Oil Companies International Marine Forum

SIRE Programme

Harmonised Vessel Particulars Questionnaire v5

FLANDRE

IMO/LR Number 9235256

14 June 2017

1 General Information

1 General Information

1.1.1		Date this HVPQ document completed	13 June 2017
1.1.2		Vessel identification	
	1	Name of ship	FLANDRE
	2	LR/IMO number	9235256
	3	Company IMO number	5191857
1.1.3		Previous names	
1.1.4		Flag	
	1	Flag	FRANCE
	2	Has the flag been changed?	No
	3	What was the previous flag?	
1.1.5		Port of Registry	MARSEILLE
1.1.6		Call sign	FNJU
1.1.7		Ship contacts	
	1	INMARSAT number	Inmarsat F77 : Tel 764815731 , Inmarsat FBB:tel 773232009
	2	Ship's fax number	Inmarsat F : 764815732
	3	Ship's telex number	Inmarsat C Tlx : 422628710 / 422628711
	4	Mobile phone number	
	5	Ship's email address	flandre@euronav.eu
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?	226287000
1.1.10		Type of Hull	Double hull
1.1.11		Name of P and I Club	West of England
1.1.12		EEDI rating number	2.2

2 Ownership and Operation

1.2.1		Registered owner	
	1	Name	Euronav NV
	2	Full address	De Gerlachekaii 20, 3000 antwerp, Belgium
	3	Country	BELGIUM
	4	Office telephone number	+3232474411
	5	Office telex number	(51) 940 78153
	6	Office fax number	3232474409
	7	Office email address	operations@euronav.com
	8	Contact person	Capt. Alex Staring
	9	Contact person after hours telephone	+32475630712

1.2.2	Number of years this ship has been owned by Registered Owner		13.00 Years
1.2.3	Technical operator (if different from registered owner)		
	1	Name	Euronav Ship Management (Hellas) Ltd
	2	Full address	Atki Miaouli 69 Dimitra building,18537 Piraeus Greece
	3	Country	GREECE
	4	Office telephone number	+302104558000
	5	Office telex number	
	6	Office fax number	+302104558050
	7	Office email address	hsqe.smh@euronav.com
	8	Name of Designated Person Ashore (DPA)	Capt Panagiotis Mpikas- HSQE Manager/DPA/CSO
	9	After-hours telephone number of DPA	+306942959979
	10	Emergency callout number	+302104558088
	11	Emergency callout pager number	
1.2.4	Date current operator assumed technical control of the ship		15 July 2012
1.2.5	Total number of ships operated by this Technical Operator		50
1.2.6	Commercial operator (if different from registered owner)		
	1	Name	Petroleo Brasileiro S/A - PETROBRAS
	2	Full Address	Rua Henrique Valadares, N28 - 12 andar-Bloco A Centro Rio de Janeiro CEP: 20031-030 RJ - BRAZIL
	3	Country	BRAZIL
	4	Office telephone number	+ 55 21 2166 8503 / 2166 8574
	5	Office telex number	
	6	Office fax number	
	7	Office email address	tcp-control@petrobras.com.br
	8	Contact person	Nestor BRANDAO
	9	Contact person after hours telephone	+55 21 2166-1276

3 Builder

1.3.1	Builder name		Daewoo Shipbuilding & Marine Enginering
1.3.2	Date of building contract		29 June 2000
1.3.3	Hull number		5201
1.3.4	Date on which keel was laid or ship was at a similar stage of construction		09 February 2004
1.3.5	Date launched		01 May 2004
1.3.6	Delivery date as recorded in Form A or Form B Q1.8.3 of the IOPPC		17 June 2004
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	Bureau Veritas
1.4.2	Class notation	I + Hull + Mach Oil Tanker ESP, Unrestricted Navigation [ERS-S],CPS(WBT), + VeriSTAR-HULL,+ AUT-UMS,+SYS-NEQ-1 MON-SHAFT, INWATERSURVEY, LI-HG-S1
1.4.3	Change of classification Society	
1	Has Classification Society changed?	Yes
2	What was the previous Classification Society?	Lloyds Register
3	Date of change	06 April 2013
1.4.4	Dry dock	
1	Date of last dry dock	25 June 2014
2	Date of second last dry dock	16 June 2009
3	Date next dry dock due	16 June 2019
1.4.5	Special survey	
1	Date of last special survey	26 June 2014
2	Was last special survey an enhanced special survey	Yes
3	Date next special survey due	16 June 2019
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	11 May 2017
1.4.8	Date of last boiler survey	
1	Port boiler	11 May 2017
2	Starboard boiler	11 May 2017
1.4.9	Is the ship subject to a Continuous Machinery Survey	Yes

5 Dimensions

1.5.1	Length overall (LOA)	332.00 Meters
1.5.2	Length between perpendiculars (LBP)	320.00 Meters
1.5.3	Extreme breadth	58.04 Meters
1.5.4	Moulded breadth	58.00 Meters
1.5.5	Moulded depth	31.00 Meters
1.5.6	Keel to masthead	63.00 Meters
1.5.7	Distance bow to bridge	281.70 Meters
1.5.8	Distance bridge front - mid-point manifold	118.20 Meters
1.5.9	Distance bow to mid-point manifold	163.49 Meters
1.5.10	Distance stern to mid-point manifold	168.51 Meters

1.5.11 Parallel mid-body diagram

	Forward to mid-point	Aft to mid-point
Light ship	68.46	39.34
Normal ballast	80.52	57.62
At loaded summer	80.52	80.62

1.5.12 Does ship have a bulbous bow? Yes

6 Tonnages

1.6.1	Net registered tonnage (NRT)	100899.00 Tonnes
1.6.2	Gross tonnage	159016.00 Tonnes

1.6.3 Suez tonnage

1	Suez tonnage	
2	Suez Canal Gross Tonnage (SCGT)	161409.63 Tonnes
3	Suez Canal Net Tonnage (SCNT)	152103.85 Tonnes
4	Panama Tonnage	

7 Loadline Information

1.7.1 Loadline information

	Freeboard	Draft	Deadweight	Displacement
Summer	8.98	22.07	299601.00	341849.00
Winter	9.43	21.61	291753.00	334001.00
Tropical	8.52	22.53	307451.00	349699.00
Lightship	27.88	3.17	0.00	42248.50
Normal Ballast Condition	21.10	9.94	101740.00	143988.00
Segregated Ballast Condition	21.39	9.65	97215.00	139464.00

1.7.2	Fresh Water Allowance (FWA) at summer Draft	500.00 Millimetres
1.7.3	Tonnes per Centimetre Immersion (TPC) at Summer Draft	170.80 Tonnes

1.7.4 Normal ballast conditions

	Draft	Freeboard
Forward	8.88	22.16
Aft	11.48	19.56

1.7.5 Multiple deadweights

1	Have multiple deadweights been assigned?	Yes
2	If yes, what is the maximum assigned?	305688.00

8 Recent Operational History

1.8.1	What is the max. height of mast above waterline (air draft) in normal SBT condition?	52.00 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.	Up grade of bow chain stoppers from 2 x 200 MT to 2 x 350 MT

2 Certificates

1 Certificates

2.1.1	Register number	RI 924 616 T
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 tanker
2.1.4	Certificate dates	

	Date issued	Date expires	Last annual	Last intermediate	Date of endorsement
Safety equipment certificate	26 June 2014	16 June 2019	11 May 2017		11 May 2017
Safety radio certificate	26 June 2014	16 June 2019	11 May 2017		11 May 2017
Safety construction certificate	26 June 2014	16 June 2019	11 May 2017		11 May 2017
Loadline certificate	25 June 2014	16 June 2019	11 May 2017		11 May 2017
International Oil Pollution Prevention Certificate (IOPPC)	14 August 2015	16 June 2019	11 May 2017		11 May 2017
Safety management certificate (SMC)	27 April 2016	27 April 2021	27 April 2016		27 April 2016
Document of compliance (DOC)	06 June 2012	10 July 2017	21 September 2016		21 September 2016
International ship security certificate	27 April 2016	27 April 2021	27 April 2016		27 April 2016
USCG letter of compliance	02 November 2014	02 November 2016			02 November 2014
USCG certificate of compliance	02 November 2014	02 November 2016			02 November 2014

2.1.5	Minimum safe manning document	04 January 2017
2.1.6	Civil Liability Convention Certificate (1992)	20 February 2018
2.1.7	U.S. Certificate of Financial Responsibility	26 March 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	25 June 2014
2.1.11	Date of issuance of the International Tonnage Certificate	11 December 2008

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)	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)	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?	10
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	EURONAV SHIP MANAGEMENT SAS
	2	Full address	15 QUAI ERNEST RENAUD 3RD FLOOR 44100 NANTES CEDEX - FRANCE
	3	Office telephone number	(33)2 28034250
	4	Office telex number	
	5	Office fax number	(33)2 28034279
	6	Office email address	crew.fr@euronav.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?	96.00 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?	9
2	What is the actual number of ratings on board?	15
3	List nationality of ratings	Philippines,
3.1.9	Manning agent for Ratings (if different to Officers)	
1	Name	PHILIPPINE TRANSMARINE CARRIER INC
2	Full address	First Maritime Place, 7458 Bagtikan Street San Antonion Village, 1203 MAKATI City - Philippines
3	Office telephone number	632 898 1111
4	Office telex number	
5	Office fax number	632 898 1107
6	Office email address	communication@ptc.com.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?	93.00 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.)	Advanced Oil Tanker course/safety awareness/ECDIS/Refresher Fire fighting course/Refresher Medical First Aid course/Bridge and engine resource management/Ship handling (simulator and manned model)
2	To ratings (Fire Fighting etc.)	Fire Fighting / Basic oil tanker course / Basic Chemical tanker course-Basic LPG Tanker course/
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	Bridge Resource Management / Manning model training / Manufacturers training courses : B&W - Framo-Sulzer-Alfa Laval/shiphandling courses (Port Revel)-safety awareness- fire fightinhg.
2	For junior officers	Manufacturer training courses : B & W - Framo - Sulzer - Alfa Laval - Westfalia - Centrifugal pumps - Seagull CBT Training
3	For ratings	Language training course / Hazardous material course / Welding course / Seagull training

4 Navigation

1 Navigation

4.1.1 Navigation equipment

	Installed	Type	Number installed
Magnetic compass	Yes	Liquid-filled ANSCHUTZ	1
Gyro compass	Yes	gyrosphere -ANSCHUTZ STD 20	2
Gyro autopilot	Yes	Electronic NAUTO PILOT NP 2025	2
Radar 1	Yes	S BAND FURUNO FAR 2825	1
Radar 2	Yes	X BAND FURUNO FAR 2825	1
Radar plotting equipment	Yes	FURUNO FAR 2825	2
ARPA	Yes	FURUNO FAR 2825	2
Depth sounder with recorder	Yes	FURUNO FE 700	1
Speed/distance indicator	Yes	Conbined electro /dopler CONSILIUM SAL SD1-6	1
Doppler log	Yes	docking/ longitudinal CONSILIUM SAL SD1-6	1
Docking approach Doppler	Yes	docking/ longitudinal CONSILIUM SAL SD1-6	1
Rudder angle indicator	Yes	analogic -ANSCHUTZ	3
RPM indicator	Yes	NORCONTROL	3
Controllable pitch propeller indicator	No		
Bow thruster indicator	No		
Stern thrust indicator	No		
Rate of turn indicator	Yes	ANSCHUTZ	2
Navtex indicator	Yes	FURUNO NX 500	1
Global positioning system (GPS)	Yes	GPS on sat C & openport & FBB + portable	2
Differential GPS	Yes	DGPS FURUNO GP-90 DUAL	2
Electronic Charts Display and Information System (ECDIS)	Yes	TRANSAS ES4 - NAVISAILOR 4000ECS	2

Course Recorder	Yes	ANSCHUTZ	1
Integrated Navigation System (INS)	No		
Off-course Alarm - Gyro	Yes	ANSCHUTZ STD20	1
Off-course Alarm - Magnetic	Yes	ANSCHUTZ TMC	1
Engine Order Logger	Yes	NORCONTROL	1
Anenometer	Yes	ROTATING MODEL	2
Weather fax	Yes	FURUNO D-FAX RECEIVER FAX-214	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?	No
4.1.11	Are steering controls and engine controls fitted on bridge wings?	No
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?	FRENCH GOVERNMENT
4	Date of the ship's certification	27 April 2016

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	16.00

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?	20 January 2017
5.3.2	What type of fixed firefighting system is provided for:		
	1	The paint locker?	SEA WATER SPRAY
	2	The pump room?	High Expansion Foam
	3	The engine room?	High Expansion Foam & Fog System
	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?	No
	2	If a dedicated rescue boat is carried, what is its construction?	

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?	250.00
	3	What is maximum vertical height above deck plating at the position where the fish plate adjoins the aft thwartships coaming?	500.00
	4	How far forward of the athwartships coaming is this height maintained?	5.84
	5	Is an athwartship deck coaming fitted adjacent to accommodation and service areas?	Yes
	6	What is the height of the coaming?	260.00
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 EXPANDING 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?	drop surface valves and /or pumps

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 & Gate valves
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?	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	16.00
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	5.00 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	TAR FREE 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	Deckhead to 2 m and top down 2m
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	TAR FREE EPOXY
3	If yes, specify to what extent	WHOLE TANK
4	What is the condition of the ballast tank coating?	Good

7.1.3	Tank anodes	
1	Are anodes fitted to the cargo tanks?	No
2	Are anodes fitted to the ballast banks?	No
3	What type of anodes are fitted	
4	What is the extent of wastage of the anodes in the cargo tanks	
5	What is the extent of wastage of the anodes in the ballast tanks	
6	If anodes are aluminium, what is the height above tank bottom?	

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?	ALL SHIP
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)
6	WB 5 P/S	16175.20
5	WB 4 P/S	19412.20
1	FP	3986.20
4	WB 3 P/S	19930.40
3	WB 2 P/S	19754.20
8	AP	2110.10
7	E/R P/S	1643.80
2	WB 1 P/S	17462.60

8.1.2 Total Ballast Tank Capacities at 100% full — 100474.70 Cu Meters

2 Ballast Handling

8.2.1 Ballast Handling Data

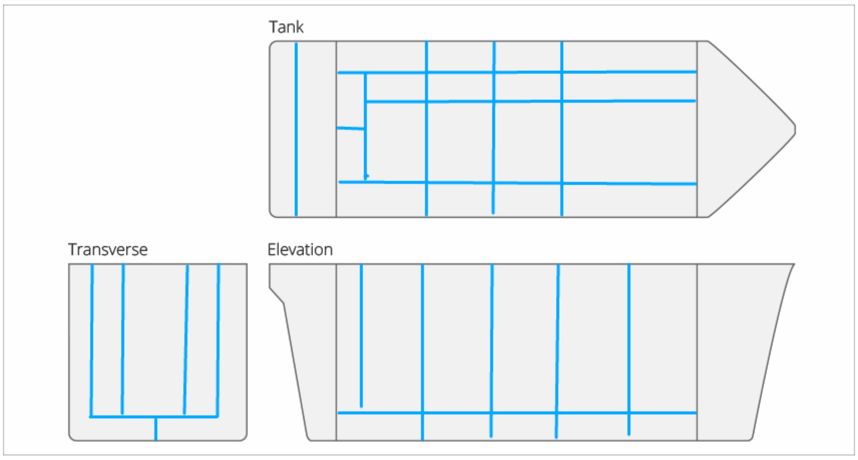
	Number	Type	Type of prime mover	Capacity	At what head?
Main Pump	2	CENTRIFUGAL VERTICAL SINGLE STAGE	ELECTRICAL	3000	35
Eductors	2		SEA WATER	300	

8.2.2	Ballast handling Main Pump	
1	Normal back pressure	3.50
2	Max RPM	1170.00

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?	300.00

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?	
2	If Yes, is bulkhead solid or perforated?	

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

Tank Number	Capacity
1	28648.6
5	28737.8
4	31803.4

		3	31803.4
		2	31803.4

9.3.2	Centre Tank Total Capacity (98%)	152796.60

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

Tank Number	Capacity
4	40322.9
2	40323
5	25812.6
3	40322.9
1	30995.2

9.3.4	Wings (P and S combined) Total Capacity (98%)	187844.40

9.3.5 Slops tank capacities (98%)

Tank Number	Capacity
4	5033.9
3	5033.9

9.3.6	Grand Total Capacity (98%)	340641.00
9.3.7	Ballast Capacities At 100% Full (M3)	100475.00

4 SBT Tanker

9.4.1	What is the total volume of the SBT tanks	100474.70 Cu Meters
9.4.2	What percentage of summer deadweight can the ship maintain with SBT only?	33.70 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?	No
9.4.5	Is a spool piece to connect the ballast system to the cargo system provided?	No
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?	5000.00 Cu Meters/Hour
3	If Yes, what is maximum acceptable back pressure?	12.00 Bar
9.4.9	Which cargo tanks are designated for the carriage of heavy weather ballast?	3 CENTER

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?	0
9.5.3	If deepwell pumps and heat exchangers are fitted, can the pumps and heat exchangers be by-passed during loading?	
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?	No

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?	

9.6.3 State location of cargo pump emergency stops

Stop Number	Location
iv	E.R.
v	PUMPROOM FLOOR
ii	PUMPROOM ENTRANCE
iii	MANIFOLDS P/S
i	CCR

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 & Hand

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?	RADAR
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	Lloyd's Register
3	If Yes, by whom are vapour locks certified?	Lloyd's Register
9.8.12	Portable gauging equipment	
1	Is portable equipment used for gauging?	Yes
2	If yes, who is the manufacturer?	S.A Tanksystem
3	How many units are supplied?	3
9.8.13	What is the name of the manufacturer of the vapour locks?	TANK SYSTEM - SWITZERLAND
9.8.14	What is the nominal (internal) diameter of the vapour lock?	25.00 Millimetres
9.8.15	Vapour locks	
1	To what standard is the thread of the vapour lock manufactured?	HERMETIC
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 litres
9.8.16	Specify portable equipment for checking oil/water interface	Hermetic UTI

9.8.17	Can cargo samples be taken at the manifold?	Yes
9.8.18	What is the means of taking cargo temperatures?	Hermetic UTI

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?	Lloyd's Register

10 Venting

9.10.1	What type of venting system is fitted	Vent riser & High Velocity PV Valve
9.10.2	What is the maximum venting capacity?	25625.00 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?	Yes
3	If Yes, state opening pressure	1300.00 MM/WG
4	What is the vacuum setting of the mast riser P/V valve?	-310.00 MM/WG
5	What is the maximum capacity of the mast riser venting system?	25625.00 Cu Meters/Hour
9.10.9	What is the maximum loading rate for homogenous cargo?	20500.00 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?	508.00 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?	ANSI B 16.5 Class 150 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	3000.00 Millimetres
3	Distance C cargo manifold to vapour return manifold	4000.00 Millimetres
4	Distance D manifolds to ship's rail	4264.00 Millimetres
5	Distance E spill tank grating to centre of manifold	900.00 Millimetres
6	Distance F main deck to centre of manifold	2100.00 Millimetres
7	Distance G maindeck to top of rail	1350.00 Millimetres
8	Distance H top of rail to centre of manifold	750.00 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?	10.68 Meters
11	What is the height of the manifold connections above the waterline in normal ballast?	23.03 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?	33.10 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?	No
9.12.5	If bow manifold fitted, state size	
9.12.6	If bow manifold is fitted, to what Standard is it manufactured?	

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?	Ballast tanks and void spaces adjacent to cargo tanks, pump room
9.13.3	Where are sensors/sampling points located in pumproom?	bottom and air ducts
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?	No
2	If Yes, how many independent heating coil sets are fitted to each cargo tank?	
3	If Yes, are all the cargo tanks fitted with heating coils?	
4	What is the height of the heating coils above the tank bottom?	

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?	
7	Are heating coils welded or coupled?	
9.14.2	Are heat exchangers external to cargo tanks?	No
9.14.3	Are there external ducts?	
9.14.4	What type of material is used for the heating coils?	
9.14.5	Inlet heating	
1	Inlet heating medium to coils	
2	With Sea temperature	
3	With air temperature	
9.14.6	Heating agent	
9.14.7	Number of heaters	
1	Number of heaters	
2	Able to raise temperature from	
3	Able to raise temperature to	
4	Time taken to raise temperature	
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?	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?	19000.00 Cu Meters/Hour
9.15.7	How many fans does it have?	2
9.15.8	What is the total combined fan capacity?	28500.00 Cu Meters/Hour
9.15.9	IG generator	
1	Is a top-up IG generator fitted?	Yes
2	If Yes, what is its capacity?	500.00 Cu Meters/Hour
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?	Blank flange + Valve
9.15.14	What type of non-return valve is fitted?	Spring Non return
9.15.15	If the cargo tanks can be individually isolated from the IGS/Vent line, what means of secondary protection is fitted?	PV valves

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?	flexible hoses on deck and/or via ballast line to WBT bottom.
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?	manifold
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?	9.00 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
3* SHINKO KV450	Steam	VAS STRIP	5000.00	16.00	150.00	1200.00

9.16.2 Stripping Pumps

Type	Prime mover	Capacity (M3/Hr)	Max normal back pressure	Max Back Pressure Head
SHINKO RECIPRO HPH350	NO	350.00	16.50	150.00

9.16.3 Ballast Pumps

Type	Prime mover	Capacity (M3/Hr)
2 SHINKO CV450	ELECTR	3000.00

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?	13 June 2017
10.1.3	Mooring Wires (on drums)	

	Number	Diameter (Millimetres)	Material	Length (Meters)	Breaking Strength (Tonnes)
Forecastle	6	42.00	STEEL	275.00	115.00
forward Main Deck	4	42.00	STEEL	275.00	115.00
Aft Main Deck	4	42.00	STEEL	275.00	115.00
Poop	6	42.00	STEEL	275.00	115.00

10.1.4 Type of shackle Mandal

10.1.5 Synthetic Tails

	Number	Diameter (Millimetres)	Material	Length (Meters)	Breaking Strength (Tonnes)
Forecastle	6	90.00	POLYMIX	11.00	175.00
forward Main Deck	4	90.00	POLYMIX	11.00	175.00
Aft Main Deck	4	90.00	POLYMIX	11.00	175.00
Poop	6	88.00	Bexcoline	11.00	175.00

10.1.6 Mooring Ropes (on drums)

10.1.7 Other Mooring Lines

	Number	Diameter (Millimetres)	Material	Length (Meters)	Breaking Strength (Tonnes)
Forecastle	2	96.00	KARAT MAXI	220.00	168.00
Poop	1	104.00	polypropylene	220.00	169.00

10.1.8 Spare Mooring Wires

Storage location	Number	Diameter (Millimetres)	Material	Length (Meters)	MBL (Tonnes)
Mid ship	1	42.00	STEEL	285.00	127.00
Lower deck (aft)	2	42.00	STEEL	285.00	134.00

10.1.9 Spare Mooring Ropes

Storage location	Number	Diameter (Millimetres)	Material	Length (Meters)	MBL (Tonnes)
Steering gear room (aft)	1	112.00	SCP + EXTRA STRONG PP	220.00	186.00
Bosun store (fwd)	2	112.00	SCP + EXTRA STRONG PP	220.00	186.00

10.1.10 Spare Mooring Tails

Storage location	Number	Diameter (Millimetres)	Material	Length (Meters)	MBL (Tonnes)
fwd	1	96.00	POLYMIX	11.00	175.00
Aft	2	88.00	POLYMIX	11.00	175.00

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	3	DOUBLE DRUM	Yes		30.00	69.00	15.00
forward Main Deck	2	DOUBLE DRUM	Yes	HYDRAULIC	30.00	69.00	15.00
Aft Main Deck	2	DOUBLE DRUM	Yes	HYDRAULIC	30.00	69.00	15.00
Poop	3	DOUBLE DRUM	Yes	HYDRAULIC	30.00	69.00	15.00

10.1.12 What type of winch brakes are fitted? HYDRAULIC

2 Mooring Bitts

10.2.1	How many sets of mooring bitts are fitted	
1	On forecastle	2
2	On forward main deck	8
3	On aft main deck	5
4	On poop deck	4
10.2.2	Distance of mooring chock for breast/spring lines	
1	Forward of centre of manifold	79.50 Meters
2	Aft of centre of manifold	76.80 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?	117.00 Millimetres
10.3.3	Number of Shackles	
1	Port cable	14
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	Chain stopper tongue type	ETS 4000
Safe Working Load (SWL) of System	300	200
Is pick-up gear provided?	N	Y
Towing pennant length		100
Towing pennant diameter		80
Type of strong point (e.g. Smit bracket)	Ocimf Tongue stopper	Fairlead with strong point
Chafing Chain Size	76	
Fairlead size (in format ABCmm x XYZmm)	600mm X 450mm	
Is a pedestal roller fitter?	yes	N

10.4.4	How many sets of bitts are fitted in the bow area?	2
10.4.5	What is the height of the bitts in the bow area?	1000.00 Millimetres
10.4.6	What is the Safe Working Load (SWL) of the bitts in the bow area?	140.00 Tonnes
10.4.7	What is the distance between bow fairleads and nearest bitts?	7200.00 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 TYPE
4	If Yes, what is the Safe Working Load (SWL)?	300.00 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	2000.00 Millimetres
10.6.5	What is the distance between the bow fairlead and stopper/bracket?	3500.00 Meters
10.6.6	What is the distance from the stopper bracket to roller lead/winch drum?	3.00 Meters
10.6.7	Is there a direct lead from the bow stopper to the winch drum (not the warping end)?	No
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	1500.00 Millimetres

10.8.3	Distance L spill tray to centre line of bollard	600.00 Millimetres
10.8.4	Distance M length of bollard	655.00 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)?	20.00 Tonnes
3	Date last tested	11 May 2017
10.9.3	Other derricks or cranes	
1	If cranes are fitted, how many?	2
2	What is their safe working load (SWL)?	7.00 Tonnes
3	Date last tested	11 May 2017
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?	No
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	
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?	
12.1.4	Boilers	
1	How many boilers are fitted?	2
2	What is rated output of boilers?	40.00 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?	HFO 380cSt RMG 35
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?	No
2	If Yes, give Brake Horse Power	
12.2.2	Stern thruster	
1	Is a stern thruster fitted?	No
2	If Yes, give Brake Horse Power	
12.2.3	High angle rudder	
1	Is a high angle rudder fitted?	No
2	Number fitted	
3	What type	

3 Generators

12.3.1	How many power generators are fitted?	3
12.3.2	What is the design power output of the generators?	1257 kw
12.3.3	What type of fuel is used in the generating plant?	HFO 380 cSt
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	3
12.4.2	Operating pressure	30.00 Bar
12.4.3	Motive power of emergency compressor	9.00 Cu Meters/Hour

5 Bunkers

12.5.1 Fuel oil tank capacities

Tank name	Capacity	(Cu Meters)
N1 HFO P	1788.50	
N2 HFO P	2116.40	
HFO Settl Tk	259.30	
HFO Overflow	101.80	
HFO Serv Tk	259.30	
N2 HFO S	2635.00	

12.5.2 Diesel oil tank capacities

Tank name	Capacity	(Cu Meters)
N°1 H.F.O. TK (S) - dedicated to LSGO	2022.20	
D.O. STOR. TK (P)	185.10	
D.O. STOR. TK (S)	148.40	
D.O. SETT. TK (P)	39.30	
D.O. SERV. TK (P)	78.50	

12.5.3 Gas oil tank capacities

6 Steering gear

12.6.1	What type of steering gear is fitted?	CYLINDER
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?	46.00 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?	9.20 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?	No
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?