Oil Companies International Marine Forum

SIRE Programme

Harmonised Vessel Particulars Questionnaire v5

PTI RHINE

IMO/LR Number 9313462

OCIMF Id: A-100-019-630

29 April 2021

1 General Information

1 General Information

1.1.1	Date this HVPQ document completed	29 April 2021
1.1.2	Vessel identification	
1	Name of ship	PTI RHINE
2	LR/IMO number	9313462
3	Company IMO number	5266703
1.1.3	Previous names	

	Name	Date of change
Last previous	ST JOHANNIS	15 May 2017
Second last previous	NONE	
Third last previous	NONE	
Fourth last previous	NONE	

1.1.4	Flag	
1	Flag	MALTA
2	Has the flag been changed?	Yes
3	What was the previous flag?	HONG KONG
1.1.5	Port of Registry	VALLETA
1.1.6	Call sign	9HA4456
1.1.7	Ship contacts	
1	INMARSAT number	+870 773110163
2	Ship's fax number	+870 783110452
3	Ship's telex number	422 900 268
4	Mobile phone number	+82 70 8897 4489
5	Ship's email address	pti_rhine@glovis.sea-one.com
1.1.8	What is the type of ship as described in Form A or Form B Q1.11 of the IOPPC?	Oil Tanker
1.1.9	What is the Ship's Maritime Mobile Selective Call Identity (MMSI) number?	249974000
1.1.10	Type of Hull	Double hull
1.1.11	Name of P and I Club	The North of England P&I
1.1.12	EEDI rating number	N/A

2 Ownership and Operation

1.2.1	Registered owner	
1	Name	TRIPLE H. No.1 LTD
2	Full address	25/16, VINCENTI BUILDING, STRAIT STREET VALLETA, MALTA
3	Country	MALTA
4	Office telephone number	+82-2-727-2765
5	Office telex number	NIL

6	Office fax number	+82-2-727-2879
7	Office email address	chpark@hi-am.com
8	Contact person	C.H.PARK
9	Contact person after hours telephone	
1.2.2	Number of years this ship has been owned by Registered Owner	4.20 Years
1.2.3	Technical operator (if different from registered owner)	
1	Name	G-Marine Service Co., Ltd.
2	Full address	15FL., 331, Jungang-daero, Dong-gu, Busan, Korea
3	Country	KOREA, REPUBLIC OF
4	Office telephone number	+82-51-330-9345
5	Office telex number	
6	Office fax number	+82-51-469-1596
7	Office email address	tankers@gmarineservice.com
8	Name of Designated Person Ashore (DPA)	Beom-Soo, Seong
9	After-hours telephone number of DPA	+82 10 9554 8076
10	Emergency callout number	+82 51 330 9340
11	Emergency callout pager number	
1.2.4	Date current operator assumed technical control of the ship	12 December 2016
1.2.5	Total number of ships operated by this Technical Operator	50
1.2.6	Commercial operator (if different from registered owner)	
1	Name	HYUNDAI GLOVIS CO., LTD.
2	Full Address	301, Teheran-ro, Gangnam-gu, Seoul, 06152, Korea
3	Country	KOREA, REPUBLIC OF
4	Office telephone number	+82-2-6191-9923
5	Office telex number	
6	Office fax number	
7	Office email address	tanker@glovis.net
8	Contact person	Mr. Felipe Jeong
9	Contact person after hours telephone	+82-10-9361-1701

3 Builder

1.3.1	Builder name	STX Shipbuilding Co. Ltd Jinhae, Korea
1.3.2	Date of building contract	08 January 2004
1.3.3	Hull number	S-1203
1.3.4	Date on which keel was laid or ship was at a similar stage of construction	28 September 2006
1.3.5	Date launched	14 December 2006
1.3.6	Delivery date as recorded in Form A or Form B Q1.8.3 of the IOPPC	09 February 2007
1.3.7	Major hull change	
1	Has a major hull change been undertaken?	No

2	What was the date of completion of the conversion as recorded in Form A or Form B Q1.9.3 of the IOPPC?	
3	List what changes were made	

4 Classification

1.4.1	Classification Society	Korean Register
1.4.2	Class notation	OIL/CHEMICAL TANKER(DOUBLE HULL) 'ESP' (FBC) PRODUCT/III 2G 1.055 SG (IBC) CLEAN1 LI UMA PMS BWE VEC2 STCM IGS
1.4.3	Change of classification Society	
1	Has Classification Society changed?	Yes
2	What was the previous Classification Society?	DNV GL
3	Date of change	11 December 2016
1.4.4	Dry dock	
1	Date of last dry dock	24 May 2017
2	Date of second last dry dock	16 October 2011
3	Date next dry dock due	09 February 2022
1.4.5	Special survey	
1	Date of last special survey	24 May 2017
2	Was last special survey an enhanced special survey	Yes
3	Date next special survey due	09 February 2022
1.4.6	Condition Assessment Programme	
1	Does the ship have a Condition Assessment Programme (CAP) rating?	No
2	What is the latest rating?	
1.4.7	Date of last annual survey	01 January 2021
1.4.8	Date of last boiler survey	
1	Port boiler	11 May 2020
2	Starboard boiler	
1.4.9	Is the ship subject to a Continuous Machinery Survey	Yes

5 Dimensions

1.5.1	Length overall (LOA)	183.00 Meters
1.5.2	Length between perpendiculars (LBP)	175.38 Meters
1.5.3	Extreme breadth	32.23 Meters
1.5.4	Moulded breadth	32.20 Meters
1.5.5	Moulded depth	19.10 Meters
1.5.6	Keel to masthead	47.97 Meters
1.5.7	Distance bow to bridge	149.30 Meters
1.5.8	Distance bridge front - mid-point manifold	57.24 Meters
1.5.9	Distance bow to mid-point manifold	92.07 Meters

1.5.10 Distance stern to mid-point manifold 91.00 Meters

1.5.11 Parallel mid-body diagram

	Forward to mid-point	Aft to mid-point
Light ship	39.98	26.26
Normal ballast	43.74	44.89
At loaded summer	43.74	58.29

1.5.12 Does ship have a bulbous bow? Yes

6 Tonnages

1.6.1 Net registered tonnage (NRT) 13602.00 Tonnes

1.6.2 Gross tonnage 30068.00 Tonnes

1.6.3 Suez tonnage

1 Suez tonnage 25529.81 Tonnes

2 Suez Canal Gross Tonnage (SCGT) 30437.43 Tonnes

3 Suez Canal Net Tonnage (SCNT) 25529.81 Tonnes

4 Panama Tonnage 24906.00 Tonnes

7 Loadline Information

1.7.1 Loadline information

	Freeboard	Draft	Deadweight	Displacement
Summer	5.98	13.15	51271.00	61315.80
Winter	6.26	12.87	49795.20	59892.80
Tropical	5.71	13.42	52641.20	62738.80
Lightship	16.43	2.70	10097.60	10097.60
Normal Ballast Condition	11.80	7.33	22028.90	32126.50
Segregated Ballast Condition	11.79	7.34	21758.10	31855.70

1.7.2 Fresh Water Allowance (FWA) at summer Draft 295.00 Millimetres

1.7.3 Tonnes per Centimetre Immersion (TPC) at Summer Draft 52.00 Tonnes

1.7.4 Normal ballast conditions

	Draft	Freeboard
Forward	6.38	12.72
Aft	8.43	10.67

1.7.5 Multiple deadweights

1 Have multiple deadweights been assigned? Yes

2 If yes, what is the maximum assigned? 51271.00

8 Recent Operational History

1.8.1 What is the max. height of mast above waterline (air draft) in normal SBT condition? 40.64 Meters

1.8.2 Has the ship traded continuously without requirement for unscheduled repairs since the last dry-dock, except for normal maintenance? Yes

1.8.3 Unscheduled repairs

1 Have unscheduled repairs been carried out? Yes

2 What was the nature of the repairs? Whilst loading at SDS terminal in port of Lubuk Gaung, Indonesia, structural failure on frames on 28th Mar. 2018 during pigging operation into Slop(P) tank. Repairing completed at Singapore on 06th May. damaged frames were cropped and renewed.

1.8.4 Has ship been involved in a pollution incident during the past 12 months? No

1.8.5 Has ship been involved in a grounding incident during the past 12 months? No

1.8.6 Has ship been involved in a collision during the past 12 months? No

1.8.7 If there is additional information relating to features of the ship or operational characteristics that may be of interest, please record details here.

2 Certificates

1 Certificates

2.1.1 Register number 9313462

2.1.2 Does the ship comply with the International Convention for the Control and Management of Ships' Ballast Water and Sediments? Yes

2.1.3 Type of tanker. If the ship is not an oil tanker specify the type as recorded in Part B Sect 1.11 of the IOPPC Product Carrier

2.1.4 Certificate dates

	Date issued	Date expires	Last annual	Last intermediate	Date of endorsement
Safety equipment certificate	29 January 2019	09 February 2022	01 January 2021	20 February 2020	20 February 2020
Safety radio certificate	29 January 2019	09 February 2022	01 January 2021	20 February 2020	20 February 2020
Safety construction certificate	29 January 2019	09 February 2022	01 January 2021		29 January 2019
Loadline certificate	29 January 2019	09 February 2022	01 January 2021	20 February 2020	20 February 2020
International Oil Pollution Prevention Certificate (IOPPC)	29 January 2019	09 February 2022	01 January 2021	20 February 2020	20 February 2020
Safety management certificate (SMC)	23 July 2018	23 May 2022		19 June 2019	
Document of compliance (DOC)	22 May 2019	15 July 2024			
International ship security certificate	24 July 2018	24 May 2022		19 June 2019	
USCG letter of compliance	25 October 2019	25 October 2021	09 January 2021		
USCG certificate of compliance					

2.1.5 Minimum safe manning document 17 August 2018

2.1.6 Civil Liability Convention Certificate (1992) 20 February 2022

2.1.7 U.S. Certificate of Financial Responsibility 18 August 2023

2.1.8 Certificate of Fitness

1 Chemicals 09 February 2022

2 Gas

2.1.9	Noxious Liquids Certificate	
2.1.10	Date of issuance of the Unattended Machinery Space (UMS) Certificate	29 January 2019
2.1.11	Date of issuance of the International Tonnage Certificate	18 May 2017

2 Publications

2.2.1 Publications

	Present
IMO Safety of Life at Sea Convention (SOLAS 74)	Yes
International Life Saving Appliance Code (LSA Code)	Yes
International Code for Fire Safety Systems (FSS Code)	Yes
IMO International Code of Signals (SOLAS V-Reg 21)	Yes
IMO International Convention for the Prevention of Pollution from Ships (MARPOL 73/78)	Yes
IMO Ships Routeing	Yes
IMO International Regulations For Preventing Collisions at Sea (COLREGS)	Yes
IMO Standards of Training, Certification and Watchkeeping (STCW Convention)	Yes
ICS Guide to Helicopter/Ship Operations	Yes
OCIMF/ICS/IAPH International Safety Guide for Oil Tankers and Terminals (ISGOTT)	Yes
OCIMF/ICS Ship to Ship Transfer Guide (Petroleum)	Yes
OCIMF Recommendations for Oil Tanker Manifolds and Associated Equipment	Yes
OCIMF Mooring Equipment Guidelines	Yes
OCIMF Effective Mooring	Yes
Guidance Manual for tanker structures	Yes
Recommendations for equipment employed in the bow mooring of ships at SPM moorings	Yes
Anchoring Systems and Procedures	Yes
USCG Regulations for Tankers (USCG 33 CFR/46 CFR)	Yes
International Safety Management Code (ISM Code)	Yes
Oil Transfer Procedures (USCG 33 CFR 155-156)	Yes
Operator's ISM Manuals	Yes
Is the publication IMO-Inert Gas Systems, or Ship Technical Operator's equivalent manual on board?	Yes
Is the publication IMO-Cow Systems, or Ship Technical Operator's equivalent manual on board?	Yes
ICS Bridge Procedures Guide	Yes
IAMSAR Vol.3	Yes
Nautical Institute Bridge Team Management	Yes
International Medical Guide for Ships(or equivalent)	Yes
ISPS Code	Yes
Guidelines for the control of Drugs and alcohol on board ships	Yes
Guidelines on Fatigue	Yes

IMO Code for Construction & Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)	Yes
IMO Index of Dangerous Chemicals Carried in Bulk	No
ICS Tanker Safety Guide (Chemicals)	Yes
IMO Code for Construction & Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code)	No
Chemical Data Guide (USCG 1990 CIM 16616.6A)	No
Medical First Aid Guide for Use in Accidents involving Dangerous goods (MFAG)	Yes
Procedures and Arrangements (P&A) Manual	Yes
IMO Code for Construction & Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)	No
ICS Tanker Safety Guide (Liquefied Gas)	No
SIGTTO Liquefied Gas Handling Principles on Ships and in Terminals	No
SIGTTO Guide to Pressure Relief Valve Maintenance and Testing	No
ICS Ship to Ship Transfer Guide (Liquefied Gases)	No
IMO International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)	No
IMO Code for Existing Ships Carrying Liquefied Gases in Bulk (EGC Code)	No

3 Crew

1 Crew Management

3.1.1	Number of Officers on board	
1	What is the minimum number of officers to be carried as recorded in the Minimum Safe Manning Document?	7
2	What is the actual number of officers on board?	9
3.1.2	Crew employment by the Ship Operator	
1	Is the Master employed by the Ship Operator?	Yes
2	Are the officers employed by the Ship Operator?	Yes
3	Are the ratings employed by the Ship Operator?	No
3.1.3	What is the common language used on the Ship?	ENGLISH
3.1.4	Manning agent for Officers	
1	Name	G-Marine Service Co., Ltd. (Only for Senior Officer / For Junior officer, same as the company for ratings)
2	Full address	15F, 331, Jungang-daero, Dong-gu, Busan, 48792, Korea
3	Office telephone number	+82-51-330-9345
4	Office telex number	
5	Office fax number	+82-51-469-1596
6	Office email address	crew@gmarineservice.com

3.1.5	Manning agents	
1	Are manning agent(s) wholly or partially owned by Operator?	Yes
2	If No, does Operator have selection rights?	
3.1.6	Does the Operator maintain personnel files on officers assigned to its vessels?	Yes
3.1.7	What is the retention rate for officers for the past 3 years?	85.00 Percent
3.1.8	Ratings on board	
1	What is the minimum number of ratings to be carried as specified in the Minimum Safe Manning Document?	8
2	What is the actual number of ratings on board?	12
3	List nationality of ratings	FILIPINO
3.1.9	Manning agent for Ratings (if different to Officers)	
1	Name	H-Ocean Manila Co.INC
2	Full address	Room 303, Unit 3rd Floor, ECI Building Real Corner. Lucia Streets, Intramuros, Manila, Philippines
3	Office telephone number	+632-5369981
4	Office telex number	
5	Office fax number	+632-4859788
6	Office email address	ceparagas@h-oceanmanila.com
3.1.10	Does the Operator maintain personnel files on ratings assigned to its ships?	Yes
3.1.11	What is the retention rate for ratings for the past 3 years?	90.00 Percent

2 Continuity

3.2.1	Do senior officers return to the same ship on a rotational basis?	Yes
3.2.2	Are senior officers rotated on ships of similar class within company fleet?	Yes
3.2.3	Are junior officers and ratings rotated on ships of similar class within company fleet?	Yes
3.2.4	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

3.3.1	List Operator sponsored training courses available:	
1	To officers (Bridge Management etc.)	BRTM, SHS, FBTC, SCRC, AFRC, MFARC, MCC, ROSC, ARPA,ECDIS AOCT, ACTC, TFC
2	To ratings (Fire Fighting etc.)	BSTC+PERSONAL SURVIVAL TECHNIQUES, FIRE PREVENTION AND FIRE FIGHTING, ELEMENTARY FIRST AID PERSONAL SAFETY AND SOCIAL RESPONSIBILITY, WATCH KEEPING COURSE.
3.3.2	Are Masters and Chief Engineers required to attend company office before and after each tour of duty?	Yes
3.3.3	Does operator hold regular training seminars ashore for officers?	Yes

3.3.4	Are training seminars provided on board for officers and ratings?	Yes
3.3.5	What courses, exceeding statutory requirements, are provided:	
1	For senior officers	ISM CODE AND COMPANY SMS MANUAL AND PROCEDURE, SAFETY OPERATION OF CHEMICAL TANKER, REVIEW OF ACCIDENTS AND NEAR MISS, CREW MANAGEMENT ON BOARD, P & I INSURANCE.
2	For junior officers	ISM CODE AND COMPANY SMS, VIDEO TRAINING.
3	For ratings	ISM CODE AND COMPANY SMS, VIDEO TRAINING.

4 Navigation

1 Navigation

4.1.1 Navigation equipment

	Installed	Type	Number installed
Magnetic compass	Yes	Saracom, Navipol	1
Gyro compass	Yes	Yokogawa Denshikiki; CMZ700S	1
Gyro autopilot	Yes	Yokogawa Denshikiki; PT500A-J-N2	1
Radar 1	Yes	Furono; X-Band; FAR-2827	1
Radar 2	Yes	Furono; S-Band; FAR-2837s	1
Radar plotting equipment	Yes		
ARPA	Yes	Furono; X-Band; FAR-282	2
Depth sounder with recorder	Yes	Furuno; FE-700	1
Speed/distance indicator	Yes	Furuno; FE-701 1	1
Doppler log	Yes	Furuno; DS-80	1
Docking approach Doppler	No		
Rudder angle indicator	Yes	Yokogawa Denshikiki	
RPM indicator	Yes	STX-Lyngso Marine	
Controllable pitch propeller indicator	No		
Bow thruster indicator	No		
Stern thrust indicator	No		
Rate of turn indicator	Yes	Yokogawa Denshikiki; MKR302-F	1
Navtex indicator	Yes	Furuno; NX-500	1
Global positioning system (GPS)	Yes	Furuno; GP-90 dual	2
Differential GPS	Yes	Furuno; GP-90 dual	2
Electronic Charts Display and Information System (ECDIS)	Yes	TRANSAS NAVI SAILOR 4000	2
Course Recorder	Yes	Yokogawa Denshikiki	1
Integrated Navigation System (INS)	No		
Off-course Alarm - Gyro	Yes	Yokogawa Denshikiki	1
Off-course Alarm - Magnetic	Yes	Saracom Navipol	1

Engine Order Logger	Yes	Seiko Precision SP-2400	1
Anenometer	Yes	Daeyang; DIC-AT-3N	1
Weather fax	Yes	Furuno; Fax 210	1

4.1.2	Is a repeating magnetic compass fitted?	Yes
4.1.3	Is there at least one radar operating in the 9 GHz frequency band (3cm/x band) ?	Yes
4.1.4	Are the 3 GHz (10cm/S band) and 9Ghz (3cm / X band) radars fitted with an electronic switching unit?	Yes
4.1.5	Are the Radars fitted with ARPA?	Yes
4.1.6	Is the ECDIS an approved system?	Yes
4.1.7	Does ship carry sextant(s)?	Yes
4.1.8	Does ship carry a signal lamp?	Yes
4.1.9	Is each bridge wing fitted with:	
1	Rudder angle indicator	Yes
2	RPM indicator	Yes
3	Gyro repeater	Yes
4.1.10	If the ship is fitted with a controllable pitch propeller, are indicators fitted on the bridge wings?	No
4.1.11	Are steering controls and engine controls fitted on bridge wings?	No
4.1.12	Is a Bridge Watch Navigation Alarm (BWNAS) system fitted?	Yes

5 Safety

1 Safety Management

5.1.1	Quality management system:	
1	Is the ship operated under a Quality management system?	Yes
2	If Yes, what type of system? (ISO9002 or IMO Resolution A.741(18))?	IMO Resolution A.74(18) and ISO9001
3	If Yes, who is the certifying authority?	KR
4	Date of the ship's certification	23 July 2018

2 Helicopters

5.2.1	ICS Guide to Helicopter/Ship Operations	
1	Does the ship comply with the ICS Guide to Helicopter/Ship Operations?	Yes
2	If yes, state whether winching or landing area provided	Winching
3	If yes, what is the diameter of the circle provided	5.00

3 Firefighting and Lifesaving equipment

5.3.1	Fixed foam firefighting	
1	Is a fixed foam firefighting system installed for the cargo area?	Yes
2	If yes, what is the type of foam?	Multipurpose
3	What was the date of supply of the foam, or the date of the last Test Analysis Certificate?	03 March 2020

5.3.2	What type of fixed firefighting system is provided for:	
1	The paint locker?	Sea Water Spraying System
2	The pump room?	Fixed CO2 fire extinguishing system
3	The engine room?	Inert Gas
4	The void spaces?	
5.3.3	Is a fixed dry powder firefighting system installed for the cargo area?	No
5.3.4	Is a fixed water spray firefighting system installed for the cargo area?	No
5.3.5	Is the ship equipped with a compressor for recharging breathing apparatus air cylinders?	Yes
5.3.6	What type of lifeboat(s) is/are fitted?	Conventional
5.3.7	Dedicated rescue boats	
1	Is a dedicated rescue boat provided?	No
2	If a dedicated rescue boat is carried, what is its construction?	

6 Pollution Prevention

1 Pollution Prevention

6.1.1	Continuous deck edge fishplate	
1	Is ship fitted with a continuous deck edge fishplate enclosing the deck area?	Yes
2	If Yes, what is its minimum vertical height above the deck plating?	400.00
3	What is maximum vertical height above deck plating at the position where the fish plate adjoins the aft thwartships coaming?	400.00
4	How far forward of the athwartships coaming is this height maintained?	17.36
5	Is an athwartship deck coaming fitted adjacent to accommodation and service areas?	Yes
6	What is the height of the coaming?	400.00
6.1.2	Is spill containment fitted	
1	Under the cargo manifold?	Yes
2	Under all bunker manifolds?	Yes
3	Under the bunker tank vents?	Yes
4	Around the deck machinery?	Yes
6.1.3	What type of scupper plugs are provided?	Screw Type Rubber
6.1.4	Preventing spill out entering the sea	
1	Are means provided to prevent spilled oil entering the sea?	Yes
2	If yes, what means are provided?	Fixed Wilden Pumps with Pipings to Residual Oil Tank
6.1.5	Is the following pollution control equipment available to clean up oil spilled on deck:	
1	Sorbents	Yes
2	Non-sparking hand scoops/shovels	Yes
3	Containers	Yes
4	Emulsifiers	Yes
5	Non-sparking pumps	Yes

6.1.6	Is the cargo piping system fully segregated from the sea chest?	Yes
6.1.7	What type of sea valves are fitted?	Butterfly
6.1.8	Pre-MARPOL tankers	
1	Is the ship a pre-MARPOL tanker?	No
2	If yes, is a cargo sea chest valve testing arrangement fitted which meets OCIMF recommendations?	
6.1.9	Are dump valves fitted to the slop tanks which will operate with normal inert gas pressure in the tank vapour space?	No
6.1.10	Are overboard discharges fitted with blanks or alternatively, is there a testing arrangement for the overboard valves?	Yes
6.1.11	Is there a discharge below the waterline for Annex II substances	Yes
6.1.12	Is there a discharge above the waterline for Annex I oily mixtures	Yes
6.1.13	Cargo piping pressure tests:	
1	On oil and chemical tankers, does the Operator have a policy to pressure test cargo piping at intervals no greater than 12 months?	Yes
2	If yes, specify pressure	11.00
6.1.14	Bunker piping pressure tests:	
1	Does Operator have policy to pressure test bunker piping at intervals no greater than 12 months?	Yes
2	If yes, specify pressure	4.50 Bar
6.1.15	Is garbage incinerator fitted?	Yes

2 OPA 90 Requirements

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

7 Structural Condition

1 Structural Condition

7.1.1	Cargo tank coating	
1	Are cargo tanks coated?	Yes
2	If yes, specify type of coating	3-Coat, Pure Epoxy
3	If all tanks are not coated, specify those tanks which are not coated	All tanks are totally coated
4	If cargo tanks are coated, specify to what extent	Whole Tank
5	What is the condition of coating?	Good
7.1.2	Ballast tank coating	
1	Are ballast tanks coated?	Yes
2	If yes, specify type of coating	Epoxy

3	If yes, specify to what extent	Whole Tank
4	What is the condition of the ballast tank coating?	Good

7.1.3 Tank anodes

1	Are anodes fitted to the cargo tanks?	No
2	Are anodes fitted to the ballast banks?	Yes
3	What type of anodes are fitted	Zinc anode
4	What is the extent of wastage of the anodes in the cargo tanks	
5	What is the extent of wastage of the anodes in the ballast tanks	10.00
6	If anodes are aluminium, what is the height above tank bottom?	

7.1.4	Is a formal programme in place for regular inspection of void spaces, cargo and ballast tanks?	Yes

7.1.5 Planned Prevention Maintenance Programme

1	Does ship have planned prevention maintenance programme (PPM)?	Yes
2	Is PPM manual (card system) or computerised?	Computerised
3	What areas of the ship does the PPM cover?	All ship
4	If the PPM is Class-approved, what is the Class notation?	N/A

8 Cargo

1 Ballast Tanks

8.1.1 Ballast capacities at 100% full (M3)

Tank Number	Identity	Capacity	(Cu Meters)
1	FPT C	2208.10	
2	No.1 WBT P	3266.10	
3	No.1 WBT S	3829.30	
4	No.2 WBT P	1532.20	
5	No.2 WBT S	1813.80	
6	No.3 WBT P	3059.10	
7	No.3 WBT S	3622.40	
8	No.4 WBT P	1890.10	
9	No.4 WBT S	2214.40	
10	APT C	720.00	

8.1.2 Total Ballast Tank Capacities at 100% full 24155.50 Cu Meters

2 Ballast Handling

8.2.1 Ballast Handling Data

	Number	Type	Type of prime mover	Capacity	At what head?
Main Pump	2	Framo	Hydraulic	750	25m
Eductors	1	Ejector	Other	100	14m

8.2.2 Ballast handling Main Pump

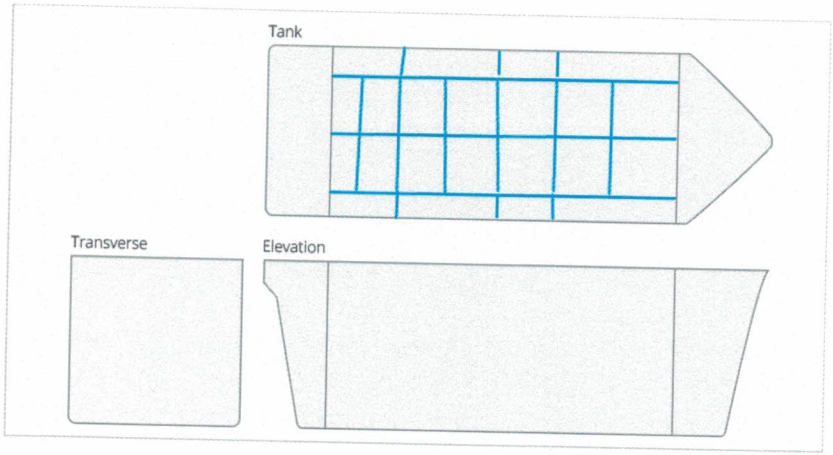
1	Normal back pressure	
2	Max RPM	1168.00

8.2.3 Bunker connections

1	What is the number of bunker connections per side?	2
2	What is the size of the bunker connection?	150.00

9 Cargo Specific

1 Cargo Handling (Oil)



9.1.1 Tank Plan

2 Double Hull Vessels

9.2.1 Centreline bulkhead

1	Is the ship constructed with a centreline bulkhead to all cargo tanks?	Yes
2	If Yes, is bulkhead solid or perforated?	Solid

9.2.2 'U' shaped ballast tanks

1	Is the ship fitted with any full breadth 'U' shape ballast tanks?	No
2	If Yes, how many ballast tanks are full breadth?	

3 Cargo Tank Capacities

9.3.1 Cargo Tank Capacities At 98% Full (M3) - Centre

9.3.2 Centre Tank Total Capacity (98%)

9.3.3 Cargo Tank Capacities At 98% Full (M3) Wings (P and S Combined)

Tank Number	Capacity
1	6279.8
2	9435.9
3	9602.3
4	9600.2
5	9601.7
6	8664.1

9.3.4 Wings (P and S combined) Total Capacity (98%) 52047.60

9.3.5 Slops tank capacities (98%)

Tank Number	Capacity

		1	707.8
		2	707.8
9.3.6	Grand Total Capacity (98%)		53463.20
9.3.7	Ballast Capacities At 100% Full (M3)		24155.50

4 SBT Tanker

9.4.1	What is the total volume of the SBT tanks	24155.50 Cu Meters
9.4.2	What percentage of summer deadweight can the ship maintain with SBT only?	43.00 Percent
9.4.3	Does the ship meet the requirements of MARPOL Reg 13 (2)?	Yes
9.4.4	Can segregated ballast be discharged through the cargo manifold?	Yes
9.4.5	Is a spool piece to connect the ballast system to the cargo system provided?	Yes
9.4.6	Dedicated/segregated ballast tanks	
1	Do cargo lines pass through any dedicated or segregated ballast tanks?	No
2	If Yes, what type of expansion is fitted?	
9.4.7	Cargo tanks	
1	Do ballast lines pass through any cargo tanks?	No
2	If Yes, what type of expansion is fitted?	
9.4.8	Line clearing	
1	Can the ship pump water ashore for line clearing?	Yes
2	If Yes, what is maximum attainable discharge rate?	3600.00 Cu Meters/Hour
3	If Yes, what is maximum acceptable back pressure?	12.50 Bar
9.4.9	Which cargo tanks are designated for the carriage of heavy weather ballast?	No. 4 P/S C.O.T.

5 Cargo Handling

9.5.1	How many grades of cargo can be loaded or discharged with double valve segregation?	6
9.5.2	How many grades of cargo can be loaded or discharged using blank flanges?	6
9.5.3	If deepwell pumps and heat exchangers are fitted, can the pumps and heat exchangers be by-passed during loading?	Yes
9.5.4	Oil Discharge Monitoring Equipment (ODME)	
1	Is there Oil Discharge Monitoring Equipment (ODME) fitted?	Yes
2	Is an Oil Discharge Monitoring System connected to the above waterline discharge?	Yes
3	If yes, is the Oil Discharge Monitoring System designed to automatically stop the discharge of effluent when its oil content exceeds permitted levels?	Yes
9.5.5	Stability computer	
1	If the ship is >100m LOA, is it provided with a class-approved or class-certified stability computer?	Yes
2	Does this stability programme consider damaged stability conditions?	Yes

6 Cargo Handling Systems

9.6.1	Is computer integrated with cargo system and equipped with alarm to monitor loading and discharging operations?	Yes
9.6.2	Are dedicated cargo stripping lines and pumps provided?	No

9.6.3 State location of cargo pump emergency stops

Stop Number	Location
iii	Stbd Side Manifold
i	Engine room
iv	Cargo Control Room
ii	Port Side Manifold

9.6.4 High temperature alarms/trips

	High temperature alarms	High temperature trips
Bearings of cargo pumps	No	No
Bearings of ballast pumps	No	
Casings of cargo pumps	No	
Casings of ballast pumps	No	
Pumproom shaft glands through bulkheads	No	

9.6.5	What is the principal type of cargo valve?	Butterfly
9.6.6	What type of cargo valve actuator is fitted?	Hydraulic

7 Cargo Room Control

9.7.1	Is ship fitted with a Cargo Control Room? (CCR)	Yes
9.7.2	Can cargo and ballast pumps be controlled from the CCR?	Yes
9.7.3	Can all valves be controlled from the CCR?	Yes
9.7.4	Can tank innage/ullage be read from the CCR?	Yes
9.7.5	Is ODME readout fitted in the CCR?	Yes
9.7.6	Can the inert gas system be controlled from the CCR?	Yes

8 Gauging and Sampling

9.8.1	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?	Yes
9.8.2	What type of fixed closed tank level gauging system is fitted?	Radar
9.8.3	Is the tank level gauging system provided with local readouts at each tank?	No
9.8.4	Is the tank gauging system calibrated by a Internationally-recognised cargo inspection company?	Yes
9.8.5	If it is a portable system does the sounding pipe extend to full tank depth?	No
9.8.6	Are bunker tanks fitted with a full depth gauging system?	Yes

9.8.7 High level alarms

1	Are high level alarms fitted to the cargo tanks?	Yes
2	If Yes, are the high level alarms fitted to all cargo tanks?	All
3	Are the high level alarms independent of the gauging system?	Yes

9.8.8	Bunker tanks high level alarms	
1	Are bunker tanks fitted with high level alarms?	Yes
2	If Yes, are bunker tank high level alarms part of the primary tank gauging system?	No
9.8.9	Is closed-sampling equipment provided?	Yes
9.8.10	Are cargo tanks fitted with dipping points as per IMO Res 497 4.4.4?	Yes
9.8.11	Vapour lock calibration	
1	If portable equipment for gauging uses vapour locks, are vapour locks calibrated by a recognised cargo inspection company?	Yes
2	If Yes, what is the name of the cargo inspection company	Intertek Caleb Brett
3	If Yes, by whom are vapour locks certified?	DNV
9.8.12	Portable gauging equipment	
1	Is portable equipment used for gauging?	Yes
2	If yes, who is the manufacturer?	Tank System / UTI
3	How many units are supplied?	2
9.8.13	What is the name of the manufacturer of the vapour locks?	Hermetic UTI
9.8.14	What is the nominal (internal) diameter of the vapour lock?	48.00 Millimetres
9.8.15	Vapour locks	
1	To what standard is the thread of the vapour lock manufactured?	Quick Connector
2	Can vapour lock be used for ullaging?	Yes
3	Can vapour lock be used for temperature?	Yes
4	Can vapour lock be used for interface?	Yes
5	Can vapour lock be used for cargo sampling?	Yes
6	If the vapour lock can be used for cargo sampling, what is the volume of the sample that can be drawn?	0.5 Litres
9.8.16	Specify portable equipment for checking oil/water interface	Hermetic UTI
9.8.17	Can cargo samples be taken at the manifold?	Yes
9.8.18	What is the means of taking cargo temperatures?	Tank Radar and UTI

9 Vapour Emission Control

9.9.1	Is a vapour return system fitted?	Yes
9.9.2	If fitted, is vapour line return manifold in compliance with OCIMF Guidelines?	Yes
9.9.3	Does the ship possess Vapour Emission Control (VEC) Certification?	Yes
9.9.4	If yes, state the issuing authority?	KR

10 Venting

9.10.1	What type of venting system is fitted	Individual PV Valves + Remote Tank Press Monitoring
9.10.2	What is the maximum venting capacity?	950.00 Cu Meters/Hour
9.10.3	What is the P/V valve opening pressure?	1800.00 MM/WG

9.10.4	What is the P/V valve vacuum setting?	-350.00 MM/WG
9.10.5	Are isolating valves fitted to each cargo tank?	Yes
9.10.6	Does the secondary venting arrangement provide for each tank, a full a flow P/V valve (or valves) on the tank side of the isolation valve or pressure sensing equipment with the readouts in the CCR?	Yes
9.10.7	Are pressure sensors, having readouts in the cargo control position, provided in each cargo tank?	Yes
9.10.8	Mast risers	
1	Is venting through a mast riser?	No
2	Are mast risers fitted with high velocity vents?	
3	If Yes, state opening pressure	
4	What is the vacuum setting of the mast riser P/V valve?	
5	What is the maximum capacity of the mast riser venting system?	
9.10.9	What is the maximum loading rate for homogenous cargo?	4560.00 Cu Meters/Hour

11 Cargo Manifolds

9.11.1	Does the cargo manifold arrangement comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?	Yes
9.11.2	Manifold Valves	
1	What type of valves are fitted at manifold?	Manual Operated Butterfly Valves
2	If hydraulic valves fitted, what are closing times?	
9.11.3	What is the number of cargo connections per side?	6
9.11.4	What is the size of cargo connections?	350.00 Millimetres
9.11.5	Are pressure gauges fitted with valves or cocks located outboard of manifold valves?	Yes
9.11.6	What is the material of the manifold?	Mild steel
9.11.7	Is a cargo line crossover fitted at the manifold?	Yes

12 Manifold Arrangement

9.12.1	Measurements	
1	Distance A bunker manifold to cargo manifold	4000.00 Millimetres
2	Distance B cargo manifold to cargo manifold	2000.00 Millimetres
3	Distance C cargo manifold to vapour return manifold	4000.00 Millimetres
4	Distance D manifolds to ship's rail	4500.00 Millimetres
5	Distance E spill tank grating to centre of manifold	900.00 Millimetres
6	Distance F main deck to centre of manifold	2100.00 Millimetres
7	Distance G maindeck to top of rail	1000.00 Millimetres
8	Distance H top of rail to centre of manifold	1100.00 Millimetres
9	Distance J manifold to ship side	4600.00 Millimetres
10	What is the height of the manifold connections above the waterline at loaded (Summer Deadweight) condition?	8.05 Meters

11	What is the height of the manifold connections above the waterline in normal ballast?	13.83 Meters
12	What is the height of manifold connections above the waterline in lightship condition?	18.51 Meters
13	What is the distance between the keel and centre of manifold?	21.21 Meters
9.12.2	Is a stern discharge manifold fitted?	No
9.12.3	If stern manifold fitted, state size	
9.12.4	Is a bow manifold fitted?	No
9.12.5	If bow manifold fitted, state size	
9.12.6	If bow manifold is fitted, to what Standard is it manufactured?	

13 Gas Monitoring

9.13.1	Is a fixed system fitted to continuously monitor potentially flammable atmospheres?	Yes
9.13.2	What spaces are monitored?	Accommodation, Void Spaces, Ballast Tanks and Air-Con Intake
9.13.3	Where are sensors/sampling points located in pumproom?	
9.13.4	What is the rank of the person or persons who are responsible for testing sensors/sampling points?	Chief Officer
9.13.5	Who is responsible for testing sensors/sampling points?	Chief Officer

14 Cargo Heating

9.14.1	Heating coils	
1	Are the cargo tanks fitted with heating coils?	Yes
2	If Yes, how many independent heating coil sets are fitted to each cargo tank?	2-Set
3	If Yes, are all the cargo tanks fitted with heating coils?	Yes
4	What is the height of the heating coils above the tank bottom?	150.00 Millimetres
5	What is the total heating surface of the heating coils, per tank?	32.50 Sq Meters
6	What is the ratio of the heating surface to the volume of the tank?	0.01058
7	Are heating coils welded or coupled?	Welded
9.14.2	Are heat exchangers external to cargo tanks?	No
9.14.3	Are there external ducts?	No
9.14.4	What type of material is used for the heating coils?	SS
9.14.5	Inlet heating	
1	Inlet heating medium to coils	Steam
2	With Sea temperature	5.00 Deg C
3	With air temperature	2.00 Deg C
9.14.6	Heating agent	Steam
9.14.7	Number of heaters	
1	Number of heaters	1
2	Able to raise temperature from	44.00 Deg C

3	Able to raise temperature to	66.00 Deg C
4	Time taken to raise temperature	96.00 Hours
9.14.8	Total capacity of boilers	18000.00 KCal

15 Inert Gas and Crude Oil Washing

9.15.1	Is an inert gas system (IGS) fitted? (If No, ignore remainder of this section)	Yes
9.15.2	Is a P/V breaker fitted?	Yes
9.15.3	Do the inert gas distribution lines have natural segregations that match the cargo pipeline segregations?	No
9.15.4	Is the inert gas supplied by flue gas, inert gas generator and/or stored nitrogen?	IG Generator
9.15.5	Are fixed O2 alarms fitted in inert gas generating spaces?	Yes
9.15.6	What is the capacity of the IGS?	4500.00 Cu Meters/Hour
9.15.7	How many fans does it have?	2
9.15.8	What is the total combined fan capacity?	9000.00 Cu Meters/Hour
9.15.9	IG generator	
1	Is a top-up IG generator fitted?	No
2	If Yes, what is its capacity?	
9.15.10	Is an IGS operating manual on board?	Yes
9.15.11	What type of deck seal is fitted?	Semi-dry
9.15.12	How many segregations does the IGS have?	2
9.15.13	What method is used to isolate individual tanks?	Spectacle Flange and Butterfly Type Isolating Valve with Locking Device
9.15.14	What type of non-return valve is fitted?	Swing Check Type
9.15.15	If the cargo tanks can be individually isolated from the IGS/Vent line, what means of secondary protection is fitted?	Each tank provided with individual Pressure / Vacuum (P/V) valves and can be monitored remotely. Secondary sensor is installed in every cargo tank and slop tank.
9.15.16	If ship has double hull or sides, are facilities available to inert ballast tanks and other void spaces?	Yes
9.15.17	How is inert gas supplied to the ballast tanks or other void spaces?	The inert gas main line on upper deck can be connected to the water ballast cross main line by the manual isolating valve and duo check valve to supply the inert gas to the water ballast tank for inerting. Also it had been provided with portable flexible inert gas hose,for connection between main inert gas (IG)line and IG inlet vent to water ballast tank, which can be used for high point inerting of water ballast tank or other void spaces.
9.15.18	Can these tanks/spaces be purged with air?	Yes
9.15.19	Emergency IGS Connection	
1	Where is the location of the emergency IGS connection?	On deck, main IG line in way of COT 5 and aft of P/V Breaker pipe connection.

2	What is the size of the emergency IGS connection?	250.00 Millimetres

9.15.20 Crude Oil Washing

1	Is a Crude Oil Washing (COW) installation fitted?	No
2	Are COW drive units fixed or portable?	
3	Are COW drive units programmable?	
4	Can COW be conducted at the same time as cargo discharge?	
5	Is there an approved COW Manual on board?	
6	What is the working pressure of the COW lines?	

16 Cargo Pumps

9.16.1 Cargo Pumps

Type	Prime mover	Self-priming or draining	Capacity (M3/Hr)	Max normal back pressure	Max Back Pressure Head	Max RPM
SUBMERGED CENTRIFUGAL x 2 (Slop Tanks)	HYDRAULIC	SELF-PRIMING	300.00	7.00	125.00	2811.00
SUBMERGED CENTRIFUGAL x 12 (CargoTanks)	HYDRAULIC	SELF-PRIMING	600.00	7.00	125.00	2537.00

9.16.2 Stripping Pumps

Type	Prime mover	Capacity (M3/Hr)	Max normal back pressure	Max Back Pressure Head
SUBMERGED CENTRIFUGAL x 2 (Slop Tanks built in system)	HYDRAULIC	300.00	7.00	125.00
SUBMERGED CENTRIFUGAL x 12 Cargo Tanks built in system)	HYDRAULIC	600.00	7.00	125.00

9.16.3 Ballast Pumps

Type	Prime mover	Capacity (M3/Hr)
SUBMERGED CENTRIFUGAL x 2	HYDRAULIC	750.00

30 Chemical Tankers

9.30.1	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)?	Yes
9.30.2	Is at least one emergency portable cargo pump provided?	Yes
9.30.3	Are independent high level alarms fitted?	Yes
9.30.4	Is a tank overflow control system fitted?	No

9.30.5	Are these also fitted to deck tanks?	No
9.30.6	Cargo tank filling restrictions	
1	Are there cargo tank filling restrictions?	Yes
2	Filling restrictions	SG 1.45 @72.76% / SG 1.53 @ 68.95%
9.30.7	Is the ship fitted with a fixed remote reading temperature system?	Yes
9.30.8	Is the ship fitted with a fixed remote pressure gauging equipment?	Yes
9.30.9	Specify other cargo measurement equipment available	Portable UTI x 2set
9.30.10	Tank stripping system	
1	Is an effective tank stripping system fitted?	Yes
2	Are independent stripping lines fitted?	Yes
3	What is the material of the stripping lines?	SS
4	What is the diameter of the stripping lines?	40.00

31 Inert Gas Systems

9.31.1	By what means is inert gas supplied?	Oil Fired Generator
9.31.2	IGS Composition of gas supplied by	
1	Nitrogen	
2	Carbon Dioxide	14.00 Percent
3	Oxygen	3.00 Percent
4	Sulphur Dioxide	
5	Carbon Monoxide	0.00 Percent
6	Oxides of Nitrogen	
7	Dew Point	20.00 Deg C
9.31.3	Cargo Tank Drier	
1	Is Cargo Tank Drier fitted?	No
2	If yes, manufacturer name	
3	If yes, Capacity	
9.31.4	Is nitrogen in cylinders provided for use on deck?	No
9.31.5	Is steam available on deck?	Yes

32 Tank Conditioning

9.32.1	Fixed ventilation system	
1	Is there a fixed ventilation system?	Yes
2	What is the total capacity?	4500.00 Cu Meters/Hour
9.32.2	Dehumidifiers	
1	Is the fixed ventilation system fitted with a dehumidifier?	No
2	What is the total capacity?	
3	Is independent piping fitted?	No
9.32.3	Is ventilation provided through the cargo lines?	Yes
9.32.4	Are portable fans provided?	Yes

9.32.5 Portable Fans

	Number	Type	Capacity
	3	water driven	13000

9.32.6 Gas freeing stand pipes

1	Are stand pipes to assist gas freeing provided?	No
2	Are the gas freeing stand pipes portable?	No
3	Are the gas freeing stand pipes permanently fixed?	No

33 Safety

9.33.1	Is there Protective equipment for the protection of crew members available as per IBC 14.1.1 / BCH 3.16.1.?	Yes
9.33.2	When required by the Chemical Code, is respiratory and eye protection for every person on board available for emergency escape purposes?	Yes
9.33.3	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)?	Yes
9.33.4	Is an Oxygen resuscitator available on board?	Yes
9.33.5	Are there at least two decontamination showers available on deck?	Yes

34 Cargo and Other Manifolds

9.34.1 Total number of cargo manifold connections on each side

	Number	Size
Port	6	350
Starboard	6	350

9.34.2	Is a crossover line fitted to interconnect all cargo lines?	Yes
9.34.3	Designed Max. loading rate	3650.00 Cu Meters/Hour
9.34.4	Height of cargo vapour connections above keel	21.21 Meters
9.34.5	Located on both sides?	Yes
9.34.6	Additional connection to cargo system	
1	Is there an additional connection to cargo system on deck?	No
2	If yes, position (distance from bow)	
9.34.7	Are manifold cross-connections made by hard or flexible piping?	Hard

9.34.8 Cargo and Other Manifold Diagram

Dimension	Value
E	1200
b	2000
ii	900
B	4600
D	900
A	2100
i	4000
C	700

35 Tank Cleaning Systems

9.35.1	Is tank cleaning equipment fixed in cargo tanks?	Yes
9.35.2	Is portable tank cleaning equipment provided?	Yes

9.35.3 What is the capacity of each tank cleaning machine at its design operating pressure?

Machine Number	Design Operating Pressure	Duration of Complete Cycle	Nozzle Diameter
1	8 Bar	75 minutes	16 mm

9.35.4	Tank washing pump capacity	120.00 Cu Meters/Hour
9.35.5	Washing Water Heater	
1	Is a washing water heater fitted?	Yes
2	What is the Max. washing water temperature?	75.00 Deg C
9.35.6	What is the maximum number of machines that can be operated at their designed max pressure?	4
9.35.7	Where differing types of equipment are provided, what is the manufacturer, type and capacity of each?	

10 Mooring

1 Mooring

10.1.1	Does the ship meet the recommendations contained in the latest edition of OCIMF Mooring Equipment Guidelines?	Yes
10.1.2	Mooring Winches	
1	Is brake testing equipment on board?	Yes
2	When were the brakes last tested?	03 February 2021

10.1.3 Mooring Wires (on drums)

10.1.4 Type of shackle

10.1.5 Synthetic Tails

10.1.6 Mooring Ropes (on drums)

	Number	Diameter (Millimetres)	Material	Length (Meters)	Breaking Strength (Tonnes)
Forecastle	4	60.00	Polypropylene / Polyester	220.00	67.00
forward Main Deck	2	60.00	Polypropylene / Polyester	220.00	67.00
Aft Main Deck	2	60.00	Polypropylene / Polyester	220.00	67.00
Poop	4	60.00	Polypropylene / Polyester	220.00	67.00

10.1.7 Other Mooring Lines

10.1.8 Spare Mooring Wires

10.1.9 Spare Mooring Ropes

	Storage location	Number	Diameter (Millimetres)	Material	Length (Meters)	MBL (Tonnes)
	Bosun Store	4	60.00	Polypropylene/ Polyester	220.00	67.00
	Bosun Store	4	48.00	Polypropylene/ Polyester	220.00	44.00

10.1.10 Spare Mooring Tails

10.1.11 Mooring Winches

	Number	Sgl/Dbl drum	Split drum	Motive power	Heaving power (Tonnes)	Brake capacity (Tonnes)	Hauling speed (M/Min)	Type of brake
Forecastle	2	Double Drums	Yes	Hydraulic	16.00	53.60	15.00	Local hand operated friction band brake.
forward Main Deck	1	Double Drums	Yes	Hydraulic	16.00	53.60	15.00	Local hand operated friction band brake.
Main Deck								Local hand operated friction band brake.
Aft Main Deck	1	Double Drums	Yes	Hydraulic	16.00	53.60	15.00	Local hand operated friction band brake.
Poop	1	Double Drums	Yes	Hydraulic	16.00	53.60	15.00	Local hand operated friction band brake.

10.1.12 What type of winch brakes are fitted? Fail-Safe Spring Applied Type with Hydraulic Release Manual Band Brake

2 Mooring Bitts

10.2.1 How many sets of mooring bitts are fitted

1 On forecastle 6

2 On forward main deck 6

3 On aft main deck 4

4 On poop deck 8

10.2.2 Distance of mooring chock for breast/spring lines

1 Forward of centre of manifold 35.00 Meters

2 Aft of centre of manifold 35.00 Meters

3 Anchors and Windlass

10.3.1 What is the motive power of the windlass? Hydraulic motor driven opened gear type

10.3.2	What is the cable diameter?	73.00 Millimetres
10.3.3	Number of Shackles	
1	Port cable	11
2	Starboard cable	12
10.3.4	Are bitter end connections to both cables capable of being slipped?	Yes

4 Emergency Towing Arrangements

10.4.1	Is an Emergency Towing Arrangement (ETA) fitted? If not, ignore remainder of this section.	Yes

10.4.2 Details of ETA

	Forward	Aft
Type of System	Forward EmergencyTowing System	Aft Emergency TowingSystem with Escorting PullBack System
Safe Working Load (SWL) of System	200 Tonnes	200 Tonnes
Is pick-up gear provided?	No	Yes
Towing pennant length		80 Meters
Towing pennant diameter		80 mm
Type of strong point (e.g. Smit bracket)	KETA-45F (TANK TECH)	KETSP-SP-200
Chafing Chain Size	76 mm	
Fairlead size (in format ABCmm x XYZmm)	600mm x 450mm	600mm x 450mm
Is a pedestal roller fitter?	Yes	Yes

10.4.4	How many sets of bitts are fitted in the bow area?	12
10.4.5	What is the height of the bitts in the bow area?	740.00 Millimetres
10.4.6	What is the Safe Working Load (SWL) of the bitts in the bow area?	67.00 Tonnes
10.4.7	What is the distance between bow fairleads and nearest bitts?	3000.00 Millimetres
10.4.8	Is the bow area clear of any obstructions which would hamper towing connections?	Yes

5 Escort Tug

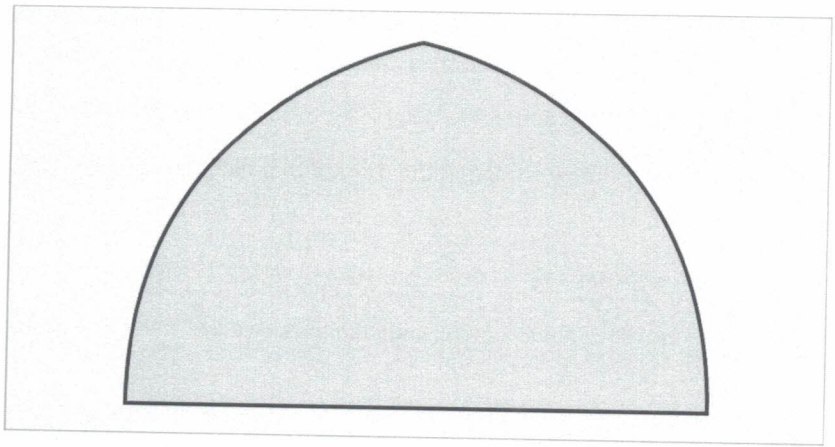
10.5.1	SWL of closed chock on stern	200.00 Tonnes
10.5.2	SWL of bollard on poopdeck suitable for escort tug	200.00 Tonnes
10.5.3	Are stern chock and bollard capable of towing astern to 90 degrees?	Yes

6 Single Point Mooring (SPM) Equipment

10.6.1	Does the ship meet the recommendations contained in the latest edition of OCIMF 'Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings'?	Yes
10.6.2	Bow chain stoppers	
1	Are bow chain stoppers fitted?	Yes
2	If Yes, how many?	1
3	If Yes, state type	Tongue Type

4	If Yes, what is the Safe Working Load (SWL)?	200.00 Tonnes
5	What is the maximum size chain diameter the bow stopper(s) can handle?	76.00 Millimetres
10.6.3	Closed fairleads	
1	Are closed fairleads of OCIMF recommended size (600mm x 450mm)?	Yes
2	If not, give details of size (in format ABCmm x XYZmm)	
10.6.4	If two forward bow fairleads are fitted give distance between them	
10.6.5	What is the distance between the bow fairlead and stopper/bracket?	5.33 Meters
10.6.6	What is the distance from the stopper bracket to roller lead/winch drum?	5.20 Meters
10.6.7	Is there a direct lead from the bow stopper to the winch drum (not the warping end)?	No
10.6.8	Is the winch storage drum capable of safely accommodating 150m X 80mm fibre pick up rope?	Yes
10.6.9	Is the winch storage drum capable of safely accommodating 200m X 80mm fibre pick up rope?	Yes

7 Bow mooring arrangement diagram



10.7.1 Bow mooring arrangement diagram

8 Manifold arrangement

10.8.1	Manifold Arrangement Diagram	
10.8.2	Distance K end of drip tray to center line of deck cleat	
10.8.3	Distance L spill tray to centre line of bollard	1000.00 Millimetres
10.8.4	Distance M length of bollard	1022.00 Millimetres

9 Lifting equipment

10.9.1	Cargo handling derricks	
1	How many derricks are fitted?	
2	What is their safe working load (SWL)?	
3	Date last tested	
10.9.2	Cargo handling cranes	
1	If cranes are fitted, how many?	1

2	What is their safe working load (SWL)?	15.00 Tonnes
3	Date last tested	01 January 2021
10.9.3	Other derricks or cranes	
1	If cranes are fitted, how many?	
2	What is their safe working load (SWL)?	
3	Date last tested	
10.9.4	Is Safe Working Load (SWL) clearly marked on all lifting equipment?	Yes
10.9.5	Can the derricks or crane(s) maintain their design SWL when plumbing a point one metre outboard from the ship's side over the full length of the manifold including bunker and vapour connections?	Yes
10.9.6	If the ship is equipped to operate at Single Buoy Moorings (SBMs), does the arrangement at the manifold area for securing submarine hoses meet OCIMF Guidelines?	Yes

10 Other equipment

10.10.1	Are accommodation ladders arranged to face aft when rigged?	Yes
10.10.2	Is the accommodation ladder well within the parallel mid-body of the ship so boats may come alongside safely at all stages of draft?	Yes
10.10.3	Are Suez Canal boat davits fitted?	No
10.10.4	Is a Suez Canal searchlight fitted?	No

11 Communications and Electronics

1 Communications and Electronics

11.1.1	Under what sea area (A1, A2, A3 or A4) does the ship operate?	A3
11.1.2	Is a Long Range Identification and Tracking (LRIT) System fitted?	Yes
11.1.3	Is the vessel equipped with an Automatic Identification System (AIS)	Yes
11.1.4	Is the vessel equipped with a Voyage Data Recorder or Simplified Voyage Data Recorder?	Yes
11.1.5	Does the VDR or S-VDR have clear instructions to bridge watchkeepers relating to the saving of data following an incident?	Yes
11.1.6	Is a Search and Rescue Transponder (SART) fitted?	Yes
11.1.7	Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted?	Yes
11.1.8	How many VHF radios are fitted on the bridge?	2
11.1.9	Is a VHF radio fitted in the Cargo Control Room?	Yes
11.1.10	Is the CCR connected to the internal communication system?	Yes
11.1.11	How many intrinsically safe walkie talkies are provided for cargo handling?	8
11.1.12	Is an INMARSAT satellite communications system fitted?	Yes
11.1.13	Are at least three survival craft two-way radio telephones provided?	Yes

11.1.14	List any other communications equipment carried	1- MF/HF (400 W) main transmitter with SSB,1 - MF/HF receiver,1- MF/HF with DSC controller, 1- DSC watch receiver, 1- NBDP terminal and printer, 1- Battery charger for radio emergency battery, 1- Antenna tuner, 1- Self supporting type antenna
11.1.15	Can the radio transmit the helicopter homing signal on 410 KHz?	No

12 Propulsion

1 Main Propulsion

12.1.1	Means of main propulsion	
1	What is the means of main propulsion	Motor
2	If motor state whether two stroke or four stroke	2 Stroke
3	If four stroke, state how many engines fitted	
12.1.2	How many propellers are fitted?	Single
12.1.3	Is a controllable pitch propeller fitted?	None
12.1.4	Boilers	
1	How many boilers are fitted?	1
2	What is rated output of boilers?	1.80 Tonnes/Hour
3	Are the boilers equipped to operate on low sulphur fuel when the vessel is operating in Emission Control Areas	Yes
12.1.5	Low sulphur fuel requirements	
1	Is equipment fitted and are procedures in place to changeover main propulsion fuels to meet low sulphur fuel requirements?	Yes
2	Is equipment fitted and are procedures in place to changeover auxiliary equipment fuels to meet low sulphur fuel requirements?	Yes
12.1.6	What type of fuel is used for main propulsion?	VLSFO
12.1.7	Are pressurised fuel pipes double sheathed?	Yes
12.1.8	When moored at SBM, is main engine capable of being run astern at low revolutions for extended periods (up to 24 hours continuously)?	No
12.1.9	Can a speed of less than 5kts be maintained?	Yes
12.1.10	Is the ship certified for Unmanned Machinery Space (UMS) operation?	Yes
12.1.11	Is the machinery space operated in unmanned mode?	Yes

2 Thrusters

12.2.1	Bow thruster	
1	Is a bow thruster fitted?	No
2	If Yes, give Brake Horse Power	
12.2.2	Stern thruster	
1	Is a stern thruster fitted?	No
2	If Yes, give Brake Horse Power	

12.2.3 High angle rudder

1	Is a high angle rudder fitted?	No
2	Number fitted	
3	What type	

3 Generators

12.3.1	How many power generators are fitted?	3
12.3.2	What is the design power output of the generators?	1125KVA (900KW), AC 450V, 3Ph, 60Hz
12.3.3	What type of fuel is used in the generating plant?	LSMGO
12.3.4	Is an Emergency Generator or batteries fitted?	Yes

4 Main engine air start compressors

12.4.1	Number of main engine start compressors	2
12.4.2	Operating pressure	30.00 Bar
12.4.3	Motive power of emergency compressor	28.00 Cu Meters/Hour

5 Bunkers

12.5.1 Fuel oil tank capacities

Tank name	Capacity	(Cu Meters)
NO 1 HFO P	382.30	
NO 1 HFO S	476.90	
NO 2 HFO S	343.50	
NO 2 HFO P	231.30	
HFO SETT	45.10	
NO 2 HFO SERV	44.80	
NO 1 HFO SERV	44.80	

12.5.2 Diesel oil tank capacities

Tank name	Capacity	(Cu Meters)
MDO SERV	59.40	
MDO SETT	10.20	
MDO P	51.60	

12.5.3 Gas oil tank capacities

Tank name	Capacity	(Cu Meters)
MGO SERV	39.50	
MGO	75.00	

6 Steering gear

12.6.1	What type of steering gear is fitted?	Electro Hydraulic Rotary Vane
12.6.2	How many motorized hydraulic pumps or motors fitted?	2
12.6.3	How many telemotors fitted?	2

12.6.4	Is an emergency rudder arrest/rudder control fitted?	Yes

7 Anti-pollution

12.7.1	Is an engine-room bilge high level alarm fitted?	Yes
12.7.2	Is a pump room bilge high level alarm fitted?	
12.7.3	Is there a permanently installed system for the disposal of residues from the machinery space sludge tank to shore?	Yes
12.7.4	Are there facilities on board to incinerate machinery space sludge?	Yes

13 Ship to Ship Transfer

1 Ship to Ship Transfer

13.1.1	Does vessel comply with recommendations contained in OCIMF/ICS/CDI/SIGTTO "Ship To Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases?	Yes
13.1.2	Are at least 7 ratings available to assist with mooring operations?	Yes
13.1.3	What is Safe Working Load (SWL) of bitts in the manifold area?	25.00 Tonnes
13.1.4	Are manifold bitts at least 35 metres away from the breastlines leading fore and aft?	Yes
13.1.5	What is the maximum outreach of the derricks within their designed SWL?	8.90 Meters
13.1.6	Does the Operator's SMS provide instructions regarding the transfer of personnel using derricks or cranes?	
13.1.7	If cranes are fitted, are they certified for personnel transfer?	
13.1.8	Are personnel who will operate cranes for personnel transfer properly trained?	
13.1.9	Are four (4) 200m x 40mm messenger lines available for Ship-To-Ship (STS) mooring operations?	Yes
13.1.10	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 Combination Carriers

1 Combination Carriers

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