Oil Companies International Marine Forum

SIRE Programme

Harmonised Vessel Particulars Questionnaire v5

BRASIL 2014

IMO/LR Number 9623879

13 August 2017

1 General Information

1 General Information

1.1.1	Date this HVPQ document completed	11 August 2017
1.1.2	Vessel identification	
1	Name of ship	BRASIL 2014
2	LR/IMO number	9623879
3	Company IMO number	5544359
1.1.3	Previous names	
1.1.4	Flag	
1	Flag	GREECE
2	Has the flag been changed?	No
3	What was the previous flag?	
1.1.5	Port of Registry	Piraeus
1.1.6	Call sign	SVBS4
1.1.7	Ship contacts	
1	INMARSAT number	Tel(1):+870-773925650
2	Ship's fax number	+870-783831931
3	Ship's telex number	424124410-11
4	Mobile phone number	
5	Ship's email address	brasil2014.tcsm@amosconnect.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?	241244000
1.1.10	Type of Hull	Double hull
1.1.11	Name of P and I Club	BRITANNIA
1.1.12	EEDI rating number	N/A

2 Ownership and Operation

1.2.1	Registered owner	
1	Name	BRASIL 2014 SPECIAL MARITIME ENTERPRISE
2	Full address	Megaron Makedonia, 367 Syngrou Avenue, 175 64 PALAIO FALIRO, ATHENS,GREECE.
3	Country	GREECE
4	Office telephone number	C/O OPERATOR
5	Office telex number	C/O OPERATOR
6	Office fax number	C/O OPERATOR
7	Office email address	C/O OPERATOR
8	Contact person	C/O OPERATOR
9	Contact person after hours telephone	C/O OPERATOR

1.2.2	Number of years this ship has been owned by Registered Owner	4.00 Years
1.2.3	Technical operator (if different from registered owner)	
1	Name	Tsakos Columbia Shipmanagement ("TCM") S.A.
2	Full address	Megaron Makedonia, 367 Syngrou Avenue, 175 64 PALAIO FALIRO, ATHENS,GREECE.
3	Country	GREECE
4	Office telephone number	+30 210 947 4000
5	Office telex number	
6	Office fax number	+30 210 948 0996
7	Office email address	vetting@tcsm.gr
8	Name of Designated Person Ashore (DPA)	Capt. Yiannis Giannakopoulos
9	After-hours telephone number of DPA	+30 6970966465
10	Emergency callout number	+30 6949724420
11	Emergency callout pager number	
1.2.4	Date current operator assumed technical control of the ship	23 April 2013
1.2.5	Total number of ships operated by this Technical Operator	73
1.2.6	Commercial operator (if different from registered owner)	
1	Name	Tsakos Shipping and Trading S.A.
2	Full Address	Megaron Makedonia, 367 Syngrou Avenue, 17502Paleo Faliro, Athens, Hellas
3	Country	GREECE
4	Office telephone number	+30 210 9498760
5	Office telex number	+30 210 9498760
6	Office fax number	+30 2109480719
7	Office email address	vetting@tcsm.gr
8	Contact person	+30 2109480719
9	Contact person after hours telephone	+30 2109480719

3 Builder

1.3.1	Builder name	SUNGDONG SHIPBUILDING KOREA
1.3.2	Date of building contract	21 March 2011
1.3.3	Hull number	S7002
1.3.4	Date on which keel was laid or ship was at a similar stage of construction	10 August 2012
1.3.5	Date launched	10 December 2012
1.3.6	Delivery date as recorded in Form A or Form B Q1.8.3 of the IOPPC	23 April 2013
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,Tanker for OII ESP,CSR,E0,DYNPOS-AUTR,OPP-F,BOW LOADING,TMON,NAUT-OC,BIS,BWM-E(S),SPM,VCS-2,COAT-PSPC(B),CLEAN
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	
2	Date of second last dry dock	
3	Date next dry dock due	23 April 2018
1.4.5	Special survey	
1	Date of last special survey	
2	Was last special survey an enhanced special survey	No
3	Date next special survey due	23 April 2018
1.4.6	Condition Assessment Programme	
1	Does the ship have a Condition Assessment Programme (CAP) rating?	
2	What is the latest rating?	
1.4.7	Date of last annual survey	19 May 2017
1.4.8	Date of last boiler survey	
1	Port boiler	08 April 2016
2	Starboard boiler	10 March 2016
1.4.9	Is the ship subject to a Continuous Machinery Survey	Yes

5 Dimensions

1.5.1	Length overall (LOA)	278.50 Meters
1.5.2	Length between perpendiculars (LBP)	265.17 Meters
1.5.3	Extreme breadth	48.00 Meters
1.5.4	Moulded breadth	48.00 Meters
1.5.5	Moulded depth	23.10 Meters
1.5.6	Keel to masthead	56.75 Meters
1.5.7	Distance bow to bridge	231.76 Meters
1.5.8	Distance bridge front - mid-point manifold	87.17 Meters
1.5.9	Distance bow to mid-point manifold	141.95 Meters
1.5.10	Distance stern to mid-point manifold	136.55 Meters

1.5.11 Parallel mid-body diagram

	Forward to mid-point	Aft to mid-point
Light ship	65.64	35.69
Normal ballast	76.27	51.35
At loaded summer	76.29	70.04

1.5.12 Does ship have a bulbous bow? Yes

6 Tonnages

1.6.1	Net registered tonnage (NRT)	50355.00 Tonnes
1.6.2	Gross tonnage	83078.00 Tonnes
1.6.3	Suez tonnage	
1	Suez tonnage	
2	Suez Canal Gross Tonnage (SCGT)	83574.48 Tonnes
3	Suez Canal Net Tonnage (SCNT)	75425.75 Tonnes
4	Panama Tonnage	

7 Loadline Information

1.7.1 Loadline information

	Freeboard	Draft	Deadweight	Displacement
Summer	5.97	17.17	155708.70	183367.10
Winter	6.33	16.82	151476.00	179134.40
Tropical	5.61	17.53	159946.20	187604.60
Lightship	20.12	3.03		27658.40
Normal Ballast Condition	15.05	8.10	52606.50	80264.90
Segregated Ballast Condition	15.05	8.10	52606.50	80264.90

1.7.2 Fresh Water Allowance (FWA) at summer Draft 387.00 Millimetres

1.7.3 Tonnes per Centimetre Immersion (TPC) at Summer Draft 118.70 Tonnes

1.7.4 Normal ballast conditions

	Draft	Freeboard
Forward	6.60	16.50
Aft	9.60	13.50

1.7.5 Multiple deadweights

1	Have multiple deadweights been assigned?	Yes
2	If yes, what is the maximum assigned?	155708.70

8 Recent Operational History

1.8.1	What is the max. height of mast above waterline (air draft) in normal SBT condition?	47.15 Meters
1.8.2	Has the ship traded continuously without requirement for unscheduled repairs since the last dry-dock, except for normal maintenance?	Yes
1.8.3	Unscheduled repairs	

1	Have unscheduled repairs been carried out?	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	12158
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	CRUDE OIL / PRODUCT CARRIER

2.1.4 Certificate dates

	Date issued	Date expires	Last annual	Last intermediate	Date of endorsement
Safety equipment certificate	23 April 2013	23 April 2018	10 March 2016	10 March 2016	10 March 2016
Safety radio certificate	12 June 2013	23 April 2018	12 March 2016		
Safety construction certificate	12 June 2013	23 April 2018	10 March 2016	10 March 2016	08 April 2016
Loadline certificate	12 June 2013	23 April 2018	10 March 2016		
International Oil Pollution Prevention Certificate (IOPPC)	12 June 2013	23 April 2018	11 March 2016	10 March 2016	
Safety management certificate (SMC)	04 October 2013	07 August 2018		01 April 2016	
Document of compliance (DOC)	29 June 2017	15 July 2022			19 June 2013
International ship security certificate	04 October 2013	07 August 2018		01 April 2016	

2.1.5	Minimum safe manning document	11 May 2017
2.1.6	Civil Liability Convention Certificate (1992)	20 February 2018
2.1.7	U.S. Certificate of Financial Responsibility	26 April 2019

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	03 April 2013
2.1.11	Date of issuance of the International Tonnage Certificate	04 February 2013

2 Publications

2.2.1 Publications

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

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

3 Crew

1 Crew Management

3.1.1	Number of Officers on board		
	1	What is the minimum number of officers to be carried as recorded in the Minimum Safe Manning Document?	7
	2	What is the actual number of officers on board?	11
3.1.2	Crew employment by the Ship Operator		
	1	Is the Master employed by the Ship Operator?	Yes
	2	Are the officers employed by the Ship Operator?	Yes
	3	Are the ratings employed by the Ship Operator?	No
3.1.3	What is the common language used on the Ship?		English
3.1.4	Manning agent for Officers		
	1	Name	Tsakos Columbia Shipmanagement ("TCM") S.A.
	2	Full address	Megaron Macedonia 367 Syngrou Avenue, 17564 P.Faliro, P.O.Box 79122 Athens, Greece
	3	Office telephone number	2109474000
	4	Office telex number	
	5	Office fax number	+30 210 948 0996
	6	Office email address	vetting@tcsm.gr
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?	95.00 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?	5
2	What is the actual number of ratings on board?	16
3	List nationality of ratings	Filipino-Brasilian
3.1.9	Manning agent for Ratings (if different to Officers)	
1	Name	TCM TSAKOS MARITIME PHILIPPINES INC. (TMPI)
2	Full address	2F Universal LMS Building 106 Esteban Street, Legaspi Village, Makati City, Philippines 1229
3	Office telephone number	+63 2894 1623-24-26
4	Office telex number	
5	Office fax number	+63 2894 1620
6	Office email address	info@tmpi.ph
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?	95.00 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.)	Quality, Safety and Environment Management System/ISM Code, Risk Assessment & Management, Oil Tanker advanced training, ERM,BTM/BRM, Ship Handling, ECDIS,HAZMAT
2	To ratings (Fire Fighting etc.)	Tanker Safety, Hazmat, Pollution Prevention/OPA 90, Medical First Aid
3.3.2	Are Masters and Chief Engineers required to attend company office before and after each tour of duty?	Yes
3.3.3	Does operator hold regular training seminars ashore for officers?	Yes
3.3.4	Are training seminars provided on board for officers and ratings?	Yes
3.3.5	What courses, exceeding statutory requirements, are provided:	
1	For senior officers	as per 3.7, vetting and PSC preparedness
2	For junior officers	as per 3.7, vetting and PSC preparedness

3	For ratings	ISPS Code, maritime English, Drug Awareness, Social Responsibilities, Familiarisation with ISM-ISO/Environment Management and Protection

4 Navigation

1 Navigation

4.1.1 Navigation equipment

	Installed	Type	Number installed
Magnetic compass	Yes	Makers: Northrop Grumman Type:Sperry Marine 4054	1
Gyro compass	Yes	Makers: Northrop Grumman Type: Sperry Marine 4914-AC	3
Gyro autopilot	Yes	Makers: Kongsberg Type: K-ST	1
Radar 1	Yes	Makers: Kongsberg Type: K-RADAR MFD-2 X-band	1
Radar 2	Yes	Makers: Kongsberg Type: K-RADAR MFD-3 S-band	1
ARPA		Same as Radars	2
Depth sounder with recorder	Yes	Makers: Skipper Type:GDS 101	1
Speed/distance indicator	Yes	Maker: Skipper Type: IR300	3
Doppler log	Yes	Makers: SKIPPER Type: DL -850	1
Rudder angle indicator	Yes	Makers: Heriana Type:Analog	4
RPM indicator	Yes		4
Controllable pitch propeller indicator	Yes		4
Bow thruster indicator	Yes	Analog	4
Stern thrust indicator	Yes	Analog	4
Rate of turn indicator	Yes	Makers: Sperry Marine Type:	3
Navtex indicator	Yes	Makers: SIRIUS-3 Type:	1
Global positioning system (GPS)	Yes	Maker: SIMRAD Type: MX 512	2
Differential GPS	Yes	Makers: Kongsberg Type: SEATEX DARPS 200,SEATEX DARPS 132	2
Electronic Charts Display and Information System (ECDIS)	Yes	Makers: Kongsberg Type: Seamap 10 MFD-1	2
Course Recorder	Yes		1
Integrated Navigation System (INS)	Yes	Maker: Kongsberg Type: K -Bridge MDF-9	1
Off-course Alarm - Gyro	Yes		1

Off-course Alarm - Magnetic	Yes	1
Engine Order Logger	Yes	1
Anenometer	Yes	3
Weather fax	Yes	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?	Lloyd's Register
4	Date of the ship's certification	08 August 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	13.00

3 Firefighting and Lifesaving equipment

5.3.1	Fixed foam firefighting	
1	Is a fixed foam firefighting system installed for the cargo area?	Yes
2	If yes, what is the type of foam?	Other

3	What was the date of supply of the foam, or the date of the last Test Analysis Certificate?	28 February 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, Water mist Fi-Fi system, Portable, wheeled non-portable fire extinguishers, sea water
4	The void spaces?	
5.3.3	Is a fixed dry powder firefighting system installed for the cargo area?	No
5.3.4	Is a fixed water spray firefighting system installed for the cargo area?	No
5.3.5	Is the ship equipped with a compressor for recharging breathing apparatus air cylinders?	Yes
5.3.6	What type of lifeboat(s) is/are fitted?	Conventional
5.3.7	Dedicated rescue boats	
1	Is a dedicated rescue boat provided?	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?	270.00
3	What is maximum vertical height above deck plating at the position where the fish plate adjoins the aft thwartships coaming?	320.00
4	How far forward of the athwartships coaming is this height maintained?	174.66
5	Is an athwartship deck coaming fitted adjacent to accommodation and service areas?	No
6	What is the height of the coaming?	
6.1.2	Is spill containment fitted	
1	Under the cargo manifold?	Yes
2	Under all bunker manifolds?	Yes
3	Under the bunker tank vents?	Yes
4	Around the deck machinery?	Yes
6.1.3	What type of scupper plugs are provided?	Mechanical Rubber Plugs
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?	AS PER SOPEP ANTIPOLUTION MATERIALS
6.1.5	Is the following pollution control equipment available to clean up oil spilled on deck:	
1	Sorbents	Yes

2	Non-sparking hand scoops/shovels	Yes
3	Containers	Yes
4	Emulsifiers	Yes
5	Non-sparking pumps	Yes
6.1.6	Is the cargo piping system fully segregated from the sea chest?	Yes
6.1.7	What type of sea valves are fitted?	Butterfly
6.1.8	Pre-MARPOL tankers	
1	Is the ship a pre-MARPOL tanker?	No
2	If yes, is a cargo sea chest valve testing arrangement fitted which meets OCIMF recommendations?	
6.1.9	Are dump valves fitted to the slop tanks which will operate with normal inert gas pressure in the tank vapour space?	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	
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	14.00
6.1.14	Bunker piping pressure tests:	
1	Does Operator have policy to pressure test bunker piping at intervals no greater than 12 months?	Yes
2	If yes, specify pressure	6.80 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	
4	If cargo tanks are coated, specify to what extent	Whole tanks coated

5	What is the condition of coating?	Good
7.1.2	Ballast tank coating	
1	Are ballast tanks coated?	Yes
2	If yes, specify type of coating	Epoxy
3	If yes, specify to what extent	Whole tank
4	What is the condition of the ballast tank coating?	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	0.00
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?	Whole areas
4	If the PPM is Class-approved, what is the Class notation?	Y

8 Cargo

1 Ballast Tanks

8.1.1 Ballast capacities at 100% full (M3)

Tank Number	Identity	Capacity	(Cu Meters)
13	WBT 6S	4015.70	
10	WBT 5P	4118.00	
6	WBT 3P	4215.30	
8	WBT 4P	4215.30	
1	FPT	2466.00	
4	WBT 2P	4183.70	
2	WBT 1P	4405.60	
12	WBT 6P	4015.70	
7	WBT 3S	4215.30	
5	WBT 2S	4183.70	
9	WBT 4S	4215.30	
3	WBT 1S	4405.60	
11	WBT 5S	4118.00	

8.1.2	Total Ballast Tank Capacities at 100% full	54067.10 Cu Meters

2 Ballast Handling

8.2.1 Ballast Handling Data

	Number	Type	Type of prime mover	Capacity	At what head?
Main Pump	2	No 1 & No 2 - Centrifugial / SHINKO CVL400-2	Electric motor / 1200 RPM	2500	40
Eductors	1	Low Pressure eductor	Water	400	2.5

8.2.2 Ballast handling Main Pump

1	Normal back pressure	4.00
2	Max RPM	1200.00

8.2.3 Bunker connections

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

9 Cargo Specific

1 Cargo Handling (Oil)

9.1.1 Tank Plan

2 Double Hull Vessels

9.2.1 Centreline bulkhead

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

9.2.2 'U' shaped ballast tanks

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

3 Cargo Tank Capacities

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

9.3.2 Centre Tank Total Capacity (98%)

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

Tank Number	Capacity
4	29,466.2
1	19,679.4
6	24,233.2
2	29,373.2
3	29,466.2
5	29,466.2

9.3.4 Wings (P and S combined) Total Capacity (98%) 161684.40

9.3.5 Slops tank capacities (98%)

Tank Number	Capacity

		2 1437.9	
		1 1437.9	
9.3.6	Grand Total Capacity (98%)		164560.20
9.3.7	Ballast Capacities At 100% Full (M3)		54067.10

4 SBT Tanker

9.4.1	What is the total volume of the SBT tanks	54067.10 Cu Meters
9.4.2	What percentage of summer deadweight can the ship maintain with SBT only?	35.60 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?	4000.00 Cu Meters/Hour
3	If Yes, what is maximum acceptable back pressure?	9.30 Bar
9.4.9	Which cargo tanks are designated for the carriage of heavy weather ballast?	COTs No4 P/S

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?	3
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?	No

9.6.3 State location of cargo pump emergency stops

Stop Number	Location
vii	BLS Space
ii	Pumproom entrance
iii	Pumproom lower platform
iv	CCR
vi	Bridge
i	Manifold Ps & Sb
v	Engine room turbine area

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?	No
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?	Kongsberg K - GAUGE GL-300 Tank Radar System
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?	Yes
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	DNV
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?	Tanktech/Enraf/HERMETIC
3	How many units are supplied?	3
9.8.13	What is the name of the manufacturer of the vapour locks?	TANKTECH
9.8.14	What is the nominal (internal) diameter of the vapour lock?	51.00 Millimetres
9.8.15	Vapour locks	
1	To what standard is the thread of the vapour lock manufactured?	valve model TVC 02
2	Can vapour lock be used for ullaging?	Yes
3	Can vapour lock be used for temperature?	Yes
4	Can vapour lock be used for interface?	Yes
5	Can vapour lock be used for cargo sampling?	Yes
6	If the vapour lock can be used for cargo sampling, what is the volume of the sample that can be drawn?	0.5 ltr
9.8.16	Specify portable equipment for checking oil/water interface	Tanktech / Hermetic Portable Equipment and water paste.
9.8.17	Can cargo samples be taken at the manifold?	Yes
9.8.18	What is the means of taking cargo temperatures?	Kongsberg Fixed Equipment and Portable tapes.

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	Pressure / Vacuum Valves and Mast Riser
9.10.2	What is the maximum venting capacity?	21250.00 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?	No
3	If Yes, state opening pressure	
4	What is the vacuum setting of the mast riser P/V valve?	
5	What is the maximum capacity of the mast riser venting system?	
9.10.9	What is the maximum loading rate for homogenous cargo?	17000.00 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?	600.00 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: ANSI B16.5 CLASS 150
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	2500.00 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	4280.00 Millimetres
5	Distance E spill tank grating to centre of manifold	900.00 Millimetres

6	Distance F main deck to centre of manifold	2080.00 Millimetres
7	Distance G maindeck to top of rail	1380.00 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?	8.03 Meters
11	What is the height of the manifold connections above the waterline in normal ballast?	17.35 Meters
12	What is the height of manifold connections above the waterline in lightship condition?	22.06 Meters
13	What is the distance between the keel and centre of manifold?	25.19 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	508.00 Millimetres
9.12.6	If bow manifold is fitted, to what Standard is it manufactured?	North Sea Standard Valve

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?	WBTs, Void space, Pumproom, AirCon, Accommodation entrances at Upper deck
9.13.3	Where are sensors/sampling points located in pumproom?	Bottom p+s, Lower platform p+s, ventilation trunk p+s, Void Space Pump room
9.13.4	What is the rank of the person or persons who are responsible for testing sensors/sampling points?	Chief officer and Electrician
9.13.5	Who is responsible for testing sensors/sampling points?	Ch.Officer & Electrician

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?	3 sets each cargo tank No1 p+s COT , 4 sets each cargo tank and 2 sets each slop tank
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?	250.00 Millimetres
5	What is the total heating surface of the heating coils, per tank?	
6	What is the ratio of the heating surface to the volume of the tank?	1p+s:0.008/2p+s:0.0072/3p+s:0.0072/4p+s:0.0072/5p+s:0.0072/6p+s:0.0073/slp:0.0287/sls:0.0321
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	44.00 Deg C
3	Able to raise temperature to	66.00 Deg C
4	Time taken to raise temperature	96.00 Hours
9.14.8	Total capacity of boilers	28000.00 KCal

15 Inert Gas and Crude Oil Washing

9.15.1	Is an inert gas system (IGS) fitted? (If No, ignore remainder of this section)	Yes
9.15.2	Is a P/V breaker fitted?	Yes
9.15.3	Do the inert gas distribution lines have natural segregations that match the cargo pipeline segregations?	No
9.15.4	Is the inert gas supplied by flue gas, inert gas generator and/or stored nitrogen?	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?	15000.00 Cu Meters/Hour
9.15.7	How many fans does it have?	2
9.15.8	What is the total combined fan capacity?	30000.00 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
9.15.12	How many segregations does the IGS have?	1
9.15.13	What method is used to isolate individual tanks?	butterfly valve with locking device and blind flange
9.15.14	What type of non-return valve is fitted?	Flap
9.15.15	If the cargo tanks can be individually isolated from the IGS/Vent line, what means of secondary protection is fitted?	Individual cargo tank pressure sensor
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?	With portable 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?	Infront of Pumproom
2	What is the size of the emergency IGS connection?	500.00 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?	9.30 Bar

16 Cargo Pumps

9.16.1 Cargo Pumps

Type	Prime mover	Self-priming or draining	Capacity (M3/Hr)	Max normal back pressure	Max Back Pressure Head	Max RPM
KV450-4	STEAM TURBINE	DRAINING	4000.00	12.30	16.00	1130.00
KV450-4	ELECTRICAL	DRAINING	4000.00	12.30	16.00	1200.00
KV450-4	STEAM TURBINE	DRAINING	4000.00	12.30	16.00	1130.00

9.16.2 Stripping Pumps

Type	Prime mover	Capacity (M3/Hr)	Max normal back pressure	Max Back Pressure Head
CVL400-Z	STEAM PISTON PUMP	300.00	5.60	8.00

9.16.3 Ballast Pumps

Type	Prime mover	Capacity	(M3/Hr)
KPH275	ELECTRICAL TURBINE	2500.00	
KPH275	ELECTRICAL TURBINE	2500.00	

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?	18 October 2016

10.1.3 Mooring Wires (on drums)

	Number	Diameter (Millimetres)	Material	Length (Meters)	Breaking Strength (Tonnes)
Forecastle	4	40.00	steel/w steel core	250.00	110.00
forward Main Deck	2	40.00	steel/w steel core	250.00	110.00
Main Deck	2	40.00	steel/w steel core	250.00	110.00
Aft Main Deck	2	40.00	steel/w steel core	250.00	110.00
Poop	6	40.00	steel/w steel core	250.00	110.00

10.1.4 Type of shackle TONSBERG

10.1.5 Synthetic Tails

	Number	Diameter (Millimetres)	Material	Length (Meters)	Breaking Strength (Tonnes)
Forecastle	4	88.00	nylon	11.00	155.00
forward Main Deck	2	80.00	nylon	11.00	160.00
Main Deck	2	80.00	nylon	11.00	160.00
Aft Main Deck	2	80.00	nylon	11.00	160.00
Poop	6	88.00	nylon	11.00	155.00

10.1.6 Mooring Ropes (on drums)

10.1.7 Other Mooring Lines

	Number	Diameter (Millimetres)	Material	Length (Meters)	Breaking Strength (Tonnes)
Forecastle	2	40.00	25%polyester+75%polysteel	220.00	31.00
forward Main Deck	1	40.00	25%polyester+75%polysteel	220.00	31.00
Poop	2	40.00	25%polyester+75%polysteel	220.00	31.00

10.1.8 Spare Mooring Wires

Storage location	Number	Diameter (Millimetres)	Material	Length (Meters)	MBL (Tonnes)
Forecastle	1	40.00	steel/w steel core	250.00	110.00
Steering Gear	1	40.00	steel/w steel core	250.00	110.00

10.1.9 Spare Mooring Ropes

Storage location	Number	Diameter (Millimetres)	Material	Length (Meters)	MBL (Tonnes)

	Forecastle	3	72.00	25%polyester+75%polysteel	220.00	98.00
	Steering Gear	3	72.00	25%polyester+75%polysteel	220.00	98.00

10.1.10 Spare Mooring Tails

Storage location	Number	Diameter (Millimetres)	Material	Length (Meters)	MBL (Tonnes)
Forecastle	1	80.00	nylon 8 strands	11.00	160.00

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	2	double drums	Yes	hydraulic	25.00	88.00	15.00	Band
forward Main Deck	2	double drums	Yes	hydraulic	25.00	88.00	15.00	Band
Main Deck								Band
Aft Main Deck	1	double drums	Yes	hydraulic	25.00	88.00	15.00	Band
Poop	3	double drums	Yes	hydraulic	25.00	88.00	15.00	Band

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	4
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	74.00 Meters
2	Aft of centre of manifold	51.00 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?	107.00 Millimetres

10.3.3 Number of Shackles

1	Port cable	13
2	Starboard cable	14

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	2 Sets of Tongue type Chain stoppers and chafing chain	Towing Wire Compined Strong Point incl pick up gear.
Safe Working Load (SWL) of System	250 / 350	200
Is pick-up gear provided?		Y
Towing pennant length	8	
Towing pennant diameter	76	
Type of strong point (e.g. Smit bracket)	Chain stopper Tongue type	Bollard SWL 200 Tons
Chafing Chain Size	76	
Fairlead size (in format ABCmm x XYZmm)	600 mm x 450 mm	600 mm 450 mm
Is a pedestal roller fitter?	Y	N

10.4.4	How many sets of bitts are fitted in the bow area?	3
10.4.5	What is the height of the bitts in the bow area?	90.00 Millimetres
10.4.6	What is the Safe Working Load (SWL) of the bitts in the bow area?	115.00 Tonnes
10.4.7	What is the distance between bow fairleads and nearest bitts?	350.00 Millimetres
10.4.8	Is the bow area clear of any obstructions which would hamper towing connections?	Yes

5 Escort Tug

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

6 Single Point Mooring (SPM) Equipment

10.6.1	Does the ship meet the recommendations contained in the latest edition of OCIMF 'Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings'?	Yes

10.6.2 Bow chain stoppers

1	Are bow chain stoppers fitted?	Yes
2	If Yes, how many?	2
3	If Yes, state type	Tongue
4	If Yes, what is the Safe Working Load (SWL)?	350.00 Tonnes
5	What is the maximum size chain diameter the bow stopper(s) can handle?	76.00 Millimetres

10.6.3 Closed fairleads

1	Are closed fairleads of OCIMF recommended size (600mm x 450mm)?	Yes
2	If not, give details of size (in format ABCmm x XYZmm)	

10.6.4	If two forward bow fairleads are fitted give distance between them	1600.00 Millimetres
10.6.5	What is the distance between the bow fairlead and stopper/bracket?	3104.00 Meters
10.6.6	What is the distance from the stopper bracket to roller lead/winch drum?	5510.00 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	available uppon request

8 Manifold arrangement

10.8.1	Manifold Arrangement Diagram	available uppon request
10.8.2	Distance K end of drip tray to center line of deck cleat	1800.00 Millimetres
10.8.3	Distance L spill tray to centre line of bollard	500.00 Millimetres
10.8.4	Distance M length of bollard	680.00 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?	2
2	What is their safe working load (SWL)?	15.00 Tonnes
3	Date last tested	10 March 2016
10.9.3	Other derricks or cranes	
1	If cranes are fitted, how many?	

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

10 Other equipment

10.10.1	Are accommodation ladders arranged to face aft when rigged?	Yes
10.10.2	Is the accommodation ladder well within the parallel mid-body of the ship so boats may come alongside safely at all stages of draft?	Yes
10.10.3	Are Suez Canal boat davits fitted?	Yes
10.10.4	Is a Suez Canal searchlight fitted?	Yes

11 Communications and Electronics

1 Communications and Electronics

11.1.1	Under what sea area (A1, A2, A3 or A4) does the ship operate?	A3
11.1.2	Is a Long Range Identification and Tracking (LRIT) System fitted?	Yes
11.1.3	Is the vessel equipped with an Automatic Identification System (AIS)	Yes
11.1.4	Is the vessel equipped with a Voyage Data Recorder or Simplified Voyage Data Recorder?	Yes
11.1.5	Does the VDR or S-VDR have clear instructions to bridge watchkeepers relating to the saving of data following an incident?	Yes
11.1.6	Is a Search and Rescue Transponder (SART) fitted?	Yes
11.1.7	Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted?	Yes
11.1.8	How many VHF radios are fitted on the bridge?	2
11.1.9	Is a VHF radio fitted in the Cargo Control Room?	Yes
11.1.10	Is the CCR connected to the internal communication system?	Yes
11.1.11	How many intrinsically safe walkie talkies are provided for cargo handling?	12
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	FBB,Iridium,Vsat
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?	27.00 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?	Yes
12.1.6	What type of fuel is used for main propulsion?	MFO 380 cst
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	6900.00 BHP
12.2.2	Stern thruster	
1	Is a stern thruster fitted?	Yes
2	If Yes, give Brake Horse Power	4700.00 BHP
12.2.3	High angle rudder	
1	Is a high angle rudder fitted?	Yes
2	Number fitted	1
3	What type	high performance rudder flap FKSR type

3 Generators

12.3.1	How many power generators are fitted?	4

12.3.2	What is the design power output of the generators?	2 x Hyundai engine 2x9H32/40(2EA) 4500KW/720RPM , 2 x Hyundai engine 2x7H32/40(2EA) 3500KW/720RPM
12.3.3	What type of fuel is used in the generating plant?	MDO - 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	200.00 Cu Meters/Hour

5 Bunkers

12.5.1 Fuel oil tank capacities

Tank name	Capacity	(Cu Meters)
No.1 HFO P	931.70	
No.2 HFO P	623.50	
HFO SETT T P	81.90	
HFO SERV T P	109.40	
No.1 LSH FOT S	931.70	
No.2 LSH FOT S	802.30	
LSHFO SETT T P	47.00	
LSHFO SERV T P	72.40	

12.5.2 Diesel oil tank capacities

Tank name	Capacity	(Cu Meters)
MDO STOR T P	231.10	
MDO SERV T P	45.50	

12.5.3 Gas oil tank capacities

Tank name	Capacity	(Cu Meters)
MGO STOR T S	187.70	
MGO SERV T P	48.50	

6 Steering gear

12.6.1	What type of steering gear is fitted?	Electro Hydraulic, rotary vane type
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?	No

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?	25.00 Tonnes
13.1.4	Are manifold bitts at least 35 metres away from the breastlines leading fore and aft?	Yes
13.1.5	What is the maximum outreach of the derricks within their designed SWL?	5.30 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?	No
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?	