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

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **1.** | **GENERAL INFORMATION** | | | | | | | | | | | | | |
| 1.1 | Date updated: | | | | | | September 21, 2020 | | | | | | | |
| 1.2 | Vessel’s name (IMO number): | | | | | | LIAN XI HU/ 9747106 | | | | | | | |
| 1.3 | Vessel’s previous name(s) and date(s) of change: | | | | | | Not Applicable | | | | | | | |
| 1.4 | Date delivered / Builder (where built): | | | | | | MAY 25 , 2017/ GUANGZHOU SHIPYARD INTERNATIONAL CO.,LTD | | | | | | | |
| 1.5 | Flag / Port of Registry: | | | | | | HONGKONG,CHINA / HONG KONG | | | | | | | |
| 1.6 | Call sign / MMSI: | | | | | | VRQT2 / 477 021 600 | | | | | | | |
| 1.7 | Vessel’s contact details (satcom/fax/email etc.): | | | | | | 870 773121254 / 870 783123318/  Lianxihu@coscodl.bjles.net | | | | | | | |
| 1.8 | Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC/as described in INTERNIAL CERTIFICATE Of FITNESS FOR THECARRIAGE OF DANGEROUS CHEMICALS IN BULK): | | | | | | Product carrier /Type 3 Chemical | | | | | | | |
| 1.9 | Type of hull: | | | | | | Double Hull | | | | | | | |
| **Ownership and Operation** | | | | | | | | | | | | | | |
| 1.10 | Registered owner - Full style: | | | LIAN XI HU MARITIME LIMITED  Room 3601-3602, 36/F., West Tower, Shun Tak Centre  168-200 Connaught Road Central, Hong Kong  Tel: 852-2964 1028 Fax: 852- 2517 3019  Email: syl@pancosmos.com.hk | | | | | | | | | | |
| 1.11 | Technical operator - Full style: | | | COSCO SHIPPING Energy Transportation Co.,Ltd.  Room A-1015, No.188 Yesheng road, China (Shanghai) pilot free trade zone Tel: +86 21 6596 7619 Fax: +86 21 6875 6022 Email: vetting.cset@coscoshipping.com | | | | | | | | | | |
| 1.12 | Commercial operator - Full style: | | | Maersk Tankers MR K/S as agents to (Disponent) Own Holmbladsgade 133, 2300 Copenhagen S,Denmark Denmark Tel: Tel: +91 9167 968 17 Email: operations@maersktankers.com Web: www.maersktankers.com | | | | | | | | | | |
| 1.13 | Disponent owner - Full style: | | | Granax S.A. 4, Esplanade de Pont-Rouge 123, Grand-Lancy Switzerland email: opstanker@cargill.com tel: +41227032111 | | | | | | | | | | |
| **Insurance** | | | | | | | | | | | | | | |
| 1.14 | P & I Club - Full Style: | | | | The United Kingdom Mutual Steam Ship Assurance Association(Europe)Limited 90 Fenchurch Street | | | | | | | | | |
| 1.15 | P & I Club pollution liability coverage / expiration date: | | | | | | | USD 1,000 MILLION | | | | FEB. 20,2021 | | |
| 1.16 | Hull & Machinery insured by - Full Style:  (Specify broker or leading underwriter) | | | | COSCO SHIPPING Captive Insurance Co., Ltd. | | | | | | | | | |
| 1.17 | Hull & Machinery insured value / expiration date: | | | | | | | USD 34,500,000.00 | | | | DEC 31,2020 | | |
| **Classification** | | | | | | | | | | | | | | |
| 1.18 | Classification society: | | | | | | | China Classification Society | | | | | | |
| 1.19 | Class notation: | | | | | | | ★CSA Chemical/Oil Tanker, Double Hull; F.P. ≤ 60℃; Type 3; CSR;COMPASS (R,D,F)  PSPC(B); Emergency Towing Arrangements; Loading Computer (S, I, D);  Equipped with Single Point Mooring Connecting installation;  ESP; In-Water Survey; FTP; AFS; BWMP  ★CSM AUT-0; SCM; VCS; PMS;BWMS | | | | | | |
| 1.20 | Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details: | | | | | | | No | | | | | | |
| 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: | | | | | | | 2020-02-19 --- 2020-02-25/ COSCO SHIPPING Heavy Industry (ZHOUSHAN) CO.,LTD | | | | | | |
| 1.24 | Date next dry dock due / next annual survey due: | | | | | | | 2022/5/24 | | | | 2021/5/24 | | |
| 1.25 | Date of last special survey / next special survey due: | | | | | | | N/A | | | | 2022/5/24 | | |
| 1.26 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | | | | | | | N/A | | | | | | |
| **Dimensions** | | | | | | | | | | | | | | |
| 1.27 | Length overall (LOA): | | | | | | | 183.20Metres | | | | | | |
| 1.28 | Length between perpendiculars (LBP): | | | | | | | 178.50Metres | | | | | | |
| 1.29 | Extreme breadth (Beam): | | | | | | | 32.26Metres | | | | | | |
| 1.30 | Moulded depth: | | | | | | | 18.20 Metres | | | | | | |
| 1.31 | Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: | | | | | | | 46.28Metres | | | | Not Applicable | | |
| 1.32 | Distance bridge front to center of manifold: | | | | | | | 62.303Metres | | | | | | |
| 1.33 | Bow to center manifold (BCM) / Stern to center manifold (SCM): | | | | | | | 88.5Metres | | | | 94.7Metres | | |
| 1.34 | Parallel body distances | | Lightship | | | | | Normal Ballast | | | | Summer Dwt | | |
| Forward to mid-point manifold: | | 24.87Metres | | | | | 29.79Metres | | | | 29.78Metres | | |
| Aft to mid-point manifold: | | 32.90Metres | | | | | 56.34Metres | | | | 79.83Metres | | |
| Parallel body length: | | 57.77Metres | | | | | 86.13Metres | | | | 109.61Metres | | |
| **Tonnages** | | | | | | | | | | | | | | |
| 1.35 | Net Tonnage: | | | | | | | 14477 | | | | | | |
| 1.36 | Gross Tonnage / Reduced Gross Tonnage (if applicable): | | | | | | | 29848 | | | | Not Applicable | | |
| 1.37 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | | | | | | | 31169.31 | | | | 26479.36 | | |
| 1.38 | Panama Canal Net Tonnage (PCNT): | | | | | | | 24835 | | | | | | |
| Loadline Information | | | | | | | | | | | | | | |
| 1.39 | Loadline | Freeboard | Draft | | | | | Deadweight | | | | Displacement | | |
| Summer: | 5.36Metres | 12.85Metres | | | | | 49999 Metric Tones | | | | 61035.2Metric Tones | | |
| Winter: | 5.63Metres | 12.59Metres | | | | | 48521.6Metric Tones | | | | 59557.8Metric Tones | | |
| Tropical: | 5.09Metres | 13.12Metres | | | | | 51476.6Metric Tones | | | | 62512.8Metric Tones | | |
| Lightship: | 15.14Metres | 3.07Metres | | | | | Not Applicable | | | | 11036.2Metric Tones | | |
| Normal Ballast Condition: | 10.60Metres | 7.62Metres | | | | | 22064.3Metric Tones | | | | 33100.5Metric Tones | | |
| Segregated Ballast Condition: | 10.60Metres | 7.62Metres | | | | | 22064.3Metric Tones | | | | 33100.5Metric Tones | | |
| 1.40 | FWA/TPC at summer draft: | | | | | | | 277.0Millimetres | | | | 55.1 Metric Tones | | |
| 1.41 | Does vessel have multiple SDWT? If yes, please provide all assigned loadlines: | | | | | | | YES  49,999 Metric Tones (In use)  50,252.2 Metric Tones | | | | | | |
| 1.42 | Constant (excluding fresh water): | | | | | | | 500 MTS | | | | | | |
| 1.43 | What is the company guidelines for Under Keel Clearance (UKC) for this vessel? | | | | | | | **Within Ports** - While underway, alongside a dock or moored to a terminal in a sheltered location, the minimum UKC required is 1.5% of the moulded breadth of the vessel, but not less than 0.6 meters.  **Fairways, channels, canals and port approaches** -The minimum UKC required is 1.5% of the moulded breadth of the vessel, but not less than 0.6 meters.  **Ocean passages (shallow water)** - where the depth of water is less than or equal to twice the vessels summer draft, the minimum UKC required is 15% of the actual draft of the vessel. | | | | | | |
| 1.44 | What is the max height of mast above waterline (air draft) | | | | | | | Full Mast | | | | Collapsed Mast | | |
| Summer deadweight: | | | | | | | 33.23Metres | | | | N/A | | |
| Normal ballast: | | | | | | | 37.79Metres | | | | N/A | | |
| Lightship: | | | | | | | 40.73Metres | | | | N/A | | |
|  | | | | | | | | | | | | | | |
| **2.** | **CERTIFICATES** | | **Issued** | | | **Last Annual** | | | | **Last Intermediate** | | | **Expires** |
| 2.1 | Safety Equipment Certificate (SEC): | | 2020/01/12 | | |  | | | | 2020/02/28 | | | 2022/05/24 |
| 2.2 | Safety Radio Certificate (SRC): | | 2020/01/12 | | |  | | | | 2020/02/28 | | | 2022/05/24 |
| 2.3 | Safety Construction Certificate (SCC): | | 2017/06/12 | | |  | | | | 2020/02/28 | | | 2022/5/24 |
| 2.4 | International Loadline Certificate (ILC): | | 2017/05/25 | | | 2020/02/28 | | | |  | | | 2022/05/24 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | | 2017/06/12 | | |  | | | | 2020/02/28 | | | 2022/05/24 |
| 2.6 | International Ship Security Certificate (ISSC): | | 2019/11/28 | | |  | | | |  | | | 2024/11/27 |
| 2.7 | Maritime Labor Certificate (MLC): | | 2019/11/28 | | |  | | | |  | | | 2024/11/27 |
| 2.8 | ISM Safety Management Certificate (SMC): | | 2019/11/28 | | |  | | | |  | | | 2024/11/27 |
| 2.9 | Document of Compliance (DOC): | | 2019/07/22 | | |  | | | |  | | | 2024/07/21 |
| 2.10 | USCG Certificate of Compliance (USCGCOC): | | 2018/04/30 | | | 2019/05/17 | | | |  | | | 2020/04/30 |
| 2.11 | Civil Liability Convention (CLC) 1992 Certificate: | | 2020/01/02 | | |  | | | |  | | | 2021/02/20 |
| 2.12 | Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate: | | 2020/01/02 | | |  | | | |  | | | 2021/02/20 |
| 2.13 | Liability for the Removal of Wrecks Certificate (WRC): | | 2020/01/03 | | |  | | | |  | | | 2021/02/20 |
| 2.14 | U.S. Certificate of Financial Responsibility (COFR): | | 2019/08/30 | | |  | | | |  | | | 2022/08/30 |
| 2.15 | Certificate of Class (COC): | | 2017/09/12 | | |  | | | | 2020/02/28 | | | 2022/05/24 |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC): | | 2017/05/25 | | |  | | | |  | | | 2022/05/24 |
| 2.17 | Certificate of Fitness (COF): | | 2017/08/18 | | |  | | | | 2020/02/28 | | | 2022/05/24 |
| 2.18 | International Energy Efficiency Certificate (IEEC): | | 2017/05/25 | | |  | | | |  | | |  |
| 2.19 | International Air Pollution Prevention Certificate (IAPPC): | | 2018/12/29 | | |  | | | | 2020/02/28 | | | 2022/05/24 |
| **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)? | | | | | | | Not Applicable | | | | | | |
| 2.23 | ITF Blue Card expiry date (if applicable)? | | | | | | | Not Applicable | | | | | | |
|  | | | | | | | | | | | | | | |
| **3.** | **CREW** | | | | | | | | | | | | | |
| 3.1 | Nationality of Master: | | | | | | | P.R.China | | | | | | |
| 3.2 | Number and Nationality of Officers: | | | | | | | 11 | | | | P.R.China | | |
| 3.3 | Number and Nationality of Crew: | | | | | | | 15 | | | | P.R.China | | |
| 3.4 | What is the common working language onboard: | | | | | | | Mandarin Chinese | | | | | | |
| 3.5 | Do officers speak and understand English? | | | | | | | Yes | | | | | | |
| 3.6 | If Officers/ratings employed by a Manning Agency - Full style: | | | Officers | | | | | | | Ratings | | | |
| COSCO SHIPPING Seafarer Management Co., Ltd Room A-1309, No.188, Yesheng Road, China(Shanghai) Free Trade Area Tel: +86-411-8276 2116 Fax: +86-411-8265 1930 Telex: 86162 DOSCO CN Email: liu.songshan@coscoshipping.com | | | | | | | | | | |
|  | | | | | | | | | | | | | | |
| **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? | | | | | | | | YES | | | | | |
| 4.2 | Qualified individual (QI) - Full style: | | | O'Brien's Response Management 818 Town and Country Blvd., Suite 200, Houston, TX 77024, USA  Primary Telephone: 24 hours +1-281-606-4818  Alternate Telephone: 24 hours +1-985-781-0804  Fax: +1-985-781-0580  Email:commandcenter@wittobriens.com | | | | | | | | | | |
| 4.3 | Oil Spill Response Organization (OSRO) - Full style: | | | National Response Corporation (NRC)  3500 Sunrise Highway, Great River, New York 11739, USA  Tel: +1-631-224-9141 (24 Hrs) / +1-800-899-4672  Fax: +1-631-224-9086 / 224-9082  Email: iocdo@nrcc.com | | | | | | | | | | |
| 4.4 | Salvage and Marine Firefighting Services (SMFF) - Full Style: | | | ARDENT AMERICAS LLC  16330 Central Green Blvd. Suite 600, Houston, TX 77032  Primary Emergency Tel: +1-206-332-8200  Secondary Emergency Tel: +1-832-850-4155  Email: opa90@ardentglobal.com | | | | | | | | | | |
|  | | | | | | | | | | | | | | |
| **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 – ISO9001 | | | | | | |
| 5.2 | Can the ship comply with the ICS Helicopter Guidelines? | | | | | | | YES - Winch | | | | | | |
| 5.2.1 | If Yes, state whether winching or landing area provided: | | | | | | | Residual tank deck /Aft- stbd | | | | | | |
| 5.2.2 | If Yes, what is the diameter of the circle provided: | | | | | | | 5 M | | | | | | |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **6.** | **COATING/ANODES** | | | | |
| 6.1 | Tank Coating | Coated | Type | To What Extent | Anodes |
| Cargo tanks: | Yes | MODIFIED EPOXY | Whole Tank | No |
| Ballast tanks: | Yes | EPOXY | Whole Tank | Yes |
| Slop tanks: | Yes | MODIFIED EPOXY | Whole Tank | No |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **7.** | **BALLAST** | | | | |
| 7.1 | Pumps | No. | Type | Capacity | At What Head (sg=1.0) |
| Ballast Pumps: | 2 | Centrifugal | 800 M3/HR | 30m |
| Ballast Eductors: | 1 | TEAMTEC | 80 M3/HR. |  |

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **8.** | **CARGO-OIL/CHEMICAL** | | | | | | | | |
| **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%): | | | | | | 10 | 46055.12 Cu. Meters | |
| 8.2.1 | Capacity (98%) of each natural segregation with double valve (specify tanks): | | | | | | Seg#1: 6786.933 m3 (1 P/S 95%),  Seg#2: 9638.414 m3 (2P/S 98%),  Seg#3: 9916.956 m3 (3 P/S 98%),  Seg#4: 9925.047m3 (4 P/S 98%),  Seg#5: 9787.770 m3 (5P/S 98%), | | |
| 8.2.2 | IMO class (Oil/Chemical Ship Type 1, 2 or 3): | | | | | | 3 | | |
| 8.3 | Number of slop tanks and total cubic capacity (98%): | | | | | | 2 | 6966.080Cu. Meters | |
| 8.3.1 | Specify segregations which slops tanks belong to and their capacity with double valve: | | | | | | Seg#6: 6752.833m3 (SLOP P/S 95%) | | |
| 8.3.2 | Residual/Retention oil tank(s) capacity (98%), if applicable: | | | | | | 289.719 m3 | | |
| **SBT Vessels** | | | | | | | | | |
| 8.3.3 | What is total SBT capacity and percentage of SDWT vessel can maintain? | | | | | | 21312.4 m3 | 42.6 % | |
| 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: | | | | | | 6 | | |
| 8.4.1 | State type of cargo containment (integral, independent, gravity or pressure tanks): | | | | | | Independent / gravity | | |
| 8.5 | Are there any cargo tank filling restrictions?  If yes, specify number of slack tanks, max s.g., ullage restrictions etc.: | | | | | | Max s.g : 1.54 Mt/ Cu. Meters (CAPACITY NO MORE THAN 60%). | | |
| 8.6 | Max loading rate for homogenous cargo | | | | | | With VECS | Without VECS | |
| Loaded per manifold connection: | | | | | | 2200Cu. Meters/Hour | 2200Cu. Meters/Hour | |
| Loaded simultaneously through all manifolds: | | | | | | 6000Cu. Meters/Hour | 6000Cu. Meters/Hour | |
| **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? | | | | | | No | | |
|  | Are high level alarms fitted to the cargo tanks? If Yes, indicate whether to all tanks or partial: | | | | | | Yes / all | | |
| 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: | | | | | | No | | |
| 8.10 | Number of portable gauging units (example- UTI) on board: | | | | | | 4 | | |
| **Vapor Emission Control System (VECS)** | | | | | | | | | |
| 8.11 | Is a Vapor Emission Control System (VECS) fitted? | | | | | | Yes | | |
| 8.12 | Number/size of VECS manifolds (per side): | | | | | | 2 | 300 Millimeters | |
| 8.13 | Number / size / type of VECS reducers: | | | | | | 4 / 12” DN300 / ANSI 150PSI | | |
| **Venting** | | | | | | | | | |
| 8.14 | State what type of venting system is fitted: | | | | | | MAST RISER AND FULL CAPACITY INDEPENDENT P/V VALVES | | |
| **Cargo Manifolds and Reducers** | | | | | | | | | |
| 8.15 | Total number / size of cargo manifold connections on each side: | | | | | | 6 X 250 Millimeters(each side) | | |
| 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 | | |
| 8.17 | What is the material/rating of the manifold: | | | | | | Carbon steel / ANSI 150PSI | | |
| 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: | | | | | | 2010 Millimeters | | |
| 8.19 | Distance ships rail to manifold: | | | | | | 4425 Millimeters | | |
| 8.20 | Distance manifold to ships side: | | | | | | 4600 Millimeters | | |
| 8.21 | Top of rail to center of manifold: | | | | | | 650 Millimeters | | |
| 8.22 | Distance main deck to center of manifold: | | | | | | 2100 Millimeters | | |
| 8.23 | Spill tank grating to center of manifold: | | | | | | 900 Millimeters | | |
| 8.24 | Manifold height above the waterline in normal ballast / at SDWT condition: | | | | | | 13.30Metres | 7.46Metres | |
| 8.25 | Number / size / type of reducers: | | | | | | 14 x 400/250mm (16/10")  2 x 400/300mm (16/12") 6 x 250/300mm (10/12") 6 x 250/250mm (10/10") 6 x 250/200mm (10/8")  1 x 250/150mm (10/6")  1 x 200/150mm (8/6")  2 x 200/100mm (8/4")  2 x 150/100mm (6/4") | | |
| 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: | | | | | CARGO HEATER | No | Stainless Steel | |
| Slop Tanks: | | | | | STEAM COIL | Yes | Stainless Steel | |
| 8.27.1 | Is a Thermal Oil Heating system fitted? If yes, identify tanks? | | | | | | No | | |
| 8.28 | Maximum temperature cargo can be loaded / maintained: | | | | | | 66.0 deg.C | 66.0 deg.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 / Yes | | |
| 8.29.1 | Is a Crude Oil Washing (COW) installation fitted / operational? | | | | | | Yes / Yes | | |
| 8.30 | Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: | | | | | | Inert gas generator | | |
| 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: | | | | | | 6 | | |
| 8.32 | Pumps | | | No. | Type | | Capacity | At What Head (sg=1.0) | |
| Cargo Pumps: | | | 12 | Electric Driven | | 10x550M3/HR  2x300M3/HR | 120m | |
| Cargo Eductors: | | | N/A |  | |  |  | |
| Stripping: | | | N/A |  | |  |  | |
| 8.33 | Is at least one emergency portable cargo pump provided? | | | Yes – FRAMO portable | | | | | |
| **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 cbm/h | | |
| 8.37 | Is a washing water heater fitted? If yes is it operational and state max washing water  temperature: | | | | | | Yes / 80℃ | | |
| 8.38 | What is the maximum number of machines that can be operated at their designed max pressure? | | | | | | 6 | | |
| **Other Deck Equipment** | | | | | | | | | |
| 8.39 | Is vessel fitted with a remote cargo tank temperature monitoring system? If yes, is it operational? | | | | | | Yes / Yes | | |
| 8.40 | Is vessel fitted with a remote cargo tank pressure monitoring system? If yes, is it operational? | | | | | | Yes / Yes | | |
| 8.41 | Is vessel fitted with a cargo tank drier? If yes is it operational and state capacity: | | | | | | N/A | | |
| 8.42 | Is vessel fitted with a cargo cooling system? If yes is it operational and state tanks applicable: | | | | | | N/A | | |
| 8.43 | Is steam available on deck? | | | | | | Yes | | |
|  | | | | | | | | | |
| **9.** | **MOORING** | | | | | | | | |
| 9.1 | Wires (on drums) | No. | Diameter | | Material | | Length | Breaking Strength | |
| Forecastle: |  | N.A | | | | | | |
| Main deck fwd: |  |
| Main deck aft: |  |
| Poop deck: |  |
| 9.2 | Wire tails | No. | Diameter | | Material | | Length | Breaking Strength | |
| Forecastle: |  | N.A | | | | | | |
| Main deck fwd: |  |
| Main deck aft: |  |
| Poop deck: |  |
| 9.3 | Ropes (on drums) | No. | Diameter | | Material | | Length | Breaking Strength | |
| Forecastle: | 4 | 32Millimetres | | Dyneema Rope | | 250 Meters | 53Metric Tones | |
| Main deck fwd: | 2 | 32Millimetres | | Dyneema Rope | | 250 Meters | 53Metric Tones | |
| Main deck aft: | 2 | 32Millimetres | | Dyneema Rope | | 250 Meters | 53Metric Tones | |
| Poop deck: | 4 | 32Millimetres | | Dyneema Rope | | 250 Meters | 53Metric Tones | |
| 9.4 | Other lines | No. | Diameter | | Material | | Length | Breaking Strength | |
| Forecastle: | 3 | 32Millimetres | | Dyneema Rope | | 250 Meters | 53Metric Tones | |
| 1 | 68 Millimeters | | Signal 85 yarn and High Performance Polyester | | 220 Meters | 91 Metric Tones | |
| Main deck fwd.: |  | N.A | | | | | | |
| Main deck aft: |  |
| Poop deck: | 1 | 68 Millimeters | | Signal 85 yarn and High Performance Polyester | | 220 Meters | 91 Metric Tones | |
| 3 | 32Millimetres | | Dyneema Rope | | 250 Meters | 53Metric Tones | |
| 9.5 | Winches | No. | No. Drums | | Motive Power | | Brake Capacity | Type of Brake | |
| Forecastle: | 2 | Double Drums | | HYDRAULIC | | 31Metric Tones | MANUAL | |
| Main deck fwd: | 1 | Double Drums | | HYDRAULIC | | 31Metric Tones | MANUAL | |
| Main deck aft: | 1 | Double Drums | | HYDRAULIC | | 31Metric Tones | MANUAL | |
| Poop deck: | 2 | Double Drums | | HYDRAULIC | | 31Metric Tones | MANUAL | |
| 9.6 | Bitts, closed chocks/fairleads | | No. Bitts | | SWL Bitts | | No. Closed Chocks | SWL Closed Chocks | |
| Forecastle: | | 6 | | 64 Metric TonnesX4  92Metric TonnesX2 | | 12 | 64 Metric TonnesX4  53Metric TonnesX6  90Metric TonnesX2 | |
| Main deck fwd: | | 2 | | 92 Metric Tones | | 6 | 53Metric TonnesX4  92Metric TonnesX2 | |
| Main deck aft: | | 2 | | 92 Metric Tones | | 6 | 53Metric TonnesX4  92Metric TonnesX2 | |
| Poop deck: | | 8 | | 64 Metric TonnesX4  92Metric TonnesX2  90Metric TonnesX2 | | 12 | 64 Metric TonnesX4  90Metric TonnesX2  92Metric TonnesX2  53Metric TonnesX4 | |
| **Anchors/Emergency Towing System** | | | | | | | | | |
| 9.7 | Number of shackles on port / starboard cable: | | | | | | 12/ 11 | | |
| 9.8 | Type / SWL of Emergency Towing system forward: | | | | | | Tongue Type | 200 Metric Tones | |
| 9.9 | Type / SWL of Emergency Towing system aft: | | | | | | Escorting and pull back, Under deck system | 200 Metric Tones | |
| **Escort Tug** | | | | | | | | | |
| 9.10 | What is size / SWL of closed chock and/or fairleads of enclosed type on stern: | | | | | | 600 x 450mm | 90Metric Tones | |
| 9.11 | What is SWL of bollard on poop deck suitable for escort tug: | | | | | | 92 Metric Tones | | |
| **Lifting Equipment/Gangway** | | | | | | | | | |
| 9.12 | Derrick / Crane description (Number, SWL and location): | | | | | | Cranes: 1 x 10Tonnes, MIDSHIP | | |
| 9.13 | Gangway direction & length: | | | | | | Aftward  Fly Gangway | | 13.5 Meters  1 X 13.5 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): | | | | | | Tongue Type | 200 Metric Tones | |
| 9.17 | What is the maximum size chain diameter the bow stopper(s) can handle: | | | | | | 76 Millimeters | | |
| 9.18 | Distance between the bow fairlead and chain stopper/bracket: | | | | | | 3,000 Millimeters | | |
| 9.19 | Is bow chock and/or fairlead of enclosed type of OCIMF recommended size  (600mm x 450mm)? If not, give details of size: | | | | | | Yes | | |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **10.** | **PROPULSION** | | | |
| 10.1 | Speed | | Maximum | Economical |
| Ballast speed: | | 15.0 | 13.0 |
| Laden speed: | | 14.5 | 12.5 |
| 10.2 | What type of fuel is used for main propulsion / generating plant: | | LSFO 180cst | LSFO 180cst |
| 10.3 | Type / Capacity of bunker tanks: | | LSFO/1469M3 | |
| 10.4 | Is vessel fitted with fixed or controllable pitch propeller(s): | | Fixed Pitch | |
| 10.5 | Engines | No | Capacity | Make/Type |
| Main engine: | 1 | 7628KW | DMD-MAN B&W 6S50ME-B9.3 |
| Aux engine: | 3 | 960KW/ | MAN 6L23/30H-TIER |
| Power packs: |  |  |  |
| Boilers: | 2 | 25000KG/H | AalborgQingdao(China) /AQ-18 |
| **Bow/Stern Thruster** | | | | |
| 10.6 | What is brake horse power of bow thruster (if fitted): | | Not Applicable | |
| 10.7 | What is brake horse power of stern thruster (if fitted): | | Not Applicable | |
| **Emissions** | | | | |
| 10.8 | Main engine IMO NOx emission standard: | | 14.76(parent engine)g/KWh | |
| 10.9 | Energy Efficiency Design Index (EEDI) rating number: | | K4000416/GP14C110-041H | |

|  |  |  |
| --- | --- | --- |
| **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: | 5.87M |
| 11.3 | Date/place of last STS operation: | August 22, 2019 / NEW YORK, USA |
|  | | |
| **12.** | **RECENT OPERATIONAL HISTORY** | |
| 12.1 | Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last): | 1st: ulsd  2nd : palm oil  3rd: naphtha |
| 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: | August 06, 2019 at Mongstad, Norway |
| 12.4 | Any outstanding deficiencies as reported by any Port State Control? If yes, provide details: | No |
| 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.* | MAXCOM/CNOOC/SHELL/P66/EQUINOR/BHPB/BHPB/PETRON/BHPB/Idemitsu |
| 12.6 | Date/Place of last SIRE inspection: | June 22-23, 2020 / CAMPANA, ARGENTINA |
| 12.6.1 | Date/Place of last CDI inspection: | May 16, 2019 / GALVESTON BOLIVAR ROADS ANCHORAGE,TEXAS,USA |
| 12.7 | Additional information relating to features of the ship or operational characteristics: | N/A |

Revised 2018 (INTERTANKO/Q88.com)

Form completed on http://www.q88.com/integration.aspx Please email support@q88.com an updated copy if this is not the latest version.  
  
"To the best of owners knowledge all information is true and given without any guarantee."