2INTERTANKO’S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 ( Q88)

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **1.** | | **VESSEL DESCRIPTION** | | | | | | | | | | | | | | | | | | |
| 1.1 | | Date updated: | | | | | | | | | | | 11 Mar 2024 | | | | | | | |
| 1.2 | | Vessel’s name (IMO number) : | | | | | | | | | | | LG ASPHALT 2 (9826885) | | | | | | | |
| 1.3 | | Vessel’s previous name (s) and date (s) of change: | | | | | | | | | | | 9826885 | | | | | | | |
| 1.4 | | Date delivered / Builder (where built) : | | | | | | | | | | | 06TH OCTOBER 2017 | | | | | | | |
| 1.5 | | Flag / Port of Registry : | | | | | | | | | | | Malaysia / Port Kelang | | | | | | | |
| 1.6 | | Call sign / MMSI : | | | | | | | | | | | 9 M W S 7 / 533130716 | | | | | | | |
| 1.7 | | Vessel’s contact details (satcom/fax/email etc.) : | | | | | | | | | | | [LG.Asphalt2@stationsatcommail.com](mailto:LG.Asphalt2@stationsatcommail.com) /  Ph +601787679976 | | | | | | | |
| 1.8 | | Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC): | | | | | | | | | | | Oil Tanker / Asphalt Tanker | | | | | | | |
| 1.9 | | Type of hull: | | | | | | | | | | | Double Hull | | | | | | | |
| **Ownership and Operation** | | | | | | | | | | | | | | | | | | | | |
| 1.10 | | Registered owner – Full style | | | | | | | | | | | MAY TANKER SDN BHD  Unit 809, Block C, Kelana Square  No. 11, Jalan SS 7/26, Kelana Jaya  47301 Petaling Jaya, Selangor, Malaysia  Tel: + 603-74918138  Fax: + 603-74918137  E-mail: [operation@maytanker.com](mailto:operation@maytanker.com) | | | | | | | |
| 1.11 | | Technical operator – Full style: | | | | | | | | | | | MAY MARITIME SERVICES SDN BHD  Unit 809, Block C, Kelana Square  No. 11, Jalan SS 7/26, Kelana Jaya  47301 Petaling Jaya, Selangor, Malaysia  Tel: + 603-74918138  Fax: + 603-74918137  E-mail: [operation@maymaritime.com](mailto:operation@maymaritime.com) | | | | | | | |
| 1.12 | | Commercial operator – Full style : | | | | | | | | | | | MAY TANKER SDN BHD  Unit 809, Block C, Kelana Square  No. 11, Jalan SS 7/26, Kelana Jaya  47301 Petaling Jaya, Selangor, Malaysia  Tel: + 603-74918138  Fax: + 603-74918137  E-mail: [operation@maytanker.com](mailto:operation@maytanker.com) | | | | | | | |
| 1.13 | | Disponent owner – Full style : | | | | | | | | | | | N/A | | | | | | | |
| **Insurance** | | | | | | | | | | | | | | | | | | | | |
| 1.14 | | P & I Club – Full style | | | | | | | | THE SHIPOWNERS’ MUTUAL PROTECTION AND INDEMNITY  ASSOCIATION (LUXEMBOURG)  9 TEMASEK BOULEVARD SUNTEC TOWER  TWO #22-02 SINGAPORE 038989 | | | | | | | | | | |
| 1.15 | | P&I Club pollution liability coverage / expiration date : | | | | | | | | | | | 1 Billion USD | | | | | Feb 20, 2025 | | |
| 1.16 | | Hull & Machinery insured by – Full Style : | | | | | | | | GREAT EASTERN GENERAL INSURANCE (MALAYSIA) BERHAD (102249-P)  Level 18, Menara Great Eastern, 303, Jalan Ampang, 50450 Kuala Lumpur  General Line: (603) 4259 888 Fax: (603) 4813 0055  Customer Service Careline: 1300 1300 88  Website: [www.greateasterngeneral.com](http://www.greateasterngeneral.com) | | | | | | | | | | |
| 1.17 | | Hull & Machinery insured valve / expiration date | | | | | | | | | | | RM 16,830,000 | | | | | 23 December 2024 | | |
| **Classification** | | | | | | | | | | | | | | | | | | | | |
| 1.18 | | Classification society : | | | | | | | | | | | CHINA CLASSIFICATION SOCIETY | | | | | | | |
| 1.19 | | Class notation | | | | | | | | | | | CSM MCC:BRC:BWMS | | | | | | | |
| 1.20 | | Is the vessel subject to any conditions of class, class extensions,  Outstanding memorandums or class recommendations? If yes, give details : | | | | | | | | | | | NO | | | | | | | |
| 1.21 | | If Classification society changed, name of previous society and date of change : | | | | | | | | | | | NO | | | | | | | |
| 1.22 | | Does the vessel have ice class? If yes, state what level: | | | | | | | | | | | NO | | | | | | | |
| 1.23 | | Date / place of last dry – dock: | | | | | | | | | | | NEW BUILD | | | | | | | |
| 1.24 | | Date next dry-dock due / next annual survey due :: | | | | | | | | | | | 27-09-2027 | | | | | 27-09-2024 | | |
| 1.25 | | Date of last special / next special survey due: | | | | | | | | | | | 15-09-2022 | | | | | 27-09-2027 | | |
| 1.26 | | If ship has Condition Assessment Program ( CAP ), what is the latest  Overall rating: | | | | | | | | | | | N/A | | | | | | | |
| **Dimensions** | | | | | | | | | | | | | | | | | | | | |
| 1.27 | | Length overall (LOA) : | | | | | | | | | | | 99.5 mtrs | | | | | | | |
| 1.28 | | Length Between Perpendiculars ( LBP ): | | | | | | | | | | | 94.5 mtrs | | | | | | | |
| 1.29 | | Extreme breadth ( Beam ): | | | | | | | | | | | 18.6 mtrs | | | | | | | |
| 1.30 | | Moulded depth: | | | | | | | | | | | 9.00 mtrs | | | | | | | |
| 1.31 | | Keel to Masthead (KTM) / Keel to masthead (KTM) in collapsed condition (if applicable): | | | | | | | | | | | 32.00 mtrs | | | | | N/A | | |
| 1.32 | | Bow to center manifold (BCM) / Stern to Center Manifold ( SCM ); | | | | | | | | | | | 47.200 mtrs | | | | | 52.300 mtrs | | |
| 1.33 | | Distance bridge front to center front to center of manifold | | | | | | | | | | | 24.85 Mtrs | | | | | | | |
| 1.34 | | Parallel body distance | | | | | Light Ship | | | | | | Normal Ballast | | | | | Summer DWT | | |
|  | | Forward to mid-point manifold | | | | | 20030 mtrs | | | | | | 26.60 Mtrs | | | | | 28.70 mtrs | | |
|  | | Aft to mid-point manifold | | | | | 22.40 mtrs | | | | | | 25.90 Mtrs | | | | | 29.40 mtrs | | |
|  | | Parallel body length: | | | | | 42.70 mtrs | | | | | | 52.50 Mtrs | | | | | 56.10 mtrs | | |
| **Tonnages-** | | | | | | | | | | | | | | | | | | | | |
| 1.35 | | Net Tonnage: | | | | | | | | | | | 1515.00 MT | | | | | | | |
| 1.36 | | Gross Tonnage / Reduced Gross Tonnage ( if applicable ) : | | | | | | | | | | | 5051.00 MT | | | | NA | | | |
| 1.37 | | Suez Canal Tonnage – Gross (SCGT) / Net ( SCNT ): | | | | | | | | | | | N/A | | | | NA | | | |
| 1.38 | | Panama Canal Net Tonnage ( PCNT ): | | | | | | | | | | | N/A | | | | | | | |
| **Load Line Information** | | | | | | | | | | | | | | | | | | | | |
| 1.39 | | Load Line | Freeboard | | | | | Draft | | | | | Deadweight | | | | Displacement | | | |
|  | | Summer: | 3.200 mtrs | | | | | 5.800 mtrs | | | | | 5274.3 MT | | | | 8051.9 MT | | | |
|  | | Winter: | 3.303 mtrs | | | | | 5.697 mtrs | | | | | 5074.5 MT | | | | 7852.1 MT | | | |
|  | | Tropical: | 3.079 mtrs | | | | | 5.921 mtrs | | | | | 5475.0 MT | | | | 8252.6 MT | | | |
|  | | Lightship: | 6.689 mtrs | | | | | 2.311 mtrs | | | | | - | | | | 2777.6 MT | | | |
|  | | Normal Ballast Condition: | 5.357mtrs | | | | | 3.643 mtrs | | | | | 1911.3 MT | | | | 4688.9 MT | | | |
|  | | Segregated Ballast Condition : | YES | | | | |  | | | | |  | | | |  | | | |
| 1.40 | | FWA / TPC at summer draft: | | | | | | | | | | | 115 mm | | | | 5274.3 MT | | | |
| 1.41 | | Does vessel have multiple SDWT? If Yes, provide all assigned loadlines : | | | | | | | | | | | N/A | | | | | | | |
| 1.42 | | Constant (excluding fresh water) : | | | | | | | | | | | 160 T | | | | | | | |
| 1.43 | | What is the company guidelines for Under Keel Clearance (UKC) for this vessel? | | | | | * **Ocean Passage**: 20 % of the maximum draft or 3.0 metre whichever the higher. * **On Fairway Passage outside port limit**: 15 % of the maximum draft or 1.0 metre whichever the higher. * **On Fairway Passage inside port limit**: 10% of the maximum draft or 0.5 metre whichever the higher. * **Alongside Berth**: 10 % of the maximum draft or 0.5 metre whichever the higher. | | | | | | | | | | | | | |
| 1.44 | | What is the max height of mast above water line (air draft): | | | | | | | | | | | Full Mast | | | | Collapsed Mast | | | |
|  | | Light Ship: | | | | | | | | | | | 29.689 mtrs | | | | N/A | | | |
|  | | Normal Ballast: | | | | | | | | | | | 28.357 mtrs | | | | N/A | | | |
|  | | At loaded summer deadweight: | | | | | | | | | | | 26.20 mtrs | | | | N/A | | | |
|  | |  | | | | | | | | | | |  | | | | | | | |
| **2.** | | **CERTIFICATION** | | | | | **Issued** | | | | | | **Last Annual**  **Or Intermediate** | | | | **Expires** | | | |
| 2.1 | | Safety Equipment Certificate (SEC) : | | | | | 15 Sept 2022 | | | | | | 04 August 2023 | | | | 27 Sept 2027 | | | |
| 2.2 | | Safety radio Certificate (SRC) : | | | | | 15 Sept 2022 | | | | | | 04 August 2023 | | | | 27 Sept 2027 | | | |
| 2.3 | | Safety Construction Certificate (SCC) : | | | | | 15 Sept 2022 | | | | | | 04 August 2023 | | | | 27 Sept 2027 | | | |
| 2.4 | | Load line Certificate (ILC) : | | | | | 15 Sept 2022 | | | | | | 04 August 2023 | | | | 27 Sept 2027 | | | |
| 2.5 | | International Oil Pollution Prevention  Certificate ( IOPPC ) | | | | | 15 Sept 2022 | | | | | | 04 August 2023 | | | | 27 Sept 2027 | | | |
| 2.6 | | International Ship Security Certificate ( ISSC ) : | | | | | 15 Sept 2022 | | | | | | - | | | | 14 Sept 2027 | | | |
| 2.7 | | Maritime Labour Convention (MLC) | | | | | 15 Sept 2022 | | | | | | - | | | | 14 Sept 2027 | | | |
| 2.8 | | Safety Management Certificate ( SMC ) | | | | | 15 Sept 2022 | | | | | | - | | | | 14 Sept 2027 | | | |
| 2.9 | | Document of Compliance ( DOC ) | | | | | 30 JULY 2020 | | | | | | - | | | | 30 July 2025 | | | |
| 2.10 | | USCG CERTIFICATE OF Compliance (USCGCOC) : | | | | | N/A | | | | | | N/A | | | | N/A | | | |
| 2.11 | | Civil Liability Convention (CLC) 1992 Certificate: | | | | | 17 Feb 2024 | | | | | | - | | | | 20 Feb 2025 | | | |
| 2.12 | | Civil Liability for Bunker Oil Pollution  Damage Convention (CLBC) Certificate: | | | | | 17 Feb 2024 | | | | | | - | | | | 20 Feb 2025 | | | |
| 2.13 | | Liability for the Removal of Wrecks Certificate (WRC) | | | | | 17 Feb 2024 | | | | | | - | | | | 20 Feb 2025 | | | |
| 2.14 | | U.S. Certificate of Financial Responsibility  (COFR): | | | | | N/A | | | | | | N/A | | | | N/A | | | |
| 2.15 | | Certificate of Class (COC) | | | | | 15 Sept 2022 | | | | | | 04 August 2023 | | | | 27 Sept 2027 | | | |
| 2.16 | | International Sewage Pollution Prevention  Certificate (ISPPC) : | | | | | 15 Sept 2022 | | | | | | 04 August 2023 | | | | 27 Sept 2027 | | | |
| 2.17 | | Certificate Of Fitness (COF) : | | | | | N/A | | | | | | N/A | | | | N/A | | | |
| 2.18 | | International Energy Efficiency Certificate (IEEC) : | | | | | 28 Sept 2017 | | | | | | N/A | | | | N/A | | | |
| 2.19 | | International Air Pollution Certificate (IAPPC) : | | | | | 15 Sept 2012 | | | | | | 04 August 2023 | | | | 27 Sept 2027 | | | |
| **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 ad 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 : | | | | | | | | | | |  | | | | N/A | | | |
|  | |  | | | | | | | | | | |  | | | | | | | |
| **3.** | | **CREW** | | | | | | | | | | | | | | | | | | |
| 3.1 | | Nationality Of Master : | | | | | | | | | | | INDONESIAN | | | | | | | |
| 3.2 | | Number and Nationality Of Officers: | | | | | | | | | | | 8 INDONESIAN & 1 MYANMAR | | | | | | | |
| 3.3 | | Number and Nationality Of Crew : | | | | | | | | | | | 7 INDONESIAN & 1 MALAYSIAN | | | | | | | |
| 3.4 | | What is the common working language onboard: | | | | | | | | | | | ENGLISH | | | | | | | |
| 3.5 | | Do Officers speak and understand English? | | | | | | | | | | | YES | | | | | | | |
| 3.6 | | If Officers/Crew employed by a Manning Agency – Full style : | | | | | May Maritime Service Sdn Bhd  Address as above para 1.11 | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | |
| **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 Respone Organization (OSRO) – Full style | | | | | | | | | N/A | |  | | | | | | | |
| 4.4 | | Salvage and Marine Firefighting Service (SMFF) – Full Style : | | | | | | | | | N/A | |  | | | | | | | |
|  | |  | | | | | | | | |  | |  | | | | | | | |
| **5.** | | **Safety / Helicopter** | | | | | | | | | | | | | | | | | | |
| 5.1 | | Is this vessel operated under a Quality Management System? If Yes, what type of system?  (ISO09001 or IMO Resolution A.741(18) as amended): | | | | | | | | | | | | YES,IMO Resolution A.741/(18) as Amended | | | | | | |
| 5.2 | | Can the ship comply with the ICS Helicopter Guidelines? | | | | | | | | | | | | NO | | | | | | |
| 5.2.1 | | If Yes, state whether winching or landing area provided : | | | | | | | | | | | | NO | | | | | | |
| 5.2.2 | | If Yes, what is the diameter of the circle provided : | | | | | | | | | | | | NO | | | | | | |
|  | |  | | | | | | | | | | | |  | | | | | | |
| **6.** | | **Coating / Anodes** | | | | | | | | | | | | | | | | | | |
| 6.1 | | Tank Coating | | Coated | | | | | Type | | | | To What Extend | | | | | Anodes | | |
|  | | Cargo Tanks : | | N/A | | | | |  | | | |  | | | | |  | | |
|  | | Ballast Tanks : | | Yes | | | | | High Solid Epoxy | | | | Whole Taks | | | | | Zinc Anode | | |
|  | | Slop Tanks : | | N/A | | | | |  | | | | N/A | | | | |  | | |
| **7.** | **Ballast** | | | | | | | | | | | | | | | | | | | |
| 7.1 | Pumps | | | | | | No. | | Type | | | | Capacity | | | | | At what Head (sg = 1.0) | | |
|  | Ballast Pumps | | | | | | 1 | | Vertical Centrifugal | | | | 250 Cu. Metres/Hour | | | | | Metres | | |
|  | Ballast Eductors : | | | | | | N/A | |  | | | |  | | | | |  | | |
|  |  | | | | | | | | | |  | | |  | | | | | | |
| **8.** | **CARGO AND BALLAST HANDLING** | | | | | | | | | | | | | | | | | | | |
| HANDLING 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%) : | | | | | | | | | | | | 4 | | | | 4,731.401 M3 | | | |
| 8.2.1 | Capacity ( 98%) of each natural segregation with double valve  ( specify tanks ) | | | | | | | | | | | | No. 1 P&S 1,151.676 M3 1,128,642 98%  No. 2 P&S 1,200.061 M3 1,176.060 98%  No. 3 P&S 1,210.060 M3 1,185.859 98%  No. 4 P&S 1,266.163 M3 1,240.840 98% | | | | | | | |
| 8.3 | Number of slop tanks and total cubic capacity (98%) | | | | | | | | | | | | N/A | | | |  | | | |
| 8.3.1 | Specify segregations which slops tanks belong to and their capacity with double valve : | | | | | | | | | | | | NA | |  | | | |  | |
| 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 ca maintan? | | | | | | | | | | | | 1,720.60 M3 | | | |  | 33 % | | |
| 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 : | | | | | | | | | | | | 1 | |  | |  | | | |
| 8.5 | Are there any cargo tank filling restrictions?  If Yes, specicy number of slack tanks, max s.g., ullage restriction etc : | | | | | | | | | | | | NO | |  | |  | | | |
| 8.6 | Max loading rate for homogenous cargo per manifold connection: | | | | | | | | | | | | With VECS | | | | Without VECS | | | |
|  | Loaded per manifold conection : | | | | | | | | | | | | NA | | | | 500 Cu.M/Hours | | | |
|  | Loaded simultaneously through all manifolds | | | | | | | | | | | | NA | | | | 500 Cu.M/Hours | | | |
| **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, Saab Radar, Final Ullage by Sounding | | | | | | | |
| **Gauging and Sampling** | | | | | | | |  | | | | |  | | | |  | | | |
| 8.9 | Is gauging system certified and calibrated? If yes, specify which ones are not calibrated : | | | | | | | | | | | | Yes | | | | | | | |
|  | 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: | | | | | | | | | | | | 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: | | | | | | | | | | | | NA | | | | | | | |
| **Vapor Emission Control :** | | | | | | | | | | | | | | | | | | | | |
| 8.11 | Is a vapour Emission Control System ( VECS) fitted?: | | | | | | | | | | | | NO | | | | | | | |
| 8.12 | Number/size of VECS manifolds ( per side ): | | | | | | | | | | | | N/A | | | | | | | |  |
| 8.13 | Number / size / type of VECS reducers : | | | | | | | | | | | | N/A | | | | | | | |
| **Venting** | | | | | | | | | | | | | | | | | | | | |
| 8.14 | State what type of venting system is fitted : | | | | | | | | | | | | Common Vent | | | | | | | |
| **Cargo Manifolds and Reducers** | | | | | | | | | | | | | | | | | | | | |
| 8.15 | Total number / size of cargo manifold connections on each side : | | | | | | | | | | | | 2 Lines each, Stbd and Portside / 250 milimetres | | | | | | | |
| 8.16 | What type of valve are fitted at manifold: | | | | | | | | | | | | Gate Valve | | | | | | | |
| 8.17 | What is the material of the manifold: | | | | | | | | | | | | STEE | | | | | | | |
| 8.17.1 | Does vessel comply with the latest edition of the OCIMF Recommendations for Oil  Tankers Manifold and Associated Equipment: | | | | | | | | | | | | Yes | | | | | | | |
| 8.18 | Distance between cargo manifold centers: | | | | | | | | | | | | 970 mm | | | | | | | |
| 8.19 | Distance ships rail to manifold : | | | | | | | | | | | | 3,020 mm | | | | | | | |
| 8.20 | Distance manifold to ships side: | | | | | | | | | | | | 3,670 mm | | | | | | | |
| 8.21 | Top of Rail to center of manifold : | | | | | | | | | | | | 3,200 mm | | | | | | | |
| 8.22 | Distance main deck to center of manifold : | | | | | | | | | | | | 1,300 mm | | | | | | | |
| 8.23 | Spill tanks grating to centre of manifold : | | | | | | | | | | | | 920 mM | | | | | | | |
| 8.24 | Manifold height above the waterline in normal ballast / at SDWT condition: | | | | | | | | | | | | 6,400 M | | | | | 4.300 M | | |
| 8.25 | Number / size / type of reducers | | | | | | | | | | | | CARGO  2/300mm – 250mm  3/300mm – 200mm  3/300mm – 150mm  1/300mm – 250nn ANSI 300  1/300mm – 200mm ANSI 300 | | | | | | | |
| 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 | | | | | STPG 38/SCH 160 | | |
|  | Slop Tanks : | | | | | | | | N/A | | | | N/A | | | | | N/A | | |
| 8.28 | Maximum temperature cargo can be loaded / maintained : | | | | | | | | | | | | 200 deg Celsius | | | | | MILD STEEL | | |
| 8.28.1 | Minimum temperature cargo can be loaded / maintained : | | | | | | | | | | | | 145 deg Celicius | | | | | MILD STEEL | | |
| **inert gas and crude oil washing** | | | | | | | | | | | | | | | | | | | | |
| 8.29 | Is an Inert Gas System ( IGS ) fitted / operational? | | | | | | | | | | | | NA | | | | | | | |
| 8.30 | Is a Crude Oil Washing (COW) installation fitted / operational? | | | | | | | | | | | | NA | | | | | | | |
| 8.31 | Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: | | | | | | | | | | | | NA | | | | | | | |
| **Cargo Pump** | | | | | | | | | | | | | | | | | | | | |
| 8.31 | How many cargo pumps can be run simultaneously at full capacity : | | | | | | | | | | | |  | | | | | | | |
| 8.32 | Pumps ; | | | | | No. | | Type | | | | | Capacity | | | | At What Head (sg=1.0) | | | |
|  | Cargo Pump : | | | | | 2 | | Gear Pump | | | | | 500 CuM/hrs | | | | Metres | | | |
|  | Cargo Eductors : | | | | |  | | - | | | | | Cu. Metres/Hour | | | | Metres | | | |
|  | Stripping : | | | | |  | | - | | | | | Cu. Metres/Hour | | | | Metres | | | |
| 8.33 | Is at least one emergency cargo pump provided? YES | | | | | | | | | | | |  | | | | | | | |
|  |  | | | | | | | | | | | |  | |  | | | |  | |
| **9.** | **MOORING** | | | | | | | | | | | | | | | | | | | |
| 9.1 | Wires (on drums) | | | No | Diameter | | | | | Material | | | Length | | | | Breaking strength | | | |
|  | Forecastles: | | | NA | Milimetres | | | | |  | | | Metres | | | | Metric Tones | | | |
|  | Main Deck fwd: | | | NA | Milimetres | | | | |  | | | Metres | | | | Metric Tones | | | |
|  | Main Deck aft: | | | NA | Milimetres | | | | |  | | | Metres | | | | Metric Tones | | | |
|  | Poop deck: | | | NA | Milimetres | | | | |  | | | Metres | | | | Metric Tones | | | |
| 9.2 | Wire tails | | | No | Diameter | | | | | Material | | | Length | | | | Breaking strength | | | |
|  | Forecastle: | | | NA | Milimetres | | | | |  | | | Metres | | | | Metric Tones | | | |
|  | Main deck fwd: | | | NA | Milimetres | | | | |  | | | Metres | | | | Metric Tones | | | |
|  | Main deck aft: | | | NA | Milimetres | | | | |  | | | Metres | | | | Metric Tones | | | |
|  | Poop deck: | | | NA | Milimetres | | | | |  | | | Metres | | | | Metric Tones | | | |
| 9.3 | Ropes(on drums) | | | No | Diameter | | | | | Material | | | Length | | | | Breaking strength | | | |
|  | Forecastle: | | | 4 | 60 Milimetres | | | | | Mix Rope | | | 180 Metres | | | | 48 Metric Tones | | | |
|  | Main deck fwd: | | | NA | Milimetres | | | | |  | | | Metres | | | | Metric Tones | | | |
|  | Main deck aft: | | | NA | Milimetres | | | | |  | | | Metres | | | | Metric Tones | | | |
|  | Poop deck: | | | 2 | 60 Milimetres | | | | | Mix Rope | | | 200 Metres | | | | 48 Metric Tones | | | |
| 9.4 | Other lines | | | No | Diameter | | | | | Material | | | Length | | | | Breaking strength | | | |
|  | Forecastle: | | | 2 | 56 Milimetres | | | | | Synthetic rope | | | 220 Metres | | | | 48 Metric Tones | | | |
|  | Main deck fwd: | | | NA | Milimetres | | | | |  | | | Metres | | | | Metric Tones | | | |
|  | Main deck aft: | | | NA | Milimetres | | | | |  | | | Metres | | | | Metric Tones | | | |
|  | Poop deck: | | | 4 | 60 Milimetres | | | | | Synthetic rope | | | 220 Metres | | | | 48 Metric Tones | | | |
| 9.5 | Winches | | | No | No Drums | | | | | Motive Power | | | Brake Capacity | | | | Type of Brake | | | |
|  | Forecastle: | | | 2 | 2 | | | | |  | | | 33 Tones | | | |  | | | |
|  | Main deck fwd: | | | Na |  | | | | |  | | | Metric Tones | | | |  | | | |
|  | Main deck aft: | | | Na |  | | | | |  | | | Metric Tones | | | |  | | | |
|  | Poop deck: | | | 2 | 2 | | | | | Single Drum | | | 329.6 Tones | | | |  | | | |
| 9.6 | Bitts, closed chocks/fairleads : | | | | No. Bitts | | | | | SWL Bitts | | | No. Closed Chocks | | | | SWL Closed Chocks | | | |
|  | Forecastle: | | | | 4 | | | | | 2 x 25 T & 2 x 32 T | | | 4 | |  | | 21.00 Metric Tones | | | |
|  | Main deck fwd: | | | | 2 | | | | | 2 x 25 T | | |  | |  | | Metric Tones | | | |
|  | Main deck aft: | | | | 2 | | | | | 2 x 25 T | | |  | |  | | Metric Tones | | | |
|  | Poop deck: | | | | 4 | | | | | 2 x 25 T & 2 x 32 T | | | 6 | |  | | 23.00 Metric Tones | | | |
| **Anchors/Emergency Towing System** | | | | | | | | | | | | | | | | | | | | |
| 9.7 | | Number of shackles on por / starboard cable | | | | | | | | | | | 8/7 | | | | | | | |
| 9.8 | | Type / SWL of Emergency Towing system forward: | | | | | | | | | | | Bitts | | | | 50 Metric Tones | | | |
| 9.9 | | Type / SWL of Emergency Towing system aft: | | | | | | | | | | | Bitts | | | | 50 Metric Tones | | | |
| **Escort Tug** | | | | | | | | | | | | | | | | | | | | |
| 9.10 | | What is SWL and size of closed chock and/or fairleads of enclosed Type of stern: | | | | | | | | | | | N/A | | | | N/A | | | |
| 9.11 | | What is SWL of bollard on poop deck suitable for escort tug: | | | | | | | | | | | N/A | | | | | | | |
| **Lifting Equipment** | | | | | | | | | | | | | | | | | | | | |
| 9.12 | | Derrick / crane description ( Number, SWL and location ): | | | | | | | | | | | 1 x 0.98 T on Main Deck | | | | | | | |
| 9.13 | | Accomodation ladder direction : | | | | | | | | | | | Accommodation area / aft to fwd | | | | | | | |
|  | | Does vessel have a portable gangway? If Yes, state length: | | | | | | | | | | | YES.7 Metres | | | | | | | |
| **Single Point Mooring (SPM) Equipment :** | | | | | | | | | | | | |  | |  | |  | | | |
| 9.14 | | Does the vessel meet the recommendations in the latest edition of OCIMF  ‘Recommendations or Equipment Employed in the Bow Mooring of Conventional  Tankers at Singel Point Moorings (SPM)’: | | | | | | | | | | | N/A | | | | | | | |
| 9.15 | | If fitted, how many chain stoppers : | | | | | | | | | | | N/A | | | |  | | | |
| 9.16 | | State Type / SWL of chain stopper (s): | | | | | | | | | | | N/A | | | | 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 : | | | | | | | | | | | N/A | |  | |  | | | |
|  | |  | | | | | | | | | | |  | | | | | | | |
| **10.** | | **Propulsion** | | | | | | | | | | | | | | | | | | |
| 10.1 | | Speed | | | | | | | | | | | Maximum | | | | Minimum | | | |
|  | | Ballast Speed: | | | | | | | | | | | 11 Knots | | | | 9.0 Knots | | | |
|  | | Laden Speed: | | | | | | | | | | | 10 Knots | | | | 8.0 Knots | | | |
| 10.2 | | What type of fuel is used for mai propulsion / generating plant: | | | | | | | | | | | LSFO & MGO | | | | LSFO & MGO | | | |
| 10.3 | | Type / Capacity of bunker tanks: | | | | | | | | | | | Fuel Oil : P=135.8 M3 S=135.8M3 / @100%  Diesel Oil : P=25,5 M3 S=55,2 M3 /@100 % | | | | | | | |
| 10.4 | | Is vessel fitted with fixed or controllable pitch propeller(s): | | | | | | | | | | | FIXED | | | | | | | |
| 10.5 | | Engines | | | | | | | | | | No | Capacity | | | | Make / Type | | | |
|  | | Main Engine: | | | | | | | | | | 1 | 1920 Kilowatt | | | | Zichai Boyang  ZC8270ZL-6 | | | |
|  | | Alux Engie: | | | | | | | | | | 3 | @300 Kilowatt | | | | Zhicai Boyang  Z6170ZLD | | | |
|  | | Power packs : | | | | | | | | | | - | N/A | | | | - | | | |
|  | | Boiler: | | | | | | | | | | 2 | 1200 Kw | | | | Marine Thermal Oil Heater  QXC 100-L | | | |
|  | |  | | | | | | | | | |  |  | | | |  | | | |
|  | |  | | | | | | | | | |  |  | | | |  | | | |
| **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 | |  | |  | | | |
| **Emissions** | | | | | | | | | | | | | | | | | | | | |
| 10.8 | | Main engine IMO NOx emission standart : | | | | | | | | | | | REQ 13 of ANNEX VI | | | | | | | |
| 10.9 | | Energy Efficiency Design Index (EEDI) rating number | | | | | | | | | | | - | | | | | | | |
|  | |  | | | | | |  | | | | |  | |  | |  | | | |
| **11.** | | **Ship tp Ship Transfer** | | | | | | | | | | | | | | | | | | |
| 11.1 | | Does vessel comply with recommendations contained in OCIMF / ICS Ship tp Ship  Transfer Guide (Petroleum, Chemicals or Liquified Gas, as applicable)? | | | | | | | | | | | Yes | | | | | | | |
| 11.2 | | What in maximum outreach of cranes/derricks outboard of the ship’s sider: | | | | | | | | | | | 3.5 M | | | | | | | |
| 11.3 | | Date / Place of last STS operation: | | | | | | | | | | | No | | | | | | | |
|  | |  | | | | | | | | | | |  | | | | | | | |
| **12.** | | **Recent Operational History** | | | | | | | | | | | | | | | | | | |
| 12.1 | | Last three cargoes / charterers / voyages ( Last / 2nd Last / 3rd Last ): | | | | | | | | | | | Asphalt  Asphalt  Asphalt | | | | | | | |
| 12.2 | | Has vessel been involved in a pollution, grounding, serious casualty or  Collision incident during the past 12 months? If yes, full description: | | | | | | | | | | | Pollution : No, N/A  Grounding : No, N/A  Casualty : No, N/A  Collision : No, N/A | | | | | | | |
| 12.3 | | Date and place of last Port State Control Inspection : | | | | | | | | | | | 26 Feb 2024 /Nansha, China | | | | | | | |
| 12.4 | | Any outstanding deficiencies as reported by any Port state Control? If yes, Provide | | | | | | | | | | | NO | | | | | | | |
| 12.5 | | Recent oil company inspections/screenings (To the best of owners  Knowledge and without guarantee of acceptance for future business)\*:  \*“approvals” are no longer given by Oil Majors and ships are  Accepted for the voyage on a case by case basis. | | | | | | | | | | | SHELL SIRE 22 Sep 2023 at Gresik, Indonesia  SRC Terminal Inspection on 13th Dec 2023  BIECO SIRE 25 Mar 2023 at Parepare, Indonesia | | | | | | | |
| 12.6 | | Date / Place of last SIRE Inspection : | | | | | | | | | | | SHELL SIRE 22 Sep 2023 at Gresik, Indonesia | | | | | | | |
| 12.7 | | Additional information relating to features of the ship or operational characteristics : | | | | | | | | | | | N/A | | | | | | | |

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