



OCIMF

**Oil Companies International
Marine Forum**

**Revised Ship Inspection Report (SIRE)
Programme**

**Cover Sheet for Printed Vessel Particulars Questionnaire for: HELLESPONT
TRADER
IMO\LR Number: 9114608**

1. GENERAL INFORMATION

General Information

1.1	Date this VPQ document completed	20/09/2007
1.2	Name of ship	HELLESPONT TRADER
1.3	LR/IMO Number	9114608
1.4	Last previous name	SEA STAR
1.4.1	Date of name change	28 Jun 2005
1.5	Second last previous name	N/A
1.5.1	Date of name change	Not Applicable
1.6	Third last previous name	N/A
1.6.1	Date of name change	Not Applicable
1.7	Fourth last previous name	Not Applicable
1.7.1	Date of name change	Not Applicable
1.8	Flag	Marshall Island
1.9	Port of Registry	MAJURO
1.10	If the flag has been changed, what was previous flag?	Greece
1.11	Call sign	V7IH2
1.12	INMARSAT number	353898949
1.13	Ship's fax number	353898950
1.14	Ship's telex number	353898952
1.15	Mobile Phone Number	NA
1.16	Ship's Email address	ftrad@hellesponthammonia.de
1.17	Type of ship	Oil Tanker
1.18	Vessel's MMSI No. (Maritime Mobile Selective Call Identity Code)	538090182
1.19	Type of Hull	Double Hull

Ownership And Operation

1.20	Registered Owner (Name)	MS "Hellespont Trader" GmbH &	Office telephone number	
	Full address	Bleichenbrocke 10, 20354 Hamburg Germany	Office telex number	
			Office fax number	
			Office Email address	
			Contact person	
			Contact person after hours tel. no.	
	Number of years ship owned	2 Years		
1.22	Technical Operator (Name)	HELLESPONT HAMMONIA GMBH & Co KG	Office telephone number	+49 40 27 86 21 31
	Full Address	370 Elbchausee Hamburg 22609 Germany	Office telex number	
			Office fax number	+49 40 27 86 21 30
			Office Email address	managers@hellesponthammonia.de
			Contact (Designated Person Ashore)	Capt. Danezis Pavlos
			Contact person after hours tel. no.	+30 6944849559
	Emergency callout number	+ 49 40 22625 266 + 30 6946 50 3631	Contact details for person responsible for oil spill response	Capt. Danezis Pavlos
	Emergency callout pager number	N/A		
	No. years controlled by technical operator	2 Years		
	No. of ships operated by this Operator	9		
1.25	Commercial Operator (Name)	HELLESPONT HAMMONIA GmbH & Co. KG	Office telephone number	+49 40 27 86 21 31
	Full Address	370 Elbchausee Hamburg 22609 Germany	Office telex number	

			Office fax number	+ 49 40 27 86 21 30
			Office Email address	managers@hellesp onthammonia.de
			Contact person	Mr. Spyros Vlassopoulos
			Contact person after hours tel. no.	+49 172 43 60 792

Builder

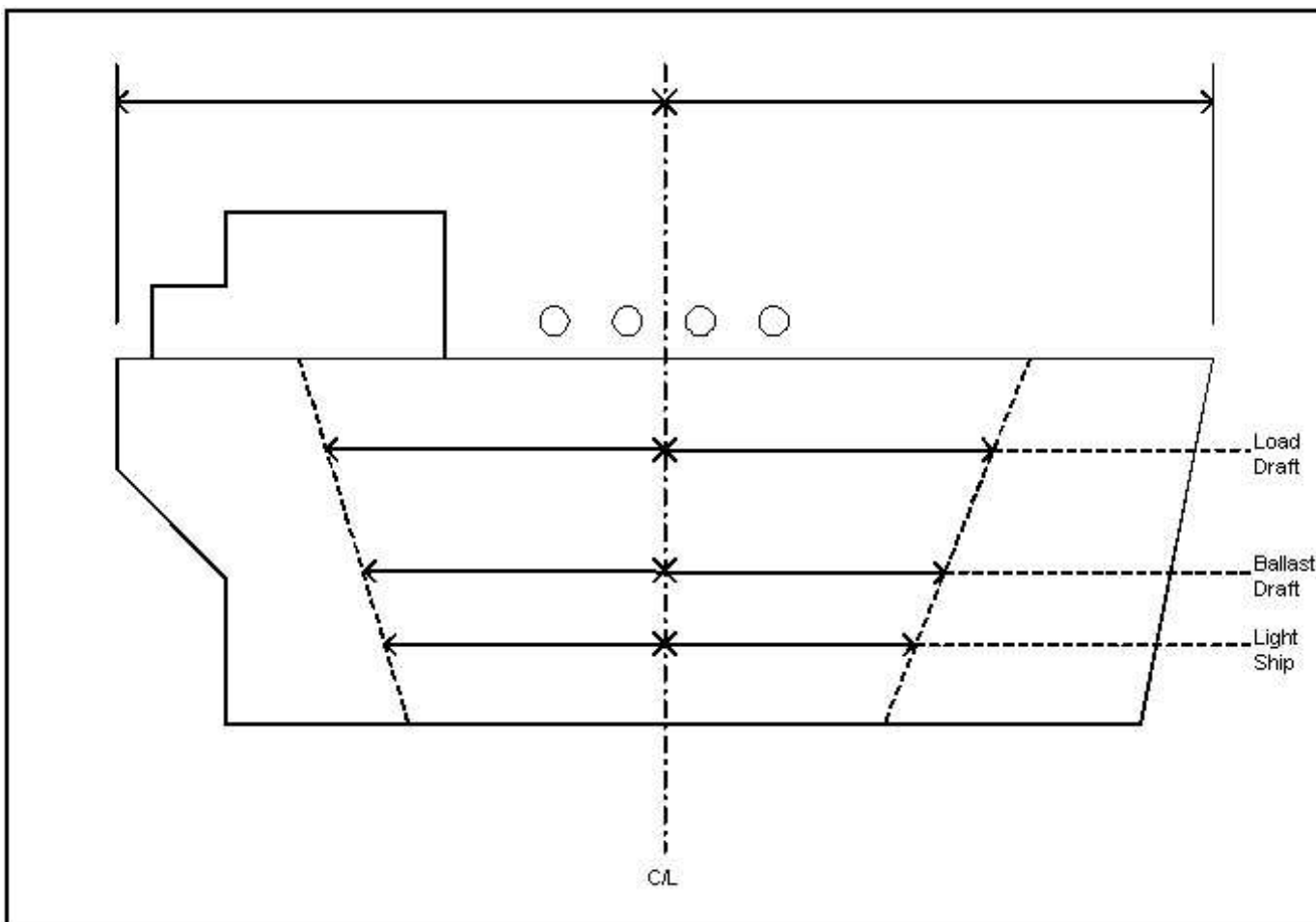
1.26	Builder	Mitsui, Chiba, Japan
1.27	Date of building contract	24 May 1994
1.28	Hull number	1421
1.29	Date keel laid	02 Aug 1995
1.30	Date launched	17 Feb 1996
1.31	Date delivered	28 Jun 1996
1.32	If applicable, date of completion of major hull changes	Not Applicable
1.33	List what changes were made.	not applicable

Classification

1.34	Classification society	American Bureau of Shipping
1.35	Class Notation	+A1 (E) OIL CARRIER SH AMS ACCU OMBO VEC-L OCEANGOING
1.36	If Classification society changed, name of previous society	NONE
1.37	If Classification society changed, date of change	None
1.38	Date of last dry-dock	04/07/2006
1.39	Date of second last dry-dock	27/04/1999
1.40	Date next dry-dock due	04/07/2011
1.41	Date of last special survey	04/07/2006
1.42	Was last special survey an enhanced special survey?	Yes
1.43	Date next special survey due	30/06/2011
1.44	If ship has Condition Assessment Programme (CAP) rating, what is the latest rating?	
1.45	Date of last annual survey	21/07/2007
1.46	Date of last boiler survey - Port boiler	18/06/2007
1.47	Date of last boiler survey - Starboard boiler	18/06/2007
1.48	Is the ship subject to Continuous Machinery Survey?	Yes

Dimensions

1.49	Length overall (LOA)	269 metres
1.50	Length between perpendiculars (LBP)	258 metres
1.51	Extreme breadth	46.034 Metres
1.52	Moulded breadth	46 Metres
1.53	Moulded depth	23.9 metres
1.54	Keel to masthead	50.46 metres
1.55	Distance bow to bridge	223 metres
1.56	Distance bridge front - mid point manifold	91 metres
1.57	PARALLEL MID-BODY DIAGRAM	
1.57.1	Distance bow to mid-point manifold	132 metres
1.57.2	Distance stern to mid-point manifold	137 Metres
1.57.3	Light ship parallel body length	109.1 metres
1.57.4	Light ship parallel body - bow to mid-point manifold	73 Metres
1.57.5	Light ship parallel body - stern to mid-point manifold	36.1 Metres
1.57.6	Normal ballast parallel body length	130.7 metres
1.57.7	Normal ballast parallel body length - bow to mid point manifold	74.3 metres
1.57.8	Normal ballast parallel body length - stern to mid point manifold	56.4 metres
1.57.9	Parallel body length at Summer Deadweight (SDWT)	150.4 metres
1.57.10	Parallel body length at SDWT - bow to manifold	74.3 metres
1.57.11	Parallel body length at SDWT - stern to mid point manifold	76.1 metres
1.58	Does ship have a bulbous bow?	Yes



Tonnages

1.59	Net Registered Tonnage	45131 tonnes
1.60	Gross Tonnage	79832 tonnes
1.61	Suez Tonnage	80974.28 Tonnes
1.62	Panama Tonnage	not applicable

Loadline Information

		Freeboard	Draft	Deadweight	Displacement
1.63	Summer	7078 Metres	16.865 metres	148435 tonnes	171600 tonnes
1.64	Winter	7429 millimetres	16.514 metres	144538 tonnes	167703 tonnes
1.65	Tropical	6727 millimetres	17.216 metres	152340 tonnes	175505 tonnes
1.66	Lightship	21345 Metres	2.598 Metres	tonnes	23165 Tonnes
1.67	Normal Ballast Condition	15363 Metres	8.58 Metres	54540 Tonnes	81705 Tonnes
1.68	Segregated Ballast Condition	16623 Metres	7.32 Metres	45552 Tonnes	68717 Tonnes

Loadline Information and Recent Operational History

1.69	FWA at Summer Draft	385 millimetres
1.70	TPC Immersion at Summer Draft	111.1 tonnes
1.71.1	Draught Fore at normal ballast conditions	7.1 metres
1.71.2	Draught Aft at normal ballast conditions	10.06 metres
1.72	Does ship have Multiple SDWT ?	No
1.73	If yes, what is maximum assigned Deadweight?	0 Tonnes
1.74	Max. height of mast above waterline (air draft) in normal SBT condition?	43.14 Metres
1.75	Has the ship traded continuously without requirement for repairs since the last dry-dock, except for normal maintenance?	N/A

1.76	The nature of the repair was:	
1.77	Has ship been involved in a pollution incident during the past 12 months?	No
1.78	Has ship been involved in a grounding incident during the past 12 months?	No
1.79	Has ship been involved in a collision during the past 12 months?	No

2. CERTIFICATION AND DOCUMENTATION**Certificates**

		Issued	Expires	Last Annual	
2.1	Register Number	90182			
2.2	Safety Equipment Certificate	03/07/2006	30/06/2011	21/07/2007	
2.3	Safety Radio Certificate	03/07/2006	30/06/2011	21/07/2007	
2.4	Safety Construction Certificate	03/07/2006	30/06/2011	21/07/2007	
2.5	Loadline Certificate	03/07/2006	30/06/2011	21/07/2007	
2.6	International Oil Pollution Prevention Certificate (IOPPC)	03/07/2006	30/06/2011	18/06/2007	
2.7	Type of Oil Tanker as specified by IOPPC Crude/Product (If not an oil tanker, specify)	Crude/Product			
2.8	Safety Management Certificate (SMC)	04/01/2006	24/11/2010		(Last intermediate)
2.9	Document of Compliance (DOC)	18/11/2005	17 Nov 2010	23/11/2006	(Endorsed)
2.10	USCG Letter of Compliance (if applicable)		Not Applicable	Not Applicable	
2.11	Date of last USCG Tank Vessel Examination Letter (TVEL)	23 Nov 2005	23 Nov 2007		
2.12	Minimum Safe Manning Certificate	27 Jun 2005			
2.13	Civil Liability Convention Certificate (1969)				
2.14	Civil Liability Convention Certificate (1992)	11/01/2007			
2.15	U.S. Certificate of Financial Responsibility	21/06/2005			
2.16	Certificate of Fitness (Chemicals)				
2.17	Certificate of Fitness (Gas)				
2.18	Noxious Liquids Certificate				
2.19	Unattended Machinery Space Certificate				
2.20	International Tonnage Certificate	24/08/2005			

Documents

2.21	IMO Safety of Life at Sea Convention (SOLAS 74)	Yes
2.22	IMO International Code of Signals (SOLAS V-Reg 21)	Yes
2.23	IMO International Convention for the Prevention of Pollution from Ships (MARPOL 73/78)	Yes
2.24	IMO Ships Routeing	Yes
2.25	IMO International Regulations For Preventing Collisions at Sea (COLREGS)	Yes
2.26	IMO Standards of Training, Certification and Watchkeeping (STCW Convention)	Yes
2.27	ICS Guide to Helicopter/Ship Operations	Yes
2.28	OCIMF/ICS/IAPH International Safety Guide for Oil Tankers and Terminals (ISGOTT)	Yes
2.29	OCIMF/ICS Clean Seas Guide for Oil Tankers	Yes
2.30	OCIMF/ICS Prevention of Oil Spillages Through Cargo Pumproom Sea Valves	Yes
2.31	OCIMF/ICS Ship to Ship Transfer Guide (Petroleum)	Yes
2.32	OCIMF Recommendations for Oil Tanker Manifolds and Associated Equipment	Yes
2.33	OCIMF Mooring Equipment Guidelines	Yes
2.34	OCIMF Effective Mooring	Yes
2.35	USCG Regulations for Tankers (USCG 33 CFR/46 CFR)	Yes
2.36	Oil Transfer Procedures (USCG 33 CFR 155-156)	Yes
2.37	Operator's ISM Manuals	Yes
2.38	Is the publication IMO-Inert Gas Systems, or Ship Technical Operator's equivalent manual on board?	Yes
2.39	Is the publication IMO-Cow Systems, or Ship Technical Operator's equivalent manual on board?	Yes
2.40	ICS Bridge Procedures Guide	Yes
2.41	IAMSAR Vol.3	Yes
2.42	Nautical Institute Bridge Team Management	Yes
2.43	International Medical Guide for Ships(or equivalent)	Yes

For Chemical Tankers Only

2.44	IMO Code for Construction & Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)	N/A
2.45	IMO Index of Dangerous Chemicals Carried in Bulk	N/A
2.46	ICS Tanker Safety Guide (Chemicals)	N/A
2.47	IMO Code for Construction & Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code)	N/A

2.48	Chemical Data Guide (USCG 1990 CIM 16616.6A)	N/A
2.49	Medical First Aid Guide for Use in Accidents involving Dangerous goods (MFAG)	N/A
2.50	Procedures and Arrangements (P&A) Manual	N/A

For Gas Carriers Only

2.51	IMO Code for Construction & Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)	N/A
2.52	ICS Tanker Safety Guide (Liquefied Gas)	N/A
2.53	SIGTTO Liquefied Gas Handling Principles on Ships and in Terminals	N/A
2.54	SIGTTO Guide to Pressure Relief Valve Maintenance and Testing	N/A
2.55	ICS Ship to Ship Transfer Guide (Liquefied Gases)	N/A
2.56	IMO Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)	N/A
2.57	IMO Code for Existing Ships Carrying Liquefied Gases in Bulk (EGC Code)	N/A
2.58	Life saving Appliances Code	N/A
2.59	Fire Safety Systems Code	N/A

3. CREW MANAGEMENT

Crew Management

3.1	Minimum manning required (officers)	8	3.2	Minimum manning required (ratings)	8
	Actual manning (officers)	9		Actual manning (ratings)	16
	List Nationality of Officers	Filipinos		List Nationality of Ratings	Fil
	Master employed by (Vessel Operator)	No		Master employed by (Manning Agent)	Yes
	Officers employed by (Vessel Operator)	No		Officers employed by (Manning Agent)	Yes
	Ratings employed by (Vessel Operator)	No		Ratings employed by (Manning Agent)	Yes
	Common language used (Vessel Operator)	English		Common language used	English
	Full name of Manning agent 1 (Officers)	Manila Shipmanagement & Manning		Full name of Manning agent 1 (Ratings)	Manila Shipmanagement & Manning
	Full address	Ground Floor, Princess Bldg 104 Esteban Str. Legaspi Village Makati City 1229 Manila, Philippines		Full address	Ground Floor, Princess Bldg 104 Esteban Str. Legaspi Village Makati City 1229 Manila, Philippines
	Office telephone number	+63 2 892 4071		Office telephone number	+63 2 892 4071
	Office telex number			Office telex number	
	Office fax number	+63 2 816 6993		Office fax number	+63 2 816 6993
	Office Email address	email@manship.com		Office Email address	email@manship.com
	Are manning agent(s) wholly or partially owned by Operator?	Yes		Does vessel's Operator maintain personnel files on ratings assigned to his vessels?	Yes
	If No, does Operator have selection rights?	N/A		Do ratings regularly return to Operator's vessels?	Yes
	Does vessel's Operator maintain personnel files on officers assigned to his vessels?	Yes			
	Do officers regularly return to Operator's vessels?	Yes			

Continuity

3.3	Do senior officers return to the same ship on a rotational basis?	Yes
3.4	Are senior officers rotated on ships of similar class within company fleet?	Yes
3.5	Are junior officers and ratings rotated on ships of similar class within company fleet?	Yes
3.6	If senior officers do not return to same ship on a rotational basis, are changes of Master, Chief Officer and Second Engineer organised to avoid a full change of officers at same time?	Yes

Training

3.7	List Operator-sponsored training courses available to officers (Bridge Management etc.)	Bridge Resource Management Bridge Team Management I.S.M. Courses O'Brien's Oil Pollution Services (OOPS): Q.I., Spill Management, OPA 90.
3.8	List Operator-sponsored training courses available to ratings (Fire Fighting etc.)	Firefighting, Tanker Safety, Watch Keeping, Survival at sea
3.9	Are Masters and Chief Engineers required to attend company office before and after each tour of duty?	Yes
3.10	Does operator hold regular training seminars ashore for officers?	Yes
3.11	Are training seminars provided on board for officers and ratings?	Yes
3.12	What courses, exceeding statutory requirements, are provided for senior officers?	Advanced Tanker Handling Courses: Simulator for Bridge and Engine Control.
3.13	What courses, exceeding statutory requirements, are provided for junior officers?	Bridge Team Management Charts Management
3.14	What courses, exceeding statutory requirements, are provided for ratings?	Safety and Firefighting.

4. NAVIGATION

Navigation

		Installed	Type	Number of units
4.1	Magnetic compass	Yes	TOKIMEC SH	1
4.2	Gyro compass	Yes	TOKIMC TG 5000	4
4.3	Gyro Autopilot	Yes	TOCIMEC PR 8000	1
4.4.1	Radar 1	Yes	Racal DECCA (X)	1
4.4.2	Radar 2	Yes	Racal DECCA (S)	
4.4.3	Are radars gyro stabilised?	Yes		
4.5	Is there at least one radar operating in the 9 Ghz frequency band (3cm/x band)?			
4.6	Are the 3 GHz (10cm/S band) and 9Ghz (3cm / X band) radars fitted with an electronic switching unit?			
4.7	Radar plotting equipment	Yes	Racal DECCA	2
4.8	ARPA (Installed)	Yes	Racal DECCA	2
4.9	Depth sounder with recorder	Yes	J.R.C. JFE-570S	1
4.10	Speed/distance indicator	Yes	J.R.C. NWW-49	1
4.11	Doppler log	Yes	JRC JNL-520	1
4.12	Docking approach doppler	Yes	JRC NJH-33	1
4.13	Rudder angle indicator	Yes	KURAMOTO	3
4.14	RPM indicator	Yes	KURAMOTO	3
4.15	Controllable pitch propeller indicator	No		
4.16	Bow thruster indicator	No		1
4.17	Stern Thrust indicator	No		
4.18	Rate of turn indicator	Yes	TOCIMEC PR-8000	1
4.19	Radio direction finder	No		1

Navigation (continued)

		Installed?	Type	No. of units
4.20	Navtex receiver	Yes	JRC NCR 300A	1
4.21	Satellite navigation receiver	No		0
4.22	GPS (Installed)	Yes	JRC JLR 4110 MK2	2
4.23	Differential GPS (Installed)	No		
4.24	Is there an Electronic Chart Display?	No		
4.25	Is the Electronic Chart Display incorporated into an approved ECDIS ?	No		
4.26	Integrated Navigation System (INS)			
4.27	Decca navigator	No		
4.28	Omega receiver	No		
4.29	Loran C receiver	No		
4.30	Course recorder	Yes	TOKIMEC CR 1	1
4.31.1	Off - course alarm - gyro	Yes	TOCIMEC PR-8000	1
4.31.2	Off - course alarm - magnetic	Yes	TOKIMEC	1
4.32	Engine order printer	Yes	FUJITSU FTP 020 MC 5530	1
4.33	Anemometer	Yes	NIPPON ELECTRIC	1
4.34	Weather fax	Yes	JRC JAX - 39	1
4.35	Does ship carry sextant(s)?	Yes		
4.36	Does ship carry a signal lamp?	Yes		
4.37	Is each bridge wing fitted with a rudder angle indicator?	Yes		
4.38.1	Is each bridge wing fitted with a RPM indicator?	Yes		
4.38.2	Is each bridge wing fitted with a gyro repeater?	Yes		
4.39	Are there Controllable pitch propeller indicators on the bridge wings?	No		
4.40	Are steering motor controls and engine controls fitted on bridge wings?	No		
4.41	Is bridge equipped with a 'Dead-Man' alarm or equipment?	Yes		

5. SAFETY MANAGEMENT

Safety Management

5.1	Is the vessel operated under a Quality Management System?	Yes
5.1.1	If Yes, what type of system? (ISO9002 or IMO Resolution A.741(18))?	I.M.O. A 741 (18)
5.1.2	If Yes, who is the certifying body?	American Bureau of Shipping
5.1.3	Date of vessel certification	06/06/2005

Helicopters

5.2	Can the ship comply with the ICS Helicopter Guidelines?	Yes
5.2.1	If Yes, state whether winching or landing area provided	Landing
5.2.2	What is diameter of circle provided?	19 Metres

Fire Fighting Equipment & Life Saving Equipment

5.3	Is a fixed foam firefighting system installed for the cargo area?	Yes
5.4	Type of foam on board	Liquid
5.5	Date of foam supply or last analysis certificate	09/11/2006
5.6	What fixed fire fighting system is provided for the paint locker?	Sea Water Spray
5.7	What type of fire fighting system is fitted in pumproom(s)?	High Expansion Foam
5.8	What type of fire fighting system is fitted in engine room(s)?	High Expansion Foam
5.9	What type of fire fighting system is fitted in void spaces(s)?	none
5.10	Is a fixed dry powder firefighting system installed for the cargo area?	No
5.11	Is a fixed water spray firefighting system installed for the cargo area?	No
5.12	Is vessel equipped with recharging compressor for breathing apparatus?	Yes
5.13	What type of lifeboat(s) is/are fitted	Conventional
5.14	Is a dedicated rescue boat carried?	No
5.15	The type of rescue boat is: Rigid/inflated/ rigid-inflated	Rigid

6. POLLUTION PREVENTION

Pollution Prevention

6.1	Is ship fitted with a continuous deck edge fishplate enclosing the deck area?	Yes
6.1.1	If Yes, what is its minimum vertical height above the deck plating?	250 millimetres
6.1.2	What is maximum vertical height above deck plating at aft thwartships coaming?	400 millimetres
6.1.3	How far forward of the thwartships coaming is this height maintained?	31 metres
6.2	Is an athwartship deck coaming fitted adjacent to accommodation and service areas?	Yes
6.3	What is the height of the coaming?	400 millimetres
6.4	Is spill containment fitted under the cargo manifold?	Yes
6.5	Is spill containment fitted under all bunker manifolds?	Yes
6.6	Is containment fitted under the bunker tank vents?	Yes
6.7	Is containment fitted around the deck machinery?	Yes
6.8	Specify type of scupper plugs	Mechanical Expandable
6.9	Are means provided for draining or removing oil from deck area /containment?	Yes
6.10.1	What type of sorbents are provided?	Yes
6.10.2	Are non-sparking hand scoops and shovels provided?	Yes
6.10.3	Disposal Containers	Yes
6.10.4	Are emulsifiers provided?	Yes
6.10.5	Non-sparking pumps	Yes
6.11	Is there two valve segregation between cargo system and sea chest ?	Yes
6.12	What types of valves are fitted to sea chest?	Butterfly
6.13	Is a cargo sea chest valve testing arrangement fitted which meets OCIMF recommendations?	Yes
6.14	Are dump valves fitted that will effectively drain spillage from the deck to designated tanks when tanks are inerted to normal working pressures?	Yes
6.15	Are overboard discharges fitted with blanks or alternatively, is there a testing arrangement for the overboard valves?	Yes
6.16	Is there a discharge below the waterline for Annex II substances	No
6.17	Is there a discharge above the waterline for Annex I oily mixtures	Yes
6.18	Does Operator have policy to pressure test cargo piping at intervals no greater than 12 months?	Yes
6.18.1	If Yes, specify pressure	15 bar
6.19	Is incinerator fitted?	Yes

Opa 90 Requirements

6.20	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter?	Yes
6.21	Has a Geographic Specific Appendix been filed with the Captain of the Port for each Port Zone the vessel expects to enter or transit?	Yes
6.22	Has the vessel Operator deposited a letter with the US Coast Guard confirming that the Operator has signed a service contract with an oil spill removal organisation for responding to a 'worst case scenario'?	Yes

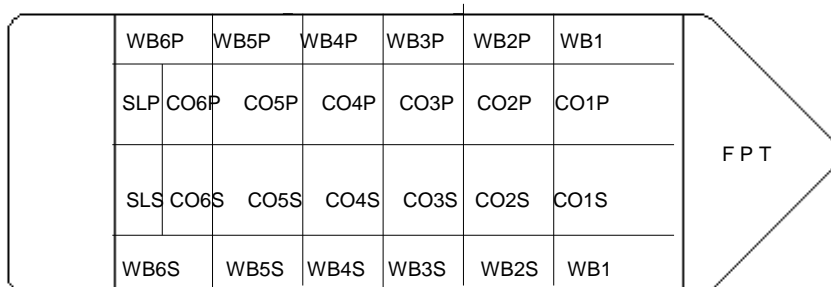
7. STRUCTURAL CONDITION

Structural Condition

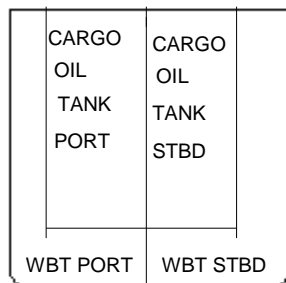
7.1	Are cargo tanks coated?	Yes
7.1.1	If Yes, specify type of coating	Coal Tar Epoxy
7.1.2	If partially coated, specify which tanks are coated	Slop Tanks
7.1.3	If cargo tanks are coated, specify to what extent	Deckhead Only
7.2	What is the condition of coating as determined by the criteria listed below?	Good
7.3	Are ballast tanks coated?	Yes
7.3.1	If ballast tanks are coated, specify to what extent	100 percent
7.3.2	What is the condition of cargo/ballast tank coating?	Good
7.4	Are there anodes in the cargo tanks?	No
7.5	Are there anodes in the ballast tanks?	Yes
7.6	What type of anodes are used?	Zinc
7.7	What is the overall percentage of wastage of the anodes?	20 %
7.8	If anodes are aluminum, what is the height above tank bottom?	0 Millimetres
7.9	Is a formal programme in place for regular inspection of void spaces, cargo and ballast tanks?	Yes
7.10	Does ship have planned prevention maintenance programme (PPM)?	Yes
7.10.1	Is PPM manual (card system) or computerised?	Computerised
7.10.2	What areas of vessel does PPM cover?	All
7.10.3	Is PPM Class approved?	No

8. CARGO AND BALLAST SYSTEMS

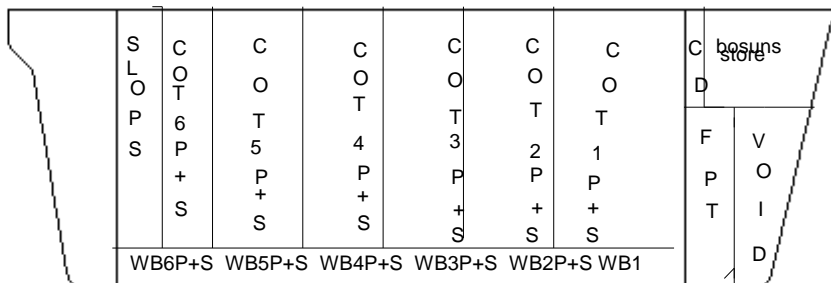
Cargo And Ballast Handling



Tank



Transverse



Elevation

Double Hull Vessels

8.2	Is vessel fitted with centreline bulkhead in all cargo tanks?	YES
8.2.1	If Yes, is bulkhead solid or perforated?	SOLID
8.2.2	Is vessel fitted with any full breadth ballast tanks?	No
8.2.3	If Yes, how many ballast tanks are full breadth?	0
8.2.4	Does vessel meet the IMO definition of 'double hull'?	Yes

Cargo Tank Capacities

8.3	Cargo Tank Capacities At 98% Full (M3)				
	Centre			Wings (P & S combined)	
	Tank No.			Tank No.	
8.3.1	1	cu. m.	8.3.16	1	27005 Cu. Metres
8.3.2	2	cu. m.	8.3.17	2	26906.7 Cu. Metres
8.3.3	3	cu. m.	8.3.18	3	26906.7 Cu. Metres
8.3.4	4	cu. m.	8.3.19	4	26905.4 Cu. Metres
8.3.5	5	cu. m.	8.3.20	5	26905.4 Cu. Metres
8.3.6	6	cu. m.	8.3.21	6	25771.5 Cu. Metres
8.3.7	7	cu. m.	8.3.22	7	0 Cu. Metres
8.3.8	8	cu. m.	8.3.23	8	0 Cu. Metres
8.3.9	9	cu. m.	8.3.24	9	0 Cu. Metres
8.3.10	10	cu. m.	8.3.25	10	0 Cu. Metres
8.3.11	11	cu. m.	8.3.26	11	0 Cu. Metres
8.3.12	12	cu. m.	8.3.27	12	0 Cu. Metres
8.3.13	13	cu. m.	8.3.28	13	cu. m.
8.3.14	14	cu. m.	8.3.29	14	cu. m.
8.3.15	15	cu. m.	8.3.30	15	cu. m.

8.4	Total	0 Cu. Metres	8.6	Total	160400.7 Cu. Metres
8.5	Slops 1st Tank	cu. m.	8.7	Slops 3rd tank	2029.8 Cu. Metres
8.5.1	Slops 2nd Tank	cu. m.	8.7.1	Slops 4th tank	2029.6 Cu. Metres
8.8	Total	0 Cu. Metres	8.9	Total	164460.1 Cu. Metres
8.10			Grand Total Capacity (98%)		164460.1 Cu. Metres

Ballast Tank Capacities

8.11	Ballast Capacities At 100% Full (M3)	
	Tank Identity	Capacity
8.11.1	Fore Peak Tank	2859 Cu. Metres
8.11.2	No 1 W.B.T. P&S	10488.4 Cu. Metres
8.11.3	No 2 W.B.T. P	3841.2 Cu. Metres
8.11.4	No 2 W.B.T. S	3841.2 Cu. Metres
8.11.5	No 3 W.B.T. P	3842.6 Cu. Metres
8.11.6	No 3 W.B.T. S	3842.6 Cu. Metres
8.11.7	No 4 W.B.T. P	3842.6 Cu. Metres
8.11.8	No 4 W.B.T. S	3842.6 Cu. Metres
8.11.9	No 5 W.B.T. P	3805.9 Cu. Metres
8.11.10	No 5 W.B.T. S	3805.9 Cu. Metres
8.11.11	No 6 W.B.T. P	4455.8 Cu. Metres
8.11.12	No 6 W.B.T. S	4455.8 Cu. Metres
8.11.13	Aft Peak Tank	2166.8 Cu. Metres
8.11.14	Total Ballast Tank Capacities at 100% full	55090.4 Cu. Metres

Ballast Handling

8.12.1	If vessel is a Pre-MARPOL tanker, indicate by tank number, tanks usually designated for departure ballast.	Not applicable
8.12.1.1	Tank Location	N/A
8.12.2	If vessel is a Pre-MARPOL tanker, indicate by tank number, tanks usually designated for arrival ballast.	Not applicable
8.12.2.1	Tank Location	
8.12.3	Can vessel handle cargo and non-segregated ballast concurrently maintaining two valve segregation?	N/A
8.12.4	Can dirty ballast be safely loaded with gas transfer method? (simultaneous cargo discharge and loading of ballast into empty tanks)	N/A

If Vessel Is Cbt Tanker With Manual

8.13	If the vessel is a CBT Tanker with Approved Manual:	
8.13.1	Which cargo tanks are indicated as CBT in the IOPP Certificate?	Not applicable
8.13.2	What is total capacity of CBT tanks?	0 cu. m.
8.13.3	Is the piping for CBT common with cargo piping or independent?	Not Applicable

If Vessel Is Sbt Tanker

8.14.1	What is total capacity of SBT?	55089.4 Cu. Metres
8.14.2	What percentage of summer deadweight can vessel maintain with SBT only?	38.01 %
8.14.3	Does vessel meet the requirements of MARPOL Reg 13 (2)?	N/A
8.14.4	Can segregated ballast be discharged through vessel's manifold?	Yes
8.14.5	Is vessel equipped with spool piece designed to connect ballast system to cargo system?	Yes
8.14.6	Do cargo lines pass through any dedicated or segregated ballast tanks?	No
8.14.7	If Yes, what type of expansion is fitted?	Not Applicable
8.14.8	Do ballast lines pass through any cargo tanks?	No
8.14.9	If Yes, what type of expansion is fitted?	not applicable
8.14.10	Can vessel pump water ashore for line clearing?	Yes
8.14.11	If Yes, what is maximum attainable discharge rate?	12000 cu.m./hr.
8.14.12	If Yes, what is maximum acceptable back pressure?	10 bar

8.14.13	Which cargo tanks are designated for heavy weather ballast as per IMO?	4
8.14.13.1	Tank Location	Wings

Cargo Handling

8.15	How many grades/products can vessel load/discharge with double valve segregation?	3
8.15.1	How many grades can vessel load/discharge using blank flanges?	3
8.15.2	If vessel is fitted with deepwell pumps and heat exchangers, can pumps and heat exchangers be bypassed during loading?	N/A
8.15.3	Is there Oil Discharge Monitoring Equipment (ODME) fitted?	Yes
8.15.4	Is an Oil Discharge Monitoring System connected to the above waterline discharge?	Yes
8.15.5	If yes, is the Oil Discharge Monitoring System designed to automatically stop the discharge of effluent when its oil content exceeds permitted levels?	Yes
8.16	Is vessel equipped with class approved or certificated stability computer?	Yes
8.16.1	Does this stability programme consider damage stability conditions?	Yes
8.17	Is computer integrated with cargo system and equipped with alarm to monitor loading and discharging operations?	No

Cargo And Ballast Pumping Systems

		ID	No.	Type	Prime Mover	Self Priming / Draining	Capacity	Normal back pressure	At what head? (Metres)	RPM	Max RPM
8.18	Main Pump 1	Cargo	3	Centrifugal	Steam	self-priming	4000 cu.m./hr.	7 bar	135 metres		1130 rpm
8.19	Main Pump 2						cu.m./hr.	bar	metres		rpm
8.20	Main Pump 3						cu.m./hr.	bar	metres		rpm
8.21	Main Pump 4						cu.m./hr.	bar	metres		rpm
8.22	Main Pump 5						cu.m./hr.	bar	metres		rpm
8.23	Main Pump 6						cu.m./hr.	bar	metres		rpm
8.24	Main Pump 7						cu.m./hr.	bar	metres		rpm
8.25	Main Pump 8						cu.m./hr.	bar	metres		rpm
8.26	Booster Pumps						Cu. M/Hr	bar	M		
8.27	Stripping		1	Reciprocating	Steam		300 cu.m./hr.	7 bar	127 metres		
8.28	Eductors		2	High Pressure	Liquid		470 cu.m./hr.	bar	25 metres		
8.29	Ballast Handling Main Pump		2	Centrifugal	Electrical		2000 cu.m./hr.	bar	30 metres		1170 rpm
8.30	Ballast Stripping						cu.m./hr.		metres		
8.31	Ballast Eductors		1	Other	sea water		400 cu.m./hr.		17.5 metres		
8.32	Is vessel fitted with dedicated stripping lines and pumps?	Yes									

Cargo And Ballast Pumping Systems and Control Room

	State location of cargo pump emergency stops	
8.33	(i)	Cargo Control Room
8.34	(ii)	Cargo manifolds, both sides
8.35	(iii)	Cargo Pump Room entrance port side
8.36	(iv)	Cargo Pump Room entrance stbd
8.37	(v)	Engine Room at Turbine side
8.38.1	Are bearings of cargo pumps fitted with high temperature alarms?	Yes
8.38.2	Are bearings of cargo pumps fitted with high temperature trips?	Yes
8.39.1	Are bearings of ballast pumps fitted with high temperature alarms?	Yes

8.39.2	Are bearings of ballast pumps fitted with high temperature trips?	Yes
8.40.1	Are casings of cargo pumps fitted with high temperature alarms?	Yes
8.40.2	Are casings of cargo pumps fitted with high temperature trips?	Yes
8.41.1	Are casings of ballast pumps fitted with high temperature alarms?	Yes
8.41.2	Are casings of ballast pumps fitted with high temperature trips?	Yes
8.42.1	Are pumproom shaft glands through bulkheads fitted with high temperature alarms?	Yes
8.42.2	Are pumproom shaft glands through bulkheads fitted with high temperature trips?	
8.43	What is the principal type of cargo valve?	Butterfly
8.44	What type of cargo valve actuator is fitted?	Hydraulic
8.45	Is ship fitted with a Cargo Control Room? (CCR)	Yes
8.46	Can cargo and ballast pumps be controlled from the CCR?	Yes
8.47	Can all valves be controlled from the CCR?	Yes
8.48	Can tank innage/ullage be read from the CCR?	Yes
8.49	Is ODME readout fitted in the CCR?	Yes
8.50	Can the IGS be controlled from the CCR?	Yes

Gauging And Sampling

8.51	Can vessel operate under closed loading conditions in accordance with Section 7.6.3 of ISGOTT?	Yes
8.51.1	What type of fixed closed tankgauging system is fitted?	SAAB-RADAR
8.52	Does tank gauging system have local reading?	Yes
8.52.1	Is gauging system certified and calibrated?	Yes
8.52.2	If it is a portable system does the sounding pipe extend to full tank depth?	N/A
8.53	Are bunker tanks fitted with a full depth gauging system?	Yes
8.54	Are high level alarms fitted to cargo tanks?	Yes
8.54.1	If Yes, indicate whether to all tanks or partial?	All
8.54.2	Are high level alarms independent of the gauging system?	Yes
8.55	Are bunker tanks fitted with high level alarms?	Yes
8.56	If Yes, are bunker tank high level alarms part of the primary tank gauging system?	Yes
8.57	Are closed sampling devices on board?	Yes
8.58	Are cargo tanks fitted with dipping points as per IMO Res 497 4.4.4?	Yes
8.59	If portable equipment for gauging uses vapour locks, are vapour locks calibrated?	Yes
8.59.1	If Yes, by whom are vapour locks calibrated?	N.K.K. shipbulder
8.59.2	If Yes, by whom are vapour locks certified?	American Bureau of Shipping
8.60	If portable equipment used for gauging who is manufacturer?	M.M.C.
8.60.1	If portable equipment used for gauging how many units are supplied?	2
8.61	What is size of vapour lock?	50 Millimetres
8.61.1	Can vapour lock be used for ullaging?	Yes
8.61.2	Can vapour lock be used for temperature?	Yes
8.61.3	Can vapour lock be used for interface?	Yes
8.61.4	Can vapour lock be used for cargo sampling?	Yes
8.62	Specify portable equipment for checking oil/water interface	M.M.C., UTI
8.63	Can cargo samples be taken at the manifold?	No
8.64	What is the means of taking cargo temperatures?	MMC

Vapour Emission Control

8.65	Is a vapour return system fitted?	Yes
8.65.6	If fitted, is vapour line return manifold in compliance with OCIMF Guidelines?	Yes
8.66	Is vessel certified for vapour transfer?	Yes
8.66.1	If yes, by which organisation?	American Bureau of Shipping

Venting

8.67	State what type of venting system is fitted	common mast riser
8.68	State maximum venting capacity	15000 cu.m./hr.
8.69	State P/V valve opening pressure	1400 mm/Wg
8.70	State P/V valve vacuum setting	-700 mm/Wg
8.71	Does each tank have isolating valve?	Yes
8.72	Are cargo tanks fitted with full flow P/V valves without isolating valves between the P/V valve and tank?	Yes
8.73	Is there a means of measuring the pressure in the vapour space in each cargo tank?	Yes
8.74	Is venting through a mast riser?	Yes
8.75	Are mast risers fitted with high velocity vents?	Yes
8.76	If Yes, state opening pressure	1400 mm/Wg
8.77	State vacuum setting of mast riser	-700 mm/Wg
8.78	State throughput capacity of mast riser.	15000 Cu. Metres/Hour
8.79	What is the maximum loading rate for homogenous cargo?	12000 Cu. Metres/Hour

Cargo Manifolds

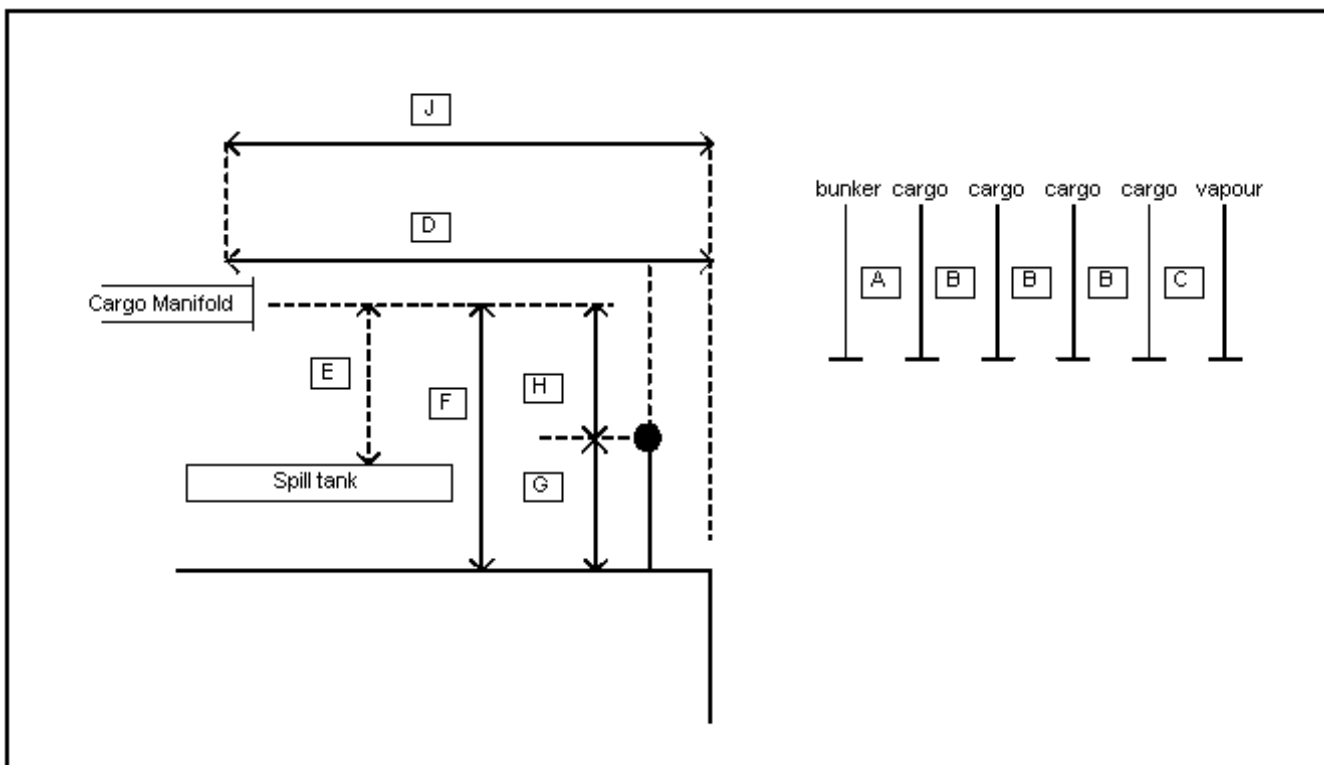
8.80	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?	Yes
8.81	What type of valves are fitted at manifold?	Butterfly
8.82	If hydraulic valves fitted, what are closing times?	0 seconds
8.83	What is the number of cargo connections per side?	3
8.84	What is the size of cargo connections?	16 inches
8.85	Are pressure gauges fitted outboard of manifold valves?	Yes
8.86	What is the material of the manifold?	ductile cast steel
8.87	Is the vessel fitted with a crossover at the manifold?	No
8.88	Are manifold cross-connections made by hard or flexible piping? (chemical carriers)	not applicable

Bunker Manifolds

8.89	What is the number of bunker connections per side?	3
8.90	What is the size of the bunker connection?	8 inches

Manifold Arrangement

8.91	Manifold Arrangement Diagram	
8.92	Distance A bunker manifold to cargo manifold	2000 millimetres
8.93	Distance B cargo manifold to cargo manifold	2500 millimetres
8.94	Distance C cargo manifold to vapour return manifold	4000 millimetres
8.95	Distance D manifolds to ship's rail	4600 millimetres
8.96	Distance E spill tank grating to centre of manifold	900 millimetres
8.97	Distance F main deck to centre of manifold	1805 millimetres
8.98	Distance G maindeck to top of rail	1105 millimetres
8.99	Distance H top of rail to centre of manifold	700 millimetres
8.100	Distance J manifold to ship side	4600 millimetres



Manifold Arrangement - continued

8.101	What is the height of the manifold connections above the waterline at loaded (Summer Deadweight) condition?	8.81 metres
8.102	What is the height of the manifold connections above the waterline in normal ballast?	17.09 metres
8.103	What is the distance between the keel and centre of manifold?	25.675 metres
8.104	Is vessel fitted with a stern manifold?	No
8.104.1	If stern manifold fitted, state size	millimetres
8.105	Is vessel fitted with a bow manifold?	No
8.105.1	If bow manifold fitted, state size	millimetres

Reducers

8.106	Number of Reducers carried	3	from	600 millimetres	to	400 millimetres	(diameter)
8.107	Number of Reducers carried	3	from	600 millimetres	to	300 millimetres	(diameter)
8.108	Number of Reducers carried	3	from	600 millimetres	to	250 millimetres	(diameter)
8.109	Number of Reducers carried	3	from	600 millimetres	to	200 millimetres	(diameter)
8.110	Number of Reducers carried	3	from	600 millimetres	to	150 millimetres	(diameter)
8.111	To what standard are manifold reducers manufactured?	ANSI 150 steel					

Gas monitoring

8.112	Is the vessel fitted with a fixed system to continuously monitor for flammable atmospheres?	Yes
8.112.1	What spaces are monitored?	All Water Ballast tanks, Cargo Pump Room, Upper Deck Accommodation entrance and "A" Deck entrances
8.113	Where are sensors/sampling points located in pumproom?	bottom and port and starboard
8.113.1	Are sensors/sampling points calibrated/tested?	Yes
8.113.2	Who is responsible for testing sensors/sampling points?	Chief Officer
	Portable and Personal gas detection equipment carried	Number of units
8.114	Combustible Gas Detector RIKEN KEIKI NP-237H TANKSCOPE for inert atmos	2
8.115	Hydrogen Sulfide (H2S) Monitor RIKEN KEIKI HS 82	2

8.116	Hydrogen Sulfide (H2S) Monitor RIKEN KEIKI HS 87	1
8.117	DRAEGER, RSK F 003	2
8.118	Oxygen Analyser RIKEN KEIKI OX 226	2
8.119		

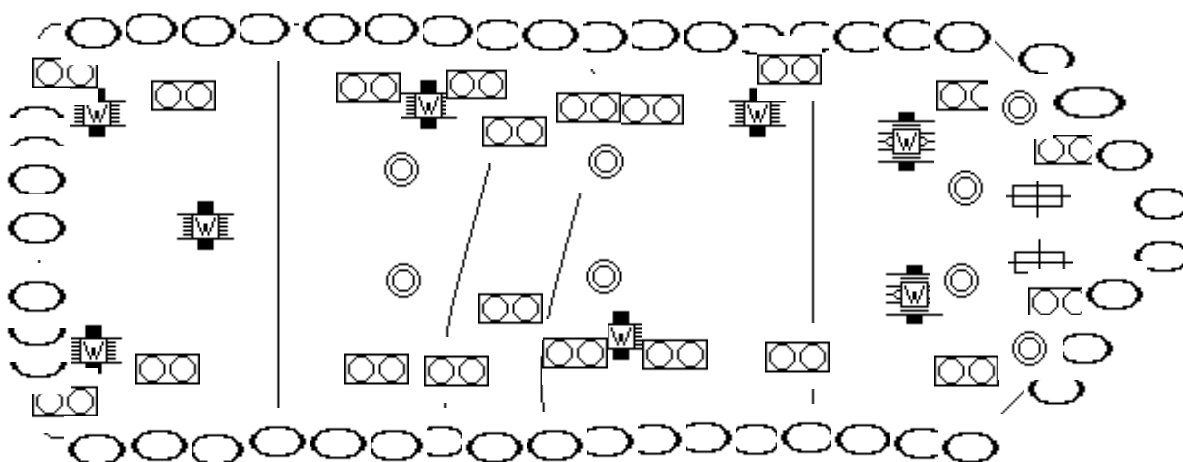
Cargo Heating

8.120	Are cargo tanks fitted with heating coils?	Yes
8.121	State the Number of independent sets of coils per tank	6
8.122	Are all tanks coiled?	Yes
8.123	What is the Height of coils above tank bottom?	200 Millimetres
8.124.1	Heating surface per tank	108.76 Square Metres
8.124.2	Heating surface per tank volume ratio (X:Y)	0.00810 m2/m3
8.125	Are heating coils welded or coupled?	Welded
8.126	Are heat exchangers external to cargo tanks?	Yes
8.127	Are there external ducts?	
8.128	What is the Material of heating coils?	All Brass Pipe
8.129	Inlet heating medium to coils...	Saturated Steam
8.130.1	...with Sea temperature	2 Degrees C
8.130.2	...with air temperature	5 Degrees C
8.131	Heating agent	Steam
8.132	Number of heaters	2
8.133.1	Able to raise temperature from	44 Degrees C
8.133.2	Able to raise temperature to	66 Degrees C
8.133.3	Time taken to raise temperature	24 Hours
8.134	Total capacity of boilers	30000 Kcal

9. INERT GAS AND CRUDE OIL WASHING SYSTEMS**Inert Gas And Crude Oil Washing**

9.1	Is an inert gas system (IGS) fitted? (If No, ignore remainder of this section)	Yes
9.2	Is a P/V breaker fitted?	Yes
9.3	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen?	Flue Gas
9.4	Are fixed O2 alarms fitted in inert gas generating spaces?	Yes
9.5	What is the capacity of the IGS?	15000 cu.m./hr.
9.6	How many fans does it have?	2
9.7	What is the total combined fan capacity?	15000 cu.m./hr.
9.8	Is a top-up IG generator fitted?	No
9.8.1	If Yes, what is its capacity?	cu.m./hr.
9.9	Is an IGS operating manual on board?	Yes
9.10	What type of deck seal is fitted?	Wet
9.11	How many segregations does the IGS have?	none
9.12	What method is used to isolate individual tanks?	butterfly stop valves
9.13	What type of non-return valve is fitted?	flap
9.14	What means of protection is fitted, other than minimum thermal variation P/V valves, if tanks can be individually isolated from the IG ?	individual pressure-vacuum relief valve
9.15	If ship has double hull or sides, are facilities available to inert ballast tanks and other void spaces?	Yes
9.15.1	Can these tanks/spaces be purged with air?	Yes
9.16	Where is the location of the emergency IGS connection?	Cargo Manifolds Vapour Emission Control
9.16.1	What is the size of the emergency IGS connection?	400 millimetres
9.17	Is a Crude Oil Washing (COW) installation fitted? (If No, ignore remainder of this section)	Yes
9.18	Are COW drive units fixed or portable?	Fixed
9.19	Are COW drive units programmable?	Yes
9.20	Is vessel capable of performing COW at the same time as cargo discharge?	Yes
9.21	Is there an approved COW Manual on board?	Yes
9.22	What is the working pressure of the COW lines?	10 bar

10. MOORING



Mooring Wires (on Drums)

10.1	Does the vessel comply with the latest edition of OCIMF Mooring Equipment Guidelines?	Yes				
	Mooring Wires (On Drums)	Number	Diameter	Material	Length	Breaking Strength
10.2	Forecastle	6	34 mm	steel	270 Metres	83.1 Tonnes
10.3	Forward Main Deck	2	36 mm	steel	270 Metres	83.1 Tonnes
10.4	Aft Main Deck	2	36 mm	steel	270 Metres	83.1 Tonnes
10.5	Poop	6	34	steel	305	79.6 T
	Mooring Wire Tails	Number	Diameter	Material	Length	Breaking strength
10.7	Forecastle	6	80	mixture	11	110.0 T
10.8	Forward Main Deck	2	80	mixture	11	110.0 T
10.9	Aft Main Deck	2	80	mixture	11	110.0 T
10.10	Poop	6	80	mixture	11	129 Tonnes
10.6	Type of shackle	MANDAL				
	Mooring Ropes (On Drums)	Number	Diameter	Material	Length	Breaking Strength
10.11	Forecastle	0				
10.12	Forward Main Deck	0				
10.13	Aft Main Deck	0				
10.14	Poop	0				
	Other Mooring Lines	Number	Diameter	Material	Length	Breaking Strength
10.15	Forecastle					
10.16	Forward Main Deck					
10.17	Aft Main Deck					
10.18	Poop					

Spare Mooring Wires

	Spare Mooring Wires	Number	Diameter	Material	Length	Breaking strength
10.19	Forecastle	0	0 Millimetres	steel	0 Metres	0 Tonnes
10.19.1		1	36 Millimetres	steel	270 Metres	83.1 Tonnes
	Spare Mooring Ropes	Number	Diameter	Material	Length	Breaking strength
10.20		4	10 inch	MIXTURE	305 Metres	116 Tonnes
10.20.1		2	80 Millimetres	MIXTURE	220 Metres	105 Tonnes
	Spare Mooring Tails	Number	Diameter	Material	Length	Breaking strength
10.21	Forecastle	2	80	mixture	11 Metres	129 Tonnes
10.21.1						

Mooring Winches

		Number	Single/Double Drums	Split Drums	Motive Power	Heaving Power	Brake Capacity	Hauling Speed
10.22	Forecastle	3	Double Drums	Yes	Hydraulic	20 T	60 T	15 meter/min
10.23	Forward Main Deck	1	Double Drums	Yes	Hydraulic	20 T	60 T	15 meter/min
10.24	Aft Main Deck	1	Double Drums	Yes	Hydraulic	20 T	60 T	15 meter/min
10.25	Poop	3	Double Drums	Yes	Hydraulic	20 T	60 T	15 meter/min
10.26	What type of winch brakes are fitted?	mechanical						
10.27	Is brake testing equipment on board?	Yes						
10.28	When were the brakes last tested?	10/07/2007						

Mooring Bits

10.29	How many sets of mooring bits are fitted on forecastle?	6
10.29.1	What is their Safe Working Load?	103 Tonnes
10.30	How many sets of mooring bits are fitted on forward main deck?	8
10.30.1	What is their Safe Working Load?	103 Tonnes
10.31	How many sets of mooring bits are fitted on aft main deck?	8
10.31.1	What is their Safe Working Load?	103 Tonnes
10.32	How many sets of mooring bits are fitted on poop deck?	4
10.32.1	What is their Safe Working Load?	103 Tonnes
10.33	Distance of mooring chock for breast/spring lines forward of center of manifold	59 Metres
10.34	Distance of mooring chock for breast/spring lines aft of center of manifold	57 Metres

Anchors And Windlass

10.35	What is the motive power of the windlass?	Hydraulic
10.36	What is the cable diameter?	97 millimetres
10.37	Number of shackles - port cable?	13
10.38	Number of shackles - starboard cable?	14
10.39	Are bitter end connections to both cables capable of being slipped?	Yes

Emergency Towing Arrangemnts

10.40	Is the vessel fitted with an Emergency Towing Arrangement? (if "No" then ignore the remainder of this section)	Yes	
		Forward	Aft
10.41	Type of system	TATENO-KASHIWA TK 40F-CS	TATENO-KASHIWA TK-40A
10.42	Safe Working Load (SWL) of system	200 tonnes	200 tonnes
10.43	Is pick-up gear provided?	Yes	Yes
10.44	Towing pennant length	0 metres	0 metres
10.45	Towing pennant diameter	0 millimetres	0 millimetres
10.46	Type of strong point (Smit bracket etc)	TK-40F-KS	TK-40A-SR
10.47	Chafing chain size	76 millimetres	millimetres

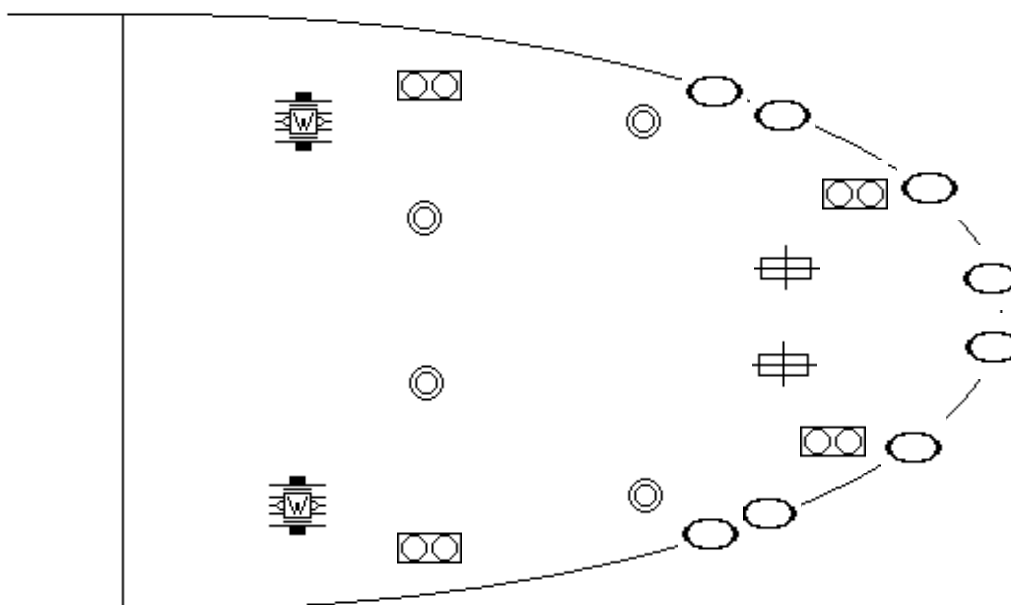
10.48	Fairlead size (in format ABCmm x XYZmm)	600 x 450	600 x 350
10.49	Is pedestal roller fitted?	Yes	Yes
10.50	Is vessel provided with towing wire?	No	Yes
10.50.1	If Yes, what is the diameter of towing wire?	0 millimetres	85 millimetres
10.50.2	If Yes, what is the length of towing wire?	0 metres	80 metres
10.52	What is the number of bitts in the bow area?	6	
10.53	What is the height of the bitts in the bow area?	970 millimetres	
10.54	What is the safe working load of the bitts in the bow area?	103 Tonnes	
10.55	What is the distance between bow fairleads and nearest bitts?	3000 millimetres	
10.56	Is the bow area clear of any obstructions which would hamper towing connections?	Yes	

Escort Tug

10.57	SWL of closed chock on stern	80 Tonnes
10.58	SWL of bollard on poopdeck suitable for escort tug	103 Tonnes
10.59	Are stern chock and bollard capable of towing astern to 90 degrees?	Yes

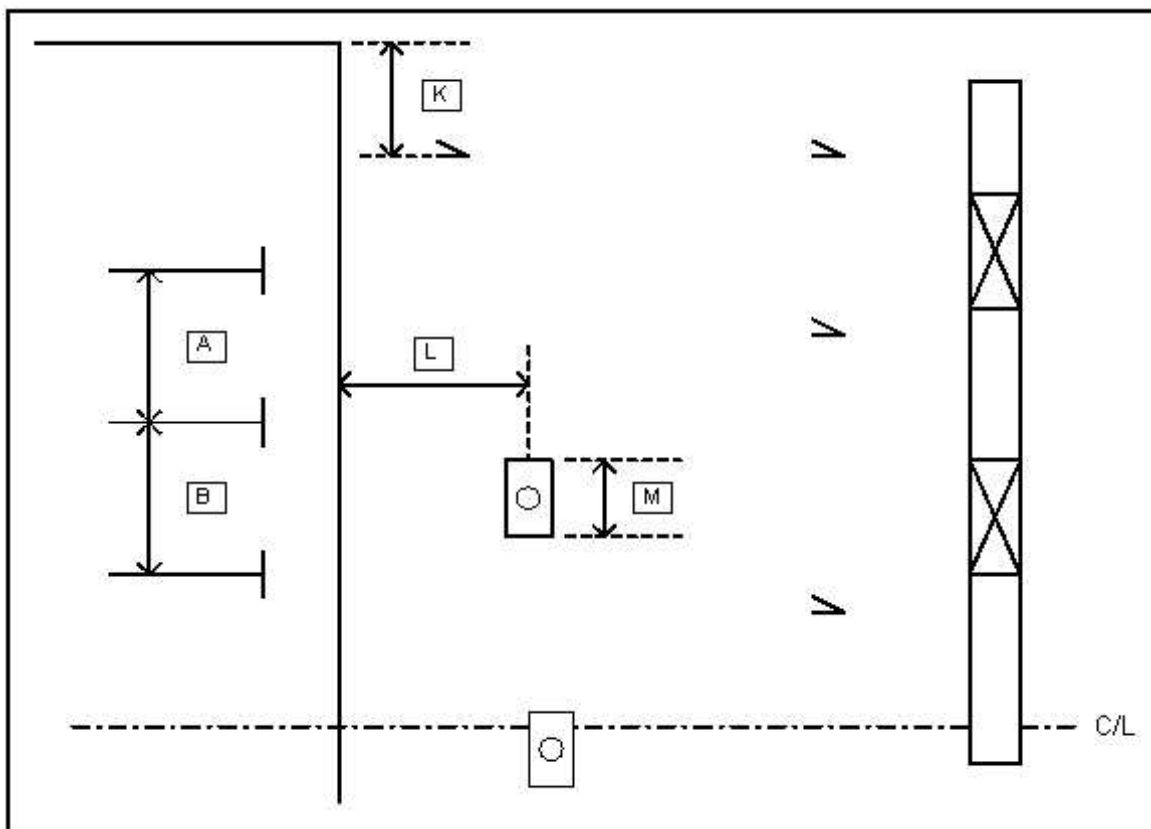
Single Point Mooring (spm) Equipment

10.60	Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)'?	Yes
10.61	Is vessel fitted with chain stopper(s)?	Yes
10.61.1	If Yes, how many?	2
10.61.2	If Yes, state type	tongue
10.61.3	If Yes, what is the Safe Working Load (SWL)?	200 tonnes
10.62	What is the maximum size chain diameter the bow stopper(s) can handle?	76 millimetres
10.63	Are closed fairleads of OCIMF recommended size (600mm x 450mm)?	Yes
10.63.1	If not, give details of size (in format ABCmm x XYZmm)	0 Millimetres
10.64	If two forward bow fairleads are fitted give distance between them	2000 millimetres
10.65	What is the distance between the bow fairlead and stopper/bracket?	3500 millimetres
10.66	What is the distance from the stopper bracket to roller lead/winch drum?	20.9 metres
10.67	Is there a direct lead from the bow stopper to the winch drum (not the warping end)?	Yes
10.68	Is the winch storage drum capable of safely accommodating 150m X 80mm fibre pick up rope?	Yes
10.69	Is the winch storage drum capable of accommodating 200m x 80mm fibre pick-up rope?	Yes



Manifold Arrangement

10.71	Manifold Arrangement Diagram	
10.72	Distance K end of drip tray to center line of deck cleat	3000 millimetres
10.73	Distance L spill tray to centre line of bollard	800 millimetres
10.74	Distance M length of bollard	660 millimetres



Lifting Equipment

10.75	How many derricks does the vessel have?	0
10.75.1	What is their safe working load (SWL)?	0 Tonnes
10.75.2	Date last tested	
10.76	If cranes are fitted, how many?	2
10.76.1	What is their safe working load (SWL)?	15 T
10.76.2	Date last tested	21/07/2007
10.77	Is Safe Working Load (SWL) clearly marked on all lifting equipment?	Yes
10.78	Do the vessel's derricks or cranes reach at least 1 metre outboard of rail?	Yes
10.79	How many bitts are there on each side of the manifold for tying off submarine hoses?	4

Other Equipment

10.80	Are accommodation ladders arranged to face aft when rigged?	Yes
10.81	Does vessel have Suez Canal boat davits?	No
10.82	Does vessel have Suez Canal projector?	Yes

11. COMMUNICATIONS AND ELECTRONICS

Communications And Electronics

11.1	Is vessel certified for GMDSS?	Yes
11.2	What GMDSS areas is the vessel classed for?	A1-A2-A3
11.3	Transponder (SART)	Yes
11.4	EPIRB	Yes
11.5	How many VHF radios are fitted on the bridge?	2
11.6	Is vessel fitted with VHF in the cargo control room (CCR)?	Yes
11.7	Is the CCR connected to the vessel's internal communication system?	Yes
11.8	How many intrinsically safe walkie talkies are provided for cargo handling?	8
11.9	Is vessel fitted with an INMARSAT satellite communications system?	Yes
11.10	Does vessel carry at least three survival craft two-way radio telephones?	Yes
11.11	List any other communications equipment carried:	Satellite INMARSAT B and Satellite INMARSAT C, e-mail and mini-m
11.12	Can vessel transmit the helicopter homing signal on 410 KHz?	Yes

12. ENGINE ROOM AND STEERING GEAR**Main Propulsion**

12.1	Means of main propulsion	Motor
12.1.1	If motor state whether two stroke or four stroke	2
12.1.2	If four stroke, state how many engines fitted	0
12.2	Does vessel have single or twin propellers?	Single
12.3	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch
12.4	How many boilers are fitted?	2
12.4.1	What is rated output of boilers?	30 tonnes/hr.
12.5	What type of fuel is used for main propulsion?	IFO 380 cst
12.6	Are pressurised fuel pipes double sheathed?	Yes
12.7	When moored at SBM, is main engine capable of being run astern at low revolutions for extended periods (up to 24 hours continuously)?	No
12.8	Is vessel capable of maintaining speed below 5 Knots?	Yes
12.9	Is vessel fitted for Unmanned Machinery Space (UMS) operation?	Yes
12.9.1	Is vessel operated in UMS mode?	Yes

Thrusters

12.10	Is vessel fitted with a bow thruster?	No
12.10.1	If Yes, give Brake Horse Power	
12.11	Is vessel fitted with a stern thruster?	No
12.11.1	If Yes, give Brake Horse Power	bhp
12.12	Is vessel fitted with high angle rudder?	
12.12.1	If yes, what type	

Generators

12.13	How many power generators are fitted?	3
12.13.1	Indicate type of power generator(s)	Diesel
12.14	What type of fuel is used in the generating plant?	IFO 380 cst
12.15	Is vessel fitted with emergency generator or batteries?	Both

Main Engine Air Start Compressors

12.16	Number of main engine start compressors	2
12.17	Operating pressure	30 bar
12.18	Motive power of emergency compressor	electricl

Bunkers

	Fuel Oil		Diesel Oil		Gas Oil	
	Tank name	Capacity	Tank name	Capacity	Tank name	Capacity
12.19	Fuel Oil No 1 port	984.7 cu.m.	Diesel Oil	299.8 cu.m.	0	0 cu.m.
12.20	Fuel Oil No 1 stbd	1173.6 cu.m.	Diesel Oil Settling	18.2 cu.m.		cu.m.
12.21	Fuel Oil No 2 port	942.9 cu.m.	Diesel Oil Service	18.2 cu.m.		cu.m.
12.22	Fuel Oil No 2 stbd	1271.4 cu.m.		cu.m.		cu.m.
12.23	Fuel Oil Settling	74.6 cu.m.		cu.m.		cu.m.
12.24	Fuel Oil Service	88.1 cu.m.		cu.m.		cu.m.
12.25	T o t a l	4535.3 cu.m.		336.2 cu.m.		cu.m.

Steering Gear

12.26	What type of steering gear fitted?	Cylinder
12.27	How many motorised hydraulic pumps or motors fitted?	2
12.28	How many telemotors fitted?	2
12.29	Is an emergency rudder arrest/rudder control fitted?	Yes

Anti-pollution

12.30	Is an engine-room bilge high level alarm fitted?	Yes
12.31	Is a pump room bilge high level alarm fitted?	Yes
12.32	Is there a permanently installed system for the disposal of residues from the machinery space sludge tank to shore?	Yes

12.33	Are there facilities on board to incinerate machinery space sludge?	Yes
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13. SHIP TO SHIP TRANSFER SUPPLEMENT

Ship To Ship Transfer

13.1	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum)?	Yes
13.2	Are at least 7 ratings available to assist with mooring operations?	Yes
13.3	What is Safe Working Load (SWL) of bitts in the manifold area?	25 tonnes
13.4	Are manifold bitts at least 35 metres away from the breastlines leading fore and aft?	Yes
13.5	What is maximum outreach of vessel's cranes or derricks outboard of the ship's side?	3.2 metres
13.6	Are four (4) 200m x 40mm messenger lines available for Ship-To-Ship (STS) mooring operations?	Yes
13.7	Are there two (2) closed chocks with associated bollards and leads to winches located within 35 metres forward and aft of the centre of the cargo manifold?	Yes

14. CHEMICAL CARRIER SUPPLEMENT

Chemical Carrier Information

14.1	In the case of a Chemical Carrier carrying oil, does the vessel comply fully with the requirements of MARPOL as per Section 8 of the IOPP Supplement (Form B)?	N/A
14.2	Is vessel equipped with an emergency portable cargo pump?	N/A
14.3	Are independent high level alarms fitted?	N/A
14.4	Is a tank overflow control system fitted?	N/A
14.4.1	Are these also fitted to deck tanks?	
14.5	Are there cargo tank filling restrictions?	
14.5.1	If yes:	
14.5.2	Filling restrictions are:	
14.6	Is the ship fitted with a fixed remote reading temperature system?	
14.7	Is the ship fitted with a fixed remote pressure gauging equipment?	
14.8	Specify other cargo measurement equipment available:	
14.9	Is an Efficient Stripping System fitted?	
14.9.1	Are independent stripping lines fitted?	
14.9.2	What is the material of stripping lines?	
14.9.3	What is the diameter of the stripping lines?	Millimeters

Igs

	(IGS) Composition of gas supplied by:	Nitrogen%	Carbon Dioxide %	Oxygen %	Sulphur Dioxide %	Carbon Monoxide %	Oxides of Nitrogen %	Dew Point (Celcius)
14.10		%	%	%	%	%	%	Deg C
14.11		%	%	%	%	%	%	Deg C
14.12	Is Cargo Tank Drier fitted?							
14.13	Is bottled Nitrogen available for deck use?							
14.14	Is steam available on deck?							

Tank Conditioning

14.15	Is there a fixed ventilation system?	
14.15.1	What is the Total capacity?	Cu. Metres/Hour
14.16	Is the fixed ventilation system fitted with a dehumidifier ?	
14.16.1	What is the Total capacity?	Cu. Metres/Hour
14.17	Is there independent piping?	
14.17.1	Through cargo lines	
14.17.2	Portable fans	
14.17.3	Number:	
14.17.4	Type:	
14.17.5	Capacity (one)	Cu. Metres/Hour
14.18	Are there gas freeing stand pipes?	
14.18.1	Portable:	
14.18.2	Fixed	

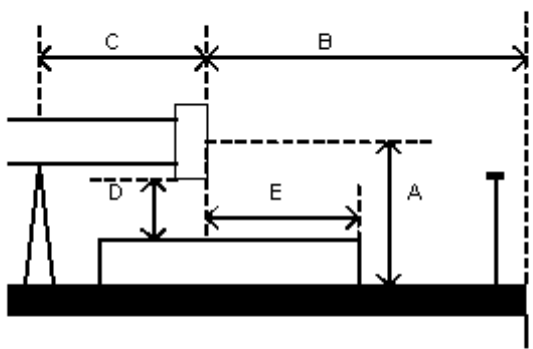
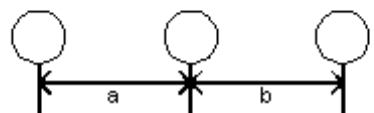
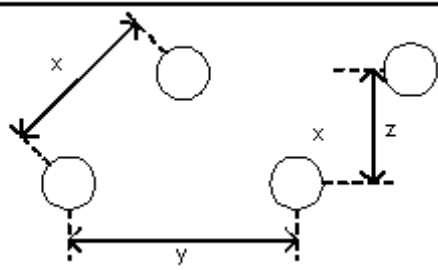
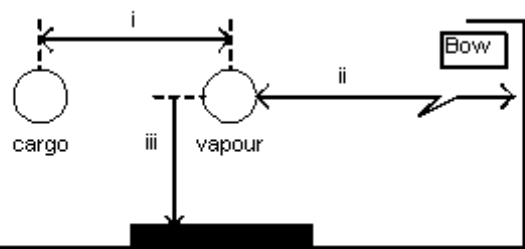
Safety

14.19	Is there Protective equipment for the protection of crew members available as per IBC 14.1.1 / BCH 3.16.1.?	
14.20	When required by the Chemical Code, is respiratory and eye protection for every person on board available for emergency escape purposes?	
14.21	When required by the Chemical Code, is there on board at least three sets of personnel protection safety equipment (IBC 14.2.1 / BCH 3.16)?	
14.22	Is an Oxygen resuscitator available on board?	
14.23	Are there at least two decontamination showers available on deck?	

Cargo And Other Manifolds

14.24	Total number of manifold connections per side	
14.24.1.1	Number	
14.24.1.2	MM	Millimetres
14.24.2.1	Number	

14.24.2.2	MM	Millimetres
14.25	Designed Max. loading rate	Cu. Metres/Hour
14.26	Height of cargo vapour connections above keel	Metres
14.27	Located on both sides?	
14.28	Is there an additional connection to cargo system on deck?	
14.28.1	If yes, position (distance from bow)	Metres

CARGO AND VAPOUR MANIFOLD CONNECTION DIAGRAM							
				A _____ mm B _____ mm C _____ mm D _____ mm E _____ mm			
Bunker Cargo 				1 Configuration No. 1			
				2 Configuration No. 2			
				i _____ M ii _____ mm iii _____ mm			
Number of Cargo Connections:				Number of Vapour Connections:			
Size (mm)	Number	Rating	RF/FF	Size (mm)	Number	Rating	RF/FF

Cargo And Other Manifold Diagram

14.29	Cargo and Other Manifold Diagram	
14.30	Dimension A	Millimetres
14.31	Dimension B	Millimetres
14.32	Dimension C	Millimetres
14.33	Dimension D	Millimetres
14.34	Dimension E	Millimetres
14.35	Dimension a	Millimetres
14.36	Dimension b	Millimetres
14.37	Dimension x	Millimetres
14.38	Dimension y	Millimetres
14.39	Dimension z	Millimetres
14.40	Dimension i	Metres
14.41	Dimension ii	Millimetres
14.42	Dimension iii	Millimetres

Cargo Tank Particulars

No.	Location	IMO type	Capacity (100%) (Cubic Metres)	Max load rate (Cu.Mtrs/Hour)	Max pressure	Max venting capacity	Pressure monitor	Cargo pump capacity
14.43			Cu.M	Cu.M/Hr	bar	Cu.M/Hr		Cu.M/Hr
14.44			Cu.M	Cu.M/Hr	bar	Cu.M/Hr		Cu.M/Hr
14.45			Cu.M	Cu.M/Hr	bar	Cu.M/Hr		Cu.M/Hr
14.46			Cu.M	Cu.M/Hr	bar	Cu.M/Hr		Cu.M/Hr
14.47			Cu.M	Cu.M/Hr	bar	Cu.M/Hr		Cu.M/Hr
14.48			Cu.M	Cu.M/Hr	bar	Cu.M/Hr		Cu.M/Hr
14.49			Cu.M	Cu.M/Hr	bar	Cu.M/Hr		Cu.M/Hr
14.50			Cu.M	Cu.M/Hr	bar	Cu.M/Hr		Cu.M/Hr
14.51			Cu.M	Cu.M/Hr	bar	Cu.M/Hr		Cu.M/Hr
14.52			Cu.M	Cu.M/Hr	bar	Cu.M/Hr		Cu.M/Hr
14.53			Cu.M	Cu.M/Hr	bar	Cu.M/Hr		Cu.M/Hr
14.54			Cu.M	Cu.M/Hr	bar	Cu.M/Hr		Cu.M/Hr
14.55			Cu.M	Cu.M/Hr	bar	Cu.M/Hr		Cu.M/Hr
14.56			Cu.M	Cu.M/Hr	bar	Cu.M/Hr		Cu.M/Hr
14.57			Cu.M	Cu.M/Hr	bar	Cu.M/Hr		Cu.M/Hr
14.58			Cu.M	Cu.M/Hr	bar	Cu.M/Hr		Cu.M/Hr
14.59			Cu.M	Cu.M/Hr	bar	Cu.M/Hr		Cu.M/Hr
14.60			Cu.M	Cu.M/Hr	bar	Cu.M/Hr		Cu.M/Hr
14.61			Cu.M	Cu.M/Hr	bar	Cu.M/Hr		Cu.M/Hr
14.62			Cu.M	Cu.M/Hr	bar	Cu.M/Hr		Cu.M/Hr
14.63			Cu.M	Cu.M/Hr	bar	Cu.M/Hr		Cu.M/Hr
14.64			Cu.M	Cu.M/Hr	bar	Cu.M/Hr		Cu.M/Hr

Cargo Tank Particulars - continued

Strippe d ROB (Litres)	Heatin g max. temp. °C	Coolin g min. temp. °C	Construction material / Coating	Coating date	High level alarm	Hi/Hi level alarm	Level gauge	Vapour locks diameter mm	Closed sample type
L	°C	°C						mm	
L	°C	°C						mm	
L	°C	°C						mm	
L	°C	°C						mm	
L	°C	°C						mm	
L	°C	°C						mm	
L	°C	°C						mm	
L	°C	°C						mm	
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L	°C	°C						mm	

L	°C	°C						mm	
L	°C	°C						mm	
L	°C	°C						mm	
L	°C	°C						mm	
L	°C	°C						mm	
L	°C	°C						mm	
L	°C	°C						mm	
L	°C	°C						mm	

Ballast Tank Capacities

General tank details	Tank number	Location	Coating date	Capacity
	14.65			Cu. Metres
	14.66			Cu. Metres
	14.67			Cu. Metres
	14.68			Cu. Metres
	14.69			Cu. Metres
	14.70			Cu. Metres
	14.71			Cu. Metres
	14.72			Cu. Metres
	14.73			Cu. Metres
	14.74			Cu. Metres
	14.75			Cu. Metres
	14.76			Cu. Metres
	14.77			Cu. Metres
	14.78			Cu. Metres
	14.79			Cu. Metres
	14.80			Cu. Metres
	14.81			Cu. Metres
	14.82			Cu. Metres
	14.83			Cu. Metres
	14.84			Cu. Metres
	14.85			Cu. Metres
	14.86		TOTAL CAPACITY	Cu. Metres

Tank Cleaning System

14.87	Is tank cleaning equipment fixed in cargo tanks?	
14.88	Is portable tank cleaning equipment available?	
14.89	What is the capacity of one tank cleaning machine?	Cu. Metres/Hour
14.89.1	At pressure of:	bar
14.89.2	Duration of complete cycle	Minutes
14.89.3	Nozzle diameter	Millimetres
14.90	Tank washing pump capacity	Cu. Metres/Hour
14.91	Is a washing water heater fitted?	
14.91.1	What is the Max. washing water temperature?	Degrees C
14.92	Maximum number of machines operative at pressure above	
14.93	Where there is different type of equipment used, what is the capacity and type of equipment?	

15. GAS CARRIER SUPPLEMENT

Gas Carrier Information

15.1	Does vessel have an IOPPC with Form B identifying the vessel as an oil product carrier?	N/A
15.2	Do the Safety Construction and Safety Equipment Certificates identify the vessel as a 'tanker engaged in the trade of carrying oil other than crude oil'?	Yes

Cargo Information

15.3	List products which the ship is Certified to carry	
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Transport And Carriage Conditions

15.4	What is the Minimum allowable tank temperature?	Degrees C
15.5	What is the Maximum Permissible tank pressure?	Kp/cm2
15.6	Lowest permissible cargo tank pressure	Kp/cm2
15.7	What is the maximum number of grades that can be handled simultaneously?	
15.8	What is the Number of Products that can be conditioned by reliquefaction simultaneously?	
15.9	What is the maximum number of fully segregated groups that can be attained by removal of spool pieces and insertion of blank flanges?	
15.10	Material of Construction of Cargo Piping System	
15.11	Is Cargo piping system fitted with filters?	
15.11.1	If yes, can cargo piping filters be by-passed or removed?	
15.12	Are Expansion loops fitted?	
15.13	Are liquid cargo lines free of expansion bellows?	
15.14	Location of Booster pumps (If Fitted)	

Cargo Tanks

15.15	What Type and materials of cargo tanks?	
15.16	Maximum allowable relief valve setting	Bar Gauge
15.17	IMO Setting	Bar Gauge
15.18	USCG Setting	Bar Gauge
15.19	Safety valve set pressure -	Bar Gauge
15.19.1	If variable give range of pilot valves - from:	Bar Gauge
15.19.2	To:	Bar Gauge
15.20	Maximum Vacuum	Kp/cm2
15.21	Maximum cargo density	Kp/cm2
15.22	Maximum rate of cool down	Degrees C/Hour
15.23	State any limitations regarding partially filled tanks	
15.24	State allowable combinations of filled and empty tanks	

Cargo Tank Capacities

		Capacity m3 (100%)	Butane		Propane		Ammonia	
			Tonnes	Degrees C	Tonnes	Degrees C	Tonnes	Degrees C
15.25	Tank 1	Cu. Metres	Tonnes	Deg C	Tonnes	Deg C	Tonnes	Deg C
15.26	Tank 2	Cu. Metres	Tonnes	Deg C	Tonnes	Deg C	Tonnes	Deg C
15.27	Tank 3	Cu. Metres	Tonnes	Deg C	Tonnes	Deg C	Tonnes	Deg C
15.28	Tank 4	Cu. Metres	Tonnes	Deg C	Tonnes	Deg C	Tonnes	Deg C
15.29	Tank 5	Cu. Metres	Tonnes	Deg C	Tonnes	Deg C	Tonnes	Deg C
15.30	Tank 6	Cu. Metres	Tonnes	Deg C	Tonnes	Deg C	Tonnes	Deg C
15.31	Tank 7	Cu. Metres	Tonnes	Deg C	Tonnes	Deg C	Tonnes	Deg C
15.32	Tank 8	Cu. Metres	Tonnes	Deg C	Tonnes	Deg C	Tonnes	Deg C
15.33, 34, 35, 36		Cu. Metres	Tonnes		Tonnes		Tonnes	
		Other Cargo	Tonnes	Degrees C	Tonnes	Degrees C		
15.25	Tank 1		Tonnes	Deg C	Tonnes	Deg C		
15.26	Tank 2		Tonnes	Deg C	Tonnes	Deg C		
15.27	Tank 3		Tonnes	Deg C	Tonnes	Deg C		
15.28	Tank 4		Tonnes	Deg C	Tonnes	Deg C		
15.29	Tank 5		Tonnes	Deg C	Tonnes	Deg C		

15.30	Tank 6		Tonnes	Deg C	Tonnes	Deg C		
15.31	Tank 7		Tonnes	Deg C	Tonnes	Deg C		
15.32	Tank 8		Tonnes	Deg C	Tonnes	Deg C		
15.37, 38			Tonnes		Tonnes			

Loading Rates

From Refrigerated Storage					
15.39	Butane rate	Propane rate	Ammonia rate	(Specify other cargo)	
	Tonnes/Hour	Tonnes/Hour	Tonnes/Hour	Tonnes/Hour	Tonnes/Hour
	With vapour return				
	Without vapour return				
From Pressure Storage					
15.40	Butane 0-30 deg C rate	Propane 0 deg C rate	Propane 10 deg C rate	Propane 20 deg C rate	Propane 30 deg C rate
	Tonnes/Hour	Tonnes/Hour	Tonnes/Hour	Tonnes/Hour	Tonnes/Hour
	With vapour return				
	Without vapour return				
15.41	Special remarks				

Discharging - General

15.42	Cargo Pumps	
15.42.1	Type of Cargo Pumps	
15.42.2	Number of pumps per tank	
15.42.3	Rate per Pump m ³ /hr	Cu. Metres/Hour
15.42.4	At Delivery Head mlc	Metres Liquid Column
15.42.5	Maximum density kg/m ³	Kg/Cu. Metre
15.43	Booster Pump	
15.43.1	Type of Booster Pumps	
15.43.2	Number of pumps per tank	
15.43.3	Rate per Pump m ³ /hr	Cu. Metres/Hour
15.43.4	At Delivery Head mlc	Metres Liquid Column
15.43.5	Maximum density kg/m ³	Kg/Cu. Metre

Discharge Performance

Fully Refrigerated		Back Press 1 kP/cm ²	Back Press 5 kP/cm ²	Back Press 10 kP/cm ²
15.44.1	With vapour return	Hours	Hours	Hours
	Without vapour return	Hours	Hours	Hours
Pressurised		Back Press 1 kP/cm ²	Back Press 5 kP/cm ²	Back Press 10 kP/cm ²
15.44.2	With vapour return	Hours	Hours	Hours
	Without vapour return	Hours	Hours	Hours

Unpumpables

15.45	Tank 1 (m ³)	Cu. Metres
15.46	Tank 2 (m ³)	Cu. Metres
15.47	Tank 3 (m ³)	Cu. Metres
15.48	Tank 4 (m ³)	Cu. Metres
15.49	Tank 5 (m ³)	Cu. Metres
15.50	Tank 6 (m ³)	Cu. Metres
15.51	Tank 7 (m ³)	Cu. Metres
15.52	Tank 8 (m ³)	Cu. Metres
15.53	Total	Cu. Metres

Vaporizing Unpumpables

15.54	Process used	
	Time to vaporize liquid unpumpables remaining after full cargo discharge	
15.55	Propane	Hours

15.56	Butane	Hours
15.57	Ammonia	Hours
15.58	(Other)	Hours
15.59	(Other)	Hours
15.60	(Other)	Hours

Reliquefaction Plant

15.61	Plant Design Conditions - air temperature	Degrees C
15.61.1	Plant Design Conditions - sea temperature	Degrees C
15.62	Is the plant single stage/direct?	
15.62.1	Is the plant two stage/direct?	
15.62.2	Is the plant simple cascade?	
15.63	Coolant type	
15.64	Compressor type	
15.64.1	Compressor makers name	
15.64.2	Number of compressors	
15.64.3	Capacity per unit	Cu. Metres/Hour
15.64.4	Are they Oil Free?	

Cooling Capacity

15.65.1	State Cooling capacity for Propane @ -42 degrees C	Kcal/Hour
15.65.2	State Cooling capacity for Propane @ -20 degrees C	Kcal/Hour
15.65.3	State Cooling capacity for Propane @ -5 degrees C	Kcal/Hour
15.66.1	State Cooling capacity for Butane @ -42 degrees C	Kcal/Hour
15.66.2	State Cooling capacity for Butane @ -20 degrees C	Kcal/Hour
15.66.3	State Cooling capacity for Butane @ -5 degrees C	Kcal/Hour

Cargo Temperature Lowering Capability

Time taken to lower the temperature of:					
15.67.1	Propane				
	deg C to -42 deg C	-5 deg C to - 42deg C	-38 deg C to - 42deg C	+20 deg C to - 0.5deg C	+10 deg C to -0.5 deg C
	Hours	Hours	Hours	Hours	Hours
15.67.2	Butane				
	+20 deg C to -0.5 deg C	+10 deg C to -0.5 deg C	+10 deg C to -5 deg C		
	Hours	Hours	Hours		
15.67.3	(Specify Cargo)				
	From	To	Time		
	Degrees C	Degrees C	Hours		
15.67.4	(Specify Cargo)				
	From	To	Time		
	Degrees C	Degrees C	Hours		
15.67.5	(Specify Cargo)				
	From	To	Time		
	Degrees C	Degrees C	Hours		
15.67.6	(Specify Cargo)				
	From	To	Time		
	Degrees C	Degrees C	Hours		
15.68	Is there an emergency discharge method available?		If yes, the method is:		
15.69	Sample points are provided for vapour?				
15.69.1	Sample points are provided for liquid?				

Deck Tank Capacities

15.70	Are Deck pressure tanks fitted?	
15.71	Propane Capacity	Cu. Metres
15.72	Butane Capacity	Cu. Metres
15.73	Ammonia Capacity	Cu. Metres
15.74	Maximum allowable relief valve setting	Bar Gauge
15.75	Material of tank	

Cooling

15.76.1	Propane - Quantity of Coolant Required	Cu. Metres
15.76.2	Propane - Time required to cooldown cargo tanks from ambient temperature with vapour return line	Hours
15.76.3	Propane - Time required to cooldown cargo tanks from ambient temperature without vapour return line	Hours
15.77.1	Butane - Quantity of Coolant Required	Cu. Metres
15.77.2	Butane - Time required to cooldown cargo tanks from ambient temperature with vapour return line	Hours
15.77.3	Butane - Time required to cooldown cargo tanks from ambient temperature without vapour return line	Hours
15.78.1	Ammonia - Quantity of Coolant Required	Cu. Metres
15.78.2	Ammonia - Time required to cooldown cargo tanks from ambient temperature with vapour return line	Hours
15.78.3	Ammonia - Time required to cooldown cargo tanks from ambient temperature without vapour return line	Hours
15.79.1	VCM - Quantity of Coolant Required	Cu. Metres
15.79.2	VCM - Time required to cooldown cargo tanks from ambient temperature without vapour return line	Hours
15.79.3	VCM - Time required to cooldown cargo tanks from ambient temperature with vapour return line	Hours

Vaporiser

15.82.3	Delivery Temperature	Degrees C
15.83.1	Capacity per unit - Ammonia	Cu. Metres/Hour Vapour
15.83.2	Liquid Supply Rate	Cu. Metres/Hour Liquid
15.83.3	Delivery Temperature	Degrees C
15.84.1	Capacity per unit - Nitrogen	Cu. Metres/Hour Vapour
15.84.2	Liquid Supply Rate	Cu. Metres/Hour Liquid
15.84.3	Delivery Temperature	Degrees C

Blower

15.85	Type of Blower	
15.85.1	Rated Capacity	Cu. Metres/Hour
15.85.2	Delivery Pressure	Kp/cm2

Cargo Re-heater

15.86	Type of Re-Heater	
15.86.1	Number Fitted	
15.86.2	Heating Medium	
15.87.1	Discharge rates with sea water at 15 degrees C to raise product temperature of Propane from -42 degrees C to -5 degrees C	Cu. Metres/Hour
15.87.2	Discharge rates with sea water at 15 degrees C to raise product temperature of Ammonia from -42 degrees C to -5 degrees C	Cu. Metres/Hour

Hydrate Control

15.88	What is the type of Depressant?	
15.89	What is the freezing point temperature?	Degrees C
15.90	What is the Quantity of Depressant Carried?	Litres
15.91	What is the means of injection?	
15.92	Name any other system used	
15.93	Is there an Additional pressure relief system fitted?	
15.94	Is Emergency cargo jettison provided?	
15.95	If yes, can Emergency cargo jettisoning be isolated from the cargo system when not in use?	

Cargo Measurement

15.96	Level Gauges			
	Are level gauges local or remote?	Name of manufacture	Type	Rated Accuracy millimetres
	Certifying Authority	Are slip tubes installed?		

15.97	Temperature Gauges			
	Name of manufacture	Type	Rated Accuracy	Certifying Authority
			Degrees C	
15.98	Pressure Gauges			
	Name of manufacture	Type	Rated Accuracy	Certifying Authority
			bar	
15.99	Oxygen Analyser			
	Name of manufacture	Type	Lowest level measurable	
			%	
15.100	Fixed Gas Analyser			
	Name of manufacture	Type		
15.101	Are Cargo tank calibration tables available?	Name of Measuring Company	Certifying Authority	
15.102	Calibration calculated to cm?			
	Calibration calculated to 1/2 cm?			
15.103	Tables established to cm?	Tables established to mm?	Tables est. to (specify)	
15.104	Are trim and list corrections available?			
15.105	Are temperature corrections available?			
15.106	Are float gauge tape corections available?			

Cargo Sampling

	Whether cargo samples may be obtained from the levels specified:		
15.107	Top	Middle	Bottom
Tank 1			
Tank 2			
Tank 3			
Tank 4			
Tank 5			
Tank 6			
Tank 7			
Tank 8			
15.108	Can samples be drawn from tank vapour outlet?		
15.109	Can samples be drawn from manifold liquid line?		
15.110	Can samples be drawn from manifold vapour line?		
15.111	Can samples be drawn from pump discharge line?		
15.112	State sample connection type		
15.112.1	Size of sample connection	Millimetres	
15.113	Number of ESD actuation points		

Connections To Shore For ESD And Communications Systems

15.114	Is ESD connection to shore available?	
15.114.1	If yes, is the system pneumatic?	
15.114.2	If yes, is the system electrical?	
15.114.3	If yes, is the system fiber optic?	

15.115	What is the type of connection used?	
15.116	Are ESD hoses or cables available on board?	
15.116.1	If yes, length of pneumatic	Millimetres
15.116.2	If yes, length of electrical	Millimetres
15.116.3	If yes, length of fiber optic	Millimetres
15.117	Is there a connection available for a telephone line?	
15.118	Are ESD connections available on both sides of vessel?	
15.118.1	Are ESD Fusible plugs fitted at tank domes?	
15.118.2	Are ESD Fusible plugs fitted at manifolds?	
15.119	Is the link compatible with the SIGTTO guidelines?	
15.120	Type of manifold valve	
15.120.1	Closing time in seconds	seconds
15.120.2	Is closing time adjustable?	
15.121	Is Independent high level shut down system fitted(overflow control)?	
15.121.1	If yes, does the independent high level shutdown system also switch off running cargo pumps?	
15.122	Shut down level %	%

Inert Gas

	15.123 Main IG Plant	15.124 Auxiliary IG or Nitrogen plant
Type of system		
Capacity	Cu. Metres/Hour	Cu. Metres/Hour
Type of fuel used		
Composition of IG - oxygen	%	%
Composition of IG - CO2	%	%
Composition of IG - Nox	%	%
Composition of IG - N2	%	%
Lowest dewpoint achievable	Degrees C	Degrees C
Used for		
	Nitrogen	
15.125.1	Liquid storage capacity Cu. Metres	
15.125.2	Daily boil-off loss Cu. Metres	
15.125.3	Maximum supply pressure Kp/Cu. Cm	
15.125.4	Supply capacity Cu. Metres/Hour	
15.125.5	Used for	

Cargo Tank Inerting/de-inerting

15.126	What is the time taken to inert from fresh air to under 5% O2 at -25 degree C?	Hours
15.127	What is the time taken to inert from cargo vapour to fully inert at -25 degrees dewpoint when IG density is less than product?	Hours
15.128	What is the time taken to inert from cargo vapour to fully inert at -25 degrees dewpoint when IG density is greater than product?	Hours
15.129	Do relief valves discharging liquid cargo from the cargo piping system , discharge to the cargo vent mast?	
15.129.1	If yes, is the vent mast equipped with liquid sensor and alarm?	
15.129.2	If yes, does the alarm activate the pump stop?	
15.130	Is there one ESD valve per manifold?	
15.130.1	If no, the arrangement is:	
15.131	Is a hand operated valve fitted outboard of the manifold ESD valve?	
15.132	Does inert gas piping pass through accomodation spaces, service spaces or control stations?	
15.133	Can the Inert Gas System be fully segregated from the cargo system?	
15.134	Are liquid drains fitted in cargo piping?	
15.135	Are purge points fitted?	
15.136	Are local pressure gauges fitted outboard of the manifold valves?	
15.137	Is a temperature sensor fitted at or near the manifold?	
15.138	Is a cargo compressor room fitted?	
15.139	Is protective equipment for the protection of crew members available on board?	

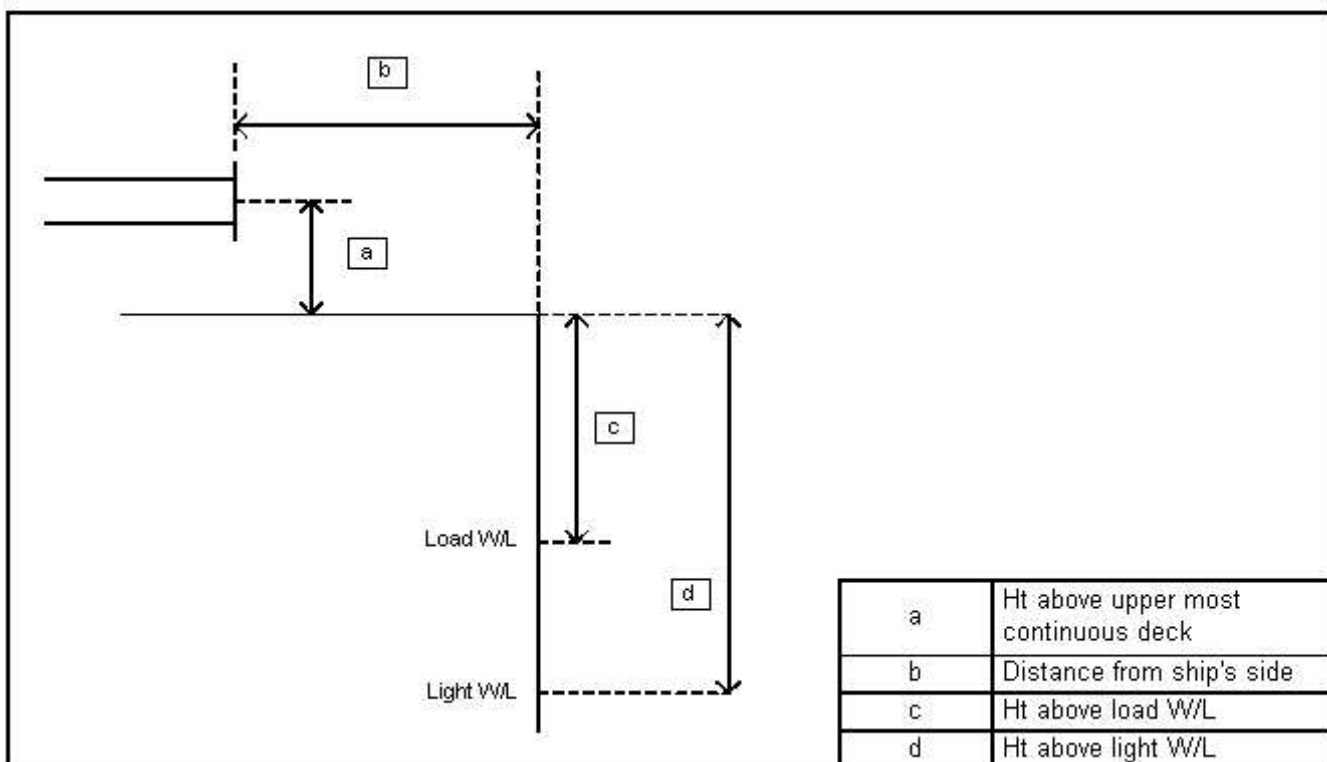
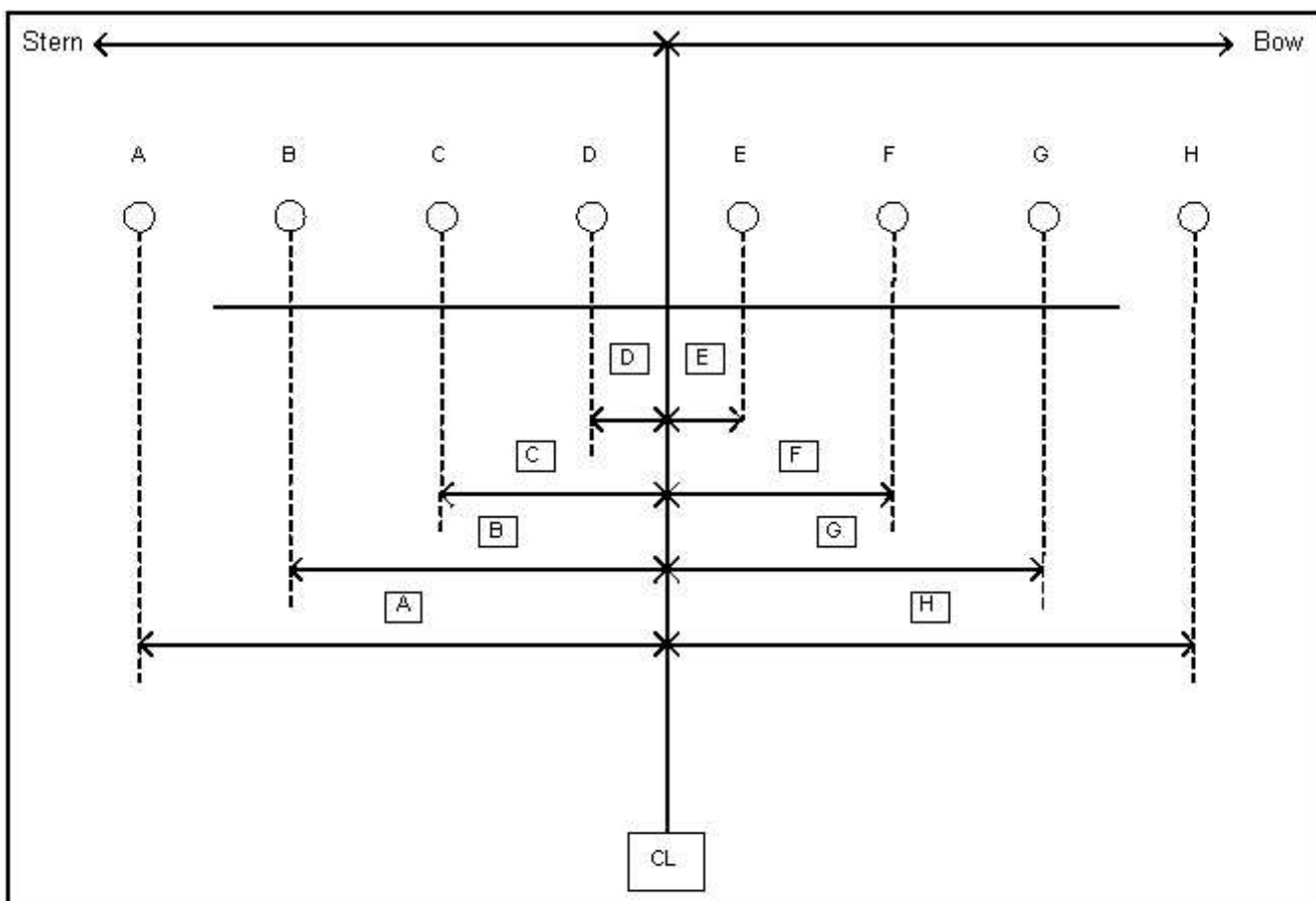
15.140	When required by the Gas Code, is respiratory and eye protection for every person on board available for emergency escape purposes?	
15.140.1	Are two additional sets of respiratory and eye protection available on the navigating bridge?	
15.141	Is there a permanently installed system of gas detection fitted?	
15.141.1	Is the gas detection system fitted with high and low sampling heads/sensors?	

Gas Freeing To Fresh Air

15.142	Plant used	
15.143	What is the time taken from fully inert condition to fully breathable fresh air?	Hours

Changing Cargo Grades

15.144	Indicate number of hours needed to change grades from the removal of pumpables to tanks fit to load and the quantity of inert gas consumed during the operation	
15.144.1.1	From propane to butane	Hours
15.144.1.2	From propane to butane	Cu. Metres
15.144.1.3	From propane to ammonia	Hours
15.144.1.4	From propane to ammonia	Cu. Metres
15.144.1.5	From propane to VCM	Hours
15.144.1.6	From propane to VCM	Cu. Metres
15.144.2.1	From butane to propane	Hours
15.144.2.2	From butane to propane	Cu. Metres
15.144.2.3	From butane to ammonia	Hours
15.144.2.4	From butane to ammonia	Cu. Metres
15.144.2.5	From butane to VCM	Hours
15.144.2.6	From butane to VCM	Cu. Metres
15.144.3.1	From ammonia to propane	Hours
15.144.3.2	From ammonia to propane	Cu. Metres
15.144.3.3	From ammonia to butane	Hours
15.144.3.4	From ammonia to butane	Cu. Metres
15.144.3.5	From ammonia to VCM	Hours
15.144.3.6	From ammonia to VCM	Cu. Metres
15.144.4	Restrictions	
15.144.5.1	From VCM to propane	Hours
15.144.5.2	From VCM to propane	Cu. Metres
15.144.5.3	From VCM to butane	Hours
15.144.5.4	From VCM to butane	Cu. Metres
15.144.5.5	From VCM to ammonia	Hours
15.144.5.6	From VCM to ammonia	Cu. Metres
15.144.6	Note any operations that cannot be carried out at sea	



Cargo Manifold

15.145	Center of manifold to bow	Metres			
15.146	Center of manifold to stern	Metres			
15.147	Dimension				
	A	millimetres			
	B	millimetres			
	C	millimetres			
	D	millimetres			
	E	millimetres			
	F	millimetres			
	G	millimetres			
	H	millimetres			
	Pipe Flange	Duty	Rating	Size	Raised / Flat face
15.148	A		bar	millimetres	
15.149	B		bar	millimetres	
15.150	C		bar	millimetres	
15.151	D		bar	millimetres	
15.152	E		bar	millimetres	
15.153	F		bar	millimetres	
15.154	G		bar	millimetres	
15.155	H		bar	millimetres	
15.156	Height above uppermost continuous deck	millimetres			
15.157	Distance from ship side	millimetres			
15.158	Height above load waterline	millimetres			
15.159	Height above light waterline	millimetres			

Manifold Arrangement Located On Top Of Compressor

15.160	Distance from rail of compressor room/platform to presentation flanges	millimetres
15.161	Distance from deck of compressor room/platform/try to centre of manifold	millimetres

Cargo Manifold Reducers

15.162.1	Number of ANSI Class 300 reducers carried onboard	
15.162.2	Flange rating of ANSI Class 300 reducer	bar
15.162.3	Size of ANSI Class 300 reducer	millimetres
15.162.4	Length of ANSI Class 300 reducer	millimetres
15.163.1	Number of ANSI Class 300 to Class 150 reducers carried onboard	
15.163.2	Flange rating of ANSI Class 300 to Class 150 reducer	bar
15.163.3	Size of ANSI Class 300 to Class 150 reducer	millimetres
15.163.4	Length of ANSI Class 300 to Class 150 reducer	millimetres
15.164.1	Number of ANSI Class 150 reducers carried onboard	
15.164.2	Flange rating of Class 150 reducer	bar
15.164.3	Size of ANSI Class 150 reducer	millimetres
15.164.4	Length of ANSI Class 150 reducer	millimetres

16. OBO/OO/COB CARRIERS

OBO / OO / COB Carriers

16.1	State design of hatches	
16.2	State type of hatches	
16.3	State if hatches fitted with single or double seals in hatch coaming	
16.4	Last date cargo holds/tanks were tested to normal working pressure(min.500mm wg) to prove gas tightness of hatches.	
16.5	Were the hatches proven to be gas tight?	