe the painted marking is not clear. We have requested the factory to check all marking to be completed prior to shipment.
5. The pipes were not bundled nor wearing end-protections at the time of loading.

## VII Conclusion

Discrepancies were noted during our inspection as listed in the remarks above.

The inspection has been carried out to the best of our knowledge and ability, and visual quality inspection was found in compliance with requirements.

Our findings do not release the sellers and/or buyers from their contractual rights. Further our responsibility is limited to the exercise of due care.

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VAT no: 122 58 267

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Date 26.11.2014

The present report is based on the facts observed and reported by our surveyor in attendance and is issued without prejudice to the rights of either party. The right to amend or supplement the present report basis additional information is reserved.

**A/S Baltic Control Ltd., Aarhus**

  
Rikke Thomsen



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