



Oil Companies International Marine Forum

Revised Ship Inspection Report (SIRE) Programme

**Cover Sheet for Printed Vessel Particulars Questionnaire for: Urals Princess
IMO\LR Number: 9309423**

1. GENERAL INFORMATION

General Information

1,1	Date this VPQ document completed	27/07/2006
1,2	Name of ship	Urals Princess
1,3	LR/IMO Number	9309423
1,4	Last previous name	Not Applicable
1.4.1	Date of name change	Not Applicable
1,5	Second last previous name	Not Applicable
1.5.1	Date of name change	Not Applicable
1,6	Third last previous name	Not Applicable
1.6.1	Date of name change	Not Applicable
1,7	Fourth last previous name	Not Applicable
1.7.1	Date of name change	Not Applicable
1,8	Flag	Liberia
1,9	Port of Registry	Monrovia
1.10	If the flag has been changed, what was previous flag?	Not Applicable
1,11	Call sign	A8JP8
1,12	INMARSAT number	600838081
1,13	Ship's fax number	764645473
1,14	Ship's telex number	463791643
1,15	Mobile Phone Number	+491622494904
1,16	Ship's Email address	master.princess@ernstjacob.de
1,17	Type of ship	Oil Tanker
1,18	Vessel's MMSI No. (Maritime Mobile Selective Call Identity Code)	636091118
1,19	Type of Hull	Double Hull

Ownership And Operation

1.20	Registered Owner (Name)	HTG - Hamburg Tanker	Office telephone number	+494038016531
	Full address	Palmaille 45 - 22767 Hamburg, Germany	Office telex number	
			Office fax number	+494038016503
			Office Email address	
			Contact person	Rainer Blotenberg
			Contact person after hours tel. no.	+4941628669
	Number of years ship owned	0 Years		
1,22	Technical Operator (Name)	Ernst Jacob (GmbH & Co KG)	Office telephone number	+4946186040
	Full Address	Suderhofenden 12 D-24937 Flensburg Germany	Office telex number	22694 jacob d
			Office fax number	+49461860466/17
			Office Email address	info@ernstjacob.de
			Contact (Designated Person Ashore)	Nicki Krejlgard
			Contact person after hours tel. no.	+494619403762
	Emergency callout number	+49461860486	Contact details for person responsible for oil spill response	GSM: +491622494430 AOH: +4940592979
	Emergency callout pager number			
	No. years controlled by technical operator	0 Years		
	No. of ships operated by this Operator	17		
1,25	Commercial Operator (Name)	HTG - Hamburg Tanker	Office telephone number	+494038016531
	Full Address	Palmaille 45 - 22767 Hamburg, Germany	Office telex number	
			Office fax number	+494038016503
			Office Email address	
			Contact person	Rainer Blotenberg
			Contact person after hours tel. no.	+4941628669

Builder

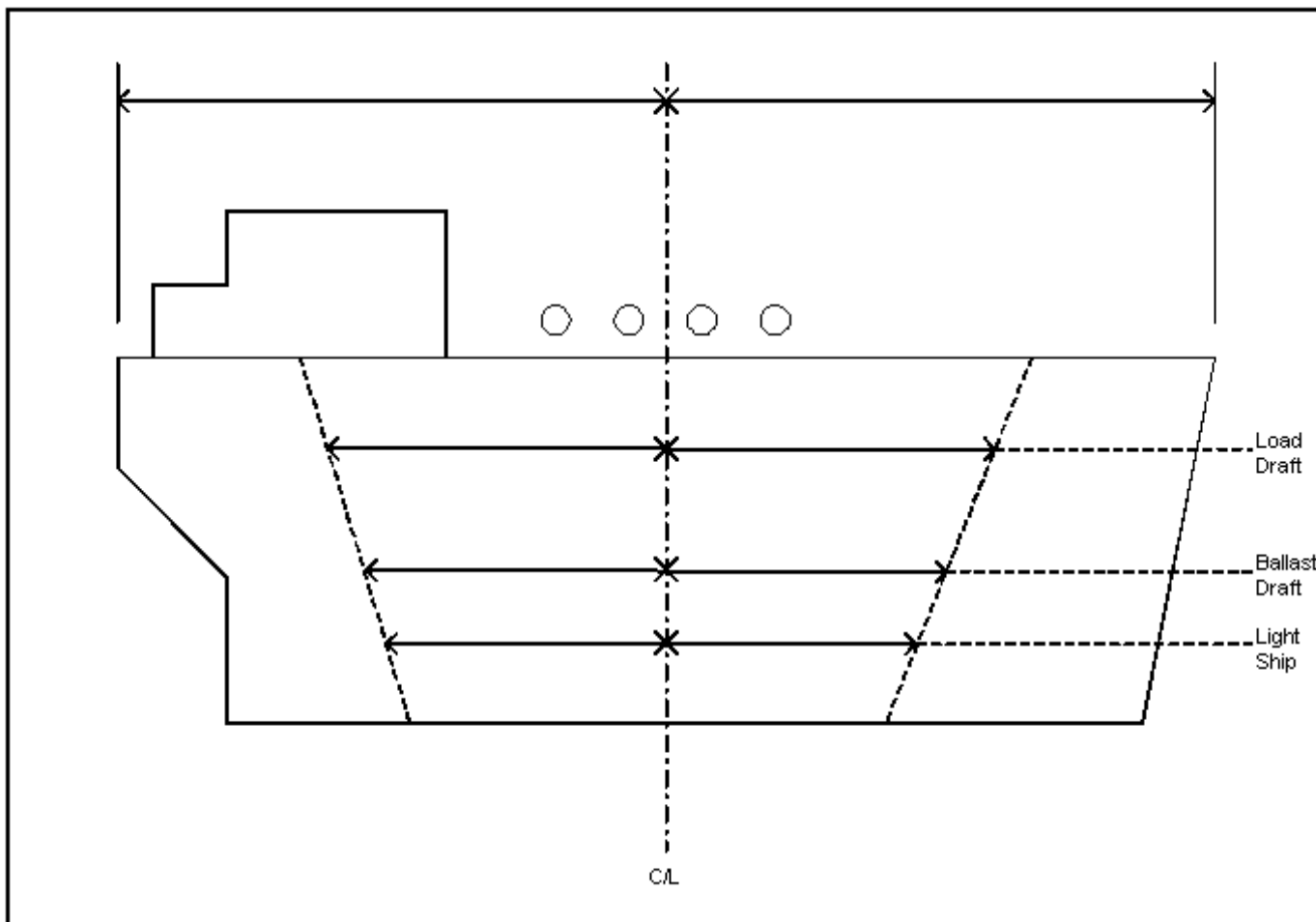
1,26	Builder	Daewoo Shipbuilding & Marine Engineering Co.
1,27	Date of building contract	26/11/2003
1,28	Hull number	5282
1,29	Date keel laid	27/03/2006
1,30	Date launched	06/03/2006
1,31	Date delivered	27/07/2006
1,32	If applicable, date of completion of major hull changes	Not Applicable
1,33	List what changes were made.	

Classification

1,34	Classification society	Lloyds Register
1,35	Class Notation	LR +100 A1, 'DOUBLE HULL OIL TANKER', ESP, Ship Right (SDA, FDA, CM), LI, +LMC, UMS, Ice Class 1A, IGS, *IWS, SPM, with the descriptive notes of 'ShipRight (PCWBT, SCM), PtHt, ETA, COW'.
1,36	If Classification society changed, name of previous society	Lloyds Register
1,37	If Classification society changed, date of change	Not Applicable
1,38	Date of last dry-dock	Not Applicable
1,39	Date of second last dry-dock	Not Applicable
1,40	Date next dry-dock due	27/07/2011
1,41	Date of last special survey	None
1,42	Was last special survey an enhanced special survey?	N/A
1,43	Date next special survey due	27/07/2011
1,44	If ship has Condition Assessment Programme (CAP) rating, what is the latest rating?	0
1,45	Date of last annual survey	27/07/2006
1,46	Date of last boiler survey - Port boiler	27/07/2006
1,47	Date of last boiler survey - Starboard boiler	27/07/2006
1,48	Is the ship subject to Continuous Machinery Survey?	Yes

Dimensions

1,49	Length overall (LOA)	253.5 Metres
1,50	Length between perpendiculars (LBP)	242 Metres
1,51	Extreme breadth	44 Metres
1,52	Moulded breadth	44 Metres
1,53	Moulded depth	21 Metres
1,54	Keel to masthead	51.56 Metres
1,55	Distance bow to bridge	210.1 Metres
1,56	Distance bridge front - mid point manifold	83.9 Metres
1,57	PARALLEL MID-BODY DIAGRAM	
1,57.1	Distance bow to mid-point manifold	126.2 Metres
1,57.2	Distance stern to mid-point manifold	127.3 Metres
1,57.3	Light ship parallel body length	98.65 Metres
1,57.4	Light ship parallel body - bow to mid-point manifold	Metres
1,57.5	Light ship parallel body - stern to mid-point manifold	Metres
1,57.6	Normal ballast parallel body length	130.65 Metres
1,57.7	Normal ballast parallel body length - bow to mid point manifold	Metres
1,57.8	Normal ballast parallel body length - stern to mid point manifold	Metres
1,57.9	Parallel body length at Summer Deadweight (SDWT)	146.25 Metres
1,57.10	Parallel body length at SDWT - bow to manifold	Metres
1,57.11	Parallel body length at SDWT - stern to mid point manifold	Metres
1,58	Does ship have a bulbous bow?	Yes



Tonnages

1.59	Net Registered Tonnage	34833 Tonnes
1.60	Gross Tonnage	63619 Tonnes
1.61	Suez Tonnage	65229.03 Tonnes
1.62	Panama Tonnage	0 Tonnes

Loadline Information

		Freeboard	Draft	Deadweight	Displacement
1.63	Summer	6.216 Metres	14.82 Metres	114849.6 Tonnes	134472.56 Tonnes
1.64	Winter	6.524 Metres	14.512 Metres	111761 Tonnes	131384 Tonnes
1.65	Tropical	5.908 Metres	15.128 Metres	117954.2 Tonnes	137577.2 Tonnes
1.66	Lightship	2.52 Metres	18.48 Metres	19623 Tonnes	19624.68 Tonnes
1.67	Normal Ballast Condition	13.66 Metres	7.34 Metres	41600 Tonnes	61224.68 Tonnes
1.68	Segregated Ballast Condition	13.66 Metres	7.34 Metres	41600 Tonnes	61224.68 Tonnes

Loadline Information and Recent Operational History

1.69	FWA at Summer Draft	336 Millimetres
1.70	TPC Immersion at Summer Draft	100.5 Tonnes
1.71.1	Draught Fore at normal ballast conditions	5.923 Metres
1.71.2	Draught Aft at normal ballast conditions	8.765 Metres
1.72	Does ship have Multiple SDWT ?	No
1.73	If yes, what is maximum assigned Deadweight?	0 Tonnes
1.74	Max. height of mast above waterline (air draft) in normal SBT condition?	42.83 Metres
1.75	Has the ship traded continuously without requirement for repairs since the last dry-dock, except for normal maintenance?	N/A
1.76	The nature of the repair was:	N/A
1.77	Has ship been involved in a pollution incident during the past 12 months?	N/A

1,78	Has ship been involved in a grounding incident during the past 12 months?	N/A
1,79	Has ship been involved in a collision during the past 12 months?	N/A

2. CERTIFICATION AND DOCUMENTATION

Certificates

		Issued	Expires	Last Annual	
2,1	Register Number	91118			
2,2	Safety Equipment Certificate	27/07/2006	26/07/2011		
2,3	Safety Radio Certificate	27/07/2006	26/07/2011		
2,4	Safety Construction Certificate	27/07/2006	26/07/2011		
2,5	Loadline Certificate	27/07/2006	26/07/2011		
2,6	International Oil Pollution Prevention Certificate (IOPPC)	27/07/2006	26/07/2011		
2,7	Type of Oil Tanker as specified by IOPPC Crude/Product (If not an oil tanker, specify)	Crude			
2,8	Safety Management Certificate (SMC)	27/07/2006	26/01/2007		(Last intermediate)
2,9	Document of Compliance (DOC)	21/07/2006	22/04/2008		(Endorsed)
2,10	USCG Letter of Compliance (if applicable)	Not Applicable			
2,11	Date of last USCG Tank Vessel Examination Letter (TVEL)	Not Applicable			
2,12	Minimum Safe Manning Certificate	20/07/2006			
2,13	Civil Liability Convention Certificate (1969)				
2,14	Civil Liability Convention Certificate (1992)				
2,15	U.S. Certificate of Financial Responsibility				
2,16	Certificate of Fitness (Chemicals)	Not Applicable			
2,17	Certificate of Fitness (Gas)	Not Applicable			
2,18	Noxious Liquids Certificate	Not Applicable			
2,19	Unattended Machinery Space Certificate				
2,20	International Tonnage Certificate	11/07/2006			

Documents

2,21	IMO Safety of Life at Sea Convention (SOLAS 74)	Yes
2,22	IMO International Code of Signals (SOLAS V-Reg 21)	Yes
2,23	IMO International Convention for the Prevention of Pollution from Ships (MARPOL 73/78)	Yes
2,24	IMO Ships Routeing	Yes
2,25	IMO International Regulations For Preventing Collisions at Sea (COLREGS)	Yes
2,26	IMO Standards of Training, Certification and Watchkeeping (STCW Convention)	Yes
2,27	ICS Guide to Helicopter/Ship Operations	Yes
2,28	OCIMF/ICS/IAPH International Safety Guide for Oil Tankers and Terminals (ISGOTT)	Yes
2,29	OCIMF/ICS Clean Seas Guide for Oil Tankers	Yes
2,30	OCIMF/ICS Prevention of Oil Spillages Through Cargo Pumphoom Sea Valves	Yes
2,31	OCIMF/ICS Ship to Ship Transfer Guide (Petroleum)	Yes
2,32	OCIMF Recommendations for Oil Tanker Manifolds and Associated Equipment	Yes
2,33	OCIMF Mooring Equipment Guidelines	Yes
2,34	OCIMF Effective Mooring	Yes
2,35	USCG Regulations for Tankers (USCG 33 CFR/46 CFR)	Yes
2,36	Oil Transfer Procedures (USCG 33 CFR 155-156)	Yes
2,37	Operator's ISM Manuals	Yes
2,38	Is the publication IMO-Inert Gas Systems, or Ship Technical Operator's equivalent manual on board?	Yes
2,39	Is the publication IMO-Cow Systems, or Ship Technical Operator's equivalent manual on board?	Yes
2,40	ICS Bridge Procedures Guide	Yes
2,41	IAMSAR Vol.3	Yes
2,42	Nautical Institute Bridge Team Management	Yes
2,43	International Medical Guide for Ships(or equivalent)	Yes

For Chemical Tankers Only

2,44	IMO Code for Construction & Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)	N/A
2,45	IMO Index of Dangerous Chemicals Carried in Bulk	N/A
2,46	ICS Tanker Safety Guide (Chemicals)	N/A
2,47	IMO Code for Construction & Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code)	N/A
2,48	Chemical Data Guide (USCG 1990 CIM 16616.6A)	N/A
2,49	Medical First Aid Guide for Use in Accidents involving Dangerous goods (MFAG)	N/A

2.50	Procedures and Arrangements (P&A) Manual	N/A
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For Gas Carriers Only

2,51	IMO Code for Construction & Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)	N/A
2,52	ICS Tanker Safety Guide (Liquefied Gas)	N/A
2,53	SIGTTO Liquefied Gas Handling Principles on Ships and in Terminals	N/A
2,54	SIGTTO Guide to Pressure Relief Valve Maintenance and Testing	N/A
2,55	ICS Ship to Ship Transfer Guide (Liquefied Gases)	N/A
2,56	IMO Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)	N/A
2,57	IMO Code for Existing Ships Carrying Liquefied Gases in Bulk (EGC Code)	N/A
2,58	Life saving Appliances Code	N/A
2,59	Fire Safety Systems Code	N/A

3. CREW MANAGEMENT

Crew Management

3,1	Minimum manning required (officers)	6	3,2	Minimum manning required (ratings)	7
	Actual manning (officers)	7		Actual manning (ratings)	8
	List Nationality of Officers	Croatian German		List Nationality of Ratings	Croatian Filipinos
	Master employed by (Vessel Operator)	Yes		Master employed by (Manning Agent)	No
	Officers employed by (Vessel Operator)	Yes		Officers employed by (Manning Agent)	No
	Ratings employed by (Vessel Operator)	No		Ratings employed by (Manning Agent)	Yes
	Common language used (Vessel Operator)	English		Common language used	English
	Full name of Manning agent 1 (Officers)	NorthMan		Full name of Manning agent 1 (Ratings)	Agile Manila
	Full address	Suederhofenden 12, D-24937 Flensburg Germany		Full address	
	Office telephone number	+49461860480		Office telephone number	
	Office telex number			Office telex number	
	Office fax number			Office fax number	
	Office Email address	crewing@ernstjacob. de		Office Email address	agilecrew@mydestiny.net
	Are manning agent(s) wholly or partially owned by Operator?	Yes		Does vessel's Operator maintain personnel files on ratings assigned to his vessels?	Yes
	If No, does Operator have selection rights?	N/A		Do ratings regularly return to Operator's vessels?	Yes
	Does vessel's Operator maintain personnel files on officers assigned to his vessels?	Yes			
	Do officers regularly return to Operator's vessels?	Yes			

Continuity

3,3	Do senior officers return to the same ship on a rotational basis?	Yes
3,4	Are senior officers rotated on ships of similar class within company fleet?	Yes
3,5	Are junior officers and ratings rotated on ships of similar class within company fleet?	Yes
3,6	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

Training

3,7	List Operator-sponsored training courses available to officers (Bridge Management etc.)	Bridge Team Management, Ship Handling, Bridge Resource Management, ISPS, ECDIS, Framo course, Medical Care
3,8	List Operator-sponsored training courses available to ratings (Fire Fighting etc.)	Fire Fighting, Survival Craft, First Aid
3,9	Are Masters and Chief Engineers required to attend company office before and after each tour of duty?	Yes
3,10	Does operator hold regular training seminars ashore for officers?	Yes
3,11	Are training seminars provided on board for officers and ratings?	Yes
3,12	What courses, exceeding statutory requirements, are provided for senior officers?	Ship Handling, ISPS, Framo Course
3,13	What courses, exceeding statutory requirements, are provided for junior officers?	Framo Course.
3,14	What courses, exceeding statutory requirements, are provided for ratings?	

4. NAVIGATION

Navigation

		Installed	Type	Number of units
4.1	Magnetic compass	Yes	TOKIMEC SH-165A1	1
4.2	Gyro compass	Yes	TOKIMEC TG-8000	2
4.3	Gyro Autopilot	Yes	TOKIMEC PR-6434A-DW-552	1
4.4.1	Radar 1	Yes	JMA-9935-SA	1
4.4.2	Radar 2	Yes	JMA-9932-SA	1
4.4.3	Are radars gyro stabilised?	Yes		
4.5	Is there at least one radar operating in the 9 Ghz frequency band (3cm/x band)?			Yes
4.6	Are the 3 GHz (10cm/S band) and 9Ghz (3cm / X band) radars fitted with an electronic switching unit?			Yes
4.7	Radar plotting equipment	N/A		0
4.8	ARPA (Installed)	Yes	JMA-9935-SA, JMA-9932-SA	2
4.9	Depth sounder with recorder	Yes	JRC JFE-582	1
4.10	Speed/distance indicator	Yes	JRC NKF-770	1
4.11	Doppler log	Yes	JRC JLN-550	1
4.12	Docking approach doppler	N/A		
4.13	Rudder angle indicator	Yes	DAEYANG DIC-FL-150R	3
4.14	RPM indicator	Yes	KONGSBERG	4
4.15	Controllable pitch propeller indicator	Yes	KONGSBERG	4
4.16	Bow thruster indicator	N/A		
4.17	Stern Thrust indicator	N/A		
4.18	Rate of turn indicator	Yes	TOKIMEC	1
4.19	Radio direction finder	N/A		

Navigation (continued)

		Installed?	Type	No. of units
4.20	Navtex receiver	Yes	JRC NCR-333	1
4.21	Satellite navigation receiver	N/A		
4.22	GPS (Installed)	N/A		
4.23	Differential GPS (Installed)	Yes	JRC JLR-70700 MK	2
4.24	Is there an Electronic Chart Display?	Yes	JRC NDC-1186-317	1
4.25	Is the Electronic Chart Display incorporated into an approved ECDIS ?	Yes		
4.26	Integrated Navigation System (INS)	Yes	JRC	1
4.27	Decca navigator	N/A		
4.28	Omega receiver	N/A		
4.29	Loran C receiver	N/A		
4.30	Course recorder	Yes	TOKIMEC CR-4	1
4.31.1	Off - course alarm - gyro	Yes	TOKIMEC	1
4.31.2	Off - course alarm - magnetic	Yes	TOKIMEC	1
4.32	Engine order printer	Yes	KONGSBERG OPUC20	1
4.33	Anemometer	Yes	MARINE RADIO CO. 05103-45	1
4.34	Weather fax	Yes	JRC JAX-9A	1
4.35	Does ship carry sextant(s)?	Yes		
4.36	Does ship carry a signal lamp?	Yes		
4.37	Is each bridge wing fitted with a rudder angle indicator?	Yes		
4.38.1	Is each bridge wing fitted with a RPM indicator?	Yes		
4.38.2	Is each bridge wing fitted with a gyro repeater?	Yes		
4.39	Are there Controllable pitch propeller indicators on the bridge wings?	Yes		
4.40	Are steering motor controls and engine controls fitted on bridge wings?	Yes		
4.41	Is bridge equipped with a 'Dead-Man' alarm or equipment?	Yes		

5. SAFETY MANAGEMENT**Safety Management**

5.1	Is the vessel operated under a Quality Management System?	Yes
5.1.1	If Yes, what type of system? (ISO9002 or IMO Resolution A.741(18))?	ISO9002
5.1.2	If Yes, who is the certifying body?	Germanischer Lloyd
5.1.3	Date of vessel certification	27/07/2006

Helicopters

5.2	Can the ship comply with the ICS Helicopter Guidelines?	Yes
5.2.1	If Yes, state whether winching or landing area provided	Landing
5.2.2	What is diameter of circle provided?	6.5 Metres

Fire Fighting Equipment & Life Saving Equipment

5.3	Is a fixed foam firefighting system installed for the cargo area?	No
5.4	Type of foam on board	Other
5.5	Date of foam supply or last analysis certificate	25/07/2006
5.6	What fixed fire fighting system is provided for the paint locker?	SPRINKLER FIRE LINE
5.7	What type of fire fighting system is fitted in pumproom(s)?	CO2
5.8	What type of fire fighting system is fitted in engine room(s)?	CO2
5.9	What type of fire fighting system is fitted in void spaces(s)?	N/A
5.10	Is a fixed dry powder firefighting system installed for the cargo area?	No
5.11	Is a fixed water spray firefighting system installed for the cargo area?	No
5.12	Is vessel equipped with recharging compressor for breathing apparatus?	Yes
5.13	What type of lifeboat(s) is/are fitted	Conventional
5.14	Is a dedicated rescue boat carried?	No
5.15	The type of rescue boat is: Rigid/inflated/ rigid-inflated	Rigid

6. POLLUTION PREVENTION**Pollution Prevention**

6,1	Is ship fitted with a continuous deck edge fishplate enclosing the deck area?	Yes
6.1.1	If Yes, what is its minimum vertical height above the deck plating?	255 Millimetres
6.1.2	What is maximum vertical height above deck plating at aft thwartships coaming?	400 Millimetres
6.1.3	How far forward of the thwartships coaming is this height maintained?	6 Metres
6,2	Is an athwartship deck coaming fitted adjacent to accommodation and service areas?	Yes
6,3	What is the height of the coaming?	150 Millimetres
6,4	Is spill containment fitted under the cargo manifold?	Yes
6,5	Is spill containment fitted under all bunker manifolds?	Yes
6,6	Is containment fitted under the bunker tank vents?	Yes
6,7	Is containment fitted around the deck machinery?	Yes
6,8	Specify type of scupper plugs	Rubber Expansion
6,9	Are means provided for draining or removing oil from deck area /containment?	Yes
6.10.1	What type of sorbents are provided?	Yes
6.10.2	Are non-sparking hand scoops and shovels provided?	Yes
6.10.3	Disposal Containers	Yes
6.10.4	Are emulsifiers provided?	Yes
6.10.5	Non-sparking pumps	Yes
6,11	Is there two valve segregation between cargo system and sea chest ?	Yes
6,12	What types of valves are fitted to sea chest?	Butterfly
6,13	Is a cargo sea chest valve testing arrangement fitted which meets OCIMF recommendations?	Yes
6,14	Are dump valves fitted that will effectively drain spillage from the deck to designated tanks when tanks are inerted to normal working pressures?	Yes
6,15	Are overboard discharges fitted with blanks or alternatively, is there a testing arrangement for the overboard valves?	Yes
6,16	Is there a discharge below the waterline for Annex II substances	Yes
6,17	Is there a discharge above the waterline for Annex I oily mixtures	Yes
6,18	Does Operator have policy to pressure test cargo piping at intervals no greater than 12 months?	Yes
6.18.1	If Yes, specify pressure	16 bar
6,19	Is incinerator fitted?	No

Opa 90 Requirements

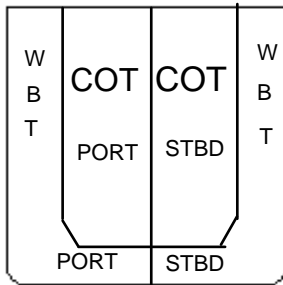
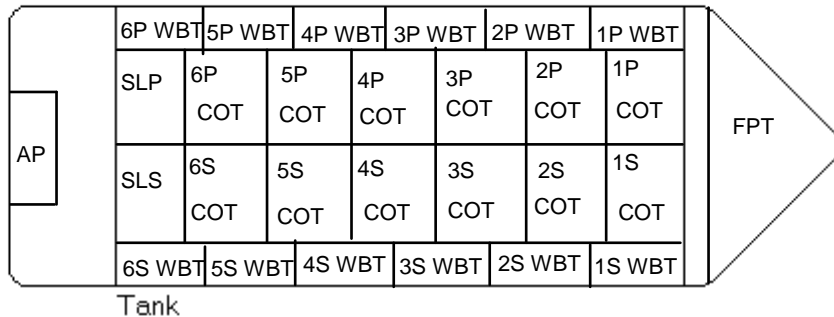
6.20	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter?	N/A
6,21	Has a Geographic Specific Appendix been filed with the Captain of the Port for each Port Zone the vessel expects to enter or transit?	N/A
6,22	Has the vessel 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'?	N/A

7. STRUCTURAL CONDITION**Structural Condition**

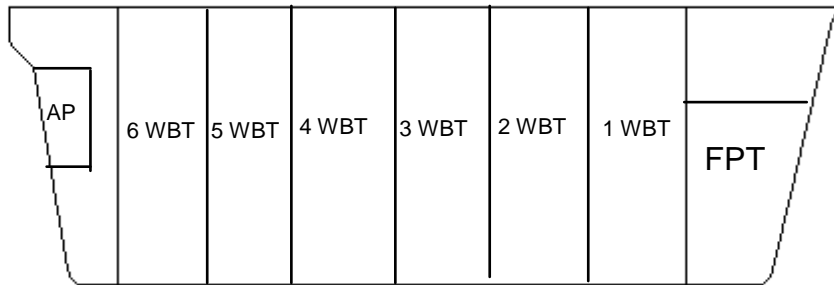
7,1	Are cargo tanks coated?	Yes
7.1.1	If Yes, specify type of coating	EPOXY
7.1.2	If partially coated, specify which tanks are coated	SLOPS
7.1.3	If cargo tanks are coated, specify to what extent	Bottom Only
7,2	What is the condition of coating as determined by the criteria listed below?	Good
7,3	Are ballast tanks coated?	Yes
7.3.1	If ballast tanks are coated, specify to what extent	Whole Tank
7.3.2	What is the condition of cargo/ballast tank coating?	Good
7,4	Are there anodes in the cargo tanks?	No
7,5	Are there anodes in the ballast tanks?	Yes
7,6	What type of anodes are used?	ZINC ANODES
7,7	What is the overall percentage of wastage of the anodes?	0 %
7,8	If anodes are aluminum, what is the height above tank bottom?	Millimetres
7,9	Is a formal programme in place for regular inspection of void spaces, cargo and ballast tanks?	Yes
7.10	Does ship have planned prevention maintenance programme (PPM)?	Yes
7.10.1	Is PPM manual (card system) or computerised?	Manual
7.10.2	What areas of vessel does PPM cover?	All Ship
7.10.3	Is PPM Class approved?	No

8. CARGO AND BALLAST SYSTEMS

Cargo And Ballast Handling



Transverse



Elevation

Double Hull Vessels

8.2	Is vessel fitted with centreline bulkhead in all cargo tanks?	Yes
8.2.1	If Yes, is bulkhead solid or perforated?	Solid
8.2.2	Is vessel fitted with any full breadth ballast tanks?	No
8.2.3	If Yes, how many ballast tanks are full breadth?	
8.2.4	Does vessel meet the IMO definition of 'double hull'?	Yes

Cargo Tank Capacities

8.3	Cargo Tank Capacities At 98% Full (M3)				
	Centre			Wings (P & S combined)	
	Tank No.			Tank No.	
8.3.1	1	0 Cu. Metres	8.3.16	1	7891.4 Cu. Metres
8.3.2	2	0 Cu. Metres	8.3.17	2	7891.4 Cu. Metres
8.3.3	3	0 Cu. Metres	8.3.18	3	10992.6 Cu. Metres
8.3.4	4	0 Cu. Metres	8.3.19	4	10992.6 Cu. Metres
8.3.5	5	0 Cu. Metres	8.3.20	5	11042.1 Cu. Metres
8.3.6	6	0 Cu. Metres	8.3.21	6	11042.1 Cu. Metres
8.3.7	7	0 Cu. Metres	8.3.22	7	11042.1 Cu. Metres
8.3.8	8	0 Cu. Metres	8.3.23	8	11042.1 Cu. Metres
8.3.9	9	0 Cu. Metres	8.3.24	9	11042.1 Cu. Metres
8.3.10	10	0 Cu. Metres	8.3.25	10	11042.1 Cu. Metres
8.3.11	11	0 Cu. Metres	8.3.26	11	10283.4 Cu. Metres
8.3.12	12	Cu. Metres	8.3.27	12	10283.4 Cu. Metres
8.3.13	13	Cu. Metres	8.3.28	13	Cu. Metres
8.3.14	14	Cu. Metres	8.3.29	14	Cu. Metres
8.3.15	15	Cu. Metres	8.3.30	15	Cu. Metres
8.4	Total	0 Cu. Metres	8.6	Total	124587.4 Cu. Metres
8.5	Slops 1st Tank	1328.5 Cu. Metres	8.7	Slops 3rd tank	Cu. Metres
8.5.1	Slops 2nd Tank	1328.5 Cu. Metres	8.7.1	Slops 4th tank	Cu. Metres

8,8	Total	2657 Cu. Metres	8,9	Total	124587.4 Cu. Metres
8.10			Grand Total Capacity (98%)		127244.4 Cu. Metres

Ballast Tank Capacities

8.11	Ballast Capacities At 100% Full (M3)	
	Tank Identity	Capacity
8.11.1	FORE PEAK	2085.2 Cu. Metres
8.11.2	1 WBT (PORT AND STBD)	8226.2 Cu. Metres
8.11.3	2 WBT (PORT AND STBD)	6065.2 Cu. Metres
8.11.4	3 WBT (PORT AND STBD)	6096.2 Cu. Metres
8.11.5	4 WBT (PORT AND STBD)	6096.6 Cu. Metres
8.11.6	5 WBT (PORT AND STBD)	6050.4 Cu. Metres
8.11.7	6 WBT (PORT AND STBD)	7522 Cu. Metres
8.11.8	AFTER PEAK	1121.2 Cu. Metres
8.11.9		Cu. Metres
8.11.10		Cu. Metres
8.11.11		Cu. Metres
8.11.12		Cu. Metres
8.11.13		Cu. Metres
8.11.14	Total Ballast Tank Capacities at 100% full	43263 Cu. Metres

Ballast Handling

8.12.1	If vessel is a Pre-MARPOL tanker, indicate by tank number, tanks usually designated for departure ballast.	n/a
8.12.1.1	Tank Location	n/a
8.12.2	If vessel is a Pre-MARPOL tanker, indicate by tank number, tanks usually designated for arrival ballast.	n/a
8.12.2.1	Tank Location	n/a
8.12.3	Can vessel handle cargo and non-segregated ballast concurrently maintaining two valve segregation?	N/A
8.12.4	Can dirty ballast be safely loaded with gas transfer method? (simultaneous cargo discharge and loading of ballast into empty tanks)	N/A

If Vessel Is Cbt Tanker With Manual

8.13	If the vessel is a CBT Tanker with Approved Manual:	
8.13.1	Which cargo tanks are indicated as CBT in the IOPP Certificate?	n/a
8.13.2	What is total capacity of CBT tanks?	Cu. Metres
8.13.3	Is the piping for CBT common with cargo piping or independent?	

If Vessel Is Sbt Tanker

8.14.1	What is total capacity of SBT?	43263 Cu. Metres
8.14.2	What percentage of summer deadweight can vessel maintain with SBT only?	38.6 %
8.14.3	Does vessel meet the requirements of MARPOL Reg 13 (2)?	Yes
8.14.4	Can segregated ballast be discharged through vessel's manifold?	No
8.14.5	Is vessel equipped with spool piece designed to connect ballast system to cargo system?	No
8.14.6	Do cargo lines pass through any dedicated or segregated ballast tanks?	No
8.14.7	If Yes, what type of expansion is fitted?	
8.14.8	Do ballast lines pass through any cargo tanks?	No
8.14.9	If Yes, what type of expansion is fitted?	
8.14.10	Can vessel pump water ashore for line clearing?	Yes
8.14.11	If Yes, what is maximum attainable discharge rate?	3000 Cu. Metres/Hour
8.14.12	If Yes, what is maximum acceptable back pressure?	0 bar
8.14.13	Which cargo tanks are designated for heavy weather ballast as per IMO?	4 WINGS COT
8.14.13.1	Tank Location	Wings

Cargo Handling

8.15	How many grades/products can vessel load/discharge with double valve segregation?	3
8.15.1	How many grades can vessel load/discharge using blank flanges?	3
8.15.2	If vessel is fitted with deepwell pumps and heat exchangers, can pumps and heat exchangers be bypassed during loading?	N/A
8.15.3	Is there Oil Discharge Monitoring Equipment (ODME) fitted?	Yes

8.15.4	Is an Oil Discharge Monitoring System connected to the above waterline discharge?	Yes
8.15.5	If yes, is the Oil Discharge Monitoring System designed to automatically stop the discharge of effluent when its oil content exceeds permitted levels?	Yes
8.16	Is vessel equipped with class approved or certificated stability computer?	Yes
8.16.1	Does this stability programme consider damage stability conditions?	Yes
8.17	Is computer integrated with cargo system and equipped with alarm to monitor loading and discharging operations?	Yes

Cargo And Ballast Pumping Systems

		ID	No.	Type	Prime Mover	Self Priming / Draining	Capacity	Normal back pressure	At what head? (Metres)	RPM	Max RPM
8.18	Main Pump 1	COP	1	Centrifugal	Steam		3000 Cu. M/Hr	bar	125 M		1510
8.19	Main Pump 2	COP	2	Centrifugal	Steam		3000 Cu. M/Hr	bar	125 M		1510
8.20	Main Pump 3	COP	3	Centrifugal	Steam		3000 Cu. M/Hr	bar	125 M		1510
8.21	Main Pump 4	Ballast	1	Centrifugal	Electric		2000 Cu. M/Hr	bar	27 M		0
8.22	Main Pump 5	Ballast	2	Centrifugal	Electric		2000 Cu. M/Hr	bar	27 M		
8.23	Main Pump 6						Cu. M/Hr	bar	M		
8.24	Main Pump 7						Cu. M/Hr	bar	M		
8.25	Main Pump 8						Cu. M/Hr	bar	M		
8.26	Booster Pumps						Cu. M/Hr	bar	M		
8.27	Stripping		1	Piston Pump	Steam		200 Cu. M/Hr	0 bar	125 M		
8.28	Eductors		1	Fluid Driven	Cargo		450 Cu. M/Hr	bar	M		
8.29	Ballast Handling Main Pump						Cu. M/Hr	bar	M		
8.30	Ballast Stripping						Cu. M/Hr		M		
8.31	Ballast Eductors		1	Fluid Driven	Ballast Water		400 Cu. M/Hr		M		
8.32	Is vessel fitted with dedicated stripping lines and pumps?	Yes									

Cargo And Ballast Pumping Systems and Control Room

	State location of cargo pump emergency stops	
8.33	(i)	Manifold Area
8.34	(ii)	CCR
8.35	(iii)	Pumproom
8.36	(iv)	ECR
8.37	(v)	Pump Station - Engine Floor
8.38.1	Are bearings of cargo pumps fitted with high temperature alarms?	Yes
8.38.2	Are bearings of cargo pumps fitted with high temperature trips?	Yes
8.39.1	Are bearings of ballast pumps fitted with high temperature alarms?	Yes
8.39.2	Are bearings of ballast pumps fitted with high temperature trips?	Yes
8.40.1	Are casings of cargo pumps fitted with high temperature alarms?	Yes
8.40.2	Are casings of cargo pumps fitted with high temperature trips?	Yes
8.41.1	Are casings of ballast pumps fitted with high temperature alarms?	Yes
8.41.2	Are casings of ballast pumps fitted with high temperature trips?	Yes
8.42.1	Are pumproom shaft glands through bulkheads fitted with high temperature alarms?	Yes
8.42.2	Are pumproom shaft glands through bulkheads fitted with high temperature trips?	Yes
8.43	What is the principal type of cargo valve?	Butterfly
8.44	What type of cargo valve actuator is fitted?	Hydraulic
8.45	Is ship fitted with a Cargo Control Room? (CCR)	Yes

8,46	Can cargo and ballast pumps be controlled from the CCR?	Yes
8,47	Can all valves be controlled from the CCR?	No
8,48	Can tank innage/ullage be read from the CCR?	Yes
8,49	Is ODME readout fitted in the CCR?	Yes
8.50	Can the IGS be controlled from the CCR?	Yes

Gauging And Sampling

8,51	Can vessel operate under closed loading conditions in accordance with Section 7.6.3 of ISGOTT?	Yes
8.51.1	What type of fixed closed tankgauging system is fitted?	Radar
8,52	Does tank gauging system have local reading?	No
8.52.1	Is gauging system certified and calibrated?	Yes
8.52.2	If it is a portable system does the sounding pipe extend to full tank depth?	Yes
8,53	Are bunker tanks fitted with a full depth gauging system?	Yes
8,54	Are high level alarms fitted to cargo tanks?	Yes
8.54.1	If Yes, indicate whether to all tanks or partial?	All
8.54.2	Are high level alarms independent of the gauging system?	Yes
8,55	Are bunker tanks fitted with high level alarms?	Yes
8,56	If Yes, are bunker tank high level alarms part of the primary tank gauging system?	No
8,57	Are closed sampling devices on board?	Yes
8,58	Are cargo tanks fitted with dipping points as per IMO Res 497 4.4.4?	Yes
8,59	If portable equipment for gauging uses vapour locks, are vapour locks calibrated?	Yes
8.59.1	If Yes, by whom are vapour locks calibrated?	
8.59.2	If Yes, by whom are vapour locks certified?	
8.60	If portable equipment used for gauging who is manufacturer?	Seil Seres
8.60.1	If portable equipment used for gauging how many units are supplied?	2
8,61	What is size of vapour lock?	740 Millimetres
8.61.1	Can vapour lock be used for ullaging?	Yes
8.61.2	Can vapour lock be used for temperature?	Yes
8.61.3	Can vapour lock be used for interface?	Yes
8.61.4	Can vapour lock be used for cargo sampling?	Yes
8,62	Specify portable equipment for checking oil/water interface	Seil Seres, UDT-G30
8,63	Can cargo samples be taken at the manifold?	Yes
8,64	What is the means of taking cargo temperatures?	Radar and UTI

Vapour Emission Control

8,65	Is a vapour return system fitted?	Yes
8.65.6	If fitted, is vapour line return manifold in compliance with OCIMF Guidelines?	Yes
8,66	Is vessel certified for vapour transfer?	Yes
8.66.1	If yes, by which organisation?	

Venting

8,67	State what type of venting system is fitted	P/V Valves, P/V Braker, Mast Riser
8,68	State maximum venting capacity	15000 Cu. Metres/Hour
8,69	State P/V valve opening pressure	1400 mm/wg
8.70	State P/V valve vacuum setting	-350 mm/wg
8,71	Does each tank have isolating valve?	Yes
8,72	Are cargo tanks fitted with full flow P/V valves without isolating valves between the P/V valve and tank?	Yes
8,73	Is there a means of measuring the pressure in the vapour space in each cargo tank?	No
8,74	Is venting through a mast riser?	Yes
8,75	Are mast risers fitted with high velocity vents?	No
8,76	If Yes, state opening pressure	mm/wg
8,77	State vacuum setting of mast riser	mm/wg
8,78	State throughput capacity of mast riser.	15000 Cu. Metres/Hour
8,79	What is the maximum loading rate for homogenous cargo?	12000 Cu. Metres/Hour

Cargo Manifolds

8.80	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?	Yes
8,81	What type of valves are fitted at manifold?	Butterfly
8,82	If hydraulic valves fitted, what are closing times?	seconds
8,83	What is the number of cargo connections per side?	3
8,84	What is the size of cargo connections?	500 Millimetres
8,85	Are pressure gauges fitted outboard of manifold valves?	Yes

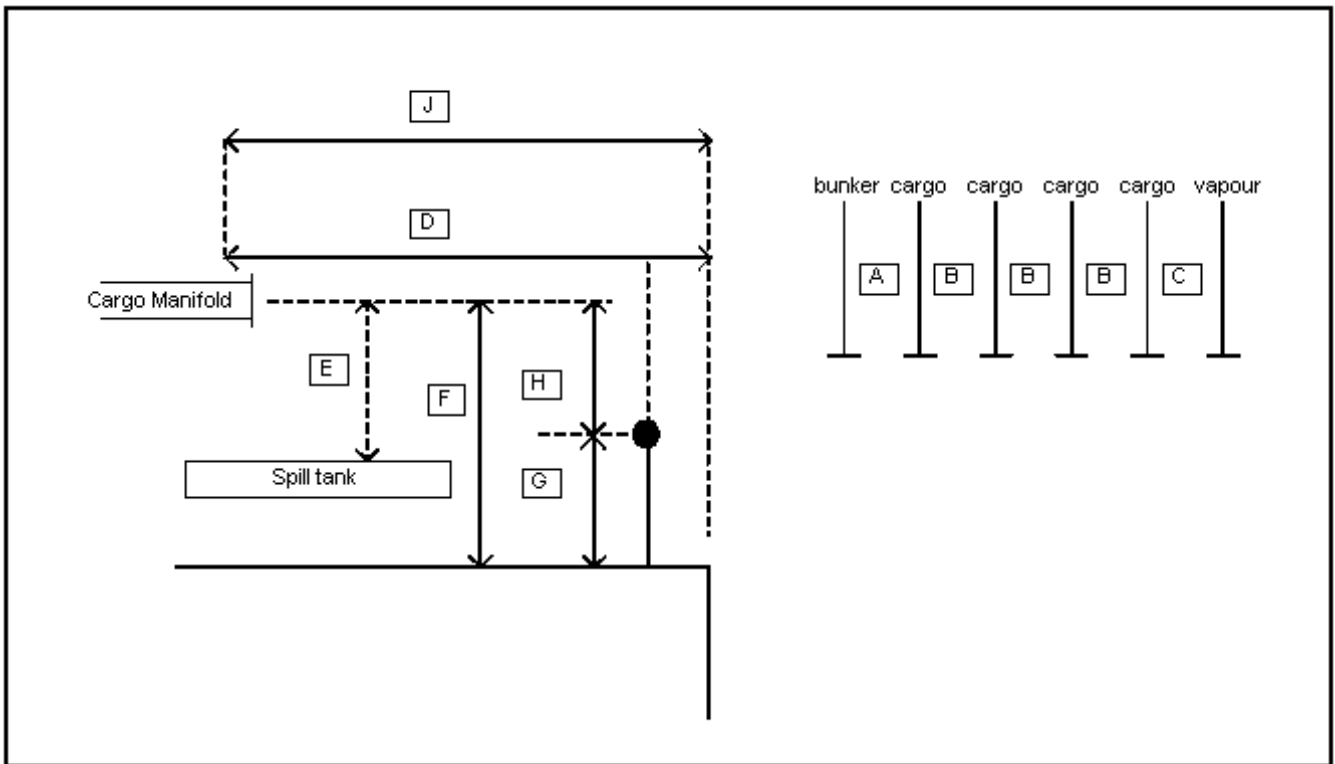
8,86	What is the material of the manifold?	Steel
8,87	Is the vessel fitted with a crossover at the manifold?	Yes
8,88	Are manifold cross-connections made by hard or flexible piping? (chemical carriers)	Hard

Bunker Manifolds

8,89	What is the number of bunker connections per side?	1
8,90	What is the size of the bunker connection?	250 Millimetres

Manifold Arrangement

8,91	Manifold Arrangement Diagram	
8,92	Distance A bunker manifold to cargo manifold	2000 Millimetres
8,93	Distance B cargo manifold to cargo manifold	2500 Millimetres
8,94	Distance C cargo manifold to vapour return manifold	4000 Millimetres
8,95	Distance D manifolds to ship's rail	4600 Millimetres
8,96	Distance E spill tank grating to centre of manifold	900 Millimetres
8,97	Distance F main deck to centre of manifold	1600 Millimetres
8,98	Distance G maindeck to top of rail	1050 Millimetres
8,99	Distance H top of rail to centre of manifold	550 Millimetres
8,100	Distance J manifold to ship side	4600 Millimetres



Manifold Arrangement - continued

8,101	What is the height of the manifold connections above the waterline at loaded (Summer Deadweight) condition?	7.78 Metres
8,102	What is the height of the manifold connections above the waterline in normal ballast?	15.26 Metres
8,103	What is the distance between the keel and centre of manifold?	22.6 Metres
8,104	Is vessel fitted with a stern manifold?	No
8,104.1	If stern manifold fitted, state size	Millimetres
8,105	Is vessel fitted with a bow manifold?	No
8,105.1	If bow manifold fitted, state size	Millimetres

Reducers

8,106	Number of Reducers carried	6	from	500 Millimetres	to	400 Millimetres	(diameter)
8,107	Number of Reducers carried	3	from	500 Millimetres	to	300 Millimetres	(diameter)
8,108	Number of Reducers carried	3	from	500 Millimetres	to	250 Millimetres	(diameter)

8,109	Number of Reducers carried	3	from	500 Millimetres	to	200 Millimetres	(diameter)
8,110	Number of Reducers carried		from	Millimetres	to	Millimetres	(diameter)
8,111	To what standard are manifold reducers manufactured?	ANSI					

Gas monitoring

8,112	Is the vessel fitted with a fixed system to continuously monitor for flammable atmospheres?	Yes
8,112.1	What spaces are monitored?	Ballast tanks, Pumphoom, Void Spaces
8,113	Where are sensors/sampling points located in pumphoom?	Pumphoom Bilge, Upper deck, Exhaust ventilation trunk.
8,113.1	Are sensors/sampling points calibrated/tested?	Yes
8,113.2	Who is responsible for testing sensors/sampling points?	Ch. mate
	Portable and Personal gas detection equipment carried	Number of units
8,114	O2, CO, HC measuring unit	2
8,115	O2, CO, HC, H2S measuring unit	1
8,116		
8,117		
8,118		
8,119		

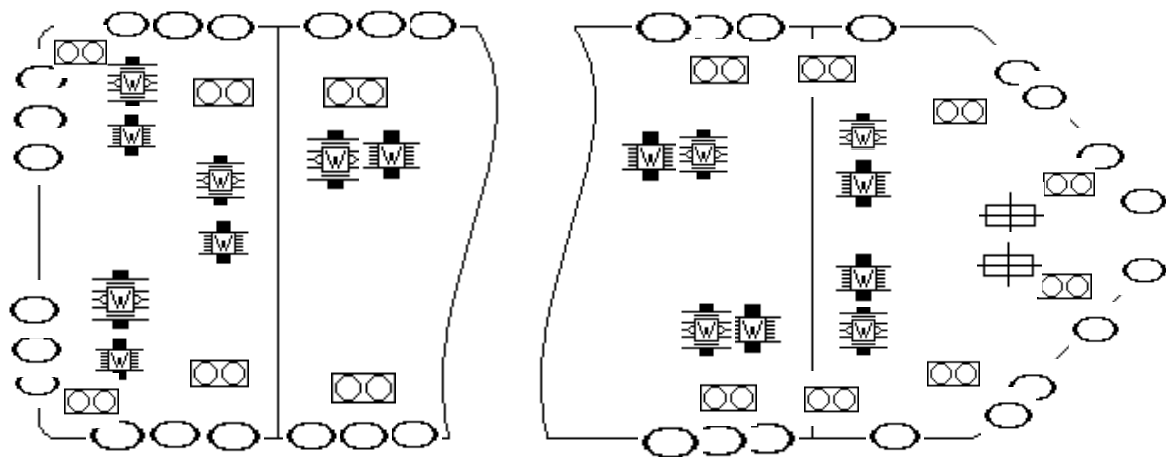
Cargo Heating

8,120	Are cargo tanks fitted with heating coils?	Yes
8,121	State the Number of independent sets of coils per tank	5
8,122	Are all tanks coiled?	Yes
8,123	What is the Height of coils above tank bottom?	200 Millimetres
8,124.1	Heating surface per tank	Square Metres
8,124.2	Heating surface per tank volume ratio (X:Y)	0.011
8,125	Are heating coils welded or coupled?	Welded
8,126	Are heat exchangers external to cargo tanks?	N/A
8,127	Are there external ducts?	No
8,128	What is the Material of heating coils?	Mild Steel
8,129	Inlet heating medium to coils...	Steam
8,130.1	...with Sea temperature	0 Degrees C
8,130.2	...with air temperature	-25 Degrees C
8,131	Heating agent	Steam
8,132	Number of heaters	0
8,133.1	Able to raise temperature from	44 Degrees C
8,133.2	Able to raise temperature to	66 Degrees C
8,133.3	Time taken to raise temperature	96 Hours
8,134	Total capacity of boilers	600000 Kcal

9. INERT GAS AND CRUDE OIL WASHING SYSTEMS**Inert Gas And Crude Oil Washing**

9,1	Is an inert gas system (IGS) fitted? (If No, ignore remainder of this section)	Yes
9,2	Is a P/V breaker fitted?	Yes
9,3	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen?	Flue Gas
9,4	Are fixed O2 alarms fitted in inert gas generating spaces?	Yes
9,5	What is the capacity of the IGS?	11300 Cu. Metres/Hour
9,6	How many fans does it have?	2
9,7	What is the total combined fan capacity?	16950 Cu. Metres/Hour
9,8	Is a top-up IG generator fitted?	No
9.8.1	If Yes, what is its capacity?	Cu. Metres/Hour
9,9	Is an IGS operating manual on board?	Yes
9,10	What type of deck seal is fitted?	Wet
9,11	How many segregations does the IGS have?	0
9,12	What method is used to isolate individual tanks?	IG Isolating valves - each tank
9,13	What type of non-return valve is fitted?	Flap non-return valve
9,14	What means of protection is fitted, other than minimum thermal variation P/V valves, if tanks can be individually isolated from the IG ?	Blind Flanges for each tank
9,15	If ship has double hull or sides, are facilities available to inert ballast tanks and other void spaces?	Yes
9.15.1	Can these tanks/spaces be purged with air?	Yes
9,16	Where is the location of the emergency IGS connection?	Tank doom of WBT
9.16.1	What is the size of the emergency IGS connection?	200 Millimetres
9,17	Is a Crude Oil Washing (COW) installation fitted? (If No, ignore remainder of this section)	Yes
9,18	Are COW drive units fixed or portable?	Fixed
9,19	Are COW drive units programmable?	Yes
9,20	Is vessel capable of performing COW at the same time as cargo discharge?	Yes
9,21	Is there an approved COW Manual on board?	Yes
9,22	What is the working pressure of the COW lines?	9 bar

10. MOORING



Mooring Wires (on Drums)

10,1	Does the vessel comply with the latest edition of OCIMF Mooring Equipment Guidelines?	Yes				
	Mooring Wires (On Drums)	Number	Diameter	Material	Length	Breaking Strength
10,2	Forecastle	4	36 mm	steel wire rope	250 Metres	83 Tonnes
10,3	Forward Main Deck	4	36 mm	steel wire rope	250 Metres	83 Tonnes
10,4	Aft Main Deck	2	36 mm	steel wire rope	250 Metres	83 Tonnes
10,5	Poop	6	36 mm	steel wire rope	250 Metres	83 Tonnes
	Mooring Wire Tails	Number	Diameter	Material	Length	Breaking strength
10,7	Forecastle	4	72 mm	Nylon	11 Metres	100 Tonnes
10,8	Forward Main Deck	4	72 mm	Nylon	11 Metres	100 Tonnes
10,9	Aft Main Deck	2	72 mm	Nylon	11 Metres	100 Tonnes
10,10	Poop	6	72 mm	Nylon	11 Metres	100 Tonnes
10,6	Type of shackle	Mandel				
	Mooring Ropes (On Drums)	Number	Diameter	Material	Length	Breaking Strength
10,11	Forecastle		mm		Metres	Tonnes
10,12	Forward Main Deck		mm		Metres	Tonnes
10,13	Aft Main Deck		mm		Metres	Tonnes
10,14	Poop		mm		Metres	Tonnes
	Other Mooring Lines	Number	Diameter	Material	Length	Breaking Strength
10,15	Forecastle	6	10 mm	Polypropylene rope	40 Metres	Tonnes
10,16	Forward Main Deck	0	0 mm		Metres	Tonnes
10,17	Aft Main Deck		mm		Metres	Tonnes
10,18	Poop	0	0 mm		0 Metres	Tonnes

Spare Mooring Wires

	Spare Mooring Wires	Number	Diameter	Material	Length	Breaking strength
10,19	Midship store	2	36 Millimetres	Steel wire rope	250 Metres	83 Tonnes
10.19.1			Millimetres		Metres	Tonnes

	Spare Mooring Ropes	Number	Diameter	Material	Length	Breaking strength
10.20	Forecastle	3	72 Millimetres	Maxiflex 8 strand plaited	220 Metres	100 Tonnes
10.20.1	Steering gear store	3	72 Millimetres	Maxiflex 8-strand plaited	220 Metres	100 Tonnes
	Spare Mooring Tails	Number	Diameter	Material	Length	Breaking strength
10.21	Forecastle	3	72 Millimetres	Nylon	11 Metres	100 Tonnes
10.21.1			Millimetres		Metres	Tonnes

Mooring Winches

		Number	Single/Double Drums	Split Drums	Motive Power	Heaving Power	Brake Capacity	Hauling Speed
10,22	Forecastle	2	Double Drums	Yes	Hydraulic	20 Tonnes	66 Tonnes	15 Mtrs/Min
10,23	Forward Main Deck	2	Double Drums	Yes	Hydraulic	20 Tonnes	66 Tonnes	15 Mtrs/Min
10,24	Aft Main Deck	1	Double Drums	Yes	Hydraulic	20 Tonnes	66 Tonnes	15 Mtrs/Min
10,25	Poop	3	Double Drums	Yes	Hydraulic	20 Tonnes	66 Tonnes	15 Mtrs/Min
10,26	What type of winch brakes are fitted?	Band brake						
10,27	Is brake testing equipment on board?	Yes						
10,28	When were the brakes last tested?	07/12/2006						

Mooring Bits

10,29	How many sets of mooring bitts are fitted on forecastle?	6
10.29.1	What is their Safe Working Load?	69.1 Tonnes
10,30	How many sets of mooring bitts are fitted on forward main deck?	4
10.30.1	What is their Safe Working Load?	69.1 Tonnes
10,31	How many sets of mooring bitts are fitted on aft main deck?	2
10.31.1	What is their Safe Working Load?	69.1 Tonnes
10,32	How many sets of mooring bitts are fitted on poop deck?	4
10.32.1	What is their Safe Working Load?	69.1 Tonnes
10,33	Distance of mooring chock for breast/spring lines forward of center of manifold	Metres
10,34	Distance of mooring chock for breast/spring lines aft of center of manifold	Metres

Anchors And Windlass

10,35	What is the motive power of the windlass?	Hydraulic
10,36	What is the cable diameter?	92 Millimetres
10,37	Number of shackles - port cable?	14
10,38	Number of shackles - starboard cable?	14
10,39	Are bitter end connections to both cables capable of being slipped?	Yes

Emergency Towing Arrangemnts

10.40	Is the vessel fitted with an Emergency Towing Arrangement? (if "No" then ignore the remainder of this section)	Yes	
10,41	Type of system	Forward Single Point Mooring System	Aft Emerg. towing system
10,42	Safe Working Load (SWL) of system	200 Tonnes	Tonnes
10,43	Is pick-up gear provided?	No	Yes
10,44	Towing pennant length	Metres	Metres
10,45	Towing pennant diameter	Millimetres	Millimetres
10,46	Type of strong point (Smit bracket etc)		
10,47	Chafing chain size	Millimetres	Millimetres
10,48	Fairlead size (in format ABCmm x XYZmm)		

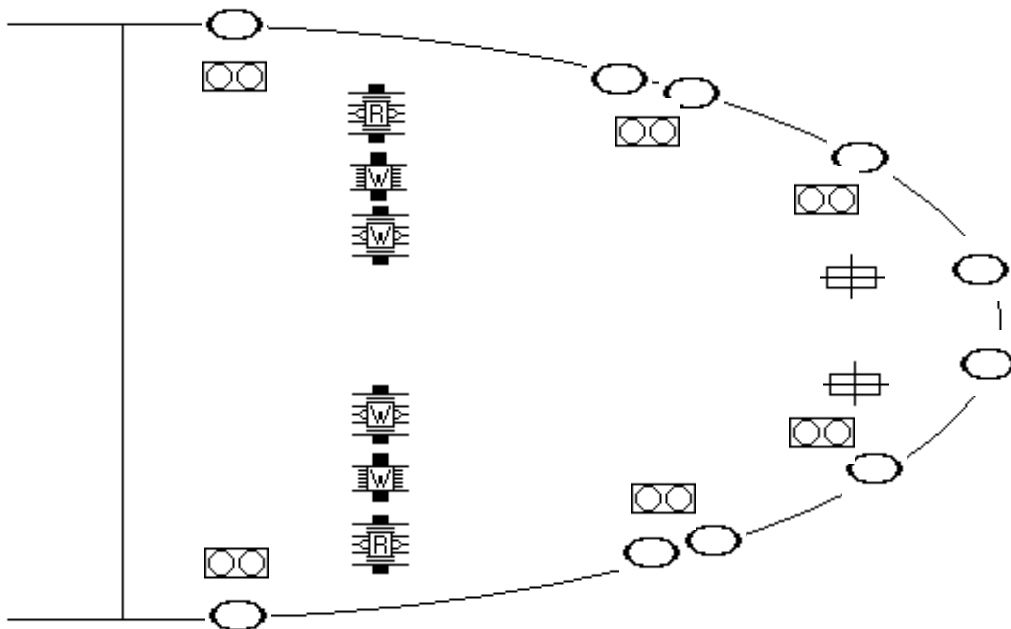
10,49	Is pedestal roller fitted?		
10,50	Is vessel provided with towing wire?		Yes
10,50.1	If Yes, what is the diameter of towing wire?	Millimetres	Millimetres
10,50.2	If Yes, what is the length of towing wire?	Metres	Metres
10,52	What is the number of bitts in the bow area?	6	
10,53	What is the height of the bitts in the bow area?	800 Millimetres	
10,54	What is the safe working load of the bitts in the bow area?	69.1 Tonnes	
10,55	What is the distance between bow fairleads and nearest bitts?	4500 Millimetres	
10,56	Is the bow area clear of any obstructions which would hamper towing connections?	Yes	

Escort Tug

10,57	SWL of closed chock on stern	83 Tonnes
10,58	SWL of bollard on poopdeck suitable for escort tug	83 Tonnes
10,59	Are stern chock and bollard capable of towing astern to 90 degrees?	Yes

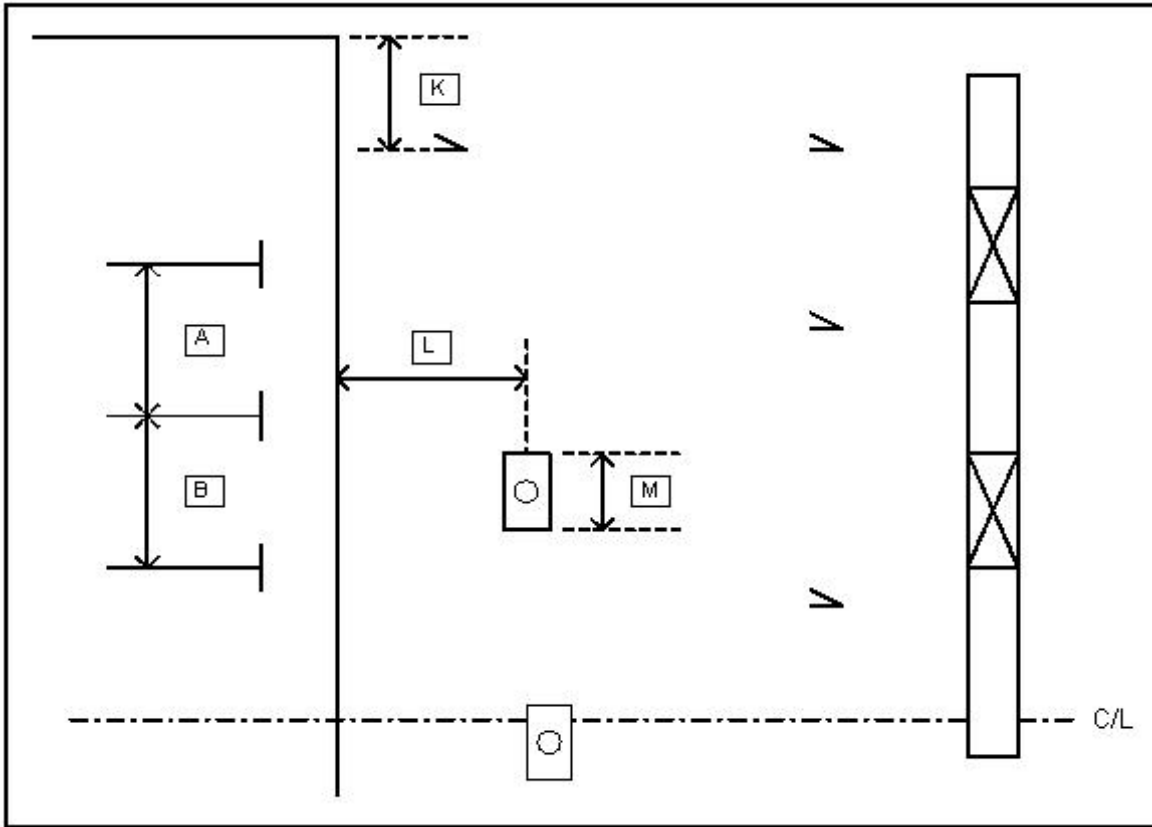
Single Point Mooring (spm) Equipment

10,60	Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)'?	Yes
10,61	Is vessel fitted with chain stopper(s)?	Yes
10,61.1	If Yes, how many?	2
10,61.2	If Yes, state type	Tonque Stopper
10,61.3	If Yes, what is the Safe Working Load (SWL)?	200 Tonnes
10,62	What is the maximum size chain diameter the bow stopper(s) can handle?	76 Millimetres
10,63	Are closed fairleads of OCIMF recommended size (600mm x 450mm)?	Yes
10,63.1	If not, give details of size (in format ABCmm x XYZmm)	Millimetres
10,64	If two forward bow fairleads are fitted give distance between them	2000 Millimetres
10,65	What is the distance between the bow fairlead and stopper/bracket?	2500 Millimetres
10,66	What is the distance from the stopper bracket to roller lead/winch drum?	4600 Metres
10,67	Is there a direct lead from the bow stopper to the winch drum (not the warping end)?	Yes
10,68	Is the winch storage drum capable of safely accommodating 150m X 80mm fibre pick up rope?	Yes
10,69	Is the winch storage drum capable of accommodating 200m x 80mm fibre pick-up rope?	Yes



Manifold Arrangement

10,71	Manifold Arrangement Diagram	
10,72	Distance K end of drip tray to center line of deck cleat	1500 Millimetres
10,73	Distance L spill tray to centre line of bollard	500 Millimetres
10,74	Distance M length of bollard	660 Millimetres



Lifting Equipment

10,75	How many derricks does the vessel have?	
10,75.1	What is their safe working load (SWL)?	Tonnes
10,75.2	Date last tested	
10,76	If cranes are fitted, how many?	4
10,76.1	What is their safe working load (SWL)?	15 Tonnes
10,76.2	Date last tested	07/10/2006
10,77	Is Safe Working Load (SWL) clearly marked on all lifting equipment?	Yes
10,78	Do the vessel's derricks or cranes reach at least 1 metre outboard of rail?	Yes
10,79	How many bitts are there on each side of the manifold for tying off submarine hoses?	2

Other Equipment

10,80	Are accommodation ladders arranged to face aft when rigged?	Yes
10,81	Does vessel have Suez Canal boat davits?	No
10,82	Does vessel have Suez Canal projector?	Yes

11. COMMUNICATIONS AND ELECTRONICS**Communications And Electronics**

11,1	Is vessel certified for GMDSS?	Yes
11,2	What GMDSS areas is the vessel classed for?	A3
11,3	Transponder (SART)	Yes
11,4	EPIRB	Yes
11,5	How many VHF radios are fitted on the bridge?	2
11,6	Is vessel fitted with VHF in the cargo control room (CCR)?	Yes
11,7	Is the CCR connected to the vessel's internal communication system?	Yes
11,8	How many intrinsically safe walkie talkies are provided for cargo handling?	8
11,9	Is vessel fitted with an INMARSAT satellite communications system?	Yes
11,10	Does vessel carry at least three survival craft two-way radio telephones?	Yes
11,11	List any other communications equipment carried:	INM-F, INM-C, IRIDIUM, MF/HF
11,12	Can vessel transmit the helicopter homing signal on 410 KHz?	Yes

12. ENGINE ROOM AND STEERING GEAR**Main Propulsion**

12,1	Means of main propulsion	Motor
12.1.1	If motor state whether two stroke or four stroke	4 Stroke
12.1.2	If four stroke, state how many engines fitted	1
12,2	Does vessel have single or twin propellers?	Single
12,3	Is vessel fitted with fixed or controllable pitch propeller(s)?	Controllable Pitch
12,4	How many boilers are fitted?	2
12.4.1	What is rated output of boilers?	60000 Tonnes/Hour
12,5	What type of fuel is used for main propulsion?	HFO
12,6	Are pressurised fuel pipes double sheathed?	Yes
12,7	When moored at SBM, is main engine capable of being run astern at low revolutions for extended periods (up to 24 hours continuously)?	Yes
12,8	Is vessel capable of maintaining speed below 5 Knots?	Yes
12,9	Is vessel fitted for Unmanned Machinery Space (UMS) operation?	Yes
12.9.1	Is vessel operated in UMS mode?	Yes

Thrusters

12.10	Is vessel fitted with a bow thruster?	No
12.10.1	If Yes, give Brake Horse Power	bhp
12,11	Is vessel fitted with a stern thruster?	No
12.11.1	If Yes, give Brake Horse Power	bhp
12,12	Is vessel fitted with high angle rudder?	No
12.12.1	If yes, what type	

Generators

12,13	How many power generators are fitted?	3
12.13.1	Indicate type of power generator(s)	Diesel
12,14	What type of fuel is used in the generating plant?	HFO
12,15	Is vessel fitted with emergency generator or batteries?	Emergency Generator

Main Engine Air Start Compressors

12,16	Number of main engine start compressors	2
12,17	Operating pressure	25 bar
12,18	Motive power of emergency compressor	Electrical

Bunkers

	Fuel Oil		Diesel Oil		Gas Oil	
	Tank name	Capacity	Tank name	Capacity	Tank name	Capacity
12,19	1 PORT	613.4 Cu. Metres	STOR. PORT	69 Cu. Metres		Cu. Metres
12,20	1 STBD	693.5 Cu. Metres	STOR. STBD	146.7 Cu. Metres		Cu. Metres
12,21	2 PORT	579.7 Cu. Metres	SERV. STBD	26.7 Cu. Metres		Cu. Metres
12,22	2 STBD	790 Cu. Metres	SETT. STBD	27.6 Cu. Metres		Cu. Metres
12,23	SERVICE	99.1 Cu. Metres		Cu. Metres		Cu. Metres
12,24	SETTLING	111.8 Cu. Metres		Cu. Metres		Cu. Metres
12,25		Cu. Metres		Cu. Metres		Cu. Metres

Steering Gear

12,26	What type of steering gear fitted?	Cylinder
12,27	How many motorised hydraulic pumps or motors fitted?	2
12,28	How many telemotors fitted?	2
12,29	Is an emergency rudder arrest/rudder control fitted?	Yes

Anti-pollution

12,30	Is an engine-room bilge high level alarm fitted?	Yes
12,31	Is a pump room bilge high level alarm fitted?	Yes
12,32	Is there a permanently installed system for the disposal of residues from the machinery space sludge tank to shore?	Yes
12,33	Are there facilities on board to incinerate machinery space sludge?	No

13. SHIP TO SHIP TRANSFER SUPPLEMENT**Ship To Ship Transfer**

13,1	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum)?	Yes
13,2	Are at least 7 ratings available to assist with mooring operations?	Yes
13,3	What is Safe Working Load (SWL) of bitts in the manifold area?	25 Tonnes
13,4	Are manifold bitts at least 35 metres away from the breastlines leading fore and aft?	Yes
13,5	What is maximum outreach of vessel's cranes or derricks outboard of the ship's side?	8 Metres
13,6	Are four (4) 200m x 40mm messenger lines available for Ship-To-Ship (STS) mooring operations?	Yes
13,7	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. CHEMICAL CARRIER SUPPLEMENT

Chemical Carrier Information

14,1	In the case of a Chemical Carrier carrying oil, does the vessel comply fully with the requirements of MARPOL as per Section 8 of the IOPP Supplement (Form B)?	
14,2	Is vessel equipped with an emergency portable cargo pump?	
14,3	Are independent high level alarms fitted?	
14,4	Is a tank overflow control system fitted?	
14.4.1	Are these also fitted to deck tanks?	
14,5	Are there cargo tank filling restrictions?	
14.5.1	If yes:	
14.5.2	Filling restrictions are:	
14,6	Is the ship fitted with a fixed remote reading temperature system?	
14,7	Is the ship fitted with a fixed remote pressure gauging equipment?	
14,8	Specify other cargo measurement equipment available:	
14,9	Is an Efficient Stripping System fitted?	
14.9.1	Are independent stripping lines fitted?	
14.9.2	What is the material of stripping lines?	
14.9.3	What is the diameter of the stripping lines?	Millimeters

Igs

	(IGS) Composition of gas supplied by:	Nitrogen%	Carbon Dioxide %	Oxygen %	Sulphur Dioxide %	Carbon Monoxide %	Oxides of Nitrgen %	Dew Point (Celcius)
14.10		%	%	%	%	%	%	Deg C
14.11		%	%	%	%	%	%	Deg C
14,12	Is Cargo Tank Drier fitted?							
14,13	Is bottled Nitrogen available for deck use?							
14,14	Is steam available on deck?							

Tank Conditioning

14,15	Is there a fixed ventilation system?	
14.15.1	What is the Total capacity?	Cu. Metres/Hour
14,16	Is the fixed ventilation system fitted with a dehumidifier ?	
14.16.1	What is the Total capacity?	Cu. Metres/Hour
14,17	Is there independent piping?	
14.17.1	Through cargo lines	
14.17.2	Portable fans	
14.17.3	Number:	
14.17.4	Type:	
14.17.5	Capacity (one)	Cu. Metres/Hour
14,18	Are there gas freeing stand pipes?	
14.18.1	Portable:	
14.18.2	Fixed	

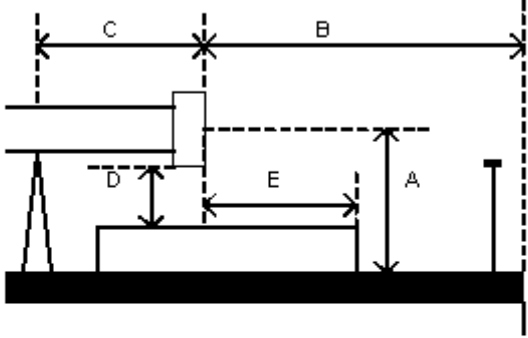
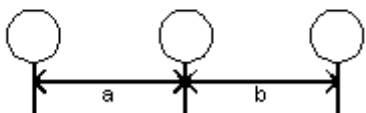
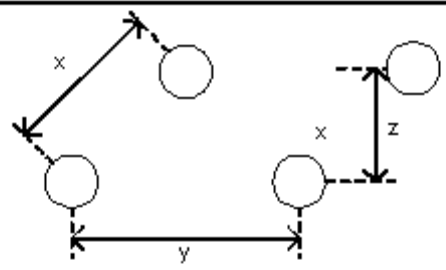
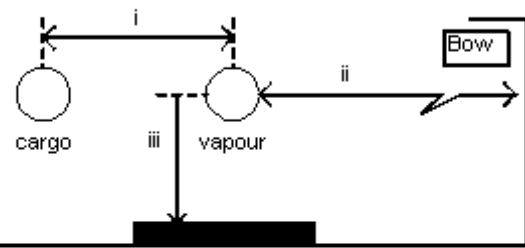
Safety

14,19	Is there Protective equipment for the protection of crew members available as per IBC 14.1.1 / BCH 3.16.1.?	
14,20	When required by the Chemical Code, is respiratory and eye protection for every person on board available for emergency escape purposes?	
14,21	When required by the Chemical Code, is there on board at least three sets of personnel protection safety equipment (IBC 14.2.1 / BCH 3.16)?	
14,22	Is an Oxygen resuscitator available on board?	
14,23	Are there at least two decontamination showers available on deck?	

Cargo And Other Manifolds

14,24	Total number of manifold connections per side	
14.24.1.1	Number	
14.24.1.2	MM	Millimetres
14.24.2.1	Number	
14.24.2.2	MM	Millimetres
14,25	Designed Max. loading rate	Cu. Metres/Hour

14.26	Height of cargo vapour connections above keel	Metres
14.27	Located on both sides?	
14.28	Is there an additional connection to cargo system on deck?	
14.28.1	If yes, position (distance from bow)	Metres

CARGO AND VAPOUR MANIFOLD CONNECTION DIAGRAM								
				A _____ mm B _____ mm C _____ mm D _____ mm E _____ mm				
Bunker Cargo 			1	Configuration No. 1 a _____ mm b _____ mm				
				2	Configuration No. 2 Please indicate position of bunker flange x _____ mm y _____ mm z _____ mm			
				i _____ M ii _____ mm iii _____ mm				
Number of Cargo Connections:				Number of Vapour Connections:				
Size (mm)	Number	Rating	RF/FF	Size (mm)	Number	Rating	RF/FF	

L	°C	°C						mm
L	°C	°C						mm
L	°C	°C						mm
L	°C	°C						mm
L	°C	°C						mm

Ballast Tank Capacities

General tank details	Tank number	Location	Coating date	Capacity
	14,65			Cu. Metres
	14,66			Cu. Metres
	14,67			Cu. Metres
	14,68			Cu. Metres
	14,69			Cu. Metres
	14,70			Cu. Metres
	14,71			Cu. Metres
	14,72			Cu. Metres
	14,73			Cu. Metres
	14,74			Cu. Metres
	14,75			Cu. Metres
	14,76			Cu. Metres
	14,77			Cu. Metres
	14,78			Cu. Metres
	14,79			Cu. Metres
	14,80			Cu. Metres
	14,81			Cu. Metres
	14,82			Cu. Metres
	14,83			Cu. Metres
	14,84			Cu. Metres
	14,85			Cu. Metres
	14,86		TOTAL CAPACITY	Cu. Metres

Tank Cleaning System

14,87	Is tank cleaning equipment fixed in cargo tanks?	
14,88	Is portable tank cleaning equipment available?	
14,89	What is the capacity of one tank cleaning machine?	Cu. Metres/Hour
14,89.1	At pressure of:	bar
14,89.2	Duration of complete cycle	Minutes
14,89.3	Nozzle diameter	Millimetres
14,90	Tank washing pump capacity	Cu. Metres/Hour
14,91	Is a washing water heater fitted?	
14,91.1	What is the Max. washing water temperature?	Degrees C
14,92	Maximum number of machines operative at pressure above	
14,93	Where there is different type of equipment used, what is the capacity and type of equipment?	

15. GAS CARRIER SUPPLEMENT

Gas Carrier Information

15,1	Does vessel have an IOPPC with Form B identifying the vessel as an oil product carrier?	N/A
15,2	Do the Safety Construction and Safety Equipment Certificates identify the vessel as a 'tanker engaged in the trade of carrying oil other than crude oil'?	

Cargo Information

15,3	List products which the ship is Certified to carry	
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Transport And Carriage Conditions

15,4	What is the Minimum allowable tank temperature?	Degrees C
15,5	What is the Maximum Permissible tank pressure?	Kp/cm2
15,6	Lowest permissible cargo tank pressure	Kp/cm2
15,7	What is the maximum number of grades that can be handled simultaneously?	
15,8	What is the Number of Products that can be conditioned by reliquefaction simultaneously?	
15,9	What is the maximum number of fully segregated groups that can be attained by removal of spool pieces and insertion of blank flanges?	
15,10	Material of Construction of Cargo Piping System	
15,11	Is Cargo piping system fitted with filters?	
15,11.1	If yes, can cargo piping filters be by-passed or removed?	
15,12	Are Expansion loops fitted?	
15,13	Are liquid cargo lines free of expansion bellows?	
15,14	Location of Booster pumps (If Fitted)	

Cargo Tanks

15,15	What Type and materials of cargo tanks?	
15,16	Maximum allowable relief valve setting	Bar Gauge
15,17	IMO Setting	Bar Gauge
15,18	USCG Setting	Bar Gauge
15,19	Safety valve set pressure -	Bar Gauge
15,19.1	If variable give range of pilot valves - from:	Bar Gauge
15,19.2	To:	Bar Gauge
15,20	Maximum Vacuum	Kp/cm2
15,21	Maximum cargo density	Kp/cm2
15,22	Maximum rate of cool down	Degrees C/Hour
15,23	State any limitations regarding partially filled tanks	
15,24	State allowable combinations of filled and empty tanks	

Cargo Tank Capacities

		Capacity m3 (100%)	Butane		Propane		Ammonia	
			Tonnes	Degrees C	Tonnes	Degrees C	Tonnes	Degrees C
15.25	Tank 1	Cu. Metres	Tonnes	Deg C	Tonnes	Deg C	Tonnes	Deg C
15.26	Tank 2	Cu. Metres	Tonnes	Deg C	Tonnes	Deg C	Tonnes	Deg C
15.27	Tank 3	Cu. Metres	Tonnes	Deg C	Tonnes	Deg C	Tonnes	Deg C
15.28	Tank 4	Cu. Metres	Tonnes	Deg C	Tonnes	Deg C	Tonnes	Deg C
15.29	Tank 5	Cu. Metres	Tonnes	Deg C	Tonnes	Deg C	Tonnes	Deg C
15.30	Tank 6	Cu. Metres	Tonnes	Deg C	Tonnes	Deg C	Tonnes	Deg C
15.31	Tank 7	Cu. Metres	Tonnes	Deg C	Tonnes	Deg C	Tonnes	Deg C
15.32	Tank 8	Cu. Metres	Tonnes	Deg C	Tonnes	Deg C	Tonnes	Deg C
15.33, 34, 35, 36		Cu. Metres	Tonnes		Tonnes		Tonnes	
		Other						
		Cargo	Tonnes	Degrees C	Tonnes	Degrees C		
15.25	Tank 1		Tonnes	Deg C	Tonnes	Deg C		
15.26	Tank 2		Tonnes	Deg C	Tonnes	Deg C		
15.27	Tank 3		Tonnes	Deg C	Tonnes	Deg C		
15.28	Tank 4		Tonnes	Deg C	Tonnes	Deg C		
15.29	Tank 5		Tonnes	Deg C	Tonnes	Deg C		
15.30	Tank 6		Tonnes	Deg C	Tonnes	Deg C		
15.31	Tank 7		Tonnes	Deg C	Tonnes	Deg C		

15.32	Tank 8		Tonnes	Deg C	Tonnes	Deg C		
15.37, 38			Tonnes		Tonnes			

Loading Rates

From Refrigerated Storage					
15.39	Butane rate	Propane rate	Ammonia rate	(Specify other cargo)	
With vapour return	Tonnes/Hour	Tonnes/Hour	Tonnes/Hour	Tonnes/Hour	Tonnes/Hour
Without vapour return	Tonnes/Hour	Tonnes/Hour	Tonnes/Hour	Tonnes/Hour	Tonnes/Hour
From Pressure Storage					
15.40	Butane 0-30 deg C rate	Propane 0 deg C rate	Propane 10 deg C rate	Propane 20 deg C rate	Propane 30 deg C rate
With vapour return	Tonnes/Hour	Tonnes/Hour	Tonnes/Hour	Tonnes/Hour	Tonnes/Hour
Without vapour return	Tonnes/Hour	Tonnes/Hour	Tonnes/Hour	Tonnes/Hour	Tonnes/Hour
15.41	Special remarks				

Discharging - General

15.42	Cargo Pumps	
15.42.1	Type of Cargo Pumps	
15.42.2	Number of pumps per tank	
15.42.3	Rate per Pump m3/hr	Cu. Metres/Hour
15.42.4	At Delivery Head mlc	Metres Liquid Column
15.42.5	Maximum density kg/m3	Kg/Cu. Metre
15.43	Booster Pump	
15.43.1	Type of Booster Pumps	
15.43.2	Number of pumps per tank	
15.43.3	Rate per Pump m3/hr	Cu. Metres/Hour
15.43.4	At Delivery Head mlc	Metres Liquid Column
15.43.5	Maximum density kg/m3	Kg/Cu. Metre

Discharge Performance

Fully Refrigerated		Back Press 1 kP/cm2	Back Press 5 kP/cm2	Back Press 10 kP/cm2
15.44.1	With vapour return	Hours	Hours	Hours
	Without vapour return	Hours	Hours	Hours
Pressurised		Back Press 1 kP/cm2	Back Press 5 kP/cm2	Back Press 10 kP/cm2
15.44.2	With vapour return	Hours	Hours	Hours
	Without vapour return	Hours	Hours	Hours

Unpumpables

15.45	Tank 1 (m3)	Cu. Metres
15.46	Tank 2 (m3)	Cu. Metres
15.47	Tank 3 (m3)	Cu. Metres
15.48	Tank 4 (m3)	Cu. Metres
15.49	Tank 5 (m3)	Cu. Metres
15.50	Tank 6 (m3)	Cu. Metres
15.51	Tank 7 (m3)	Cu. Metres
15.52	Tank 8 (m3)	Cu. Metres
15.53	Total	Cu. Metres

Vaporizing Unpumpables

15.54	Process used	
	Time to vaporize liquid unpumpables remaining after full cargo discharge	
15.55	Propane	Hours
15.56	Butane	Hours
15.57	Ammonia	Hours
15.58	(Other)	Hours
15.59	(Other)	Hours
15.60	(Other)	Hours

Reliquefaction Plant

15,61	Plant Design Conditions - air temperature	Degrees C
15.61.1	Plant Design Conditions - sea temperature	Degrees C
15,62	Is the plant single stage/direct?	
15.62.1	Is the plant two stage/direct?	
15.62.2	Is the plant simple cascade?	
15,63	Coolant type	
15,64	Compressor type	
15.64.1	Compressor makers name	
15.64.2	Number of compressors	
15.64.3	Capacity per unit	Cu. Metres/Hour
15.64.4	Are they Oil Free?	

Cooling Capacity

15.65.1	State Cooling capacity for Propane @ -42 degrees C	Kcal/Hour
15.65.2	State Cooling capacity for Propane @ -20 degrees C	Kcal/Hour
15.65.3	State Cooling capacity for Propane @ -5 degrees C	Kcal/Hour
15.66.1	State Cooling capacity for Butane @ -42 degrees	Kcal/Hour
15.66.2	State Cooling capacity for Butane @ -20 degrees C	Kcal/Hour
15.66.3	State Cooling capacity for Butane @ -5 degrees C	Kcal/Hour

Cargo Temperature Lowering Capability

Time taken to lower the temperature of:					
15.67.1	Propane				
	deg C to -42 deg C	-5 deg C to -42deg C	-38 deg C to -42deg C	+20 deg C to -0.5deg C	+10 deg C to -0.5 deg C
	Hours	Hours	Hours	Hours	Hours
15.67.2	Butane				
	+20 deg C to -0.5 deg C	+10 deg C to -0.5 deg C	+10 deg C to -5 deg C		
	Hours	Hours	Hours		
15.67.3	(Specify Cargo)				
	From	To	Time		
	Degrees C	Degrees C	Hours		
15.67.4	(Specify Cargo)				
	From	To	Time		
	Degrees C	Degrees C	Hours		
15.67.5	(Specify Cargo)				
	From	To	Time		
	Degrees C	Degrees C	Hours		
15.67.6	(Specify Cargo)				
	From	To	Time		
	Degrees C	Degrees C	Hours		
15,68	Is there an emergency discharge method available?		If yes, the method is:		
15,69	Sample points are provided for vapour?				
15.69.1	Sample points are provided for liquid?				

Deck Tank Capacities

15,70	Are Deck pressure tanks fitted?	
15,71	Propane Capacity	Cu. Metres
15,72	Butane Capacity	Cu. Metres
15,73	Ammonia Capacity	Cu. Metres
15,74	Maximum allowable relief valve setting	Bar Gauge

15,75	Material of tank	
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Cooling

15.76.1	Propane - Quantity of Coolant Required	Cu. Metres
15.76.2	Propane - Time required to cooldown cargo tanks from ambient temperature with vapour return line	Hours
15.76.3	Propane - Time required to cooldown cargo tanks from ambient temperature without vapour return line	Hours
15.77.1	Butane - Quantity of Coolant Required	Cu. Metres
15.77.2	Butane - Time required to cooldown cargo tanks from ambient temperature with vapour return line	Hours
15.77.3	Butane - Time required to cooldown cargo tanks from ambient temperature without vapour return line	Hours
15.78.1	Ammonia - Quantity of Coolant Required	Cu. Metres
15.78.2	Ammonia - Time required to cooldown cargo tanks from ambient temperature with vapour return line	Hours
15.78.3	Ammonia - Time required to cooldown cargo tanks from ambient temperature without vapour return line	Hours
15.79.1	VCM - Quantity of Coolant Required	Cu. Metres
15.79.2	VCM - Time required to cooldown cargo tanks from ambient temperature without vapour return line	Hours
15.79.3	VCM - Time required to cooldown cargo tanks from ambient temperature with vapour return line	Hours

Vaporiser

15.82.3	Delivery Temperature	Degrees C
15.83.1	Capacity per unit - Ammonia	Cu. Metres/Hour Vapour
15.83.2	Liquid Supply Rate	Cu. Metres/Hour Liquid
15.83.3	Delivery Temperature	Degrees C
15.84.1	Capacity per unit - Nitrogen	Cu. Metres/Hour Vapour
15.84.2	Liquid Supply Rate	Cu. Metres/Hour Liquid
15.84.3	Delivery Temperature	Degrees C

Blower

15,85	Type of Blower	
15.85.1	Rated Capacity	Cu. Metres/Hour
15.85.2	Delivery Pressure	Kp/cm2

Cargo Re-heater

15,86	Type of Re-Heater	
15.86.1	Number Fitted	
15.86.2	Heating Medium	
15.87.1	Discharge rates with sea water at 15 degrees C to raise product temperature of Propane from -42 degrees C to -5 degrees C	Cu. Metres/Hour
15.87.2	Discharge rates with sea water at 15 degrees C to raise product temperature of Ammonia from -42 degrees C to -5 degrees C	Cu. Metres/Hour

Hydrate Control

15,88	What is the type of Depressant?	
15,89	What is the freezing point temperature?	Degrees C
15,90	What is the Quantity of Depressant Carried?	Litres
15,91	What is the means of injection?	
15,92	Name any other system used	
15,93	Is there an Additional pressure relief system fitted?	
15,94	Is Emergency cargo jettison provided?	
15,95	If yes, can Emergency cargo jettisoning be isolated from the cargo system when not in use?	

Cargo Measurement

15,96	Level Gauges			
	Are level gauges local or remote?	Name of manufacture	Type	Rated Accuracy millimetres
	Certifying Authority	Are slip tubes installed?		
15,97	Temperature Gauges			
	Name of manufacture	Type	Rated Accuracy Degrees C	Certifying Authority
15,98	Pressure Gauges			
	Name of manufacture	Type	Rated Accuracy bar	Certifying Authority
15,99	Oxygen Analyser			
	Name of manufacture	Type	Lowest level measurable	

				%
15.100	Fixed Gas Analyser			
	Name of manufacture		Type	
15,101	Are Cargo tank calibration tables available?	Name of Measuring Company		Certifying Authority
15,102	Calibration calculated to cm?			
	Calibration calculated to 1/2 cm?			
15,103	Tables established to cm?	Tables established to mm?		Tables est. to (specify)
15,104	Are trim and list corrections available?			
15,105	Are temperature corrections available?			
15,106	Are float gauge tape corections available?			

Cargo Sampling

	Whether cargo samples may be obtained from the levels specified:		
15.107	Top	Middle	Bottom
Tank 1			
Tank 2			
Tank 3			
Tank 4			
Tank 5			
Tank 6			
Tank 7			
Tank 8			
15.108	Can samples be drawn from tank vapour outlet?		
15,109	Can samples be drawn from manifold liquid line?		
15.110	Can samples be drawn from manifold vapour line?		
15,111	Can samples be drawn from pump discharge line?		
15,112	State sample connection type		
15.112.1	Size of sample connection	Millimetres	
15,113	Number of ESD actuation points		

Connections To Shore For ESD And Communications Systems

15,114	Is ESD connection to shore available?	
15.114.1	If yes, is the system pneumatic?	
15.114.2	If yes, is the system electrical?	
15.114.3	If yes, is the system fiber optic?	
15,115	What is the type of connection used?	
15,116	Are ESD hoses or cables available on board?	
15.116.1	If yes, length of pneumatic	Millimetres
15.116.2	If yes, length of electrical	Millimetres
15.116.3	If yes, length of fiber optic	Millimetres
15,117	Is there a connection available for a telephone line?	
15,118	Are ESD connections available on both sides of vessel?	
15.118.1	Are ESD Fusible plugs fitted at tank domes?	
15.118.2	Are ESD Fusible plugs fitted at manifolds?	
15,119	Is the link compatible with the SIGTTO guidelines?	
15.120	Type of manifold valve	
15.120.1	Closing time in seconds	seconds
15.120.2	Is closing time adjustable?	
15,121	Is Independent high level shut down system fitted(overflow control)?	
15.121.1	If yes, does the independent high level shutdown system also switch off running cargo pumps?	
15,122	Shut down level %	%

Inert Gas

		15.123 Main IG Plant	15.124 Auxiliary IG or Nitrogen plant
	Type of system		
	Capacity	Cu. Metres/Hour	Cu. Metres/Hour
	Type of fuel used		
	Composition of IG - oxygen	%	%
	Composition of IG - CO2	%	%
	Composition of IG - Nox	%	%
	Composition of IG - N2	%	%
	Lowest dewpoint achievable	Degrees C	Degrees C
	Used for		
		Nitrogen	
15.125.1	Liquid storage capacity	Cu. Metres	
15.125.2	Daily boil-off loss	Cu. Metres	
15.125.3	Maximum supply pressure	Kp/Cu. Cm	
15.125.4	Supply capacity	Cu. Metres/Hour	
15.125.5	Used for		

Cargo Tank Inerting/de-inerting

15,126	What is the time taken to inert from fresh air to under 5% O2 at -25 degree C?	Hours
15,127	What is the time taken to inert from cargo vapour to fully inert at -25 degrees dewpoint when IG density is less than product?	Hours
15,128	What is the time taken to inert from cargo vapour to fully inert at -25 degrees dewpoint when IG density is greater than product?	Hours
15,129	Do relief valves discharging liquid cargo from the cargo piping system , discharge to the cargo vent mast?	
15.129.1	If yes, is the vent mast equipped with liquid sensor and alarm?	
15.129.2	If yes, does the alarm activate the pump stop?	
15.130	Is there one ESD valve per manifold?	
15.130.1	If no, the arrangement is:	
15,131	Is a hand operated valve fitted outboard of the manifold ESD valve?	
15,132	Does inert gas piping pass through accomodation spaces, service spaces or control stations?	
15,133	Can the Inert Gas System be fully segregated from the cargo system?	
15,134	Are liquid drains fitted in cargo piping?	
15,135	Are purge points fitted?	
15,136	Are local pressure gauges fitted outboard of the manifold valves?	
15,137	Is a temperature sensor fitted at or near the manifold?	
15,138	Is a cargo compressor room fitted?	
15,139	Is protective equipment for the protection of crew members available on board?	
15.140	When required by the Gas Code, is respiratory and eye protection for every person on board available for emergency escape purposes?	
15.140.1	Are two additional sets of respitaory and eye protection available on the navigating bridge?	
15,141	Is there a permanently installed system of gas detection fitted?	
15.141.1	Is the gas detection system fitted with high and low sampling heads/sensors?	

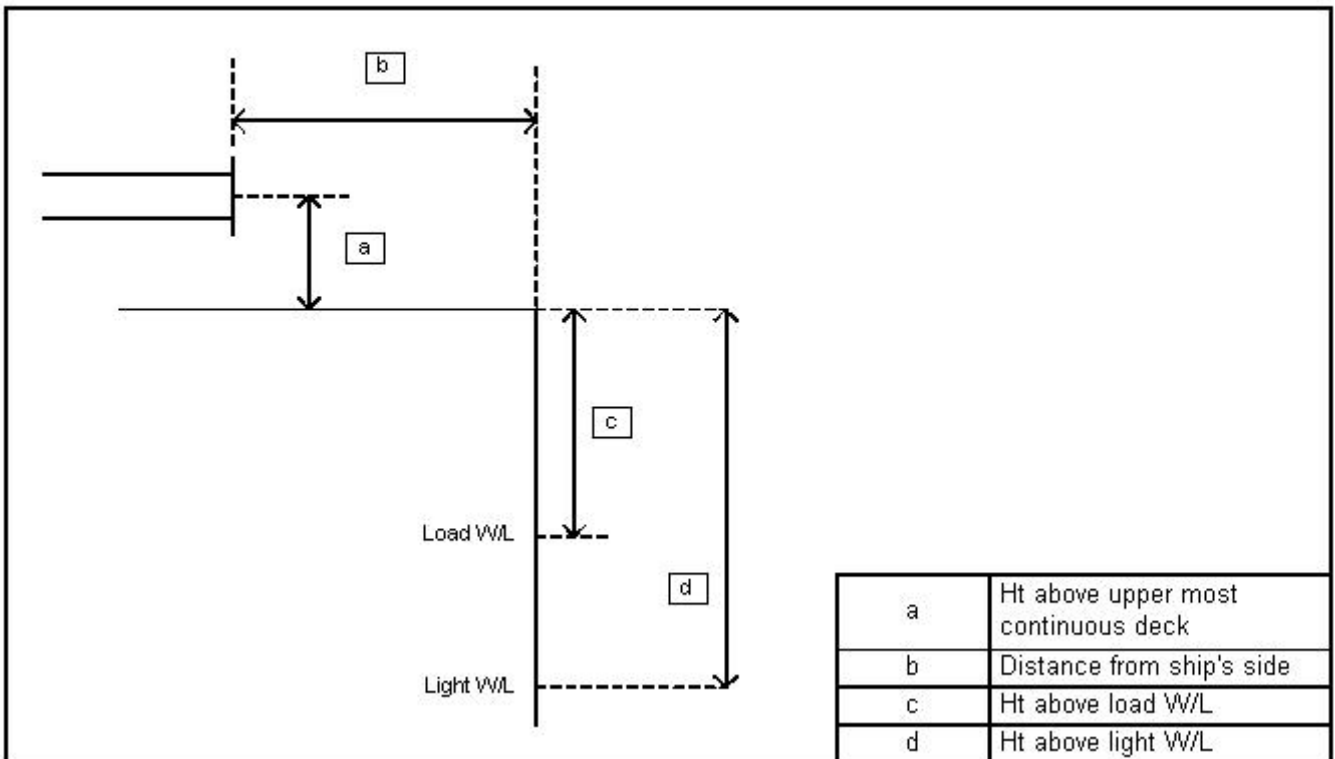
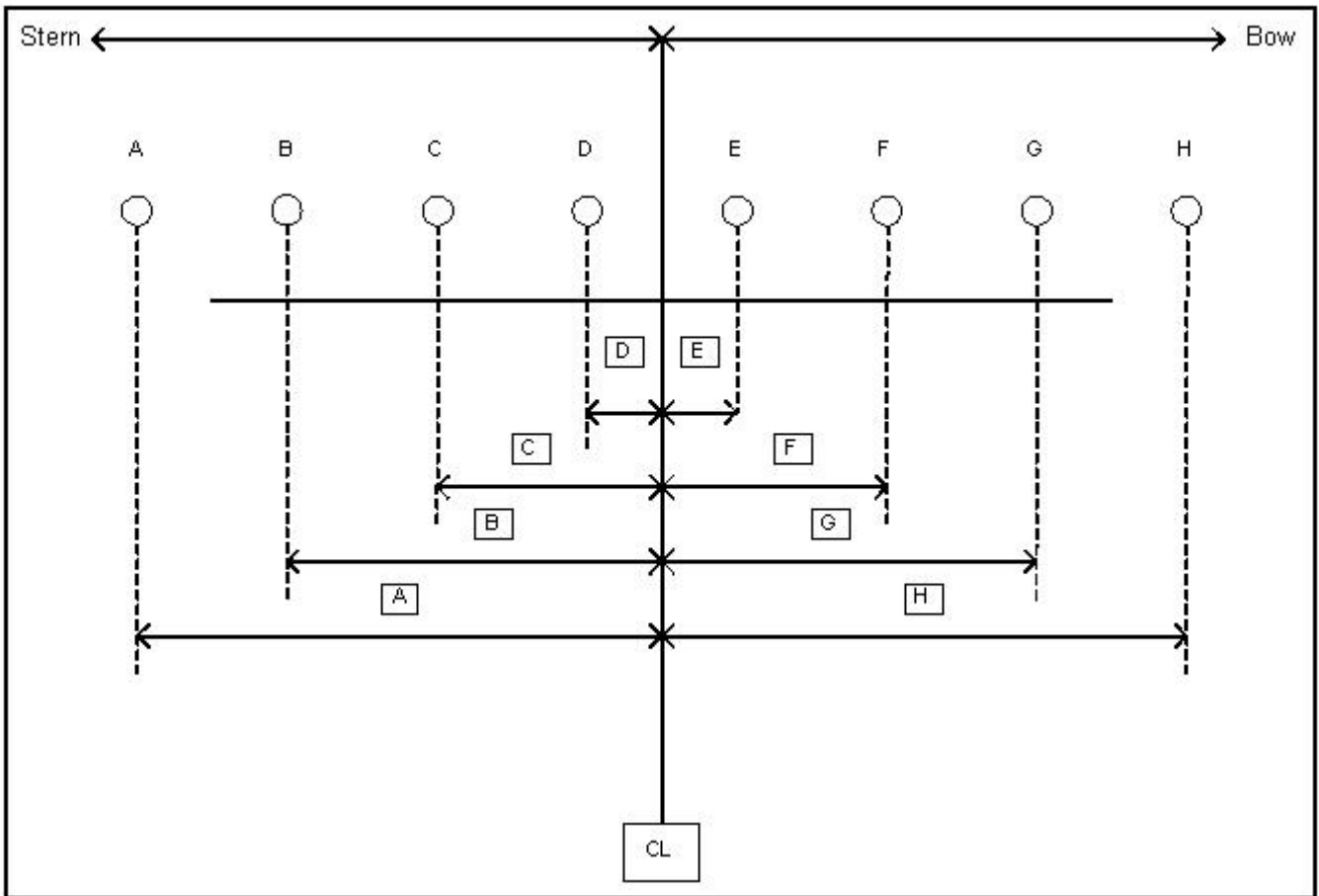
Gas Freeing To Fresh Air

15,142	Plant used	
15,143	What is the time taken from fully inert condition to fully breathable fresh air?	Hours

Changing Cargo Grades

15,144	Indicate number of hours needed to change grades from the removal of pumpables to tanks fit to load and the quantity of inert gas consumed during the operation	
15.144.1.1	From propane to butane	Hours
15.144.1.2	From propane to butane	Cu. Metres
15.144.1.3	From propane to ammonia	Hours
15.144.1.4	From propane to ammonia	Cu. Metres
15.144.1.5	From propane to VCM	Hours
15.144.1.6	From propane to VCM	Cu. Metres
15.144.2.1	From butane to propane	Hours
15.144.2.2	From butane to propane	Cu. Metres
15.144.2.3	From butane to ammonia	Hours

15.144.2.4	From butane to ammonia	Cu. Metres
15.144.2.5	From butane to VCM	Hours
15.144.2.6	From butane to VCM	Cu. Metres
15.144.3.1	From ammonia to propane	Hours
15.144.3.2	From ammonia to propane	Cu. Metres
15.144.3.3	From ammonia to butane	Hours
15.144.3.4	From ammonia to butane	Cu. Metres
15.144.3.5	From ammonia to VCM	Hours
15.144.3.6	From ammonia to VCM	Cu. Metres
15.144.4	Restrictions	
15.144.5.1	From VCM to propane	Hours
15.144.5.2	From VCM to propane	Cu. Metres
15.144.5.3	From VCM to butane	Hours
15.144.5.4	From VCM to butane	Cu. Metres
15.144.5.5	From VCM to ammonia	Hours
15.144.5.6	From VCM to ammonia	Cu. Metres
15.144.6	Note any operations that cannot be carried out at sea	



Cargo Manifold

15,145	Center of manifold to bow	Metres			
15,146	Center of manifold to stern	Metres			
15,147	Dimension				
	A	millimetres			
	B	millimetres			
	C	millimetres			
	D	millimetres			
	E	millimetres			
	F	millimetres			
	G	millimetres			
	H	millimetres			
	Pipe Flange	Duty	Rating	Size	Raised / Flat face
15.148	A		bar	millimetres	
15.149	B		bar	millimetres	
15.150	C		bar	millimetres	
15.151	D		bar	millimetres	
15.152	E		bar	millimetres	
15.153	F		bar	millimetres	
15.154	G		bar	millimetres	
15.155	H		bar	millimetres	
15,156	Height above uppermost continuous deck	millimetres			
15,157	Distance from ship side	millimetres			
15,158	Height above load waterline	millimetres			
15,159	Height above light waterline	millimetres			

Manifold Arrangement Located On Top Of Compressor

15.160	Distance from rail of compressor room/platform to presentation flanges	millimetres
15,161	Distance from deck of compressor room/platform/try to centre of manifold	millimetres

Cargo Manifold Reducers

15.162.1	Number of ANSI Class 300 reducers carried onboard	
15.162.2	Flange rating of ANSI Class 300 reducer	bar
15.162.3	Size of ANSI Class 300 reducer	millimetres
15.162.4	Length of ANSI Class 300 reducer	millimetres
15.163.1	Number of ANSI Class 300 to Class 150 reducers carried onboard	
15.163.2	Flange rating of ANSI Class 300 to Class 150 reducer	bar
15.163.3	Size of ANSI Class 300 to Class 150 reducer	millimetres
15.163.4	Length of ANSI Class 300 to Class 150 reducer	millimetres
15.164.1	Number of ANSI Class 150 reducers carried onboard	
15.164.2	Flange rating of Class 150 reducer	bar
15.164.3	Size of ANSI Class 150 reducer	millimetres
15.164.4	Length of ANSI Class 150 reducer	millimetres

16. OBO/OO/COB CARRIERS

OBO / OO / COB Carriers

16,1	State design of hatches	
16,2	State type of hatches	
16,3	State if hatches fitted with single or double seals in hatch coaming	
16,4	Last date cargo holds/tanks were tested to normal working pressure(min.500mm wg) to prove gas tightness of hatches.	
16,5	Were the hatches proven to be gas tight?	

QUESTIONNAIRE 88 (Version 2)

INTERTANKO'S STANDARD TANKER VOYAGE CHARTERING QUESTIONNAIRE 1988 (Version 2)

(Metric system to be applied, HVPQ reference specified where applicable)

GENERAL INFORMATION		HVPQ Ref
Date Updated:	Sep 11, 2006	
Vessel's name:	Urals Princess	1.2
IMO number:	9309423	1.3
Vessel's previous name(s):	Not Applicable	1.4-1.7
Flag:	Liberia	1.8
Port of Registry:	Monrovia	1.9
Call sign:	A8JP8	1.11
Inmarsat phone number:	600838081	1.12
Fax number:	764645473	1.13
Email address:	master.princess@ernstjacob.de	1.16
Type of vessel:	Oil Tanker	1.17
Type of hull:	Double Hull	1.19
OWNERSHIP & OPERATION		
Registered owner - Full Style:	HTG Hamburg Tanker Schiffahrtsgesellschaft mbH Ballindamm 6, 20095 Hamburg, Germany Tel: +49-461-8604 0 Fax: +49-461-8604 66 Telex: Email: info@ernstjacob.de	1.20
Technical operator - Full Style:	Ernst Jacob Shipmanagement GmbH Suderhofenden 12,D- 24937 Flensburg, Germany Tel: +4946186040 Fax: +49461860466/17 Telex: 22694 jacob d Email: info@ernstjacob.de	1.22
Commercial operator - Full Style:	Ernst Jacob Shipmangement GmbH Suederhofenden 12; 24937 Flensburg, Germany Tel: +49-461-8604 0 Fax: +49-461-8604 66 Telex: Email: info@ernstjacob.de	1.25
Disponent owner / Bareboat charterer - Full Style:	Tel: Fax: Telex: Email:	
Number of vessels in disponent owner's fleet::	1	
BUILDER		
Where Built :	Daewoo Shipbuilding & Marine Engineering Co.	1.26
Date Delivered:	Jul 27, 2006	1.31

CLASSIFICATION					
Vessel's classification society:		Lloyds Register		1.34	
Class notation:		LR +100 A1, 'DOUBLE HULL OIL TANKER', ESP, Ship Right (SDA, FDA, CM), LI, +LMC, UMS, Ice Class 1A, IGS, *IWS, SPM, with the descriptive notes of 'ShipRight (PCWBT, SCM), PtHt, ETA, COW'.		1.35	
If Classification society changed, name of previous society?		Lloyds Register		1.36	
If Classification society changed, date of change?		Not Applicable		1.37	
Last dry-dock:		Not Applicable		1.38	
Last special survey:		None		1.41	
Latest CAP Rating (if applicable)		0		1.44	
Last annual survey:		Jul 27, 2006		1.45	
Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS)?		N/A			
DIMENSIONS					
LOA (Length Over All):		253.5 Metres		1.49	
Extreme breadth:		44 Metres		1.51	
KTM (Keel to Masthead):		51.56 Metres		1.54	
BCM (Bow to Center Manifold):		126.2 Metres		1.57.1	
Lightship parallel body length:		98.65 Metres		1.57.3	
Normal ballast parallel body length:		130.65 Metres		1.57.6	
Parallel body length at Summer DWT:		146.25 Metres		1.57.9	
TONNAGES					
Net Tonnage:		34833		1.59	
Gross Tonnage:		63619		1.60	
Suez Net Tonnage:		65229.03		1.61	
Panama Net Tonnage:		0		1.62	
LOADLINE INFORMATION					
	Freeboard (Metres)	Draft (Metres)	Deadweight (Tonnes)	Displacement (Tonnes)	
Summer:	6.216 Metres	14.82 Metres	114849.6 Metric Tonnes	134472.56 Metric Tonnes	1.63
Winter:	6.524 Metres	14.512 Metres	111761 Metric Tonnes	131384 Metric Tonnes	1.64
Tropical:	5.908 Metres	15.128 Metres	117954.2 Metric Tonnes	137577.2 Metric Tonnes	1.65
Lightship:	2.52 Metres	18.48 Metres	19623 Metric Tonnes	19624.68 Metric Tonnes	1.66
Normal Ballast Condition:	13.66 Metres	7.34 Metres	41600 Metric Tonnes	61224.68 Metric Tonnes	1.67
TPC on summer draft:		100.5 Metric Tonnes		1.70	
Does vessel have Multiple SDWT?		No		1.72	
If yes what is the maximum assigned Deadweight?		0 Metric Tonnes		1.73	
Air draft (sea level to top of mast/highest point) in normal SBT condition?		44.220 Metres		1.74	
RECENT OPERATIONAL HISTORY					
Has vessel been involved in any collision, grounding or pollution incident the past 12 months, full description:		Pollution: N/A Grounding: N/A Collision: N/A		1.77-1.79	
CERTIFICATION					
Owners warrant following certificates to be					

valid throughout the Charter Party period:		
SOLAS Safety Equipment:	Jul 26, 2011	2.2
SOLAS Safety Radio:	Jul 26, 2011	2.3
SOLAS Safety Construction:	Jul 26, 2011	2.4
Load line:	Jul 26, 2011	2.5
IOPPC:	Jul 26, 2011	2.6
Safety Management (ISM):	Jan 26, 2007	2.8
USCG COC:	Not Applicable	2.11
CLC:	Feb 20, 2007	2.13
US COFR:		2.15
Certificate of Fitness (Gas/Chemicals):	Gas: Not Applicable Chem: Not Applicable	2.16 & 2.17
Certificate of Class:	Jul 26, 2011	
ISPS ISSC:	Jan 26, 2007	
DOCUMENTATION		
Does the vessel have the following documents on board?		
International Safety Guide for Oil Tankers & Terminals (ISGOTT):	Yes	2.28
OCIMF/ICS Ship to Ship Transfer Guide (Petroleum):	Yes	2.31
Is the vessel entered with ITOPIF?	Yes	
CREW MANAGEMENT		
Nationality of Master	CROATIA	
Nationality of Officers:	Croatian, German	3.1
Nationality of Crew:	Croatian, Filipinos	3.2
If Officers/Crew employed by a Manning Agency - Full Style:	Officers: NorthMan, Flensburg / Germany Crew: Agile Manila	3.1 & 3.2
What is the common working language onboard?	English	3.1
Do key officers understand English?	Yes	
In case of Flag Of Convenience (FOC), is the ITF Special Agreement on board?	Yes	
STRUCTURAL CONDITION		
Are cargo tanks coated?	Yes	7.1
If Yes, specify type of coating:	EPOXY	7.1.1
If cargo tanks are coated, specify to what extent:	top+2mtrs down; bottom+0.5mtrs up	7.1.3
Are slop tanks coated?	Yes	
If slop tanks are coated, specify to what extent:	Whole Tank	
CARGO & BALLAST SYSTEMS		
If double hull, is vessel fitted with centreline bulkhead in all cargo tanks?	Yes, Solid	8.2
Groups / Tank Capacities		8.3
Total cubic capacity 98% ex slop tank:	124587 Cu. Metres	8.4 & 8.6
Slop tank(s) capacity 98%:	2657 Cu. Metres	8.5 & 8.7
SBT or CBT?	SBT	
If SBT, what percentage of SDWT can vessel maintain with SBT only?	38.6 %	8.14.2
If SBT, does vessel meet the requirements of MARPOL Reg 13(2)?	Yes	8.14.3
Number of natural segregations with double valve:	3	8.15
CARGO PUMPS		
Type / number / capacity:	6 x 3000 Cu. Metres/Hour (Centrifugal) 3 x 2000 Cu. Metres/Hour (Centrifugal)	8.18-8.25
GAUGING AND SAMPLING		
Can tank innage/ullage be read from the CCR?	Yes	8.48
Can vessel operate under closed conditions in accordance with ISGOTT 7.6.3?	Yes	8.51
Type of tank gauging system (radar / floating / other)	Radar	8.51.1
Are high level alarms fitted and operational in cargo tanks?	Yes	8.54

VAPOUR EMISSION CONTROL AND VENTING		
Is a vapour return system fitted?	Yes	8.65
State what type of venting system is fitted:	P/V Valves, P/V Braker, Mast Riser	8.67
Max loading rate per midships connection for homogenous cargo?	4000 Cu. Metres/Hour	8.79
CARGO MANIFOLDS		
Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?	Yes	8.80
What is the number of cargo connections per side?	3	8.83
What is the size of cargo connections?	500 Millimetres	8.84
What is the material of the manifold?	Steel	8.86
Distance between cargo manifold centres:	2500 Millimetres	8.93
Distance ships rail to manifold:	4600 Millimetres	8.95
Distance main deck to centre of manifold:	1600 Millimetres	8.97
Height of manifold connections above the waterline at loaded (Summer Deadweight) condition?	7.78 Metres	8.101
Height of manifold connections above the waterline in normal ballast?	15.26 Metres	8.102
Is vessel fitted with a stern manifold?	No	8.104
Number / size reducers:	6 x 500/400mm (20/16") 3 x 500/300mm (20/12") 3 x 500/250mm (20/10") 3 x 500/200mm (20/8")	8.106-8.110
CARGO HEATING		
Type of cargo heating system?	Coils	8.120
Material of heating system?	Stainless Steel	8.128
Max load temp:	65 °C	
Max temp maintain:	65 °C	
IGS & COW		
Is an Inert Gas System (IGS) fitted?	Yes	9.1
Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen?	Flue Gas	9.3
Is a Crude Oil Washing (COW) installation fitted?	Yes	9.17
MOORING ARRANGEMENTS		
Number / length / diameter of wires:	Forecastle: 4 / 250 / 36 Fwd main deck: 4 / 250 / 36 Aft main deck: 2 / 250 / 36 Poop: 6 / 250 / 36	10.2-10.5
Breaking strength of wires:	83 Metric Tonnes	10.2-10.5
Number / length / diameter of ropes:	Other Lines Forecastle: 6 / 40 / 10	10.11-10.18
Breaking strength of ropes:	None	10.11-10.18
Number and brake holding power of winches:	Forecastle: 2 / 66 Fwd main deck: 2 / 66 Aft main deck: 1 / 66 Poop: 3 / 66	10.22-10.25
How many closed chocks and/or fairleads of enclosed type are fitted on:		
	Focsle:	
	Main deck fwd:	
	Main deck aft:	
	Poop:	

SINGLE POINT MOORING (SPM) EQUIPMENT		
Fairlead size:		10.48
Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)'?	Yes	10.60
Is vessel fitted with chain stopper(s)?	Yes	10.61
Number:	2	10.61.1
Type:	Tonque Stopper	10.61.2
SWL:	200 Metric Tonnes	10.61.3
Max diameter chain size:	76 Millimetres	10.62
LIFTING EQUIPMENT		
Derrick(s) - Number / SWL:	/ Metric Tonnes	10.75
Crane(s) - Number / SWL:	4 / 15 Metric Tonnes	10.76
ENGINE ROOM		
What type of fuel is used for main propulsion?	HFO	12.5
What type of fuel is used in the generating plant?	HFO	12.14
MISCELLANEOUS		
P & I Club name:	Steamship Mutual (Bermuda) Ltd.	
Last three cargoes (Last / 2 nd Last / 3 rd Last):		
Last three charterers (Last / 2 nd Last / 3 rd Last):		
Last three voyages (Last / 2 nd Last / 3 rd Last):		
Date of last SIRE Inspection:	29.07.06	
Date of last CDI Inspection:	N/A	
Current Oil Major Company Acceptances (TBOOK):		
Date and place of last Port State Control:	/	
Any outstanding deficiencies as reported by any Port State Control?	No	
If yes, provide details:		
FOR USA CALLS ONLY		
Qualified individual (QI) - Full Style:	The Meredith Management Group Inc. Station Square Three; Suite 202 37 North Valley Road Paoli, Pa. 19301-1314 Tel: +1-610-725-8286 Fax: +1-610-725-8293 Telex: Email: info@mmg- ems.com	
Oil Spill Response Organization (OSRO) -Full Style:	National Response Corporation Tel: Fax: Telex: Email:	
Has owner, manager, or operator signed the Sea Carrier Initiative agreement with US customs concerning drug smuggling?	Yes	