

Q88 - INTERTANKO Standard Tanker Questionnaire (Ver. 3)

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1.	VESSEL DESCRIPTION
1.1	Date updated: Jun 13, 2014
1.2	Vessel's name: SP Brussels
1.3	IMO number: 9387164
1.4	Vessel's previous name(s) and date(s) of change: W-O MAHALU (Feb 05, 2010) TOLSON SEA (Jun 30, 2009)
1.5	Date delivered: Jul 03, 2007
1.6	Builder (where built): Nanjing Shenghua Shipbuilding Co. Ltd., Nanjing, China
1.7	Flag: Marshall Island
1.8	Port of Registry: MAJURO
1.9	Call sign: V7MI7
1.10	Vessel's satcom phone number: +870 773 151 566
	Vessel's fax number: +870 761 149 820
	Vessel's telex number: 453836468
	Vessel's email address: brussels@amosconnect.com
1.11	Type of vessel: Oil Tanker
1.12	Type of hull: Double Hull
Classification	
1.13	Classification society: Nippon Kaiji Kyokai
1.14	Class notation: NS (Tanker, Oils-Flashpoint on and below 60 degree C) (Enhanced Survey Programme) (In Water Survey)
1.15	If Classification society changed, name of previous society: Lloyds Register
1.16	If Classification society changed, date of change: Oct 08, 2013
1.17	IMO type, if applicable:
1.18	Does the vessel have ice class? If yes, state what level: Yes , CCS ICE CLASS B
1.19	Date / place of last dry-dock: Jul 31, 2012 Dakar
1.20	Date next dry dock due: Jul 28, 2015
1.21	Date of last special survey / next survey due: Jul 03, 2012 Jul 02, 2017
1.22	Date of last annual survey: Oct 08, 2013
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:
1.24	Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date? No

Dimensions					
1.25	Length Over All (LOA):			115 m	
1.26	Length Between Perpendiculars (LBP):			109 m	
1.27	Extreme breadth (Beam):			17.6 m	
1.28	Moulded depth:			8.7 m	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):			32.7 m	m
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):			44.1 m	65.9 m
1.31	Distance bridge front to center of manifold:			49.1 m	
1.32	Parallel body distances:		Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:		19.8 m	25.6 m	22 m
	Aft to mid-point manifold:		22.45 m	27.7 m	33.9 m
	Parallel body length:		42.25 m	53.3 m	55.9 m
1.33	FWA at summer draft / TPC immersion at summer draft:			152 mm	16.737 MT
1.34	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Lightship:			30.781 m	0 m
	Normal ballast:			29.2 m	0 m
	At loaded summer deadweight:			25.9 m	0 m
Tonnages					
1.35	Net Tonnage:			2425	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):			4535	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):			0	0
1.38	Panama Canal Net Tonnage (PCNT):			0	
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.912 m	6.8 m	7695 MT	10156 MT
	Winter:	2.054 m	6.658 m	7451 MT	9916 MT
	Tropical:	1.77 m	6.942 m	7933 MT	10398 MT
	Lightship:	6.812 m	1.919 m	--	2464.8 MT
	Normal Ballast Condition:	5.212 m	3.5 m	2384 MT	4849 MT
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?			MT	
Ownership and Operation					
1.42	Registered owner - Full style:			SP BRUSSELS SHIPPING CORPORATION Trust Company Complex Ajetake Road Ajeltake Island Majuro MH	

		96960 Marshall Islands
1.43	Technical operator - Full style:	Medallion Marine Pvt Ltd. A 501/502, FLORAL DECK PLAZA PREMISES CO OP SOC LTD, CENTRAL MIDC ROAD, OPP SEEPZ, ANDHERI (EAST), MUMBAI, INDIA Tel: +91 22 6157 0400 Fax: +91 22 6157 0433 Email: sqe@medallionmarine.com Company IMO#: 5583501
1.44	Commercial operator - Full style:	STM Deutschland GmbH Artillerieweg 37 26129 Oldenburg - Germany Tel: +49 441 96 03 570 Fax: +49 441 96 03 57 19 Email: operations@stm- management.com
1.45	Disponent owner - Full style:	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Apr 14, 2014	Oct 08, 2013	Jul 02, 2017
2.2	Safety Radio Certificate:	Nov 25, 2013	Oct 08, 2013	Jul 02, 2017
2.3	Safety Construction Certificate:	Nov 25, 2013	Oct 08, 2013	Jul 02, 2017
2.4	Loadline Certificate:	Nov 25, 2013	Oct 08, 2013	Jul 02, 2017
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Feb 17, 2014	Oct 08, 2013	Jul 02, 2017
2.6	Safety Management Certificate (SMC):	Feb 06, 2013		Nov 29, 2017
2.7	Document of Compliance (DOC):	May 28, 2014	Feb 13, 2014	Dec 13, 2016
2.8	USCG (specify: COC, LOC or COI):			
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 2014	--	Feb 20, 2015
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 20, 2014	--	Feb 20, 2015
2.11	U.S. Certificate of Financial Responsibility (COFR):		--	
2.12	Certificate of Fitness (Chemicals):	Not Applicable		
2.13	Certificate of Fitness (Gas):	Not Applicable		
2.14	Certificate of Class:	Jun 10, 2014	Oct 08, 2013	Nov 09, 2014
2.15	International Ship Security Certificate (ISSC):	Feb 06, 2013		Nov 29, 2017
2.16	International Sewage Pollution Prevention	Nov 25, 2013	--	Jul 02, 2017

	Certificate (ISPPC)		
2.17	International Air Pollution Prevention Certificate (IAPP):	Nov 25, 2013	Oct 08, 2013 Jul 02, 2017
Documentation			
2.18	Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable:		Yes
2.19	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:		Yes
3. CREW MANAGEMENT			
3.1	Nationality of Master:		Pakistani
3.2	Nationality of Officers:		Ghanian, Pakistani, Nigerian
3.3	Nationality of Crew:		Ghanian, Pakistani, Nigerian
3.4	If Officers/Crew employed by a Manning Agency - Full style:		Officers: Medallion Marine Pvt Ltd. A 501/502, FLORAL DECK PLAZA PREMISES CO OP SOC LTD, CENTRAL MIDC ROAD, OPP SEEPZ, ANDHERI (EAST), MUMBAI, INDIA Tel: +91 22 6157 0400 Fax: +91 22 6157 0433 Email: crewing@medallionmarine.com Crew: SAME AS ABOVE
3.5	What is the common working language onboard:		ENGLISH
3.6	Do officers speak and understand English:		Yes
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:		No
4. HELICOPTERS			
4.1	Can the ship comply with the ICS Helicopter Guidelines:		No
4.2	If Yes, state whether winching or landing area provided:		
5. FOR USA CALLS			
5.1	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
5.2	Qualified individual (QI) - Full style:		
5.3	Oil Spill Response Organization (OSRO) -Full style:		
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:		N/A

6.	CARGO AND BALLAST HANDLING			
Double Hull Vessels				
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	Yes		
6.2	If Yes, is bulkhead solid or perforated:	Solid		
Cargo Tank Capacities				
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 3906.71 m3 ((1W, 3W, 5W)) Seg#2: 4313.53 m3 ((2W, 4W, 6W))		
6.4	Total cubic capacity (98%, excluding slop tanks):	8220.24 m3		
6.5	Slop tank(s) capacity (98%):	264.335 m3		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	m3		
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	SBT		
SBT Vessels				
6.8	What is total capacity of SBT?	2820.96 m3		
6.9	What percentage of SDWT can vessel maintain with SBT only:	37 %		
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)	Yes		
Cargo Handling				
6.11	How many grades/products can vessel load/discharge with double valve segregation:	2		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	750 m3/hr		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1500 m3/hr		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	2	Screw	750 M3/HR
	Stripping:	2	Screw	80 m3/hr
	Eductors:			m3/hr
	Ballast:	2	Centrifugal	150 m3/hr
6.16	How many cargo pumps can be run simultaneously at full capacity:	2		
Cargo Control Room				
6.17	Is ship fitted with a Cargo Control Room (CCR):	Yes		
6.18	Can tank innage / ullage be read from the CCR:	Yes		
Gauging and Sampling				
	Can ship operate under closed conditions in accordance			

6.19	with ISGOTT:	Yes		
6.20	What type of fixed closed tank gauging system is fitted:	Pressure Sensor		
6.21	Are overflow (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	All Tanks		
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:	No		
6.23	Number/size of VRS manifolds (per side):		mm	
Venting				
6.24	State what type of venting system is fitted:	Mast Riser		
Cargo Manifolds				
6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':	Yes		
6.26	What is the number of cargo connections per side:	2		
6.27	What is the size of cargo connections:	300 mm		
6.28	What is the material of the manifold:	Mild Steel		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	1650 mm		
6.30	Distance ships rail to manifold:	2800 mm		
6.31	Distance manifold to ships side:	2950 mm		
6.32	Top of rail to center of manifold:	1350 mm		
6.33	Distance main deck to center of manifold:	1550 mm		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	6.70 m	3.4 m	
6.35	Number / size reducers:	1 x 100/150mm (4/6") 4 x 150/300mm (6/12") 4 x 200/300mm (8/12") 2 x 250/300mm (10/12") 1 x 300/300mm (12/12")		
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:	No		
6.37	If stern manifold fitted, state size:	mm		
Cargo Heating				
6.38	Type of cargo heating system?	Thermal Oil System		
6.39	If fitted, are all tanks coiled?	Yes		
6.40	If fitted, what is the material of the heating coils:	Mild steel		
6.41	Maximum temperature cargo can be loaded/maintained:	72.0 °C / 161.6 °F	57 °C / 134.6 °F	
Tank Coating				
	Are cargo, ballast and slop tanks coated?	Coated	Type	To What

						Extent
6.42	Cargo tanks:			Yes	penguard HB (Two-Component)	Whole Tank
	Ballast tanks:			Yes	balloxy JW 115 (Two-Component)	Whole Tank
	Slop tanks:			Yes	penguard HB (Two-Component)	Whole Tank
6.43	If fitted, what type of anodes are used:			ZINC		
7. INERT GAS AND CRUDE OIL WASHING						
7.1	Is an Inert Gas System (IGS) fitted:				No	
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:					
7.3	Is a Crude Oil Washing (COW) installation fitted:				No	
8. MOORING						
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm		m	MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:		mm		m	MT
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm		m	MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:		mm		m	MT
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	56 mm	Polypropylene / Polyester	200 m	48 MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:	3	48 mm	Polypropylene / Polyester	200 m	48 MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	9	48 mm	Polypropylene / Polyester	200 m	48 MT
	Main deck fwd:		mm		m	MT

	Main deck aft:		mm		m	MT
	Poop deck:	3	48 mm	Polypropylene / Polyester	200 m	48 MT
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Single Drum	18 MT
	Main deck fwd:					MT
	Main deck aft:					MT
	Poop deck:			3	Single Drum	18 MT
8.6	Mooring bitts			No.		SWL
	Forecastle:			5		13.5 MT
	Main deck fwd:			4		13.5 MT
	Main deck aft:			2		13.5 MT
	Poop deck:			5		13.5 MT
8.7	Closed chocks and/or fairleads of enclosed type			No.		SWL
	Forecastle:			4		23 MT
	Main deck fwd:			4		23 MT
	Main deck aft:			2		23 MT
	Poop deck:			4		23 MT
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:			Not fitted		MT
8.9	Type / SWL of Emergency Towing system aft:			Not fitted		MT
Anchors						
8.10	Number of shackles on port cable:			9		
8.11	Number of shackles on starboard cable:			9		
Escort Tug						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:			26 MT	430mm x 320mm	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:			26 MT		
Bow/Stern Thruster						
8.14	What is brake horse power of bow thruster (if fitted):			270 bhp	201.33 Kw	
8.15	What is brake horse power of stern thruster (if fitted):			bhp	0 Kw	
Single Point Mooring (SPM) Equipment						
8.16	Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)':			No		
8.17	Is vessel fitted with chain stopper(s):			No		
8.18	How many chain stopper(s) are fitted:					

8.19	State type of chain stopper(s) fitted:	
8.20	Safe Working Load (SWL) of chain stopper(s):	MT
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	mm
8.22	Distance between the bow fairlead and chain stopper/bracket:	mm
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	Yes
Lifting Equipment		
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 10 Tonnes MIDSHIP
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	2.2 m
Ship To Ship Transfer (STS)		
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):	Yes
9. MISCELLANEOUS		
Engine Room		
9.1	What type of fuel is used for main propulsion?	IFO 180
9.2	What type of fuel is used in the generating plant?	MGO
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	278.75 m3 0 m3 174.33 m3
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch
Insurance		
9.5	P & I Club - Full Style:	SKULD Rödingsmarkt 20, 6 OG DE-20459 Hamburg Germany Tel: +49 40 309 9870 Fax: +49 40 309 98716 Email: germany@skuld.com Web: www.skuld.com
9.6	P & I Club coverage - pollution liability coverage:	1000000000 US\$
Port State Control		
9.7	Date and place of last Port State Control inspection:	Aug 02, 2013 / Calabar
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	
Recent Operational History		
		Pollution: No , Grounding: Yes , DUE TO LOW

9.10	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:	TIDE VESSEL TOUCH THE BOTTOM ON 2ND OCT 2013. Serious casualty: No , Collision: Yes , Minor contact during STS operations on 18 Jun 2013.
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Contact owner for details
Vetting		
9.12	Date/Place of last SIRE Inspection:	
9.13	Date/Place of last CDI Inspection:	
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: <i>*Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	Contact owner for details.
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