



## **Oil Companies International Marine Forum**

### **SIRE Programme**

## **Harmonised Vessel Particulars Questionnaire v6**

**M/T SMOOTHSEA 21**

IMO/LR Number 8776394

OCIMF Id: A-100-019-426

22 May 2023

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# 1 General Information

## 1 General Information

- 1.1.1 Date this HVPQ document completed 03 May 2023
- 1.1.2 Vessel identification
- 1 Name of ship M/T SMOOTHSEA 21
  - 2 LR/IMO number 8776394
- 1.1.3 Previous names
- 1.1.4 Flag
- 1 Flag THAILAND
  - 2 Has the flag been changed? Yes
  - 3 What was the previous flag? CHINA
  - 4 Date of last change of flag
- 1.1.5 Port of Registry Bangkok
- 1.1.6 Call sign HSB 5956
- 1.1.7 Ship contacts
- 1 INMARSAT number -
  - 2 Mobile phone number +666-3267-8830
  - 3 Ship's email address SMOOTHSEA21.SMOOTHSEA@GMAIL.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 If other, then specify
- 1.1.10 What is the Ship's Maritime Mobile Selective Call Identity (MMSI) number? 567002160
- 1.1.11 Type of Hull Double hull
- 1.1.12 If other, then specify
- 1.1.13 P and I Club
- 1 Name of P and I Club Other (Specify)
  - 2 If other, then specify The Anglo & Eastern Ship Owners P&I Club  
Sea Meadow House, Blackburne Highway,  
(P.O. Box 116), Road Town, Tortola, British  
Virgin Islands
  - 3 Amount of P&I Cover 500000000 USD
  - 4 Does P&I Cover include wreck removal? Yes

## 2 Environmental Information

- 1.2.1 Energy Efficiency Design Index (EEDI)
- 1 Does the vessel have an EEDI Rating number? No
  - 2 If yes then provide EEDI rating
  - 3 If No then provide reason
  - 4 Is the EEDI rating verified by Class, 3rd Party or Owner?
- 1.2.2 Energy Efficiency Existing ship Index for existing Ships (EEXI)

1	Does the vessel have an EEXI Rating number?	No
2	If yes then provide EEXI rating	
3	If No then provide reason	
4	Is the EEXI rating verified by Class, 3rd Party or Owner?	
1.2.3	Carbon Intensity Indicator (CII) rating using Annual Efficiency Ratio (AER) of grams of CO2 per dwt-mile)	
1	Does the vessel have a CII Rating number?	No
2	If yes then provide CII rating	
3	If No then provide reason	
4	Is the CII rating verified by Class, 3rd Party or Owner?	
1.2.4	Estimated Index Value (EIV) number	
1	Does the vessel have an EIV Rating number?	No
2	If yes then provide EIV rating	
3	If No then provide reason	
4	Is the EIV rating verified by Class, 3rd Party or Owner?	
3	Ownership and Operation	
1.3.1	Registered Owner	
1	Name	Smooth Sea Co.,Ltd
2	Full address	Talomsin Building(6th Floor) 924 Rama 3 Rd.,Bangpongpan, Yannawa, Bangkok 10120
3	Country	THAILAND
4	Office telephone number	+662 294 8741-4
5	IMO Number (Registered Owner)	
6	Office email address	opt@smoothsea.co.th
7	Contact person	Dr.Tiwa Siwapinyoyos
8	Contact person after hours telephone	+6689-901-2631
9	Number of years this ship has been owned by Registered Owner	4.30 Years
10	Date when registered with current owner	21 March 2017
1.3.2	Technical operator (if different from registered owner)	
1	Name	Smoothsea Co.Ltd
2	Full address	Talomsin Building(6th Floor),924 Rama 3Rd.,Bangpongpan,Yannawa,Bangkok 10120,Thailand
3	Country	THAILAND
4	Office telephone number	+662-294-8741-4
5	IMO Number (Technical Operator)	5488383
6	Office email address	opt@smoothsea.co.th
7	Name of Designated Person Ashore (DPA)	Mr. Yongyot Suwanmanee
8	After-hours telephone number of DPA	+668-1732-5474
9	Emergency callout number	+66(0)-2294-8741-4/+66(0)81-832-4834
10	Date current operator assumed technical control of the ship	21 March 2017
11	Total number of ships of this type (see 1.1.8) operated by this Technical Operator	14
12	Name of previous Technical Operator	N/A

## 1.3.3 Commercial operator (if different from registered owner)

- |   |                                      |  |
|---|--------------------------------------|--|
| 1 | Name                                 | Smoothsea,Co.Ltd   |
| 2 | Full Address                         | Talomsin Building(6th Floor)924 Rama3 Rd.,Bangpongpang,Yanawa,Bangkok 10120,Thailand |
| 3 | Country                              | THAILAND   |
| 4 | Office telephone number              | +662-294-8741-4  |
| 5 | Office email address                 | opt@smoothsea.co.th  |
| 6 | Contact person                       | +6689-901-2631   |
| 7 | Contact person after hours telephone | Dr.Tiwa Siwapinyoyos   |

## 4 Builder

- |       |   |  |
|-------|---|--|
| 1.4.1 | Builder name  | FUJIAN YINE SHIPBUILDING, IND,LTDCHINA |
| 1.4.2 | Yard Number   |  |
| 1.4.3 | Date of building contract   | 12 May 2011                            |
| 1.4.4 | Hull number   |  |
| 1.4.5 | Date on which keel was laid or ship was at a similar stage of construction                                    | 12 May 2011                            |
| 1.4.6 | Date launched   | 01 June 2012                           |
| 1.4.7 | Delivery date as recorded in Form A Q1.5.3 or Form B Q1.8.3 of the IOPPC                                      | 01 June 2012                           |
| 1.4.8 | 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 Q1.6.3 or Form B Q1.9.3 of the IOPPC? |  |
| 3     | List what changes were made   |  |

## 5 Classification

- |       |   |                            |
|-------|---|----------------------------|
| 1.5.1 | Classification Society                                    |                            |
| 1     | Classification Society                                    | Unknown                    |
| 2     | Is Classification Society an IACS member?                 | No                         |
| 3     | Does the ship have dual class?                            | No                         |
| 4     | Name of the second Classification society                 | Unknown                    |
| 5     | Is the second Classification Society an IACS member?      | No                         |
| 1.5.2 | Class notation  |                            |
| 1     | List class notations                                      | TG                         |
| 2     | Provide details of class notations e.g. type of Ice Class | Thailand Marine Department |
| 1.5.3 | Change of Classification Society                          |                            |
| 1     | Has Classification Society changed?                       | No                         |
| 2     | What was the previous Classification Society?             |                            |
| 3     | Date of change  |                            |
| 1.5.4 | Dry dock  |                            |
| 1     | Date of last dry dock                                     | 03 September 2021          |
| 2     | Date of second last dry dock                              | 25 March 2019              |

3	Date next dry dock due	03 March 2024
4	Location (Name of yard and port) of last dry dock	Harin Dock Yard Bangkok
1.5.5	In Water Survey (IWS)	
1	Date of last IWS	
2	Date next IWS due	
1.5.6	Special survey	
1	Date of last special survey	03 September 2021
2	Was last special survey an enhanced special survey?	Yes
3	Name of Classification Society who conducted the last Special survey / Enhanced Special Survey	New Construction - Class Unknown
4	Is Classification Society conducting the last Special survey / ESS an IACS member?	No
5	Date next special survey due	03 September 2026
1.5.7	Condition Assessment Programme	
1	Has the vessel been enrolled in a Classification Society Condition Assessment Programme (CAP)?	No
2	Does the ship have a Condition Assessment Programme (CAP) rating?	No
3	What is the latest rating?	
4	Name of Class Society awarding the CAP rating	New Construction - Class Unknown
5	Is Classification Society an IACS member?	No
6	Which areas were covered?	Hull
7	If other, then specify	
1.5.8	Provide the ratings for each area	
1.5.9	Date of completion of CAP survey (This is the date when the survey was actually completed and not the date on the certificate)	
1.5.10	Date of last Thickness Measurements for the Hull	09 March 2021
1.5.11	Date of last annual survey	05 September 2022
1.5.12	Date of Last Intermediate survey	
1.5.13	Is the ship subject to a Continuous Machinery Survey?	No
1.5.14	Does Vessel have any open Conditions of Class?	
1.5.15	List all open Conditions of Class	
1.5.16	Does Vessel have any Memoranda of Class?	
1.5.17	Memoranda of Class	
1.5.18	Does vessel have any flag state dispensations in effect?	
1.5.19	Flag State dispensation of class	
6	Dimensions	
1.6.1	Length Overall (LOA)	69.10 mtrs
1.6.2	Length Between Perpendiculars (LBP)	63.20 mtrs
1.6.3	Extreme breadth	10.75 mtrs

1.6.4	Moulded breadth	10.70 mtrs
1.6.5	Moulded depth	4.50 mtrs
1.6.6	Keel to masthead	25.30 mtrs
1.6.7	Does vessel have a collapsible mast?	No
1.6.8	If yes then Keel to masthead in collapsed condition	
1.6.9	Height of collapsed mast above waterline (air draft) in normal SBT condition	
1.6.10	What is the max. height of mast above waterline (air draft) in normal Ballast condition?	22.90 mtrs
1.6.11	Distance bow to bridge (a)	53.90 mtrs
1.6.12	Distance bridge front - mid-point manifold (b)	16.20 mtrs
1.6.13	Distance bridge front to mid-point manifold	16.20 mtrs
1.6.14	Distance bridge front to forward edge of all manifold racks	16.70 mtrs
1.6.15	Distance bridge front to aft edge of all manifold racks	15.70 mtrs
1.6.16	Distance bow to mid-point manifold	37.00 mtrs
1.6.17	Bow to center common line manifold	37.00 mtrs
1.6.18	Bow to forward edge of all manifold racks:	36.50 mtrs
1.6.19	Bow to aft edge of all manifold racks:	37.50 mtrs
1.6.20	Distance stern to mid-point manifold	32.10 mtrs
1.6.21	Stern to center of common line manifold	32.10 mtrs
1.6.22	Stern to forward edge of all manifold racks	32.60 mtrs
1.6.23	Stern to aft edge of all manifold racks	31.60 mtrs
1.6.24	Parallel mid-body information (refer diagram)	
	Forward to mid-point (Mtrs)	Aft to mid-point (Mtrs)
	Light ship	18.80
	Normal ballast	13.50
	At loaded summer	20.70
1.6.25	At Normal Loaded Condition	35.20 mtrs
1.6.26	At Summer loadline condition	35.20 mtrs
1.6.27	At Normal Ballast Condition	33.00 mtrs
1.6.28	At lightship Condition	31.30 mtrs
1.6.29	Does ship have a bulbous bow?	Yes
7	Tonnages	
1.7.1	Net registered tonnage (NRT)	325.00 tonnes
1.7.2	Gross tonnage	966.00 tonnes
1.7.3	Other Tonnages	

- 1 Suez tonnage
- 2 Suez Canal Gross Tonnage (SCGT)
- 3 Suez Canal Net Tonnage (SCNT)
- 4 Panama Tonnage

## 8 Loadline Information

### 1.8.1 Loadline Information

	Freeboard (mtrs) (Mtrs)	Draft (mtrs)	(Mtrs)	Deadweight (M/T) (M/T)	Displacement (M/T) (M/T)
Summer	0.45	4.05		1224.30	2062.70
Tropical	1.56				
Normal loaded condition	0.45	4.05		1224.30	2062.70
Lightship	2.30	2.20		0.00	1184.60
Normal Ballast Condition	2.10	2.40		458.40	1296.70

1.8.2 Fresh Water Allowance (FWA) at Summer Draft 87.60 mm

1.8.3 Tonnes per Centimetre Immersion (TPC) at Summer Draft 5.88 tonnes

### 1.8.4 Normal ballast conditions

	Freeboard (mtrs) (Mtrs)	Draft (mtrs)	(Mtrs)	Deadweight (M/T) (M/T)	Displacement (M/T) (M/T)
Normal Full Ballast Condition	2.10	4.05		1224.30	2062.70

### 1.8.5 Multiple deadweights

1 Have multiple deadweights been assigned? No

1.8.6 If yes, list all assigned deadweights

1.8.7 What is the current in-use assigned dwt?

## 9 Recent Operational History

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

### 1.9.2 Unscheduled repairs

1 Have unscheduled repairs been carried out since the last special survey or scheduled drydocking, whichever more recent? No

2 What was the nature of the repairs?

3 Date of last unscheduled repairs as per 1.9.2.1

1.9.3 Has ship been involved in a pollution, grounding, collision or allision incident during the past 12 months? No

1.9.4 If yes, provide details (see table)

1.9.5 Has the ship had any other incidents during the past 12 months?

1.9.6 If yes, provide details (see table)

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

### 1.9.8 Port State Control

1 Date of last Port State Control Inspection

2 Port of last Port State Control Inspection

3 Has the vessel been detained during the last 36 months? No

1.9.9 If yes provide details

## 2 Certificates

### 1 Certificates

2.1.1 Register number 600000747

2.1.2 Does the vessel have an International Ballast Water Management Certificate? No

2.1.3 If no, then describe how ship complies with the "International Convention for the Control and Management of Ships' Ballast Water and Sediments"?

2.1.4 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

2.1.5 Certificate dates

	Date Issued	Date Expires	Last Annual	Last Intermediate	Date of endorsement
Safety Equipment Certificate	05 October 2021	02 September 2026	05 September 2022		
Safety Radio Certificate	05 October 2021	02 September 2026	05 September 2022		
Safety Construction Certificate	05 October 2021	02 September 2026	05 September 2022		
Loadline Certificate	05 October 2021	02 September 2026	05 September 2022		
International Oil Pollution Prevention Certificate (IOPPC)	05 October 2021	02 September 2026	05 September 2022		
Safety Management Certificate (SMC)	05 October 2021	04 October 2026			
Document of Compliance (DOC)	09 February 2022	15 February 2027	15 February 2023		
Minimum safe manning document	20 August 2019				

### 2 Publications

2.2.1 Publications



	Edition Number
IMO Safety of Life at Sea Convention (SOLAS 74)	2020
International Life Saving Appliance Code (LSA Code)	2017
International Code for Fire Safety Systems (FSS Code)	2015
IMO International Code of Signals (SOLAS V-Reg 21)	2005
IMO International Convention for the Prevention of Pollution from Ships (MARPOL 73/78)	2022
IMO Ships Routeing	-
IMO International Regulations For Preventing Collisions at Sea (COLREGS)	2003
IMO Standards of Training, Certification and Watchkeeping (STCW Convention)	2017
OCIMF/ICS/IAPH International Safety Guide for Oil Tankers and Terminals (ISGOTT)	6th 2020
OCIMF Mooring Equipment Guidelines	4th 2018
OCIMF Effective Mooring	4th 2019
International Safety Management Code (ISM Code)	2018
ICS Bridge Procedures Guide	6 th 2022
IAMSAR Vol.3	2022 edition
ISPS Code	2003
Guidelines for the control of Drugs and alcohol on board ships	1995

### 3 Crew

#### 1 Crew Management

3.1.1	What is the minimum number of certified officers to be carried as recorded in the Minimum Safe Manning Document?	4
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?	Yes
3.1.3	List the nationality/nationalities of the ratings onboard	
	Nationality	Count
	THAILAND	14
3.1.4	What is the working language used on the Ship?	Thai
3.1.5	Manning agent for Officers	
3.1.6	Manning Agents	
1	Are manning agent(s) wholly or partially owned by Operator?	No
2	If No, does Operator have selection rights?	No
3.1.7	Does the Operator maintain personnel files on officers assigned to its vessels?	Yes
3.1.8	What is the retention rate for officers for the past 3 years?	80.00 Percent
3.1.9	What is the minimum number of ratings to be carried as specified in the Minimum Safe Manning Document?	4

3.1.10 Manning agent for Ratings (if different to Officers)

3.1.11 Does the Operator maintain personnel files on ratings assigned to its ships? Yes

3.1.12 What is the retention rate for ratings for the past 3 years? 80.00 Percent

## 2 Crew 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, Chief Engineer and Second Engineer organised to avoid a full change of officers at same time? Yes

## 3 Training

3.3.1 Are Masters and Chief Engineers required to attend company office before and/or after each tour of duty? Yes

3.3.2 Does operator hold regular training seminars ashore for officers? Yes

3.3.3 Are training seminars provided for officers and ratings? Yes

3.3.4 What courses, exceeding statutory requirements, are provided by the Operator:

- |   |                     |   |
|---|---------------------|---|
| 1 | For senior officers | Safety Officer onboard,Bridge Team Management,On board Training,ISPS Training |
| 2 | For junior officers | Bridge Team Management,On-board Training,In-house Seminar,ISPS Training       |
| 3 | For ratings         | Safe working on Tanker  |

## 4 Navigation and communications

### 1 Navigation

4.1.1 Navigation equipment fitted onboard?

	Yes/No	Type	Description	Maker	Model	Serial Number	Software	Firmware version
Magnetic Compass	Yes			DAIKO KEIKI	SR165PKK	1170		
Gyro Compass	Yes			TOKIMEC	TG-500	11377		
Gyro Autopilot	Yes			TOKYO KEIKI	PR-21-2	11515		
Radar 1	Yes	x-band		FURONO	FAR-2117-20AF	4317-4020		
Radar 2	Yes	x-band		FURONO	FR-1510	3366-3571		
Radar plotting equipment	No							
Arpa	No							
Depth Sounder with recorder	Yes		Digital Display	FURONO	FE-701	2232-2555		

speed/distance indicator	No			
doppler log	No			
Docking approach doppler	No			
Rudder angle indicator	Yes	TOKIMEC	PR-2000	GLT-5242
RPM indicator	Yes	HANCHIN DIESEL	KYOWA KEIKI	E16705
Controllable pitch propeller indicator	Yes			
Bow thruster indicator	No			
Stern thruster indicator	No			
Rate of turn indicator	No			
Navtex indicator	No			
Global positioning system	Yes	XINO	XF-607	GPS-60716E0016
Differential GPS	No	N S R	NGR-1000	GR-160023
Electronic Charts Display and information System (ECDIS)	No			
Course Recorder	No			
Integrated Navigation System (INS)	No			
Off course alarm - Gyro	Yes	TOKIMEC	TG-5000	11377
Off course alarm - Magnetic	No			
Engine Order Logger	No			
Anemometer	Yes	NEI NIPPON		11265
Weather Fax	No			
4.1.2 Is a repeating magnetic compass fitted?			No	
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 Is the ECDIS the primary means of navigation?			No	
4.1.6 Does ship carry sextant(s)?			No	
4.1.7 Does ship carry a signal lamp?			Yes	
4.1.8 Is each bridge wing fitted with:				
1 Rudder angle indicator			No	

2	RPM indicator	No
3	Gyro repeater	No
4.1.9	If the ship is fitted with a controllable pitch propeller, are indicators fitted on the bridge wings?	No
4.1.10	Are steering controls and engine controls fitted on bridge wings?	Yes
4.1.11	Is a Bridge Watch Navigation Alarm (BWNAS) system fitted?	Yes

## 2 Communications

4.2.1	Under what sea area (A1, A2, A3 or A4) does the ship operate?					A1	
4.2.2	Communications equipment fitted onboard?						
Number	Type	Description	Maker	Model	Serial Number	Software	Firmware version
1	AIS	CLASS A	NSI1000	NSR	SI-190953	-	-
1	SART	-	NRT-1000	NSR	GR-160023	-	-
1	SART	-	TBR-600	TAIYOMUSEN	3640408	-	-
1	VHF	-	FURONO	FM-8500	2596-3183	-	-
1	VHF	-	IC-M200	ICOM	03009486	-	-
4.2.3	If other, then specify						
4.2.4	Does the VDR or S-VDR have clear instructions to bridge watchkeepers relating to the saving of data following an incident?				No		
4.2.5	How many VHF radios are fitted on the bridge?				2		
4.2.6	Is a VHF radio fitted in the Cargo Control Room?				No		
4.2.7	Is the CCR connected to the internal communication system?				No		
4.2.8	How many intrinsically safe walkie talkies are provided for cargo handling?				5		
4.2.9	Are at least three survival craft two-way radio telephones provided?				No		
4.2.10	Can the radio transmit the helicopter homing signal on 410 KHz?				No		

## 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?	IMO resolution A.741(18)
3	If Yes, who is the certifying authority?	Thai Government(Flag state)
4	Date of approval of the ship's quality management system	05 October 2021

### 2 Helicopters

5.2.1	ICS Guide to Helicopter/Ship Operations	
1	Does the ship comply with the ICS Guide to Helicopter/Ship Operations?	No
2	If yes, state whether winching or landing area provided	
3	If yes, what is the diameter of the circle provided	

### 3 Firefighting and Lifesaving equipment

#### 5.3.1 Fixed foam firefighting

- 1 Is a fixed foam firefighting system installed for the cargo area? No
- 2 If yes, what is the type of foam?
- 3 If other, then specify
- 4 What was the date of supply of the foam, or the date of the last Test Analysis Certificate?

#### 5.3.2 What type of fixed firefighting system is provided for:

- 1 The paint locker? Sprinkle
- 2 The Cargo pump room? Co2
- 3 The Ballast Pump Room?
- 4 The engine room? Co2
- 5 The void spaces? -
- 6 The Sample Locker? - Cargo
- 7 The Sample Locker? - Bunker
- 8 The fuel gas system?
- 9 The Emergency Generator room?
- 10 The hydraulic room?
- 11 The foscle space?
- 12 The Bow thruster 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? No

5.3.6 What type of lifeboat(s) is/are fitted?

5.3.7 If other, then specify

#### 5.3.8 Dedicated rescue boats

- 1 Is a dedicated rescue boat provided? No
- 2 If a dedicated rescue boat is carried, what is its construction?
- 3 If other, then specify

## 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? No
- 2 If Yes, what is its minimum vertical height above the deck plating?
- 3 What is maximum vertical height above deck plating at the position where the fish plate adjoins the aft thwartships coaming?
- 4 How far forward of the athwartships coaming is this height maintained?
- 5 Is an athwartship deck coaming fitted adjacent to accommodation and service areas? No

6	What is the height of the athwartship deck coaming?	
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?	Rubber Plugs
6.1.4	If other, then specify	
6.1.5	Measures to contain spillages	
1	Are means provided to prevent spillages going overboard?	Yes
2	If yes, what means are provided?	
6.1.6	Is the following pollution control equipment available to clean up spillages on deck:	
1	Sorbents (including booms and pads)	Yes
2	Non-sparking hand scoops/shovels	Yes
3	Containers	Yes
4	Emulsifiers	Yes
5	Non-sparking pumps	Yes
6.1.7	Is the cargo piping system fully segregated from the ballast sea chest?	Yes
6.1.8	What type of sea valves are fitted to the seachest in 6.1.7?	Gate Valve
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?	No
6.1.13	Cargo piping pressure tests:	
1	On oil and chemical tankers, does the Operator have a policy to hydrostatically pressure test cargo piping at intervals no greater than 12 months?	Yes
2	If yes, specify pressure	7.50 Bar
6.1.14	Bunker piping pressure tests:	
1	Does Operator have policy to hydrostatically pressure test bunker piping at intervals no greater than 12 months?	Yes
2	If yes, specify pressure	5.00 Bar
6.1.15	Is garbage incinerator fitted?	No
6.1.16	Is garbage compactor fitted?	No
6.1.17	Is garbage comminutor fitted?	No
6.1.18	Location of cargo and bunker sample lockers	Paint Store
6.1.19	Are all oil fuel tanks protected by a double hull?	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? No
- 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? No
- 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'? No

## 7 Structural Condition

### 1 Structural Condition

#### 7.1.1 Cargo tank coating

Tank Identification (1-50)	Tank Identification (P,S,C)	Tank Type	cargo tanks construction	cargo tanks coated?	type of coating	extent of coating	condition of coating?	Date when tank was coated	Date of last coating inspection by ship staff	Frequency of Inspections
1	P	1	Mild Steel	No	Uncoated	Full Tank	Fair	21 March 2017	26 August 2021	30 Months
1	S	1	Mild Steel	No	Uncoated	Full Tank	Fair	21 March 2017	26 August 2021	30 Months
2	P	1	Mild Steel	No	Uncoated	Full Tank	Fair	21 March 2017	26 August 2021	30 Months
2	S	1	Mild Steel	No	Uncoated	Full Tank	Fair	21 March 2017	26 August 2021	30 Months
3	P	1	Mild Steel	No	Uncoated	Full Tank	Fair	21 March 2017	26 August 2021	30 Months
3	S	1	Mild Steel	No	Uncoated	Full Tank	Fair	21 March 2017	26 August 2021	30 Months
4	P	1	Mild Steel	No	Uncoated	Full Tank	Fair	21 March 2017	26 August 2021	30 Months
4	S	1	Mild Steel	No	Uncoated	Full Tank	Fair	21 March 2017	26 August 2021	30 Months

7.1.2 Does vessel have slop tanks or residual tanks? No

#### 7.1.3 Ballast tank coating

Ballast Tank Identification	Are ballast tanks coated?	If yes, specify type of coating	If yes, specify to what extent	What is the condition of the ballast tank coating?	Specify Date when tank was coated.	Date of last coating inspection by competent person	Frequency of Inspections
1S	Yes	Epoxy	Full Tank	Good	28 August 2021	28 January 2023	Annual
1P	Yes	Epoxy	Full Tank	Good	28 August 2021	28 January 2023	Annual
2S	Yes	Epoxy	Full Tank	Good	28 August 2021	28 January 2023	Annual
2P	Yes	Epoxy	Full Tank	Good	28 August 2021	28 January 2023	Annual
3S	Yes	Epoxy	Full Tank	Good	28 August 2021	28 January 2023	Annual
3P	Yes	Epoxy	Full Tank	Good	28 August 2021	28 January 2023	Annual
4C	Yes	Epoxy	Full Tank	Good	28 August 2021	28 January 2023	Annual

## 7.1.4 Tank anodes

- |   |   |           |
|---|---|-----------|
| 1 | Are anodes fitted to the cargo tanks?                             | No        |
| 2 | Are anodes fitted to the ballast tanks?                           | No        |
| 3 | What type of anodes are fitted?                                   | ZINC      |
| 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? |           |
| 6 | If anodes are aluminium, what is the height above tank bottom?    | 150.00 mm |

## 7.1.5 Is a formal programme in place for regular inspection of void spaces, hold spaces, cargo and ballast tanks?

Yes

## 7.1.6 Planned Prevention Maintenance Programme

- |   |  |        |
|---|--|--------|
| 1 | Does ship have a planned maintenance system (PMS) or a preventive maintenance programme (PMP) implemented? | Yes    |
| 2 | Is the PMS/PMP system manual or computerised?  | Manual |
| 3 | Does the PMS/PMP cover all areas of the ship?  | No     |
| 4 | If No, then specify the areas not covered by the PMS/PMP   |        |
| 5 | Is the PMS/PMP Class-approved?   | No     |
| 6 | Does the PMS/PMP include an optimum spare parts inventory?   | No     |
| 7 | Does the PMS/PMP include a list of critical equipment?   | No     |
| 8 | Does the PMS/PMP include a list of spare parts for the critical equipment?                                 | No     |
| 9 | Does the PMS/PMP include the use of condition-based monitoring?  | No     |

## 8 Ballast and Bunker Handling

### 1 Ballast Tanks

## 8.1.1 Ballast tank capacities at 100% full (M3)



Tank Identity	Capacity (Cu. Mtrs)
FPT	38.59
W.B.T. 1P	21.19
W.B.T. 1S	21.19
W.B.T. 2P	43.70
W.B.T. 2S	43.70
W.B.T. 3P	46.67
W.B.T. 3S	46.67
W.B.T. 4C	48.60

8.1.2 Total Ballast Tank Capacity at 100% full 310.31 Cu. Mtrs

## 2 Ballast Handling

### 8.2.1 Ballast Handling Data

Number	Type - i.e. Screw, Centrifugal, Reciprocating, Other	Type of prime mover - i.e. Steam, Electric, Hydraulic, Other	Capacity (Cu.m3/hr)	At what head? (Mtrs)
1	Centrifugal	Electric	50.00	1.00

### 8.2.2 Ballast handling Main Pump

- |   |                      |          |
|---|----------------------|----------|
| 1 | Normal back pressure | 3.00 Bar |
| 2 | Max RPM              |          |

### 8.2.3 Ballast Water Management

- |   |  |    |
|---|--|----|
| 1 | Does the vessel comply with D1 or D2 performance standards?          |    |
| 2 | Does the vessel have a Ballast Water Treatment System (BWTS) fitted? | No |
| 3 | What type of BWTS fitted?  |    |
| 4 | If other, then specify   |    |
| 5 | Name of manufacturer of BWTS   |    |
| 6 | Does the BWTS have IMO type approval?                                | No |
| 7 | Is the BWTS of a USCG approved type?                                 | No |

## 3 Segregated Ballast Tanks (SBT)

8.3.1 What is the total volume of the SBT tanks? 310.31 Cu. Mtrs

8.3.2 What percentage of summer deadweight can the ship maintain with SBT only? 25.00 Percent

8.3.3 Does the ship meet the requirements of MARPOL Annex 1 Reg 18? No

8.3.4 Can segregated ballast be discharged through the cargo manifold? No

8.3.5 Is a spool piece to connect the ballast system to the cargo system provided? No

### 8.3.6 Segregated ballast tanks

- |   |   |    |
|---|---|----|
| 1 | Do cargo lines pass through any segregated ballast tanks?                                   | No |
| 2 | If Yes, what type of expansion joints are fitted on the cargo line within the ballast tank? |    |
| 3 | If other, then specify  |    |

### 8.3.7 Cargo tanks

- |   |  |    |
|---|--|----|
| 1 | Do ballast lines pass through any cargo tanks? | No |
|---|--|----|

2 If Yes, what type of expansion joints are fitted on the ballast line within the cargo tank?

3 If other, then specify

#### 8.3.8 Line clearing

1 Can the ship pump water ashore for line clearing? No

2 If Yes, what is maximum attainable discharge rate?

3 If Yes, what is maximum acceptable back pressure?

4 Which cargo tanks are designated for the carriage of heavy weather ballast? Cargo tank 1P/S-4P/S

## 4 Bunker Handling

#### 8.4.1 Type, Size & Location of bunker connections - Oil

type of connection	location	Number of connections	Size of connections (mm)	pressure rating of bunker line (bar)
HFO	aft at break of accom	2	100.00	3.50
MGO	aft at break of accom	2	100.00	3.50

#### 8.4.2 Type, Size & Location of bunker connections - Gas Fuel

8.4.3 If other, then specify

8.4.4 Does the vessel use ESD links during bunkering operations? Yes

## 9 Cargo Specific

### 1 Cargo Handling (Oil)

9.1.1 Tank Plan YES

### 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 If Yes, does the ship have any inherent stability restrictions due to full breadth 'U' shape ballast tanks?

### 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) - Wing Tanks

Tank Number	Port/Stbd	Capacity @ 98%	(Cu. Mtrs)
1	Port	108.57	
1	Stbd	108.57	
2	Port	167.02	
2	Stbd	167.02	
3	Port	168.02	
3	Stbd	168.02	
4	Port	164.03	
4	Stbd	164.03	

9.3.4 Wings (P and S combined) - Total Capacity (98%) (M3) 1215.29 Cu. Mtrs

9.3.5 Deck tanks - Capacities (98%) (M3)

9.3.6 Deck tanks - Total Capacity (98%) (M3)

9.3.7 Grand Total Cargo Capacity (98%) (centre+wing tanks) (M3)

#### 4 Slop Tank Capacities

9.4.1 Capacities of Tanks designated as Slops tank (98%) (M3)

9.4.2 Total Slop Tank Capacity (98%) (M3)

#### 5 Cargo Handling

9.5.1 How many grades of cargo can be loaded or discharged with double valve segregation? 1

9.5.2 How many grades of cargo can be loaded or discharged with blank flange isolation? 1

9.5.3 If deepwell pumps and heat exchangers are fitted, can the pumps and heat exchangers be by-passed during loading? No

9.5.4 Oil Discharge Monitoring Equipment (ODME)

1 Is there Oil Discharge Monitoring Equipment (ODME) fitted? No

2 Is an Oil Discharge Monitoring System connected to the above waterline discharge? No

3 If yes, is the Oil Discharge Monitoring System designed to automatically stop the discharge of effluent when its oil content exceeds permitted levels? No

9.5.5 Stability computer

1 Is the ship provided with a class-approved or class-certified stability computer? No

2 Does this stability programme consider damaged stability conditions? No

#### 6 Cargo Handling Systems

9.6.1 Is the stability computer integrated with cargo system and equipped with alarm to monitor loading and discharging operations? No

9.6.2 Cargo Pump data

Pump Identity	Pump Location	Type	Type of prime mover	Capacity Mtrs)	(Cu. Mtrs)	At what head? (Mtrs)
2 PORT	Pumproom	Other	Other	300.00		1.00
1 STBD	Pumproom	Other	Other	300.00		1.00

9.6.3	If other, then specify	GEAR PUMP
9.6.4	Are dedicated cargo stripping lines and pumps provided?	Yes
9.6.5	State location of cargo pump emergency stops	
Pump Identity		Em. Stop Location
1 STBD		MAIN DECK (BREAK ACCOM)
2 STBD		MAIN DECK (BREAK ACCOM)
9.6.6	High temperature alarms/trips	
9.6.7	If other, then specify	
9.6.8	What is the principal type of cargo valve?	Gate Valve
9.6.9	What type of cargo valve actuator is fitted?	Gate Valve

## 7 Cargo Room Control

9.7.1	Is ship fitted with a Cargo Control Room (CCR) or a central cargo control location?	No
9.7.2	Can cargo and ballast pumps be controlled from the CCR or a central cargo control location?	No
9.7.3	Can all valves be controlled from the CCR or a central cargo control location?	No
9.7.4	Can tank innage/ullage be read from the CCR or a central cargo control location?	No
9.7.5	Is ODME readout fitted in the CCR or a central cargo control location?	No
9.7.6	Can the inert gas system be controlled from the CCR or a central cargo control location?	No
9.7.7	Are adjustable cargo temperature alarms fitted?	
9.7.8	Are adjustable cargo tank pressure alarms fitted?	
9.7.9	Are adjustable cargo tank level alarms fitted?	

## 8 Gauging and Sampling

9.8.1	Can cargo be transferred under closed loading conditions in accordance with current edition of ISGOTT?	No
9.8.2	What type of fixed closed tank level gauging system is fitted?	
9.8.3	Is the fixed tank level gauging system provided with local readouts at each tank?	No
9.8.4	Is the fixed tank gauging system calibrated by a recognised cargo inspection company?	No
9.8.5	Name of the cargo inspection company conducting the calibration in 9.8.4?	
9.8.6	Do sounding pipes for portable gauging extend to full tank depth?	No
9.8.7	If 9.8.6 is "yes" then ask the question: Is the full length sounding pipe of slotted construction as per the current ISGOTT?	
9.8.8	Are bunker tanks fitted with a full depth gauging system?	No
9.8.9	Cargo Tank 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?	Yes
3	Are the high level alarms independent of the gauging system?	Yes
9.8.10	Bunker tanks high level alarms	
1	Are bunker tanks fitted with high level alarms?	No
2	If Yes, are bunker tank high level alarms part of the primary tank gauging system?	No
9.8.11	Is closed-sampling equipment provided for cargo?	Yes
9.8.12	Are cargo tanks fitted with dipping points as per "IMO Res A.446 (11) as amended?	No
9.8.13	Portable gauging equipment	
1	Is portable equipment used for gauging?	No
2	If yes, who is the manufacturer?	
3	How many units are supplied?	
9.8.14	Vapour locks	
1	If portable equipment for gauging uses vapour locks, are vapour locks calibrated by a recognised cargo inspection company?	No
2	If Yes, what is the name of the cargo inspection company?	
3	If Yes, by whom are vapour locks certified?	
9.8.15	What is the name of the manufacturer of the vapour locks?	Chang Heng
9.8.16	What is the nominal (internal) diameter of the vapour lock?	50.00 mm
9.8.17	To what standard is the thread of the vapour lock manufactured?	
9.8.18	Can vapour lock be used for ullaging?	Yes
9.8.19	Can vapour lock be used for temperature?	Yes
9.8.20	Can vapour lock be used for interface?	Yes
9.8.21	Can vapour lock be used for cargo sampling?	Yes
9.8.22	If the vapour lock can be used for cargo sampling, what is the volume of the sample that can be drawn?	2.00 ltrs
9.8.23	Specify portable equipment for checking oil/water interface	Yes
9.8.24	Can cargo samples be taken at the manifold?	No
9.8.25	What is the means of taking cargo temperatures?	Liquid In-glass Thermometer
9.8.26	Are temperature sensors with readouts in the cargo control position, provided for each cargo tank?	No
9	<b>Vapour Emission Control</b>	
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	If fitted, how many vapor return segregations can the vessel maintain simultaneously?	1
9.9.4	Does the ship possess Vapour Emission Control (VEC) Certification?	Yes

9.9.5 If yes, state the issuing authority Harin Panich dock yard

## 10 Venting

9.10.1 What type of venting system is fitted? MAST RIZER

9.10.2 What is the maximum venting capacity? 4073.06 Cu.Mtrs/Hr

9.10.3 What is the P/V valve opening pressure?

9.10.4 What is the P/V valve vacuum setting?

9.10.5 Are isolating valves fitted to each cargo tank? Yes

9.10.6 Secondary Venting Arrangements for Cargo Tanks as required by SOLAS -  
Provide details of the secondary venting arrangements for each cargo tank

9.10.7 If other, then specify

9.10.8 Are pressure sensors, having readouts and audio-visual alarms in the cargo  
control position, provided in each cargo tank? Yes

9.10.9 Mast Risers

1 Is venting through a mast riser? Yes

2 Are mast risers fitted with high velocity vents? No

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? 4073.06 Cu. Mtrs/Hr

6 What is the maximum loading rate for homogenous cargo? 791.98 Cu.Mtrs/Hr

9.10.10 When carrying oil cargo, maximum loading rate per single manifold

Manifold No	Loading Rate (oil) per Manifold	(Cu. Mtrs/Hr)
1	791.98	
2	791.98	

## 11 Cargo Manifolds

9.11.1 Does the cargo manifold arrangement comply with the latest edition of the  
OCIMF 'Recommendations for Oil and Chemical Tanker Manifolds and  
Associated Equipment'? Yes

9.11.2 Manifold Valves

1 What type of valves are fitted at manifold? Gate / Wafer

2 If other, then specify

3 If hydraulic valves fitted, what are closing times?

9.11.3 What is the number of cargo connections per side? 1

9.11.4 What is the size of cargo connections?

Manifold Number	P/C/S	Size	Unit	Pressure rating	Unit	standard of presentation flange
1	P	200	mm	5	KG/Cm2	ANSI
1	S	200	mm	5	KG/Cm2	ANSI

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? Steel

9.11.7 Is a cargo line crossover fitted at the manifold? No

## 12 Connection to Shore for ESD and Communications Systems

### 9.12.1 ESD Shore connection

1 Is ESD connection to shore available? No

2 If yes, is the system pneumatic, electrical or fibre optic?

3 What is the type of connection plug used?

4 If other, then specify

### 9.12.2 ESD hoses/cables

1 Are ESD hoses or cables available on board? No

9.12.3 If yes, length of pneumatic, length of electrical, length of fiber optic

### 9.12.4 ESD Communications

1 Is there a connection available for a telephone line? No

2 Are ESD connections available on both sides of the ship? No

## 13 Manifold Arrangement

### 9.13.1 Measurements

1 Distance A bunker manifold to cargo manifold 16140.00 mm

2 Distance B cargo manifold to cargo manifold 6600.00 mm

3 Distance C cargo manifold to vapour return manifold 12950.00 mm

4 Distance D manifolds to ship's rail 800.00 mm

5 Distance E spill tank grating to centre of manifold 200.00 mm

6 Distance F main deck to centre of manifold 1050.00 mm

7 Distance G main deck to top of rail 900.00 mm

8 Distance H top of rail to centre of manifold 940.00 mm

9 Distance J manifold to ship side 1400.00 mm

10 What is the height of the manifold connections above the waterline at loaded (Summer loadline) condition? 1.50 Mtrs

11 What is the height of the manifold above the waterline at Normal Loaded condition? 1.50 Mtrs

12 What is the height of the manifold connections above the waterline in normal ballast? 3.15 Mtrs

13 What is the height of manifold connections above the waterline in lightship condition? 3.35 Mtrs

14 What is the distance between the keel and centre of manifold? 5.55 Mtrs

9.13.2 Is a stern discharge manifold fitted? No

9.13.3 If stern manifold fitted, state size

9.13.4 Is a bow manifold fitted? No

9.13.5 If bow manifold fitted, state size

### 9.13.6 Bow Manifold Standard

1 If bow manifold is fitted, to what Standard is it manufactured?

2 If other, then specify

## 14 Gas Monitoring

9.14.1	Is a fixed system fitted to continuously monitor potentially flammable atmospheres?	Yes
9.14.2	What spaces are monitored?	Pump Room Engine Room
9.14.3	Where are sensors/sampling points located in pumproom?	Above Bottom 30 cm
9.14.4	What is the rank of the person or persons who are responsible for testing sensors/sampling points?	3rd Officer

## 15 Cargo Heating

9.15.1 Please provide details of Heating Coils/Heat Exchangers

tank Identity	P/C/S/Dec ktank/ Other	Is tank heating provided by a heat exchanger ?	Is the heat exchanger internal or external to the tank?	Does the tank have external heating ducts?	Does the tank have heating coils?	how many independent heating coil sets are fitted to the tank?	What is the height of the heating coils above the tank bottom? (mm)	What is the total heating surface area of the heating coils, per tank? (m2)	What is the ratio of the heating surface to the volume of the tank?	Are heating coils welded or coupled?	Material of heating coils
1	P	No	Internal	No	Yes	1	100.00	1.00	1.00	Welded	MS
1	S	No	Internal	No	Yes	1	100.00	1.00	1.00	Welded	MS
2	P	No	Internal	No	Yes	1	100.00	1.00	1.00	Welded	MS
2	S	No	Internal	No	Yes	1	100.00	1.00	1.00	Welded	MS
3	P	No	Internal	No	Yes	1	100.00	1.00	1.00	Welded	MS
3	S	No	Internal	No	Yes	1	100.00	1.00	1.00	Welded	MS
4	P	No	Internal	No	Yes	1	100.00	1.00	1.00	Welded	MS
4	S	No	Internal	No	Yes	1	100.00	1.00	1.00	Welded	MS

9.15.2 If other, then specify

9.15.3 Inlet heating

1	Inlet heating medium to coils	Thermal oil
2	If other, then specify	
3	With Sea temperature	25.00 Deg C
4	With air temperature	30.00 Deg C
5	Heating agent	Diathermic oil
6	If other, then specify	

9.15.4 Number of heaters

1	Number of heaters	1
2	Able to raise temperature from	35.00 Deg C
3	Able to raise temperature to	220.00 Deg C
4	Time taken to raise temperature	8.00 Hrs
5	Total capacity of boilers	



## 16 Inert Gas and Crude Oil Washing

9.16.1	Is an inert gas system (IGS) fitted? (If No, ignore remainder of this section)	No
9.16.2	Is a P/V breaker fitted?	No
9.16.3	Do the inert gas distribution lines have natural segregations that match the cargo pipeline segregations?	No
9.16.4	Is the inert gas supplied by flue gas, inert gas generator, N2 generator and/or stored nitrogen?	
9.16.5	Are fixed O2 alarms fitted in inert gas generating or storage spaces?	No
9.16.6	What is the capacity of the IGS?	
9.16.7	Is the capacity at least 125% of the maximum designed cargo discharge rate?	
9.16.8	How many fans does it have?	
9.16.9	What is the total combined fan capacity?	
9.16.10	IG generator	
1	Is an IG generator fitted?	No
2	If Yes, what is its capacity?	
9.16.11	Nitrogen Generator	
1	Is a Nitrogen Generator fitted?	
9.16.12	If yes provide their capacities at 95%; 98% & 99.9%	
9.16.13	Stored Nitrogen	
1	Is Nitrogen provided from stored Nitrogen Bottles?	
9.16.14	If yes provide quantities (number of bottles; capacity of each)	
9.16.15	Nitrogen Buffer Tanks	
1	Is a Nitrogen buffer or storage tank fitted?	
9.16.16	If yes provide capacity	
9.16.17	Is an IGS operating manual on board?	No
9.16.18	What type of deck seal is fitted?	
9.16.19	How many segregations does the IGS have?	
9.16.20	What method is used to isolate individual tanks?	
9.16.21	What type of non-return valve is fitted?	
9.16.22	If the cargo tanks can be individually isolated from the IGS/Vent line, what means of secondary protection is fitted?	NO
9.16.23	If ship has double hull or sides, are facilities available to inert ballast tanks and other void spaces?	No
9.16.24	How is inert gas supplied to the ballast tanks or other void spaces?	
9.16.25	Are arrangements for the prevention of over-pressurisation of these tanks/spaces provided?	
9.16.26	Does the vessel have portable vent stacks and P/V valves for use in inerting ballast and void spaces?	

9.16.27 Are these arrangements fixed or portable?

9.16.28 Can these tanks/spaces be purged with air? No

9.16.29 Emergency IGS Connection

1 Where is the location of the emergency IGS connection?

2 What is the size of the emergency IGS connection?

9.16.30 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? No

4 Can COW be conducted at the same time as cargo discharge? No

5 Is there an approved COW Manual on board? No

6 What is the working pressure of the COW lines?

## 17 Cargo Pumps

9.17.1 Cargo Pumps

Type	Prime Mover	Self-priming or draining	Capacity (m3/hr) (m3/hr)	Max Normal Back Pressure	Max Back Pressure Head (bar)	Max RPM (RPM)
Gear Pump	Main Engine	Self Priming	300.00	7.00	7.50	350.00

9.17.2 Stripping Pumps

## 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 Equipment Management

1 Does the vessel maintain a Mooring System Management Plan (MSMP)? Yes

2 Does the vessel maintain a Line Management Plan (LMP)? Yes

3 What is Ship design MBL (SDMBL)? 29.44 Tonnes

10.1.3 Mooring Winches and Brake Testing

1 Is brake testing equipment on board? Yes

2 Complete the diagram for mooring winch layout

10.1.4 Details of winches and brake testing including rendering loads

Mooring winch Location	Split Drum	Motive Power	Remote Operation	Heaving power (Tonnes)	Hauling Speed (m/s)	Type of Brake	Designed Brake holding load (ISO) (80% of SDMBL) (Tonnes)	Operational brake holding load (60% of SDMBL) (Tonnes)	Date of last brake test	Brake Rendering load (Tonnes)	Frequency of testing brakes
1	Yes	Hydraulic	Yes	50.00	1.00	Manual	35.20	22.20	25 August 2022	37.00	Annual
2	Yes	Hydraulic	Yes	50.00	1.00	Manual	35.20	22.20	25 August 2022	37.00	Annual

## 10.1.5 If other, then specify

## 10.1.6 Load Tension Monitoring

- 1 Are Winches fitted with Load Tension cell monitoring equipment? No
- 2 If yes, state the type of readout Local Only
- 3 Are Mooring lines equipped with inserts for load cell tension monitoring? No
- 4 Are Mooring lines equipped with indicator strands? Yes

## 10.1.7 Provide details for Mooring Ropes, Wires, Tails and Shackles

Type	Location and Identity	Material	Diameter/size (mm/Tonnes)	Length (Mtrs/N A)	LDBF (100-105 % of SDMBL (Tonnes))	TDBF (125-130 % of SDMBL (Tonnes))	SWL (tonnes)	WLL (tonnes) (50-55% of Max LDBF)	Certificate No.	Installed Date	Reverse Date	Renewal Date	Status of line/tail	Condition of line/tail
Ropes	Fwd No.2	Polypropylene	48.00	200.00	36.80	39.90	36.80	21.90	CHA 220546 7/5-07	26 January 2023	26 January 2023	26 January 2023	In Use	Suitable
Ropes	Fwd No.1	Polypropylene	48.00	200.00	36.80	39.90	36.80	21.90	BUS- 220259 7/21	04 July 2022	04 July 2022	04 July 2022	In Use	Suitable
Ropes	Fwd No.3	Polypropylene	48.00	200.00	36.80	39.90	36.80	21.90	CHA 220546 7/5-06	26 January 2023	26 January 2023	26 January 2023	In Use	Suitable
Ropes	Fwd No.4	Polypropylene	48.00	200.00	36.80	39.90	36.80	21.90	CHA 200514 8/2-19	18 May 2021	03 May 2023	03 May 2023	In Use	Suitable
Ropes	Fwd No.5	Polypropylene	48.00	200.00	36.80	39.90	36.80	21.90	BUS- 220259 7/22	04 July 2022	04 July 2022	04 July 2022	In Use	Suitable
Ropes	Fwd No.6	Polypropylene	48.00	200.00	36.80	39.90	36.80	21.90	CHA 200514 8/2-20	18 May 2021	18 May 2021	18 May 2021	In Use	Suitable
Ropes	Aft No.7	Polypropylene	48.00	200.00	36.80	39.90	36.80	21.90	CHA 200514 8/2-21	18 May 2021	18 May 2021	18 May 2021	In Use	Suitable
Ropes	Aft No.8	Polypropylene	48.00	200.00	36.80	39.90	36.80	21.90	CHA 200514 8/2-22	18 May 2021	18 May 2021	18 May 2021	In Use	Suitable
Ropes	Aft No.9	Polypropylene	48.00	200.00	36.80	39.90	36.80	21.90	BUS- 220259 7/24	04 July 2022	04 July 2022	04 July 2022	In Use	Suitable
Ropes	Aft No.10	Polypropylene	48.00	200.00	36.80	39.90	36.80	21.90	CHA 220546 7/5-09	26 January 2023	26 January 2023	26 January 2023	In Use	Suitable
Ropes	Aft No.11	Polypropylene	48.00	200.00	36.80	39.90	36.80	21.90	BUS- 220259 7/23	04 July 2022	04 July 2022	04 July 2022	In Use	Suitable
Moorings Wires	Aft No.12	Polypropylene	48.00	200.00	36.80	39.90	36.80	21.90	CHA 220546 7/5-08	26 January 2023	26 January 2023	26 January 2023	In Use	Suitable

## 10.1.8 Retirement Policy - Provide company policy on wire/rope retirement

1	Mooring Ropes	5000 Hrs End to End / 10000 Hrs. Renewals
2	Mooring Wires	
3	Tails	

## 2 Mooring bollards/bitts and fairleads

10.2.1	Complete the diagram for layout of Mooring Fairleads/Chocks and bollards/bitts - Interactive diag for location	
10.2.2	Provide details of Mooring bollards/bitts	
10.2.3	Provide details of Mooring Fairleads/Chocks	
10.2.4	Are all Panama type or Closed roller type fairleads as per MEG 4 definition?	Yes
10.2.5	Are open rollers as per MEG 4 definition?	Yes
10.2.6	If open rollers have enclosing bar modification are these approved by class as having SWL equality with the fairlead?	Yes

## 3 Anchors and Windlass

10.3.1	What is the motive power of the windlass?	Hydraulic
10.3.2	What is the cable diameter?	40.00 mm
10.3.3	Number of Shackles	
1	Port cable	8.00 Shackles
2	Starboard cable	8.00 Shackles
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
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10.4.2	Details of ETA								
	Type of System	Safe Working Load (SWL) of System in tonnes (Tonnes)	Is pick-up gear provided?	Towing pennant length in mtrs (Mtrs)	Towing pennant diameter in mm (mm)	Types of strong point (e.g. Smit bracket)	Chafing Chain Size in mm (mm)	Fairlead size (in format ABCmm x XYZmm) (mm x mm)	Is a pedestal roller fitted?
	Forward	40	Yes	200	48				
	Aft	40	Yes	200	48				

10.4.3	How many sets of bitts are fitted in the bow area?	2
10.4.4	What is the height of the bitts in the bow area?	600.00 mm
10.4.5	What is the Safe Working Load (SWL) of the bitts in the bow area?	37.00 Tonnes
10.4.6	What is the distance between bow fairleads and nearest bitts?	150.00 mm
10.4.7	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	37.00 Tonnes
10.5.2	SWL of bollard on poopdeck suitable for escort tug	37.00 Tonnes
10.5.3	Are stern chock and bollard capable of towing astern to 90 degrees?	Yes
10.5.4	Does the vessel have recessed bitts?	No
10.5.5	Provide details of the recessed bitts	

## 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'?	No
10.6.2	Bow chain stoppers	
1	Are bow chain stoppers fitted?	No
2	If Yes, how many?	
10.6.3	Details of bow chain stoppers	
10.6.4	Bow Closed fairleads	
1	Are closed fairleads of OCIMF recommended size (600mm x 450mm)?	No
2	If not, give details of size (in format ABCmm x XYZmm)	
10.6.5	If two forward bow fairleads are fitted give distance between them	
10.6.6	What is the distance between the bow fairlead and stopper/bracket?	
10.6.7	What is the distance from the stopper bracket to roller lead/winch drum?	
10.6.8	Is there a direct lead from the bow stopper to the winch drum (not the warping end)?	No
10.6.9	Is the winch storage drum capable of safely accommodating 150m X 80mm fibre pick up rope?	No
10.6.10	Is the winch storage drum capable of safely accommodating 200m X 80mm fibre pick up rope?	No

## 7 Bow mooring arrangement diagram

10.7.1	Bow mooring arrangement diagram	Yes
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## 8 Manifold arrangement

10.8.1	Manifold Arrangement Diagram	Yes
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	
10.8.4	Distance M length of bollard	

## 9 Lifting equipment

10.9.1	Provide details of derricks, cranes and other lifting equipment	
10.9.2	Is Safe Working Load (SWL) clearly marked on all lifting equipment?	No

- |        |  |    |
|--------|--|----|
| 10.9.3 | 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? | No |
| 10.9.4 | If the ship is equipped to operate at Single Buoy Moorings (SBMs), does the arrangement at the manifold area for securing floating hoses meet OCIMF Guidelines?                                    | No |

## 10 Other equipment

- |         |  |    |
|---------|--|----|
| 10.10.1 | Are accommodation ladders arranged to face aft when rigged?  | No |
| 10.10.2 | Date of last renewal of wires for Accommodation ladder   |    |
| 10.10.3 | Is the accommodation ladder well within the parallel mid-body of the ship so boats may come alongside safely at all stages of draft? | No |
| 10.10.4 | Are Suez Canal boat davits fitted?   | No |
| 10.10.5 | Is a Suez Canal searchlight fitted?  | No |
| 10.10.6 | Portable Gangway Information   |    |
| 10.10.7 | Information for Shore Gangway  |    |
| 1       | Does the vessel have a designated deck area or landing platform to place a terminal shore tower gangway?                             |    |
| 10.10.8 | If yes then provide details  |    |

## 11 Propulsion

### 1 Main Propulsion

- |        |  |                 |
|--------|--|-----------------|
| 11.1.1 | Means of main propulsion   |                 |
| 1      | What is the means of main propulsion   | Diesel Electric |
| 2      | If motor state whether two stroke or four stroke   | Four            |
| 3      | If four stroke, state how many engines fitted  | 1               |
| 11.1.2 | How many propellers are fitted?  | Single          |
| 11.1.3 | Type of propellers   | fixed           |
| 11.1.4 | Boilers  |                 |
| 1      | How many boilers are fitted?   |                 |
| 2      | What is rated output of boilers?   |                 |
| 3      | Are the boilers equipped to operate on low sulphur fuel?   | No              |
| 11.1.5 | 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             |
| 11.1.6 | What type of fuel is used for main propulsion?   | HFO             |
| 11.1.7 | If other, then specify   |                 |
| 11.1.8 | Are pressurised fuel pipes double sheathed?  | Yes             |

11.1.9	When moored at SBM, is main engine capable of being run astern at low revolutions for extended periods (up to 24 hours continuously)?	No
11.1.10	Can a speed of less than 5kts be maintained?	Yes
11.1.11	Is the ship certified for Unmanned Machinery Space (UMS) operation?	No
11.1.12	Is the machinery space operated in unmanned mode?	No
11.1.13	Quick closing valves	
1	Does the vessel have Quick closing valves for the main engine?	Yes
2	Type of quick closing valves	Wire Sling

## 2 Thrusters

11.2.1	Are thrusters fitted?	No
11.2.2	Provide details of Thrusters fitted	
11.2.3	High angle rudder	
1	Is a high angle rudder fitted?	No
2	Number fitted	
3	What type	

## 3 Generators

11.3.1	Power Generators		
	type	design power output (kW)	fuel
	Diesel	180.00	MDG
	Diesel	180.00	MDG
11.3.2	Does the ship's power management system provide for seamless change-over of fuel?	No	
11.3.3	Source of emergency power?	Emergency Generator	
11.3.4	Primary and secondary sources of starting the emergency generator		
		Starting Power	
	Primary	Air	
	Secondary	Manual	

## 4 Main engine air start compressors

11.4.1	Number of main engine start compressors	2
11.4.2	Operating pressure	25.00 Bar
11.4.3	Motive power of emergency compressor	7.00 Cu Mtrs/Hr

## 5 Bunkers

11.5.1	Bunker tank capacities	
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Tank Name	Bunker Type	Tank Type	Capacity	(m3)	Max Pressure	(bar)
FOT 1 Port	HFO	Main Bunker Tank	23.10		5.00	
FOT 1 STBD	HFO	Main Bunker Tank	23.10		5.00	
FOT 2 Port	HFO	Settling Tank	9.93		5.00	
FOT STBD	HFO	Service Tank	9.93		5.00	
DOT 1 Port	MDO	Main Bunker Tank	13.68		5.00	
DOT 1 STBD	MDO	Service Tank	14.53		5.00	

11.5.2 If other, then specify

11.5.3 Capacity of equipment consuming Boil-off Gas (BOG) from bunker tanks

11.5.4 If other, then specify

11.5.5 Gas monitoring system for fuel gas

- 1 Does the vessel have gas monitoring equipment for the fuel gas system?
- 2 If yes, is the gas monitoring system linked to the fuel gas system ESD?

## 6 LNG Bunkers

11.6.1 Bunker boom

- 1 Is the vessel fitted with a bunker boom?
- 2 Maximum height of bunker boom hose envelope in laden condition
- 3 Minimum height of bunker boom hose envelope in ballast condition
- 4 Distance of bunker boom pedestal to centerline
- 5 Is the bunker boom equipped with a Vapor connection?
- 6 Is the bunker boom equipped with a ERC?
- 7 Make, model and size of ERC
- 8 Location of the ERC

11.6.2 Emergency Release System

- 1 Is the vessel equipped with a ERS?
- 2 Make of ERS
- 3 SIL rating of ERS

11.6.3 Bunker hoses

- 1 Length of bunker hoses available
- 2 MAWP of bunker hoses
- 3 Make of bunker hoses
- 4 Hoses designed to EN 1434-2
- 5 Are all LNG bunker connections fitted with a insulation flange?

11.6.4 LNG Bunker ESD link

- 1 Is the vessel fitted with a SIGTTO 5 pin?
- 2 Make of SIGTTO 5 pin electrical link
- 3 Length of ESD cable
- 4 Is the vessel fitted with a pendant ESD link?
- 5 Length of pendant cable

11.6.5 Vapour return

- 1 Is the vessel able to take vapour return?



2 How does the vessel manage vapour return?

3 Maximum flowrate of vapour return

## 7 Steering gear

11.7.1 What type of steering gear is fitted? Hydroelectric motor

11.7.2 How many motorized hydraulic pumps or motors fitted? 2

11.7.3 How many telemotors fitted? 2

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

## 8 Anti-pollution

11.8.1 Is an engine-room bilge high level alarm fitted? Yes

11.8.2 How many Engine Bilge Alarms are fitted? 1

11.8.3 Is a pump room bilge high level alarm fitted? Yes

11.8.4 How many Pump Room bilge high level alarms are fitted? 1

11.8.5 Is there a permanently installed system for the disposal of residues from the machinery space sludge tank to shore? No

11.8.6 Are there facilities on board to incinerate machinery space sludge? No

## 9 Exhaust Gas Cleaning System

11.9.1 Does the vessel use an Exhaust Gas Cleaning System? No

11.9.2 What is the type of scrubber fitted as part of the EGCS onboard?

11.9.3 List the equipment that are connected to the system (M/E, A/E, boilers)?

11.9.4 If other, then specify

## 10 Ship Energy Saving Equipment

11.10.1 List all the types of Ship Energy saving equipment fitted on the vessel? (e.g. Hydrodynamic energy saving device, air lubrication, wind power, batteries etc...)

11.10.2 If other, then specify

## 11 NOx Emission Compliance

11.11.1 What is the ships NOx control level (Tier I, Tier II, and Tier III)?

11.11.2 List of equipment fitted for NOx Tier III achievement for all engines (LP Selective catalytic reduction, HP Selective catalytic reduction, Exhaust gas recirculation, Alternative fuel etc...)

11.11.3 If other, then specify

# 12 Ship to Ship Transfer

## 1 Ship to Ship Transfer

12.1.1	Is the vessel manned with at least 4 deck officers, in addition to the master?	Yes
12.1.2	Are at least 7 ratings available to assist with mooring operations?	Yes
12.1.3	If cranes are fitted, are they certified for personnel transfer?	No
12.1.4	Are personnel who will operate cranes for personnel transfer properly trained and assessed competent as per OCIMF guidelines on Transfer of personnel by crane between vessels?	No
12.1.5	Does the Operator's SMS provide instructions regarding the transfer of personnel using cranes?	No
12.1.6	Does the vessel have a restriction on STS berthing operations during the hours of darkness?	No
12.1.7	If required for the STS transfer location, will your vessel accept wire mooring tails provided by the STS Service Provider?	No
12.1.8	Provide details of the location, size and SWL of all mooring bollards; chocks; rollers and fairleads used for STS operations	
12.1.9	Does the vessel have independent capstans for use during STS operations?	
12.1.10	Is the vessel externally framed on the main deck?	
12.1.11	Does the ship comply with recommendations contained in Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases (OCIMF/CDI/ICS/SIGTTO)?	Yes
12.1.12	Are four (4) 200m x 40mm messenger lines available for Ship-To-Ship (STS) mooring operations?	No
12.1.13	Are there two (2) closed chocks with associated bollards and leads to winches located as close as possible forward and aft of the manifold, and preferably within 3-5 meters of the manifold rail?	Yes
12.1.14	Details of nearest bollards and associated closed fairleads from the centre of the manifold?	

## 2 Derricks / Hose handling cranes

12.2.1	Are Derricks / Hose handling cranes available?	No
12.2.2	Load carrying capacity SWL	
12.2.3	Maximum outreach beyond the ships side within the design SWL?	
12.2.4	Location of crane from manifold centreline (F+ / A-)	

## 3 Transfer hoses

12.3.1	Are transfer hoses available onboard?	
12.3.2	Details of transfer hoses	
12.3.3	Is hose saddle available?	
12.3.4	Is Personnel transfer arrangement available?	

## 4 Fenders

12.4.1	Total number of fenders carried onboard	
12.4.2	Fender Details	

12.4.3 If other, then specify

13    **Combination Carriers**

1        Combination Carriers

- 13.1.1 State design of hatches
- 13.1.2 State type of hatches
- 13.1.3 State if hatches fitted with single or double seals in hatch coaming

Double seals
- 13.1.4 Last date cargo holds/tanks were tested to normal working pressure (min.500mm wg) to prove gas tightness of hatches
- 13.1.5 Were the hatches proven to be gas tight?

No