INERTANKO CHARTERING QUESTIONNAIRE 88 – OIL / CHEMICAL

Version 6

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| **1.** | **GENERAL INFORMATION** | | | | |
| 1.1 | Date updated: | | Feb 05, 2025 | | |
| 1.2 | Vessel’s name (IMO number): | | Lion S (9314179) | | |
| 1.2b | Is the vessel owner/manager a member of INTERTANKO? If yes, please provide IMO number of the Member organization | | N/A | | |
| 1.3 | Vessel’s previous name(s) and date(s) of change: | | Lorelei (Apr 05, 2023), Juniper 4, Omega Theodore (Aug 29, 2013) | | |
| 1.4 | Date delivered/Builder (where built): | | Apr 26, 2007/STX Shipbuilding Co. Jinhae, S.Korea | | |
| 1.5 | Flag/Port of Registry: | | Honduras/San Lorenzo | | |
| 1.6 | Call sign/MMSI: | | HQZP8/334900000 | | |
| 1.7 | Vessel’s contact details (satcom/fax/email etc.) | | Tel: +44 (20) 37695874 / +1 5052087895 /  Fax: n/a  Email: master.lions@stationsatcommail.com | | |
| 1.8 | Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC): | | Crude oil /product carrier | | |
| 1.8a | If other type of vessel, please specify: | | NA | | |
| 1.9 | Type of hull: | | Double Hull | | |
| **Ownership and Operation** | | | | | |
| 1.10 | Registered owner - Full style: IMO Number | NAUTICAL FZE Business Centre, Sharjah Publishing City Free Zone  Sharjah, United Arab Emirates  Fax: Not Applicable Telex: Not Applicable Email: shipping@nauticalfze.com | | | |
| 1.11 | Technical operator - Full style: | PENINSULAR MARITIME INDIA PVT. LTD.  508-509, A-Wing, Mahavir Icon, Plot 89/90,  Sector 15, CBD Belapur Navi Mumbai - 400 614  Email         : [qhse@peninsularmaritime.com](mailto:qhse@peninsularmaritime.com)  Boardline: + 91 22 6883 9393 | | | |
| 1.12 | Commercial operator - Full style: | Eiger Shipping DMCC  Unit No: 1801-B, Uptown Tower Plot No: DMCC-UD-P1, Uptown Dubai Dubai, United Arab Emirates  Email: [FleetOperations@eigershippingdmcc.com](mailto:FleetOperations@eigershippingdmcc.com)  [Tel : +97142795923](Tel:+97142795923)  Mob: +971542172479 | | | |
| 1.13 | Disponent owner - Full style: | Eiger Shipping DMCC  Unit No: 1801-B, Uptown Tower Plot No: DMCC-UD-P1, Uptown Dubai Dubai, United Arab Emirates  Email: [FleetOperations@eigershippingdmcc.com](mailto:FleetOperations@eigershippingdmcc.com)  [Tel : +97142795923](Tel:+97142795923)  Mob: +971542172479 | | | |
| **Insurance** | | | | | |
| 1.14 | P & I Club - Full Style: | Soglasie Insurance Company Limited  42 Gilyarovskogo street, Moscow, Russia , 129110  Tel.: (+7 495) 739-01-01, Email-marineclaim@soglasie.ru | | | |
| 1.15 | P & I Club pollution liability coverage/expiration date: | | 1,000,000,000 US$ | | July 30, 2025 |
| 1.16 | Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter) | Soglasie Insurance Company Limited  42 Gilyarovskogo street, Moscow, Russia , 129110  Tel.: (+7 495) 739-01-01, Email-marineclaim@soglasie.ru | | | |
| 1.17 | Hull & Machinery insured value/expiration date: | | 34,000,000 US$ | | July 31, 2025 |
| **Classification** | | | | | |
| 1.18 | Classification society: | | CHINA CLASSIFICATION SOCEITY | | |
| 1.18a | Is Classification Society an IACS member? | | Yes | | |
| 1.19 | Class notation: | | Oil tanker, Double Hull, F.P < 60 C : Ice Class B1 ( dmax f = 15.021 m , dmax m=15.021m, dmax a = 15.021 m, dmin, f= 5.721 m, dmin, m= 6.921 m, dmin, a= 8.121 m, PB = 13560 kW). Loading Computer ( S.I.D) Equipped with Single point mooring connecting Installation; ESP | | |
| 1.20 | Does the vessel have any open conditions of Class? If yes List all open conditions | | | Yes, Stbd anchor fluke missing | |
| 1.20a | Does the vessel have any Memoranda of Class? If yes, list details | | | No, NA | |
| 1.21 | If classification society changed, name of previous and date of change: | | Bureau Veritas , Apr 05, 2023 | | |
| 1.22 | Does the vessel have ice class? If yes, state what level: | | Yes, B1, FS at a draught of 15.021 Mtrs | | |
| 1.23 | Date/place of last dry-dock: | | Oct 08, 2024/ Yalova, Turkey | | |
| 1.24 | Date next dry dock due/next annual survey due: | | April 06, 2027 | | May 24, 2025 |
| 1.25 | Date of last special survey/next special survey due: | | Aug 23, 2021 | | Jul 07, 2026 |
| 1.26 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | | Yes, CAP1 | | |
| **Dimensions** | | | | | |
| 1.27 | Length overall (LOA): | | 228 Metres | | |

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| 1.28 | Length between perpendiculars (LBP): | | | 219 Metres | |
| 1.29 | Extreme breadth (Beam): | | | 32.30 Metres | |
| 1.30 | Moulded depth: | | | 20.65 Metres | |
| 1.31 | Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: | | | 49.93 Metres | N/A |
| 1.32 | Distance bridge front to center of manifold: | | | 75.80 Metres | |
| 1.33 | Bow to center manifold (BCM)/Stern to center manifold (SCM): | | | 114.30 Metres | 113.70 Metres |
| 1.34 | Parallel body distances | | Lightship | Normal Ballast | Summer Dwt |
| Forward to mid-point manifold: | | 58.00 Metres | 69.20 Metres | 69.20 Metres |
| Aft to mid-point manifold: | | 47.50 Metres | 61.80 Metres | 76.80 Metres |
| Parallel body length: | | 88.00 Metres | 131.00 Metres | 146 Metres |
| **Tonnages** | | | | | |
| 1.35 | Net Tonnage: | | | 21,474 | |
| 1.36 | Gross Tonnage/Reduced Gross Tonnage (if applicable): | | | 42,684 | 33,583 |
| 1.37 | Suez Canal Tonnage - Gross (SCGT)/Net (SCNT): | | | 44,247.63 | 39,219.57 |
| 1.38 | Is vessel fitted for transit of Panama canal? Panama Canal Net Tonnage (PCNT): | | | Yes, 35,291 | |
| **Loadline Information** | | | | | |
| 1.39 | Loadline | Freeboard | Draft | Deadweight | Displacement |
| Summer: | 6.466 Metres | 14.221 Metres | 73,672.60 Metric Tonnes | 88,281.60 Metric Tonnes |
| Winter: | 6.762 Metres | 13.925 Metres | 71,654.20 Metric Tonnes | 86,263.20 Metric Tonnes |
| Tropical: | 6.17 Metres | 14.517 Metres | 75,695.80 Metric Tonnes | 90,304.80 Metric Tonnes |
| Normal loaded condition: | 12.637 Metres | 9.61 Metres | 32,548.40 Metric Tonnes | 47,157.40 Metric Tonnes |
| Lightship: | 17.872 Metres | 2.815 Metres | N/A | 14,609 Metric Tonnes |
| Normal Ballast Condition: | 12.637 Metres | 9.61 Metres | 32,548.40 Metric Tonnes | 47,157.40 Metric Tonnes |
| Segregated Ballast Condition: | 12.887 Metres | 7.36 Metres | 28,252.90 Metric Tonnes | 42,861.90 Metric Tonnes |
| 1.40 | FWA/TPC at summer draft: | | | 324 Millimetres | 68.30 Metric Tonnes |
| 1.41 | Have multiple deadweights been assigned? If yes, list all assigned deadweights: | | | Yes  73,672.60 Metric Tonnes  59,999.00 Metric Tonnes | |
| 1.42 | Constant (excluding fresh water): | | | 340 Metric Tonnes | |
| 1.43 | What is the company guidelines for Under Keel Clearance (UKC) for this vessel? | | | 1. Deep Sea Passage (Depth twice the static draft or more) : Minimum Net UKC 5.0 m 2. Coastal Passage (Depth less than twice the static draft ): Minimum Net UKC 2.0 m 3. Port Approaches (Depth less than 1.5time the draft): 0.3m or 1.5% of vessel’s beam whichever is greater 4. Berthing, Alongside Berth/ Jetty: 0.3m or 1.5% of vessel’s beam whichever is greater 5.SBM/CBM/ FPSO for vessel over 50,000 T dwt: Minimum UKC is 2 mtr | |
| 1.44 | What is the max height of mast above waterline (air draft) | | | Full Mast | Collapsed Mast |
| Summer deadweight: | | | 35.709 Metres | 0 Metres |
| Normal ballast: | | | 41.54 Metres | 0 Metres |
| Lightship: | | | 47.115 Metres | 0 Metres |

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| **2.** | **CERTIFICATES** | **Issued** | **Last Annual** | **Last Intermediate** | **Expires** |
| 2.1 | Safety Equipment Certificate (SEC): | Jan 03, 2025 |  |  | Jul 07, 2026 |
| 2.2 | Safety Radio Certificate (SRC): | Nov 08, 2024 | May 25, 2024 |  | Jul 07, 2026 |
| 2.3 | Safety Construction Certificate (SCC): | Nov 18, 2024 |  |  | Feb 01, 2025 |
| 2.4 | International Loadline Certificate (ILC): | Nov 08, 2024 |  | Oct 03, 2024 | Jul 07, 2026 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | Nov 08, 2024 |  | Oct 03, 2024 | Jul 07, 2026 |
| 2.6 | International Ship Security Certificate (ISSC): | Nov 08, 2024 |  |  | May 07,2025 |
| 2.7 | Maritime Labour Certificate (MLC): | Nov 08, 2024 |  |  | May 07,2025 |
| 2.8 | Minimum Safe Manning Certificate (MSM) | Oct 10, 2024 |  |  | Apr 30,2025 |
| 2.9 | ISM Safety Management Certificate (SMC): | Nov 08, 2024 |  |  | May 07,2025 |
| 2.10 | Document of Compliance (DOC): | Oct 17, 2024 |  |  | Oct 16, 2025 |
| 2.11 | USCG Certificate of Compliance(USCGCOC): | N/A |  |  | N/A |
| 2.12 | Civil Liability Convention (CLC) 1992 Certificate: | Oct 30, 2024 | N/A | N/A | Jul 30, 2025 |
| 2.13 | Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate: | Oct 30, 2024 | N/A | N/A | Jul 30, 2025 |

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| 2.14 | Liability for the Removal of Wrecks Certificate (WRC): | Oct 30, 2024 | N/A | N/A | Jul 30, 2025 |
| 2.15 | U.S. Certificate of Financial Responsibility (COFR): | N/A | N/A | N/A | N/A |
| 2.16 | Certificate of Class (COC): | Apr 05, 2023 |  |  | Jul 07, 2026 |
| 2.17 | Certificate of Registry (COR) | Oct 30, 2024 |  |  | Apr 30, 2025 |
| 2.18 | International Sewage Pollution Prevention Certificate (ISPPC): | Nov 08, 2024 |  |  | Jul 07, 2026 |
| 2.19 | Certificate of Fitness (COF): | N/A | N/A | N/A | N/A |
| 2.20 | International Energy Efficiency Certificate (IEEC): | Nov 08, 2024 | N/A | N/A | N/A |
| 2.21 | International Air Pollution Prevention Certificate (IAPPC): | Nov 08, 2024 |  |  | Jul 07, 2026 |
| 2.22 | Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) | Oct 03, 2024 |  |  | Apr 02, 2025 |
| 2.23 | Does the vessel have an International Ballast Water Management Certificate? If no, then describe how ship complies with the "International Convention for the Control and Management of Ships' Ballast Water and Sediments"?: | | | Yes | |
| **Documentation** | | | | | |
| 2.24 | Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract: | | | Yes | |
| 2.25 | Does vessel have in place a Drug and Alcohol Policy complying with OCIMF guidelines for Control of Drugs and Alcohol Onboard Ship? | | | Yes | |
| 2.26 | Is the ITF Special Agreement on board (if applicable)? | | | N/A | |
| 2.27 | ITF Blue Card expiry date (if applicable): | | | N/A | |

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| **3.** | **CREW** | | |
| 3.1 | Nationality of Master: | | Georgian |
| 3.2 | Number and nationality of Officers: | 8 | Indian, Georgian |
| 3.3 | Number and nationality of Crew: | 16 Indian | |
| 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: Peninsular Maritime India Pvt. Ltd.  508-509, A-Wing, Mahavir Icon, Plot 89/90,  Sector 15, CBD Belapur Navi Mumbai - 400 614  Email         : [qhse@peninsularmaritime.com](mailto:qhse@peninsularmaritime.com)  Boardline : + 91 22 6883 9393  Crew: Peninsular Maritime India Pvt. Ltd.  508-509, A-Wing, Mahavir Icon, Plot 89/90,  Sector 15, CBD Belapur Navi Mumbai - 400 614  Email         : [qhse@peninsularmaritime.com](mailto:qhse@peninsularmaritime.com)  Boardline : + 91 22 6883 9393 | | |

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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? | | N/A |
| 4.2 | Qualified individual (QI) - Full style: |  | |
| 4.3 | Oil Spill Response Organization (OSRO) - Full style: |  | |
| 4.4 | Salvage and Marine Firefighting Services (SMFF) - Full Style: |  | |

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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: | Winching |
| 5.2.2 | If Yes, what is the diameter of the circle provided: | 5.00 Metres |

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| **6.** | | **COATING/ANODES** | | | | | | | |
| 6.1 | | Cargo tanks: Yes/ Pure Epoxy  Anodes Fitted : No | | | | | | | |
| Ballast tanks: Yes/ Pure Epoxy  Anodes Fitted: Yes | | | | | | | |
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| **7.** | | **BALLAST** | | | | | | | |
| 7.1 | | Ballast Handling Data  Pumps | | | | No. | Type | Capacity | At What Head (sg=1.0) |
| Ballast Pumps: | | | | 2 | Centrifugal | 1,500 Cu. Metres/Hour | 25 Metres |
| Ballast Eductors: | | | | 1 | Ballast water-driven | 200 Cu. Metres/Hour | 1 Metres |

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| **Ballast Water Management Systems (BWMS)** | | |
| 7.2 | Does the vessel comply with D1 or D2 performance standards? | D2 |
| 7.3 | Does the vessel have a Ballast Water Treatment System (BWTS) fitted? | Yes |
| 7.4 | What type of BWTS fitted? If other system fitted, please advise: | Type: FIT3000+FIT 200, Treatment Rated Capacity:3000m³/h+200m³/h |
| 7.5 | Name of manufacturer of BWTS: | ERMA FIRST ESK ENGINEERING SOLUTIONS S.A. |
| 7.6 | Does the BWTS have IMO type approval? | Yes , Type Approval 2323.6-5/01/19 |
| 7.7 | Is the BWTS of a USCG approved type? | Yes, Alternate Management System Approval 162.060/6/3 |

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| **8.** | **CARGO – Chem** | | |
| **Double Hull Vessels** | | | |
| 8.1 | Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated: | Solid | |
| **Tank Capacities** | | | |
| 8.2 | Cargo Tank Capacities at 98% Full - Centre: NA  Total Centre: NA  Cargo Tank Capacities at 98% Full - Wing: 14 including SLOP P&S  Total Wing : 80,375.20 Cu. Metres  Deck Tank Capacities at 98% Full: NA  Total Deck: NA | | |
| 8.2.1 | Capacity (98%) of each natural segregation with double valve (specify tanks): | Seg#1: 28044.8 m3 (1wings,4wings & slop port + stbd) Seg#2: 27770.6 m3 (2wings,5wings) Seg#3: 27385.5 m3 (3wings,6wings) | |
| 8.2.2 | IMO class (Oil/Chemical Ship Type 1, 2 or 3): | N/A | |
| 8.3 | Slops tank capacities (98%): 2  Total: 2825.7 Cu. Metres | | |
| **Cargo Handling and Pumping Systems** | | | |
| 8.4 | How many grades/products can vessel load/discharge with double valve segregation: | 3 | |
| 8.4.1 | State type of cargo containment (integral, independent, gravity or pressure tanks): | Integral | |
| 8.5 | Are there any cargo tank filling restrictions?  If yes, specify number of slack tanks, max s.g., ullage restrictions etc.: | N/A  Not Applicable | |
| 8.6 | Max loading rate for homogenous cargo | With VECS | Without VECS |
| Loaded per manifold connection: |  | 6780 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 | |
|  | Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves? | No | |
| 8.9.2 | Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations: | Yes, Dipping hole SS1Q1 | |
| 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 | |
|  | If fitted, is vapour line return manifold in compliance with OCIMF Guidelines? | Yes | |
|  | If fitted, how many vapor return segregations can the vessel maintain simultaneously? | 1 | |
|  | Does the ship possess Vapour Emission Control (VEC) Certification? If yes, state the issuing authority | Yes, LR | |
| 8.12 | Number/size of VECS manifolds (per side): | 2 | 400 Millimetres |
| 8.13 | Number/size/type of VECS reducers: | 2 (16” x 12”) | |
| **Venting** | | | |
| 8.14 | State what type of venting system is fitted: | Independent P/V & common mastriser | |
| **Cargo Manifolds and Reducers** | | | |
| 8.15 | Total number/size of cargo manifold connections on each side: No.: 3  Size: 400 Millimetres | | |
| 8.15.1 | Is the vessel fitted with a fixed common line ? | Yes | |
|  | What is the number of common cargo connections per side? | 3 | |
|  | What is the size of common cargo connections? | 16” | |
| 8.16 | What type of valves are fitted at manifold? If other, specify: | Butterfly, manual operated | |
| 8.17 | What is the material/rating of the manifold: | Mild Steel/ANSI 150 | |
| 8.18 | Distance between cargo manifold centers: | 2,500 Millimetres | |
| 8.19 | Distance ships rail to manifold: | 4,400 Millimetres | |
| 8.20 | Distance manifold to ships side: | 4,600 Millimetres | |
| 8.21 | Top of rail to center of manifold: | 744 Millimetres | |
| 8.22 | Distance main deck to center of manifold: | 2,100 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: | 14.737 Metres | 8.566 Metres |
| 8.25 | Number/size/type of reducers: | 6 x 400/400mm (16/16") 3 x 400/300mm (16/12") 3 x 400/250mm (16/10") 3 x 400/200mm (16/8") 2 x 400/125mm (16/5")  ANSI | |
| 8.26 | Is vessel fitted with a stern manifold? If yes, state size: | No, | |
| **Heating** | | | |
| 8.27 | Provide details of Heating Coils/Heat Exchangers  Cargo Tanks: Type: HEATING COIL , Coiled: Yes , Material : SS  Slop Tanks : Type: HEATING COILS SUS316 Coiled: Yes , Material : SS | | |
| 8.27.1 | Is a Thermal Oil Heating system fitted? If yes, identify tanks? | No | |
| 8.28 | Maximum temperature cargo can be loaded/maintained: | 66.0 °C / 150.8 °F | 57.2 °C / 134.96 °F |
| 8.28.1 | Minimum temperature cargo can be loaded/maintained: | NA |  |
| **Inert Gas** | | | |
| 8.29 | Is an Inert Gas System (IGS) fitted/operational? | Yes/Yes | |

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| 8.30 | Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: | Flue Gas |
| 8.30.1 | If nitrogen generator, specify the applicable flow rate for each of the designed purity modes: | NA |
| **Cargo Pumps** | | |
| 8.31 | How many cargo pumps can be run simultaneously at full capacity: | 3 |
| 8.32 | Cargo Pump Data:     |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | 8.32 | Pumps | No. | Type | Capacity | At What Head (sg=1.0) | | Cargo Pumps: | 3 | Centrifugal | 2500 M3/HR | 130 Meters 130 Meters 130 Meters | | Cargo Eductors: | 1 | Cargo liquid-driven | 250 Cu. Metres/Hour | 20 Metres | | Stripping: | 1 | Reciprocating | 200 Cu. Metres/Hour | 130 Metres | | |
| 8.33 | Is at least one emergency portable cargo pump provided? | N/A |
| **Tank Cleaning Systems** | | |
| 8.34 | Is tank cleaning equipment fixed in cargo tanks? | Yes |
| 8.35 | Is portable tank cleaning equipment provided? | No |
| 8.36 | Tank washing pump capacity: | NA , Main COP to be used for tank cleaning |
| 8.37 | Is a washing water heater fitted? If yes is it operational and state max washing water temperature: | Yes , 60 Deg C |
| 8.38 | What is the maximum number of machines that can be operated at their designed max pressure? | 4 machines , 9.0 bar |
| **Other Deck Equipment** | | |
| 8.39 | Is vessel fitted with a remote cargo tank temperature monitoring system. If yes, is it operational? | Yes, Operational |
| 8.40 | Is vessel fitted with a remote cargo tank pressure monitoring system. If yes, is it operational? | Yes, Operational |
| 8.41 | Is vessel fitted with a cargo tank drier. If yes is it operational and state capacity: | No |
| 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 |

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| **9.** | **MOORING** | | | | | |
| 9.1 | Wires (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| Forecastle: | 4 | 30 Millimetres | Galv. 6 x 37 ((plus 2additional as spares) | 220 Metres | 64.0 Metric Tonnes |
| Main deck fwd: | 2 | 30 Millimetres | Galv. 6 x 37 | 220 Metres | 64.0 Metric Tonnes |
| Main deck aft: | 2 | 30 Millimetres | Galv. 6 x 37 | 220 Metres | 64.0 Metric Tonnes |
| Poop deck: | 4 | 30 Millimetres | Galv. 6 x 37 | 220 Metres | 64.0 Metric Tonnes |
| 9.2 | Wire tails | No. | Diameter | Material | Length | Breaking Strength |
| Forecastle: | 4 | 72 Millimetres | PP HDPE | 11 Metres | 80.0 Metric Tonnes |
| Main deck fwd: | 2 | 72 Millimetres | PP HDPE | 11 Metres | 80.0 Metric Tonnes |
| Main deck aft: | 2 | 72 Millimetres | PP HDPE | 11 Metres | 80.0 Metric Tonnes |
| Poop deck: | 4 | 72 Millimetres | PP HDPE | 11 Metres | 80.0 Metric Tonnes |
| 9.3 | Ropes (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| Forecastle: |  |  | Not Applicable |  |  |
| Main deck fwd: |  |  | Not Applicable |  |  |
| Main deck aft: |  |  | Not Applicable |  |  |
| Poop deck: |  |  | Not Applicable |  |  |
| 9.4 | Other lines | No. | Diameter | Material | Length | Breaking Strength |
| Forecastle: | 2 | 54 Millimetres | Polypropylene 60% / Polyester 40% Mixed) | 220 Metres | 64.0 Metric Tonnes |
| Main deck fwd: | 1 | 54 Millimetres | Polypropylene 60% / Polyester 40% Mixed) | 220 Metres | 64.0 Metric Tonnes |
| Main deck aft: | 1 | 54 Millimetres | Polypropylene 60% / Polyester 40% Mixed) | 220 Metres | 64.0 Metric Tonnes |
| Poop deck: | 2 | 54 Millimetres | Polypropylene 60% / Polyester 40% Mixed) | 220 Metres | 64.0 Metric Tonnes |
| 9.5 | Winches | No. | No. Drums | Motive Power | Brake Rendering Capacity | Type of Brake |
| Forecastle: | 2 | Double Drums | Hydraulic | 37.14 Metric Tonnes | Band Brake |
| Main deck fwd: | 1 | Double Drums | Hydraulic | 37.14 Metric Tonnes | Band Brake |
| Main deck aft: | 1 | Double Drums | Hydraulic | 37.14 Metric Tonnes | Band Brake |
| Poop deck: | 2 | Double Drums | Hydraulic | 37.14 Metric Tonnes | Band Brake |
| 9.6 | Bitts, closed chocks/fairleads | | No. Bitts | SWL Bitts | No. Closed Chocks | SWL Closed Chocks |
| Forecastle: | | 8 | 60 Metric Tonnes | 15 | 60 Metric Tonnes |
| Main deck fwd: | | 4 | 60 Metric Tonnes | 8 | 60 Metric Tonnes |
| Main deck aft: | | 4 | 60 Metric Tonnes | 8 | 60 Metric Tonnes |
| Poop deck: | | 8 | 60 Metric Tonnes | 17 | 60 Metric Tonnes |
| **Anchors/Emergency Towing System** | | | | | | |
| 9.7 | Number of shackles on port/starboard cable: | | | | 12/12 | |
| 9.8 | Type/SWL of Emergency Towing system forward: | | | | Emergency Towing System (SWL:2000kN): Chain Stopper / Panama Chock-KETA-45F | 200 Metric Tonnes |
| 9.9 | Type/SWL of Emergency Towing system aft: | | | | Escorting Pull-Back System (SWL: 2000kN) - fairlead/Strong Point: KETA-40A | 200 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: | | | | 64 Metric Tonnes | |
| 9.11 | What is SWL of bollard on poop deck suitable for escort tug: | | | | 60 Metric Tonnes | |
| **Lifting Equipment/Gangway** | | | | | | |
| 9.12 | Derrick/Crane description (Number, SWL and location): | | | | Cranes: 1 x 15 Tonnes  Crane at center of Manifold area | |
| 9.13 | Accommodation ladder direction: | | | | Aft | |
|  | Does vessel have a portable gangway? If yes, state length: | | | | Yes / 15.24 Meters | |
| **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 Chain Stopper | 200 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: | | | | 2.80 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: | | 13.50 Knots (WSNP) | 12.00 Knots (WSNP) |
| Laden speed: | | 13.00 Knots (WSNP) | 12.00 Knots (WSNP) |
| 10.2 | What type of fuel is used for main propulsion? If other, then specify | | VLSFO/LSMGO | |
|  | What type of fuel is used for generating plant | | VLSFO/LSMGO | |
| 10.3 | Bunker Tank Capacities: Fuel Oil: 2,221.3 Cu. Metres  Diesel Oil: 415.90 Cu. Metres  Gas Oil: 0 Cu. Metres  If other, then specify | | | |
| 10.4 | Is vessel fitted with fixed or controllable pitch propeller(s): | | Fixed | |
| 10.5 | Engines | No | Capacity | Make/Type |
| Main engine: | 1 | 13,560 Kilowatt | MAN B&W 6S60ME-C (MK VII) |
| Aux engine: | 3 | 860 Kilowatt | MAN B&W 6L23/30H |
| Power packs: | N/A |  |  |
| Boilers: | 2 | 1.75 Metric Tonnes/Hour | Aalborg Mission TM OL |

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| **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. |
| **Environmental/Emissions** | | |
| 10.8 | Does the vessel have an EEDI Rating number? If yes then provide EEDI rating: | NA |
|  | If No then provide reason: | NA |
|  | Is the EEDI rating verified by Class, 3rd Party or Owner? | NA |
| 10.9 | Does the vessel have an EEXI Rating number? If yes then provide EEXI rating | Yes, 4.11 grams-CO2 / tonne-mile |
|  | If No then provide reason: | NA |
|  | Is the EEXI rating verified by Class, 3rd Party or Owner? | Class- CCS |
| 10.10 | Does the vessel have a CII Rating number? If yes then provide CII rating: | Yes |
|  | If No then provide reason | NA |
|  | Is the CII rating verified by Class, 3rd Party or Owner? | Class- CCS |
| 10.11 | Does the vessel have an EIV Rating number? If yes then provide EIV rating |  |
|  | If No then provide reason |  |
|  | Is the EIV rating verified by Class, 3rd Party or Owner? |  |
| 10.12 | What is the ships NOx control level (Tier I, Tier II, and Tier III)? | Tier I |
|  | List of equipment fitted for NOx Tier III achievement for all engines (LP Selective catalytic reduction, HP Selective catalytic reduction, Exhaust gas recirculation, Alternative fuel etc...) | NA |
| **Exhaust Gas Cleaning System/Scrubber** | | |
| 10.13 | Does the vessel use an Exhaust Gas Cleaning System? | Yes |
| 10.14 | What is the type of scrubber fitted as part of the EGCS onboard? | Open loop |

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| **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: | 5.30 Metres |
| 11.3 | Date/place of last STS operation: | Jan 02 ,2024 / ITACOATIARA |
| 11.4 | Does the vessel have a ship specific STS plan: | Yes |

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| **12.** | **RECENT OPERATIONAL HISTORY** | |
| 12.1 | Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last): | Last: Gasoil (ULSD 10 PPM) / LITASCO / VYSOTSK+LA SKHIRRA – SINGAPORE+KOH SICHANG  2nd Last: ULSD 10 PPM  3rd Last: Unleaded Gasoline 91 RON |
| 12.2 | Has ship been involved in a pollution, grounding, collision or allision incident during the past 12 months? If yes, provide details: Pollution: No, N/A  Grounding: No, N/A  Casualty: No, N/A Repair: No, N/A  Collision: No, N/A | |
| 12.3 | Date and place of last Port State Control inspection: | 04 Apr 24 / LA SKHIRRA, TUNISIA |
| 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.* | KMG International N.V |
| 12.6 | Date/Place last SIRE inspection: | 05 JUN 2024 / KOH SICHANG,THAILAND |
| 12.6.1 | Date/Place last CDI inspection: | NA |
| 12.7 | Additional information relating to features of the ship or operational characteristics: | NIL |

Revised 2024 (INTERTANKO/coating

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