Oil Companies International Marine Forum

SIRE Programme

Harmonised Vessel Particulars Questionnaire v5

Eagle Parana

IMO/LR Number 9598268

16 August 2017

1 General Information

1 General Information

1.1.1	Date this HVPQ document completed	12 August 2017

1.1.2 Vessel identification

1	Name of ship	Eagle Parana
2	LR/IMO number	9598268
3	Company IMO number	

1.1.3 Previous names

	Name	Date of change
Last previous	Not applicable	
Second last previous	Not applicable	
Third last previous	Not applicable	
Fourth last previous	Not applicable	

1.1.4 Flag

1	Flag	MALAYSIA
2	Has the flag been changed?	No
3	What was the previous flag?	MALAYSIA

1.1.5	Port of Registry	Port Kelang
1.1.6	Call sign	9MPT9

1.1.7 Ship contacts

1	INMARSAT number	453301862
2	Ship's fax number	870783206815
3	Ship's telex number	533130039
4	Mobile phone number	0005521985870188
5	Ship's email address	eagle.parana@aet-tankers.com

1.1.8	What is the type of ship as described in Form A or Form B Q1.11 of the IOPPC?	Oil Tanker
1.1.9	What is the Ship's Maritime Mobile Selective Call Identity (MMSI) number?	533130039
1.1.10	Type of Hull	Double hull
1.1.11	Name of P and I Club	THE BRITANNIA STEAM SHIP
1.1.12	EEDI rating number	01165000

2 Ownership and Operation

1.2.1 Registered owner

1	Name	AET SHUTTLE TANKERS SDN BHD
2	Full address	LEVEL 30, MENARADAYA BUMI, JALAN SULTAN, HISHAMUDDIN, 50050, KUALA LUMPUR , MALAYSIA
3	Country	MALAYSIA

4	Office telephone number	+65 6100 2288
5	Office telex number	RS 20155 AET
6	Office fax number	+65 6345 1133 / 6276 0735
7	Office email address	sm-fleetops@aet-tankers.com
8	Contact person	DPA CAPT. ANIL SEGHAL
9	Contact person after hours telephone	+65 97591321
1.2.2	Number of years this ship has been owned by Registered Owner	5.00 Years
1.2.3	Technical operator (if different from registered owner)	
1	Name	Eaglestar Shipmanagement (Singapore) Pte Ltd
2	Full address	11 North Buona Vista Drive #15-07 The Metropolis Tower 2, Singapore 138589, Republic of Singapore
3	Country	SINGAPORE
4	Office telephone number	+65 6100 2288
5	Office telex number	RS 20155 AET
6	Office fax number	+65 6345 1133 / 6276 0735
7	Office email address	sm-fleetops@aet-tankers.com
8	Name of Designated Person Ashore (DPA)	Capt. Anil Seghal
9	After-hours telephone number of DPA	+65 97591321
10	Emergency callout number	+1-281-224-4931
11	Emergency callout pager number	Not applicable
1.2.4	Date current operator assumed technical control of the ship	12 July 2012
1.2.5	Total number of ships operated by this Technical Operator	65
1.2.6	Commercial operator (if different from registered owner)	
1	Name	AET SHUTTLE TANKERS SDN BHD
2	Full Address	LEVEL 30, MENARADAYA BUMI, JALAN SULTAN, HISHAMUDDIN, 50050, KUALA LUMPUR , MALAYSIA
3	Country	MALAYSIA
4	Office telephone number	+65 6100 2288
5	Office telex number	RS 20155 AET
6	Office fax number	+65 6345 1133 / 6276
7	Office email address	sm-fleetops@aet-tankers.com
8	Contact person	
9	Contact person after hours telephone	

3 Builder

1.3.1	Builder name	Samsung heavy Ind.Co. Ltd
1.3.2	Date of building contract	25 June 2010
1.3.3	Hull number	1961
1.3.4	Date on which keel was laid or ship was at a similar stage of construction	20 December 2011

1.3.5	Date launched	02 January 2012
1.3.6	Delivery date as recorded in Form A or Form B Q1.8.3 of the IOPPC	09 July 2012
1.3.7	Major hull change	
1	Has a major hull change been undertaken?	No
2	What was the date of completion of the conversion as recorded in Form A or Form B Q1.9.3 of the IOPPC?	
3	List what changes were made	

4 Classification

1.4.1	Classification Society	DNV GL
1.4.2	Class notation	+1A1 CSR Tanker for Oil ESP BOW LOADING SPM OPP-F E0,F-AMC CCO DYNPOS-AUTR NAUT-OC VCS-2 BWM-E(s)COAT-PSPC(B) BIS TMON NAUTICUS(Newbuilding)
1.4.3	Change of classification Society	
1	Has Classification Society changed?	No
2	What was the previous Classification Society?	
3	Date of change	
1.4.4	Dry dock	
1	Date of last dry dock	04 July 2017
2	Date of second last dry dock	
3	Date next dry dock due	04 July 2022
1.4.5	Special survey	
1	Date of last special survey	20 July 2017
2	Was last special survey an enhanced special survey	
3	Date next special survey due	09 July 2022
1.4.6	Condition Assessment Programme	
1	Does the ship have a Condition Assessment Programme (CAP) rating?	No
2	What is the latest rating?	
1.4.7	Date of last annual survey	21 June 2016
1.4.8	Date of last boiler survey	
1	Port boiler	20 July 2017
2	Starboard boiler	20 July 2017
1.4.9	Is the ship subject to a Continuous Machinery Survey	Yes

5 Dimensions

1.5.1	Length overall (LOA)	244.75 Meters
1.5.2	Length between perpendiculars (LBP)	233.00 Meters
1.5.3	Extreme breadth	42.00 Meters
1.5.4	Moulded breadth	42.00 Meters

1.5.5	Moulded depth	22.52 Meters
1.5.6	Keel to masthead	52.64 Meters
1.5.7	Distance bow to bridge	199.00 Meters
1.5.8	Distance bridge front - mid-point manifold	72.00 Meters
1.5.9	Distance bow to mid-point manifold	121.32 Meters
1.5.10	Distance stern to mid-point manifold	123.32 Meters

1.5.11 Parallel mid-body diagram

	Forward to mid-point	Aft to mid-point
Light ship	86.33	27.58
Normal ballast	56.40	50.60
At loaded summer	56.40	73.80

1.5.12	Does ship have a bulbous bow?	Yes

6 Tonnages

1.6.1	Net registered tonnage (NRT)	29157.00 Tonnes
1.6.2	Gross tonnage	62912.00 Tonnes
1.6.3	Suez tonnage	
1	Suez tonnage	62787.39 Tonnes
2	Suez Canal Gross Tonnage (SCGT)	64173.00 Tonnes
3	Suez Canal Net Tonnage (SCNT)	56650.28 Tonnes
4	Panama Tonnage	

7 Loadline Information

1.7.1 Loadline information

	Freeboard	Draft	Deadweight	Displacement
Summer	7.97	14.57	99995.70	119906.70
Winter	7.97	14.57	99995.70	119906.70
Tropical	7.97	14.57	99995.70	119906.70
Lightship	19.53	2.98	19911.00	19911.00
Normal Ballast Condition	15.35	7.19	34328.20	54239.20
Segregated Ballast Condition	15.35	7.19	34328.20	54239.20

1.7.2	Fresh Water Allowance (FWA) at summer Draft	326.00 Millimetres
1.7.3	Tonnes per Centimetre Immersion (TPC) at Summer Draft	92.00 Tonnes

1.7.4 Normal ballast conditions

	Draft	Freeboard
Forward	5.88	16.60
Aft	8.51	14.00

1.7.5	Multiple deadweights	
1	Have multiple deadweights been assigned?	Yes

2	If yes, what is the maximum assigned?	105048.40

8 Recent Operational History

1.8.1	What is the max. height of mast above waterline (air draft) in normal SBT condition?	46.77 Meters
1.8.2	Has the ship traded continuously without requirement for unscheduled repairs since the last dry-dock, except for normal maintenance?	No
1.8.3	Unscheduled repairs	
1	Have unscheduled repairs been carried out?	No
2	What was the nature of the repairs?	
1.8.4	Has ship been involved in a pollution incident during the past 12 months?	No
1.8.5	Has ship been involved in a grounding incident during the past 12 months?	No
1.8.6	Has ship been involved in a collision during the past 12 months?	No
1.8.7	If there is additional information relating to features of the ship or operational characteristics that may be of interest, please record details here.	

2 Certificates

1 Certificates

2.1.1	Register number	334437
2.1.2	Does the ship comply with the International Convention for the Control and Management of Ships' Ballast Water and Sediments?	Yes
2.1.3	Type of tanker. If the ship is not an oil tanker specify the type as recorded in Part B Sect 1.11 of the IOPPC	

2.1.4 Certificate dates

	Date issued	Date expires	Last annual	Last intermediate	Date of endorsement
Safety equipment certificate	20 July 2017	09 July 2022			
Safety radio certificate	20 July 2017	09 July 2022			
Safety construction certificate	20 July 2017	09 July 2022		07 June 2015	
Loadline certificate	20 July 2017	09 July 2022			
International Oil Pollution Prevention Certificate (IOPPC)	20 July 2017	09 July 2022			
Safety management certificate (SMC)	11 December 2014	07 January 2018		20 November 2015	
Document of compliance (DOC)	01 August 2017	21 March 2020			12 March 2015
International ship security certificate	11 December 2014	07 January 2018		20 November 2015	

2.1.5	Minimum safe manning document	22 May 2012
2.1.6	Civil Liability Convention Certificate (1992)	20 February 2017
2.1.7	U.S. Certificate of Financial Responsibility	
2.1.8	Certificate of Fitness	
1	Chemicals	

2 Gas

2.1.9	Noxious Liquids Certificate	
2.1.10	Date of issuance of the Unattended Machinery Space (UMS) Certificate	28 August 2012
2.1.11	Date of issuance of the International Tonnage Certificate	06 June 2012

2 Publications

2.2.1 Publications

	Present
IMO Safety of Life at Sea Convention (SOLAS 74)	Yes
International Life Saving Appliance Code (LSA Code)	Yes
International Code for Fire Safety Systems (FSS Code)	Yes
IMO International Code of Signals (SOLAS V-Reg 21)	Yes
IMO International Convention for the Prevention of Pollution from Ships (MARPOL 73/78)	Yes
IMO Ships Routeing	Yes
IMO International Regulations For Preventing Collisions at Sea (COLREGS)	Yes
IMO Standards of Training, Certification and Watchkeeping (STCW Convention)	Yes
ICS Guide to Helicopter/Ship Operations	Yes
OCIMF/ICS/IAPH International Safety Guide for Oil Tankers and Terminals (ISGOTT)	Yes
OCIMF/ICS Ship to Ship Transfer Guide (Petroleum)	Yes
OCIMF Recommendations for Oil Tanker Manifolds and Associated Equipment	Yes
OCIMF Mooring Equipment Guidelines	Yes
OCIMF Effective Mooring	Yes
Guidance Manual for tanker structures	Yes
Recommendations for equipment employed in the bow mooring of ships at SPM moorings	Yes
Anchoring Systems and Procedures	Yes
USCG Regulations for Tankers (USCG 33 CFR/46 CFR)	Yes
International Safety Management Code (ISM Code)	Yes
Oil Transfer Procedures (USCG 33 CFR 155-156)	No
Operator's ISM Manuals	Yes
Is the publication IMO-Inert Gas Systems, or Ship Technical Operator's equivalent manual on board?	Yes
Is the publication IMO-Cow Systems, or Ship Technical Operator's equivalent manual on board?	Yes
ICS Bridge Procedures Guide	Yes
IAMSAR Vol.3	Yes
Nautical Institute Bridge Team Management	Yes
International Medical Guide for Ships(or equivalent)	Yes
ISPS Code	Yes

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

3 Crew

1 Crew Management

3.1.1	Number of Officers on board		
	1	What is the minimum number of officers to be carried as recorded in the Minimum Safe Manning Document?	8
	2	What is the actual number of officers on board?	12
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	What is the common language used on the Ship?		ENGLISH
3.1.4	Manning agent for Officers		
	1	Name	AET SHIPMANAGEMENT (SINGAPORE) PTE LTD
	2	Full address	11 North Buona Vista Drive #15-07 The Metropolis Tower 2, Singapore 138589, Republic of Singapore
	3	Office telephone number	+65 6100 2288

4	Office telex number	
5	Office fax number	+65 6345 1133
6	Office email address	'sm-hrsea-sgp@aet-tankers.com
3.1.5	Manning agents	
1	Are manning agent(s) wholly or partially owned by Operator?	Yes
2	If No, does Operator have selection rights?	
3.1.6	Does the Operator maintain personnel files on officers assigned to its vessels?	Yes
3.1.7	What is the retention rate for officers for the past 3 years?	90.00 Percent
3.1.8	Ratings on board	
1	What is the minimum number of ratings to be carried as specified in the Minimum Safe Manning Document?	8
2	What is the actual number of ratings on board?	15
3	List nationality of ratings	Filipino, Malaysian and Indian
3.1.9	Manning agent for Ratings (if different to Officers)	
1	Name	
2	Full address	
3	Office telephone number	
4	Office telex number	
5	Office fax number	
6	Office email address	
3.1.10	Does the Operator maintain personnel files on ratings assigned to its ships?	Yes
3.1.11	What is the retention rate for ratings for the past 3 years?	85.00 Percent

2 Continuity

3.2.1	Do senior officers return to the same ship on a rotational basis?	Yes
3.2.2	Are senior officers rotated on ships of similar class within company fleet?	Yes
3.2.3	Are junior officers and ratings rotated on ships of similar class within company fleet?	Yes
3.2.4	If senior officers do not return to same ship on a rotational basis, are changes of Master, Chief Officer and Second Engineer organised to avoid a full change of officers at same time?	Yes

3 Training

3.3.1	List Operator sponsored training courses available:	
1	To officers (Bridge Management etc.)	DP Basic, DP Advanced, Offshore Loading, PRS courses, BRM, SOLAP, STS course, ECDIS, HLO
2	To ratings (Fire Fighting etc.)	Crane Handling, various workshops
3.3.2	Are Masters and Chief Engineers required to attend company office before and after each tour of duty?	No
3.3.3	Does operator hold regular training seminars ashore for officers?	Yes
3.3.4	Are training seminars provided on board for officers and ratings?	No

3.3.5	What courses, exceeding statutory requirements, are provided:	
1	For senior officers	DP Basic, DP Advanced, Offshore Loading, PRS courses, BRM, SOLAP, STS course, ECDIS, Seagull CBT, HLO
2	For junior officers	DP Basic, DP Advanced, Offshore Loading, PRS courses, BRM, SOLAP, STS course, ECDIS, Seagull CBT, HLO
3	For ratings	HLO

4 Navigation

1 Navigation

4.1.1 Navigation equipment

	Installed	Type	Number installed
Magnetic compass	Yes	TOKYO KEIKI SH-165A1	1
Gyro compass	Yes	TOKYO KEIKI TG-8000	3
Gyro autopilot	Yes	Tokyo Keiki PR-6000-EE11-3082E	1
Radar 1	Yes	JRC 9132 SA	2
Radar 2	Yes	JRC 91226XA	1
Radar plotting equipment	No		
ARPA	Yes	JRC	3
Depth sounder with recorder	Yes	JRC JFE-680	1
Speed/distance indicator	Yes	JRC NWW-60DB	1
Doppler log	Yes	JRC JLN-550	1
Docking approach Doppler	Yes	JRC JAN-2000	1
Rudder angle indicator	Yes	DAEYANG, FE-130	1
RPM indicator	Yes	SAMSUNG GTS-3000	3
Controllable pitch propeller indicator	Yes	ROLLS ROYCE 171A/4D-B	1
Bow thruster indicator	Yes	KAWASAKI KT-25585	3
Stern thrust indicator	Yes	KAWASAKI KT-25585	3
Rate of turn indicator	Yes	TOKYO KEIKI ROTI-310	1
Navtex indicator	Yes	JRC NCR-333	1
Global positioning system (GPS)	Yes	DGPS JLR-7800	2
Differential GPS	Yes	DGPS JLR-7800	2
Electronic Charts Display and Information System (ECDIS)	Yes	JRC JAN-901B	2
Course Recorder	Yes	Tokyo Keiki CR-4	1
Integrated Navigation System (INS)	No		
Off-course Alarm - Gyro	Yes	TOKYO KEIKI	1
Off-course Alarm - Magnetic	Yes	TOKYO KEIKI	1
Engine Order Logger	Yes	ICMS	1
Anenometer	Yes	DAEYANG AT-US, AT-3N	2
Weather fax	Yes	JAX -9B	1

4.1.2	Is a repeating magnetic compass fitted?	Yes
4.1.3	Is there at least one radar operating in the 9 GHz frequency band (3cm/x band)?	Yes
4.1.4	Are the 3 GHz (10cm/S band) and 9Ghz (3cm / X band) radars fitted with an electronic switching unit?	Yes
4.1.5	Are the Radars fitted with ARPA?	Yes
4.1.6	Is the ECDIS an approved system?	Yes
4.1.7	Does ship carry sextant(s)?	Yes
4.1.8	Does ship carry a signal lamp?	Yes
4.1.9	Is each bridge wing fitted with:	
1	Rudder angle indicator	Yes
2	RPM indicator	Yes
3	Gyro repeater	Yes
4.1.10	If the ship is fitted with a controllable pitch propeller, are indicators fitted on the bridge wings?	Yes
4.1.11	Are steering controls and engine controls fitted on bridge wings?	Yes
4.1.12	Is a Bridge Watch Navigation Alarm (BWNAS) system fitted?	Yes

5 Safety

1 Safety Management

5.1.1	Quality management system:	
1	Is the ship operated under a Quality management system?	Yes
2	If Yes, what type of system? (ISO9002 or IMO Resolution A.741(18))?	IMO resolution A.741(18)
3	If Yes, who is the certifying authority?	American Bureau of Shipping
4	Date of the ship's certification	20 February 2013

2 Helicopters

5.2.1	ICS Guide to Helicopter/Ship Operations	
1	Does the ship comply with the ICS Guide to Helicopter/Ship Operations?	Yes
2	If yes, state whether winching or landing area provided	Landing
3	If yes, what is the diameter of the circle provided	13.50

3 Firefighting and Lifesaving equipment

5.3.1	Fixed foam firefighting	
1	Is a fixed foam firefighting system installed for the cargo area?	Yes
2	If yes, what is the type of foam?	Multipurpose
3	What was the date of supply of the foam, or the date of the last Test Analysis Certificate?	25 January 2017
5.3.2	What type of fixed firefighting system is provided for:	
1	The paint locker?	WATER SPRINKLER

2	The pump room?	HIGH EXPANSION FOAM
3	The engine room?	HIGH EXPANSION FOAM
4	The void spaces?	N/A
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?	Yes
5.3.5	Is the ship equipped with a compressor for recharging breathing apparatus air cylinders?	Yes
5.3.6	What type of lifeboat(s) is/are fitted?	Conventional
5.3.7	Dedicated rescue boats	
1	Is a dedicated rescue boat provided?	Yes
2	If a dedicated rescue boat is carried, what is its construction?	Rigid

6 Pollution Prevention

1 Pollution Prevention

6.1.1	Continuous deck edge fishplate	
1	Is ship fitted with a continuous deck edge fishplate enclosing the deck area?	Yes
2	If Yes, what is its minimum vertical height above the deck plating?	280.00
3	What is maximum vertical height above deck plating at the position where the fish plate adjoins the aft thwartships coaming?	420.00
4	How far forward of the athwartships coaming is this height maintained?	11.70
5	Is an athwartship deck coaming fitted adjacent to accommodation and service areas?	Yes
6	What is the height of the coaming?	420.00
6.1.2	Is spill containment fitted	
1	Under the cargo manifold?	Yes
2	Under all bunker manifolds?	Yes
3	Under the bunker tank vents?	Yes
4	Around the deck machinery?	Yes
6.1.3	What type of scupper plugs are provided?	SCREW DOWN RUBBER TYPE
6.1.4	Preventing spill out entering the sea	
1	Are means provided to prevent spilled oil entering the sea?	Yes
2	If yes, what means are provided?	
6.1.5	Is the following pollution control equipment available to clean up oil spilled on deck:	
1	Sorbents	Yes
2	Non-sparking hand scoops/shovels	Yes
3	Containers	Yes
4	Emulsifiers	Yes
5	Non-sparking pumps	Yes
6.1.6	Is the cargo piping system fully segregated from the sea chest?	Yes

6.1.7	What type of sea valves are fitted?	BUTERFLY TYPE WITH A BLANK
6.1.8	Pre-MARPOL tankers	
1	Is the ship a pre-MARPOL tanker?	Yes
2	If yes, is a cargo sea chest valve testing arrangement fitted which meets OCIMF recommendations?	Yes
6.1.9	Are dump valves fitted to the slop tanks which will operate with normal inert gas pressure in the tank vapour space?	Yes
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	No
6.1.12	Is there a discharge above the waterline for Annex I oily mixtures	Yes
6.1.13	Cargo piping pressure tests:	
1	On oil and chemical tankers, does the Operator have a policy to pressure test cargo piping at intervals no greater than 12 months?	Yes
2	If yes, specify pressure	12.15
6.1.14	Bunker piping pressure tests:	
1	Does Operator have policy to pressure test bunker piping at intervals no greater than 12 months?	Yes
2	If yes, specify pressure	4.00 Bar
6.1.15	Is garbage incinerator fitted?	Yes

2 OPA 90 Requirements

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

7 Structural Condition

1 Structural Condition

7.1.1	Cargo tank coating	
1	Are cargo tanks coated?	Yes
2	If yes, specify type of coating	EPOXY
3	If all tanks are not coated, specify those tanks which are not coated	1W,2W,3W,4W,5W,6W
4	If cargo tanks are coated, specify to what extent	SLOPS ARE COATED FULL. ALL OTHER TANKS ARE COATED BOTTOM AND CROWN 3 MTRS
5	What is the condition of coating?	Good
7.1.2	Ballast tank coating	
1	Are ballast tanks coated?	Yes
2	If yes, specify type of coating	EPOXY

3	If yes, specify to what extent	FULL
4	What is the condition of the ballast tank coating?	VERY GOOD
7.1.3	Tank anodes	
1	Are anodes fitted to the cargo tanks?	No
2	Are anodes fitted to the ballast banks?	Yes
3	What type of anodes are fitted	ZINC
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	0.00
6	If anodes are aluminium, what is the height above tank bottom?	
7.1.4	Is a formal programme in place for regular inspection of void spaces, cargo and ballast tanks?	Yes
7.1.5	Planned Prevention Maintenance Programme	
1	Does ship have planned prevention maintenance programme (PPM)?	Yes
2	Is PPM manual (card system) or computerised?	Computerised
3	What areas of the ship does the PPM cover?	FULL SHIP
4	If the PPM is Class-approved, what is the Class notation?	Yes

8 Cargo

1 Ballast Tanks

8.1.1 Ballast capacities at 100% full (M3)

Tank Number	Identity	Capacity	(Cu Meters)
1	FPK TANK	4050.80	
2	1P	2821.60	
3	1S	2821.60	
4	2P	2688.90	
5	2S	2688.90	
6	3P	2705.50	
7	3S	2705.50	
8	4P	2705.50	
9	4S	2705.50	
10	5P	2664.70	
11	5S	2664.70	
12	6P	3159.30	
13	6S	3159.30	

8.1.2	Total Ballast Tank Capacities at 100% full	38733.30 Cu Meters

2 Ballast Handling

8.2.1 Ballast Handling Data

	Number	Type	Type of prime mover	Capacity	At what head?
Main Pump	2	CENTRIFUGAL	ELECTRIC	1800 Cu Meter/Hour	30 Meters
Stripping	Not applicable				
Eductors	1		WATER	400 Cu Meter/Hour	

8.2.2 Ballast handling Main Pump

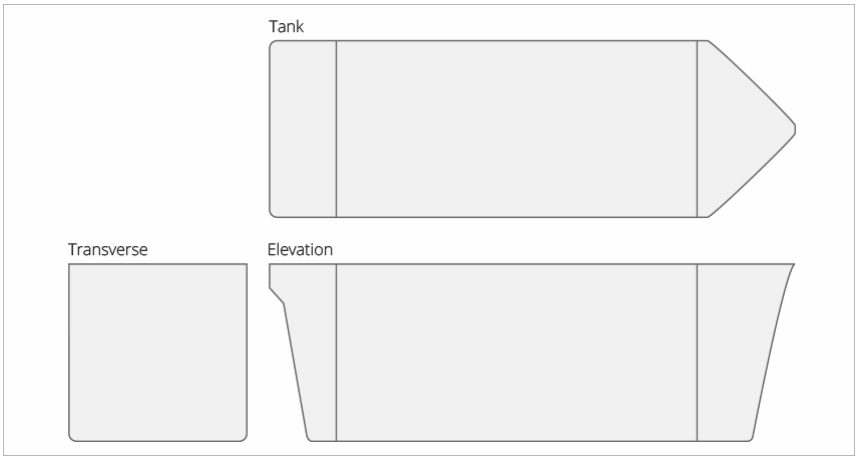
1	Normal back pressure	5.00
2	Max RPM	1800.00

8.2.3 Bunker connections

1	What is the number of bunker connections per side?	3
2	What is the size of the bunker connection?	200.00

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?
2	If Yes, how many ballast tanks are full breadth?

3 Cargo Tank Capacities

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

9.3.2 Centre Tank Total Capacity (98%)

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

Tank Number	Capacity

		1	17631
		2	19624.6
		3	19628.8
		4	19628.8
		5	19628.8
		6	18996
9.3.4	Wings (P and S combined) Total Capacity (98%)		115138.20
9.3.5	Slops tank capacities (98%)		
		Tank Number	Capacity
		1	1331.6
		2	1331.6
9.3.6	Grand Total Capacity (98%)		117801.40
9.3.7	Ballast Capacities At 100% Full (M3)		38733.30

4 SBT Tanker

9.4.1	What is the total volume of the SBT tanks	38733.30 Cu Meters
9.4.2	What percentage of summer deadweight can the ship maintain with SBT only?	36.83 Percent
9.4.3	Does the ship meet the requirements of MARPOL Reg 13 (2)?	Yes
9.4.4	Can segregated ballast be discharged through the cargo manifold?	Yes
9.4.5	Is a spool piece to connect the ballast system to the cargo system provided?	Yes
9.4.6	Dedicated/segregated ballast tanks	
1	Do cargo lines pass through any dedicated or segregated ballast tanks?	No
2	If Yes, what type of expansion is fitted?	
9.4.7	Cargo tanks	
1	Do ballast lines pass through any cargo tanks?	No
2	If Yes, what type of expansion is fitted?	
9.4.8	Line clearing	
1	Can the ship pump water ashore for line clearing?	Yes
2	If Yes, what is maximum attainable discharge rate?	3000.00 Cu Meters/Hour
3	If Yes, what is maximum acceptable back pressure?	7.00 Bar
9.4.9	Which cargo tanks are designated for the carriage of heavy weather ballast?	4 P &S COT

5 Cargo Handling

9.5.1	How many grades of cargo can be loaded or discharged with double valve segregation?	3
9.5.2	How many grades of cargo can be loaded or discharged using blank flanges?	
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?	Yes

2	Is an Oil Discharge Monitoring System connected to the above waterline discharge?	Yes
3	If yes, is the Oil Discharge Monitoring System designed to automatically stop the discharge of effluent when its oil content exceeds permitted levels?	Yes

9.5.5	Stability computer	
1	If the ship is >100m LOA, is it provided with a class-approved or class-certified stability computer?	Yes
2	Does this stability programme consider damaged stability conditions?	Yes

6 Cargo Handling Systems

9.6.1	Is computer integrated with cargo system and equipped with alarm to monitor loading and discharging operations?	Yes
9.6.2	Are dedicated cargo stripping lines and pumps provided?	Yes

9.6.3 State location of cargo pump emergency stops

Stop Number	Location
1	BLS ROOM
2	MANIFOLD P/S
3	PUMP ROOM TOP
4	PUMP ROOM BOTTOM
5	CCR, BRIDGE, ECR AND TURBINE PLATFORM

9.6.4 High temperature alarms/trips

	High temperature alarms	High temperature trips
Bearings of cargo pumps	Yes	Yes
Bearings of ballast pumps	Yes	Yes
Casings of cargo pumps	Yes	Yes
Casings of ballast pumps	Yes	Yes
Pumproom shaft glands through bulkheads	Yes	Yes

9.6.5	What is the principal type of cargo valve?	BUTTERFLY
9.6.6	What type of cargo valve actuator is fitted?	HYDRAULIC

7 Cargo Room Control

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

8 Gauging and Sampling

9.8.1	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?	Yes

9.8.2	What type of fixed closed tank level gauging system is fitted?	HONEYWELL
9.8.3	Is the tank level gauging system provided with local readouts at each tank?	No
9.8.4	Is the tank gauging system calibrated by a Internationally-recognised cargo inspection company?	Yes
9.8.5	If it is a portable system does the sounding pipe extend to full tank depth?	
9.8.6	Are bunker tanks fitted with a full depth gauging system?	Yes
9.8.7	High level alarms	
1	Are high level alarms fitted to the cargo tanks?	Yes
2	If Yes, are the high level alarms fitted to all cargo tanks?	All
3	Are the high level alarms independent of the gauging system?	Yes
9.8.8	Bunker tanks high level alarms	
1	Are bunker tanks fitted with high level alarms?	Yes
2	If Yes, are bunker tank high level alarms part of the primary tank gauging system?	No
9.8.9	Is closed-sampling equipment provided?	Yes
9.8.10	Are cargo tanks fitted with dipping points as per IMO Res 497 4.4.4?	Yes
9.8.11	Vapour lock calibration	
1	If portable equipment for gauging uses vapour locks, are vapour locks calibrated by a recognised cargo inspection company?	Yes
2	If Yes, what is the name of the cargo inspection company	UTI
3	If Yes, by whom are vapour locks certified?	DNV
9.8.12	Portable gauging equipment	
1	Is portable equipment used for gauging?	Yes
2	If yes, who is the manufacturer?	UTI
3	How many units are supplied?	3
9.8.13	What is the name of the manufacturer of the vapour locks?	MARINE MOISTURE CONTROL
9.8.14	What is the nominal (internal) diameter of the vapour lock?	50.00 Millimetres
9.8.15	Vapour locks	
1	To what standard is the thread of the vapour lock manufactured?	
2	Can vapour lock be used for ullaging?	Yes
3	Can vapour lock be used for temperature?	Yes
4	Can vapour lock be used for interface?	Yes
5	Can vapour lock be used for cargo sampling?	Yes
6	If the vapour lock can be used for cargo sampling, what is the volume of the sample that can be drawn?	500 ML
9.8.16	Specify portable equipment for checking oil/water interface	UTI
9.8.17	Can cargo samples be taken at the manifold?	Yes
9.8.18	What is the means of taking cargo temperatures?	REMOTE AND LOCAL

9 Vapour Emission Control

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

10 Venting

9.10.1	What type of venting system is fitted	FULL FLOW
9.10.2	What is the maximum venting capacity?	11250.00 Cu Meters/Hour
9.10.3	What is the P/V valve opening pressure?	1400.00 MM/WG
9.10.4	What is the P/V valve vacuum setting?	-350.00 MM/WG
9.10.5	Are isolating valves fitted to each cargo tank?	Yes
9.10.6	Does the secondary venting arrangement provide for each tank, a full a flow P/V valve (or valves) on the tank side of the isolation valve or pressure sensing equipment with the readouts in the CCR?	Yes
9.10.7	Are pressure sensors, having readouts in the cargo control position, provided in each cargo tank?	Yes
9.10.8	Mast risers	
1	Is venting through a mast riser?	Yes
2	Are mast risers fitted with high velocity vents?	
3	If Yes, state opening pressure	
4	What is the vacuum setting of the mast riser P/V valve?	-350.00 MM/WG
5	What is the maximum capacity of the mast riser venting system?	10800.00 Cu Meters/Hour
9.10.9	What is the maximum loading rate for homogenous cargo?	10800.00 Cu Meters/Hour

11 Cargo Manifolds

9.11.1	Does the cargo manifold arrangement comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?	Yes
9.11.2	Manifold Valves	
1	What type of valves are fitted at manifold?	BUTTERFLY
2	If hydraulic valves fitted, what are closing times?	
9.11.3	What is the number of cargo connections per side?	3
9.11.4	What is the size of cargo connections?	400.00 Millimetres
9.11.5	Are pressure gauges fitted with valves or cocks located outboard of manifold valves?	Yes
9.11.6	What is the material of the manifold?	STEEL
9.11.7	Is a cargo line crossover fitted at the manifold?	Yes

12 Manifold Arrangement

9.12.1	Measurements	

1	Distance A bunker manifold to cargo manifold	2000.00 Millimetres
2	Distance B cargo manifold to cargo manifold	2500.00 Millimetres
3	Distance C cargo manifold to vapour return manifold	4000.00 Millimetres
4	Distance D manifolds to ship's rail	4600.00 Millimetres
5	Distance E spill tank grating to centre of manifold	870.00 Millimetres
6	Distance F main deck to centre of manifold	2075.00 Millimetres
7	Distance G maindeck to top of rail	1375.00 Millimetres
8	Distance H top of rail to centre of manifold	700.00 Millimetres
9	Distance J manifold to ship side	4600.00 Millimetres
10	What is the height of the manifold connections above the waterline at loaded (Summer Deadweight) condition?	9.93 Meters
11	What is the height of the manifold connections above the waterline in normal ballast?	17.00 Meters
12	What is the height of manifold connections above the waterline in lightship condition?	
13	What is the distance between the keel and centre of manifold?	24.50 Meters

9.12.2	Is a stern discharge manifold fitted?	No
9.12.3	If stern manifold fitted, state size	
9.12.4	Is a bow manifold fitted?	Yes
9.12.5	If bow manifold fitted, state size	500.00 Millimetres
9.12.6	If bow manifold is fitted, to what Standard is it manufactured?	ANSI steel

13 Gas Monitoring

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

14 Cargo Heating

9.14.1	Heating coils	
1	Are the cargo tanks fitted with heating coils?	Yes
2	If Yes, how many independent heating coil sets are fitted to each cargo tank?	4
3	If Yes, are all the cargo tanks fitted with heating coils?	Yes
4	What is the height of the heating coils above the tank bottom?	200.00 Millimetres
5	What is the total heating surface of the heating coils, per tank?	194.00 Sq Meters
6	What is the ratio of the heating surface to the volume of the tank?	0.00842
7	Are heating coils welded or coupled?	Welded
9.14.2	Are heat exchangers external to cargo tanks?	No
9.14.3	Are there external ducts?	No

9.14.4	What type of material is used for the heating coils?	Other
9.14.5	Inlet heating	
1	Inlet heating medium to coils	Steam
2	With Sea temperature	5.00 Deg C
3	With air temperature	2.00 Deg C
9.14.6	Heating agent	Steam
9.14.7	Number of heaters	
1	Number of heaters	1
2	Able to raise temperature from	50.00 Deg C
3	Able to raise temperature to	60.00 Deg C
4	Time taken to raise temperature	96.00 Hours
9.14.8	Total capacity of boilers	

15 Inert Gas and Crude Oil Washing

9.15.1	Is an inert gas system (IGS) fitted? (If No, ignore remainder of this section)	Yes
9.15.2	Is a P/V breaker fitted?	Yes
9.15.3	Do the inert gas distribution lines have natural segregations that match the cargo pipeline segregations?	
9.15.4	Is the inert gas supplied by flue gas, inert gas generator and/or stored nitrogen?	Flue Gas
9.15.5	Are fixed O2 alarms fitted in inert gas generating spaces?	Yes
9.15.6	What is the capacity of the IGS?	11250.00 Cu Meters/Hour
9.15.7	How many fans does it have?	2
9.15.8	What is the total combined fan capacity?	11250.00 Cu Meters/Hour
9.15.9	IG generator	
1	Is a top-up IG generator fitted?	No
2	If Yes, what is its capacity?	
9.15.10	Is an IGS operating manual on board?	Yes
9.15.11	What type of deck seal is fitted?	Wet type
9.15.12	How many segregations does the IGS have?	1
9.15.13	What method is used to isolate individual tanks?	Isolation butterfly valves
9.15.14	What type of non-return valve is fitted?	flap type
9.15.15	If the cargo tanks can be individually isolated from the IGS/Vent line, what means of secondary protection is fitted?	Remote IG pressure monitoring
9.15.16	If ship has double hull or sides, are facilities available to inert ballast tanks and other void spaces?	Yes
9.15.17	How is inert gas supplied to the ballast tanks or other void spaces?	spool piece or emergency IG hoses
9.15.18	Can these tanks/spaces be purged with air?	Yes
9.15.19	Emergency IGS Connection	

1	Where is the location of the emergency IGS connection?	In front of the Pump Room
2	What is the size of the emergency IGS connection?	250.00 Millimetres

9.15.20 Crude Oil Washing

1	Is a Crude Oil Washing (COW) installation fitted?	Yes
2	Are COW drive units fixed or portable?	Fixed
3	Are COW drive units programmable?	Yes
4	Can COW be conducted at the same time as cargo discharge?	Yes
5	Is there an approved COW Manual on board?	Yes
6	What is the working pressure of the COW lines?	8.00 Bar

16 Cargo Pumps

9.16.1 Cargo Pumps

9.16.2 Stripping Pumps

9.16.3 Ballast 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 Winches

1	Is brake testing equipment on board?	Yes
2	When were the brakes last tested?	25 March 2015

10.1.3 Mooring Wires (on drums)

	Number	Diameter (Millimetres)	Material	Length (Meters)	Breaking Strength (Tonnes)
Forecastle	4	36.00	STEEL	250.00	85.00
forward Main Deck	4	36.00	STEEL	250.00	85.00
Main Deck					
Aft Main Deck	2	36.00	STEEL	250.00	85.00
Poop	6	36.00	STEEL	250.00	85.00

10.1.4 Type of shackle: Tonsberg

10.1.5 Synthetic Tails

	Number	Diameter (Millimetres)	Material	Length (Meters)	Breaking Strength (Tonnes)
Forecastle	4	80.00	Nylon	11.00	120.00
forward Main Deck	4	80.00	Nylon	11.00	120.00
Main Deck					
Aft Main Deck	2	80.00	Nylon	11.00	120.00
Poop	6	80.00	Nylon	11.00	120.00

10.1.6 Mooring Ropes (on drums)

10.1.7 Other Mooring Lines

10.1.8 Spare Mooring Wires

Storage location	Number	Diameter (Millimetres)	Material	Length (Meters)	MBL (Tonnes)
1 Forward	1	36.00	Steel	250.00	85.00
1 Aft	1	36.00	Steel	250.00	85.00

10.1.9 Spare Mooring Ropes

Storage location	Number	Diameter (Millimetres)	Material	Length (Meters)	MBL (Tonnes)
4 forward	1	68.00	Ti-Brid Polyester composite	85.00	220.00

10.1.10 Spare Mooring Tails

Storage location	Number	Diameter (Millimetres)	Material	Length (Meters)	MBL (Tonnes)
8 forward	1	80.00	nylon	11.00	117.00
8 aft	2	80.00	nylon	11.00	117.00

10.1.11 Mooring Winches

	Number	Sgl/Dbl drum	Split drum	Motive power	Heaving power (Tonnes)	Brake capacity (Tonnes)	Hauling speed (M/Min)	Type of brake
Forecastle	4	DBL	Yes	hydraulic	20.00	51.00	12.00	band brakes
forward Main Deck	4	DBL	Yes	hydraulic	20.00	51.00	20.00	band brakes
Main Deck								
Aft Main Deck	2	DBL	Yes	hydraulic	20.00	51.00	12.00	band brakes
Poop	6	DBL	Yes	hydraulic	20.00	51.00	12.00	band brakes

10.1.12 What type of winch brakes are fitted? band brakes

2 Mooring Bitts

10.2.1 How many sets of mooring bitts are fitted

1	On forecastle	2
2	On forward main deck	6
3	On aft main deck	4
4	On poop deck	4

10.2.2 Distance of mooring chock for breast/spring lines

1	Forward of centre of manifold	75.00 Meters
2	Aft of centre of manifold	52.50 Meters

3 Anchors and Windlass

10.3.1 What is the motive power of the windlass? Hydraulic

10.3.2 What is the cable diameter? 76.00 Millimetres

10.3.3	Number of Shackles	
1	Port cable	14
2	Starboard cable	13
10.3.4	Are bitter end connections to both cables capable of being slipped?	Yes

4 Emergency Towing Arrangements

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

10.4.2 Details of ETA

	Forward	Aft
Type of System	QRS Chain stopper	fairlead strong point
Safe Working Load (SWL) of System	250 Tonnes	200 Tonnes
Is pick-up gear provided?	Not applicable	Yes
Towing pennant length	Not applicable	80 Meters
Towing pennant diameter	Not applicable	80 Millimeters
Type of strong point (e.g. Smit bracket)	QRS Chain stopper	strong point bitt
Chafing Chain Size	76 Millimeters	Not applicable
Fairlead size (in format ABCmm x XYZmm)	450x600	350x600
Is a pedestal roller fitter?	Yes	Yes

10.4.4	How many sets of bitts are fitted in the bow area?	4
10.4.5	What is the height of the bitts in the bow area?	800.00 Millimetres
10.4.6	What is the Safe Working Load (SWL) of the bitts in the bow area?	92.00 Tonnes
10.4.7	What is the distance between bow fairleads and nearest bitts?	220.00 Millimetres
10.4.8	Is the bow area clear of any obstructions which would hamper towing connections?	No

5 Escort Tug

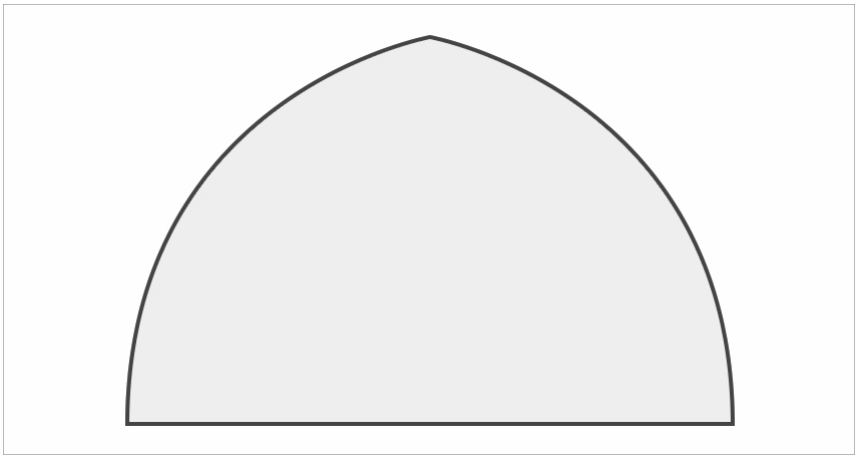
10.5.1	SWL of closed chock on stern	200.00 Tonnes
10.5.2	SWL of bollard on poopdeck suitable for escort tug	200.00 Tonnes
10.5.3	Are stern chock and bollard capable of towing astern to 90 degrees?	Yes

6 Single Point Mooring (SPM) Equipment

10.6.1	Does the ship meet the recommendations contained in the latest edition of OCIMF 'Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings'?	No
10.6.2	Bow chain stoppers	
1	Are bow chain stoppers fitted?	
2	If Yes, how many?	1
3	If Yes, state type	QRS Chain Stopper
4	If Yes, what is the Safe Working Load (SWL)?	250.00 Tonnes
5	What is the maximum size chain diameter the bow stopper(s) can handle?	84.00 Millimetres

10.6.3	Closed fairleads	
1	Are closed fairleads of OCIMF recommended size (600mm x 450mm)?	Yes
2	If not, give details of size (in format ABCmm x XYZmm)	
10.6.4	If two forward bow fairleads are fitted give distance between them	
10.6.5	What is the distance between the bow fairlead and stopper/bracket?	3.54 Meters
10.6.6	What is the distance from the stopper bracket to roller lead/winch drum?	4.50 Meters
10.6.7	Is there a direct lead from the bow stopper to the winch drum (not the warping end)?	Yes
10.6.8	Is the winch storage drum capable of safely accommodating 150m X 80mm fibre pick up rope?	Yes
10.6.9	Is the winch storage drum capable of safely accommodating 200m X 80mm fibre pick up rope?	Yes

7 Bow mooring arrangement diagram



10.7.1	Bow mooring arrangement diagram	

8 Manifold arrangement

10.8.1	Manifold Arrangement Diagram	
10.8.2	Distance K end of drip tray to center line of deck cleat	3260.00 Millimetres
10.8.3	Distance L spill tray to centre line of bollard	300.00 Millimetres

10.8.4	Distance M length of bollard	650.00 Millimetres

9 Lifting equipment

10.9.1	Cargo handling derricks	
1	How many derricks are fitted?	
2	What is their safe working load (SWL)?	
3	Date last tested	
10.9.2	Cargo handling cranes	
1	If cranes are fitted, how many?	1
2	What is their safe working load (SWL)?	15.00 Tonnes
3	Date last tested	16 July 2015
10.9.3	Other derricks or cranes	
1	If cranes are fitted, how many?	
2	What is their safe working load (SWL)?	
3	Date last tested	
10.9.4	Is Safe Working Load (SWL) clearly marked on all lifting equipment?	Yes
10.9.5	Can the derricks or crane(s) maintain their design SWL when plumbing a point one metre outboard from the ship's side over the full length of the manifold including bunker and vapour connections?	Yes
10.9.6	If the ship is equipped to operate at Single Buoy Moorings (SBMs), does the arrangement at the manifold area for securing submarine hoses meet OCIMF Guidelines?	No

10 Other equipment

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

11 Communications and Electronics

1 Communications and Electronics

11.1.1	Under what sea area (A1, A2, A3 or A4) does the ship operate?	A3
11.1.2	Is a Long Range Identification and Tracking (LRIT) System fitted?	Yes
11.1.3	Is the vessel equipped with an Automatic Identification System (AIS)	Yes
11.1.4	Is the vessel equipped with a Voyage Data Recorder or Simplified Voyage Data Recorder?	Yes
11.1.5	Does the VDR or S-VDR have clear instructions to bridge watchkeepers relating to the saving of data following an incident?	Yes
11.1.6	Is a Search and Rescue Transponder (SART) fitted?	Yes

11.1.7	Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted?	Yes
11.1.8	How many VHF radios are fitted on the bridge?	3
11.1.9	Is a VHF radio fitted in the Cargo Control Room?	Yes
11.1.10	Is the CCR connected to the internal communication system?	Yes
11.1.11	How many intrinsically safe walkie talkies are provided for cargo handling?	8
11.1.12	Is an INMARSAT satellite communications system fitted?	Yes
11.1.13	Are at least three survival craft two-way radio telephones provided?	Yes
11.1.14	List any other communications equipment carried	V-Sat, FBB500, Sat- C, MF/HF
11.1.15	Can the radio transmit the helicopter homing signal on 410 KHz?	No

12 Propulsion

1 Main Propulsion

12.1.1	Means of main propulsion	
1	What is the means of main propulsion	Motor
2	If motor state whether two stroke or four stroke	2 Stroke
3	If four stroke, state how many engines fitted	
12.1.2	How many propellers are fitted?	Single
12.1.3	Is a controllable pitch propeller fitted?	Controllable
12.1.4	Boilers	
1	How many boilers are fitted?	2
2	What is rated output of boilers?	25.00 Tonnes/Hour
3	Are the boilers equipped to operate on low sulphur fuel when the vessel is operating in Emission Control Areas	Yes
12.1.5	Low sulphur fuel requirements	
1	Is equipment fitted and are procedures in place to changeover main propulsion fuels to meet low sulphur fuel requirements?	Yes
2	Is equipment fitted and are procedures in place to changeover auxiliary equipment fuels to meet low sulphur fuel requirements?	
12.1.6	What type of fuel is used for main propulsion?	HFO
12.1.7	Are pressurised fuel pipes double sheathed?	Yes
12.1.8	When moored at SBM, is main engine capable of being run astern at low revolutions for extended periods (up to 24 hours continuously)?	Yes
12.1.9	Can a speed of less than 5kts be maintained?	Yes
12.1.10	Is the ship certified for Unmanned Machinery Space (UMS) operation?	Yes
12.1.11	Is the machinery space operated in unmanned mode?	Yes

2 Thrusters

12.2.1	Bow thruster	

1	Is a bow thruster fitted?	Yes
2	If Yes, give Brake Horse Power	2200.00 BHP

12.2.2 Stern thruster

1	Is a stern thruster fitted?	Yes
2	If Yes, give Brake Horse Power	1600.00 BHP

12.2.3 High angle rudder

1	Is a high angle rudder fitted?	Yes
2	Number fitted	1
3	What type	schlling rudder

3 Generators

12.3.1	How many power generators are fitted?	4
12.3.2	What is the design power output of the generators?	14940 kW
12.3.3	What type of fuel is used in the generating plant?	HFO, LSFO, LSDO, MGO
12.3.4	Is an Emergency Generator or batteries fitted?	Yes

4 Main engine air start compressors

12.4.1	Number of main engine start compressors	2
12.4.2	Operating pressure	30.00 Bar
12.4.3	Motive power of emergency compressor	90.00 Cu Meters/Hour

5 Bunkers

12.5.1 Fuel oil tank capacities

Tank name	Capacity	(Cu Meters)
No. 1 HFO Port	715.10	
N. 2 HFO Port	199.90	
No. 1 HFO Starboard	882.40	
No. 2 HFO Starboard	402.50	

12.5.2 Diesel oil tank capacities

Tank name	Capacity	(Cu Meters)
D.O STOR. T. (S)	279.90	
D.O SERV. T. (S)	42.50	

12.5.3 Gas oil tank capacities

Tank name	Capacity	(Cu Meters)
L.S.M.D.O SERV. T. (S)	55.20	
L.S.M.D.O STOR. T. (S)	137.50	

6 Steering gear

12.6.1	What type of steering gear is fitted?	Rotary vane
12.6.2	How many motorized hydraulic pumps or motors fitted?	2

12.6.3	How many telemotors fitted?	2
12.6.4	Is an emergency rudder arrest/rudder control fitted?	Yes

7 Anti-pollution

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

13 Ship to Ship Transfer

1 Ship to Ship Transfer

13.1.1	Does vessel comply with recommendations contained in OCIMF/ICS/CDI/SIGTTO "Ship To Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases?	Yes
13.1.2	Are at least 7 ratings available to assist with mooring operations?	Yes
13.1.3	What is Safe Working Load (SWL) of bitts in the manifold area?	40.00 Tonnes
13.1.4	Are manifold bitts at least 35 metres away from the breastlines leading fore and aft?	Yes
13.1.5	What is the maximum outreach of the derricks within their designed SWL?	5.50 Meters
13.1.6	Does the Operator's SMS provide instructions regarding the transfer of personnel using derricks or cranes?	Yes
13.1.7	If cranes are fitted, are they certified for personnel transfer?	Yes
13.1.8	Are personnel who will operate cranes for personnel transfer properly trained?	Yes
13.1.9	Are four (4) 200m x 40mm messenger lines available for Ship-To-Ship (STS) mooring operations?	Yes
13.1.10	Are there two (2) closed chocks with associated bollards and leads to winches located within 35 metres forward and aft of the centre of the cargo manifold?	Yes

14 Combination Carriers

1 Combination Carriers

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