Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_

QUESTIONNAIRE FOR

CRUDE OIL, PRODUCT AND FUEL OIL CARRIERS

NOVEMBER 2022 EDITION

**1**. **GENERAL INFORMATION**

Name of ship …......................................................................................................

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Registered owner …......................................................................................................

Manager or operator ........................................................................................................

Address …......................................................................................................

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Flag …......................................................................................................

Port of registry …......................................................................................................

Call sign …......................................................................................................

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

IMO No. …......................................................................................................

Previous name(s) ….......................................................................................................

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Builder …......................................................................................................

Date on which the keel was laid ……………………………………………………….

Date of Delivery …......................................................................................................

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Classification society .....................................................................................................

Class .....................................................................................................

Last sps (special periodical survey .................................................................................

Last dry-docking .................................................................................

Last ags (annual general survey) .................................................................................

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Date questionnaire compiled ..................................................................................

**2. DIMENSIONS**

Length overall ........................................ m

Length between perpendiculars ........................................ m

Extreme breadth ........................................ m

Extreme depth .........................................m

Distance from bow to bridge .........................................m

Distance from bow to manifold .........................................m

Parallel body length at lightship .........................................m

Parallel body length at summer draught ………….........................m

Gross Registered Tonnage ............................................

Net Registered Tonnage ............................................

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**3. LOADLINE DATA**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | Freeboard | Draught | Deadweight | Displacement |
| Summer |  |  |  |  |

Cargo Tank Capacity 98% ………………………cu/m

**SBT Ballast Draught** ............................................

Lightweight .............................................

DWT in Ballast condition (MARPOL 18 paragraph 2 and 3) ……………..

Mid Ship Draft = 2.0 + (L.O.A. \* 0.02) ............................................

TRIM less than L.O.A. \* 0.15 ............................................

Does tanker comply with MARPOL regulations 19, 20, 21, and 22 concerning Double hull, double bottom and pump-room bottom protection? Yes  No 

**4. CERTIFICATION**

**Indicate Expiry Dates of the following:**

Safety equipment certificate ...........................................

Safety radiotelegraphy certificate ...........................................

Safety construction certificate ...........................................

Load line certificate ...........................................

IOPP certificate …………………………...

Cargo ship safety construction certificate ……...................................

Type of Oil Tanker Crude Oil Tanker or Product Carrier

Certificate of Insurance in Respect of Civil

Liability for Oil Pollution ............................................

ISM SMC ............................................

FMC Certificate of Financial ……………………………

Responsibility (Water Pollution) ............................................

Safe Manning Document ............................................

Last PSC ............................................

Latest CAP Rating (if applicable) ……………………………

**5. MANNING**

**Complete the following table:**

|  |  |  |  |
| --- | --- | --- | --- |
|  | Nationality | Period on Board | Tanker operator certificate |
| Master |  |  |  |
| Deck Officers |  |  |  |
| Chief Engineer |  |  |  |
| Engineers |  |  |  |
| Ratings |  |  |  |

A. Owner guarantees that the vessel has ITF agreement Yes No

B. If ITF approved agreement, state following:

Agreement signed by ...........................................

Date of issue ...........................................

Date of expiry ...........................................

Is the agreement available on-board? Yes No

C. Other agreements ...........................................

D. Do key officers speak and understand English? Yes No

E. What is the common working language onboard? ……………………………

F. Date of last SIRE Inspection …………………………………….

G. Date of last CDI Inspection …………………………………….

H. Current Oil Major Company Approvals (TBOOK) …………………………...

**6. ACCOMMODATION**

Owner guarantees that air condition system is fully operational. Yes No

Owner guarantees that vessel has suitable and sufficient fresh water on board. Yes No

Pilot cabin is good condition. Yes No

Note:

Owners are requested to arrange suitable accommodation for the Pilot/ Loading Master and his crew of 3 seamen. The Pilot/ Loading Master will be accommodated in the vessel’s pilot cabin. Crew will not use ship’s hospital.

**7. CARGO PUMPS**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Pump | No. | Type of Prime Mover | Capacity (m3/hour) | BP | Head | Max RPM |
| Main |  |  |  |  |  |  |
| Other Cargo (if fitted) |  |  |  |  |  |  |
| Stripping |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

Which Pumps have Self Priming/Draining facilities ............................................

State type (i.e. Primavac, Vacstrip, Centristrip, etc.) ............................................

Can Ship handle Cargo and Non-Segregated Ballast

concurrently maintaining 2 Valve Segregation Yes No

Is Bearing Temperature Alarm fitted? Yes No

Is Pump Room fitted with hydrocarbon Gas Alarm? Yes No

Are cargo pumps/ lines fitted with relief valves or pumps trips Yes No

Setting pressure ............................................

**8. CARGO SYSTEMS - GENERAL INFORMATION**

State type of Ullaging System .........................................

Are Ullage Gauges Local or Remote local remote

Are Cargo Tanks fitted with High Level Alarms Yes No

Is Ship capable of Closed Loading at all times Yes No

Are Cargo Tanks fitted with Vapor Locks Yes No

Is Ship capable of Closed Sampling Yes No

Is Ship equipped with Central Cargo Control Room Yes No

If No, state position of Pump Controls and Gauges .........................................

State type of principle Cargo Valves (e.g. Butterfly, Globe, etc.) ……………

State type of Cargo Valve Actuator (e.g. Hydraulic, Hand) .........................................

Is Ship fitted with a Stress Calculator Yes No

If Yes, state type .........................................

**9. PIPING**

Static pressure at which tanker’s piping system was tested ............................................

Date of last pressure test ............................................

Documentation of testing ............................................

**10. INERT GAS SYSTEM**

Is Inert Gas System fitted Yes No

Type of System Flue gas Generator

Capacity of System ................................. m3/hr

Is a Top-Up Generator fitted Yes No

If Yes, what is Capacity .................................. m3/hr

Is the required Operating Manual on board Yes No

Vessel to guarantee that Oz content in all cargo tanks upon arrival and while berthing is Max. 8% by volume Yes No

**11. CRUDE OIL WASHING SYSTEM**

Is a C.O.W. System fitted? Yes No

Is the Approved Operating Manual on board? Yes No

Are machines Programmable? Yes No

Can ship C.O.W. concurrent with discharge? Yes No

**12. VENTING SYSTEM**

Opening Pressure \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_mm/wg

Vacuum Setting \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_mm/wg

Maximum Capacity \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ m3/hour

P.V. Valve Opening Pressure \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_mm/wg

P.V. Valve Vacuum Setting \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_mm/wg

Does each Tank have Isolating Valve? Yes No

Are Mast Risers fitted with High Velocity Vents? Yes No

**13. MANIFOLD ARRANGEMENT**

Number of Cargo/Vapor Connections per side \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Size of Connections \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ inch

Confirm that all manifold connection comply with ASA 150 Yes No

Designed Max. Loading Rate \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_m3/hour

Height of Manifold above SDWT Draft \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ m

Distance from Bow to center of Manifold \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ m

What is the SWL of the Crane \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ tons

Does Crane reach at least One Meter Outboard of Rail? Yes No

Does Crane reach at least **Ten** Meter above deck? Yes No

Complete the following table in respect to the Manifold Dimensions (drawing below):

|  |  |
| --- | --- |
| 1. ………………………….mm
 | 1. …………………………….mm
 |
| 1. ………………………….mm
 | H. …………………………….mm |
| 1. ………………………….mm
 | 1. …………………………….mm
 |
| 1. ………………………….mm
 | 1. …………………………….mm
 |
| 1. ………………………….mm
 | K. …………………………….mm |
| 1. ………………………….mm
 |  |



Vapour Line

Vapour Line

The height of crane should be able to lift the full length of a flexible cargo hose (equal to 10 meters). \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

State Number and Size of Reducers carried \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Is tanker equipped with **Vapor Recovery line Connections?**  On ships manifold

as per OCIMF? (see drawing) Yes No

**14. BALLAST SYSTEM**

Is Ship equipped with Full SBT as per Marpol Yes No

What is the SBT Capacity? \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_m3

SBT as Percentage of SDWT \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ %

Is Ship equipped with CBT as per Marpol Yes No

What is the CBT Capacity? \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_m3

Can Ship pump Water ashore for Line Clearance Yes No

If yes, state Discharge Rate \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_cum/hour

**Note: In Ashkelon it is mandatory by low, enforced by the environment control authority.**

**15. MOORING EQUIPMENT**

**Ropes and Wires**

On the diagram below indicate the position of Winches Mounted Wires (W) and Ropes ® together with Open (O) and Closed © Fairleads.

|  |
| --- |
| Mooring Ropes (on Drums) |
|  | No. | Dia. | Length | MBL |
| Forecastle |  |  |  |  |
| For’d Main Deck |  |  |  |  |
| Aft Main Deck |  |  |  |  |
| Poop Deck |  |  |  |  |

|  |
| --- |
| Other Mooring Lines |
|  | No. | Type | Dia. | Length | MBL |
| Mooring Wires Not on Drums |  |  |  |  |  |
| Mooring Ropes Not on Drums |  |  |  |  |  |
| Emergency Towing Wires |  |  |  |  |  |

**16. MOORING WINCHES**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|  | No | ServingSingle orDoubleDrums | SplitDrums(yes/no) | MotivePower(Steam,Hydraulic) | HeavingPower(Tones) | HeavingPower(Tones) | HaulingSpeed(m/sec) |
| Forecastle |  |  |  |  |  |  |  |
| For’d Main Deck |  |  |  |  |  |  |  |
| Aft Main Deck |  |  |  |  |  |  |  |
| Poop |  |  |  |  |  |  |  |

**At Eilat Port Jetty # 2: no wires allowed. 18 floating mooring ropes required.**

**(8"-10" Cir. or Equivalent).**

**17. ANCHORS AND WINDLASSES**

Windlass Motive Power (e.g. Steam, Hydraulic) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Brake Holding Power \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Tones

No. of Shackles Port \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

No. of Shackles Starboard \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**18. SPM MOORING EQUIPMENT**

Is Ship fitted with a Bow Chain Stopper Yes No

If Yes, state Type \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Number of Bow Stoppers \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

SWL \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ tones

Number of forward bow fairleads \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Are they of OCIMF recommended size (600 X 450 mm) Yes No

If No, state size \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ mm

Distance from Bow Fairlead to Stopper/Bracket \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ m

Distance from Stopper/Bracket to Roller Lead/Winch Drum. \_\_\_\_\_\_\_\_\_\_\_\_\_\_ m

**19. MAIN & AUXILIARY PLANT AND EQUIPMENT**

Type of Main Propulsion Motor Steam Hydraulic

Rated Horse Power of Main Engine \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Fixed or Variable Propeller(s) Fixed Variable

Single or Twin Propeller(s) Single Twin

Is Ship fitted with a Bow Thruster Yes No

Is Ship fitted with a Stern Thruster Yes No

Electric current on board 110v / 220v

**20. MISCELLANEOUS**

P&I coverage for oil pollution, state amount ............................................

Style P&I club and address ............................................

Number of vessels in operators fleet ............................................

Has vessel been involved in any pollution incident the last 12 months Yes No

If yes, brief description ....................................................................................................

..........................................................................................................................................

Has vessel been involved in any grounding or collision in the last 12 Months

Yes No

If yes, brief description ....................................................................................................

..........................................................................................................................................

Does the vessel have:

1. “International Safety Guide for Oil Tankers & Terminals” (iottsg) on-board? Yes No
2. ICS/OCIMF “Ship to Ship Transfer Guide “on-board? Yes No
3. Confirm that above regulations are properly known and understood by involved personnel? Yes No
4. Has the vessel an oil pollution contingency plan? Yes No
5. Has owner/vessel implemented contingency plan to meet possible terror actions against the vessel? Yes No
6. Is the crew familiar with above contingency plan and properly trained accordingly? Yes No
7. Is owner fully in agreement with information provided in this questionnaire? Yes No
8. Confirm that the vessel’s captain will be informed regarding the questionnaire prior to or upon the vessel’s arrival ............................................

Please confirm:

Cargo pump room clean, tidy and ventilated ............................................

Engine room clean and tidy ............................................

Steering-machinery room clean and tidy ............................................

Flushing terminal floating hoses. ( Compulsory).

In order to prevent sea pollution from terminal floating hoses during winter season,

Winter season mean November 1st till March 31st. Vessels are requested to flush the hoses with seawater after the completion of the cargo operations with a quantity of 150 cm. at a rate of 3,000 Cu. m/hr. The terminal will regulate the starting and stopping of this operation.

 ……………………………..

**21. INSPECTION BY TERMINAL OPERATOR**

The terminal operator shall have the right to inspect the vessel prior to or during loading/ discharging at the terminal.

**22. STATEMENT**

I hereby confirm that to the best of my knowledge, all information given above is correct, and I am aware of the consequences should it be found to be incorrect.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

DATE PLACE SIGNATURE

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

NAME (BLOCK LETTERS) COMPANY