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

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **1.** | **GENERAL INFORMATION** | | | | | | | | |
| 1.1 | Date updated: | | | | | | | 25.06.2023 | |
| 1.2 | Vessel’s name (IMO number): | | | | | | | TARIF/9828390 | |
| 1.3 | Vessel’s previous name(s) and date(s) of change: | | | | | | | MAERSK SCARLETT/10.06.2021 | |
| 1.4 | Date delivered/Builder (where built): | | | | | | | Mar 15, 2021/Dalian Shipbuilding Industry Co., LTD | |
| 1.5 | Flag/Port of Registry: | | | | | | | Liberia / Monrovia | |
| 1.6 | Call sign/MMSI: | | | | | | | 5LBF7 /636020893 | |
| 1.7 | Vessel’s contact details (satcom/fax/email etc.): | | | | | | | Sat-C Tlx (1): 463733058  Sat-C Tlx (2): 463733059  Tel: 47 2341 0820 / 47 2341 0821  UAE Mob: +971 50 1999 138  E-Mail: [master@Tarif.adnocls.ae](mailto:master@Tarif.adnocls.ae) | |
| 1.8 | Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC): | | | | | | | Oil Tanker | |
| 1.9 | Type of hull: | | | | | | | Double Hull | |
| **Ownership and Operation** | | | | | | | | | |
| 1.10 | Registered owner - Full style: | | | | | | Tarif Inc., 80 Broad Street, Monrovia, Republic of Liberia | | |
| 1.11 | Technical operator - Full style: | | | | | | ADNOC  Logistics & services (Abu Dhabi marine Operations & Services Company LLC), Corniche Road, SHEIKH KHALIFA ENERGY COMPLEX, ABU DHABI, PO BOX 61; UNITED ARAB EMIRATES T +971 2 602 8400  F +971 2 6028323  [TankerVoyageOps.LS@adnoc.ae](mailto:TankerVoyageOps.LS@adnoc.ae)  [tankerops.ls@adnoc.ae](mailto:tankerops.ls@adnoc.ae) | | |
| 1.12 | Commercial operator - Full style: | | | | | | ADNOC  Logistics & services (Abu Dhabi marine Operations & Services Company LLC), Corniche Road, SHEIKH KHALIFA ENERGY COMPLEX, ABU DHABI, PO BOX 61; UNITED ARAB EMIRATES  TEL.: +971 2 602 8600 FAX . +971 2 602 8345  [TankerVoyageOps.LS@adnoc.ae](mailto:TankerVoyageOps.LS@adnoc.ae)  [tankerchart.ls@adnoc.ae](mailto:tankerchart.ls@adnoc.ae) | | |
| 1.13 | Disponent owner - Full style: | | | | | | Abu Dhabi Marine International Chartering Holdings RSC Limited  PO Box 35665, 34 Al Maqam Tower, ADGM Square, Al Maryah Island, Abu Dhabi, United Arab Emirates  [TankerVoyageOps.LS@adnoc.ae](mailto:TankerVoyageOps.LS@adnoc.ae)  [tankerops.ls@adnoc.ae](mailto:tankerops.ls@adnoc.ae) | | |
| **Insurance** | | | | | | | | | |
| 1.14 | P & I Club - Full Style: | | | | | | North of England Protecting and Indemnity Association Ltd, UK  100 The Quayside, Newcastle upon Tyne, NE1 3DU, UK  Telephone: +44 (0) 191 232 5221  Fax: +44 (0) 191 261 0540  www.nepia.com | | |
| 1.15 | P & I Club pollution liability coverage/expiration date: | | | | | | | USD 1,000,000,000 | 20.02.2024 |
| 1.16 | Hull & Machinery insured by - Full Style:  (Specify broker or leading underwriter) | | | | | | Al Dhafra Insurance Company P.S.C., Company Bldg, Zayed the 2nd Street, PO Box: 313, Abu Dhabi, UAE. Tel: 02-6949444 | | |
| 1.17 | Hull & Machinery insured value/expiration date: | | | | | | | USD 52,750,000 | 25.03.2024 |
| **Classification** | | | | | | | | | |
| 1.18 | Classification society: | | | | | | | Lloyds Register | |
| 1.19 | Class notation: | | | | | | | +100A1, Double Hull Oil Tanker, CSR, ESP, ShipRight(CM, ACS(B,C)), LI, \*IWS, DSPM4 ECO(GW, P, VECS-L, BWT, IBTS), +LMC, IGS, UMS, NAV1, EGCS (open, partial) Descriptive Note: COW(LR), ShipRight(BWMP(S, T), IHM-EU+, MPMS, SCM) | |
| 1.20 | Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details: | | | | | | | No  No | |
| 1.21 | If classification society changed, name of previous and date of change: | | | | | | | Not Applicable | |
| 1.22 | Does the vessel have ice class? If yes, state what level: | | | | | | | No, | |
| 1.23 | Date/place of last dry-dock: | | | | | | | Not Applicable, New ship | |
| 1.24 | Date next dry dock due/next annual survey due: | | | | | | | Mar 14 2026 | Mar 12, 2024 |
| 1.25 | Date of last special survey/next special survey due: | | | | | | |  | Mar 14, 2026 |
| 1.26 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | | | | | | | Not Applicable, New ship | |
| **Dimensions** | | | | | | | | | |
| 1.27 | Length overall (LOA): | | | | | | | 249.83 Metres | |
| 1.28 | Length between perpendiculars (LBP): | | | | | | | 245.00 Metres | |
| 1.29 | Extreme breadth (Beam): | | | | | | | 44.00 Metres | |
| 1.30 | Moulded depth: | | | | | | | 21.90 Metres | |
| 1.31 | Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: | | | | | | | 47.45 Metres |  |
| 1.32 | Distance bridge front to center of manifold: | | | | | | | 81.32 Metres | |
| 1.33 | Bow to center manifold (BCM)/Stern to center manifold (SCM): | | | | | | | 124.28 Metres | 125.55 Metres |
| 1.34 | Parallel body distances | | | | | | Lightship | Normal Ballast | Summer Dwt |
| Forward to mid-point manifold: | | | | | | 49.63 Metres | 62.10 Metres | 76.46 Metres |
| Aft to mid-point manifold: | | | | | | 31.67 Metres | 42.22 Metres | 54.48 Metres |
| Parallel body length: | | | | | | 81.3 Metres | 104.32 Metres | 130.94 Metres |
| **Tonnages** | | | | | | | | | |
| 1.35 | Net Tonnage: | | | | | | | 34,759 | |
| 1.36 | Gross Tonnage/Reduced Gross Tonnage (if applicable): | | | | | | | 65,631 | 52,252 |
| 1.37 | Suez Canal Tonnage - Gross (SCGT)/Net (SCNT): | | | | | | | 67,849.22 | 62080.95 |
| 1.38 | Panama Canal Net Tonnage (PCNT): | | | | | | | 53,887 | |
| Loadline Information | | | | | | | | | |
| 1.39 | Loadline | | | | Freeboard | | Draft | Deadweight | Displacement |
| Summer: | | | | 6.570 Metres | | 15.330 Metres | 114,799.00 Metric Tonnes | 136,228.90 Metric Tonnes |
| Winter: | | | | 6.890 Metres | | 15.010 Metres | 111346.23 Metric Tonnes | 132776.13 Metric Tonnes |
| Tropical: | | | | 6.250 Metres | | 15.650 Metres | 117853.6 Metric Tonnes | 139283.5 Metric Tonnes |
| Lightship: | | | | 19.069 Metres | | 2.87 Metres | - | 21,429.90 Metric Tonnes |
| Normal Ballast Condition: | | | | 14.12 Metres | | 7.83 Metres | 41,473 Metric Tonnes | 62,984 Metric Tonnes |
| Segregated Ballast Condition: | | | | 13.99 Metres | | 7.95 Metres | 42,058 Metric Tonnes | 63,570 Metric Tonnes |
| 1.40 | FWA/TPC at summer draft: | | | | | | | 335 Millimetres | 101.70 Metric Tonnes |
| 1.41 | Does vessel have multiple SDWT? If yes, please provide all assigned loadlines: | | | | | | | Yes  THE VESSEL HAS BEEN ASSIGNED FIVE LOAD LINES :-  DWT 114,799 / Draft – 15.330 m / Freeboard – 6570 mm  DWT 109,999 / Draft – 14.857 m / Freeboard – 7043 mm  DWT 104,999 / Draft – 14.362 m / Freeboard – 7538 mm  DWT 99,999 / Draft – 13.865 m / Freeboard – 8035 mm  DWT 84,999 / Draft – 13.353 m / Freeboard – 9547 mm | |
| 1.42 | Constant (excluding fresh water): | | | | | | | 25 Metric Tonnes | |
| 1.43 | What is the company guidelines for Under Keel Clearance (UKC) for this vessel? | | | | | | | Ocean passages 50% of the deepest static draft  Shallow water and fairways 15% of the deepest static draft  Inside ports and alongside the berth 10% of the deepest static draft  At SBM/CBM Mooring 20% of the deepest static draft  Canals As per local navigation rules | |
| 1.44 | What is the max height of mast above waterline (air draft) | | | | | | | Full Mast | Collapsed Mast |
| Summer deadweight: | | | | | | | 32.081 Metres | NA |
| Normal ballast: | | | | | | | 39.62 Metres | NA |
| Lightship: | | | | | | | 44.58 Metres | NA |
|  |  | | | | | |  |  |  |
| **2.** | **CERTIFICATES** | | | | **Issued** | | **Last Annual** | **Last Intermediate** | **Expires** |
| 2.1 | Safety Equipment Certificate (SEC): | | | | Nov 14, 2022 | | Mar 25, 2023 | N/A | Mar 14, 2026 |
| 2.2 | Safety Radio Certificate (SRC): | | | | Apr 03, 2023 | | Mar 25, 2023 | N/A | Mar 14, 2026 |
| 2.3 | Safety Construction Certificate (SCC): | | | | Nov 14, 2022 | | Mar 25, 2023 | N/A | Mar 14, 2026 |
| 2.4 | International Loadline Certificate (ILC): | | | | Jun 13, 2021 | | Mar 25, 2023 | N/A | Mar 14, 2026 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | | | | Nov 14, 2022 | | Mar 25, 2023 | N/A | Mar 14, 2026 |
| 2.6 | International Ship Security Certificate (ISSC): | | | | Dec 23, 2021 | | N/A | N/A | Dec 22, 2026 |
| 2.7 | Maritime Labour Certificate (MLC): | | | | Dec 23, 2021 | | N/A | N/A | Dec 22, 2026 |
| 2.8 | ISM Safety Management Certificate (SMC): | | | | Dec 23, 2021 | | N/A | N/A | Dec 22, 2026 |
| 2.9 | Document of Compliance (DOC): | | | | Mar 26, 2019 | | Mar 01, 2023 | N/A | Mar 28, 2024 |
| 2.10 | USCG Certificate of Compliance (USCGCOC): | | | | Feb 12, 2023 | | N/A | N/A | Feb 12, 2025 |
| 2.11 | Civil Liability Convention (CLC) 1992 Certificate: | | | | Dec 23, 2022 | | N/A | N/A | Feb 20, 2024 |
| 2.12 | Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate: | | | | Dec 23, 2022 | | N/A | N/A | Feb 20, 2024 |
| 2.13 | Liability for the Removal of Wrecks Certificate (WRC): | | | | Dec 23, 2022 | | N/A | N/A | Feb 20, 2024 |
| 2.14 | U.S. Certificate of Financial Responsibility (COFR): | | | | Sep 24, 2021 | | N/A | N/A | Sep 24, 2024 |
| 2.15 | Certificate of Class (COC): | | | | Apr 04, 2023 | | Mar 25, 2023 | N/A | Mar 14, 2026 |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC): | | | | Jun 13, 2021 | | N/A | N/A | Mar 14, 2026 |
| 2.17 | Certificate of Fitness (COF): | | | | N/A | | N/A | N/A | N/A |
| 2.18 | International Energy Efficiency Certificate (IEEC): | | | | Mar 25, 2023 | | N/A | N/A | N/A |
| 2.19 | International Air Pollution Prevention Certificate (IAPPC): | | | | Mar 25, 2023 | | Mar 25, 2023 | N/A | Mar 14, 2026 |
| **Documentation** | | | | | | | | | |
| 2.20 | Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract: | | | | | | | Yes | |
| 2.21 | Does vessel have in place a Drug and Alcohol Policy complying with OCIMF guidelines for Control of Drugs and Alcohol Onboard Ship? | | | | | | | Yes | |
| 2.22 | Is the ITF Special Agreement on board (if applicable)? | | | | | | | No | |
| 2.23 | ITF Blue Card expiry date (if applicable): | | | | | | | NA | |
|  |  | | | | | |  |  |  |
| **3.** | **CREW** | | | | | | | | |
| 3.1 | Nationality of Master: | | | | | | | Indian | |
| 3.2 | Number and nationality of Officers: | | | | | | 9 | Indian, Polish | |
| 3.3 | Number and nationality of Crew: | | | | | | 11 | Filipino | |
| 3.4 | What is the common working language onboard: | | | | | | | English | |
| 3.5 | Do officers speak and understand English? | | | | | | | Yes | |
| 3.6 | If Officers/ratings employed by a manning agency - Full style: | | | | Synergy Nordic Shipmanagement Pvt. Ltd.  601, 6th Floor, Prudential Building, Central Avenue  CTS No. 15A, Hiranandani, Powai,  Mumbai – 400 076, India | | | SynergyGroup Operations Inc.  4F SM Cyber Makati One Building, 373 Gil Puyal Avenue, Bel-Air Village, Makati Citi, Metro Manila, Philippines 1209. | |
|  |  | | | | | |  |  |  |
| **4.** | **FOR USA CALLS** | | | | | | | | |
| 4.1 | Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter? | | | | | | | Yes | |
| 4.2 | Qualified individual (QI) - Full style: | | | | | | Witt O’Briens  818 Town and Country Blvd, Suite 200  Houston, Tx 77024, USA  Telephone: +1-281-606-4818 / +1-985-781-0804  Email: [commandcentre@wittobriens.com](mailto:commandcentre@wittobriens.com) | | |
| 4.3 | Oil Spill Response Organization (OSRO) - Full style: | | | | | | National Response Corporation (NRC)  3500 Sunrise Highway, Building 200, Suite 200  Great River, New York 11739, USA  Tel: +1-631-224-9141 (24 Hrs)  Email: [iocdo@nrcc.com](mailto:iocdo@nrcc.com) | | |
| 4.4 | Salvage and Marine Firefighting Services (SMFF) - Full Style: | | | | | | Resolve Marine Group, Inc.  Corporate Headquarters  1510 SE 17th St., Suite 400  Fort Lauderdale, FL 33316  Tel: +1-954-764-8700  Email: [opa90@resolvemarine.com](mailto:opa90@resolvemarine.com) | | |
|  |  | | | | | |  |  |  |
| **5.** | **SAFETY/HELICOPTER** | | | | | | | | |
| 5.1 | Is the vessel operated under a Quality Management System? If Yes, what type of system? (ISO9001 or IMO Resolution A.741(18) as amended): | | | | | | | Yes  IMO Resolution A.741(18) | |
| 5.2 | Can the ship comply with the ICS Helicopter Guidelines? | | | | | | | Yes | |
| 5.2.1 | If Yes, state whether winching or landing area provided: | | | | | | | Winching | |
| 5.2.2 | If Yes, what is the diameter of the circle provided: | | | | | | | 18 Metres | |
|  |  | | | | | |  |  |  |
| **6.** | **COATING/ANODES** | | | | | | | | |
| 6.1 | Tank Coating | | | | Coated | | Type | To What Extent | Anodes |
| Cargo tanks: | | | | Yes | | Pure Epoxy | Whole Tank | No |
| Ballast tanks: | | | | Yes | | Epoxy | Whole Tank | Yes |
| Slop tanks: | | | | Yes | | Pure Epoxy | Whole Tank | No |
|  |  |  | | |
| **7.** | **BALLAST** | | | | | | | | |
| 7.1 | Pumps | | | No. | | | Type | Capacity | At What Head (sg=1.0) |
| Ballast Pumps: | | | 2 | | | Centrifugal | 1,500 Cu. Metres/Hour | 45 Metres |
| Ballast Eductors: | | | 1 | | | Venturi | 200 Cu. Metres/Hour | 1.60 Metres |
|  |  | | | | | |  |  |  |
| **8.** | **CARGO** | | | | | | | | |
| **Double Hull Vessels** | | | | | | | | | |
| 8.1 | Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated: | | | | | | | Yes, Solid | |
| **Cargo Tank Capacities** | | | | | | | | | |
| 8.2 | Number of cargo tanks and total cubic capacity (max% per company policy: 98%, 97%, 96% or 95%) excluding slops tanks: | | | | | | | 12 cargo tanks | 123,874.3 Cu. Metres |
| 8.2.1 | Capacity (max% per company policy: 98%, 97%, 96% or 95%) of each natural segregation with double valve (specify tanks): | | | | | | | 1.COT:1W, Max:18255.1 m3, 98% 2.COT:2W, Max:21837.2 m3, 98% 3. COT:3W, Max: 21912.7 m3, 98% 4. COT:4W: Max: 21908.1 m3, 98% 5.COT:5W, Max: 21819.0m3, 98% 6. COT:6W, 18142.2.m3, 98% | |
| 8.2.2 | IMO class (Oil/Chemical Ship Type 1, 2 or 3): | | | | | | | N/A | |
| 8.3 | Number of slop tanks and total cubic capacity (max% per company policy: 98%, 97%, 96% or 95%): | | | | | | | 2 | 3,791 Cu. Metres (85%) |
| 8.3.1 | Specify segregations which slops tanks belong to and their capacity with double valve: | | | | | | | COT:6W &No.6 cargo line, capacity of:- 1) COT:6W (98%): 18,142.2 m3 2) SLOP W (85%) : 3791 m3 | |
| 8.3.2 | Residual/retention oil tank(s) capacity (98%), if applicable: | | | | | | | 355.4 Cu. Metres | |
| **SBT Vessels** | | | | | | | | | |
| 8.3.3 | What is total SBT capacity and percentage of SDWT vessel can maintain? | | | | | | | 43,213.80 Cu. Metres | 37.60 % |
| 8.3.4 | Does vessel meet the requirements of MARPOL Annex I Reg 18.2: | | | | | | | Yes | |
| **Cargo Handling and Pumping Systems** | | | | | | | | | |
| 8.4 | How many grades/products can vessel load/discharge with double valve segregation: | | | | | | | 6 | |
| 8.5 | Are there any cargo tank filling restrictions?  If yes, specify number of slack tanks, max s.g., ullage restrictions etc.: | | | | | | | Yes  Max S.G: 1.025, Min S.G: 0.7. | |
| 8.6 | Max loading rate for homogenous cargo | | | | | | | With VECS | Without VECS |
| Loaded per manifold connection: | | | | | | | 4500 Cu. Metre/Hour/line | 4500 Cu. Metre/Hour/line |
| Loaded simultaneously through all manifolds: | | | | | | | 9,060 Cu. Metres/Hour | 9,060 Cu. Metres/Hour |
| **Cargo Control Room** | | | | | | | | | |
| 8.7 | Is ship fitted with a Cargo Control Room (CCR)? | | | | | | | Yes | |
| 8.8 | Can tank innage/ullage be read from the CCR? | | | | | | | Yes | |
| **Gauging and Sampling** | | | | | | | | | |
| 8.9 | Is gauging system certified and calibrated? If no, specify which ones are not calibrated: | | | | | | | Yes, | |
|  | What type of fixed closed tank gauging system is fitted: | | | | | | | Radar | |
|  | Are high level alarms fitted to the cargo tanks? If Yes, indicate whether to all tanks or partial: | | | | | | | Yes, All | |
| 8.9.1 | Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6? | | | | | | | Yes | |
| 8.9.2 | Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations: | | | | | | | No, | |
| 8.10 | Number of portable gauging units (example- MMC) on board: | | | | | | | 3 | |
| **Vapor Emission Control System (VECS)** | | | | | | | | | |
| 8.11 | Is a vapour return system (VRS) fitted? | | | | | | | Yes | |
| 8.12 | Number/size of VECS manifolds (per side): | | | | | | | 2 | 400 Millimetres |
| 8.13 | Number/size/type of VECS reducers: | | | | | | | 18"(DN)-16"(DN) - 4 Pcs  18"(DN)-12"(DN) - 2 Pcs | |
| **Venting** | | | | | | | | | |
| 8.14 | State what type of venting system is fitted: | | | | | | | PV valves on individual tanks, Pr sensors in each tank, Common mast riser | |
| **Cargo Manifolds and Reducers** | | | | | | | | | |
| 8.15 | Total number/size of cargo manifold connections on each side: | | | | | | | 6/400 Millimetres | |
| 8.16 | What type of valves are fitted at manifold: | | | | | | | Butterfly | |
| 8.17 | What is the material/rating of the manifold: | | | | | | | Steel/14.5 bar | |
| 8.17.1 | Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment’? | | | | | | | Yes | |
| 8.18 | Distance between cargo manifold centers: | | | | | | | 2,500 Millimetres | |
| 8.19 | Distance ships rail to manifold: | | | | | | | 4,300 Millimetres | |
| 8.20 | Distance manifold to ships side: | | | | | | | 4,600 Millimetres | |
| 8.21 | Top of rail to center of manifold: | | | | | | | 757 Millimetres | |
| 8.22 | Distance main deck to center of manifold: | | | | | | | 2,070 Millimetres | |
| 8.23 | Spill tank grating to center of manifold: | | | | | | | 900 Millimetres | |
| 8.24 | Manifold height above the waterline in normal ballast/at SDWT condition: | | | | | | | 16.28 Metres | 8.70 Metres |
| 8.25 | Number/size/type of reducers: | | | | | | | 12 x 460 / 400 mm (18 /16”)  9 x 450/300mm (18/12") 6 x 450/250mm (18/10") 6 x 450/200mm (18/8") 6 x 150/125mm (6/5")  ANSI | |
| 8.26 | Is vessel fitted with a stern manifold? If yes, state size: | | | | | | | No, | |
| **Heating** | | | | | | | | | |
| 8.27 | Cargo/slop tanks fitted with a cargo heating system? | | | | | | Type | Coiled | Material |
| Cargo Tanks: | | | | | | Deck Heaters | No | NA |
| Slop Tanks: | | | | | | Coiled | Yes | Stainless |
| 8.28 | Maximum temperature cargo can be loaded/maintained: | | | | | | | 70.0 °C / 158.0 °F | 66 °C / 150.8 °F |
| 8.28.1 | Minimum temperature cargo can be loaded/maintained: | | | | | | | -10.0 °C / 14.0 °F |  |
| **Inert Gas and Crude Oil Washing** | | | | | | | | | |
| 8.29 | Is an Inert Gas System (IGS) fitted/operational? | | | | | | | Yes/Yes | |
| 8.29.1 | Is a Crude Oil Washing (COW) installation fitted/operational? | | | | | | | Yes/Yes | |
| 8.30 | Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: | | | | | | | IG Generator | |
| **Cargo Pumps** | | | | | | | | | |
| 8.31 | How many cargo pumps can be run simultaneously at full capacity: | | | | | | | 6 | |
| 8.32 | Pumps | | | | No. | | Type | Capacity | At What Head (sg=1.0) |
| Cargo Pumps: | | | | 12 2 1 | | FRAMO Centrifugal Deep Well FRAMO Centrifugal Deep Well FRAMO Centrifugal Deep Well | 1250 M3/HR 500 M3/HR 100 M3/HR | 125 Meters 125 Meters 125 Meters |
| Cargo Eductors: | | | |  | |  |  |  |
| Stripping: | | | |  | |  |  |  |
| 8.33 | Is at least one emergency portable cargo pump provided? | | | | | | | Yes | |
|  |  | | | | | |  |  |  |
| **9.** | **MOORING** | | | | | | | | |
| 9.1 | Wires (on drums) | | No. | | Diameter | | Material | Length | Breaking Strength |
| Forecastle: | | 6 | | 30 Millimetres | | Galv. steel wire rope | 220 Metres | 81.27 Metric Tonnes |
| Main deck fwd: | | 4 | | 30 Millimetres | | Galv. steel wire rope | 220 Metres | 81.27 Metric Tonnes |
| Main deck aft: | | 2 | | 30 Millimetres | | Galv. steel wire rope | 220 Metres | 81.27 Metric Tonnes |
| Poop deck: | | 6 | | 30 Millimetres | | Galv. steel wire rope | 220 Metres | 81.27 Metric Tonnes |
| 9.2 | Wire tails | | No. | | Diameter | | Material | Length | Breaking Strength |
| Forecastle: | | 6 | | 60 Millimetres | | 47%Polyolefin53%Polyester | 11 Metres | 86.4 Metric Tonnes |
| Main deck fwd: | | 4 | | 68 Millimetres | | 47%Polyolefin53%Polyester | 11 Metres | 88.0 Metric Tonnes |
| Main deck aft: | | 2 | | 68 Millimetres | | 47%Polyolefin53%Polyester | 11 Metres | 88.0 Metric Tonnes |
| Poop deck: | | 6 | | 60 Millimetres | | 47%Polyolefin53%Polyester | 11 Metres | 86.4 Metric Tonnes |
| 9.3 | Ropes (on drums) | | No. | | Diameter | | Material | Length | Breaking Strength |
| Forecastle: | |  | |  | |  |  |  |
| Main deck fwd: | |  | |  | |  |  |  |
| Main deck aft: | |  | |  | |  |  |  |
| Poop deck: | |  | |  | |  |  |  |
| 9.4 | Other lines | | No. | | Diameter | | Material | Length | Breaking Strength |
| Forecastle: | | 2 | | 64 Millimetres | | Signal B5 yarn and Material Mixed Polylefins (B5 Yarn) HT PES  B | 220 Metres | 80.9 Metric Tonnes |
| Main deck fwd: | |  | |  | |  |  |  |
| Main deck aft: | |  | |  | |  |  |  |
| Poop deck: | | 2 | | 64 Millimetres | | Signal B5 yarn and Material Mixed Polylefins (B5 Yarn) HT PES  B | 220 Metres | 80.9 Metric Tonnes |
| 9.5 | Winches | | No. | | No. Drums | | Motive Power | Brake Capacity | Type of Brake |
| Forecastle: | | 3 | | Double Drums | | Hydraulic | 41.40 Metric Tonnes | Manual Brake Band |
| Main deck fwd: | | 2 | | Double Drums | | Hydraulic | 41.40 Metric Tonnes | Manual Brake Band |
| Main deck aft: | | 1 | | Double Drums | | Hydraulic | 41.40 Metric Tonnes | Manual Brake Band |
| Poop deck: | | 3 | | Double Drums | | Hydraulic | 41.40 Metric Tonnes | Manual Brake Band |
| 9.6 | Bitts, closed chocks/fairleads | | | | No. Bitts | | SWL Bitts | No. Closed Chocks | SWL Closed Chocks |
| Forecastle: | | | | 6 | | 85 Metric Tonnes | 8 | 85 Metric Tonnes |
| Main deck fwd: | | | | 6 | | 85 Metric Tonnes | 12 | 85 Metric Tonnes |
| Main deck aft: | | | | 4 | | 85 Metric Tonnes | 6 | 85 Metric Tonnes |
| Poop deck: | | | | 8 | | 85 Metric Tonnes | 18 | 85 Metric Tonnes |
| **Anchors/Emergency Towing System** | | | | | | | | | |
| 9.7 | Number of shackles on port/starboard cable: | | | | | | | 13/13 | |
| 9.8 | Type/SWL of Emergency Towing system forward: | | | | | | | Tongue type bow stopper | 200 Metric Tonnes |
| 9.9 | Type/SWL of Emergency Towing system aft: | | | | | | | Strong point with towing wire and reel | 204 Metric Tonnes |
| 9.10.1 | What is size of closed chock and/or fairleads of enclosed type on stern | | | | | | | 600 X 450 | |
| **Escort Tug** | | | | | | | | | |
| 9.10.2 | What is SWL of closed chock and/or fairleads of enclosed type on stern: | | | | | | | 200 Metric Tonnes | |
| 9.11 | What is SWL of bollard on poop deck suitable for escort tug: | | | | | | | 200 Metric Tonnes | |
| **Lifting Equipment/Gangway** | | | | | | | | | |
| 9.12 | Derrick/Crane description (Number, SWL and location): | | | | | | | Cranes: 2 x 15 Tonnes  Midship, Port and Starboard. | |
| 9.13 | Accommodation ladder direction: | | | | | | | Aft | |
|  | Does vessel have a portable gangway? If yes, state length: | | | | | | | Yes, 18.00 Metres | |
| **Single Point Mooring (SPM) Equipment** | | | | | | | | | |
| 9.14 | Does the vessel meet the recommendations in the latest edition of OCIMF ‘Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings (SPM)’? | | | | | | | Yes | |
| 9.15 | If fitted, how many chain stoppers: | | | | | | | 2 | |
| 9.16 | State type/SWL of chain stopper(s): | | | | | | | Tongue type | 250 Metric Tonnes |
| 9.17 | What is the maximum size chain diameter the bow stopper(s) can handle: | | | | | | | 76 Millimetres | |
| 9.18 | Distance between the bow fairlead and chain stopper/bracket: | | | | | | | 3.50 Metres | |
| 9.19 | Is bow chock and/or fairlead of enclosed type of OCIMF recommended size  (600mm x 450mm)? If not, give details of size: | | | | | | | Yes | |
|  |  | | | | | |  |  |  |
| **10.** | **PROPULSION** | | | | | | | | |
| 10.1 | Speed | | | | | | | Maximum | Economical |
| Ballast speed: | | | | | | | 15.80 Knots (WSNP) | 14.7 Knots (WSNP) |
| Laden speed: | | | | | | | 14.70 Knots (WSNP) | 13.60 Knots (WSNP) |
| 10.2 | What type of fuel is used for main propulsion/generating plant: | | | | | | | HSFO/ VLSFO / LSMGO | HSFO/ VLSFO / LSMGO |
| 10.3 | Type/Capacity of bunker tanks: | | | | | | | Fuel Oil: 2,879.60 Cu. Metres  Diesel Oil:  Gas Oil: 611.60 Cu. Metres | |
| 10.4 | Is vessel fitted with fixed or controllable pitch propeller(s): | | | | | | | Fixed | |
| 10.5 | Engines | | | | | No | | Capacity | Make/Type |
| Main engine: | | | | | 1 | | 11,300 Kilowatt | STX-MAN B&W 6G60ME-C9.5 |
| Aux engine: | | | | | 3 | | 1,050 Kilowatt | STX-MAN Diesel 6L23/30H |
| Power packs: | | | | | 8 | | 48.60 Cu. Metres/Hour | Framo / 3 Electrical & 5 Diesel |
| Boilers: | | | | | 2 | | 40 Metric Tonnes/Hour | Alfa Laval Qingdao Ltd / Aalborg OL |
| **Bow/Stern Thruster** | | | | | | | | | |
| 10.6 | What is brake horse power of bow thruster (if fitted): | | | | | | | No, | |
| 10.7 | What is brake horse power of stern thruster (if fitted): | | | | | | | No, | |
| **Emissions** | | | | | | | | | |
| 10.8 | Main engine IMO NOx emission standard: | | | | | | | Tier II | |
| 10.9 | Energy Efficiency Design Index (EEDI) rating number: | | | | | | | 2.885 | |
|  |  | | | | | |  |  |  |
| **11.** | **SHIP TO SHIP TRANSFER** | | | | | | | | |
| 11.1 | Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquified Gas, as applicable)? | | | | | | | Yes | |
| 11.2 | What is maximum outreach of cranes/derricks outboard of the ship’s side: | | | | | | | 8.50 Metres | |
| 11.3 | Date/place of last STS operation: | | | | | | | 21 Dec 2022 / Tanjung Pelepas | |
|  |  | | | | | |  |  |  |
| **12.** | **RECENT OPERATIONAL HISTORY** | | | | | | | | |
| 12.1 | Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last): | | | | | | | Last: Voyage 013  Cargo- Naphtha  Charterer - AGT  Load- Ruwais  Discharge- Daesan  2nd Last: Voyage 012  Cargo- Gasoil 10ppm  Charterer - AGT  Load- Ruwais  Discharge- Rotterdam/Hamburg  3rd Last: Voyage 011 (continuation)  Cargo- Gasoil  Charterer - UNIPEC  Load- Sikka  Discharge- New York (part) & Bilbao | |
| 12.2 | Has vessel been involved in a pollution, grounding, serious casualty, unscheduled repair or collision incident during the past 12 months? If yes, provide details: | | | | | | | Pollution: No,  Grounding: No,  Casualty: No,  Repair: No,  Collision: No, | |
| 12.3 | Date and place of last Port State Control inspection: | | | | | | | 03 May 2023 / Hamburg, Germany | |
| 12.4 | Any outstanding deficiencies as reported by any Port State Control? If yes, provide details: | | | | | | | No | |
| 12.5 | Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)\*:  \* *"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.* | | | | | | | MAXCOM. KMG | |
| 12.6 | Date/Place of last SIRE inspection: | | | | | | | KMG / 28 Feb 2023 / Bilbao  MAXCOM / 12 Aug 2022 / Dar es Salaam  MAXCOM / 13 Feb 2022 / Mombasa | |
| 12.7 | Additional information relating to features of the ship or operational characteristics: | | | | | | | SIKKA PORT AND TERMINAL INSPECTION/12 Apr 2022. | |

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