# OCIMF Vessel Particulars Questionnaire HVPQ4

## 1 Chapter 1

### 1 GENERAL INFORMATION

| | | |
|---|---|---|
| 1.1: | Date this HVPQ document completed | Monday, 14 Dec 2009 |
| 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 | Tuesday, 28 Jun 2005 |
| 1.5: | Second last previous name | Not applicable |
| 1.5.1: | Date of name change | Not applicable |
| 1.6: | Third last previous name | Not applicable |
| 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 | 764888218 |
| 1.13: | Ship's fax number | 764888220 |
| 1.14: | Ship's telex number | 453846612 TRAD |
| 1.15: | Mobile Phone Number | Not applicable |
| 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 |

### 2 OWNERSHIP AND OPERATION

| | | |
|---|---|---|
| 1.20: | Name of the Registered Owner | MS 'Hellespont Trader' GmbH & Co. KG |
| 1.20.1: | Full address | Kaiser-Wilhelm-Str.9, D-20355 Hamburg Germany |
| 1.20.2: | Office telephone number | +49 40 27 86 21 31 |
| 1.20.3: | Office telex number | |
| 1.20.4: | Office fax number | +49 40 27 86 21 30 |
| 1.20.5: | Office Email address | operations@hellesponthammonia.de |
| 1.20.6: | Contact person | Capt. Sam Dadachanji |
| 1.20.7: | Contact person after hours telephone number | +49 172 990 67 78 |
| 1.21: | Number of years this ship has been owned by Registered Owner | 4 Years |
| 1.22: | Name of Technical Operator (if different from Registered Owner) | HELLESPONT HAMMONIA GmbH & Co KG |
| 1.22.1: | Full Address | Kaiser-Wilhelm Str.9, D-20355 Hamburg, Germany |

| | | |
|---|---|---|
| 1.22.2: | Office telephone number | +49 40 27 86 21 31 |
| 1.22.3: | Office telex number | Not applicable |
| 1.22.4: | Office fax number | +46 40 27 86 21 30 |
| 1.22.5: | Office Email address | operations@hellesponthammonia.de |
| 1.22.6: | Contact person (Designated Person Ashore) | Capt Heinrich Braun |
| 1.22.7: | Contact person after hours telephone number | +49 172 991 14 31 |
| 1.22.8: | Emergency callout number | +49 40 22 62 52 66 |
| 1.22.9: | Emergency callout pager number | Not applicable |
| 1.22.10: | Contact details for person responsible for oil spill response | Capt Heinrich Braun |
| 1.23: | Number of years this vessel has been controlled by technical operator | 4 Years |
| 1.24: | Total number of ships operated by this Technical Operator | 17 |
| 1.25: | Name of Commercial Operator (if different from Registered Owner) | HELLESPONT HAMMONIA GmbH & Co. KG |
| 1.25.1: | Full Address | Kaiser-Wilhelm Str.9, D-20355,Hamburg,Germany |
| 1.25.2: | Office telephone number | +49 40 27 86 21 31 |
| 1.25.3: | Office telex number | |
| 1.25.4: | Office fax number | + 49 40 27 86 21 30 |
| 1.25.5: | Office Email address | operations@hellesponthammonia.de |
| 1.25.6: | Contact person | Capt Matthias Imrecke |
| 1.25.7: | Contact person after hours telephone number | +49 172 41 57 271 |

## 3 BUILDER

| | | |
|---|---|---|
| 1.26: | Builder | Mitsui, Chiba, Japan |
| 1.27: | Date of building contract | Tuesday, 24 May 1994 |
| 1.28: | Hull number | 1421 |
| 1.29: | Date keel laid | Wednesday, 2 Aug 1995 |
| 1.30: | Date launched | Saturday, 17 Feb 1996 |
| 1.31: | Date delivered | Friday, 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,, |

## 4 CLASSIFICATION

| | | |
|---|---|---|
| 1.34: | Classification society | American Bureau of Shipping |
| 1.35: | Class Notation | +A1, OIL CARRIER, (E), +AMS, +ACCU, OMBO, VEC-L, SH, ESP, CRC |
| 1.36: | If Classification society changed, name of previous society | NONE |
| 1.37: | If Classification society changed, date of change | Not applicable |
| 1.38: | Date of last dry-dock | Tuesday, 4 Jul 2006 |
| 1.39: | Date of second last dry-dock | Wednesday, 2 May 2001 |
| 1.40: | Date next dry-dock due | Thursday, 30 Jun 2011 |
| 1.41: | Date of last special survey | Tuesday, 4 Jul 2006 |
| 1.42: | Was last special survey an enhanced special survey? | Yes |
| 1.43: | Date next special survey due | Thursday, 30 Jun 2011 |
| 1.44: | If ship has Condition Assessment Programme (CAP) rating, what is the latest rating? | |

| | | |
|---|---|---|
| 1.45: | Date of last annual survey | Wednesday, 9 Sep 2009 |
| 1.46: | Date of last boiler survey - Port boiler | Wednesday, 9 Sep 2009 |
| 1.47: | Date of last boiler survey - Starboard boiler | Friday, 3 Jul 2009 |
| 1.48: | Is the ship subject to Continuous Machinery Survey? | Yes |

## 5 DIMENSIONS

| | | |
|---|---|---|
| 1.49: | Length overall (LOA) | 269 Meters |
| 1.50: | Length between perpendiculars (LBP) | 258 Meters |
| 1.51: | Extreme breadth | 46.034 Meters |
| 1.52: | Moulded breadth | 46 Meters |
| 1.53: | Moulded depth | 23.9 Meters |
| 1.54: | Keel to masthead | 50.46 Meters |
| 1.55: | Distance bow to bridge | 223 Meters |
| 1.56: | Distance bridge front - mid point manifold | 91 Meters |
| 1.57: | PARALLEL MID-BODY DIAGRAM | Not applicable |
| 1.57.1: | Distance bow to mid-point manifold | 132 Meters |
| 1.57.2: | Distance stern to mid-point manifold | 137 Meters |
| 1.57.3: | Parallel body (light ship) | 109.1 Meters |
| 1.57.4: | Parallel body, forward to mid-point manifold (light ship) | 73 Meters |
| 1.57.5: | Parallel body, aft to mid-point manifold (light ship) | 36.1 Meters |
| 1.57.6: | Parallel body (normal ballast) | 130.7 Meters |
| 1.57.7: | Parallel body, forward to mid-point manifold (normal ballast) | 74.3 Meters |
| 1.57.8: | Parallel body, aft to mid-point manifold (normal ballast) | 56.4 Meters |
| 1.57.9: | Parallel body at loaded summer deadweight (SDWT) | 150.4 Meters |
| 1.57.10: | Parallel body, forward to mid-point manifold at loaded SDWT | 74.3 Meters |
| 1.57.11: | Parallel body, aft to mid-point manifold at loaded SDWT | 76.1 Meters |
| 1.58: | Does ship have a bulbous bow? | Yes |

## 6 TONNAGES

| | | |
|---|---|---|
| 1.59: | Net Registered Tonnage | 45131 Tonnes |
| 1.60: | Gross Tonnage | 79832 Tonnes |
| 1.61: | Suez Tonnage | |
| 1.61.1: | Suez Canal Gross Tonnage (SCGT) | 80974.28 Tonnes |
| 1.61.2: | Suez Canal Net Tonnage (SCNT) | 74112.39 Tonnes |
| 1.62: | Panama Tonnage | Not applicable |

## 7 LOADLINE INFORMATION

| | | |
|---|---|---|
| 1.63.1: | Summer Freeboard | 7.078 Meters |
| 1.63.2: | Summer Draft | 16.865 Meters |
| 1.63.3: | Summer Deadweight | 148435 Tonnes |
| 1.63.4: | Summer Displacement | 171600 Tonnes |
| 1.64.1: | Winter Freeboard | 7.429 Meters |
| 1.64.2: | Winter Draft | 16.514 Meters |
| 1.64.3: | Winter Deadweight | 144538 Tonnes |

| | | |
|---|---|---|
| 1.64.4: | Winter Displacement | 167703 Tonnes |
| 1.65.1: | Tropical Freeboard | 6.727 Meters |
| 1.65.2: | Tropical Draft | 17.216 Meters |
| 1.65.3: | Tropical Deadweight | 152340 Tonnes |
| 1.65.4: | Tropical Displacement | 175505 Tonnes |
| 1.66.1: | Lightship Freeboard | 21.345 Meters |
| 1.66.2: | Lightship Draft | 2.598 Meters |
| 1.66.3: | Lightship Deadweight | |
| 1.66.4: | Lightship Displacement | 23165 Tonnes |
| 1.67.1: | Normal Ballast Condition Freeboard | 15.363 Meters |
| 1.67.2: | Normal Ballast Condition Draft | 8.58 Meters |
| 1.67.3: | Normal Ballast Condition Deadweight | 54540 Tonnes |
| 1.67.4: | Normal Ballast Condition Displacement | 81705 Tonnes |
| 1.68.1: | Segregated Ballast Condition Freeboard | 15.363 Meters |
| 1.68.2: | Segregated Ballast Condition Draft | 8.58 Meters |
| 1.68.3: | Segregated Ballast Condition Deadweight | 54540 Tonnes |
| 1.68.4: | Segregated Ballast Condition Displacement | 81705 Tonnes |
| 1.69: | FWA at Summer Draft (Freeboard) | 385 Millimeters |
| 1.70: | TPC Immersion at Summer Draft (Freeboard) | 111.1 Tonnes |
| 1.71.1: | Draught Fore at normal ballast conditions (Freeboard) | 7.1 Meters |
| 1.71.2: | Draught Aft at normal ballast conditions (Draft) | 10.06 Meters |
| 1.72: | Does ship have Multiple SDWT ? | Yes |
| 1.73: | If yes, what is maximum assigned Deadweight? | 148435 Tonnes |
| 1.74: | What is the max. height of mast above waterline (air draft) in normal SBT condition? | 41.88 Meters |

## 8 RECENT OPERATIONAL HISTORY

| | | |
|---|---|---|
| 1.75: | Has the ship traded continuously without requirement for unscheduled repairs since the last dry-dock, except for normal maintenance? | Yes |
| 1.76: | If unscheduled repairs have been carried out, what was the nature of the repairs? | Not applicable |
| 1.77: | Has ship been involved in a pollution incident during the past 12 months? | Not applicable |
| 1.78: | Has ship been involved in a grounding incident during the past 12 months? | Not applicable |
| 1.79: | Has ship been involved in a collision during the past 12 months? | No |

# 2 Chapter 2

## 1 CERTIFICATES

| | | |
|---|---|---|
| 2.1: | Register Number | 90182 |
| 2.2.1: | Safety Equipment Certificate (Issued) | Wednesday, 9 Sep 2009 |
| 2.2.2: | Safety Equipment Certificate (Expires) | Thursday, 15 Oct 2009 |
| 2.2.3: | Safety Equipment Certificate (Last Annual) | Wednesday, 9 Sep 2009 |
| 2.3.1: | Safety Radio Certificate (Issued) | Monday, 3 Jul 2006 |

| | | |
|---|---|---|
| 2.3.2: | Safety Radio Certificate (Expires) | Thursday, 30 Jun 2011 |
| 2.3.3: | Safety Radio Certificate (Last Annual) | Wednesday, 9 Sep 2009 |
| 2.4.1: | Safety Construction Certificate (Issued) | Monday, 3 Jul 2006 |
| 2.4.2: | Safety Construction Certificate (Expires) | Thursday, 30 Jun 2011 |
| 2.4.3: | Safety Construction Certificate (Last Annual) | Wednesday, 9 Sep 2009 |
| 2.5.1: | Loadline Certificate (Issued) | Monday, 3 Jul 2006 |
| 2.5.2: | Loadline Certificate (Expires) | Thursday, 30 Jun 2011 |
| 2.5.3: | Loadline Certificate (Last Annual) | Wednesday, 9 Sep 2009 |
| 2.6.1: | International Oil Pollution Prevention Certificate (IOPPC) (Issued) | Monday, 18 May 2009 |
| 2.6.2: | International Oil Pollution Prevention Certificate (IOPPC) (Expires) | Thursday, 30 Jun 2011 |
| 2.6.3: | International Oil Pollution Prevention Certificate (IOPPC) (Last Annual) | Wednesday, 9 Sep 2009 |
| 2.7: | Type of Oil Tanker as specified by IOPPC Crude/Product (If not an oil tanker, specify) | Oil Tanker |
| 2.8.1: | Safety Management Certificate (Issued) (SMC) | Friday, 14 Mar 2008 |
| 2.8.2: | Safety Management Certificate (Expires) (SMC) | Wednesday, 24 Nov 2010 |
| 2.8.3: | Safety Management Certificate (Last Intermediate) (SMC) | Tuesday, 16 Sep 2008 |
| 2.9.1: | Document of Compliance (Issued) (DOC) | Tuesday, 22 Sep 2009 |
| 2.9.2: | Document of Compliance (Expires) (DOC) | Wednesday, 17 Nov 2010 |
| 2.9.3: | Document of Compliance (Endorsed) (DOC) | Not applicable |
| 2.10.1: | USCG Letter of Compliance (if applicable) (Issued) | Wednesday, 21 Nov 2007 |
| 2.10.2: | USCG Letter of Compliance (if applicable) (Expires) | Saturday, 21 Nov 2009 |
| 2.10.3: | USCG Letter of Compliance (if applicable) (Last Annual) | Wednesday, 4 Feb 2009 |
| 2.11.1: | Date of last USCG Tank Vessel Examination Letter (TVEL) (Issued) | Wednesday, 21 Nov 2007 |
| 2.11.2: | Date of last USCG Tank Vessel Examination Letter (TVEL) (Expires) | Saturday, 21 Nov 2009 |
| 2.12: | Minimum Safe Manning Certificate | Monday, 27 Jun 2005 |
| 2.13: | Civil Liability Convention Certificate (1969) | Not applicable |
| 2.14: | Civil Liability Convention Certificate (1992) | Saturday, 20 Feb 2010 |
| 2.15: | U.S. Certificate of Financial Responsibility | Tuesday, 21 Jun 2011 |
| 2.16: | Certificate of Fitness (Chemicals) | Not applicable |
| 2.17: | Certificate of Fitness (Gas) | Not applicable |
| 2.18: | Noxious Liquids Certificate | Not applicable |
| 2.19: | Unattended Machinery Space Certificate (Issued) | Thursday, 14 Jun 2001 |
| 2.20: | International Tonnage Certificate (Issued) | Wednesday, 24 Aug 2005 |

## 2 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 |
| 2.44: | ISPS Code | Yes |

## 3 FOR CHEMICAL TANKERS ONLY

| | | |
|---|---|---|
| 2.45: | IMO Code for Construction & Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) | Not applicable |
| 2.46: | IMO Index of Dangerous Chemicals Carried in Bulk | Not applicable |
| 2.47: | ICS Tanker Safety Guide (Chemicals) | Not applicable |
| 2.48: | IMO Code for Construction & Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code) | Not applicable |
| 2.49: | Chemical Data Guide (USCG 1990 CIM 16616.6A) | Not applicable |
| 2.50: | Medical First Aid Guide for Use in Accidents involving Dangerous goods (MFAG) | Not applicable |
| 2.51: | Procedures and Arrangements (P&A) Manual | Not applicable |

## 4 FOR GAS CARRIERS ONLY

| | | |
|---|---|---|
| 2.52: | IMO Code for Construction & Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) | Not applicable |
| 2.53: | ICS Tanker Safety Guide (Liquefied Gas) | Not applicable |
| 2.54: | SIGTTO Liquefied Gas Handling Principles on Ships and in Terminals | Not applicable |
| 2.55: | SIGTTO Guide to Pressure Relief Valve Maintenance and Testing | Not applicable |
| 2.56: | ICS Ship to Ship Transfer Guide (Liquefied Gases) | Not applicable |
| 2.57: | IMO International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) | Not applicable |
| 2.58: | IMO Code for Existing Ships Carrying Liquefied Gases in | Not applicable |

Bulk (EGC Code)

# 3 Chapter 3

## 1 CREW MANAGEMENT

| | | |
|---|---|---|
| 3.1: | Minimum manning required (officers) | 8 |
| 3.1.1: | Actual manning (officers) | 9 |
| 3.1.2: | List Nationality of Officers | Filipino |
| 3.1.3: | Master employed by (Vessel Operator) | Yes |
| 3.1.4: | Officers employed by (Vessel Operator) | Yes |
| 3.1.5: | Ratings employed by (Vessel Operator) | Yes |
| 3.1.6: | Common language used (Vessel Operator) | English |
| 3.1.7: | Full name of Manning agent 1 (Officers) | Manila Shipmanagement & Manning Inc. |
| 3.1.7.1: | Full address | G/F & 2/F, Princess Building, 104 Esteban Street, Legaspi Village, Makati City 1229, Philippines |
| 3.1.7.2: | Office telephone number | +63 28 92 40 71 |
| 3.1.7.3: | Office telex number | |
| 3.1.7.4: | Office fax number | +63 28 16 69 93 |
| 3.1.7.5: | Office Email address | email@manship.com |
| 3.1.8: | Are manning agent(s) wholly or partially owned by Operator? | Yes |
| 3.1.9: | If No, does Operator have selection rights? | Not applicable |
| 3.1.10: | Does vessel's Operator maintain personnel files on officers assigned to his vessels? | Yes |
| 3.1.11: | Do officers regularly return to Operator's vessels? | Yes |
| 3.2: | Minimum manning required (ratings) | 8 |
| 3.2.1: | Actual manning (ratings) | 16 |
| 3.2.2: | List Nationality of Ratings | Fillipino |
| 3.2.3: | Master employed by (Manning Agent) | No |
| 3.2.4: | Officers employed by (Manning Agent) | No |
| 3.2.5: | Ratings employed by (Manning Agent) | No |
| 3.2.6: | Common language used (Manning Agent) | English |
| 3.2.7: | Full name of Manning agent 1 (Ratings) | Manila Shipmanagement & Manning Inc. |
| 3.2.7.1: | Full address | G/F & 2/F, Princess Building, 104 Esteban Street, Legaspi Village, Makati City 1229, Philippines |
| 3.2.7.2: | Office telephone number | +63 28 92 40 71 |
| 3.2.7.3: | Office telex number | |
| 3.2.7.4: | Office fax number | +63 28 16 69 93 |
| 3.2.7.5: | Office Email address | email@manship.com |
| 3.2.8: | Does vessel's Operator maintain personnel files on ratings assigned to his vessels? | Yes |
| 3.2.9: | Do ratings regularly return to Operator's vessels? | Yes |

## 2 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 | Yes |

| | | |
|---|---|---|
| | company fleet? | |
| 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 |

## 3 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 Chapter 4

## 1 NAVIGATION

| | | |
|---|---|---|
| 4.1.1: | Magnetic compass | Yes |
| 4.1.2: | Magnetic compass (Type) | TOKIMEC SH |
| 4.1.3: | Magnetic compass (Number of Units) | 1 |
| 4.2.1: | Gyro compass | Yes |
| 4.2.2: | Gyro compass (Type) | TOKIMEC TG 5000 |
| 4.2.3: | Gyro compass (Number of Units) | 5 |
| 4.3.1: | Gyro Autopilot | Yes |
| 4.3.2: | Gyro Autopilot (Type) | TOKIMEC PR 8000 |
| 4.3.3: | Gyro Autopilot (Number of Units) | 1 |
| 4.4.1.1: | Radar 1 | Yes |
| 4.4.1.2: | Radar (Type) | Racal DECCA (X) |
| 4.4.1.3: | Radar 1 (Number of Units) | 1 |
| 4.4.2.1: | Radar 2 | Yes |
| 4.4.2.2: | Radar (Type) | Racal DECCA (S) |
| 4.4.2.3: | Radar 2 (Number of Units) | |
| 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)? | No |
| 4.6: | Are the 3 GHz (10cm/S band) and 9Ghz (3cm / X band) radars fitted with an electronic switching unit? | No |
| 4.7.1: | Radar plotting equipment | Yes |

| | | |
|---|---|---|
| 4.7.2: | Radar plotting equipment (Type) | Racal DECCA |
| 4.7.3: | Radar plotting equipment (Number of Units) | 2 |
| 4.8.1: | Are the Radars fitted with ARPA? | Yes |
| 4.8.2: | Type of ARPA | Racal DECCA |
| 4.8.3: | Number of ARPA Units installed | 2 |
| 4.9.1: | Depth sounder with recorder | Yes |
| 4.9.2: | Depth sounder with recorder (Type) | J.R.C. JFE-570S |
| 4.9.3: | Depth sounder with recorder (Number of Units) | 1 |
| 4.10.1: | Speed/distance indicator | Yes |
| 4.10.2: | Speed/distance indicator (Type) | J.R.C. NWW-49 |
| 4.10.3: | Speed/distance indicator (Number of Units) | 1 |
| 4.11.1: | Doppler log | Yes |
| 4.11.2: | Doppler log (Type) | JRC JNL-520 |
| 4.11.3: | Doppler log (Number of Units) | 1 |
| 4.12.1: | Docking approach doppler | Yes |
| 4.12.2: | Docking approach doppler (Type) | JRC NJH-33 |
| 4.12.3: | Docking approach doppler (Number of Units) | 1 |
| 4.13.1: | Rudder angle indicator | Yes |
| 4.13.2: | Rudder angle indicator (Type) | KURAMOTO |
| 4.13.3: | Rudder angle indicator (Number of Units) | 3 |
| 4.14.1: | RPM indicator | Yes |
| 4.14.2: | RPM indicator (Type) | KURAMOTO |
| 4.14.3: | RPM indicator (Number of Units) | 3 |
| 4.15.1: | Controllable pitch propeller indicator | No |
| 4.15.2: | Controllable pitch propeller indicator (Type) | |
| 4.15.3: | Controllable pitch propeller indicator (Number of Units) | |
| 4.16.1: | Bow thruster indicator | No |
| 4.16.2: | Bow thruster indicator (Type) | |
| 4.16.3: | Bow thruster indicator (Number of Units) | Not applicable |
| 4.17.1: | Stern Thrust indicator | No |
| 4.17.2: | Stern Thrust indicator (Type) | |
| 4.17.3: | Stern Thrust indicator (Number of Units) | |
| 4.18.1: | Rate of turn indicator | Yes |
| 4.18.2: | Rate of turn indicator (Type) | TOKIMEC PR-8000 |
| 4.18.3: | Rate of turn indicator (Number of Units) | 1 |
| 4.19.1: | Radio direction finder | No |
| 4.19.2: | Radio direction finder (Type) | |
| 4.19.3: | Radio direction finder (Number of Units) | Not applicable |
| 4.20.1: | Navtex receiver | Yes |
| 4.20.2: | Navtex receiver (Type) | JRC NCR 300A |
| 4.20.3: | Navtex receiver (Number of Units) | 1 |
| 4.21.1: | Satellite navigation receiver | No |
| 4.21.2: | Satellite navigation receiver (Type) | |

| | | |
|---|---|---|
| 4.21.3: | Satellite navigation receiver (Number of Units) | |
| 4.22.1: | Is the ship fitted with GPS? | Yes |
| 4.22.2: | Type of GPS installed? | JRC JLR 4110 MK2 |
| 4.22.3: | Number of GPS units installed? | 2 |
| 4.23.1: | Is the ship fitted with Differential GPS? | No |
| 4.23.2: | Type of Differential GPS installed? | |
| 4.23.3: | Number of Differential GPS units installed? | |
| 4.24.1: | Is there an Electronic Chart Display? | No |
| 4.24.2: | Is there an Electronic Chart Display? (Type) | |
| 4.24.3: | Is there an Electronic Chart Display? (Number of Units) | |
| 4.25: | Is the Electronic Chart Display incorporated into an approved ECDIS ? | No |
| 4.26.1: | Integrated Navigation System (INS) | No |
| 4.26.2: | Integrated Navigation System (INS) (Type) | |
| 4.26.3: | Integrated Navigation System (INS) (Number of Units) | |
| 4.27.1: | Decca navigator | No |
| 4.27.2: | Decca navigator (Type) | |
| 4.27.3: | Decca navigator (Number of Units) | |
| 4.28.1: | Omega receiver | No |
| 4.28.2: | Omega receiver (Type) | |
| 4.28.3: | Omega receiver (Number of Units) | |
| 4.29.1: | Loran C receiver | No |
| 4.29.2: | Loran C receiver (Type) | |
| 4.29.3: | Loran C receiver (Number of Units) | |
| 4.30.1: | Course recorder | Yes |
| 4.30.2: | Course recorder (Type) | TOKIMEC CR 1 |
| 4.30.3: | Course recorder (Number of Units) | 1 |
| 4.31.1.1: | Off - course alarm - gyro | Yes |
| 4.31.1.2: | Off - course alarm - gyro (Type) | TOKIMEC PR-8000 |
| 4.31.1.3: | Off - course alarm - gyro (Number of Units) | 1 |
| 4.31.2.1: | Off - course alarm - magnetic | Yes |
| 4.31.2.2: | Off - course alarm - magnetic (Type) | TOKIMEC |
| 4.31.2.3: | Off - course alarm - magnetic (Number of Units) | 1 |
| 4.32.1: | Engine order printer | Yes |
| 4.32.2: | Engine order printer (Type) | FUJITSU FTP 020 MC 5530 |
| 4.32.3: | Engine order printer (Number of Units) | 1 |
| 4.33.1: | Anemometer | Yes |
| 4.33.2: | Anemometer (Type) | NIPPON ELECTRIC |
| 4.33.3: | Anemometer (Number of Units) | 1 |
| 4.34.1: | Weather fax | Yes |
| 4.34.2: | Weather fax (Type) | JRC JAX - 39 |
| 4.34.3: | Weather fax (Number of Units) | 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: | If the ship is fitted with a controllable pitch propeller, are indicators fitted 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 Chapter 5

## 1 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 | Wednesday, 11 Mar 2009 |

## 2 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 Meters |

## 3 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 | Saturday, 21 Mar 2009 |
| 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 is 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 Chapter 6

## 1 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 Millimeters |
| 6.1.2: | What is maximum vertical height above deck plating at aft thwartships coaming? | 400 Millimeters |
| 6.1.3: | How far forward is this height maintained? | 31 Meters |
| 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 Millimeters |
| 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: | Sorbents | Yes |
| 6.10.2: | Non-sparking hand scoops/shovels | Yes |
| 6.10.3: | Containers | Yes |
| 6.10.4: | Emulsifiers | Yes |
| 6.10.5: | Non-sparking pumps | Yes |
| 6.11: | Is the cargo piping system fully segregated from the sea chest? | Yes |
| 6.12: | What type of sea valves that are fitted. | Butterfly |
| 6.13: | If the ship is a pre-MARPOL tanker, is a cargo sea chest valve testing arrangement fitted which meets OCIMF recommendations? | Yes |
| 6.14: | Are dump valves fitted to slop tanks which can be left open with inert gas pressure on the tanks? | 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 garbage incinerator fitted? | Yes |

## 2 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 Chapter 7

## 1 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; port and starboard side fully coated with two coats 150 micron each.,All cargo wells of cargo and slop tanks are coated. |
| 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 type of coating | 100 percent |
| 7.3.2: | If ballast tanks are coated, specify to what extent | Good |
| 7.3.3: | What is the condition of cargo/ballast tank coating? | |
| 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 percentage of anodes have wasted? | 20 Percent |
| 7.8: | If anodes are aluminium, what is the height above tank bottom? | |
| 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 Chapter 8

## 1 CARGO AND BALLAST HANDLING

| | |
|---|---|
| 8.1: | Tank Plan |
| 8.1.1: | Tank Plan Diagram |

## 2 DOUBLE HULL VESSELS

| | | |
|---|---|---|
| 8.2: | Is vessel fitted with centreline bulkhead in all cargo tanks? | Y |
| 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? | |
| 8.2.4: | Does vessel meet the IMO definition of 'double hull'? | Yes |

## 3 CARGO TANK CAPACITIES

| | |
|---|---|
| 8.3: | Cargo Tank Capacities At 98% Full (M3) |
| 8.3.1: | Centre Tank Number 1 Capacity (98%) |
| 8.3.2: | Centre Tank Number 2 Capacity (98%) |
| 8.3.3: | Centre Tank Number 3 Capacity (98%) |
| 8.3.4: | Centre Tank Number 4 Capacity (98%) |
| 8.3.5: | Centre Tank Number 5 Capacity (98%) |

| | | |
|---|---|---|
| 8.3.6: | Centre Tank Number 6 Capacity (98%) | |
| 8.3.7: | Centre Tank Number 7 Capacity (98%) | |
| 8.3.8: | Centre Tank Number 8 Capacity (98%) | |
| 8.3.9: | Centre Tank Number 9 Capacity (98%) | |
| 8.3.10: | Centre Tank Number 10 Capacity (98%) | |
| 8.3.11: | Centre Tank Number 11 Capacity (98%) | |
| 8.3.12: | Centre Tank Number 12 Capacity (98%) | |
| 8.3.13: | Centre Tank Number 13 Capacity (98%) | |
| 8.3.14: | Centre Tank Number 14 Capacity (98%) | |
| 8.3.15: | Centre Tank Number 15 Capacity (98%) | |
| 8.3.16: | Wings (P & S combined) Number 1 Capacity (98%) | 27005 Cu Meters |
| 8.3.17: | Wings (P & S combined) Number 2 Capacity (98%) | 26906.7 Cu Meters |
| 8.3.18: | Wings (P & S combined) Number 3 Capacity (98%) | 26906.7 Cu Meters |
| 8.3.19: | Wings (P & S combined) Number 4 Capacity (98%) | 26905.4 Cu Meters |
| 8.3.20: | Wings (P & S combined) Number 5 Capacity (98%) | 26905.4 Cu Meters |
| 8.3.21: | Wings (P & S combined) Number 6 Capacity (98%) | 25771.5 Cu Meters |
| 8.3.22: | Wings (P & S combined) Number 7 Capacity (98%) | |
| 8.3.23: | Wings (P & S combined) Number 8 Capacity (98%) | |
| 8.3.24: | Wings (P & S combined) Number 9 Capacity (98%) | |
| 8.3.25: | Wings (P & S combined) Number 10 Capacity (98%) | |
| 8.3.26: | Wings (P & S combined) Number 11 Capacity (98%) | |
| 8.3.27: | Wings (P & S combined) Number 12 Capacity (98%) | |
| 8.3.28: | Wings (P & S combined) Number 13 Capacity (98%) | |
| 8.3.29: | Wings (P & S combined) Number 14 Capacity (98%) | |
| 8.3.30: | Wings (P & S combined) Number 15 Capacity (98%) | |
| 8.4: | Centre Tank Total Capacity (98%) | |
| 8.5: | Slops 1st Tank Capacity (98%) | |
| 8.5.1: | Slops 2nd Tank Capacity (98%) | |
| 8.6: | Wings (P & S combined) Total Capacity (98%) | 160400.7 Cu Meters |
| 8.7: | Slops 3rd tank Capacity (98%) | 2029.8 Cu Meters |
| 8.7.1: | Slops 4th tank Capacity (98%) | 2029.6 Cu Meters |
| 8.8: | Centre Tank Total Capacity (98%) | |
| 8.9: | Wings (P & S combined) Total Capacity (98%) | 164460.1 Cu Meters |
| 8.10: | Grand Total Capacity (98%) | 164460.1 Cu Meters |

## 4 BALLAST TANK CAPACITIES

| | | |
|---|---|---|
| 8.11: | Ballast Capacities At 100% Full (M3) | |
| 8.11.1.1: | Tank Number 1 (Identity) | Fore Peak Tank |
| 8.11.1.2: | Tank Number 1 (Capacity) | 2859 Cu Meters |
| 8.11.2.1: | Tank Number 2 (Identity) | No 1W.B.T. P and S |
| 8.11.2.2: | Tank Number 2 (Capacity) | 10488.4 Cu Meters |
| 8.11.3.1: | Tank Number 3 (Identity) | No 2 W.B.T. P |
| 8.11.3.2: | Tank Number 3 (Capacity) | 3841.2 Cu Meters |
| 8.11.4.1: | Tank Number 4 (Identity) | No 2 W.B.T. S |

| | | |
|---|---|---|
| 8.11.4.2: | Tank Number 4 (Capacity) | 3841.2 Cu Meters |
| 8.11.5.1: | Tank Number 5 (Identity) | No 3 W.B.T. P |
| 8.11.5.2: | Tank Number 5 (Capacity) | 3842.6 Cu Meters |
| 8.11.6.1: | Tank Number 6 (Identity) | No 3 W.B.T. S |
| 8.11.6.2: | Tank Number 6 (Capacity) | 3842.6 Cu Meters |
| 8.11.7.1: | Tank Number 7 (Identity) | No 4 W.B.T. P |
| 8.11.7.2: | Tank Number 7 (Capacity) | 3842.6 Cu Meters |
| 8.11.8.1: | Tank Number 8 (Identity) | No 4 W.B.T. S |
| 8.11.8.2: | Tank Number 8 (Capacity) | 3842.6 Cu Meters |
| 8.11.9.1: | Tank Number 9 (Identity) | No 5 W.B.T. P |
| 8.11.9.2: | Tank Number 9 (Capacity) | 3805.9 Cu Meters |
| 8.11.10.1: | Tank Number 10 (Identity) | No 5 W.B.T. S |
| 8.11.10.2: | Tank Number 10 (Capacity) | 3805.9 Cu Meters |
| 8.11.11.1: | Tank Number 11 (Identity) | No 6 W.B.T. P |
| 8.11.11.2: | Tank Number 11 (Capacity) | 4455.8 Cu Meters |
| 8.11.12.1: | Tank Number 12 (Identity) | No 6 W.B.T. S |
| 8.11.12.2: | Tank Number 12 (Capacity) | 4455.8 Cu Meters |
| 8.11.13.1: | Tank Number 13 (Identity) | Aft Peak Tank |
| 8.11.13.2: | Tank Number 13 (Capacity) | 2166.8 Cu Meters |
| 8.11.14: | Total Ballast Tank Capacities at 100% full | 55090.4 Cu Meters |

## 5 BALLAST HANDLING

| | | |
|---|---|---|
| 8.12: | 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 | Not applicable |
| 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? | Not applicable |
| 8.12.4: | Can dirty ballast be safely loaded with gas transfer method? (simultaneous cargo discharge and loading of ballast into empty tanks) | Not applicable |

## 6 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? | |
| 8.13.3: | Is the piping for CBT common with cargo piping or independent? | Not applicable |

## 7 IF VESSEL IS SBT TANKER

| | | |
|---|---|---|
| 8.14: | If Vessel is SBT Tanker: | |
| 8.14.1: | What is total capacity of SBT? | 55089.4 Cu Meters |
| 8.14.2: | What percentage of summer deadweight can vessel maintain with SBT only? | 38.01 Percent |

| | | |
|---|---|---|
| 8.14.3: | Does vessel meet the requirements of MARPOL Reg 13 (2)? | Not applicable |
| 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 Meter/Hour |
| 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 |

## 8 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 by-passed during loading? | Not applicable |
| 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 certified stability computer? | Yes |
| 8.16.1: | Does this stability programme consider damaged stability conditions? | Yes |
| 8.17: | Is computer integrated with cargo system and equipped with alarm to monitor loading and discharging operations? | No |

## 9 CARGO AND BALLAST PUMPING SYSTEMS

| | | |
|---|---|---|
| 8.18.1: | Main Pump Number 1 (Identity) | Cargo |
| 8.18.2: | Main Pump Number 1 (Number) | 3 |
| 8.18.3: | Main Pump Number 1 (Type) | Centrifugal |
| 8.18.4: | Main Pump Number 1 (Type of Prime Mover) | Steam |
| 8.18.5: | Main Pump Number 1 (Self Priming or Draining) | self-priming |
| 8.18.6: | Main Pump Number 1 (Capacity) | 4000 Cu Meter/Hour |
| 8.18.7: | Main Pump Number 1 (Normal Back Pressure) | 7 Bar |
| 8.18.8: | Main Pump Number 1 (At what Head?) | 135 Meters |
| 8.18.9: | Main Pump Number 1 (Max RPM) | 1130 RPM |
| 8.19.1: | Main Pump Number 2 (Identity) | |
| 8.19.2: | Main Pump Number 2 (Number) | |

8.19.3: Main Pump Number 2 (Type)

8.19.4: Main Pump Number 2 (Type of Prime Mover)

8.19.5: Main Pump Number 2 (Self Priming or Draining)

8.19.6: Main Pump Number 2 (Capacity)

8.19.7: Main Pump Number 2 (Normal Back Pressure)

8.19.8: Main Pump Number 2 (At what Head?)

8.19.9: Main Pump Number 2 (Max RPM)

8.20.1: Main Pump Number 3 (Identity)

8.20.2: Main Pump Number 3 (Number)

8.20.3: Main Pump Number 3 (Type)

8.20.4: Main Pump Number 3 (Type of Prime Mover)

8.20.5: Main Pump Number 3 (Self Priming or Draining)

8.20.6: Main Pump Number 3 (Capacity)

8.20.7: Main Pump Number 3 (Normal Back Pressure)

8.20.8: Main Pump Number 3 (At what Head?)

8.20.9: Main Pump Number 3 (Max RPM)

8.21.1: Main Pump Number 4 (Identity)

8.21.2: Main Pump Number 4 (Number)

8.21.3: Main Pump Number 4 (Type)

8.21.4: Main Pump Number 4 (Type of Prime Mover)

8.21.5: Main Pump Number 4 (Self Priming or Draining)

8.21.6: Main Pump Number 4 (Capacity)

8.21.7: Main Pump Number 4 (Normal Back Pressure)

8.21.8: Main Pump Number 4 (At what Head?)

8.21.9: Main Pump Number 4 (Max RPM)

8.22.1: Main Pump Number 5 (Identity)

8.22.2: Main Pump Number 5 (Number)

8.22.3: Main Pump Number 5 (Type)

8.22.4: Main Pump Number 5 (Type of Prime Mover)

8.22.5: Main Pump Number 5 (Self Priming or Draining)

8.22.6: Main Pump Number 5 (Capacity)

8.22.7: Main Pump Number 5 (Normal Back Pressure)

8.22.8: Main Pump Number 5 (At what Head?)

8.22.9: Main Pump Number 5 (Max RPM)

8.23.1: Main Pump Number 6 (Identity)

8.23.2: Main Pump Number 6 (Number)

8.23.3: Main Pump Number 6 (Type)

8.23.4: Main Pump Number 6 (Type of Prime Mover)

8.23.5: Main Pump Number 6 (Self Priming or Draining)

8.23.6: Main Pump Number 6 (Capacity)

8.23.7: Main Pump Number 6 (Normal Back Pressure)

8.23.8: Main Pump Number 6 (At what Head?)

8.23.9: Main Pump Number 6 (Max RPM)

| | | |
|---|---|---|
| 8.24.1: | Main Pump Number 7 (Identity) | |
| 8.24.2: | Main Pump Number 7 (Number) | |
| 8.24.3: | Main Pump Number 7 (Type) | |
| 8.24.4: | Main Pump Number 7 (Type of Prime Mover) | |
| 8.24.5: | Main Pump Number 7 (Self Priming or Draining) | |
| 8.24.6: | Main Pump Number 7 (Capacity) | |
| 8.24.7: | Main Pump Number 7 (Normal Back Pressure) | |
| 8.24.8: | Main Pump Number 7 (At what Head?) | |
| 8.24.9: | Main Pump Number 7 (Max RPM) | |
| 8.25.1: | Main Pump Number 8 (Identity) | |
| 8.25.2: | Main Pump Number 8 (Number) | |
| 8.25.3: | Main Pump Number 8 (Type) | |
| 8.25.4: | Main Pump Number 8 (Type of Prime Mover) | |
| 8.25.5: | Main Pump Number 8 (Self Priming or Draining) | |
| 8.25.6: | Main Pump Number 8 (Capacity) | |
| 8.25.7: | Main Pump Number 8 (Normal Back Pressure) | |
| 8.25.8: | Main Pump Number 8 (At what Head?) | |
| 8.25.9: | Main Pump Number 8 (Max RPM) | |
| 8.26.1: | Booster Pumps (Number) | |
| 8.26.2: | Booster Pumps (Type) | |
| 8.26.3: | Booster Pumps (Type of Prime mover) | |
| 8.26.4: | Booster Pumps (Capacity) (water) | |
| 8.26.5: | Booster Pumps (Normal Back Pressure) | |
| 8.26.6: | Booster Pumps (At what Head?) | |
| 8.26.7: | Booster Pumps (RPM) | |
| 8.26.8: | Booster Pumps (Max RPM) | |
| 8.27.1: | Stripping (Number) | 1 |
| 8.27.2: | Stripping (Type) | Reciprocating |
| 8.27.3: | Stripping (Type of Prime Mover) | Steam |
| 8.27.4: | Stripping (Capacity) | 300 Cu Meter/Hour |
| 8.27.5: | Stripping (Normal Back Pressure) | 7 Bar |
| 8.27.6: | Stripping (At what Head?) | 127 Meters |
| 8.28.1: | Eductors (Number) | 2 |
| 8.28.2: | Eductors (Type) | High Pressure |
| 8.28.3: | Eductors (Type of Prime Mover) | Liquid |
| 8.28.4: | Eductors(Capacity) | 470 Cu Meter/Hour |
| 8.28.5: | Eductors(Normal Back Pressure) | |
| 8.28.6: | Eductors(At what Head?) | 25 Meters |
| 8.29.1: | Ballast Handling Main Pump (Number) | 2 |
| 8.29.2: | Ballast Handling Main Pump (Type) | Centrifugal |
| 8.29.3: | Ballast Handling Main Pump (Type of Prime Mover) | Electrical |
| 8.29.4: | Ballast Handling Main Pump (Capacity) | 2000 Cu Meter/Hour |
| 8.29.5: | Ballast Handling Main Pump (Normal Back Pressure) | |

| | | |
|---|---|---|
| 8.29.6: | Ballast Handling Main Pump (At what Head?) | 30 Meters |
| 8.29.7: | Ballast Handling Main Pump (Max RPM) | 1170 RPM |
| 8.30.1: | Ballast Handling Stripping (Number) | |
| 8.30.2: | Ballast Handling Stripping (Type) | |
| 8.30.3: | Ballast Handling Stripping (Type of Prime Mover) | |
| 8.30.4: | Ballast Handling Stripping (Capacity) | |
| 8.30.5: | Ballast Handling Stripping (At what Head?) | |
| 8.31.1: | Ballast Handling Eductors (Number) | 1 |
| 8.31.2: | Ballast Handling Eductors (Type) | Other |
| 8.31.3: | Ballast Handling Eductors (Type of Prime Mover) | sea water |
| 8.31.4: | Ballast Handling Eductors (Capacity) | 400 Cu Meter/Hour |
| 8.31.5: | Ballast Handling Eductors (At what Head?) | |
| 8.32: | Is vessel fitted with dedicated stripping lines and pumps? | Yes |
| 8.33: | State location of cargo pump emergency stops (i) | Cargo Control Room |
| 8.34: | State location of cargo pump emergency stops (ii) | Cargo manifolds, both sides |
| 8.35: | State location of cargo pump emergency stops (iii) | Cargo Pump Room entrance port side |
| 8.36: | State location of cargo pump emergency stops (iv) | Cargo Pump Room entrance stbd |
| 8.37: | State location of cargo pump emergency stops (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 |

## 10 CARGO CONTROL ROOM

| | | |
|---|---|---|
| 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 |

## 11 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? | Not applicable |
| 8.53: | Are bunker tanks fitted with a full depth gauging system? | Yes |
| 8.54: | Are high level alarms fitted? | 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 |
| 8.60.2: | What is the name of the manufacturer of the vapour locks? | |
| 8.61: | What is the nominal (internal) diameter of the vapour lock? | 50 Millimeters |
| 8.61.1: | To what standard is the thread of the vapour lock manufactured? | |
| 8.61.2: | Can vapour lock be used for ullaging? | Yes |
| 8.61.3: | Can vapour lock be used for temperature? | Yes |
| 8.61.4: | Can vapour lock be used for interface? | Yes |
| 8.61.5: | Can vapour lock be used for cargo sampling? | Yes |
| 8.61.6: | If the vapour lock can be used for cargo sampling, what is the volume of the sample that can be drawn? | |
| 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 |

## 12 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 |

## 13 VENTING

| | | |
|---|---|---|
| 8.67: | State what type of venting system is fitted | common mast riser |
| 8.68: | State maximum venting capacity | 15000 Cu Meter/Hour |
| 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 Meter/Hour |
| 8.79: | What is the maximum loading rate for homogenous cargo? | 12000 Cu Meter/Hour |

## 14 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? | |
| 8.83: | What is the number of cargo connections per side? | 3 |
| 8.84: | What is the size of cargo connections? | 400 Millimeters |
| 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 |

## 15 BUNKER MANIFOLDS

| | | |
|---|---|---|
| 8.89: | What is the number of bunker connections per side? | 3 |
| 8.90: | What is the size of the bunker connection? | 200 Millimeters |

## 16 MANIFOLD ARRANGEMENT

| | | |
|---|---|---|
| 8.91: | Manifold Arrangement Diagram | null |
| 8.92: | Distance A bunker manifold to cargo manifold | 2000 Millimeters |
| 8.93: | Distance B cargo manifold to cargo manifold | 2500 Millimeters |
| 8.94: | Distance C cargo manifold to vapour return manifold | 4000 Millimeters |
| 8.95: | Distance D manifolds to ship's rail | 4600 Millimeters |
| 8.96: | Distance E spill tank grating to centre of manifold | 900 Millimeters |
| 8.97: | Distance F main deck to centre of manifold | 1805 Millimeters |
| 8.98: | Distance G maindeck to top of rail | 1105 Millimeters |
| 8.99: | Distance H top of rail to centre of manifold | 700 Millimeters |
| 8.100: | Distance J manifold to ship side | 4600 Millimeters |
| 8.101: | What is the height of the manifold connections above the waterline at loaded (Summer Deadweight) condition? | 8.81 Meters |
| 8.102: | What is the height of the manifold connections above the | 17.09 Meters |

| | | |
|---|---|---|
| | waterline in normal ballast? | |
| 8.103: | What is the distance between the keel and centre of manifold? | 25.675 Meters |
| 8.104: | Is vessel fitted with a stern manifold? | No |
| 8.104.1: | If stern manifold fitted, state size | |
| 8.105: | Is vessel fitted with a bow manifold? | No |
| 8.105.1: | If bow manifold fitted, state size | |
| 8.106.1: | Number of Reducers carried | 3 |
| 8.106.2: | From Diameter | 600 Millimeters |
| 8.106.3: | To Diameter | 400 Millimeters |
| 8.107.1: | Number of Reducers carried | 3 |
| 8.107.2: | From Diameter | 600 Millimeters |
| 8.107.3: | To Diameter | 300 Millimeters |
| 8.108.1: | Number of Reducers carried | 3 |
| 8.108.2: | From Diameter | 600 Millimeters |
| 8.108.3: | To Diameter | 250 Millimeters |
| 8.109.1: | Number of Reducers carried | 3 |
| 8.109.2: | From Diameter | 600 Millimeters |
| 8.109.3: | To Diameter | 200 Millimeters |
| 8.110.1: | Number of Reducers carried | 3 |
| 8.110.2: | From Diameter | 600 Millimeters |
| 8.110.3: | To Diameter | 150 Millimeters |
| 8.111: | To what standard are manifold reducers manufactured? (ANSI, ASA, BSI, DIN, JIS, etc.) | ANSI 150 steel |

## 17 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 |
| 8.114.1: | Portable and Personal gas detection equipment carried Item Number 1 (Name) | HC Detector RIKEN KEIKI NP237H |
| 8.114.2: | Portable and Personal gas detection equipment carried Item Number 1 (Number of units) | 2 |
| 8.115.1: | Portable and Personal gas detection equipment carried Item Number 2 (Name) | RIKEN KEIKI OX-1 & OX-226 |
| 8.115.2: | Portable and Personal gas detection equipment carried Item Number 2 (Number of units) | 2 |
| 8.116.1: | Portable and Personal gas detection equipment carried Item Number 3 (Name) | H2S MONITOR RIKEN KEIKI 3aG4/HS-82 |
| 8.116.2: | Portable and Personal gas detection equipment carried Item Number 3 (Number of units) | 2 |
| 8.117.1: | Portable and Personal gas detection equipment carried Item Number 4 (Name) | OXYGEN ANALYZER MSA/PULSAR |
| 8.117.2: | Portable and Personal gas detection equipment carried Item Number 4 (Number of units) | 1 |

| | | |
|---|---|---|
| 8.118.1: | Portable and Personal gas detection equipment carried Item Number 5 (Name) | PERSONAL H2S MONITOR MSA/PULSAR |
| 8.118.2: | Portable and Personal gas detection equipment carried Item Number 5 (Number of units) | 1 |
| 8.119.1: | Portable and Personal gas detection equipment carried Item Number 6 (Name) | PERSONAL MULTI HC/02.DETECTOR DRAGER PacEx2 |
| 8.119.2: | Portable and Personal gas detection equipment carried Item Number 6 (Number of units) | 1 |

## 18 CARGO HEATING

| | | |
|---|---|---|
| 8.120: | Are there coils in cargo tanks? | 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 Millimeters |
| 8.124.1: | Heating surface per tank | 108.76 Square Meters |
| 8.124.2: | Heating surface per tank volume ratio | 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 Chapter 9

## 1 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 Meter/Hour |
| 9.6: | How many fans does it have? | 2 |
| 9.7: | What is the total combined fan capacity? | 15000 Cu Meter/Hour |
| 9.8: | Is a top-up IG generator fitted? | No |
| 9.8.1: | If Yes, what is its capacity? | |
| 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? | |

| | | |
|---|---|---|
| 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 Millimeters |
| 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 Chapter 10

## 1 MOORING

| | | |
|---|---|---|
| 10.1: | Does the vessel comply with the latest edition of OCIMF Mooring Equipment Guidelines? | Yes |

## 2 MOORING WIRES (ON DRUMS)

| | | |
|---|---|---|
| 10.2.1: | Mooring Wires (On Drums) Forecastle (Number) | 6 |
| 10.2.2: | Mooring Wires (On Drums) Forecastle (Diameter) | 34 Millimeters |
| 10.2.3: | Mooring Wires (On Drums) Forecastle (Material) | steel |
| 10.2.4: | Mooring Wires (On Drums) Forecastle (Length) | 270 Meters |
| 10.2.5: | Mooring Wires (On Drums) Forecastle (Breaking Strength) | 83.1 Tonnes |
| 10.3.1: | Mooring Wires (On Drums) Forward Main Deck (Number) | 2 |
| 10.3.2: | Mooring Wires (On Drums) Forward Main Deck (Diameter) | 36 Millimeters |
| 10.3.3: | Mooring Wires (On Drums) Forward Main Deck (Material) | steel |
| 10.3.4: | Mooring Wires (On Drums) Forward Main Deck (Length) | 270 Meters |
| 10.3.5: | Mooring Wires (On Drums) Forward Main Deck (Breaking Strength) | 83.1 Tonnes |
| 10.4.1: | Mooring Wires (On Drums) Aft Main Deck (Number) | 2 |
| 10.4.2: | Mooring Wires (On Drums) Aft Main Deck (Diameter) | 36 Millimeters |
| 10.4.3: | Mooring Wires (On Drums) Aft Main Deck (Material) | steel |
| 10.4.4: | Mooring Wires (On Drums) Aft Main Deck (Length) | 270 Meters |
| 10.4.5: | Mooring Wires (On Drums) Aft Main Deck (Breaking Strength) | 83.1 Tonnes |
| 10.5.1: | Mooring Wires (On Drums) Poop (Number) | 6 |
| 10.5.2: | Mooring Wires (On Drums) Poop (Diameter) | 36 Millimeters |
| 10.5.3: | Mooring Wires (On Drums) Poop (Material) | steel |
| 10.5.4: | Mooring Wires (On Drums) Poop (Length) | 270 Meters |
| 10.5.5: | Mooring Wires (On Drums) Poop (Breaking Strength) | 79.6 Tonnes |

## 3 MOORING WIRE TAILS

| | | |
|---|---|---|
| 10.6: | Type of shackle | Mandel |
| 10.7.1: | Mooring Wire Tails Forecastle (Number) | 6 |
| 10.7.2: | Mooring Wire Tails Forecastle (Diameter) | 80 Millimeters |
| 10.7.3: | Mooring Wire Tails Forecastle (Material) | mixture |
| 10.7.4: | Mooring Wire Tails Forecastle (Length) | 11 Meters |
| 10.7.5: | Mooring Wire Tails Forecastle (Breaking Strength) | 115 Tonnes |
| 10.8.1: | Mooring Wire Tails Forward Main Deck (Number) | 2 |
| 10.8.2: | Mooring Wire Tails Forward Main Deck (Diameter) | 72 Millimeters |
| 10.8.3: | Mooring Wire Tails Forward Main Deck (Material) | mixture |
| 10.8.4: | Mooring Wire Tails Forward Main Deck (Length) | 11 Meters |
| 10.8.5: | Mooring Wire Tails Forward Main Deck (Breaking Strength) | 126.4 Tonnes |
| 10.9.1: | Mooring Wire Tails Aft Main Deck (Number) | 2 |
| 10.9.2: | Mooring Wire Tails Aft Main Deck (Diameter) | 72 Millimeters |
| 10.9.3: | Mooring Wire Tails Aft Main Deck (Material) | mixture |
| 10.9.4: | Mooring Wire Tails Aft Main Deck (Length) | 11 Meters |
| 10.9.5: | Mooring Wire Tails Aft Main Deck (Breaking Strength) | 126.4 Tonnes |
| 10.10.1: | Mooring Wire Tails Poop (Number) | 6 |
| 10.10.2: | Mooring Wire Tails Poop (Diameter) | 72 Millimeters |
| 10.10.3: | Mooring Wire Tails Poop (Material) | mixture |
| 10.10.4: | Mooring Wire Tails Poop (Length) | 11 Meters |
| 10.10.5: | Mooring Wire Tails Poop (Breaking Strength) | 126.4 Tonnes |

## 4 MOORING ROPES (ON DRUMS)

| | |
|---|---|
| 10.11.1: | Mooring Ropes (On Drums) Forecastle (Number) |
| 10.11.2: | Mooring Ropes (On Drums) Forecastle (Diameter) |
| 10.11.3: | Mooring Ropes (On Drums) Forecastle (Material) |
| 10.11.4: | Mooring Ropes (On Drums) Forecastle (Length) |
| 10.11.5: | Mooring Ropes (On Drums) Forecastle (Breaking Strength) |
| 10.12.1: | Mooring Ropes (On Drums) Forward Main Deck (Number) |
| 10.12.2: | Mooring Ropes (On Drums) Forward Main Deck (Diameter) |
| 10.12.3: | Mooring Ropes (On Drums) Forward Main Deck (Material) |
| 10.12.4: | Mooring Ropes (On Drums) Forward Main Deck (Length) |
| 10.12.5: | Mooring Ropes (On Drums) Forward Main Deck (Breaking Strength) |
| 10.13.1: | Mooring Ropes (On Drums) Aft Main Deck (Number) |
| 10.13.2: | Mooring Ropes (On Drums) Aft Main Deck (Diameter) |
| 10.13.3: | Mooring Ropes (On Drums) Aft Main Deck (Material) |
| 10.13.4: | Mooring Ropes (On Drums) Aft Main Deck (Length) |
| 10.13.5: | Mooring Ropes (On Drums) Aft Main Deck (Breaking Strength) |
| 10.14.1: | Mooring Ropes (On Drums) Poop (Number) |
| 10.14.2: | Mooring Ropes (On Drums) Poop (Diameter) |
| 10.14.3: | Mooring Ropes (On Drums) Poop (Material) |
| 10.14.4: | Mooring Ropes (On Drums) Poop (Length) |

| | | |
|---|---|---|
| 10.14.5: | Mooring Ropes (On Drums) Poop (Breaking Strength) | |

## 5 OTHER MOORING LINES

| | | |
|---|---|---|
| 10.15.1: | Other Mooring Lines Forecastle (Number) | |
| 10.15.2: | Other Mooring Lines Forecastle (Diameter) | |
| 10.15.3: | Other Mooring Lines Forecastle (Material) | |
| 10.15.4: | Other Mooring Lines Forecastle (Length) | |
| 10.15.5: | Other Mooring Lines Forecastle (Breaking Strength) | |
| 10.16.1: | Other Mooring Lines Forward Main Deck (Number) | |
| 10.16.2: | Other Mooring Lines Forward Main Deck (Diameter) | |
| 10.16.3: | Other Mooring Lines Forward Main Deck (Material) | |
| 10.16.4: | Other Mooring Lines Forward Main Deck (Length) | |
| 10.16.5: | Other Mooring Lines Forward Main Deck (Breaking Strength) | |
| 10.17.1: | Other Mooring Lines Aft Main Deck (Number) | |
| 10.17.2: | Other Mooring Lines Aft Main Deck (Diameter) | |
| 10.17.3: | Other Mooring Lines Aft Main Deck (Material) | |
| 10.17.4: | Other Mooring Lines Aft Main Deck (Length) | |
| 10.17.5: | Other Mooring Lines Aft Main Deck (Breaking Strength) | |
| 10.18.1: | Other Mooring Lines Poop (Number) | |
| 10.18.2: | Other Mooring Lines Poop (Diameter) | |
| 10.18.3: | Other Mooring Lines Poop (Material) | |
| 10.18.4: | Other Mooring Lines Poop (Length) | |
| 10.18.5: | Other Mooring Lines Poop (Breaking Strength) | |

## 6 SPARE MOORING WIRES

| | | |
|---|---|---|
| 10.19.1: | Spare Mooring Wires (Identity 1) | Forecastle |
| 10.19.2: | Number (Identity 1) | |
| 10.19.3: | Diameter (Identity 1) | |
| 10.19.4: | Material (Identity 1) | steel |
| 10.19.5: | Length (Identity 1) | |
| 10.19.6: | Breaking Strength (Identity 1) | |
| 10.19.1.1: | Spare Mooring Wires (Identity 2) | |
| 10.19.1.2: | Number (Identity 2) | 1 |
| 10.19.1.3: | Diameter (Identity 2) | 36 Millimeters |
| 10.19.1.4: | Material (Identity 2) | steel |
| 10.19.1.5: | Length (Identity 2) | 270 Meters |
| 10.19.1.6: | Breaking Strength (Identity 2) | 83.1 Tonnes |

## 7 SPARE MOORING ROPES

| | | |
|---|---|---|
| 10.20.1: | Spare Mooring Ropes (Identity 1) | Forecastle |
| 10.20.2: | Number (Identity 1) | 3 |
| 10.20.3: | Diameter (Identity 1) | |
| 10.20.4: | Material (Identity 1) | Mixture |
| 10.20.5: | Length (Identity 1) | 305 Meters |
| 10.20.6: | Breaking Strength (Identity 1) | 116 Tonnes |

| | | |
|---|---|---|
| 10.20.1.1: | Spare Mooring Ropes (Identity 2) | Poop deck |
| 10.20.1.2: | Number (Identity 2) | 3 |
| 10.20.1.3: | Diameter (Identity 2) | 80 Millimeters |
| 10.20.1.4: | Material (Identity 2) | MIXTURE |
| 10.20.1.5: | Length (Identity 2) | 220 Meters |
| 10.20.1.6: | Breaking Strength (Identity 2) | 105 Tonnes |

## 8 SPARE MOORING TAILS

| | | |
|---|---|---|
| 10.21.1: | Spare Mooring Tails (Identity 1) | Forecastle |
| 10.21.2: | Number (Identity 1) | 2 |
| 10.21.3: | Diameter (Identity 1) | 80 Millimeters |
| 10.21.4: | Material (Identity 1) | mixture |
| 10.21.5: | Length (Identity 1) | 11 Meters |
| 10.21.6: | Breaking Strength (Identity 1) | 129 Tonnes |
| 10.21.1.1: | Spare Mooring Tails (Identity 2) | Poop Deck |
| 10.21.1.2: | Number (Identity 2) | 2 |
| 10.21.1.3: | Diameter (Identity 2) | 80 Millimeters |
| 10.21.1.4: | Material (Identity 2) | MIXTURE |
| 10.21.1.5: | Length (Identity 2) | 11 Meters |
| 10.21.1.6: | Breaking Strength (Identity 2) | 102 Tonnes |

## 9 MOORING WINCHES

| | | |
|---|---|---|
| 10.22.1: | Forecastle (Number) | 3 |
| 10.22.2: | Forecastle (Single Drum or Double Drums) | Double Drums |
| 10.22.3: | Forecastle (Split Drums Y/N) | Yes |
| 10.22.4: | Forecastle (Motive Power) | Hydraulic |
| 10.22.5: | Forecastle (Heaving Power) | 20 Tonnes |
| 10.22.6: | Forecastle (Brake Capacity) | 60 Tonnes |
| 10.22.7: | Forecastle (Hauling Speed) | 15 Meters/Minute |
| 10.23.1: | Forward Main Deck (Number) | 1 |
| 10.23.2: | Forward Main Deck (Single Drum or Double Drums) | Double Drums |
| 10.23.3: | Forward Main Deck (Split Drums Y/N) | Yes |
| 10.23.4: | Forward Main Deck (Motive Power) | Hydraulic |
| 10.23.5: | Forward Main Deck (Heaving Power) | 20 Tonnes |
| 10.23.6: | Forward Main Deck (Brake Capacity) | 60 Tonnes |
| 10.23.7: | Forward Main Deck (Hauling Speed) | 15 Meters/Minute |
| 10.24.1: | Aft Main Deck (Number) | 1 |
| 10.24.2: | Aft Main Deck (Single Drum or Double Drums) | Double Drums |
| 10.24.3: | Aft Main Deck (Split Drums Y/N) | Yes |
| 10.24.4: | Aft Main Deck (Motive Power) | Hydraulic |
| 10.24.5: | Aft Main Deck (Heaving Power) | 20 Tonnes |
| 10.24.6: | Aft Main Deck (Brake Capacity) | 60 Tonnes |
| 10.24.7: | Aft Main Deck (Hauling Speed) | 15 Meters/Minute |
| 10.25.1: | Poop (Number) | 3 |
| 10.25.2: | Poop (Single Drum or Double Drums) | Double Drums |

| | | |
|---|---|---|
| 10.25.3: | Poop (Split Drums Y/N) | Yes |
| 10.25.4: | Poop (Motive Power) | Hydraulic |
| 10.25.5: | Poop (Heaving Power) | 20 Tonnes |
| 10.25.6: | Poop (Brake Capacity) | 60 Tonnes |
| 10.25.7: | Poop (Hauling Speed) | 15 Meters/Minute |
| 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? | Friday, 20 Feb 2009 |

## 10 MOORING BITS

| | | |
|---|---|---|
| 10.29: | How many sets of mooring bitts are fitted on forecastle? | 6 |
| 10.30: | How many sets of mooring bitts are fitted on forward main deck? | 8 |
| 10.31: | How many sets of mooring bitts are fitted on aft main deck? | 8 |
| 10.32: | How many sets of mooring bitts are fitted on poop deck? | 4 |
| 10.33: | Distance of mooring chock for breast/spring lines forward of center of manifold | 59 Meters |
| 10.34: | Distance of mooring chock for breast/spring lines aft of center of manifold | 57 Meters |

## 11 ANCHORS AND WINDLASS

| | | |
|---|---|---|
| 10.35: | What is the motive power of the windlass? | Hydraulic |
| 10.36: | What is the cable diameter? | 97 Millimeters |
| 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 |

## 12 EMERGENCY TOWING ARRANGEMNTS

| | | |
|---|---|---|
| 10.40: | Is the vessel fitted with an Emergency Towing Arrangement? If no, ignore remainder of this section. | Yes |
| 10.41.1: | Type of system (Forward) | TATENO-KASHIWA TK 40F-CS |
| 10.41.2: | Type of system (Aft) | TATENO-KASHIWA TK-40A |
| 10.42.1: | Safe Working Load (SWL) of system (Forward) | 200 Tonnes |
| 10.42.2: | Safe Working Load (SWL) of system (Aft) | 200 Tonnes |
| 10.43.1: | Is pick-up gear provided? (Forward) | Yes |
| 10.43.2: | Is pick-up gear provided? (Aft) | Yes |
| 10.44.1: | Towing pennant length (Forward) | |
| 10.44.2: | Towing pennant length (Aft) | |
| 10.45.1: | Towing pennant diameter (Forward) | |
| 10.45.2: | Towing pennant diameter (Aft) | |
| 10.46.1: | Type of strong point (Smit bracket etc) (Forward) | TK-40F-KS |
| 10.46.2: | Type of strong point (Smit bracket etc) (Aft) | TK-40A-SR |
| 10.47.1: | Chafing chain size (Forward) | 76 Millimeters |
| 10.47.2: | Chafing chain size (Aft) | |
| 10.48.1: | Fairlead size (in format ABCmm x XYZmm) (Forward) | 600 x 450 |
| 10.48.2: | Fairlead size (in format ABCmm x XYZmm) (Aft) | 600 x 350 |

| | | |
|---|---|---|
| 10.49.1: | Is pedestal roller fitted? (Forward) | Yes |
| 10.49.2: | Is pedestal roller fitted? (Aft) | Yes |
| 10.50.1: | Is vessel provided with towing wire? (Forward) | No |
| 10.50.2: | Is vessel provided with towing wire? (Aft) | Yes |
| 10.50.1.1: | If Yes, what is the diameter of towing wire? (Forward) | |
| 10.50.1.2: | If Yes, what is the diameter of towing wire? (Aft) | 85 Millimeters |
| 10.50.2.1: | If Yes, what is the length of towing wire? (Forward) | |
| 10.50.2.2: | If Yes, what is the length of towing wire? (Aft) | 80 Meters |
| 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 Millimeters |
| 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 Millimeters |
| 10.56: | Is the bow area clear of any obstructions which would hamper towing connections? | Yes |

## 13 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 |

## 14 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 Millimeters |
| 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) | |
| 10.64: | If two forward bow fairleads are fitted give distance between them | 2000 Millimeters |
| 10.65: | What is the distance between the bow fairlead and stopper/bracket? | 3500 Millimeters |
| 10.66: | What is the distance from the stopper bracket to roller lead/winch drum? | 20.9 Meters |
| 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 safely accommodating 200m X 80mm fibre pick up rope? | Yes |

## 15 BOW MOORING ARRANGEMENT DIAGRAM

| | | |
|---|---|---|
| 10.70: | Bow Mooring Arrangement Diagram | null |

## 16 MANIFOLD ARRANGEMENT

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

## 17 LIFTING EQUIPMENT

| | | |
|---|---|---|
| 10.75: | How many derricks does the vessel have? | |
| 10.75.1: | What is their safe working load (SWL)? | |
| 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 Tonnes |
| 10.76.2: | Date last tested | Saturday, 5 Sep 2009 |
| 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 |

## 18 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 Chapter 11

## 1 COMMUNICATIONS AND ELECTRONICS

| | | |
|---|---|---|
| 11.1: | Is vessel certified for GMDSS? | Yes |
| 11.2: | What GMDSS areas is the vessel classed for? A1 A2 A3 A4 | 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? | 12 |
| 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: | FLEET-33 and,Satellite INMARSAT C,e-mail and mini-m |
| 11.12: | Can vessel transmit the helicopter homing signal on 410 KHz? | Yes |

# 12 Chapter 12

## 1 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 | |
| 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/Hour |
| 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 |

## 2 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 | |
| 12.12: | Is vessel fitted with high angle rudder? | |
| 12.12.1: | If yes, what type | |

## 3 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 |

## 4 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 | ELECTRIC Cu Meter/Hour |

## 5 BUNKERS

| | | |
|---|---|---|
| 12.19.1: | Fuel Oil (Tank Name) | Fuel Oil No 1 port |
| 12.19.2: | Fuel Oil (Capacity) | 984.7 Cu Meters |
| 12.19.3: | Diesel Oil (Tank Name) | Diesel Oil |
| 12.19.4: | Diesel Oil (Capacity) | 299.8 Cu Meters |
| 12.19.5: | Gas Oil (Tank Name) | 0 |
| 12.19.6: | Gas Oil (Capacity) | |
| 12.20.1: | Fuel Oil (Tank Name) | Fuel Oil No 1 stbd |
| 12.20.2: | Fuel Oil (Capacity) | 1173.6 Cu Meters |
| 12.20.3: | Diesel Oil (Tank Name) | Diesel Oil Settling |

| | | |
|---|---|---|
| 12.20.4: | Diesel Oil (Capacity) | 18.2 Cu Meters |
| 12.20.5: | Gas Oil (Tank Name) | |
| 12.20.6: | Gas Oil (Capacity) | |
| 12.21.1: | Fuel Oil (Tank Name) | Fuel Oil No 2 port |
| 12.21.2: | Fuel Oil (Capacity) | 942.9 Cu Meters |
| 12.21.3: | Diesel Oil (Tank Name) | Diesel Oil Service |
| 12.21.4: | Diesel Oil (Capacity) | 18.2 Cu Meters |
| 12.21.5: | Gas Oil (Tank Name) | |
| 12.21.6: | Gas Oil (Capacity) | |
| 12.22.1: | Fuel Oil (Tank Name) | Fuel Oil No 2 stbd |
| 12.22.2: | Fuel Oil (Capacity) | 1271.4 Cu Meters |
| 12.22.3: | Diesel Oil (Tank Name) | |
| 12.22.4: | Diesel Oil (Capacity) | |
| 12.22.5: | Gas Oil (Tank Name) | |
| 12.22.6: | Gas Oil (Capacity) | |
| 12.23.1: | Fuel Oil (Tank Name) | Fuel Oil Settling |
| 12.23.2: | Fuel Oil (Capacity) | 74.6 Cu Meters |
| 12.23.3: | Diesel Oil (Tank Name) | |
| 12.23.4: | Diesel Oil (Capacity) | |
| 12.23.5: | Gas Oil (Tank Name) | |
| 12.23.6: | Gas Oil (Capacity) | |
| 12.24.1: | Fuel Oil (Tank Name) | Fuel Oil Service |
| 12.24.2: | Fuel Oil (Capacity) | 88.1 Cu Meters |
| 12.24.3: | Diesel Oil (Tank Name) | |
| 12.24.4: | Diesel Oil (Capacity) | |
| 12.24.5: | Gas Oil (Tank Name) | |
| 12.24.6: | Gas Oil (Capacity) | |
| 12.25.1: | Fuel Oil (Tank Name) | T o t a l |
| 12.25.2: | Fuel Oil (Capacity) | 4535.3 Cu Meters |
| 12.25.3: | Diesel Oil (Tank Name) | |
| 12.25.4: | Diesel Oil (Capacity) | 336.2 Cu Meters |
| 12.25.5: | Gas Oil (Tank Name) | |
| 12.25.6: | Gas Oil (Capacity) | |

## 6 STEERING GEAR

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

## 7 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 |

# 13 Chapter 13

## 1 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 Meters |
| 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 Chapter 14

## 1 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)? | Not applicable |
| 14.2: | Is vessel equipped with an emergency portable cargo pump? | Not applicable |
| 14.3: | Are independent high level alarms fitted? | Not applicable |
| 14.4: | Is a tank overflow control system fitted? | Not applicable |
| 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? | |

## 2 IGS

| | |
|---|---|
| 14.10.1: | (IGS) Composition of gas supplied by |
| 14.10.2: | Nitrogen% |
| 14.10.3: | Carbon Dioxide % |
| 14.10.4: | Oxygen % |

14.10.5: Sulphur Dioxide %

14.10.6: Carbon Monoxide %

14.10.7: Oxides of Nitrogen %

14.10.8: Dew Point degrees Celsius

14.11.1: (IGS) Composition of gas supplied by

14.11.2: Nitrogen%

14.11.3: Carbon Dioxide %

14.11.4: Oxygen %

14.11.5: Sulphur Dioxide %

14.11.6: Carbon Monoxide %

14.11.7: Oxides of Nitrgen %

14.11.8: Dew Point degrees Celsius

14.12: Is Cargo Tank Drier fitted?

14.12.1: If yes, manufacturer name

14.12.2: Capacity

14.13: Is bottled Nitrogen available for deck use?

14.14: Is steam available on deck?

## 3 TANK CONDITIONING

14.15: Is there a fixed ventilation system?

14.15.1: What is the Total capacity?

14.16: Is the fixed ventilation system fitted with a dehumidifier ?

14.16.1: What is the Total capacity?

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)

14.18: Are there gas freeing stand pipes?

14.18.1: Portable:

14.18.2: Fixed

## 4 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?

## 5 CARGO AND OTHER MANIFOLDS

14.24: Total number of manifold connections per side

14.24.1.1: Number (Port)

14.24.1.2: Size (Port)

14.24.2.1: Number (Starboard)

14.24.2.2: Size (Starboard)

14.25: Designed Max. loading rate

14.26: Height of cargo vapour connections above keel

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)

## 6 CARGO AND OTHER MANIFOLD DIAGRAM

14.29: Cargo and Other Manifold Diagram

14.30: Dimension A

14.31: Dimension B

14.32: Dimension C

14.33: Dimension D

14.34: Dimension E

14.35: Dimension a

14.36: Dimension b

14.37: Dimension x

14.38: Dimension y

14.39: Dimension z

14.40: Dimension i

14.41: Dimension ii

14.42: Dimension iii

## 7 CARGO TANK PARTICULARS

14.43.1: TANK NUMBER

14.43.2: TANK LOCATION

14.43.3: IMO TYPE

14.43.4: CAPACITY 100%

14.43.5: MAX. LOAD RATE

14.43.6: MAX. TANK PRESSURE

14.43.7: MAX. VENTING CAPACITY

14.43.8: PRESSURE MONITOR

14.43.9: CARGO PUMP CAPACITY

14.43.10: STRIPPED ROB

14.43.11: HEATING MAX. TEMP

14.43.12: COOLING MIN. TEMP

14.43.13: CONSTRUCTION MATERIAL OR COATING

14.43.14: COATING DATE

14.43.15: HIGH LEVEL ALARM TYPE

14.43.16: HI/HI LEVEL ALARM TYPE

14.43.17: LEVEL GAUGE TYPE

14.43.18: VAPOUR LOCKS DIAMETER

14.43.19: CLOSED SAMPLE TYPE
14.44.1: TANK NUMBER
14.44.2: TANK LOCATION
14.44.3: IMO TYPE
14.44.4: CAPACITY 100%
14.44.5: MAX. LOAD RATE
14.44.6: MAX. TANK PRESSURE
14.44.7: MAX. VENTING CAPACITY
14.44.8: PRESSURE MONITOR
14.44.9: CARGO PUMP CAPACITY
14.44.10: STRIPPED ROB
14.44.11: HEATING MAX. TEMP
14.44.12: COOLING MIN. TEMP
14.44.13: CONSTRUCTION MATERIAL OR COATING
14.44.14: COATING DATE
14.44.15: HIGH LEVEL ALARM TYPE
14.44.16: HI/HI LEVEL ALARM TYPE
14.44.17: LEVEL GAUGE TYPE
14.44.18: VAPOUR LOCKS DIAMETER
14.44.19: CLOSED SAMPLE TYPE
14.45.1: TANK NUMBER
14.45.2: TANK LOCATION
14.45.3: IMO TYPE
14.45.4: CAPACITY 100%
14.45.5: MAX. LOAD RATE
14.45.6: MAX. TANK PRESSURE
14.45.7: MAX. VENTING CAPACITY
14.45.8: PRESSURE MONITOR
14.45.9: CARGO PUMP CAPACITY
14.45.10: STRIPPED ROB
14.45.11: HEATING MAX. TEMP
14.45.12: COOLING MIN. TEMP
14.45.13: CONSTRUCTION MATERIAL OR COATING
14.45.14: COATING DATE
14.45.15: HIGH LEVEL ALARM TYPE
14.45.16: HI/HI LEVEL ALARM TYPE
14.45.17: LEVEL GAUGE TYPE
14.45.18: VAPOUR LOCKS DIAMETER
14.45.19: CLOSED SAMPLE TYPE
14.46.1: TANK NUMBER
14.46.2: TANK LOCATION
14.46.3: IMO TYPE
14.46.4: CAPACITY 100%

14.46.5: MAX. LOAD RATE

14.46.6: MAX. TANK PRESSURE

14.46.7: MAX. VENTING CAPACITY

14.46.8: PRESSURE MONITOR

14.46.9: CARGO PUMP CAPACITY

14.46.10: STRIPPED ROB

14.46.11: HEATING MAX. TEMP

14.46.12: COOLING MIN. TEMP

14.46.13: CONSTRUCTION MATERIAL OR COATING

14.46.14: COATING DATE

14.46.15: HIGH LEVEL ALARM TYPE

14.46.16: HI/HI LEVEL ALARM TYPE

14.46.17: LEVEL GAUGE TYPE

14.46.18: VAPOUR LOCKS DIAMETER

14.46.19: CLOSED SAMPLE TYPE

14.47.1: TANK NUMBER

14.47.2: TANK LOCATION

14.47.3: IMO TYPE

14.47.4: CAPACITY 100%

14.47.5: MAX. LOAD RATE

14.47.6: MAX. TANK PRESSURE

14.47.7: MAX. VENTING CAPACITY

14.47.8: PRESSURE MONITOR

14.47.9: CARGO PUMP CAPACITY

14.47.10: STRIPPED ROB

14.47.11: HEATING MAX. TEMP

14.47.12: COOLING MIN. TEMP

14.47.13: CONSTRUCTION MATERIAL OR COATING

14.47.14: COATING DATE

14.47.15: HIGH LEVEL ALARM TYPE

14.47.16: HI/HI LEVEL ALARM TYPE

14.47.17: LEVEL GAUGE TYPE

14.47.18: VAPOUR LOCKS DIAMETER

14.47.19: CLOSED SAMPLE TYPE

14.48.1: TANK NUMBER

14.48.2: TANK LOCATION

14.48.3: IMO TYPE

14.48.4: CAPACITY 100%

14.48.5: MAX. LOAD RATE

14.48.6: MAX. TANK PRESSURE

14.48.7: MAX. VENTING CAPACITY

14.48.8: PRESSURE MONITOR

14.48.9: CARGO PUMP CAPACITY

14.48.10: STRIPPED ROB

14.48.11: HEATING MAX. TEMP

14.48.12: COOLING MIN. TEMP

14.48.13: CONSTRUCTION MATERIAL OR COATING

14.48.14: COATING DATE

14.48.15: HIGH LEVEL ALARM TYPE

14.48.16: HI/HI LEVEL ALARM TYPE

14.48.17: LEVEL GAUGE TYPE

14.48.18: VAPOUR LOCKS DIAMETER

14.48.19: CLOSED SAMPLE TYPE

14.49.1: TANK NUMBER

14.49.2: TANK LOCATION

14.49.3: IMO TYPE

14.49.4: CAPACITY 100%

14.49.5: MAX. LOAD RATE

14.49.6: MAX. TANK PRESSURE

14.49.7: MAX. VENTING CAPACITY

14.49.8: PRESSURE MONITOR

14.49.9: CARGO PUMP CAPACITY

14.49.10: STRIPPED ROB

14.49.11: HEATING MAX. TEMP

14.49.12: COOLING MIN. TEMP

14.49.13: CONSTRUCTION MATERIAL OR COATING

14.49.14: COATING DATE

14.49.15: HIGH LEVEL ALARM TYPE

14.49.16: HI/HI LEVEL ALARM TYPE

14.49.17: LEVEL GAUGE TYPE

14.49.18: VAPOUR LOCKS DIAMETER

14.49.19: CLOSED SAMPLE TYPE

14.50.1: TANK NUMBER

14.50.2: TANK LOCATION

14.50.3: IMO TYPE

14.50.4: CAPACITY 100%

14.50.5: MAX. LOAD RATE

14.50.6: MAX. TANK PRESSURE

14.50.7: MAX. VENTING CAPACITY

14.50.8: PRESSURE MONITOR

14.50.9: CARGO PUMP CAPACITY

14.50.10: STRIPPED ROB

14.50.11: HEATING MAX. TEMP

14.50.12: COOLING MIN. TEMP

14.50.13: CONSTRUCTION MATERIAL OR COATING

14.50.14: COATING DATE

14.50.15: HIGH LEVEL ALARM TYPE

14.50.16: HI/HI LEVEL ALARM TYPE

14.50.17: LEVEL GAUGE TYPE

14.50.18: VAPOUR LOCKS DIAMETER

14.50.19: CLOSED SAMPLE TYPE

14.51.1: TANK NUMBER

14.51.2: TANK LOCATION

14.51.3: IMO TYPE

14.51.4: CAPACITY 100%

14.51.5: MAX. LOAD RATE

14.51.6: MAX. TANK PRESSURE

14.51.7: MAX. VENTING CAPACITY

14.51.8: PRESSURE MONITOR

14.51.9: CARGO PUMP CAPACITY

14.51.10: STRIPPED ROB

14.51.11: HEATING MAX. TEMP

14.51.12: COOLING MIN. TEMP

14.51.13: CONSTRUCTION MATERIAL OR COATING

14.51.14: COATING DATE

14.51.15: HIGH LEVEL ALARM TYPE

14.51.16: HI/HI LEVEL ALARM TYPE

14.51.17: LEVEL GAUGE TYPE

14.51.18: VAPOUR LOCKS DIAMETER

14.51.19: CLOSED SAMPLE TYPE

14.52.1: TANK NUMBER

14.52.2: TANK LOCATION

14.52.3: IMO TYPE

14.52.4: CAPACITY 100%

14.52.5: MAX. LOAD RATE

14.52.6: MAX. TANK PRESSURE

14.52.7: MAX. VENTING CAPACITY

14.52.8: PRESSURE MONITOR

14.52.9: CARGO PUMP CAPACITY

14.52.10: STRIPPED ROB

14.52.11: HEATING MAX. TEMP

14.52.12: COOLING MIN. TEMP

14.52.13: CONSTRUCTION MATERIAL OR COATING

14.52.14: COATING DATE

14.52.15: HIGH LEVEL ALARM TYPE

14.52.16: HI/HI LEVEL ALARM TYPE

14.52.17: LEVEL GAUGE TYPE

14.52.18: VAPOUR LOCKS DIAMETER

14.52.19: CLOSED SAMPLE TYPE

14.53.1: TANK NUMBER

14.53.2: TANK LOCATION

14.53.3: IMO TYPE

14.53.4: CAPACITY 100%

14.53.5: MAX. LOAD RATE

14.53.6: MAX. TANK PRESSURE

14.53.7: MAX. VENTING CAPACITY

14.53.8: PRESSURE MONITOR

14.53.9: CARGO PUMP CAPACITY

14.53.10: STRIPPED ROB

14.53.11: HEATING MAX. TEMP

14.53.12: COOLING MIN. TEMP

14.53.13: CONSTRUCTION MATERIAL OR COATING

14.53.14: COATING DATE

14.53.15: HIGH LEVEL ALARM TYPE

14.53.16: HI/HI LEVEL ALARM TYPE

14.53.17: LEVEL GAUGE TYPE

14.53.18: VAPOUR LOCKS DIAMETER

14.53.19: CLOSED SAMPLE TYPE

14.54.1: TANK NUMBER

14.54.2: TANK LOCATION

14.54.3: IMO TYPE

14.54.4: CAPACITY 100%

14.54.5: MAX. LOAD RATE

14.54.6: MAX. TANK PRESSURE

14.54.7: MAX. VENTING CAPACITY

14.54.8: PRESSURE MONITOR

14.54.9: CARGO PUMP CAPACITY

14.54.10: STRIPPED ROB

14.54.11: HEATING MAX. TEMP

14.54.12: COOLING MIN. TEMP

14.54.13: CONSTRUCTION MATERIAL OR COATING

14.54.14: COATING DATE

14.54.15: HIGH LEVEL ALARM TYPE

14.54.16: HI/HI LEVEL ALARM TYPE

14.54.17: LEVEL GAUGE TYPE

14.54.18: VAPOUR LOCKS DIAMETER

14.54.19: CLOSED SAMPLE TYPE

14.55.1: TANK NUMBER

14.55.2: TANK LOCATION

14.55.3: IMO TYPE

14.55.4: CAPACITY 100%

14.55.5: MAX. LOAD RATE

14.55.6: MAX. TANK PRESSURE

14.55.7: MAX. VENTING CAPACITY

14.55.8: PRESSURE MONITOR

14.55.9: CARGO PUMP CAPACITY

14.55.10: STRIPPED ROB

14.55.11: HEATING MAX. TEMP

14.55.12: COOLING MIN. TEMP

14.55.13: CONSTRUCTION MATERIAL OR COATING

14.55.14: COATING DATE

14.55.15: HIGH LEVEL ALARM TYPE

14.55.16: HI/HI LEVEL ALARM TYPE

14.55.17: LEVEL GAUGE TYPE

14.55.18: VAPOUR LOCKS DIAMETER

14.55.19: CLOSED SAMPLE TYPE

14.56.1: TANK NUMBER

14.56.2: TANK LOCATION

14.56.3: IMO TYPE

14.56.4: CAPACITY 100%

14.56.5: MAX. LOAD RATE

14.56.6: MAX. TANK PRESSURE

14.56.7: MAX. VENTING CAPACITY

14.56.8: PRESSURE MONITOR

14.56.9: CARGO PUMP CAPACITY

14.56.10: STRIPPED ROB

14.56.11: HEATING MAX. TEMP

14.56.12: COOLING MIN. TEMP

14.56.13: CONSTRUCTION MATERIAL OR COATING

14.56.14: COATING DATE

14.56.15: HIGH LEVEL ALARM TYPE

14.56.16: HI/HI LEVEL ALARM TYPE

14.56.17: LEVEL GAUGE TYPE

14.56.18: VAPOUR LOCKS DIAMETER

14.56.19: CLOSED SAMPLE TYPE

14.57.1: TANK NUMBER

14.57.2: TANK LOCATION

14.57.3: IMO TYPE

14.57.4: CAPACITY 100%

14.57.5: MAX. LOAD RATE

14.57.6: MAX. TANK PRESSURE

14.57.7: MAX. VENTING CAPACITY

14.57.8: PRESSURE MONITOR

14.57.9: CARGO PUMP CAPACITY

14.57.10: STRIPPED ROB

14.57.11: HEATING MAX. TEMP

14.57.12: COOLING MIN. TEMP

14.57.13: CONSTRUCTION MATERIAL OR COATING

14.57.14: COATING DATE

14.57.15: HIGH LEVEL ALARM TYPE

14.57.16: HI/HI LEVEL ALARM TYPE

14.57.17: LEVEL GAUGE TYPE

14.57.18: VAPOUR LOCKS DIAMETER

14.57.19: CLOSED SAMPLE TYPE

14.58.1: TANK NUMBER

14.58.2: TANK LOCATION

14.58.3: IMO TYPE

14.58.4: CAPACITY 100%

14.58.5: MAX. LOAD RATE

14.58.6: MAX. TANK PRESSURE

14.58.7: MAX. VENTING CAPACITY

14.58.8: PRESSURE MONITOR

14.58.9: CARGO PUMP CAPACITY

14.58.10: STRIPPED ROB

14.58.11: HEATING MAX. TEMP

14.58.12: COOLING MIN. TEMP

14.58.13: CONSTRUCTION MATERIAL OR COATING

14.58.14: COATING DATE

14.58.15: HIGH LEVEL ALARM TYPE

14.58.16: HI/HI LEVEL ALARM TYPE

14.58.17: LEVEL GAUGE TYPE

14.58.18: VAPOUR LOCKS DIAMETER

14.58.19: CLOSED SAMPLE TYPE

14.59.1: TANK NUMBER

14.59.2: TANK LOCATION

14.59.3: IMO TYPE

14.59.4: CAPACITY 100%

14.59.5: MAX. LOAD RATE

14.59.6: MAX. TANK PRESSURE

14.59.7: MAX. VENTING CAPACITY

14.59.8: PRESSURE MONITOR

14.59.9: CARGO PUMP CAPACITY

14.59.10: STRIPPED ROB

14.59.11: HEATING MAX. TEMP

14.59.12: COOLING MIN. TEMP

14.59.13: CONSTRUCTION MATERIAL OR COATING

14.59.14: COATING DATE

14.59.15: HIGH LEVEL ALARM TYPE

14.59.16: HI/HI LEVEL ALARM TYPE

14.59.17: LEVEL GAUGE TYPE

14.59.18: VAPOUR LOCKS DIAMETER

14.59.19: CLOSED SAMPLE TYPE

14.60.1: TANK NUMBER

14.60.2: TANK LOCATION

14.60.3: IMO TYPE

14.60.4: CAPACITY 100%

14.60.5: MAX. LOAD RATE

14.60.6: MAX. TANK PRESSURE

14.60.7: MAX. VENTING CAPACITY

14.60.8: PRESSURE MONITOR

14.60.9: CARGO PUMP CAPACITY

14.60.10: STRIPPED ROB

14.60.11: HEATING MAX. TEMP

14.60.12: COOLING MIN. TEMP

14.60.13: CONSTRUCTION MATERIAL OR COATING

14.60.14: COATING DATE

14.60.15: HIGH LEVEL ALARM TYPE

14.60.16: HI/HI LEVEL ALARM TYPE

14.60.17: LEVEL GAUGE TYPE

14.60.18: VAPOUR LOCKS DIAMETER

14.60.19: CLOSED SAMPLE TYPE

14.61.1: TANK NUMBER

14.61.2: TANK LOCATION

14.61.3: IMO TYPE

14.61.4: CAPACITY 100%

14.61.5: MAX. LOAD RATE

14.61.6: MAX. TANK PRESSURE

14.61.7: MAX. VENTING CAPACITY

14.61.8: PRESSURE MONITOR

14.61.9: CARGO PUMP CAPACITY

14.61.10: STRIPPED ROB

14.61.11: HEATING MAX. TEMP

14.61.12: COOLING MIN. TEMP

14.61.13: CONSTRUCTION MATERIAL OR COATING

14.61.14: COATING DATE

14.61.15: HIGH LEVEL ALARM TYPE

14.61.16: HI/HI LEVEL ALARM TYPE

14.61.17: LEVEL GAUGE TYPE

14.61.18: VAPOUR LOCKS DIAMETER

14.61.19: CLOSED SAMPLE TYPE

14.62.1: TANK NUMBER

14.62.2: TANK LOCATION

14.62.3: IMO TYPE

14.62.4: CAPACITY 100%

14.62.5: MAX. LOAD RATE

14.62.6: MAX. TANK PRESSURE

14.62.7: MAX. VENTING CAPACITY

14.62.8: PRESSURE MONITOR

14.62.9: CARGO PUMP CAPACITY

14.62.10: STRIPPED ROB

14.62.11: HEATING MAX. TEMP

14.62.12: COOLING MIN. TEMP

14.62.13: CONSTRUCTION MATERIAL OR COATING

14.62.14: COATING DATE

14.62.15: HIGH LEVEL ALARM TYPE

14.62.16: HI/HI LEVEL ALARM TYPE

14.62.17: LEVEL GAUGE TYPE

14.62.18: VAPOUR LOCKS DIAMETER

14.62.19: CLOSED SAMPLE TYPE

14.63.1: TANK NUMBER

14.63.2: TANK LOCATION

14.63.3: IMO TYPE

14.63.4: CAPACITY 100%

14.63.5: MAX. LOAD RATE

14.63.6: MAX. TANK PRESSURE

14.63.7: MAX. VENTING CAPACITY

14.63.8: PRESSURE MONITOR

14.63.9: CARGO PUMP CAPACITY

14.63.10: STRIPPED ROB

14.63.11: HEATING MAX. TEMP

14.63.12: COOLING MIN. TEMP

14.63.13: CONSTRUCTION MATERIAL OR COATING

14.63.14: COATING DATE

14.63.15: HIGH LEVEL ALARM TYPE

14.63.16: HI/HI LEVEL ALARM TYPE

14.63.17: LEVEL GAUGE TYPE

14.63.18: VAPOUR LOCKS DIAMETER

14.63.19: CLOSED SAMPLE TYPE

14.64.1: TANK NUMBER

14.64.2: TANK LOCATION

14.64.3: IMO TYPE

14.64.4: CAPACITY 100%

14.64.5: MAX. LOAD RATE

14.64.6: MAX. TANK PRESSURE

14.64.7: MAX. VENTING CAPACITY

14.64.8: PRESSURE MONITOR

14.64.9: CARGO PUMP CAPACITY

14.64.10: STRIPPED ROB

14.64.11: HEATING MAX. TEMP

14.64.12: COOLING MIN. TEMP

14.64.13: CONSTRUCTION MATERIAL OR COATING

14.64.14: COATING DATE

14.64.15: HIGH LEVEL ALARM TYPE

14.64.16: HI/HI LEVEL ALARM TYPE

14.64.17: LEVEL GAUGE TYPE

14.64.18: VAPOUR LOCKS DIAMETER

14.64.19: CLOSED SAMPLE TYPE

## 8 BALLAST TANK CAPACITIES

14.65.1: TANK NUMBER

14.65.2: TANK LOCATION

14.65.3: COATING DATE

14.65.4: CAPACITY

14.66.1: TANK NUMBER

14.66.2: TANK LOCATION

14.66.3: COATING DATE

14.66.4: CAPACITY

14.67.1: TANK NUMBER

14.67.2: TANK LOCATION

14.67.3: COATING DATE

14.67.4: CAPACITY

14.68.1: TANK NUMBER

14.68.2: TANK LOCATION

14.68.3: COATING DATE

14.68.4: CAPACITY

14.69.1: TANK NUMBER

14.69.2: TANK LOCATION

14.69.3: COATING DATE

14.69.4: CAPACITY

14.70.1: TANK NUMBER

14.70.2: TANK LOCATION

14.70.3: COATING DATE

14.70.4: CAPACITY

14.71.1: TANK NUMBER

14.71.2: TANK LOCATION

14.71.3: COATING DATE

14.71.4: CAPACITY

14.72.1: TANK NUMBER

14.72.2: TANK LOCATION

14.72.3: COATING DATE

14.72.4: CAPACITY

14.73.1: TANK NUMBER

14.73.2: TANK LOCATION

14.73.3: COATING DATE

14.73.4: CAPACITY

14.74.1: TANK NUMBER

14.74.2: TANK LOCATION

14.74.3: COATING DATE

14.74.4: CAPACITY

14.75.1: TANK NUMBER

14.75.2: TANK LOCATION

14.75.3: COATING DATE

14.75.4: CAPACITY

14.76.1: TANK NUMBER

14.76.2: TANK LOCATION

14.76.3: COATING DATE

14.76.4: CAPACITY

14.77.1: TANK NUMBER

14.77.2: TANK LOCATION

14.77.3: COATING DATE

14.77.4: CAPACITY

14.78.1: TANK NUMBER

14.78.2: TANK LOCATION

14.78.3: COATING DATE

14.78.4: CAPACITY

14.79.1: TANK NUMBER

14.79.2: TANK LOCATION

14.79.3: COATING DATE

14.79.4: CAPACITY

14.80.1: TANK NUMBER

14.80.2: TANK LOCATION

14.80.3: COATING DATE

14.80.4: CAPACITY

14.81.1: TANK NUMBER

14.81.2: TANK LOCATION

14.81.3: COATING DATE

14.81.4: CAPACITY

14.82.1: TANK NUMBER

14.82.2: TANK LOCATION

14.82.3: COATING DATE

14.82.4: CAPACITY

14.83.1: TANK NUMBER

14.83.2: TANK LOCATION

14.83.3: COATING DATE

14.83.4: CAPACITY

14.84.1: TANK NUMBER

14.84.2: TANK LOCATION

14.84.3: COATING DATE

14.84.4: CAPACITY

14.85.1: TANK NUMBER

14.85.2: TANK LOCATION

14.85.3: COATING DATE

14.85.4: CAPACITY

14.86: TOTAL CAPACITY

## 9 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?

14.89.1: At pressure of:

14.89.2: Duration of complete cycle

14.89.3: Nozzle diameter

14.90: Tank washing pump capacity

14.91: Is a washing water heater fitted?

14.91.1: What is the Max. washing water temperature?

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 Chapter 15

## 1 GAS CARRIER INFORMATION

| | | |
|---|---|---|
| 15.1: | Does vessel have an IOPPC with Form B identifying the vessel as an oil product carrier? | Not applicable |
| 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 |

## 2 CARGO INFORMATION

15.3: List products which the ship is Certified to carry

## 3 TRANSPORT AND CARRIAGE CONDITIONS

15.4: What is the Minimum allowable tank temperature?

15.5: What is the Maximum Permissible tank pressure?

15.6: Lowest permissible cargo tank pressure

15.7: What are the Number of grades that can be loaded/ carried/discharged simultaneously and completely segregated without risk of contamination?

15.8: What is the Number of Products that can be conditioned by reliquefaction simultaneously?

15.9: State the number of natural segregations (NB: Separation must be by the removal of spools or the insertion of blanks)

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

## 4 CARGO TANKS

15.15: What Type and materials of cargo tanks?

15.16: Maximum allowable relief valve setting

15.17: IMO Setting

15.18: USCG Setting

15.19: Safety valve set pressure - if variable give range of pilot valves

15.19.1: If variable give range of pilot valves - from:

15.19.2: If variable give range of pilot valves - to:

15.20: Maximum Vacuum

15.21: Maximum cargo density

15.22: Maximum rate of cool down

15.23: State any limitations regarding partially filled tanks

15.24: State allowable combinations of filled and empty tanks

## 5 CARGO TANK CAPACITIES

15.25.1: Tank 1 Capacity m3 (100%)

15.25.2: Tank 1 Butane Tonnes

15.25.3: Tank 1 Butane degrees C

15.25.4: Tank 1 Propane Tonnes

15.25.5: Tank 1 Propane degrees C

15.25.6: Tank 1 Ammonia Tonnes

15.25.7: Tank 1 Ammonia degrees C

15.25.7.1: Specify other cargo

15.25.8: Tank 1 "other" Tonnes

15.25.9: Tank 1 "other" degrees C

15.25.10: Tank 1 "other" Tonnes

15.25.11: Tank 1 "other" degrees C

15.26.1: Tank 2 Capacity m3 (100%)

15.26.2: Tank 2 Butane Tonnes

15.26.3: Tank 2 Butane degrees C

15.26.4: Tank 2 Propane Tonnes

15.26.5: Tank 2 Propane degrees C

15.26.6: Tank 2 Ammonia Tonnes

15.26.7: Tank 2 Ammonia degrees C

15.26.7.1: Specify other cargo

15.26.8: Tank 2 "other" Tonnes

15.26.9: Tank 2 "other" degrees C

15.26.10: Tank 2 "other" Tonnes

15.26.11: Tank 2 "other" degrees C

15.27.1: Tank 3 Capacity m3 (100%)

15.27.2: Tank 3 Butane Tonnes

15.27.3: Tank 3 Butane degrees C

15.27.4: Tank 3 Propane Tonnes

15.27.5: Tank 3 Propane degrees C

15.27.6: Tank 3 Ammonia Tonnes

15.27.7: Tank 3 Ammonia degrees C

15.27.7.1: Specify other cargo

15.27.8: Tank 3 "other" Tonnes

15.27.9: Tank 3 "other" degrees C

15.27.10: Tank 3 "other" Tonnes

15.27.11: Tank 3 "other" degrees C

15.28.1: Tank 4 Capacity m3 (100%)

15.28.2: Tank 4 Butane Tonnes

15.28.3: Tank 4 Butane degrees C

15.28.4: Tank 4 Propane Tonnes

15.28.5: Tank 4 Propane degrees C

15.28.6: Tank 4 Ammonia Tonnes

15.28.7: Tank 4 Ammonia degrees C

15.28.7.1: Specify other cargo

15.28.8: Tank 4 "other" Tonnes

15.28.9: Tank 4 "other" degrees C

15.28.10: Tank 4 "other" Tonnes

15.28.11: Tank 4 "other" degrees C

15.29.1: Tank 5 Capacity m3 (100%)

15.29.2: Tank 5 Butane Tonnes

15.29.3: Tank 5 Butane degrees C

15.29.4: Tank 5 Propane Tonnes

15.29.5: Tank 5 Propane degrees C

15.29.6: Tank 5 Ammonia Tonnes

15.29.7.1: Specify other cargo

15.29.7: Tank 5 Ammonia degrees C

15.29.8: Tank 5 "other" Tonnes

15.29.9: Tank 5 "other" degrees C

15.29.10: Tank 5 "other" Tonnes

15.29.11: Tank 5 "other" degrees C

15.30.1: Tank 6 Capacity m3 (100%)

15.30.2: Tank 6 Butane Tonnes

15.30.3: Tank 6 Butane degrees C

15.30.4: Tank 6 Propane Tonnes

15.30.5: Tank 6 Propane degrees C

15.30.6: Tank 6 Ammonia Tonnes

15.30.7: Tank 6 Ammonia degrees C

15.30.7.1: Specify other cargo

15.30.8: Tank 6 "other" Tonnes

15.30.9: Tank 6 "other" degrees C

15.30.10: Tank 6 "other" Tonnes

15.30.11: Tank 6 "other" degrees C

15.31.1: Tank 7 Capacity m3 (100%)

15.31.2: Tank 7 Butane Tonnes

15.31.3: Tank 7 Butane degrees C

15.31.4: Tank 7 Propane Tonnes

15.31.5: Tank 7 Propane degrees C

15.31.6: Tank 7 Ammonia Tonnes

15.31.7: Tank 7 Ammonia degrees C

15.31.7.1: Specify other cargo

15.31.8: Tank 7 "other" Tonnes

15.31.9: Tank 7 "other" degrees C

15.31.10: Tank 7 "other" Tonnes

15.31.11: Tank 7 "other" degrees C

15.32.1: Tank 8 Capacity m3 (100%)

15.32.2: Tank 8 Butane Tonnes

15.32.3: Tank 8 Butane degrees C

15.32.4: Tank 8 Propane Tonnes

15.32.5: Tank 8 Propane degrees C

15.32.6: Tank 8 Ammonia Tonnes

15.32.7: Tank 8 Ammonia degrees C

15.32.7.1: Specify other cargo

15.32.8: Tank 8 "other" Tonnes

15.32.9: Tank 8 "other" degrees C

15.32.10: Tank 8 "other" Tonnes

15.32.11: Tank 8 "other" degrees C

15.33: Total Capacity of all tanks (100%)

15.34: Total Capacity of all Butane tanks Tonnes

15.35: Total Capacity of all Propane tanks Tonnes

15.36: Total Capacity of all Ammonia tanks Tonnes

15.37: Total Capacity of all "other" tanks Tonnes

15.38: Total Capacity of all "other" tanks Tonnes

## 6 LOADING RATES

15.39: From Refrigerated Storage

15.39.1: Butane - Rate (tonnes/hr) with vapor return

15.39.2: Butane - Rate (tonnes/hr) without vapor return

15.39.3: Propane - Rate (tonnes/hr) with vapor return

15.39.4: Propane - Rate (tonnes/hr) without vapor return

15.39.5: Ammonia - Rate (tonnes/hr) with vapor return

15.39.6: Ammonia - Rate (tonnes/hr) without vapor return

15.39.7: "other" - Rate (tonnes/hr) with vapor return

15.39.7.1: Specify other cargo

15.39.8: "other" - Rate (tonnes/hr) without vapor return

15.39.9: "other" - Rate (tonnes/hr) with vapor return

15.39.10: "other" - Rate (tonnes/hr) without vapor return

15.40: From Pressure Storage

15.40.1: Butane 0-30deg C - Rate (tonnes/hr) with vapor return

15.40.2: Butane 0-30deg C - Rate (tonnes/hr) without vapor return

15.40.3: Propane 0 deg C - Rate (tonnes/hr) with vapor return

15.40.4: Propane 0 deg C - Rate (tonnes/hr) without vapor return

15.40.5: Propane 10 deg C - Rate (tonnes/hr) with vapor return

15.40.6: Propane 10 deg C - Rate (tonnes/hr) without vapor return

15.40.7: Propane 20 deg C - Rate (tonnes/hr) with vapor return

15.40.8: Propane 20 deg C - Rate (tonnes/hr) without vapor return

15.40.9: Propane 30 deg C - Rate (tonnes/hr) with vapor return

15.40.10: Propane 30 deg C - Rate (tonnes/hr) without vapor return

15.41: Special remarks

## 7 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 m3/hr

15.42.4: At Delivery Head mlc

15.42.5: Maximum density kg/m3

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 m3/hr

15.43.4: At Delivery Head mlc

15.43.5: Maximum density kg/m3

## 8 DISCHARGE PERFORMANCE

15.44: Full Cargo Discharge Times (using all main pumps)

15.44.1: Fully Refrigerated

15.44.1.1: Hours (Back Press 1 kP/cm2) with vapor return

15.44.1.2: Hours (Back Press 1 kP/cm2) without vapor return

15.44.1.3: Hours (Back Press 5 kP/cm2) with vapor return

15.44.1.4: Hours (Back Press 5 kP/cm2) without vapor return

15.44.1.5: Hours (Back Press 10 kP/cm2) with vapor return

15.44.1.6: Hours (Back Press 10 kP/cm2) without vapor return

15.44.2: Pressurized

15.44.2.1: Hours (Back Press 1 kP/cm2) with vapor return

15.44.2.2: Hours (Back Press 1 kP/cm2) without vapor return

15.44.2.3: Hours (Back Press 5 kP/cm2) with vapor return

15.44.2.4: Hours (Back Press 5 kP/cm2) without vapor return

15.44.2.5: Hours (Back Press 10 kP/cm2) with vapor return

15.44.2.6: Hours (Back Press 10 kP/cm2) without vapor return

## 9 UNPUMPABLES

15.45: Tank 1 (m3)

15.46:

The XML page cannot be displayed

Cannot view XML input using XSL style sheet. Please correct the error and then click the Refresh button, or try again later.

---

**An invalid character was found in text content. Error processing resource 'file:///C:/Documents and Settings/All Users/Appl...**

```
        <Text>Propane from
```

div>
Tank 2 (m3)

15.47: Tank 3 (m3)

15.48: Tank 4 (m3)

15.49: Tank 5 (m3)

15.50: