**KEOYOUNG PIONEERINTERTANKO CHARTERING QUESTIONNAIRE 88 - OIL/CHEMICAL Version 5**

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **1.** | **GENERAL INFORMATION** | | | | | | | | |
| 1.1 | Date updated: | | | | | | | 18th JUNE 2024 | |
| 1.2 | Vessel’s name (IMO number): | | | | | | | LUCKY CHEMIST (9686742) | |
| 1.3 | Vessel’s previous name(s) and date(s) of change: | | | | | | | STI TRIBECA, 24th MAR 2024 | |
| 1.4 | Date delivered/Builder (where built): | | | | | | | JAN 02 2015 / SPP Shipbuilding Co. Ltd. (South Korea) | |
| 1.5 | Flag/Port of Registry: | | | | | | | PANAMA / PANAMA | |
| 1.6 | Call sign/MMSI: | | | | | | | 3E5168 / 352003512 | |
| 1.7 | Vessel’s contact details (satcom/fax/email etc.): | | | | | | | Tel: 870 773 150 948  Fax: 870 783 200 139  Email: ctlc@kssfleet.com | |
| 1.8 | Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC): | | | | | | | Product carrier | |
| 1.9 | Type of hull: | | | | | | | Double Hull | |
| **Ownership and Operation** | | | | | | | | | |
| 1.10 | Registered owner - Full style: | | | | | CT LUCKY SHIPPING S.A.  Tel: +82 2 3702 2715  Fax: +82 2 733 4103  Email: [TK@kssline.com](mailto:TK@kssline.com) | | | |
| 1.11 | Technical operator - Full style: | | | | | KSS LINE LTD.  8TH FLOOR , KAL BUILDING , # 146, JUNGANG – DAERO,JUNGGU,  BUSAN , KOREA  Tel: +82 51 600 2927  Fax: +82 51 462 8287  Email: sq2@kssline.com  Web: https://www.kssline.com/  Company IMO#: 1138807 | | | |
| 1.12 | Commercial operator - Full style: | | | | | NA | | | |
| 1.13 | Disponent owner - Full style: | | | | | Vitol International Shipping Pte. Ltd.  Guoco Midtown, 128 Beach Road #28-01,  Singapore 189773 | | | |
| **Insurance** | | | | | | | | | |
| 1.14 | P & I Club - Full Style: | | | | | Steamship Mutual Underwriting Association Limited | | | |
| 1.15 | P & I Club pollution liability coverage/expiration date: | | | | | | | 1,000,000,000 US$ | Feb 20, 2025 |
| 1.16 | Hull & Machinery insured by - Full Style:  (Specify broker or leading underwriter) | | | | | Hyundai Marine & fIre Insurance Co.,Ltd.  163 Sejong-daero, Jongno-gu, Hyundai building Seoul, South Korea  Tel: +82 2 732 5656 | | | |
| 1.17 | Hull & Machinery insured value/expiration date: | | | | | | | 34,408,000 US$ | Jun 01, 2025 |
| **Classification** | | | | | | | | | |
| 1.18 | Classification society: | | | | | | | KR & DNV | |
| 1.19 | Class notation: | | | | | | | KRS1 OIL/CHEMICAL TANKER(DOUBLE HULL) 'ESP' (FBC) (CSR)  PRODUCT/II & III 2G /1.025 SG(IBC)  SeaTrust(HCM) CLEAN1 IWS IHM PSPC CEmS-EGC LG LI EQ-SPM  KRM1 UMA BWT VEC2 STCM IGS COW | |
| 1.20 | Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details: | | | | | | | None | |
| 1.21 | If classification society changed, name of previous and date of change: | | | | | | | N/A | |
| 1.22 | Does the vessel have ice class? If yes, state what level: | | | | | | | No | |
| 1.23 | Date/place of last dry-dock: | | | | | | | Jan 19, 2020/HRDD Shipyard in China | |
| 1.24 | Date next dry dock due/next annual survey due: | | | | | | | Jan 02, 2025 | Jan 02, 2025 |
| 1.25 | Date of last special survey/next special survey due: | | | | | | | Jan 19, 2020 | Jan 02, 2025 |
| 1.26 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | | | | | | | No | |
| **Dimensions** | | | | | | | | | |
| 1.27 | Length overall (LOA): | | | | | | | 183.00 m | |
| 1.28 | Length between perpendiculars (LBP): | | | | | | | 174.00 m | |
| 1.29 | Extreme breadth (Beam): | | | | | | | 32.20 m | |
| 1.30 | Moulded depth: | | | | | | | 19.10 m | |
| 1.31 | Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: | | | | | | | Abt. 48.10 m | Abt 48.10 m |
| 1.32 | Distance bridge front to center of manifold: | | | | | | | 58.33 m | |
| 1.33 | Bow to center manifold (BCM)/Stern to center manifold (SCM): | | | | | | | 89.69 Metres | 93.31 Metres |
| 1.34 | Parallel body distances | | | | | Lightship | | Normal Ballast | Summer Dwt |
| Forward to mid-point manifold: | | | | | 29.83 Metres | | 33.06 Metres | 33.20 Metres |
| Aft to mid-point manifold: | | | | | 12.01 Metres | | 36.00 Metres | 58.002 Metres |
| Parallel body length: | | | | | 41.84 Metres | | 69.06 Metres | 91.202 Metres |
| **Tonnages** | | | | | | | | | |
| 1.35 | Net Tonnage: | | | | | | | 13,771.00 | |
| 1.36 | Gross Tonnage/Reduced Gross Tonnage (if applicable): | | | | | | | 29,806 | 23,126 |
| 1.37 | Suez Canal Tonnage - Gross (SCGT)/Net (SCNT): | | | | | | | 31,607.08 | 27,182.37 |
| 1.38 | Panama Canal Net Tonnage (PCNT): | | | | | | | 24,767.00 | |
| Loadline Information | | | | | | | | | |
| 1.39 | Loadline | | | Freeboard | | Draft | | Deadweight | Displacement |
| Summer: | | | 5.84 m | | 13.287 m | | 49,990 MT | 60,758.60 MT |
| Winter: | | | 6.089 m | | 13.038 m | | 48,681.40 MT | 59,450.00 MT |
| Tropical: | | |  | |  | |  |  |
| Lightship: | | | 16.101 m | | 3.026 m | | - | 10,768.6 MT |
| Normal Ballast Condition: | | | 11.485 m | | 7.642 m | | 21,327.5 MT | 32,096.1 MT |
| Segregated Ballast Condition: | | | 11.528 m | | 7.599 m | | 21140.2MT | 31,908.8 MT |
| 1.40 | FWA/TPC at summer draft: | | | | | | | 289mm | 54.29 t/cm |
| 1.41 | Does vessel have multiple SDWT? If yes, please provide all assigned loadlines: | | | | | | | Yes,  49,990MT (Summer Draft 13.287m)  44,990MT (Summer Draft 12.330m)  39,990MT (Summer Draft 11.363m/Freeboard 7.764m, Displacement 50,758.60MT)  34,990MT (Summer Draft 10.385m)  29,990MT (Summer Draft 9.391m) | |
| 1.42 | Constant (excluding fresh water): | | | | | | | 211.6 MT | |
| 1.43 | What is the company guidelines for Under Keel Clearance (UKC) for this vessel? | | | | | | | 1. Alongside a safe berth – 0.50 m  2. Pilotage – rivers and channels transits – 10% of the ship’s deepest draft.  3. Open shallow waters ind. Port approaches – 10% of the ship’s deepest draft.  4. Ocean – deep water passages – 100% of the ship’s deepest draft. | |
| 1.44 | What is the max height of mast above waterline (air draft) | | | | | | | Full Mast | Collapsed Mast |
| Summer deadweight: | | | | | | | Abt. 34.814 m |  |
| Normal ballast: | | | | | | | Abt. 38 m |  |
| Lightship: | | | | | | | Abt. 45.12 m |  |
|  |  | | | | |  | |  |  |
| **2.** | **CERTIFICATES** | | | **Issued** | | **Last Annual** | | **Last Intermediate** | **Expires** |
| 2.1 | Safety Equipment Certificate (SEC): | | | 29-Mar-2024 | |  | |  | 02-Jan-2025 |
| 2.2 | Safety Radio Certificate (SRC): | | | 01-Apr-2024 | |  | |  | 02-Jan-2025 |
| 2.3 | Safety Construction Certificate (SCC): | | | 24-Mar-2024 | |  | |  | 02-Jan-2025 |
| 2.4 | International Loadline Certificate (ILC): | | | 24-Mar-2024 | |  | |  | 02-Jan-2025 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | | | 01-Apr-2024 | |  | |  | 02-Jan-2025 |
| 2.6 | International Ship Security Certificate (ISSC): | | | 23-Mar-2024 | |  | |  | 22-Sep-2024 |
| 2.7 | Maritime Labour Certificate (MLC): | | | 23-Mar-2024 | |  | |  | 22-Sep-2024 |
| 2.8 | ISM Safety Management Certificate (SMC): | | | 24-Mar-2024 | |  | |  | 23-Sep-2024 |
| 2.9 | Document of Compliance (DOC): | | | 16-Nov-2023 | | 19-Sep-2023 | |  | 16-Nov-2025 |
| 2.10 | USCG Certificate of Compliance(USCGCOC): | | | N/A | | N/A | | N/A | N/A |
| 2.11 | Civil Liability Convention (CLC) 1992 Certificate: | | | 13-Feb-2024 | | N/A | |  | 20-Feb-2025 |
| 2.12 | Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate: | | | 13-Feb-2024 | | N/A | |  | 20-Feb-2025 |
| 2.13 | Liability for the Removal of Wrecks Certificate (WRC): | | | 13-Feb-2024 | | N/A | |  | 20-Feb-2025 |
| 2.14 | U.S. Certificate of Financial Responsibility (COFR): | | | N/A | | N/A | | N/A | N/A |
| 2.15 | Certificate of Class (COC): | | | 24-Mar-2024 | |  | |  | 23-Aug-2024 |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC): | | | 12-Apr-2024 | |  | |  | 02-Jan-2025 |
| 2.17 | Certificate of Fitness (COF): | | | 24-Mar-2024 | |  | |  | 02-Jan-2025 |
| 2.18 | International Energy Efficiency Certificate (IEEC): | | | 01-Apr-2024 | | N/A | |  | - |
| 2.19 | International Air Pollution Prevention Certificate (IAPPC): | | | 24-Mar-2024 | |  | |  | 02-Jan-2025 |
| **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)? | | | | | | | Yes | |
| 2.23 | ITF Blue Card expiry date (if applicable): | | | | | | | N/A | |
|  |  | | | | |  | |  |  |
| **3.** | **CREW** | | | | | | | | |
| 3.1 | Nationality of Master: | | | | | | | Republic of KOREA | |
| 3.2 | Number and nationality of Officers: | | | | | 10 + 2 cadets | | Master, C/O, 2/O-B, 2/O-C, C/E, 1/E, 2/E-B : Korean  Others Indonesian | |
| 3.3 | Number and nationality of Crew: | | | | | 13 | | Indonesia, Philippines | |
| 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:   1. PT. LAUTAN JAYA HASANA -> for Indonesian PERKANTORAN PLASA PASIFIK BLOK A4 No.79, BOULEVER BARAT RAYA KELAPA GADING, JAKARTA UTARA (14240), INDONESIA  TEL : +62-21-2945-1280  FAX : +62-21-4584-0656  E-Mail : [mail@ljh.co.id](mailto:mail@ljh.co.id) 2. PT. INKOR DUNIA SAMUDERA Jl. Arteri kelapa gading, No.16, 02/04, Kelapa gading barat, Jakarta utara, 14240, Indonesia T. +62-21-2957-4546~8 / M. +62-878-7894-0537 Internet phone : +82-70-8848-3471 E-mail (Common): inkor@inkormarine.com  (Team) crewing@inkor.co.id / crewinginkor@gmail.com | | | | Ratings:   1. PT. LAUTAN JAYA HASANA -> for Indonesian PERKANTORAN PLASA PASIFIK BLOK A4 No.79, BOULEVER BARAT RAYA KELAPA GADING, JAKARTA UTARA (14240), INDONESIA  TEL : +62-21-2945-1280  FAX : +62-21-4584-0656  E-Mail : [mail@ljh.co.id](mailto:mail@ljh.co.id) 2. FOSCON SM KOREA CO., LTD.   CREW MANAGEMENT | SHIPPING AGENCY SERVICES  S.W.IM – REPRESENTATIVE DIRECTOR IN KOREA OFFICE  203ho, JangHo bldg.,1196-1, Choryang-dong, Dong-gu, Busan, Korea  +82 10 4191 4958, 070-4837-1123  foscon@foscon.com.ph (Group) | swim@fosconsm.com (Personal)  fosconsm@fosconsm.com (Group-1)  marketing@foscon.com.ph (Group-2)  http://www.fosconship.com | |
|  |  | | | | |  | |  |  |
| **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? | | | | | | | N/A | |
| 4.2 | Qualified individual (QI) - Full style: | | | | | N/A | | | |
| 4.3 | Oil Spill Response Organization (OSRO) - Full style: | | | | | N/A | | | |
| 4.4 | Salvage and Marine Firefighting Services (SMFF) - Full Style: | | | | | N/A | | | |
|  |  | | | | |  | |  |  |
| **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), ISO 9001, ISO 14001, 45001 | |
| 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: | | | | | | | 4.80 Metres | |
|  |  | | | | |  | |  |  |
| **6.** | **COATING/ANODES** | | | | | | | | |
| 6.1 | Tank Coating | | | Coated | | Type | | To What Extent | Anodes |
| Cargo tanks: | | | Yes | | Phenolic Expoxy | | Whole Tank | No |
| Ballast tanks: | | | Yes | | Epoxy | | Whole Tank | No |
| Slop tanks: | | | Yes | | Phenolic Expoxy | | Whole Tank | No |
|  |  |  | |
| **7.** | **BALLAST** | | | | | | | | |
| 7.1 | Pumps | | | | No. | Type | | Capacity | At What Head (sg=1.0) |
| Ballast Pumps: | | | | 2 | Centrifugal | | 750 m3/hr | 30 MTH |
| Ballast Eductors: | | | | - | - | | - | - |
|  |  | | | | |  | |  |  |
| **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 (98%): | | | | | | | 12 | Abt. 51,765.10 m3 |
| 8.2.1 | Capacity (98%) of each natural segregation with double valve (specify tanks): | | | | | | | Seg#1: Abt. 6149.7 m3 (NO.1 C.O.TK(P), NO.1 C.O.TK(S)) Seg#2: Abt. 9066.01 m3 (NO.2 C.O.TK(P), NO.2 C.O.TK(S)) Seg#3: Abt. 9449.1 m3 (NO.3 C.O.TK(P), NO.3 C.O.TK(S)) Seg#4: Abt. 9445.1 m3 (NO.4 C.O.TK(P), NO.4 C.O.TK(S)) Seg#5: Abt. 9395.9 m3 (NO.5 C.O.TK(P), NO.5 C.O.TK(S)) Seg#6: Abt. 8259.1 m3 (NO.6 C.O.TK(P), NO.6 C.O.TK(S)) | |
| 8.2.2 | IMO class (Oil/Chemical Ship Type 1, 2 or 3): | | | | | | | IMO II & III | |
| 8.3 | Number of slop tanks and total cubic capacity (98%): | | | | | | | 2 | Abt. 1190.591 m3 |
| 8.3.1 | Specify segregations which slops tanks belong to and their capacity with double valve: | | | | | | | Slop manifold(HOMO) has connected to each Slop tank with double valve separation  Slop (P) - 1700.986m3 (98%)  Slop (S) – 1443.736m3(98%) | |
| 8.3.2 | Residual/retention oil tank(s) capacity (98%), if applicable: | | | | | | | Abt. 166.9 m3 | |
| **SBT Vessels** | | | | | | | | | |
| 8.3.3 | What is total SBT capacity and percentage of SDWT vessel can maintain? | | | | | | | 22606.9 m3 | 45.2% |
| 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 | |
| 8.4.1 | State type of cargo containment (integral, independent, gravity or pressure tanks): | | | | | | | 2G (Integral Gravity) | |
| 8.5 | Are there any cargo tank filling restrictions?  If yes, specify number of slack tanks, max s.g., ullage restrictions etc.: | | | | | | | Yes  Maximum S.G. 1.53 t/m3. Maximum tank filling including slops 67.0%.  Maximum tank filling including slops 98% basis S.G 1.025 t/m3 | |
| 8.6 | Max loading rate for homogenous cargo | | | | | | | With VECS | Without VECS |
| Loaded per manifold connection: | | | | | | | 1,400 Cu. Metres/Hour | 1,624 Cu. Metres/Hour |
| Loaded simultaneously through all manifolds: | | | | | | | 3,600 Cu. Metres/Hour | 3,600 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 gauging system as per IBC 13.1 is fitted (Open/Restricted/Closed )? | | | | | | | Closed | |
|  | What type of fixed closed tank gauging system is fitted: | | | | | | | Radar | |
|  | Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves? | | | | | | | No | |
|  | 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: | | | | | | | Tank gauging device 3EA | |
| **Vapor Emission Control System (VECS)** | | | | | | | | | |
| 8.11 | Is a Vapour Emission Control System (VECS) fitted? | | | | | | | Yes | |
| 8.12 | Number/size of VECS manifolds (per side): | | | | | | | 2 | 300 Millimetres |
| 8.13 | Number/size/type of VECS reducers: | | | | | | | 4 pcs 12” x 12”, 2 pcs 12” x 16”, mild steel | |
| **Venting** | | | | | | | | | |
| 8.14 | State what type of venting system is fitted: | | | | | | | Individual PV valves | |
| **Cargo Manifolds and Reducers** | | | | | | | | | |
| 8.15 | Total number/size of cargo manifold connections on each side: | | | | | | | 8 EA  6EAx300mm Cargo Lines  1EAx200mm Cargo/Slop Line  1EAx350mm Common Line | |
| 8.15.1 | Does the vessel have a Common Line Manifold connection? If yes, describe: | | | | | | | YES, CAN BE INTERCONNECTED TO ALL 1-6 M’FOLD & SLOPS. Also connected to one booster pump line but booster pump is not fitted o/b | |
| 8.16 | What type of valves are fitted at manifold: | | | | | | | Butterfly | |
| 8.17 | What is the material/rating of the manifold: | | | | | | | SUS316L / ANSI 150PSI | |
| 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: | | | | | | | 2,000.00 mm | |
| 8.19 | Distance ships rail to manifold: | | | | | | | 4,600.00 mm | |
| 8.20 | Distance manifold to ships side: | | | | | | | 4,600.00 mm | |
| 8.21 | Top of rail to center of manifold: | | | | | | | 700 mm | |
| 8.22 | Distance main deck to center of manifold: | | | | | | | 2,100.00 mm | |
| 8.23 | Spill tank grating to center of manifold: | | | | | | | 900 mm | |
| 8.24 | Manifold height above the waterline in normal ballast/at SDWT condition: | | | | | | | Abt. 13.94 m | Abt. 7.94 m |
| 8.25 | Number/size/type of reducers: | | | | | | | 12 x 400/300mm (16/12")  2 x 400/200mm (16/8")  6 x 200/300mm (8/12")  6 x 250/300mm (10/12")  6 x 300/300mm (12/12") (1 x 300/200 (12/8''),  1 x 250/200 (10/8''), 1 x 200/200 (8/8")) | |
| 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: | | | | | Framo cargo heater HE430 | | No | SS |
| Slop Tanks: | | | | | Heating Coils | | Yes | SUS 316L |
| 8.27.1 | Is a Thermal Oil Heating system fitted? If yes, identify tanks? | | | | | | | No | |
| 8.28 | Maximum temperature cargo can be loaded/maintained: | | | | | | | 75.0 °C / 167.0 °F | 60 °C / 140 °F |
| 8.28.1 | Minimum temperature cargo can be loaded/maintained: | | | | | | | 0.0 °C / 32.0 °F | 0.0 °C / 32.0 °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? | | | | | | | N/A | |
| 8.30 | Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: | | | | | | | IG Generator | |
| 8.30.1 | If nitrogen generator, specify the applicable flow rate for each of the designed purity modes: | | | | | | | N/A | |
| **Cargo Pumps** | | | | | | | | | |
| 8.31 | How many cargo pumps can be run simultaneously at full capacity: | | | | | | | 6 of cargo pumps | |
| 8.32 | Pumps | | | No. | | Type | | Capacity | At What Head (sg=1.0) |
| Cargo Pumps:  Cargo pump  Slop pump  R.O.T | | | 12  2  1 | | FRAMO, Submerged, centrifugal, Hydraulic motor | | 600 M3/HR  300 M3/HR  100 M3/HR | 125 mlc |
| Cargo Eductors: | | | NA | | NA | | NA | NA |
| Stripping: | | | NA | | NA | |  |  |
| 8.33 | Is at least one emergency portable cargo pump provided? | | | | | | | Yes (one set) | |
| **Tank Cleaning Systems** | | | | | | | | | |
| 8.34 | Is tank cleaning equipment fixed in cargo tanks? | | | | | | | Yes | |
| 8.35 | Is portable tank cleaning equipment provided? | | | | | | | Yes | |
| 8.36 | Tank washing pump capacity: | | | | | | | 120 Cu. Metres/Hour | |
| 8.37 | Is a washing water heater fitted? If yes is it operational and state max washing water temperature: | | | | | | | Yes, Seawater 80 °C | |
| 8.38 | What is the maximum number of machines that can be operated at their designed max pressure? | | | | | | | 6 | |
| **Other Deck Equipment** | | | | | | | | | |
| 8.39 | Is vessel fitted with a remote cargo tank temperature monitoring system. If yes, is it operational? | | | | | | | Yes/Yes | |
| 8.40 | Is vessel fitted with a remote cargo tank pressure monitoring system. If yes, is it operational? | | | | | | | Yes/Yes | |
| 8.41 | Is vessel fitted with a cargo tank drier. If yes is it operational and state capacity: | | | | | | | Yes,  9,000 Cu. Metres/Hour | |
| 8.42 | Is vessel fitted with a cargo cooling system. If yes is it operational and state tanks applicable: | | | | | | | No | |
| 8.43 | Is steam available on deck? | | | | | | | Yes | |
|  |  | | | | |  | |  |  |
| **9.** | **MOORING** | | | | | | | | |
| 9.1 | Wires (on drums) | | No. | Diameter | | Material | | Length | Breaking Strength |
| Forecastle: | |  | | | | | | |
| Main deck fwd: | |
| Main deck aft: | |
| Poop deck: | |
| 9.2 | Wire tails | | No. | Diameter | | Material | | Length | Breaking Strength |
| Forecastle: | | 4 | 70 Millimetres | | Nylon Rope | | 11 Metres | 95.00 Metric Tonnes |
| Main deck fwd: | | 4 | 70 Millimetres | | Nylon Rope | | 11 Metres | 95.00 Metric Tonnes |
| Main deck aft: | | 2 | 70 Millimetres | | Nylon Rope | | 11 Metres | 95.00 Metric Tonnes |
| Poop deck: | | 6 | 70 Millimetres | | Nylon Rope | | 11 Metres | 95.00 Metric Tonnes |
| 9.3 | Ropes (on drums) | | No. | Diameter | | Material | | Length | Breaking Strength |
| Forecastle: | | 4 | 28.00 Millimetres | | High Modulus | | 220.00 Metres | 67.00 Metric Tonnes |
| Main deck fwd: | | 4 | 28.00 Millimetres | | High Modulus | | 220.00 Metres | 67.00 Metric Tonnes |
| Main deck aft: | | 2 | 28.00 Millimetres | | High Modulus | | 220.00 Metres | 67.00 Metric Tonnes |
| Poop deck: | | 6 | 28.00 Millimetres | | High Modulus | | 220.00 Metres | 67.00 Metric Tonnes |
| 9.4 | Other lines | | No. | Diameter | | Material | | Length | Breaking Strength |
| Forecastle: | | 2 | 56.00 Millimetres | | Signal B5 Yarn and High Performace Polyester | | 220.00 Metres | 67.10 Metric Tonnes |
| Main deck fwd: | |  | | | | | | |
| Main deck aft: | |
| Poop deck: | | 2 | 56.00 Millimetres | | Signal B5 Yarn and High Performace Polyester | | 220.00 Metres | 67.10 Metric Tonnes |
| 9.5 | Winches | | No. | No. Drums | | Motive Power | | Brake Capacity | Type of Brake |
| Forecastle: | | 2 | Dbl | | Hydraulic | | 40.20 Metric Tonnes (Rendering Point 60%) | Manual |
| Main deck fwd: | | 2 | Dbl | | Hydraulic | | 40.20 Metric Tonnes (Rendering Point 60%) | Manual |
| Main deck aft: | | 1 | Dbl | | Hydraulic | | 40.20 Metric Tonnes (Rendering Point 60%) | Manual |
| Poop deck: | | 2 | Trip | | Hydraulic | | 40.20 Metric Tonnes (Rendering Point 60%) | Manual |
| 9.6 | Bitts, closed chocks/fairleads | | | No. Bitts | | SWL Bitts | | No. Closed Chocks | SWL Closed Chocks |
| Forecastle: | | | 6 | | 67.00 Metric Tonnes | | 8 | 67.00 Metric Tonnes |
| Main deck fwd | | | 40 | | 4x92MT,  16x25MT,  20x67MT | | 14 | 67.00 Metric Tonnes |
| Main deck aft | | | 6 | | 67.00 Metric Tonnes | | 10 | 67.00 Metric Tonnes |
| Poop deck: | | | 8 | | 67.00 Metric Tonnes | | 19 | 67.00 Metric Tonnes |
| **Anchors/Emergency Towing System** | | | | | | | | | |
| 9.7 | Number of shackles on port/starboard cable: | | | | | | | Port:11 shots, Stbd:12 shots | |
| 9.8 | Type/SWL of Emergency Towing system forward: | | | | | | | KETA-45F | 204 Metric Tonnes |
| 9.9 | Type/SWL of Emergency Towing system aft: | | | | | | | KETSP-40A | 204 Metric Tonnes |
| **Escort Tug** | | | | | | | | | |
| 9.10 | What is size/SWL of closed chock and/or fairleads of enclosed type on stern: | | | | | | | 204 Metric Tonnes | |
| 9.11 | What is SWL of bollard on poop deck suitable for escort tug: | | | | | | | 204 Metric Tonnes | |
| **Lifting Equipment/Gangway** | | | | | | | | | |
| 9.12 | Derrick/Crane description (Number, SWL and location): | | | | | | | Cranes: 1 x 10 Tonnes  Midship Centre | |
| 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: | | | | | | | 1 | |
| 9.16 | State type/SWL of chain stopper(s): | | | | | | | Tongue Type | 204 tons |
| 9.17 | What is the maximum size chain diameter the bow stopper(s) can handle: | | | | | | | 76 mm | |
| 9.18 | Distance between the bow fairlead and chain stopper/bracket: | | | | | | | 3.50 m | |
| 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: | | | | | | | 14 Knots (WSNP) (Consumption for M/E: 25 MT) | 12 Knots (WSNP) (Consumption for M/E: 18.5 MT) |
| Laden speed: | | | | | | | 14 Knots (WSNP) (Consumption for M/E: 28 MT) | 12 Knots (WSNP) (Consumption for M/E: 20.5 MT) |
| 10.2 | What type of fuel is used for main propulsion/generating plant: | | | | | | |  | IFO/LSMGO |
| 10.3 | Type/Capacity of bunker tanks: | | | | | | | Fuel Oil: 1,242.30 Cu. Metres  Diesel Oil: 102.50 Cu. Metres  Gas Oil: 212.20 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 | 7,500 Kilowatt | HYUNDAI-MAN B & W |
| Aux engine: | | | | | | 3 | 960 Kilowatt | STX/6L23/30H |
| Power packs: | | | | | | 4 | 425 Cu. Metres/Hour | CUMMINS, INC./KTA19-DM1 (2 diesel & 2 hydrolic) |
| Boilers: | | | | | | 2 | 18.00 Metric Tonnes/Hour | AUX(KANGRIM/PB0301AS12) & COMP(KANGRIM/PCZZZZ044) |
| **Bow/Stern Thruster** | | | | | | | | | |
| 10.6 | What is brake horse power of bow thruster (if fitted): | | | | | | | Not fitted | |
| 10.7 | What is brake horse power of stern thruster (if fitted): | | | | | | | Not fitted | |
| **Emissions** | | | | | | | | | |
| 10.8 | Main engine IMO NOx emission standard: | | | | | | | Tier II | |
| 10.9 | Energy Efficiency Design Index (EEDI) rating number: | | | | | | | 4.2642 | |
|  |  | | | | |  | |  |  |
| **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: | | | | | | | 8.90 Metres | |
| 11.3 | Date/place of last STS operation: | | | | | | | None | |
|  |  | | | | |  | |  |  |
| **12.** | **RECENT OPERATIONAL HISTORY** | | | | | | | | |
| 12.1 | Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last): | | | | | | | ULP 91 RON + Gasoil 10ppm // Gasoil 500 ppm // Gasoil 10 ppm | |
| 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: | | | | | | | 24th Mar 2024 / Subic, Philippines | |
| 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.* | | | | | | | None | |
| 12.6 | Date/Place of last SIRE inspection: | | | | | | | PETRON on 12th APR 2024  at Bataan, Philippines | |
| 12.6.1 | Date/Place of last CDI inspection: | | | | | | | None | |
| 12.7 | Additional information relating to features of the ship or operational characteristics: | | | | | | | No | |

Revised 2018 ([INTERTANKO](http://www.intertanko.com/)/[Q88.com](http://www.q88.com/web_ad.asp?ad=Q88-V4.1))

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