INTERTANKO CHARTERING QUESTIONNAIRE 88 - OIL/CHEMICAL Version 6

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| **1.** | **GENERAL INFORMATION** |  |
| 1.1 | Date updated: |  31 JAN 2025 |
| 1.2 | Vessel’s name (IMO number): |  **ORKIM DIAMOND** (9900253) |
| 1.2b | Is the vessel owner/ manager a member of INTERTANKO? If yes, please provide IMO Number of the the member organization. | NO |
| 1.3 | Vessel’s previous name(s) and date(s) of change: |  NEW BUILD |
| 1.4 | Date delivered/Builder (where built): |  20 APR 2021 / FUJIAN SOUTHEASE SHIPBUILDING CO.LTD,  CHINA |
| 1.5 | Flag/Port of Registry: |  MALAYSIA / PORTKELANG |
| 1.6 | Call sign/MMSI: |  9M2239 / 533132046 |
| 1.7 | Vessel’s contact details (satcom/fax/email etc.): |  ODIA@orkimfleet.com  |
| 1.8 | Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC): |  Oil Tanker |
| 1.8a | If other type of vessel, please specify: |  N/A |
| 1.9 | Type of hull: |  Double Hull |
| **Ownership and Operation** |
| 1.10 | Registered owner - Full style: |  **ORKIM DIAMOND SDN BHD** 43-2 PLAZA DAMANSARA, JALAN MEDAN SETIA 1,  BUKIT DAMANSARA, 50490 KUALA LUMPUR, MALAYSIA TEL: +603 4042 9299 FAX: +603 4042 6299 COMPANY IMO No.: 6174264 |
| 1.11 | Technical operator - Full style: |  **ORKIM SHIP MANAGEMENT SDN BHD** LEVEL 15, MENARA TSR, NO 12 JLN PJU 7/3,  MUTIARA DAMANSARA,  47810 PETALING JAYA, SELANGOR TEL : +603 7733 4228 FAX: +603 7733 5228 EMAIL: FLEET@ORKIMSHIP.COM  COMPANY IMO No.: 4138371 |
| 1.12 | Commercial operator - Full style: |  **ORKIM SHIP MANAGEMENT SDN BHD** LEVEL 15, MENARA TSR, NO 12 JLN PJU 7/3,  MUTIARA DAMANSARA,  47810 PETALING JAYA, SELANGOR TEL : +603 7733 4228 FAX: +603 7733 5228 EMAIL : COMMERCE@ORKIMSHIP.COM  COMPANY IMO No.: 4138371 |
| 1.13 | Disponent owner - Full style: |  **PETCO TRADING LABUAN COMPANY LTD.** (PTLCL) Level 63, Tower 2, PETRONAS Twin Towers, Kuala Lumpur City Centre, 50088 Kuala Lumpur,  Malaysia.PIC: ERNIETEL: +6017 603 4062 |
| **Insurance** |
|   | P & I Club - Full Style: |  THE SHIPOWNERS MUTUAL PROTECTION & INDEMNITY ASSOCIATION  (LUXEMBOURG) 99 GRAND-RUE L-1661 LUXEMBOURG |
| 1.15 | P & I Club pollution liability coverage/expiration date: | USD 1,000 MILLIONS | 20 FEB 2025 |
| 1.16 | Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter) | GREAT EASTERN GENERAL INSURANCE MALAYSIA BERHAD 198301007025 (102249-P)LEVEL 18, MENARA GREAT EASTERN, 303, JALAN AMPANG, DESA PAHLAWAN, 50450 KUALA LUMPUR, FEDERAL TERRITORY OF KUALA LUMPUR. |
| 1.17 | Hull & Machinery insured value/expiration date: | RM 76,000,000.00 | 08 JUNE 2025 |
| **Classification** |
| 1.18 | Classification society: |  AMERICAN BUREAU OF SHIPPING (ABS) |
| 1.18a | Is Classification Society an IACS Member? |  Yes. |
| 1.19 | Class notation: |  ABS,A1, (E), Oil Carrier, ESP, CPS, BWT, UMILD,AMS, ACCU, VEC, IHM |
| 1.20 | Does the vessel have any open condition of Class If yes List all open condition | No, N/A |
| 1.20a | Does the vessel have any Memoranda of Class? If yes, list details | No, N/A |
| 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, N/A |
| 1.23 | Date/place of last dry-dock: |  25 APRIL 2024 / MMHE, JOHOR, MALAYSIA |
| 1.24 | Date next dry dock due/next annual survey due: | 19 APR 2026 | 19 APR 2025 |
| 1.25 | Date of last special survey/next special survey due: | N/A | 19 APR 2026 |
| 1.26 | If ship has Condition Assessment Program (CAP), what is the latest overall | N/A |
| **Dimensions** |
| 1.27 | Length overall (LOA): | 139.90 M |
| 1.28 | Length between perpendiculars (LBP): | 132.00 M |
| 1.29 | Extreme breadth (Beam): | 22.00 M |
| 1.30 | Moulded depth: | 11.60 M |
| 1.31 | Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: | 37.80 M | N/A |
| 1.32 | Distance bridge front to center of manifold: | 42.55M |
| 1.33 | Bow to center manifold (BCM)/Stern to center manifold (SCM): | 69.15 M | 70.75 M |
| 1.34 | Parallel body distances | Lightship | Normal Ballast | Summer DWT |
| Forward to mid-point manifold: | 15.079 M | 26.672 M | 37.320 M |
| Aft to mid-point manifold: | 18.490 M | 30.105 M | 39.809 M |
| Parallel body length: | 33.569 M | 56.777 M | 77.129 M |
| **Tonnages** |
| 1.35 | Net Tonnage: | 4604 |
| 1.36 | Gross Tonnage/Reduced Gross Tonnage (if applicable): | 9970 | N/A |
| 1.37 | Suez Canal Tonnage - Gross (SCGT)/Net (SCNT): | N/A | N/A |
| 1.38 | Panama Canal Net Tonnage (PCNT): | N/A |
| **Loadline Information** |
| 1.39 | Loadline | Freeboard | Draft | Deadweight | Displacement |
| Summer: | 3.111M | 8.500 M | 14913.9 MT | 19570.6MT |
| Winter: | 3.288M | 8.323M | 14435.5 MT | 19092.2MT |
| Tropical: | 2.934 M | 8.677 M | 15394.8 MT | 20051.5MT |
| Lightship: | 9.156 M | 2.455 M | 0.0 MT | 4656.7MT |
| Normal Ballast Condition: | 6.485 M | 5.126M | 6211.1 MT | 10867.8 MT |
| Segregated Ballast Condition: | 6.485 M | 5.126M | 6211.1 MT | 10867.8 MT |
| 1.40 | FWA/TPC at summer draft: | 181 MM | 27.1 MT |
| 1.41 | Does vessel have multiple SDWT? If yes, please provide all assigned loadlines: | N/A |
| 1.42 | Constant (excluding fresh water): | N/A |
| 1.43 | What is the company guidelines for Under Keel Clearance (UKC) for this vessel? | **Ocean Passage:** At least 20% of deepest draft or 2.0 meters, whichever is greater.**Coastal Passage**: At least 15% of the deepest draft or 1.5 meters, whichever is greater.I**n Port and/or Shallow waters**: At least 10% of the deepest draft or 1.0 meter, whichever is greater.**At berth / SBM / CPM**: At least 1.5% of the vessel’s extreme breadth or 0.4 meter, whichever is greater. |
| 1.44 | What is the max height of mast above waterline (air draft) | Full Mast | Collapsed Mast |
| Summer deadweight: | 29.30 M | N/A |
| Normal ballast: | 32.674 M | N/A |
| Lightship: | 35.345 M | N/A |
| **2.** | **CERTIFICATES** | **Issued** | **Last Annual** | **Last Intermediate** | **Expires** |
| 2.1 | Safety Equipment Certificate (SEC): | 20 APR 2021 | 11 JUL 2023 | 03 MAY 2024 | 19 APR 2026 |
| 2.2 | Safety Radio Certificate (SRC): | 20 APR 2021 | 21 JUN 2023 | 03 MAY 2024 | 19 APR 2026 |
| 2.3 | Safety Construction Certificate (SCC): | 20 APR 2021 | 11 JUL 2023 | 03 MAY 2024 | 19 APR 2026 |
| 2.4 | International Loadline Certificate (ILC): | 20 APR 2021 | 21 JUN 2023 | 03 MAY 2024 | 19 APR 2026 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | 20 APR 2021 | 11 JUL 2023 | 03 MAY 2024 | 19 APR 2026 |
| 2.6 | International Ship Security Certificate (ISSC): | 02 OCT 2021 | N/A | N/A | 01 OCT 2026 |
| 2.7 | Maritime Labour Certificate (MLC): | 02 OCT 2021 | N/A | N/A | 01 OCT 2026 |
| 2.8 | Minimum Safe Manning Certificate (MSM) | 11 MAY 2021 | N/A | N/A | 06 MAY 2026 |
| 2.8 | ISM Safety Management Certificate (SMC): | 28 OCT 2021 | N/A | N/A | 01 OCT 2026 |
| 2.9 | Document of Compliance (DOC): | 21 OCT 2024 | N/A | N/A | 22 OCT 2029 |
| 2.10 | USCG Certificate of Compliance (USCGCOC): | N/A | N/A | N/A | N/A |
| 2.11 | Civil Liability Convention (CLC) 1992 Certificate: | 07 FEB 2024 | N/A | N/A | 20 FEB 2025 |
| 2.12 | Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate: | 07 FEB 2024 | N/A | N/A | 20 FEB 2025 |
| 2.13 | Liability for the Removal of Wrecks Certificate (WRC): | 07 FEB 2024 | N/A | 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) | 20 MAY 2021 | 11 JUL 2023 | 03 MAY 2024 | 19 APR 2026 |
| 2.17 | Certificate of Registry (COR): | 03 MAY 2021 | N/A | N/A | N/A |
| 2.18 | International Sewage Pollution Prevention Certificate (ISPPC): | 20 APR 2021 | N/A | N/A | 19 APR 2026 |
| 2.19 | Certificate of Fitness (COF): | N/A | N/A | N/A | N/A |
| 2.20 | International Energy Efficiency Certificate (IEEC): | 22 APR 2021 | N/A | N/A | N/A |
| 2.21 | International Air Pollution Prevention Certificate (IAPPC): | 20 APR 2021 | 11 JUL 2023 | 03 MAY 2024 | 19 APR 2026 |
| 2.22 | Ship Sanitation Control (SSCC)/ Ship Sanitation Control Exemption (SSCE) | 07 DEC 2024 | N/A | N/A | 06 JUN 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”? : | 20 APRIL 2021 | 11 JULY 2023 | 03 MAY 2024 | 19 APRIL 2026 |
| **Documentation** |
| 2.20 | Owner warrant that vessel is member of ITOPF and will remain so entire duration of this voyage/contract: | for the |  |  | YES |  |
| 2.21 | Does vessel have in place a Drug and Alcohol Policy complying with guidelines for Control of Drugs and Alcohol Onboard Ship? | OCIMF |  |  | YES |  |
| 2.22 | Is the ITF Special Agreement on board (if applicable)? |  |  |  | YES |  |
| 2.23 | ITF Blue Card expiry date (if applicable): |  |  |  | 20 FEB 2025 |  |
| **3.** | **CREW** |  |  |  |  |
| 3.1 | Nationality of Master: |  | INDONESIAN |  | CHINA |
| 3.2 | Number and nationality of Officers: | 11 | MALAYSIA / MYANMAR / INDONESIA |  | MALAYSIA,CHINAR |
| 3.3 | Number and nationality of Crew: | 11 | MALAYSIA / MYANMAR / INDONESIA |  | MALAYSIA & CHINA |
| 3.4 | What is the common working language onboard: |  | ENGLISH |  | English |
| 3.5 | Do officers speak and understand English? |  | YES |  | Yes |
| 3.6 | If Officers/ratings employed by a manning agency - Fullstyle: |  | N/A |  | N/A |
| **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): | YesIMO Resolution A.741(18) |
| 5.2 | Can the ship comply with the ICS Helicopter Guidelines? | N/A |
| 5.2.1 | If Yes, state whether winching or landing area provided: | N/A |
| 5.2.2 | If Yes, what is the diameter of the circle provided: | N/A |

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| **6.** | **COATING/ANODES** |  |  |  |  |
| 6.1 | Tank Coating | Coated | Type | To What Extent | Anodes |
|  | Cargo tanks: | Yes | EPOXY | Whole Tank | No |
|  | Ballast tanks: | Yes | EPOXY | Whole Tank | Yes |
|  | Slop tanks: | Yes | EPOXY | Whole Tank | No |
| **7.** | **BALLAST** |  |  |  |  |
| 7.1 | Pumps | No. | Type | Capacity | At What Head (sg=1.0) |
|  | Ballast Pumps: | 2 | CENTRIFUGAL | 300 CU.M /HOUR | N/A |
|  | Ballast Eductors: | 1 | WATER DRIVEN | 50 CU.M/HOUR | N/A |
| **Ballast Water Management Systems (BWMS)** |
| 7.2 | Does the vessel comply with D1 or D2 Performance standards? | D2 PERFORMANCE STANDARD |
| 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: | ABS |
| 7.5 | Name of manufacturer of BWTS: |  |
| 7.6 | Does the BWTS have IMO type of approval? | YES |
| 7.7 | Is the BWTS of a USCG approved type? | N/A |
| **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 | Cargo Tank Capacities at 98% Full – Centre : N/ATotal Centre: N/ACargo Tank Capacities at 98% Full – Wing: 15989.451 CuMtrTotal Wing: 6WDeck Tank Capacities at 98% Full: N/ATotal Deck : N/A |
| 8.2.1 | Capacity (98%) of each natural segregation with double valve (specify tanks): | 1P&S: 2154.297 Cu.M 2P&S: 2482.219 Cu.M 3P&S: 2705.612 Cu.M 4P&S: 3285.284 Cu.M 5P&S: 2739.357 Cu.M 6P&S: 2622.682 Cu.M   |
| 8.2.2 | IMO class (Oil/Chemical Ship Type 1, 2 or 3): |  | OIL TANKER |
| 8.3 | Number of slop tanks and total cubic capacity (98%): | 2 | 475.409 Cu.M |
| 8.3.1 | Specify segregations which slops tanks belong to and their capacity with double valve: |  | N/A |
| 8.3.2 | Residual/retention oil tank(s) capacity (98%), if applicable: |  | N/A |
| **SBT Vessels** |
| 8.3.3 | What is total SBT capacity and percentage of SDWT vessel can maintain? | 6134.90Cu.M | 41.14% |
| 8.3.4 | Does vessel meet the requirements of MARPOL Annex I Reg 18.2: | N/A |  |
| **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): | Independent |  |  |  |
| 8.5 | Are there any cargo tank filling restrictions?If yes, specify number of slack tanks, max s.g., ullage restrictions etc.: | Yes, Max 98% of tank volume |  |  |  |
| 8.6 | Max loading rate for homogenous cargo | With VECS | Without VECS |  |  |
|  | Loaded per manifold connection: | 1000M3/HR | 1000M3/HR |  |  |
|  | Loaded simultaneously through all manifolds: | 1000M3/HR | 1000M3/HR |  |  |
| **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 |

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| **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, state if system includes auto closing of valves? | YES, NO |
|  | Are high level alarms fitted to the cargo tanks? If Yes, indicate whether to all tanks or partial: | YES, ALL TANKS |
| 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(2MMC+1 sampler) |
| **Vapor Emission Control System (VECS)** |
| 8.11 | Is a Vapour Emission Control System (VECS) fitted? | YES |
|  | If fitted, is vapour line return manifold in compliance with OCIMF Guidelines? | YES |
|  | If fitted, how many vapour return segregation can the vessel maintain simultaneously? | ONE |
|  | Does the ship possess Vapour Emission Control (VEC) Certification? If Yes, state the issuing authority | N/A |
| 8.12 | Number/size of VECS manifolds (per side): | 2 / 10 INCH | 2 / 10 INCH |
| 8.13 | Number/size/type of VECS reducers: | 2/ 10”-6” & 2/10”-8” (ANSI) |
| **Venting** |
| 8.14 | State what type of venting system is fitted: | P/V VALVES |
| **Cargo Manifolds and Reducers** |
| 8.15 | Total number/size of cargo manifold connections on each side: | 3 /12 INCHES |
| 8.15.1 | Does the vessel have a Common Line Manifold connection? If yes, describe: | YES, Number of manifold is 3 with C’Over valve. Any manifold can be used to load into all (1) cargo tanks |
| 8.16 | What type of valves are fitted at manifold: | BUTTERFLYVALVE /325MM |
| 8.17 | What is the material/rating of the manifold: | CAST STEEL |
| 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: | 1500Millimeters |
| 8.19 | Distance ships rail to manifold: | 4440Millimeters |
| 8.20 | Distance manifold to ships side: | 4600Millimeters |
| 8.21 | Top of rail to center of manifold: | 650Millimeters |
| 8.22 | Distance main deck to center of manifold: | 2100Millimeters |
| 8.23 | Spill tank grating to center of manifold: |  900Millimeters |
| 8.24 | Manifold height above the waterline in normal ballast/at SDWT condition: | 8.585M | 5.211M |
| 8.25 | Number/size/type of reducers: | 3 / 12''-10'' / ANSI, 3 / 12''-8''/ ANSI,3 /12''-6''/ ANSI, 3 / 12''-16'' ANSI |
| 8.26 | Is vessel fitted with a stern manifold? If yes, state size: | NO,N/A |
| **Heating** |
| 8.27 | Cargo/slop tanks fitted with a cargo heating system? | Type | Coiled | Material |
| Cargo Tanks: | N/A | N/A | N/A |
| Slop Tanks: | N/A | N/A | N/A |
| 8.27.1 | Is a Thermal Oil Heating system fitted? If yes, identify tanks? | N/A |
| 8.28 | Maximum temperature cargo can be loaded/maintained: | N/A | N/A |
| 8.28.1 | Minimum temperature cargo can be loaded/maintained: | N/A | N/A |
| **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? | NO / N/A |
| 8.30 | Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: | IGG |
| 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: | 2 |
| 8.32 | Pumps | No. | Type | Capacity | At What Head (sg=1.0) |
|  | Cargo Pumps: | 3 | Screw | 1000Cu.M/Hour |  |
| Cargo Eductors: | N/A | N/A | N/A | N/A |
| Stripping: | 1 | Screw | 200 Cu.M/Hour |  |
| 8.33 | Is at least one emergency portable cargo pump provided? | No |
| **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: | 100 Cu.M |
| 8.37 | Is a washing water heater fitted? If yes is it operational and state max washing water temperature: | YES 60C CC |
| 8.38 | What is the maximum number of machines that can be operated at their designed max pressure? |  4 |
| **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: | NON/A |
| 8.42 | Is vessel fitted with a cargo cooling system. If yes is it operational and state tanks applicable: | NON/A |
| 8.43 | Is steam available on deck? | NO |
| **9.** | **MOORING** |  |  |  |  |  |
| **9.1** | **Provide details for Mooring Ropes, Wires, Tails and Shackels** |  |  |  |  |  |
| 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: |  |  |  |  |  |
|  | Main deck fwd: |  |  |  |  |  |
|  | Main deck aft: |  |  |  |  |  |
|  | Poop deck: |  |  |  |  |  |
| 9.3 | Ropes (on drums) | No. | Diameter | Material | Length | Breaking Strength |
|  | Forecastle: | 4 | 60 mm | MIXED PP | 190 M | 558KN |
|  | Main deck fwd: |  |  |  |  |  |
|  | Main deck aft: |  |  |  |  |  |
|  | Poop deck: | 4 | 60 mm | MIXED PP | 190 M | 558KN |
| 9.4 | Other lines | No. | Diameter | Material | Length | Breaking Strength |
|  | Forecastle: | 2 | 60 mm | MIXED PP | 190 M | 558KN |
|  | Main deck fwd: |  |  |  |  |  |
|  | Main deck aft: |  |  |  |  |  |
|  | Poop deck: | 2 | 60 mm | MIXED PP | 190 M | 558KN |
| 9.2 | **Detail of winches and brake testing including rendering loads** |
| 9.5 | Winches | No. | No .Drums | Motive Power | Brake Capacity | Type of Brake |
|  | Forecastle: | 2 | Double | 10.5KN | 336KN | BAND BRAKE |
|  | Main deck fwd: |  |  |  |  |  |
|  | Main deck aft: |  |  |  |  |  |
|  | Poop deck: | 2 | Double | 10.5KN | 336KN | BAND BRAKE |
| **9.3** | **Provide details of mooring Bollards and Bitts** |
| 9.6 | Bitts |  | No. Bitts | SWL Bitts |  |  |
|  | Forecastle: |  | 2 / 2 | 64.1T/104.5T |  |  |
|  | Main deck fwd: |  |  2 / 2  | 45.4T / 39.2T |  |  |
|  | Main deck aft: |  | 2 | 45.4T |  |  |
|  | Poop deck: |  | 2 / 2 / 2 | 39.2T/64.1T/104.5T |  |  |
| **9.4** | **Provide details of Mooring Fairleads/ Chocks** |
|  | Chocks and Fairleads |  | No. Closed Chocks | SWL Closed Chocks |  |  |
|  | Forecastle: |  | 4/2/2/1 | 64.1 / 45.4/39.2/104.5 |  |  |
|  | Main deck fwd: |  |  2 / 2  | 45.4T / 39.2T |  |  |
|  | Main deck aft: |  | 2 | 45.4T |  |  |
|  | Poop deck: |  | 2/4/ 1 | 64.1T/39.2T/104.5T |  |  |
| **Anchors/Emergency Towing System** |
| 9.5 | Number of shackles on port/starboard cable: | 11 | 10 |
| 9.6 | Type/SWL of Emergency Towing system forward: | 1 BOLLARD | 80.3 T |
| 9.7 | Type/SWL of Emergency Towing system aft: | 1 BOLLARD | 80.3 T |
| 9.8 | What is size of closed chock and /or fairleads of enclosed type on stern: |  B360 / Panama Chock |  N/A |

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| **Escort Tug** |
| 9.10 | What is size/SWL of closed chock and/or fairleads of enclosed type on stern: | 450mm /  | 51 T |
| 9.11 | What is SWL of bollard on poop deck suitable for escort tug: |  | 39.2T  |
| **Lifting Equipment/Gangway** |
| 9.12 | Derrick/Crane description (Number, SWL and location): |  1 / 5T / MIDSHIP |
| 9.13 | Accommodation ladder direction: |  AFT |
|  | Does vessel have a portable gangway? If yes, state length: |  YES / 10 MTR & 5 MTR |
| **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)’:? |  N/A |
| 9.15 | If fitted, how many chain stoppers: |  N/A |
| 9.16 | Details of Bow chain Stoppers: |  N/A |
| 9.17 | What is the maximum size chain diameter the bow stopper(s) can handle: |  N/A |
| 9.18 | Distance between the bow fairlead and chain stopper/bracket: |  N/A |
| 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****PROPULSION** |
| 10.1 | Speed | Maximum | Economical |
| Ballast speed: | 13.5 | 13.0 |
| Laden speed: | 13.0 | 12.0 |
| 10.2 | What type of fuel is used for main propulsion/generating plant: | IFO 380CST | MGO |
| 10.3 | Type/Capacity of bunker tanks: | IFO : 352.02M3 MGO : 144.54M3 |
| 10.4 | Is vessel fitted with fixed or controllable pitch propeller(s): | Fixed |
| 10.5 | Engines | No | Capacity | Make/Type |
| Main engine: | 1 | 3700 KW | AKASAKA 6UEC33LSE-C2 WITH LPSCR |
| Aux engine: | 3 | 700 KW | MITSUBISHI/S12A2-T2MPTAW |
| Power packs: | 2 | 110.0KN/75KN | ZHEJIANGWANTONG,YMFJ(50)/YB(50) |
| Boilers: | 1 | 1200 Kg/h | ZHANGJIAGANG HAILU TECHNOLOGY CO.LED/COMPOSITE |
| **Bow/Stern Thruster** |
| 10.6 | What is brake horse power of bow thruster (if fitted): | N/A |
| 10.7 | What is brake horse power of stern thruster (if fitted): | N/A |
| **Environmental/Emissions** |
| 10.8 | Does the vessel have and EEDI Rating Number? If yes then provide EEDI rating: | 8.39 grams-CO2/tonne-mile |
|  | If no then provide reason: | N/A |
|  | Is EEDI rating verified by Class, 3rd Party or Owner? | OWNER |
| 10.9 | Does the vessel have an EEXI Rating number? If yes then provide EEXI rating | N/A |
|  | If No then provide reason: | N/A |
|  | Is the EEXI rating verified by Class, 3rd Party or Owner? | N/A |
| 10.10 | Does the vessel have a CII Rating number? If yes then provide CII rating: | **C** |
|  | If No then provide reason | N/A |
|  | Is the CII rating verified by Class, 3rd Party or Owner? | OWNER |
| 10.11 | Does the vessel have an EIV Rating number? If yes then provide EIV rating | 15.126 |
|  | If No then provide reason | N/A |
|  | Is the EIV rating verified by Class, 3rd Party or Owner? | OWNER |
| 10.12 | What is the ships NOx control level (Tier I, Tier II, and Tier III)? | TIER III |
|  | 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...) | N/A |
|  **Exhaust Gas Cleaning System/Scrubber** |
| 10.13 | Does the vessel use an Exhaust Gas Cleaning System? | YES |
| 110.14 | What is the type of scrubber fitted as part of the EGCS onboard? | SCR TYPE |
| **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: | 7 M |
| 11.3 | Date/place of last STS operation: | N/A |
| 11.4 | Does the vessel have a ship specific STS plan: | Yes, approved by ABS. |
| **12.** | **RECENT OPERATIONAL HISTORY** |  |
| 12.1 | Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last): | CLEAN PETROLEUM PRODUCT |
| 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, 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: | 23 JUL 2024 / SINGAPORE |
| 12.4 | Any outstanding deficiencies as reported by any Port State Control? If yes, provide details: | No N/A |
| 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.* |  PETRONAS IDEMITSU |
| 12.6 | Date/Place of last SIRE inspection: | 06 NOV 2024 / PRAI, MALAYSIA |
| 12.6.1 | Date/Place of last CDI inspection: | N/A |
| 12.7 | Additional information relating to features of the ship or operational characteristics: | N/A |
| Revised 2024 (INTERTANKO/Q88.com) |