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

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| **1.** | **GENERAL INFORMATION** | | | | |
| 1.1 | Date updated: | | Jan. 01, 2024 | | |
| 1.2 | Vessel’s name (IMO number): | | Bright Sonia (9213296) | | |
| 1.3 | Vessel’s previous name(s) and date(s) of change: | | SHIRLEY (May 16, 2019)  US SHIRLEY (Nov 19, 2018) SEAWAYS SHIRLEY (Oct 11, 2018) OVERSEAS SHIRLEY (Sep 20, 2017) | | |
| 1.4 | Date delivered/Builder (where built): | | Feb. 08, 2001/HYUNDAI HEAVY INDUSTRIES CO LTD | | |
| 1.5 | Flag/Port of Registry: | | Panama/Panama | | |
| 1.6 | Call sign/MMSI: | | 3EVY4/351660000 | | |
| 1.7 | Vessel’s contact details (satcom/fax/email etc.): | | Tel: +1 505 302 3419 / +1 505 933 8082  Fax: Not Applicable  Email: brightsonia@stationsatcom.commbox.com | | |
| 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: | | VELOSTAR SHIPPING COMPANY  AJELTAKE ROAD, AJELTAKE ISLAND,  MAJURO,  MARSHAL ISLAND. | | |
| 1.11 | Technical operator - Full style: | | SUN SHINE SHIP MANAGEMENT PVT.LTD.  UNIT NO.422, 4TH FLOOR, VIPUL PLAZA, SECTOR-54, GOLF COURSE ROAD GURUGRAM-122001, INDIA. | | |
| 1.12 | Commercial operator - Full style: | | Prime Ocean Shipping LLC  PO Box: 123195  Buisness Bay,  Dubai, United Arab Emirates | | |
| 1.13 | Disponent owner - Full style: | | Prime Ocean Shipping LLC  PO Box: 123195  Buisness Bay, | | |
| **Insurance** | | | | | |
| 1.14 | P & I Club - Full Style: | | RO MARINE AS  Radhusgata 25  0158 Oslo,  Norway  Tel: + 47 46701000  Email: uw@romarine.no  Email: www.romarine.no  Web: www.maritime-mutual.com | | |
| 1.15 | P & I Club pollution liability coverage/expiration date: | | 1,000,000,000 US$ | | Sept 21, 2024 |
| 1.16 | Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter) | | AL DHAFRA INSURANCE COMPANY  Zayed the 2nd Street, P.O. 319,  UAE  Ph: 02 6949444 | | |
| 1.17 | Hull & Machinery insured value/expiration date: | | 14,000,000 US$ | | Jun 24, 2024 |
| **Classification** | | | | | |
| 1.18 | Classification society: | | International Register of Shipping ( panama ) inc | | |
| 1.19 | Class notation: | | \*A1, SUL, OIL TANKER, ESP, DOUBLE HULL, LOAD COMP(3), IY, SYJ, NV,  BWT ,VCS 1 | | |
| 1.20 | Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details: | | YES | | |
| 1.21 | If classification society changed, name of previous and date of change: | | IRS/10 DEC. 2023 | | |
| 1.22 | Does the vessel have ice class? If yes, state what level: | | No | | |
| 1.23 | Date/place of last dry-dock: | | Feb 26, 2021/ Asry, Bahrain | | |
| 1.24 | Date next dry dock due/next annual survey due: | | Dec. 20, 2025 | | Dec. 20, 2024 |
| 1.25 | Date of last special survey/next special survey due: | | Dec. 10, 2023 | | Dec. 20, 2025 |
| 1.26 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | | Yes, (CAP-1) | | |
| **Dimensions** | | | | | |
| 1.27 | Length overall (LOA): | | 250.17 Metres | | |
| 1.28 | Length between perpendiculars (LBP): | | 240.44 Metres | | |
| 1.29 | Extreme breadth (Beam): | | 44.03 Metres | | |
| 1.30 | Moulded depth: | | 21.00 Metres | | |
| 1.31 | Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: | | 48.40 Metres | | 48.40 Metres |
| 1.32 | Distance bridge front to center of manifold: | | 83.70 Metres | | |
| 1.33 | Bow to center manifold (BCM)/Stern to center manifold (SCM): | | 123.52 Metres | | 126.65 Metres |
| 1.34 | Parallel body distances | | Lightship | Normal Ballast | Summer Dwt |
| Forward to mid-point manifold: | | 28.60 Metres | 60.00 Metres | 60.40 Metres |
| Aft to mid-point manifold: | | 36.80 Metres | 53.20 Metres | 60.40 Metres |
| Parallel body length: | | 65.40 Metres | 113.20 Metres | 120.80 Metres |
| **Tonnages** | | | | | |
| 1.35 | Net Tonnage: | | 35,342.00 | | |
| 1.36 | Gross Tonnage/Reduced Gross Tonnage (if applicable): | | 62,385.00 | | 49,243 |
| 1.37 | Suez Canal Tonnage - Gross (SCGT)/Net (SCNT): | | 63,293.00 | | 55,169.99 |
| 1.38 | Panama Canal Net Tonnage (PCNT): | |  | | |
| **Loadline Information** | | | | | |
| 1.39 | Loadline | Freeboard | Draft | Deadweight | Displacement |
| Summer: | 6.417 Meters | 14.62 Meters | 112,056.40 Metric  Tones | 131,060.40 Metric  Tones |
| Winter: | 6.72 Meters | 14.31 Meters | 109,065.20 Metric  Tones | 128,069.20 Metric  Tones |
| Tropical: | 6.13 Meters | 14.92 Meters | 115,047.80 Metric  Tones | 134,051.80 Metric  Tones |
| Lightship: | 18.62 Meters | 2.38 Meters | - | 19,004.00 Metric  Tones |
| Normal Ballast Condition: | 13.49 Meters | 7.55 Meters | 44,776.00 Metric  Tones | 63,780.00 Metric  Tones |
| Segregated Ballast Condition: | 13.49 Meters | 7.55 Meters | 44,776.00 Metric  Tones | 63,780.00 Metric  Tones |
| 1.40 | FWA/TPC at summer draft: | | 283.75 Millimeters | | 95.95 Metric Tones |
| 1.41 | Does vessel have multiple SDWT? If yes, please provide all assigned loadlines: | | No | | |
| 1.42 | Constant (excluding fresh water): | | 410 Metric Tonnes | | |
| 1.43 | What is the company guidelines for Under Keel Clearance (UKC) for this vessel? | | Open Sea: The minimum UKC in the dynamic condition is 20% of the static draft or 3.5m whichever is greater Restricted Waters/Port Approaches/Harbour Transits: The minimum UKC in the dynamic condition is 10% of the deepest draft.  Inside Port: 10% of deepest draft but not less than 0.6m. | | |
| 1.44 | What is the max height of mast above waterline (air draft) | | Full Mast | | Collapsed Mast |
| Summer deadweight: | | 33.78 Metres | | 0 Metres |
| Normal ballast: | | 39.90Metesr Metres | | 0 Metres |
| Lightship: | | 43.91 Metres | | 0 Metres |

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| **2.** | **CERTIFICATES** | **Issued** | **Last Annual** | **Last Intermediate** | **Expires** |
| 2.1 | Safety Equipment Certificate (SEC) (Short Term) | DEC 11, 2023 | DEC 10, 2023 | N/A | JAN 04, 2024 |
| 2.2 | Safety Radio Certificate (SRC): | DEC 11, 2023 | DEC 10, 2023 | N/A | MAY 10, 2024 |
| 2.3 | Safety Construction Certificate (SCC):(Short Term) | DEC 11, 2023 | DEC 10, 2023 | N/A | MAY 10, 2024 |
| 2.4 | International Load line Certificate (ILC):(Short Term) | DEC 11, 2023 | DEC 10, 2023 | N/A | MAY 10, 2024 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | DEC 11, 2023 | DEC 10, 2023 | N/A | MAY 10, 2024 |
| 2.6 | International Ship Security Certificate (ISSC): | DEC 11, 2023 | N/A | N/A | JUNE 10, 2024 |
| 2.7 | Maritime Labour Certificate (MLC): | DEC 11, 2023 | DEC 10, 2023 | N/A | JUNE 10, 2024 |
| 2.8 | ISM Safety Management Certificate (SMC): | DEC 11, 2023 | N/A | N/A | JUNE 10, 2024 |
| 2.9 | Document of Compliance (DOC): | Apr 27, 2021 | Dec 19,2022 | N/A | Mar 17, 2026 |
| 2.10 | USCG Certificate of Compliance (USCGCOC): | N/A | N/A | N/A | N/A |
| 2.11 | Civil Liability Convention (CLC) 1992 Certificate: | Sept 21, 2023 | N/A | N/A | Sept 21, 2024 |
| 2.12 | Civil Liability for Bunker Oil Pollution Damage Convention  (CLBC) Certificate: | Sept 21, 2023 | N/A | N/A | Sept 21, 2024 |
| 2.13 | Liability for the Removal of Wrecks Certificate (WRC): | Sept 21, 2023 | N/A | N/A | Sept 21, 2024 |
| 2.14 | U.S. Certificate of Financial Responsibility (COFR): | N/A | N/A | N/A | N/A |
| 2.15 | Certificate of Class (COC): (Short Term) | DEC 10, 2023 | N/A | N/A | MAY 9 2024 |
| 2.16 | International Sewage Pollution Prevention Certificate  (ISPPC): | DEC 11, 2023 | DEC 10, 2023 | N/A | MAY 10 2024 |
| 2.17 | Certificate of Fitness (COF): | N/A | N/A | N/A | N/A |
| 2.18 | International Energy Efficiency Certificate (IEEC): | DEC 11, 2023 | DEC 10, 2023 | N/A | Jan. 02, 2024 |
| 2.19 | International Air Pollution Prevention Certificate (IAPPC):  (Short Term) | DEC 11, 2023 | DEC 10, 2023 | N/A | Jan. 02, 2024 |
| **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)? | | | N/A | |
| 2.23 | ITF Blue Card expiry date (if applicable): | | | Not Applicable | |

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| **3.** | **CREW** | | | |
| 3.1 | Nationality of Master: | | | Indian |
| 3.2 | Number and nationality of Officers: | | 12 | 09-Indian, 3-Ukrainian |
| 3.3 | Number and nationality of Crew: | | 13 | 12-Indian,1- Sri Lankan |
| 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: | Officers: DARYA SHIPPING PVT LTD  4TH FLOOR, VIPUL PLAZA, SECTOR-54,SUNCITY, GOLF COURSE ROAD GURUGRAM-122002,HARYANA (INDIA)  Tel: N/A  Fax: N/A  Email: N/A  Web: N/A  Fax: N/A | | Crew: Same |

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| **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? | | NA |
| 4.2 | Qualified individual (QI) - Full style: | Not Applicable  NA  Tel: NA Fax: NA Telex: N/A Email: NA Web: NA | |
| 4.3 | Oil Spill Response Organization (OSRO) - Full style: | Not Applicable | |

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|  |  | NA  Tel: NA Fax: NA Telex: NA Email: NA Web: NA |
| 4.4 | Salvage and Marine Firefighting Services (SMFF) - Full Style: | Not Applicable  NA  Tel: NA Fax: NA Telex: NA Email: NA Web: NA |
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| **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: | Landing |
| 5.2.2 | If Yes, what is the diameter of the circle provided: | 13.00 Meters |

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| **6.** | **COATING/ANODES** | | | | |
| 6.1 | Tank Coating | Coated | Type | To What Extent | Anodes |
| Cargo tanks: | Yes | TAR EPOXY | BELOW DECK/ TOP SIDE AND BOTTOM | No |
| Ballast tanks: | Yes | LIGHT COLOURED EPOXY | Whole Tank | Yes |
| Slop tanks: | Yes | EPOXY | Whole Tank | No |

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| **7.** | **BALLAST** | | | | |
| 7.1 | Pumps | No. | Type | Capacity | At What Head  (sg=1.0) |
| Ballast Pumps: | 2 | Centrifugal | 1,500 Cu. | 25 Meters |
| Meters/Hour |
| Ballast Educators: | 1 | Ellen hammer | 200 Cu. | 20 Meters |
| Stripping Ejector -  Type 150-200-  200/115-55 | Meters/Hour |

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| **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 C.O.T. | 124,586 Cu. M  98% Capacity |
| 8.2.1 | Capacity (max% per company policy: 98%, 97%, 96% or 95%) of each natural segregation with double valve (specify tanks): | Seg#1: 39240.80 m3 (C.O.T. 1 P/S, 4 P/S)  Seg#2: 43168.80 m3 (C.O.T. 2 P/S & 5  P/S)  Seg#3: 42176.40 m3 (C.O.T. 3 P/S & 6  P/S) | |
| 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 | 2,841.80 Cu. Meters |
| 8.3.1 | Specify segregations which slops tanks belong to and their capacity with double valve: | Seg#1:SLOP P- 480 m3 / SLOP S-  1077 m3- OILY WATER | |
| 8.3.2 | Residual/retention oil tank(s) capacity (98%), if applicable: | NA | |
| **SBT Vessels** | | | |
| 8.3.3 | What is total SBT capacity and percentage of SDWT vessel can maintain? | 42,923.30 Cu.  M | 38.30 % |
| 8.3.4 | Does vessel meet the requirements of MARPOL Annex I Reg 18.2: | Yes | |
| **Cargo Handling and Pumping Systems** | | | |

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| 8.4 | How many grades/products can vessel load/discharge with double valve segregation: | | | 3 | |
| 8.5 | Are there any cargo tank filling restrictions?  If yes, specify number of slack tanks, max s.g., ullage restrictions etc.: | | | No  Not Applicable | |
| 8.6 | Max loading rate for homogenous cargo | | | With VECS | Without VECS |
| Loaded per manifold connection: | | | 3,666 Cu. Metres/Hour | 3,666 Cu. Metres/Hour |
| Loaded simultaneously through all manifolds: | | | 11,000.00 Cu. Metres/Hour | 11,000.00 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, NA | |
|  | What type of fixed closed tank gauging system is fitted: | | | SAAB 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: | | | Yes, UTI Fore and aft | |
| 8.10 | Number of portable gauging units (example- MMC) on board: | | | 4 | |
| **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: | | | 2 / 12" / ANSI | |
| **Venting** | | | | | |
| 8.14 | State what type of venting system is fitted: | | | MAST RISER AND HIGH VELOCITY P/V VALVES | |
| **Cargo Manifolds and Reducers** | | | | | |
| 8.15 | Total number/size of cargo manifold connections on each side: | | | 3 x 16” Millimetres | |
| 8.16 | What type of valves are fitted at manifold: | | | Butterfly | |
| 8.17 | What is the material/rating of the manifold: | | | STEEL / ANSI 150 PSI/ | |
| 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: | | | 2,500.00 Millimetres | |
| 8.19 | Distance ships rail to manifold: | | | 4,400.00 Millimetres | |
| 8.20 | Distance manifold to ships side: | | | 4,600.00 Millimetres | |
| 8.21 | Top of rail to center of manifold: | | | 600.00 Millimetres | |
| 8.22 | Distance main deck to center of manifold: | | | 2,100.00 Millimetres | |
| 8.23 | Spill tank grating to center of manifold: | | | 900.00 Millimetres | |
| 8.24 | Manifold height above the waterline in normal ballast/at SDWT condition: | | | 15.59 Metres | 8.52 Metres |
| 8.25 | Number/size/type of reducers: | | | 6 x 500/400mm (20/16")  6 x 500/300mm (20/12")  6 x 500/250mm (20/10")  1 x 300/200mm (12/8")  1 x 250/200mm (10/8") 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: | | Heating Coils | Yes | Other |
| Slop Tanks: | | Heating Coils | Yes | Carbon steel |
| 8.28 | Maximum temperature cargo can be loaded/maintained: | | | 69.0 °C / 156.2 °F | 66 °C / 150.8 °F |
| 8.28.1 | Minimum temperature cargo can be loaded/maintained: | | | 10 °C / 50.0 °F | 10.0 °C / 50.0 °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: | | | Flue Gas | |
| **Cargo Pumps** | | | | | |
| 8.31 | How many cargo pumps can be run simultaneously at full capacity: | | | 3 | |
| 8.32 | Pumps | No. | Type | Capacity | At What Head  (sg=1.0) |
| Cargo Pumps: | 3 | Centrifugal | 3000 M3/HR | 130 Meters  130 Meters  130 Meters |
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| Cargo Eductors: | 2 | Elle hammer | 250 Cu. | 25 Meters |
| Stripping Ejector -  Type 150-200-  250/122-55 | Meters/Hour |
| Stripping: | 1 | Reciprocating | 150 Cu. | 130 Meters |
| Meters/Hour |
| 8.33 | Is at least one emergency portable cargo pump provided? | | | No | |

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| **9.** | **MOORING** | | | | | |
| 9.1 | Wires (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| Forecastle: | 4 | 36.00 Millimetres | WIRE | 220.00 Metres | 83.00 Metric Tonnes |
| Main deck fwd: | 4 | 36.00 Millimetres | WIRE | 220.00 Metres | 83.00 Metric Tonnes |
| Main deck aft: | 2 | 35.00 Millimetres | WIRE | 220.00 Metres | 83.00 Metric Tonnes |
| Poop deck: | 6 | 35.00 Millimetres | WIRE | 220.00 Metres | 83.00 Metric Tonnes |
| 9.2 | Wire tails | No. | Diameter | Material | Length | Breaking Strength |
| Forecastle: | 4 | 64.00 Millimetres | POLYESTER/ | 11.00 Metres | 103.00 Metric |
| POLYOLEFIN DUAL | Tonnes |
| FIBRE |  |
| Main deck fwd: | 4 | 72.00 Millimetres | POLYESTER/ | 11.00 Metres | 103.00 Metric |
| POLYOLEFIN DUAL | Tonnes |
| FIBRE |  |
| Main deck aft: | 2 | 64.00 Millimetres | POLYESTER/ | 11.00 Metres | 103.00 Metric |
| POLYOLEFIN DUAL | Tonnes |
| FIBRE |  |
| Poop deck: | 6 | 72.00 Millimetres | POLYESTER/ | 11.00 Metres | 103.00 Metric |
| POLYOLEFIN DUAL | Tonnes |
| FIBRE |  |
| 9.3 | Ropes (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| Forecastle: | 0 | Not Applicable | |  |  |
| Main deck fwd: | 0 | Not Applicable | |  |  |
| Main deck aft: | 0 | Not Applicable | |  |  |
| Poop deck: | 0 | Not Applicable | |  |  |
| 9.4 | Other lines | No. | Diameter | Material | Length | Breaking Strength |
| Forecastle: | 2 | 72.00 Millimetres | POLYESTER/ | 220.00 Metres | 98.00 Metric Tonnes |
| POLYSTEEL |
| Main deck fwd: | 0 | Not Applicable | |  |  |
| Main deck aft: | 0 | Not Applicable | |  |  |
| Poop deck: | 2 | 72.00 Millimetres | POLYESTER/ | 220.00 Metres | 98.00 Metric Tonnes |
| POLYSTEEL |
| 9.5 | Winches | No. | No. Drums | Motive Power | Brake Capacity | Type of Brake |
| Forecastle: | 2 | Double Drums | Hydraulic | 52.20 Metric | HAND BRAKE |
| Tonnes |
| Main deck fwd: | 2 | Double Drums | Hydraulic | 52.20 Metric | HAND BRAKE |
| Tonnes |
| Main deck aft: | 1 | Double Drums | Hydraulic | 52.20 Metric | HAND BRAKE |
| Tonnes |
| Poop deck: | 3 | Double Drums | Hydraulic | 52.20 Metric | HAND BRAKE |
| Tonnes |
| 9.6 | Bitts, closed chocks/fairleads | | No. Bitts | SWL Bitts | No. Closed Chocks | SWL Closed Chocks |
| Forecastle: | | 4 | 92 Metric Tonnes | 4 | 90 Metric Tonnes |
| Main deck fwd: | | 2 | 92 Metric Tonnes | 4 | 90 Metric Tonnes |
| Main deck aft: | | 2 | 92 Metric Tonnes | 4 | 90 Metric Tonnes |
| Poop deck: | | 4 | 92 Metric Tonnes | 4 | 90 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: | | | | CHAFING CHAIN | 200 Metric Tonnes |
| 9.9 | Type/SWL of Emergency Towing system aft: | | | | ETS4000 AS-AJ | 200 Metric Tonnes |
| 9.10.1 | What is size of closed chock and/or fairleads of enclosed type on stern | | | | 600mmx450mm | |
| **Escort Tug** | | | | | | |
| 9.10.2 | What is SWL of closed chock and/or fairleads of enclosed type on stern: | | | | 200.00 Metric Tonnes | |
| 9.11 | What is SWL of bollard on poop deck suitable for escort tug: | | | | 200.00 Metric Tonnes | |
| **Lifting Equipment/Gangway** | | | | | | |
| 9.12 | Derrick/Crane description (Number, SWL and location): | | | | Hose handling Cranes: 1 x 15.0 Tonnes  Main deck, Midship Area  Provision Crane: 3.2 T ( PORT & STBD ) | |
| 9.13 | Accommodation ladder direction: | | | | Aft | |
|  | Does vessel have a portable gangway? If yes, state length: | | | | Yes, 15 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 | 200.00 Metric  Tonnes |
| 9.17 | What is the maximum size chain diameter the bow stopper(s) can handle: | | | | 76.00 Millimetres | |
| 9.18 | Distance between the bow fairlead and chain stopper/bracket: | | | | 3,000.00 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  Not Applicable | |

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| **10.** | **PROPULSION** | | | |
| 10.1 | Speed | | Maximum | Economical |
| Ballast speed: | | 15.50 Knots (WSNP) | 8 Knots (WSNP) |
| Laden speed: | | 15 Knots (WSNP) | 7 Knots (WSNP) |
| 10.2 | What type of fuel is used for main propulsion/generating plant: | | VLSFO / MDO | VLSFO / MDO |
| 10.3 | Type/Capacity of bunker tanks: | | Fuel Oil: 2,559.80 Cu. Metres Diesel Oil: 242.30 Cu. Metres | |
| 10.4 | Is vessel fitted with fixed or controllable pitch propeller(s): | |  | |
| 10.5 | Engines | No | Capacity | Make/Type |
| Main engine: | 1 | 14,280 Kilowatt | Hyundai B&W 7S  60MC |
| Aux engine: | 3 | 640 Kilowatt | DAIHATSU 6DK20 |
| Power packs: | 0 |  |  |
| Boilers: | 2 | 50.00 Metric  Tonnes/Hour | HYUNDAI/ TWO DRUM TYPE (HMT-25) |
| **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 I | |
| 10.9 | Energy Efficiency Design Index (EEDI) rating number: | |  | |

|  |  |  |
| --- | --- | --- |
| **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: | 5.20 Metres |
| 11.3 | Date/place of last STS operation: | 24 SEPT 2022 / SINGAPORE EOPL |

|  |  |  |
| --- | --- | --- |
| **12.** | **RECENT OPERATIONAL HISTORY** | |
| 12.1 | Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last): | CRUDE OIL //BITUMEN MIXTURE // BITUMEN MIXTURE |
| 12.2 | Has vessel been involved in a pollution, grounding, serious casualty, unscheduled repair or | Pollution: No, N/A |
|  | Collision incident during the past 12 months? If yes, provide details: | Grounding: No, N/A Casualty: No, N/A Repair: Not Applicable Collision: No, N/A |
| 12.3 | Date and place of last Port State Control inspection: | Nov. 16, 2023/ Spore |
| 12.4 | Any outstanding deficiencies as reported by any Port State Control? If yes, provide details: | Yes,  Pls contact owner for details. |
| 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, ALMA PETROLI |
| 12.6 | Date/Place of last SIRE inspection: | Sep. 03, 2022 / Yantai, China |
| 12.7 | Additional information relating to features of the ship or operational characteristics: |  |

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Form completed on http://www.q88.com/integration.aspx Please email support@q88.com an updated copy if this is not the latest version.