**INTERTANKO CHARTERING QUESTIONNAIRE 88 - OIL/CHEMICAL Version 5**

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **1.** | **GENERAL INFORMATION** | | | | | | | | | | | |
| 1.1 | Date updated: | | | | | | | | 15/05/2020 | | | |
| 1.2 | Vessel’s name (IMO number): | | | | | | | | BANGLAR AGRADOOT (9793868) | | | |
| 1.3 | Vessel’s previous name(s) and date(s) of change: | | | | | | | | N/A | | | |
| 1.4 | Date delivered/Builder (where built): | | | | | | | | 25.02.2019/ JIANGSU NEW YANGZI SHIP BULIDING CO. LTD. CHINA | | | |
| 1.5 | Flag/Port of Registry: | | | | | | | | BANGLADESH/CHATTOGRAM | | | |
| 1.6 | Call sign/MMSI: | | | | | | | | S2AI2 / 405000238 | | | |
| 1.7 | Vessel’s contact details (satcom/fax/email etc.): | | | | | | | | [banglaragradoot@gtmailplus.com](mailto:banglaragradoot@gtmailplus.com) / INMARSAT C- 440500368/  VOIP Ph: +1 50530 55188 (Bridge)  VOIP Ph: +65 3222 9650 (Master's office)  FBB-00870773252556 | | | |
| 1.8 | Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC): | | | | | | | | OIL CHEMICAL TYPE 2 & 3 | | | |
| 1.9 | Type of hull: | | | | | | | | DOUBLE HULL | | | |
| **Ownership and Operation** | | | | | | | | | | | | |
| 1.10 | Registered owner - Full style: | | | BANGLADESH SHIPPING CORPORATION  BSC BHABAN,SALTGOLA ROAD,CHATTOGRAM,PO BOX-641  BANGLADESH | | | | | | | | |
| 1.11 | Technical operator - Full style: | | | GRSM, 3 International Business Park, #03-23 Nordic European Centre, Singapore 609927 | | | | | | | | |
| 1.12 | Commercial operator - Full style: | | | Seatrek Trans Pte Ltd, Singapore  Mobile: +65-9178-5881 Direct : +65-6692-0098  [ops@seatrek.com.sg](mailto:ops@seatrek.com.sg) | | | | | | | | |
| 1.13 | Disponent owner - Full style: | | | Maersk Tankers A/S  Holmbladsgade 133  2300 Copenhagen S Denmark Tel: +91 9167 968 176 Email: operations@maersktankers.com Web: www.maersktankers.com | | | | | | | | |
| **Insurance** | | | | | | | | | | | | |
| 1.14 | P & I Club - Full Style: | | | ASSURANC EFORENINGEN SKULD,6 BATTERY ROAD # 37-01 SINGAPORE 049909 SINGAPORE | | | | | | | | |
| 1.15 | P & I Club pollution liability coverage/expiration date: | | | 1000000000 US$ | | | | | | | | 20.02.21 |
| 1.16 | Hull & Machinery insured by - Full Style:  (Specify broker or leading underwriter) | | | SADHARON BIMA CORPORATION | | | | | | | | |
| 1.17 | Hull & Machinery insured value/expiration date: | | | | | | | | 30,430,000 | | | 01.07.2020 |
| **Classification** | | | | | | | | | | | | |
| 1.18 | Classification society: | | | | | | | | LLOYD’S REGISETR | | | |
| 1.19 | Class notation: | | | | | | | | LR; 100A1, DOUBLE HULL OIL AND CHEMICAL TANKER, SHIP TYPE 2 AND TYPE 3, ESP,CSR,ACS(B)CM),\*1WS,L1,SPM4,ECO(BWT,EEDI-1, IHM) | | | |
| 1.20 | Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details: | | | | | | | | N/A | | | |
| 1.21 | If classification society changed, name of previous and date of change: | | | | | | | | N/A | | | |
| 1.22 | Does the vessel have ice class? If yes, state what level: | | | | | | | | NO | | | |
| 1.23 | Date/place of last dry-dock: | | | | | | | | N/A | | | |
| 1.24 | Date next dry dock due/next annual survey due: | | | | | | | | N/A | | | 2021 |
| 1.25 | Date of last special survey/next special survey due: | | | | | | | | N/A | | | 2024 |
| 1.26 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | | | | | | | | N/A | | | |
| **Dimensions** | | | | | | | | | | | | |
| 1.27 | Length overall (LOA): | | | | | | | 185m | | | | |
| 1.28 | Length between perpendiculars (LBP): | | | | | | | 182m | | | | |
| 1.29 | Extreme breadth (Beam): | | | | | | | 28m | | | | |
| 1.30 | Moulded depth: | | | | | | | 16.60m | | | | |
| 1.31 | Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: | | | | | | |  | | | | 44.60m |
| 1.32 | Distance bridge front to center of manifold: | | | | | | | 60 m | | | | |
| 1.33 | Bow to center manifold (BCM)/Stern to center manifold (SCM): | | | | | | | 90.80m | | | | 94.20m |
| 1.34 | Parallel body distances | | | Lightship | | | | Normal Ballast | | | | Summer Dwt |
| Forward to mid-point manifold(m) | | | 29.29 | | | | 31.64 | | | | 32.43 |
| Aft to mid-point manifold(m) | | | 38.34 | | | | 50.22 | | | | 53.46 |
| Parallel body length (m) | | | 67.63 | | | | 81.86 | | | | 85.89 |
| **Tonnages** | | | | | | | | | | | | |
| 1.35 | Net Tonnage: | | | | | | | 11520 | | | | |
| 1.36 | Gross Tonnage/Reduced Gross Tonnage (if applicable): | | | | | | | 24167 | | | |  |
| 1.37 | Suez Canal Tonnage - Gross (SCGT)/Net (SCNT): | | | | | | | 25459.8 T | | | | 21966.8 T |
| 1.38 | Panama Canal Net Tonnage (PCNT): | | | | | | | 20156 | | | | |
| Loadline Information | | | | | | | | | | | | |
| 1.39 | Loadline | Freeboard | | Draft | | Deadweight | | | | Displacement | | |
| Summer: | 4.914 | | 11.700 | | 38919.4 | | | | 49644 | | |
| Winter: | 5.144m | | 11.456m | | 37658MT | | | |  | | |
| Tropical: | 4.656m | | 11.944m | | 40079MT | | | |  | | |
| Lightship: | 13.570m | | 3.03 m | | 10777.0MT | | | | 14192MT | | |
| Normal Ballast Condition: | 9.17m | | 7.43m | | 18869 MT | | | | 29646 MT | | |
| Segregated Ballast Condition: | 9.17m | | 7.43m | | 18869 MT | | | | 29646 MT | | |
| 1.40 | FWA/TPC at summer draft: | | | | | 256mm | | | | 48t/cm | | |
| 1.41 | Does vessel have multiple SDWT? If yes, please provide all assigned loadlines: | | | | | N/A | | | | | | |
| 1.42 | Constant (excluding fresh water): | | | | | 256 MT | | | | | | |
| 1.43 | What is the company guidelines for Under Keel Clearance (UKC) for this vessel? | | | | | At port: Beam x 1.5%, Harbor: Draft x 10%  Open sea: Draft x 50% | | | | | | |
| 1.44 | What is the max height of mast above waterline (air draft) | | | | | Full Mast | | | | | | Collapsed Mast |
| Summer deadweight: | | | | | 32.9 m | | | | | | N/A |
| Normal ballast: | | | | | 37.17m | | | | | | N/A |
| Lightship: | | | | | 44.5m | | | | | | N/A |
|  |  | | |  | |  | | | | | |  |
| **2.** | **CERTIFICATES** | | **Issued** | **Last Annual** | | **Last Intermediate** | | | | | | **Expires** |
| 2.1 | Safety Equipment Certificate (SEC): | | 23 Jul 2019 | 10 Apr 2020 | |  | | | | | | 24 Feb 2024 |
| 2.2 | Safety Radio Certificate (SRC): | | 23 Jul 2019 | 10 Apr 2020 | |  | | | | | | 24 Feb 2024 |
| 2.3 | Safety Construction Certificate (SCC): | | 25 Feb 2019 | 10 Apr 2020 | |  | | | | | | 24 FEB 2024 |
| 2.4 | International Loadline Certificate (ILC): | | 25 Feb 2019 | 10 Apr 2020 | |  | | | | | | 24 FEB 2024 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | | 25 Feb 2019 | 10 Apr 2020 | |  | | | | | | 24 FEB 2024 |
| 2.6 | International Ship Security Certificate (ISSC): | | 22 Aug 2019 |  | |  | | | | | | 31 JUL 2024 |
| 2.7 | Maritime Labour Certificate (MLC): | | 16 Aug 2019 |  | |  | | | | | | 31 JUL 2024 |
| 2.8 | ISM Safety Management Certificate (SMC): | | 22 Aug 2019 |  | |  | | | | | | 31 JUL 2024 |
| 2.9 | Document of Compliance (DOC): | | 18 Mar 2020 |  | |  | | | | | | 25 MAR 2025 |
| 2.10 | USCG Certificate of Compliance(USCGCOC): | | - |  | |  | | | | | | - |
| 2.11 | Civil Liability Convention (CLC) 1992 Certificate: | | 20 Feb 2020 |  | |  | | | | | | 20 FEB 2021 |
| 2.12 | Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate: | | 20 Feb 2020 |  | |  | | | | | | 20 FEB 2021 |
| 2.13 | Liability for the Removal of Wrecks Certificate (WRC): | | 20 Feb 2020 |  | |  | | | | | | 20 FEB 2021 |
| 2.14 | U.S. Certificate of Financial Responsibility (COFR): | | - |  | |  | | | | | | - |
| 2.15 | Certificate of Class (COC): | | 25 Jul 2019 | 10 Apr 2020 | |  | | | | | | 24 FEB 2024 |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC): | | 22 Apr 2019 |  | |  | | | | | | 24 FEB 2024 |
| 2.17 | Certificate of Fitness (COF): | | 25 Jul 2019 | 10 Apr 2020 | |  | | | | | | 24 FEB 2024 |
| 2.18 | International Energy Efficiency Certificate (IEEC): | | 25 Feb 2019 |  | |  | | | | | | - |
| 2.19 | International Air Pollution Prevention Certificate (IAPPC): | | 10 Apr 2020 | 10 Apr 2020 | |  | | | | | | 24 FEB 2024 |
| **Documentation** | | | | | | | | | | | | |
| 2.20 | Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract: | | | | | | | | YES | | | |
| 2.21 | Does vessel have in place a Drug and Alcohol Policy complying with OCIMF guidelines for Control of Drugs and Alcohol Onboard Ship? | | | | | | | | YES | | | |
| 2.22 | Is the ITF Special Agreement on board (if applicable)? | | | | | | | | NO | | | |
| 2.23 | ITF Blue Card expiry date (if applicable): | | | | | | | | N/A | | | |
|  |  | | |  | | | | |  | | |  |
| **3.** | **CREW** | | | | | | | | | | | |
| 3.1 | Nationality of Master: | | | | | | | | BANGLADESHI | | | |
| 3.2 | Number and nationality of Officers: | | |  | | | | | 12 AND BANGLADESHI | | | |
| 3.3 | Number and nationality of Crew: | | |  | | | | | 16 AND BANGLADESHI | | | |
| 3.4 | What is the common working language onboard: | | | | | | | | ENGLISH | | | |
| 3.5 | Do officers speak and understand English? | | | | | | | | YES | | | |
| 3.6 | If Officers/ratings employed by a manning agency - Full style: | |  | | | | | | BY OWNER | | | |
|  |  | | |  | | | | |  | | |  |
| **4.** | **FOR USA CALLS** | | | | | | | | | | | |
| 4.1 | Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter? | | | | | | | | NO | | | |
| 4.2 | Qualified individual (QI) - Full style: | | | N/A | | | | | | | | |
| 4.3 | Oil Spill Response Organization (OSRO) - Full style: | | | N/A | | | | | | | | |
| 4.4 | Salvage and Marine Firefighting Services (SMFF) - Full Style: | | | N/A | | | | | | | | |
|  |  | | |  | | | | |  | | |  |
| **5.** | **SAFETY/HELICOPTER** | | | | | | | | | | | |
| 5.1 | Is the vessel operated under a Quality Management System? If Yes, what type of system? (ISO9001 or IMO Resolution A.741(18) as amended): | | | | | | | | YES | | | |
| 5.2 | Can the ship comply with the ICS Helicopter Guidelines? | | | | | | | | YES | | | |
| 5.2.1 | If Yes, state whether winching or landing area provided: | | | | | | | | WINCHING ONLY | | | |
| 5.2.2 | If Yes, what is the diameter of the circle provided: | | | | | | | | N 5m | | | |
|  |  | | |  | | | | |  | | |  |
| **6.** | **COATING/ANODES** | | | | | | | | | | | |
| 6.1 | Tank Coating | | Coated | Type | | | | | To What Extent | | | Anodes |
| Cargo tanks: | | TANKGURD SPECIAL | PHENOLIC EPOXY | | | | | ALL OVER | | |  |
| Ballast tanks: | | JOTAPRIME 510 | PHENOLIC EPOXY | | | | | ALL OVER | | |  |
| Slop tanks: | | TANKGURD SPECIAL | PHENOLIC EPOXY | | | | | ALL OVER | | |  |
|  |  |  |
| **7.** | **BALLAST** | | | | | | | | | | | |
| 7.1 | Pumps | | No. | Type | | | | | Capacity | | | At What Head (sg=1.0) |
| Ballast Pumps: | | 02 | SB 300(SINGLE STAGE CENTRIFUGAL,HYDRAULIC MOTOR DRIVEN DEEP WELL) | | | | | 800M3/hr | | | TOTAL HEAD 35MLC(SG 1.025) |
| Ballast Eductors: | | 01 | CP80-0.3D | | | | | 80M3/hr | | | SUCTION HEAD 6.0 M |
|  |  | | |  | | | | |  | | |  |
| **8.** | **CARGO** | | | | | | | | | | | |
| **Double Hull Vessels** | | | | | | | | | | | | |
| 8.1 | Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated: | | | | | | | | YES, SOLID | | | |
| **Cargo Tank Capacities** | | | | | | | | | | | | |
| 8.2 | Number of cargo tanks and total cubic capacity (98%): | | | | | | | | 14 NOS | | | 43726.433 M3 |
| 8.2.1 | Capacity (98%) of each natural segregation with double valve (specify tanks): | | | | | | | | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | |  | | --- | | 1P | | 1S | | 2P | | 2S | | 3P | | 3S | | 4P | | 4S | | 5P | | 5S | | 6P | | 6S | | 7P | | 7S | | |  | | --- | | 2295.479 | | 2292.087 | | 3393.096 | | 3388.387 | | 3594.813 | | 3600.153 | | 3595.609 | | 3599.333 | | 3600.522 | | 3603.125 | | 3511.117 | | 3515.026 | | 1749.279 | | 1749.513 | | | | | |
| 8.2.2 | IMO class (Oil/Chemical Ship Type 1, 2 or 3): | | | | | | | | OIL + CHEMICAL TYPE-2 and 3 | | | |
| 8.3 | Number of slop tanks and total cubic capacity (98%): | | | | | | | | 02 NOS | | | 3498.792m3 |
| 8.3.1 | Specify segregations which slops tanks belong to and their capacity with double valve: | | | | | | | | Slop Port & Starboard, 1785M3 EACH | | | |
| 8.3.2 | Residual/retention oil tank(s) capacity (98%), if applicable: | | | | | | | | 239.148m3 | | | |
| **SBT Vessels** | | | | | | | | | | | | |
| 8.3.3 | What is total SBT capacity and percentage of SDWT vessel can maintain? | | | | | | | | 16493.10 M3 | | | 43% |
| 8.3.4 | Does vessel meet the requirements of MARPOL Annex I Reg 18.2: | | | | | | | | YES | | | |
| **Cargo Handling and Pumping Systems** | | | | | | | | | | | | |
| 8.4 | How many grades/products can vessel load/discharge with double valve segregation: | | | | | | | | SIX | | | |
| 8.4.1 | State type of cargo containment (integral, independent, gravity or pressure tanks): | | | | | | | | Independent | | | |
| 8.5 | Are there any cargo tank filling restrictions?  If yes, specify number of slack tanks, max s.g., ullage restrictions etc.: | | | | | | | | Max DSG 1.54 | | | |
| 8.6 | Max loading rate for homogenous cargo | | | | | | | | With VECS | | | Without VECS |
| Loaded per manifold connection: | | | | | | | | 500m3/h | | | 500m3/h |
| Loaded simultaneously through all manifolds: | | | | | | | | 3500m3/h | | | 2000m3/h |
| **Cargo Control Room** | | | | | | | | | | | | |
| 8.7 | Is ship fitted with a Cargo Control Room (CCR)? | | | | | | | | YES | | | |
| 8.8 | Can tank innage/ullage be read from the CCR? | | | | | | | | YES | | | |
| **Gauging and Sampling** | | | | | | | | | | | | |
| 8.9 | Is gauging system certified and calibrated? If no, specify which ones are not calibrated: | | | | | | | | YES | | | |
|  | What type of gauging system as per IBC 13.1 is fitted (Open/Restricted/Closed )? | | | | | | | | CLOSED | | | |
|  | What type of fixed closed tank gauging system is fitted: | | | | | | | | RADAR | | | |
|  | Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves? | | | | | | | | YES (BUT NO AUTOMATIC TANK CLOSING SYSTEM) | | | |
|  | Are high level alarms fitted to the cargo tanks? If Yes, indicate whether to all tanks or partial: | | | | | | | | YES( ALL TANK) | | | |
| 8.9.1 | Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6? | | | | | | | | YES | | | |
| 8.9.2 | Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations: | | | | | | | | TWO (Manual ullage point, FWD & AFT of tank) | | | |
| 8.10 | Number of portable gauging units (example- MMC) on board: | | | | | | | | 02 nos | | | |
| **Vapor Emission Control System (VECS)** | | | | | | | | | | | | |
| 8.11 | Is a Vapour Emission Control System (VECS) fitted? | | | | | | | | YES | | | |
| 8.12 | Number/size of VECS manifolds (per side): | | | | | | | | 02 NOS | | | 300mm |
| 8.13 | Number/size/type of VECS reducers: | | | | | | | |  | | | |
| **Venting** | | | | | | | | | | | | |
| 8.14 | State what type of venting system is fitted: | | | | | | | | PV valve | | | |
| **Cargo Manifolds and Reducers** | | | | | | | | | | | | |
| 8.15 | Total number/size of cargo manifold connections on each side: | | | | | | | | 6 CARGO MANIFOLD ON EACH SIDE/ 350mm | | | |
| 8.15.1 | Does the vessel have a Common Line Manifold connection? If yes, describe: | | | | | | | | NO | | | |
| 8.16 | What type of valves are fitted at manifold: | | | | | | | | Butterfly valves | | | |
| 8.17 | What is the material/rating of the manifold: | | | | | | | | Stainless steel SUS316LN | | | |
| 8.17.1 | Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment’? | | | | | | | | Yes | | | |
| 8.18 | Distance between cargo manifold centers: | | | | | | | | 600 Millimetres | | | |
| 8.19 | Distance ships rail to manifold: | | | | | | | | 4600 Millimetres | | | |
| 8.20 | Distance manifold to ships side: | | | | | | | | 4830 Millimetres | | | |
| 8.21 | Top of rail to center of manifold: | | | | | | | | 700 Millimetres | | | |
| 8.22 | Distance main deck to center of manifold: | | | | | | | | 1700 Millimetres | | | |
| 8.23 | Spill tank grating to center of manifold: | | | | | | | | 860 Millimetres | | | |
|  | Manifold height above the waterline in normal ballast/at SDWT condition: | | | | | | | | 12.12 Metres | | | 7.85 Metres |
| 8.25 | Number/size/type of reducers: | | | | | | | | 14”x16” - 12nos  14”x12” - 04nos  14”x10 ” - 04nos  14”x8” - 04nos  5”x6” - 02nos | | | |
| 8.26 | Is vessel fitted with a stern manifold? If yes, state size: | | | | | | | | NO | | | |
| **Heating** | | | | | | | | | | | | |
| 8.27 | Cargo/slop tanks fitted with a cargo heating system? | | | Type | | | | | Coiled | | | Material |
| Cargo Tanks: | | | Deck heat Exchanger | | | | | NO | | |  |
| Slop Tanks: | | | Steam Heating coil | | | | | Stainless Steel | | | SUS316L |
| 8.27.1 | Is a Thermal Oil Heating system fitted? If yes, identify tanks? | | | | | | | | No | | | |
| 8.28 | Maximum temperature cargo can be loaded/maintained: | | | | | | | | 80°C | | |  |
| 8.28.1 | Minimum temperature cargo can be loaded/maintained: | | | | | | | |  | | |  |
| **Inert Gas and Crude Oil Washing** | | | | | | | | | | | | |
| 8.29 | Is an Inert Gas System (IGS) fitted/operational? | | | | | | | | YES | | | |
| 8.29.1 | Is a Crude Oil Washing (COW) installation fitted/operational? | | | | | | | | N/A | | | |
| 8.30 | Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: | | | | | | | | IGG | | | |
| 8.30.1 | If nitrogen generator, specify the applicable flow rate for each of the designed purity modes: | | | | | | | | N/A | | | |
| **Cargo Pumps** | | | | | | | | | | | | |
| 8.31 | How many cargo pumps can be run simultaneously at full capacity: | | | | | | | | 7 | | | |
| 8.32 | Pumps | | No. | Type | | | | | Capacity | | | At What Head (sg=0.75) |
| Cargo Pumps: | | 12 cargo  02 slop  01 portable | All Submerged, centrifugal deep well | | | | | 500M3/Hour  300M3/Hour  70M3/Hour | | | 125  125  70 |
| Cargo Eductors: | | NA |  | | | | |  | | |  |
| Stripping: | | NA |  | | | | |  | | |  |
| 8.33 | Is at least one emergency portable cargo pump provided? | | | | | | | | Yes | | | |
| **Tank Cleaning Systems** | | | | | | | | | | | | |
| 8.34 | Is tank cleaning equipment fixed in cargo tanks? | | | | | | | | Yes | | | |
| 8.35 | Is portable tank cleaning equipment provided? | | | | | | | | Yes | | | |
| 8.36 | Tank washing pump capacity: | | | | | | | | 80 Cu Metres/Hour | | | |
| 8.37 | Is a washing water heater fitted? If yes is it operational and state max washing water temperature: | | | | | | | | Yes, / 80°C (2 machines. i.e. one tank at a time.) | | | |
| 8.38 | What is the maximum number of machines that can be operated at their designed max pressure? | | | | | | | | 4 Nos | | | |
| **Other Deck Equipment** | | | | | | | | | | | | |
| 8.39 | Is vessel fitted with a remote cargo tank temperature monitoring system. If yes, is it operational? | | | | | | | | Yes | | | |
| 8.40 | Is vessel fitted with a remote cargo tank pressure monitoring system. If yes, is it operational? | | | | | | | | Yes | | | |
| 8.41 | Is vessel fitted with a cargo tank drier. If yes is it operational and state capacity: | | | | | | | | NO | | | |
| 8.42 | Is vessel fitted with a cargo cooling system. If yes is it operational and state tanks applicable: | | | | | | | | NO | | | |
| 8.43 | Is steam available on deck? | | | | | | | | Yes | | | |
|  |  | | |  | | | | |  | | |  |
| **9.** | **MOORING** | | | | | | | | | | | |
| 9.1 | Wires (on drums) | No. | Diameter | Material | | | | | Length | | | Breaking Strength |
| Forecastle: | NA |  |  | | | | |  | | |  |
| Main deck fwd: | NA |  |  | | | | |  | | |  |
| Main deck aft: | NA |  |  | | | | |  | | |  |
| Poop deck: | NA |  |  | | | | |  | | |  |
| 9.2 | Wire tails | No. | Diameter | Material | | | | | Length | | | Breaking Strength |
| Forecastle: | NA |  |  | | | | |  | | |  |
| Main deck fwd: | NA |  |  | | | | |  | | |  |
| Main deck aft: | NA |  |  | | | | |  | | |  |
| Poop deck: | NA |  |  | | | | |  | | |  |
| 9.3 | Ropes (on drums) | No. | Diameter | Material | | | | | Length | | | Breaking Strength |
| Forecastle: | 4 | 60Millimetres | POLYPROPYLENE & POLYSTER COMPOSITE | | | | | 200.00 Metres | | | 490.00KN |
| Main deck fwd: | 2 | 60Millimetres | POLYPROPYLENE & POLYSTER COMPOSITE | | | | | 200.00 Metres | | | 490.00KN |
| Main deck aft: | 2 | 60Millimetres | POLYPROPYLENE & POLYSTER COMPOSITE | | | | | 200.00 Metres | | | 490.00KN |
| Poop deck: | 4 | 60 Millimetres | POLYPROPYLENE & POLYSTER COMPOSITE | | | | | 200.00 Metres | | | 490.00KN |
| 9.4 | Other lines | No. | Diameter | Material | | | | | Length | | | Breaking Strength |
| Forecastle: | 4 | 60Millimetres | POLYPROPYLENE & POLYSTER COMPOSITE | | | | | 200.00 Metres | | | 490.00KN |
| Main deck fwd: |  |  |  | | | | |  | | |  |
| Main deck aft: |  |  |  | | | | |  | | |  |
| Poop deck: | 4 | 60Millimetres | POLYPROPYLENE & POLYSTER COMPOSITE | | | | | 200.00 Metres | | | 490.00KN |
| 9.5 | Winches | No. | No. Drums | Motive Power | | | | | Brake Capacity | | | Type of Brake |
| Forecastle: | 2 | 4 Drum | Hydraulic | | | | | 233KN x 9m/min | | | Manual |
| Main deck fwd: | 1 | 2 Drum | Hydraulic | | | | | 233KN x 9m/min | | | Manual |
| Main deck aft: | 1 | 2Drum | Hydraulic | | | | | 233KN x 9m/min | | | Manual |
| Poop deck: | 2 | 4 Drum | Hydraulic | | | | | 233KN x 9m/min | | | Manual |
| 9.6 | Bitts, closed chocks/fairleads | | No. Bitts | SWL Bitts | | | | | No. Closed Chocks | | | SWL Closed Chocks |
| Forecastle: | | 4 | 628KN | | | | | 7 | | | 2000KN  628KN,490KN |
| Main deck fwd: | | 3 | 490KN | | | | | 8 | | | 498KN |
| Main deck aft: | | 2 | 490KN | | | | | 6 | | | 490KN |
| Poop deck: | | 8 | 628KN, 490KN | | | | | 7 | | | 490KN |
| **Anchors/Emergency Towing System** | | | | | | | | | | | | |
| 9.7 | Number of shackles on port/starboard cable: | | | | | | | | 11/12 | | | |
| 9.8 | Type/SWL of Emergency Towing system forward: | | | | | | | |  | | | 204 MT |
| 9.9 | Type/SWL of Emergency Towing system aft: | | | | | | | |  | | | 102 MT |
| **Escort Tug** | | | | | | | | | | | | |
| 9.10 | What is size/SWL of closed chock and/or fairleads of enclosed type on stern: | | | | | | | |  | | | 102 Metric Tonnes |
| 9.11 | What is SWL of bollard on poop deck suitable for escort tug: | | | | | | | | 64 Metric Tonnes | | | |
| **Lifting Equipment/Gangway** | | | | | | | | | | | | |
| 9.12 | Derrick/Crane description (Number, SWL and location): | | | | | | | | 1 X 10 TONS AT MID SHIP | | | |
| 9.13 | Gangway direction & length: | | | | | | | | 55° | | | 11.1 METERS |
| **Single Point Mooring (SPM) Equipment** | | | | | | | | | | | | |
| 9.14 | Does the vessel meet the recommendations in the latest edition of OCIMF 'Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings (SPM) | | | | | | | | YES | | | |
| 9.15 | If fitted, how many chain stoppers: | | | | | | | | 1 | | | |
| 9.16 | State type/SWL of chain stopper(s): | | | | | | | | 2952KN | | | 2000KN |
| 9.17 | What is the maximum size chain diameter the bow stopper(s) can handle: | | | | | | | | 25 CM | | | |
| 9.18 | Distance between the bow fairlead and chain stopper/bracket: | | | | | | | | 2.3 METER | | | |
| 9.19 | Is bow chock and/or fairlead of enclosed type of OCIMF recommended size  (600mm x 450mm)? If not, give details of size: | | | | | | | | 600X450,SWL-204, VERTICAL HEIGHT ABOVE W/L-9.90, DISTANCE FROM FWD-90.60m | | | |
|  |  | | |  | | | | |  | | |  |
| **10.** | **PROPULSION** | | | | | | | | | | | |
| 10.1 | Speed | | | | | | Maximum | | | | Economical | |
| Ballast speed: | | | | | | 14 | | | | 12 | |
| Laden speed: | | | | | | 13 | | | | 11 | |
| 10.2 | What type of fuel is used for main propulsion/generating plant: | | | | | | VLS Fuel Oil | | | | Heavy Fuel Oil | |
| 10.3 | Type/Capacity of bunker tanks: | | | | | | Fuel Oil: 1013.94Cu. Metres 100%  Diesel Oil: 70.682 Cu. Metres 100%  Gas Oil: 93.621 Cu. Metres 100% | | | | | |
| 10.4 | Is vessel fitted with fixed or controllable pitch propeller(s): | | | | | | FIXED | | | | | |
| 10.5 | Engines | | | | No | | Capacity | | | | Make/Type | |
| Main engine: | | | | 1 | | 6780 KW | | | | HHM/6S50MC-C8.2 | |
| Aux engine: | | | | 3 | | 970 KW/EACH | | | | YANMAR/6EY22LW | |
| Power packs: | | | | 4 | | 280 BAR | | | | FRAMO FUSA AS  NORWAY//AHA4VSO 520DP/33R-PPH25NOO-CS2397 | |
| Boilers: | | | | 2 | | AUX BLR:18000KG/HR;  COMPOSITE BLR:1600KG/HR | | | | ALFA LAVAL  QUINGDAO LTD/Aalborg OL;  ALFA LAVAL QINGDAO LTD/Aalborg OC-TCi | |
| **Bow/Stern Thruster** | | | | | | | | | | | | |
| 10.6 | What is brake horse power of bow thruster (if fitted): | | | | | | | | N/A | | | |
| 10.7 | What is brake horse power of stern thruster (if fitted): | | | | | | | | N/A | | | |
| **Emissions** | | | | | | | | | | | | |
| 10.8 | Main engine IMO NOx emission standard: | | | | | | | | YES | | | |
| 10.9 | Energy Efficiency Design Index (EEDI) rating number: | | | | | | | | EEED I 1 | | | |
|  |  | | |  | | | | |  | | |  |
| **11.** | **SHIP TO SHIP TRANSFER** | | | | | | | | | | | |
| 11.1 | Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquified Gas, as applicable)? | | | | | | | | YES | | | |
| 11.2 | What is maximum outreach of cranes/derricks outboard of the ship’s side: | | | | | | | | 6.00 METERS | | | |
| 11.3 | Date/place of last STS operation: | | | | | | | | 09.12.19 / Singapore | | | |
|  |  | | |  | | | | |  | | |  |
| **12.** | **RECENT OPERATIONAL HISTORY** | | | | | | | | | | | |
| 12.1 | Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last): | | | | | | | | Last: RBDPO / ENI / Loading Lubuk Gaung, Tarahan, Indonesia; Discharge: Gela Italy.  2nd Last: : Sunflower seed Oil / Tradefield / Loading : Taman, Kavkaz, Russia; Discharge : JNPT, Chennai, India  3rd Last: FAME, RBD Palm Oil / BRYGGEN, REPSOL / Loading : Lahad Datu, Malaysia, & Pelintung, Indonesia Discharge : Huelva, Corunna, Spain; Amsterdam, Netherlands | | | |
| 12.2 | Has vessel been involved in a pollution, grounding, serious casualty, unscheduled repair or collision incident during the past 12 months? If yes, provide details: | | | | | | | | NO | | | |
| 12.3 | Date and place of last Port State Control inspection: | | | | | | | | 18.02.20 / Taman, Russia. | | | |
| 12.4 | Any outstanding deficiencies as reported by any Port State Control? If yes, provide details: | | | | | | | | NA. | | | |
| 12.5 | Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)\*:  \* *"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.* | | | | | | | | KOCH  ENOC | | | |
| 12.6 | Date/Place of last SIRE inspection: | | | | | | | | 20/03/2020 // JNPT, MUMBAI - INDIA | | | |
| 12.6.1 | Date/Place of last CDI inspection: | | | | | | | | N/A | | | |
| 12.7 | Additional information relating to features of the ship or operational characteristics: | | | | | | | | - | | | |
|  |  | | | | | | | |  | | | |

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Form completed on http://www.q88.com/integration.aspx Please email support@q88.com an updated copy if this is not the latest version.