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Revision Number	: <mark>0</mark> 5 en la constant de	
Effective Date	: <mark>01 Jan 202</mark> 1	

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* These signatures apply to entire document



Amendment Table

Rev.No	Date	Description	Prepared by	Reviewed by	Approved by
00	30 th Dec 2016	Initial release	N. Q. Viet	H. Kobayashi	S. Eguchi
01	11 th Sep 2017	Add procedure: JTY-7.4.3-78 Loading Diesel to 170-P-003A/B/C Update from Rev 00 to Rev 1 of 4 procedures: JTY-7.4.3-71; JTY-7.4.3-74; JTY-7.4.3-75 and JTY-7.4.3-77 to ensure compliance of 90% requirement for diesel level	N.V. Minh	N.D. Hien P.T. Hai	S. Eguchi
02	30 th Apr 2018	Revise: JTY-7.4.1-02 Procedure for ship loading operation loss control and commercial delivery Delete 3 procedures: JTY-7.4.3-61.4 VRU1 Line up to absorbent column; absorbent column; absorbent column ready JTY-7.4.3-61.5 VRU1 Three phase separator ready JTY-7.4.3-61.6 VRU1 Line up regeneration adsorber Add 1 procedure: JTY-7.4.3-62 VRU 1 Normal Operation	N.N. Thanh	N.V.Hung P.T. Hai	Stig Roger Haglund
03	11 th Feb 2019	Revise: JTY-7.4.3-13: Loading Arm_VRA Connection JTY-7.4.3-18: Loading Arm_VRA Disconnection	L.T.Hanh	N.D. Hien, P.T. Hai	Stig Roger Haglund



		Revise:			
04	22 nd Jul 2019	OM JTY-7.4.3-16: Liquid Product Loading Procedure	L.T.Hanh	N.V. Hung, P.T. Hai	Stig Roger Haglund
05	01 st Oct 2020	Revise: JTY-7.4.1-01: NSRP Terminal Information Safety Regulation JTY-7.4.1-03: Ship Vetting Procedure for tankers without SIRE Inspection Report JTY-7.4.1-04: Ship Vetting Procedure for Tankers with SIRE Inspection Report JTY-7.4.1-05: Ship Vetting Procedure for Dry Bulk carriers & container vessels JTY-7.4.1-06: NSRP Ship Vetting Policy	N.V. Minh	<mark>N.D. Hien,</mark> P.T. Hai	<mark>Stig Roger</mark> Haglund



AMENDMENT REPORT FORM

Rev. No.	Item	Original	Revised	Reason
		None	Chapter 0:INTRODUCTION Add: "Terminal Information and Safety Regulation"	
05	JTY-7.4.1-01	Tel: Old Phone no Fax: Old fax no VHF: CH 16	 Chapter 2: TERMINAL INFORMATION 1.1 NSRP LLC Terminal Update: Tel/Fax No 1.2 Port Authority Update: Tel/Fax No 1.3 PILOT INFORMATION Update: Tel/Fax No 1.4 Emergency Contact List Update: Tel Add Hop Luc Hospital 2.4.1 Access Channel Update: information 2.4.2 Turning Basin Update: information 3.1.1 For JETTY Update: information 7.1 Anchorage and Pilot Station Update: latitude and longitude 	Update latest information
		None	 Chapter 9: REGULATIONS AND INSTRUCTION ON SAFETY PRECAUTION 10. Garbage Add: Garbage could be collected by NSRP outsourcing provider and will be treated by them 	



		[
			Chapter 2: TERMINAL	
			INFORMATION	
			2.4.3 Berthing Limitation	
		None	Add: Maximum Swell height: 1.2	
			meter	
			▶ 6.2.1 JETTY	
			Add: or wave swell higher than	
			1.2meter	
			Chapter 5: FIRE AND	
			EMERGENCY PROCEDURE	
			8.2 Contact the jetty	
			Add: ACTION-BERTH-ERC	To reflect based on Mooring
		None	activated	Parted Incident
		None	Add: EMERGENCY	(IN-2019-1328 & IN-2020-080)
			ASHORE-ERC activated	11 2020 000)
			> 6.2.1 JETTY	
			Add: or wave swell higher than	
			1.2meter	
			Chapter 7: MOORINGS	
			2. Mooring Equipment	
			Update info on Design Mooring	
		None	load	
			3. Mooring Requirement –	
			Change the mooring line	
			requirement	
			2. SCOPE	
			Update: Adjust vetting validation	
		<mark>9 – 12 month</mark>	time: From 9 -12 months to 6 -9	
	JTY-7.4.1-03		months.	
			4. TERM AND DEFINATION	
			➢ Add: "NSRP Vessel	
			Inspection Team: Team to	
		None	conduct Pre- inspection prior to	
			issue a new / extent Notice of	
			Acceptance. The Team including	
			but not limited:	
			- A Maintenance electrical	



		Engineer	
		- A Firefighting Engineer	
		- A Berth Master"	To reflect based on:
		5.1 SHIP VETTING WORKFLOW	Fire at MT.
	None	CHART	Southern
		≻Add: Revised and add	Thriving Incident (IN-2020-504)
		information in the flow chart	(111-2020-00-)
		5.2.1 SHIP INSPECTION	
		REQUEST	
	None	≻Add: Update Third Party	
		Inspection Company	
		information.	
		5.2.2 SHIP VETTING REQUEST	
	None	≻Add: email for Vetting team and	
		Commercial Team	
		5.2.8 PRE-BERTHING	
		INSPECTION BY NSRP VESSEL	
		INSPECTION TEAM	
		Add: Pre-berthing Inspection will	
		also be executed for nominated	
	None	vessels calling at NSRP	
		Terminals as the first time or	
		extent Notice of Acceptance.	
		Add: Pre-berthing Inspection will	
		· · ·	
		be done in the daytime prior to	
		entering NSRP terminal	
		5.2.9 NSRP INFORMS TO	
		ACCEPT OR REJECT THE SHIP	
	Nierre	>Add: Operations Division	
	None	Manager.	
		Add:The Notice to Accept or not	
		accept will be stored on NSRP	
		common folder.	



		,
JTY-7.4.1-03-AX2A JTY-7.4.1-03-AX2B	Combine 2 attachment become 1 and used updated version of SIRE OCIMF for Inspection	Both attachments have same content
<mark>9 – 12 month</mark>	 2. SCOPE 5. REQUIREMENT > Update: Adjust vetting validation time: From 9 -12 months to 6 -9 months. 	
None	 4. TERM AND DEFINATION > Add: "NSRP Vessel Inspection Team: Team to conduct Pre- inspection prior to issue a new / extent Notice of Acceptance. The Team including but not limited: A Maintenance electrical Engineer A Firefighting Engineer A Berth Master" 	
None	 5. REQUIREMENT Add: After every 3 consecutive times as maximum of SIRE report, the next vetting inspection will be conducted by Third Party Inspection Company which nominate by NSRP 6.10. SIRE REPORT REVIEW 	To reflect based on: Fire at MT. Southern Thriving Incident (IN-2020-504)
None None	 FLOW CHART ≻Add: Revised and add information in the flow chart 6.11.1 SHIP VETTING REQUEST ≻Add: email for Vetting team and 	
	JTY-7.4.1-03-AX2B 9 – 12 month None None None None	JTY-7.4.1-03-AX2A 1 and used updated version of SIRE OCIMF for Inspection 9 - 12 month 2. SCOPE 9 - 12 month > Update: Adjust vetting validation time: From 9 -12 months to 6 -9 months. 4 4. TERM AND DEFINATION > Add: "NSRP Vessel Inspection Team: Team to conduct Pre-inspection prior to issue a new / extent Notice of Acceptance. The Team including but not limited: - A Maintenance electrical Engineer - A Firefighting Engineer - A Berth Master" S REQUIREMENT > Add: After every 3 consecutive times as maximum of SIRE report, the next vetting inspection Company which nominate by NSRP 6.10. SIRE REPORT REVIEW FLOW CHART > Add: Revised and add information in the flow chart



		6.11.3 PRE-BERTHING
		INSPECTION BY NSRP VESSEL
		INSPECTION TEAM
		Add: Pre-berthing Inspection will
		also be executed for nominated
	None	vessels calling at NSRP
		Terminals as the first time or
		extent Notice of Acceptance.
		Add: Pre-berthing Inspection will
		be done in the daytime prior to
		entering NSRP terminal
		6.11.4 NSRP INFORMS TO
		ACCEPT OR REJECT THE SHIP
		Add: Operations Division
	None	Manager.
		Add:The Notice to Accept or not
		accept will be stored on NSRP
		common folder.
	None	4. TERM AND DEFINATION
		➢ Add: "NSRP Vessel
		Inspection Team: Team to
		conduct Pre- inspection prior to
		issue a new / extent Notice of
		Acceptance. The Team including
		but not limited:
		 A Maintenance electrical Engineer
		- A Firefighting Engineer
JTY-7.4.1-05		- A Berth Master"
		5.1 SIRE REPORT REVIEW
	None	FLOW CHART
		≻Add: Revised and add information in the flow short
		information in the flow chart
		5.2.1 SHIP INFORMATION
	None	REGISTRATION
		≻Add: email for Vetting team and
		Commercial Team



		5.2.3 PRE-BERTHING	
		INSPECTION BY NSRP VESSEL	
		INSPECTION TEAM	
		Add: Pre-berthing Inspection will	
		also be executed for nominated	
	None	vessels calling at NSRP	
		Terminals as the first time or	
		extent Notice of Acceptance.	
		Add: Pre-berthing Inspection will	
		be done in the daytime prior to	
		entering NSRP terminal	
		5.2.4 NSRP INFORMS TO	
		ACCEPT OR REJECT THE SHIP	
		≻Add: Operations Division	
	None	Manager.	
		Add:The Notice to Accept or not	
		accept will be stored on NSRP	
		common folder.	
		2. SCOPE	
	None	>Add: NSRP Vessel Inspection	
		Team	
		3. DEFINATION	
		Add: "NSRP Vessel	
		Inspection Team: Team to	
		conduct Pre- inspection prior to	
	Nega	issue a new / extent Notice of	
	None	Acceptance. The Team including	
<mark>JTY-7.4.1-06</mark>		but not limited: - A Maintenance electrical	
		Engineer	
		- A Firefighting Engineer	T
		- A Berth Master	To reflect based on:
	9 – 12 month	5.2.1 SIRE INSPECTION REPORT	Fire at MT.
	<u>9 – 12 monur</u>	5.4.2 VALIDITY OF ACCEPTANCE	Southern
		>Update: Adjust vetting validation	Thriving Incident (IN-2020-504)
		time: From 9 -12 months to 6 -9	
		months.	



<u>г</u>			
	None	≻Add: After every 3 consecutive	
		times as maximum of SIRE	
		report, the next vetting	
		inspection will be conducted by	
		Third Party Inspection Company	
		which nominate by NSRP.	
		5.3.1 SHIP VETTING REQUEST	
	None	Add: email for Vetting team and	
		Commercial Team	
		5.3.7 PRE-BERTHING	
		INSPECTION	
		≻Add: Pre-berthing Inspection will	
		also be executed for nominated	
		vessels calling at NSRP	
	None	Terminals as the first time or	
		extent Notice of Acceptance.	
		≻Add: Pre-berthing Inspection will	
		be done in the daytime prior to	
		entering NSRP terminal	
		5.2.5 VAPOR RECOVERY	
		Add: The vessel with the last	
		cargo containing reactive	To reflect based
	None	chemicals such asketones,	on:
		aldehydes, organic acids, or	VRU Incident
		ammonium nitrate are not	<mark>(IN-2020-558 &</mark> 566)
		accepted to enter our terminal.	
	None	ADD 5.2.7 SWITCH LOADING	
		ADD 3.2.7 SWITCH LOADING	Mooring Dorted
		ADD 5.2.12 MOORING ROPE	Mooring Parted Incident
	None	ADD 5.2.13 MOONSON SEASON	(IN-2019-1328 &
			<mark>IN-2020-080)</mark>
		5.3.8 ISSUE NOTIFICATION	
		Add: Operations Division	
	None	Manager.	
		≻Add:The Notice to Accept or not	
		accept will be stored on NSRP	
		common folder.	



Chapter-2 Operating Manual Sec-7 Normal Operation Procedure 7.4 Normal Operation

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2	JTY-7.4.1-02	Loss Control and Commercial Delivery	1	30-Apr-2018
3	JTY-7.4.1-03	Ship Vetting Procedure for Tankers without SIRE Inspection Report	1	<mark>01-Jan-2021</mark>
4	JTY-7.4.1-04	Ship Vetting Procedure for Tankers with SIRE Inspection Report	1	<mark>01-Jan-2021</mark>
5	JTY-7.4.1-05	Ship Vetting Procedure for Dry bulk Carriers &Container Vessels	1	<mark>01-Jan-2021</mark>
6	JTY-7.4.1-06	NSRP Ship Vetting Policy	1	<mark>01-Jan-2021</mark>
7	JTY-7.4.1-07	Service Vessel Vetting Procedure	0	1-Nov-16
8	JTY-7.4.1-08	NSRP Access Channel Operating Procedure	1	1-Sep-17



2. Arrow Chart

	No Title		Rev.No:	Date of Rev
1	JTY-7.4.2-01	Normal Operation Arrow Chart for Liquid Product loading	0	19-Dec-15
2	JTY-7.4.2-02	Normal Operation Arrow Chart for product unloading	0	19-Dec-15
3	JTY-7.4.2-03	Normal Operation Arrow Chart for PP vessel berthing and Unberthing	0	19-Dec-15
4	JTY-7.4.2-04	Normal Operation Arrow Chart for Sulphur vessel berthing and Unberthing	0	19-Dec-15

3. Normal Operation Procedure

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4	JTY-7.4.3-04	Receive NOR from ship	0	25-Dec-15
5	JTY-7.4.3-05	Give access channel clearance	0	25-Dec-15
6	JTY-7.4.3-06	Pre-berthing arrangement for pilot	0	25-Dec-15
7	JTY-7.4.3-07	Pre-berthing arrangement for outsourcing	0	25-Dec-15
8	JTY-7.4.3-08	Check line up from tank farm to Berth	0	25-Dec-15
9	JTY-7.4.3-09	Cargo readiness for loading 0 25-D		25-Dec-15
10	JTY-7.4.3-10	Mooring and berthing	0	25-Dec-15
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JTY-7.4.1-01

NSRP TERMINAL INFORMATION AND SAFETY REGULATION



Section 6- Operations Division

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CHAPTER 0: INTRODUCTION

This 'Terminal Information and Safety Regulation' booklet supplements the Operation Manual of Terminal of Nghi Son Refinery & Petrochemical Limited Liability Company (herein after known as 'NSRP').

This document is produced in an effort to provide a reference tool to meet the information needs of users of the NSRP Port Area (herein after known as 'Port') such as Thanh Hoa Port Authority, ship Masters, agents and shore staffs.

This document is not intended to replace any of the official regulation and publication of certain information, including information about the Maritime Safety Regulations, but is provided solely as a courtesy.

The term 'Users' includes (but not limited to) a ship calling or intending to call at the Port, the ship owners, the operators, the charterers (including sub-charterers of such a ship) who has entered into a separate contract with NSRP.

The Users shall independently verify any such information and may not rely on the Terminal Operators to provide such information. The information contained herein may be reviewed periodically by the Terminal Operators as required.



CHAPTER 01: GENERAL TERMS

1. GENERAL TERMS

Port shall ensure that substructures, superstructures, and facilities are safe and suitable for vessels permitted or invited to use them. All facilities, substructures, superstructures, and assistance provided by Terminal when used will be subjected to the following conditions:

- Port shall not be responsible for damage caused due to rendering of any assistance while berthing at and/or un-berthing from vessel at Jetty and SPM. The Master shall at all times remain solely responsible for the safe navigation of his vessel. Port shall not be held responsible for any loss, damage or delay with vessel, and her cargo caused by bad weather, delay due to any act, neglect, omission by any servant/agent or damage of substructures, facilities of terminal.
- The owner of a vessel at berth, use of any part of the premises, of any gear or equipment provided by Port shall be liable for and shall indemnify from damage of this property or delay due to any neglect, omission by any servant/agent.
- Port shall not be responsible for any complain from any third party that caused by vessel or agents.
- Port shall not be responsible for any loss, damage, or delay, directly or indirectly caused by, or arising from strikes, lockout, or labours disputes whether or not by Port.
- If any vessel sinks, grounds or otherwise become in the opinion of Port an obstruction or danger in any part of the port, access channel or the approaches thereto, and the Owner of the vessel fails to remove the obstruction or danger, Port shall remove the obstruction and any expenses of such removal shall be recoverable from the Owner of the vessel causing the danger or obstruction.
- The Master is responsible to navigate the vessel to designated berth found to be suitable for loading cargo by Berth Master and his superiors' instruction in addition to the observance of the Port's Regulations as printed herewith, Master should note the By-laws of the port authority. He should familiarize himself with these By-laws and must ensure that both By-laws and Port Regulations are brought to the attention of crewmembers and their provisions strictly observed.
- All the ship berthing at the Port must comply with dispatching orders from the Port.
- If for any reason whatsoever, NSRP Terminal requires the ship to depart from Jetty/ SPM immediately, the Master or the person in charge of the ship shall give his/her full co-operation in the execution of the said order.



 Users are responsible for any damage, loss or destruction to any property of any kind or character owned by NSRP Terminal and shall hold accountabilities for and charged with the cost and expense of the replacement or repair of the property so damaged or destroyed.

2. DEFINITIONS AND INTERPRETATIONS

- Terminal Facilities: includes (Jetty, SPM, and subsea pipeline facilities)
- NSRP terminal means the storage, Jetty and SPM facilities owned, operated and/or managed by Nghi Son Refinery & Petrochemical LLC, located at Nghi Son – Thanh Hoa Province Vietnam.
- Terminal Representative: Berth Master or his superior
- SPM: Single Point Mooring where the crude oil tanker comes for berthing and cargo operation.
- Jetty: means the berths and mooring facilities at NSRP Terminal.
- Jetty Controller: Included Berth Master or his superior, Field Operators, lead operator, Panel operator who are in charge of jetty controlling.
- Pipeline facilities: means the interconnecting pipelines, facilities, and equipment (including the pipelines, pumps, pressure devices, pipe connection, loading arm, valves and related equipment, instruments and infrastructure) at NSRP terminal
- Berth Master: The NSRP appointed and authorized person that is responsible for Terminal facilities and operation.
- Mooring team: A team of workers engaged with the terminal responsible for handling mooring and unmooring of seagoing vessels at Jetty and SPM.
- Operations: The loading/unloading and transfer of petroleum and chemicals, ballasting/de-ballasting, bunkering, tank cleaning and gas freeing and any other activities normally associated with handling petroleum cargoes.
- Port Authority: Refers to the Thanh Hoa Maritime Administration.
- Vessel: Any ship or craft or other floating navigable object.
- Tanker: A vessel designed to carry crude oil and/or petroleum product and/or chemical and/or LPG in bulk, including a combination carrier when being used for this purpose.



- Small craft: Vessel not over 100 gross registered tons (GRT) such as any agent/crew ferry boats, lighter boats, barge, tugboats, mooring boats and other than those operated by Thanh Hoa Port Authority for tanker operations.
- Naked lights: Open flames and fires, exposed incandescent material, lamps and electrical equipment of a non-approved pattern of any other unconfined source of ignition.

3. ABBREVIATIONS AND TERMINOLOGY

- ISGOTT: International Safety Guide for Oil Tankers and Terminals (Fifth Edition). It is the standard and basis reference for some procedures developed at NSRP
- NSRP: Nghi Son Refinery & Petrochemical LLC
- SPM: Single Point Mooring (For the Terminal Crude Oil Unloading)
- API: American Petroleum Institute
- B/L: Bill of Lading (Document issued by the cargo supplier stating the quantity of material delivered to the vessel).
- OCIMF: Oil Companies International Marine Forum
- VIQ: Vessel Inspection Questionnaire
- SOLAS: Safety of life at sea
- THMA: Thanh Hoa Marine Administration
- ETA: Estimated Time of Arrival
- ETD: Estimated Time of Departure
- LOA: Length Overall (Length of a vessel taken over all extremities)
- LOP: Letter of Protest
- MLA: Marine Loading Arm
- BM: Berth Master of NSRP Terminal.
- VHF/UHF: Very High Frequency/Ultra High Frequency
- PPE: Personal Protective Equipment
- MBL: Minimum Breaking Load
- CD: Chart Datum



4. REFERENCE DOCUMENT

- OCIMF: Mooring Equipment Guidelines (Second Edition 1997)
- MARPOL: International Convention for the Prevention of Pollution from Ships 1973 as modified by the protocol of 1978.
- SOLAS: International Convention for Safety of Life at Sea 1974 and its protocol of 1988.
- VIQ: Vessel Inspection Questionnaires.
- SIRE: Ship Inspection Report Programme.
- OCIMF edition Port and terminal regulations



CHAPTER 2: TERMINAL INFORMATION

1. IMPORTANT PHONE NUMBER & VHF CHANNEL

1.1.NSRP LLC TERMINAL

	•	Name of Terminal:	Nghi Son Refinery & Petrochemical Limited Liability Company Terminal (NSRP Terminal)
	•	Address:	Nghi Son –Tinh Gia- Thanh Hoa Province- Vietnam
	•	Tel/Fax:	+84(0)237 873 8540, Ext: 6211/ +84(0)237 873 8540
	•	VHF:	17
	•	Website:	www.nsrp.vn
1.2.	PC	ORT AUTHORITY	
	•	Name of Port Authority:	Maritime Administration of Thanh Hoa (THMA)
	•	Address:	Le Loi Avenue, Dong Huong Ward, Thanh Hoa City,
			Thanh Hoa Province
	•	Tel:	+84(0)237 3722265/ +84(0)912 439 167
		Fax:	+ <mark>84(0)237 3722 264</mark>
	•	Email:	cangvu.tha@vinamarine.gov.vn
	•	Website:	http://cangvuhhthanhhoa.com.vn
	Ng	hi Son Office:	
	•	Address:	Hai Yen Ward, Tinh Gia District, Thanh Hoa Province
	•	Tel:	+84 (0) 2373 862 289
	•	Fax:	+84 (0) 2373 862 291
	•	VHF:	14/16
	•	Email:	cangvunghison@gmail.com
1.3.	PIL	OT INFORMATION	
	•	Name:	The Sixth Zone Maritime Pilotage Single- Member
			Limited Liability Company (PILOTCO VI)
	•	Address:	41 Dinh Le- Hung Phuc Ward, Vinh city - Nghe An
	•	Tel:	+84 (0) 238. 352 2305 – (0)238. 352 0310- (0)238.3.520309
	•	Fax:	+84 (0) 238.3.520 311

 • VHF:
 09

 • Website:
 NA



1.4. EMERGENCY CONTACT LIST

- Thanh Hoa Hospital
 - Address: 181 Hai Thuong Lan Ong Thanh Hoa city
 - Tel: +84 (0) 237.3951 467
 - Fax: +84 (0) 237 3950 325
- Hop Luc International Hospital

Address: Nguyen Binh, Tinh Gia District, Thanh Hoa

- Tel: +84 (0) 237 2221 115. Or 19009012
- Medical Assistances contact: VHF 17 / Tinh Gia Hospital: +84 (0) 237 3861 093
- Firefighting contact: VHF 17 / FF Police: +84 (0) 237 3917 308
- NSRP emergency contact: VHF 17 / Section 6 Manager: 0901 785 369
- Oil spill contact: VHF 17 / Section 6 Manager: 0901 785 369

When within range of VHF communication, vessel can communicate to the Port on VHF channel 17. All communication to the Port is in English and Vietnamese language.

2. NSRP TERMINAL DESCRIPTION

2.1.EXPORT PRODUCT JETTY

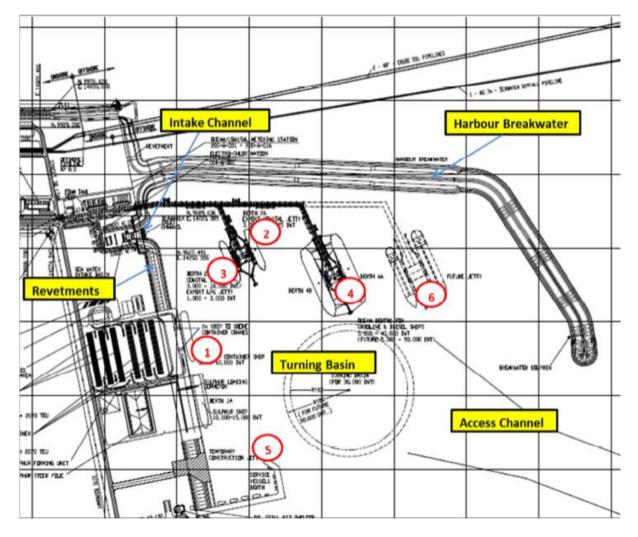
The Nghi Son Refinery & Petrochemical Jetty area is located approximately at geographical coordinate N19° 22' 00", E 105° 47' 40". The Jetty provides 6 product berths in the Jetty. The berths shall be capable of exporting liquid bulk products and solid products for container transfer. Four liquid berths are located at jetties with loading platforms and two solid berths are located at the quay structure. These berths shall be provided with all facilities and installations for safe and reliable operations at the required capacity. The berths shall be suitable for a range of vessels from 1.000 DWT up to 40.000 DWT. Handling of specific products is designated at specific berths.

2.2.JETTY FACILITIES

Name of Jetty:	Nghi Son Refinery & Petrochemical Port
Owner:	Nghi Son Refinery & Petrochemical Limited Liability Company
Location:	Nghi Son Economic Zone - Tinh Gia – Thanh Hoa Province, Vietnam
Jetty type:	Fender
Type of bottom:	Mud and sand
Jetty operator:	Nghi Son Refinery & Petrochemical Limited Liability Company



2.3.JETTY LAYOUT



Legend:

- ① Berth 1A and 1B
- 2 Berth 2A
- ③ Berth 2B/(3)
- ④ Berth 4A and 4B
- (5) Service vessel berth
- 6 Future berth (up to 50.000DWT)

2.3.1. LIQUID AND SOLID BERTHS INCLUDING TRESTLES

- Berth 1A: This berth is dedicated for the transfer of dry bulk solid sulphur.
- Berth 1B: This berth is dedicated for the transfer of containerized solid polypropylene.
- Berth 2A and 2B/3: These berths are capable of accommodating vessels for transfer of below products:



- Gasoline, jet fuel, fuel oil, diesel, paraxylene and benzene (No. 2A).
- Gasoline, jet fuel, fuel oil, diesel, paraxylene, benzene and LPG/Propylene (No. 2B/3).
- Berth 4A and 4B: These berths are capable of accommodating vessels for transfer of the products: Crude Oil, Gasoline, and diesel.
 - Gasoline, diesel, and crude oil (No. 4A).
 - Gasoline, diesel (No. 4B).
- Service berth: this berth is designated for service boats such as: tugboats, mooring boats, diving boats, mooring boats and oil spill response boats.

2.3.2. Berth information

General Information	Berth 1A	Berth 1B	Berth 2A	Berth 2B Berth 3	Berth 4A	Berth 4B
Berth position	N19° 22' 0	0", E 105° 4	7' 40			
Berth length (m)	166	192	170	170	222	222
Max height L.A flange of water						
Min height L.A flange of water						

2.3.3. Design vessel

	Max design vessel				Min design vessel			
Berth No	DWT max (MT)	Disp. max (MT)	LOA max (m)	Draft max (m)	DWT min (MT)	Disp. min (MT)	LOA min (m)	Draft min (m)
1A	15000	19100	145	8.4	10000	13000	129	7.5
1B	10000	14300	134	7.7	5000	7400	103	6.2
2A/B/3	12825	16780	132.5	8.8	3000	4140	83	5.3
4A/4B	40000	48984	176	11.1	5000	6740	97	6.1

2.4. ACCESS CHANNEL, TURNING BASIN AND BERTH LIMITATION

2.4.1. Access Channel:

Access channel length	Approximately <mark>6775</mark> m		
Chanel width	4.8*Beam (120m- <mark>150m), R = 1215m</mark>		
Access Chanel depth	CD-1.2* Loaded Draft (-13.8m)		
Overall depth	1.0 m		



2.4.2. Turning Basin:

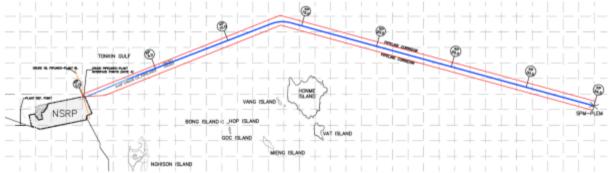
Turning basin Depth	CD-1.1* Loaded Draft (-12.8m)
Over depth	0.5 m
Turning Basin Diameter	1.8 * LOA (40,000 DWT) =324 m

2.4.3. Berthing Limitation:

Maximum speed of berthing	0.2 m/s
Maximum angle alongside	10°
Maximum wind speed	12.5 m/s
Maximum wave height	2.0 m
Maximum Swell height	1.2 m

2.5.SINGLE POINT MOORING (FOR TERMINAL CRUDE OIL IMPORT)

2.5.1. SPM AND PIPELINE LAYOUT



2.5.2. SPM INFORMATION

Location (N/E) (VN2000 System Coordination)	N19° 21' 59.48", E 106° 05'57.57" (2,141,751 N / 615,454 E)
Max DWT	320,000 MT
Max LOA	333 m
Max Draft	20.5 m
Max Beam	60 m
Maximum loading rate	13750 m³/h
Maximum operation pressure	19.6 bars
Crude oil temperature	10-50°C
Maximum current speed @ surface	1.2 m/s
Maximum wave height	2.5 m
Maximum wind speed	12 m/s





3. SERVICE VESSELS

NSRP shall take responsibility for arranging the scheduling and deployment of service vessels for berthing and un-berthing. Service vessels are available at Service Vessel Berth.

3.1.TUGBOAT

3.1.1. For JETTY:

The use of tugboat is compulsory during berthing/un-berthing of tankers/ships calling to the Port.

All berthing/un-berthing activities at Jetty must be assisted by at least two tugboats.

The following regulations pertaining to the tugboat assistance during berthing/un-berthing of tankers/ships as set out by Port Authority must be adhered to:

- Vessel with Length of Overall (LOA) of 80m to less than 115m; shall be assisted by at least one tugboat of minimum capacity of 1.000 HP.
- Vessel with LOA of 115m to less than 145m: shall be assisted by at least two Tugboats with total capacity 3.000 HP, of which one with the minimum capacity is 1.500 HP.
- Vessel with LOA of 145m to less than 175m: shall be assisted by at least two Tugboats with total capacity 4.100 HP, of which one with the minimum capacity is 1.500 HP
- Vessel with LOA of 175m and over: shall be assisted by at least two Tugboats with total capacity 5.200 HP, of which one with the minimum capacity is 2.600 HP.

3.1.2. For SPM:

• All tankers/ships berthing/ unberthing at SPM shall be assisted at least one multipurpose tugboat with engine capacity at least 4.000HP.

3.1.3. TUGBOAT RESPONSIBILITIES

- All crew members of tugboats are certified and competent seafarers.
- Main and auxiliary engines of all tugboats are always in good conditions and ready for service.
- Capstans, towing wires and equipment on all the tugboats are in good order and good conditions.
- Emergency plans and rescue apparatus to cater for emergency and accident must be in good conditions.
- Tugboats are always ready on VHF for information update.



3.2. MOORING BOATS/ MOORING TEAM

- NSRP Terminal utilize mooring boats to support vessels for safe mooring and unmooring at NSRP's berths. Mooring boats are always available at Service berth.
- Mooring operations are carried out by marine operators (during berthing, un-berthing and emergency cases).
- They are managed by NSRP Terminal and arrangement can be made 24/7.

4. ENVIRONMENT INFORMATION

Refer to Notice to Mariner or sailing direction (NP30 China sea pilot - volume I)

5. CUSTOMS, BOARDER GUARD AND QUARANTINE HEALTH OFFICER

The boarding party of Customs, Border Guard and Quarantine Health Officer would embark and disembark the vessels for their official practice according to Vietnamese law and Thanh Hoa Sea Port Regulation.

Vessel owners, operators, charterers, or ship agent are responsible for updating the information for such activities.

6. LIMIT CONDITION FOR OPERATION

6.1.WIND RESTRICTIONS

6.1.1. JETTY

- No berthing operation: No berthing activities shall be carried out when the wind speed exceeds 12.5 m/s or whenever the wind speed has been officially forecasted to exceed 20 m/s.
- Cargo operations stop at: Operation shall be stopped and Loading arms /and vapour recovery arms drained empty when wind speed reaches 18 m/s for all vessels alongside the Jetty and additional mooring lines to be put out as necessary.
- MLA/Ship Loader disconnection: Loading Arm and Ship Loader shall be disconnected when wind speed exceeds 18.5 m/s.
- If the weather forecast is bad and wind above 18.5 m/s is expected loading arm/ vapour recovery arm/ conveyor should be disconnected.
- Vessel un-berthing at: above 20 m/s there is risk that the vessel's mooring will not hold the vessel in position. The vessel should then be ready for sailing or wait terminal's instruction or pilot. Tugs should be called for standby if necessary, as evaluated by the vessel's Master and pilot.

6.1.2. SPM

• No mooring operation: No mooring activities shall be carried out when the wind speed exceeds or whenever the wind speed has been officially forecasted to exceed 12 m/s



 Cargo operations stop at: Cargo operation shall be stopped, floating hoses disconnection and vessel is unmoored from SPM when wind speed reaches or is foreseen to reach 12 m/s

6.2.WAVE RESTRICTION

6.2.1. JETTY

 No berthing operation when the wave height is higher than 2.0m or wave swell higher than 1.2m

6.2.2. SPM

- No mooring operation when the wave height is higher than 2.5 m
- Cargo operation shall be stopped, and the vessel is unmoored when the wave height is exceeding or is foreseen to exceed higher than 2.5 m

6.3.CURRENT RESTRICTION

6.3.1. JETTY

No applicable

6.3.2. SPM

- No mooring operation when the current at the surface is higher than 1.2 m/s
- Cargo operation shall be stopped, and the vessel is unmoored when the current is exceeding or is foreseen to exceed higher than 1.2 m/s

7. ANCHORAGE AND PILOTAGE

7.1.ANCHORAGE AND PILOT STATION

For JETTY: The centre of circle of Anchorage area and Pilotage water has the following position:

- Latitude: <u>19°19'12" N</u>
- Longitude: 105°52'12" E
- With the Radius is 01 nautical mile.

For SPM: The centre of circle of Anchorage area and Pilotage water has the following position:

- Latitude : 19°18'49,2" N
- Longitude: <u>106°07'02,6" E</u>
- With the Radius is 01 nautical mile.



7.2. PILOT REGULATION AND WORKING TIME

Referring to the Decree 173/2007/NĐ-CP 28/11/2007, pilot service is compulsory for all vessels entering or leaving NSRP Terminal.

Tankers/ships are permitted to berth/un-berth at Jetty 24/7 and at SPM from 06:00 hours to 16:00 hours

Pilot embarkation on board a vessel does not imply that the responsibility of Master of vessel has been relieved or ceased in any manner as the responsibility for safe maneuvering of the vessel during the approach always lies on Master of vessel. The duty of a pilot is limited to advising Master whilst vessel is underway to approach the Jetty.

7.3.PILOT BOARDING

Pilots will board from a fast launches boat marked 'Pilots'. The launches boat is equipped with VHF Radio with standby VHF channel 09 call sign 'Nghi Son Pilot '.

Outbound ships should advise the pilot at least one hour prior to departure. Vessel leaving the jetty shall advise the Pilot Station at least one hour before departure. Master's Report given by inward Pilot to the Master during berthing shall be returned to the outward Pilot. The outward Pilot shall not un-berth the vessel until the Immigration Clearance Certificate is presented.



CHAPTER 3: COMMUNICATIONS

1. PRE-ARRIVAL COMMUNICATION

1.1. ESTIMATED TIME OF ARRIVAL (ETA) ADVICE

The Ship's Agent shall advise/update Thanh Hoa Marine Administration and NSRP Terminal at least 72 hours prior to ship arrival on the following information:

- Vessel name, previous name (if any), call sign, flag.
- ETA (P/S) date and local time (GMT + 7).
- Master's name/Nationality.
- GT, NT, SDWT and Light Displacement Tonnage.
- Last port of call.
- Next port of call.
- The Number of Crew and Nationality.
- Number of passengers (if any).
- Grade and quantity of cargo on arrival or previous cargo and cargo to be loaded at NSRP Terminal and max loading/discharging rate.
- Whether previous cargo or any cargo on board has high H2S content and H2S concentration in tank vapour spaces.
- Arrival draft (Fwd/Aft).
- Estimated Departure Draft (Fwd/Aft).
- Any leaks which would cause pollution or affect loading/discharging.
- Pratique granted (Place/Date). If any sickness on board or clean Bill of health.
- Ship owner or Charterers.
- Confirm inert gas system operational and all cargo tanks are inerted on arrival.
- Length of overall, breath and the distance from bow to the centre of manifold.
- Confirm manifold arrangements comply with OCIMF standard for oil vessel manifold standard and associated equipment.
- Is vessel fitted with segregated ballast tank?
- For crude oil vessel it must be confirm that bow-mooring equipment is available.

The ETA should be confirmed at least 02 hours prior to arrival at Nghi Son pilot station.



1.2. PRE-BERTHING QUESTIONNAIRE (PBQ)

This questionnaire must be completed within 72 hours prior to the ship's arrival. Ship's agent shall fax or email to Section 6, NSRP's Terminal Operation - Vetting Team at the following email addresses:

- Email: BM@nsrp.com.vn
- Email: vettingteam@nsrp.com.vn

2. SHIP SHORE COMMUNICATION - ON ARRIVAL

Communications for ship/shore operations shall be via VHF radio communication.

Call Sign: NSRP Terminal.

Identification of ship name should always be included in ship to shore voice communications to avoid misunderstandings.

3. COMMUNICATION WHILE BERTHING AND MOORING

3.1. BERTHING AT JETTY

- On arrival at the berth, ashore portable VHF transceiver should be given to the ship during loading or discharging. This VHF transceiver will be the primary communication link between the vessel and the Jetty Controller or Terminal Representative.
- Primary: Communication between ship/shore will be via VHF nominated channel.
- Secondary: Communication will be communicated verbally with Berth Master and Shift Supervisor.
- Emergency: NSRP Terminal's JCB (Jetty Control Building) telephone line at: (0237.873.8540, Ext: 6211 as a back-up in case of shore VHF communication breaks down.

3.2. MOORING AT SPM

- Primary: Communication between ship and concern parties will be via VHF nominated channel by Berth Master.
- Secondary: Communication will be communicated verbally with Berth Master and SPM team.
- Emergency: NSRP Terminal's JCB (Jetty Control Building) telephone line at: 0237.873.8540, Ext: 6211 as a back-up in case of shore VHF communication breaks down.



4. SHIP/SHORE CHECKLIST AND OPERATION AGREEEMENT

On arrival at the berth, the Berth Master will present each vessel with a copy of the above document folders. The various forms, information and procedures laid out in the document formalise the conduct and procedures governing ship/shore operations at the Jetty and SPM, which are to be mutually agreed before operations commence. This document is made up from:

- Terminal regulation and safety information
- Emergency Procedure Notice
- Ship Shore Safety Checklist
- Floating hoses/Loading arms and Pipeline declaration.
- Loading and Discharging Plans.
- Ship/shore pollution Prevention checklist
- Declaration of Security

All the agreed documents remain in force throughout the ship remained alongside the Jetty. Any changes made to these agreements during the course of the cargo operations shall be again established in writing.

All items contained in the ship shore checklist must remain constantly under review however, the ship and shore, must jointly recheck those items requiring formal recheck at agreed intervals. Rechecking should be indicted in the appropriate box by additional ticks. The personnel carrying out the checks should then sign and note the date and time in the appropriate boxes. The maximum period between joint ship and shore rechecking should be not more than 4 hours.

5. SHIP AND SHORE COMMUNICATION DURING CARGO OPERATIONS

Good communications between ship and shore is an integral part of a successful operations. However, during cargo operations, if for any reason it becomes necessary to stop cargo due to an emergency, the Jetty Panel Operator/ Terminal representative should be immediately notified by VHF radio or Walkie-Talkie (name of ship) – STOP-STOP-STOP.

Likewise, ship's personnel on deck can raise the alarm to shore personnel who can activate the Jetty emergency stops.

At this time all pumps must be stopped, and manifolds closed until the situation is investigated fully and agreement is made between the Master and Berth Master to resume operations.



At times when ship tanks are to be filled at a ship stop, the Ship Officer will offer a countdown as agreed between the Terminal Representative and Ship's Officer in preloading discussions. Generally, this would be 30 minutes, 15 minutes, 5 minutes, 2 minutes, and then STOP.



CHAPTER 4: SAFETY REQUIREMENT

All Ships call at NSRP Port, in addition to the Vietnam's Regulations, NSRP's regulations and procedures, shall also in compliance to the International's Regulations such as:

- International Convention for the Safety of Life at Sea (SOLAS)
- International Convention for the Prevention of Pollution from Ships (MARPOL)
- International Ship & Port Facility Security Code (ISPS Code)
- Protection and indemnity insurance (P&I)
- International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)
- Oil Companies International Marine Forum (OCIMF) Sire Report Programme
- The Ship's documents are full, suitable, and available on tanker.
- Vessel must be vetted successfully by Oil Major or by nominated inspector.
- International Safety Guidelines for Oil Tankers and Terminals (ISGOTT)

NSRP Terminal reserve the right to suspend operations and require the removal of any vessel from terminal for flagrant or continued disregard of statutory and Terminal Regulations.

Defects in tankers/ships, equipment, manning, or operations which in the reasonable opinion of the terminal present a hazard to the terminal's operations.

Responsibility for the safe conduct of operations whilst a ship is at this terminal rests jointly with the Master of the ship, and the responsible terminal representative. (Terminal Shift Supervisor or Berth Master). Therefore, before operations start, it is important that full co-operations and understanding between ship and shore for the safety requirements set out in the <u>Ship/Shore Safety Check List</u>, which are based on safe practices widely accepted by the oil and tanker industries.

The Master is expected to adhere strictly to these requirements throughout the stay alongside this terminal and NSRP personnel will do likewise and co-operate fully with the ship in the mutual interest of safe and efficient operations.

Before the start of operations, and from time to time thereafter, for our mutual safety, the Berth Master with a responsible Ship's Officers will make a routine inspection of the ship to ensure that the questions on the Ship/Shore Safety Check List can be firmly answered.



Where corrective action is needed, the terminal may cease operations or should they have been started, may require them to be stopped.

Similarly, if the ship's Master considers safety is violated by any action on the part of NSRP Terminal engaged staff or by any equipment under NSRP Terminal control, the Master should demand immediate cessation of operations until the situation is rectified.

Repeated checks of those items marked in the Ship Shore Safety Checklist must be carried out by both ship and shore personnel at the agreed intervals noted in the agreement.



CHAPTER 5: FIRE AND EMERGENCY PROCEDURE

1. ALARM SIGNAL

The NSRP Terminal's alarm signal for a fire or other emergencies on terminal is a continuous pitch note on the electric sirens; while the evacuation signal is a variable pitch note on the electric siren for a duration of 2 minutes.

2. SHIP'S ACTION

When the fire or evacuation alarm is sounded, ship should stand by for possible stoppage of operations. Ship personnel must not initiate any action on their own concerning shutdown of valves etc. Unless the fire is on board their ship or directly endangering the ship; she must await instructions from shore before taking action regarding cargo operation.

Ship's Master will be advised by the Berth Master or Shift Supervisor regarding the movement of their ship. No attempt should be made to unmoor and leave the Jetty without instructions from any one of them.

3. COMMUNICATIONS

Upon hearing the fire or evacuation alarm, the Ship's Master or Officer should liaise with the Berth Master for further information and action.

4. SHIP CREWMEMBERS

Ship's personnel who went ashore on NSRP Terminal should make their best endeavour to return to their ships on hearing the alarm signal and remain on board until "all clear" signal has been declared.

5. MAN OVERBOARD

In the event of a person falls into the sea, The Shift Supervisor must be immediately informed, and he will in turn alert Berth Master. Berth Master will dispatch all available boats to the scene to assist in the search and rescue operations.

Life buoy with attached line is available on the Jetty. They should be deployed as soon as possible.

6. FIREFIGHTING EQUIPMENT ON THE JETTY

For the firefighting purpose, each berth is equipped with:

- Remote controlled water/ foam monitors
- Water monitor with hose connection on the Jetty decks
- A number of portable fire extinguishers and hoses
- An International Shore Connection for ship/shore fire connection



7. FIREFIGHTING VESSEL AT SPM:

Firefighting vessels shall on stand-by 24/7 at SPM when SPM is in operations.

8. INSTRUCTION IN CASE OF FIRE AND EMERGENCY

IN CASE OF FIRE AND EMERGENCY DON'T HESITATE TO RAISE THE ALARM IN THE EVENT OF THE FOLLOWING OCCUR:

- FIRE
- EXPLOSION
- OIL SPILL
- ESCAPE OR TOXIC and/or FLAMMABLE GASES & LIQUIDS

8.1.RAISE THE ALARM

Sound one or more blasts of the ship's whistle with each blast of not less than **10** seconds duration, supplemented by a continuous sound of the general alarm system.

8.2.CONTACT THE JETTY

Emergency contact: VHF CH 17

VHF communication channel: Nghi Son Port Authority VHF Channel 17

ACTION-SHIP	ACTION-BERTH			
Emergency on your ship	Emergency on a ship			
Raise the alarm	 Raise the alarm 			
 Cease all cargo/ballast operations and close all valves 	 Contact ship 			
 Inform to Jetty personnel 	 Cease all cargo/ballast operations and close all valves 			
 In case of fire, fight fire and prevent from spreading 	 Stand by to disconnect hoses or loading arms or ERC activated 			
 Stand by to disconnect hoses or loading arms 	 If necessary, stand by to assist fire fighting 			
 Bring engines to standby 	 Inform all ships in the vicinity 			
	 Implement berth emergency plan 			
EMERGENCY ON ANOTHER SHIP	EMERGENCY ASHORE			
Stand by, and when instructed:	 Raise alarm 			
 Cease all cargo/ballast operations and close all valves 	 Cease all cargo/ballast operations and close all valves 			
 Disconnect hoses or loading arms 	 In case of fire, fight fire and prevent it from spreading 			
 Bring engines and crew to standby, ready to un-berth 	 If required, stand by to disconnect hoses or loading arms or ERC activated 			
	 Implement berth emergency plan 			



CHAPTER 6: WARNINGS

1. SMOKING

Smoking is strictly prohibited in the Jetty area and on-board vessels alongside except in those spaces on board specifically designated by the Ship's Master and Berth Master as 'Smoking Area'. Failure to comply with this regulation can result in cessation of operations or vessel vacating the Jetty pending a complete investigation and receipt of written assurance from the Ship's Master that effective controls have been established.

NSRP Terminal reserves the right, to prohibit smoking, at any time, in any place on board a vessel and adjacent to the Jetty area. Smoking is also prohibited in any place within the Terminal and Jetty areas, except designated areas as directed.

2. ALCOHOL AND DRUG

Ship's Master is advised that operations will cease, when a person or persons involved in operations whose actions are not under proper control as a result of the use of alcohol/drugs and or fatigue.

If it is suspected that use of drugs and/or alcohol may affect safety at the terminal, operations will cease until the matter has been reported to and fully investigated by relevant authorities. Operations will not resume until the company considers it is safe to do so and delay or cancellation in a vessel's departure could result and will be for the account of the vessel.

Any personnel suspected of being affected by alcohol/drugs shall be prohibited from entering Jetty restricted areas.

3. ENVIRONMENT PROTECTION

The Master of a vessel berthed at NSRP Terminal must comply with the requirements of MARPOL and:

- Not allow or permit of any kind of oil to be discharged from the vessel or its scuppers into open waters.
- Not allow or permit a person to pump or discharge any oil, spirit or any flammable liquid into open waters.
- Not allow the vessel to emit excessive funnel smoke

Spillages and vapour release will be investigated by the appropriate authorities and, apart from the Master and/or Owners of the vessel being charged with the cost of cleaning up any spill or in dealing with a vapour release emanating from the vessel and the sequences thereof, the Master and/or Owner may be liable to prosecution and delay to the vessel could



well arise. Master is thereof required to ensure that every precaution is taken to prevent spillages and vapour releases at NSRP Port.

Masters are advised they will be charged full costs for any clean-up operations incurred.

The Berth Master may instruct offending vessels to vacate the berth or prohibit them from returning to NSRP Terminal.

4. ELECTRICAL EQUIPMENT INCLUDING CAMERA AND MOBILE PHONE

Only approved intrinsically safe or EX rated electrical equipment can be used at the Jetty within the hazardous zone around the ship.

Portable computers, mobile phones, pagers and cameras must be switched off and may only be used in or on:

- Areas on the shore as nominated by the Berth Master.
- Areas on the ship nominated by the Ship's Master.

Note: In special circumstances certain types of cameras may be used with the approval of the Master and Berth Master; however, before this approval is given a permit for the use of the camera must be obtained from a certified hot work permit officer.

Use or possession of these devices in other than the areas stated above will be considered as a serious breach of the safety rules.

No attempt shall be made to change a battery for mobile phone, pager, and UHF/VHF radio unless it is inside the vessel's accommodation or a permanent building.



CHAPTER 7: MOORINGS

1. GENERAL MOORING GUIDELINES

The mooring facilities are designed to permit a tanker to remain safely moored during all expected environmental conditions.

Vessels will normally be berthed at NRSP Terminal by the mooring boats which are always available and operational.

2. MOORING EQUIPMENT

Mooring lines of the same size and material must always be used for all leads in the same service, i.e. all spring lines must be of the same size and material. Mixed mooring lines in the same service are not permitted.

Berth	Mooring Items	Mooring lines Case	Design Mooring Load (T)	Remark
BERTH 1A/1B	Bollards		<mark>70</mark>	 Line pull force on the bollard for vessel 20,000T displacement assumed as 600 KN All bollards are situated every 10.77 m
	Broasting Dolphing	Breast line	<mark>60</mark>	
Berth	Breasting Dolphins BD1 to BD6	Spring Lines	<mark>60</mark>	Breasting dolphins are situated every 12.5 m
2A / 2B/3	Mooring Dolphins MD1 and MD2	Breast lines case	<mark>60</mark>	Mooring dolphins are situated 25 m each other
		Head/ Stern line case	<mark>60</mark>	
	Berthing Dolphins BD1 & BD2	Spring line case	<mark>75</mark>	
Berth 4A / 4B		Breasting line case	<mark>75</mark>	
	Mooring Dolphin	Breasting case	<mark>75</mark>	
	MD 1-MD6	Head/ Stern line case	<mark>75</mark>	



3. MOORING REQUIREMENT

Berth No	Ship Size (DWT)		Mooring lines		Mooring line Material	Min. Breaking Load (MBL)
Berth 1A/1B	5000	15000	<mark>2</mark> headlines/ 2 Fore Breast lines/ <mark>2</mark> Fore spring lines	2 Stern lines/ 2 Aft Breast line/ 2 Aft spring lines	Synthetic	400 kN
Berth 2A/2B/3	1000	12,825	 2 headlines/ 2 Fore Breast lines/ 2 Fore spring lines 	2 Stern lines/ 2 Aft Breast line/ 2 Aft spring lines	Synthetic	400 kN
Berth 4A/4B	5000	40000	 2 headlines/ 2 Fore Breast lines/ 2 Fore spring lines 	2 Stern lines/ 2 Aft Breast line/ 2 Aft spring lines	Synthetic	500 kN

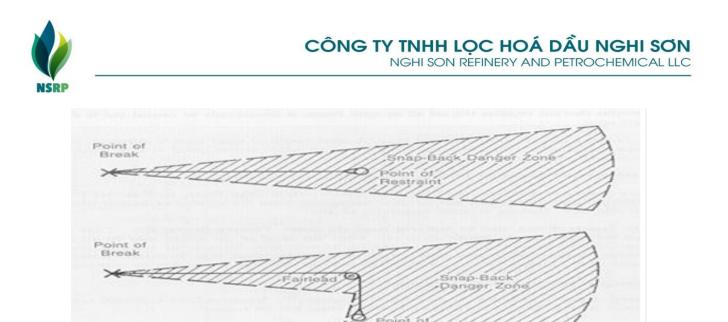
<u>Note:</u> In adverse weather conditions, additional ropes may be required to keep the vessels safe alongside. All mooring points (Berths 2/3/4 A/B) are equipped with 2 QRH each. If 2 mooring lines will be used on the same hook, both lines should be set from the winches with a BHC at maximum 60% of the MBL. In such case the SWL of the hook must be more that 1.2 x MBL.

4. SNAP BACK ZONES

Ship's mooring lines can cause a great danger to personnel ashore and aboard. Handling of mooring lines has a higher potential accident risk than most other shipboard activities. The most serious danger is snap back, the sudden release of the static energy stored in both synthetic lines and flexible steel wires.

Shore personnel must stay back at least 2.5 metres during berthing and un-berthing operations.

Line handlers must stand well clear of the potential path of snap back, which extends to the sides and far beyond the ends of the tensioned line.



5. FIRE WIRE – EMERGENCY TOWING OFF PENNANTS

Use of 'fire wire' or 'Emergency Tow-off Pennant System' (ETOPS) is required by NSRP Terminal for the emergency case.

All ships alongside berths at NSRP Terminal must be equipped with fire wires and rat guards. Fire wires shall be positioned by 2 metres from water level.



CHAPTER 8: CARGO OPERATION

NSRP Port accepts vessels for cargo handling at her terminal on the understanding that operations are conducted safely and expeditiously and that berths are vacated as soon as practicable after operations are completed.

1. RECEIPT OF REGULATION – WARNING NOTICE

Loading or discharging must not start until the Master or Chief Officer has:

- Signed a certificate acknowledging receipt of: 'Information and Regulation for the Use of Nghi Son Refinery and Petrochemical Port'.
- Displayed warning notices in prominent locations on board: 'No Smoking', 'No Naked Lights' and 'No Visitor'.

2. CARGO HANDLING INFORMATION

2.1 SPM FLOATING HOSE MANIFOLD FOR CRUDE TANKER:

SPM	Product	Outer line (inch)	Inner line (inch)	Loading Capacity max. (m ³ /h)
SPM Manifold	Crude oil	20"	20"	13,750

2.2 LOADING ARM / MANIFOLD DETAIL

Berth	Product	Loading/ Vapor Arm no.	Loading Arm (inch)	Vapor Arm (inch)	Loading Capacity max. (m ³ /h)
Coastal Jetty 2 A/ 2 B	Gasoline 92	200-Z-001/018 200-Z-002/021	8"	4"	600
Coastal Jetty 2 A/ 2 B	Gasoline 95	200-Z-001/018 200-Z-002/021	8"	4"	600
Coastal Jetty 2 A/ 2 B	Diesel (Regular)	200-Z-005 200-Z-006	8"	N/A	600
Coastal Jetty 2 A/ 2 B	Diesel (Premium)	200-Z-005 200-Z-006	8"	N/A	600
Coastal Jetty 2 A/ 2 B	Fuel Oil	200-Z-012 200-Z-013	8"	N/A	500
Coastal Jetty 2 A/ 2 B	al Jetty 2 A/ 2 B Jet Fuel		8"	N/A	600
Coastal Jetty 2 A/ 2 B	Benzene	200-Z-014/019 200-Z-015/022	8"	4"	750
Coastal Jetty 2 A/ 2 B	Par xylene	200-Z-016/020 200-Z-017/023	10"	6"	1,200
Jetty 3 (LPG Jetty)	LPG	200-Z-009A/026A 200-Z-009B/026B	6"	4"	300
Ocean Jetty 4A/4 B	Gasoline 92	200-Z-003A/024A 200-Z-003B/024B 200-Z-004A/025A	10"	6"	1,500



		200-Z-004B/025B			
Ocean Jetty 4A/4 B	Gasoline 95	200-Z-003A/024A 200-Z-003B/024B 200-Z-004A/025A 200-Z-004B/025B	10"	6"	1,500
Ocean Jetty 4A/4 B	Diesel (Regular)	200-Z-007A 200-Z-007B 200-Z-008A 200-Z-008B	10"	N/A	1,500
Ocean Jetty 4A/4 B Diesel (Premium)		200-Z-007A 200-Z-007B 200-Z-008A 200-Z-008B	10"	N/A	1,500
Ocean Jetty 4A	Crude Oil	200-Z-027	16"	N/A	3,000

3. CARGO OPERATION

3.1 NOTICE OF READINESS

- Notice of Readiness (NOR) to load or discharge is a warranty that the vessel is ready in all respects to load or discharge, and all equipment (including, but not limited to tanks, pumps, valves and pipelines) is ready and fit to load or discharge cargo.
- NSRP LLC reserves the right to refuse acceptance of such Notice of Readiness unless the vessel is in all respects ready to load or discharge.

3.2CONSTANT READINESS

- While alongside, vessel shall be adequately manned, watches kept, and the vessel's engine and propulsion machinery shall be maintained in constant readiness to leave the pier under full power in the event of an emergency.
- No repairs are permitted which would interfere with this requirement.
- Masters, ships Owners and Operators are reminded that the safety of the vessel is their responsibility at all times

3.3 OPERATION REQUIREMENT

- Vessel must keep sufficient crew on board to be able to deal with emergency and assist all operations. Make sure that crews to be on watch are enough and necessary for full safety of vessel.
- Emergency towing wires (Fire wires) are to be positioned on the offshore bow and quarter. The eyes of the wires should be maintained not more than 2m above the waterline and adjusted during operations they should be made fast on the ship's bitts while having sufficient slack on deck to provide towing length of 50m



- Vessels alongside the port must comply with the Marine Environmental Regulation of The Vietnam Maritime Code.
- Berth Master and his Superior will check for safety, oil pollution prevention in accordance with the ship/shore safety checklists. The ship/shore safety checklists are strictly observed whilst vessels are alongside berth.
- The time of safety check will be carried out on berth after formalities completed, and on the contraries if Vessels make formality on berths after the formality are completed. The Master is responsible for inform to the Supervisor of port's safety which Articles were not complied or unsatisfactory on board the ship and can be carry out to reduce/ adjust.
- Port Safety personnel shall have the rights to board any vessel whilst the vessel is alongside berth; at any time to ensure that Port Regulations are observed and have the right to order for stop pumping in the event of flagrant ignorance of the Regulations.
- Entry into a vessel's tank or any enclosed space is not permitted while vessel is alongside the port unless Berth Master has been clearly advised/confirmed.
- Vessel has established that, in principle, the proper safety procedures will be adopted by the vessel and in accordance with the provisions of ISGOTT and ICS vessel safety guide as appropriate. It must be understood that the Master will remain fully responsible for ensuring that all operations are carried out safely.
- All tankers/ships must by day show flag 'B' or the international code of signal and by night exhibit an all-round red light.

3.4CARGO RECEIVING RATES

Projected receiving flow rates will be agreed upon in the Ship/Shore Safety and Operational Agreement, which will be signed by the Chief Officer and Berth Master before commencement of any cargo operations. The agreements in cargo operation form should be completed and to be check by Berth Master and Chief Officer such as:

- Initial Pumping Rate at:
- Time required to be stopped at:
- Maximum Pumping Rate at:
- Maximum allowable pressures at ship's manifold
- Others



3.5 SHIP'S LOADING CONTROL

Chief Officer and Deck Officers are required to have full understanding of Terminal cargo operation equipment such MLA and gangway and they must establish good communication among crews and Terminal at all times during cargo operation.

- NSRP will use Automation Monitoring System to monitor and control cargo movement such as loading rate, pressure, quantity and temperatures.
- Ship's officer must monitor and control its cargo operation on board from the ship's Cargo Control Room at all times during pumping operation. Chief Officer must ensure actual cargo distribution into ship's tanks will strictly adhere to the duly agreed Loading Plan.

3.6 EMERGENCY SHUTDOWN / STOP

In case of emergency, during pumping operation, ship's crew or officer shall never close any valve on board the Vessel without prior consent from Berth Master.

NSRP Terminal shall undertake to activate Emergency Shutdown Stop.

3.7 DRY CERTIFICATES

Dry Certificates will not be issued before or after any cargo operations by Independent Surveyor.

3.8 IG OPERATION

- All vessels are required to be equipped with Inert Gas Systems in accordance with Solas Chapter II-2, Regulation 4.5.5 ship/tanker shall ensure Inert Gas Systems is in proper operation prior to berthing at NSRP Terminal.
- Cargo operations will not be permitted to commence on any vessel fitted with an Inert Gas System unless the Berth Master is satisfied that the system is fully operational and it has been confirmed that all cargo tanks are maintained slightly above the atmospheric and their oxygen content is maintained at 8% by volume or less.
- In the event of failure of the Inert Gas System after operations have commenced, Terminal will stop all operations until either the Inert Gas System is restored or an alternative source of Inert Gas is provided.

4. CARGO CALCULATION

An independent surveyor will determine cargo quantity on board.

5. DOCUMENT ONBOARD

All documents and Bill of Lading will be presented on-board within 2 hours upon completion of MLA disconnection if there is no dispute in quantity discrepancy by any party.



CHAPTER 9: REGULATIONS AND INSTRUCTION ON SAFETY PRECAUTION

1. SHIP'S TANK PREPARATION

Ship's tanks must have undergone a proper tank cleaning prior to loading different product grade from its previous voyage.

2. ULLAGE & SAMPLE

Wherever possible, ullage and sample of ships tanks should be achieved by the use of closed sampling equipment. Under no circumstances are shore personnel or surveyor to open any tank or vapour lock without approval from the ship's officer on duty.

When it is not possible to undertake closed gauging and/or sampling operations, open gauging systems will need to be employed and the precautions detailed in ISGOTT 7.2 (7.2.1, 7.2.2, 7.2.3, 7.2.4 including Fig 7-1 on page 63) adhered to.

Ship's crew and independent surveyor shall jointly carry out manual gauging of the ship's tanks and draw samples accordingly without any unnecessary delay. All delays pertaining to gauging and sampling must be recorded.

3. IMMOBILISATION OF MAIN ENGINE

The immobilization of main engines is not permitted whilst alongside.

4. PERMIT TO WORK ON BOARD A VESSEL AT THE BERTH

When any repair or maintenance is to be done on board a vessel moored at the berth, the Master must inform the Berth Master in writing. Agreement should be reached on the safety precautions to be taken, with due regard to the nature of the work.

5. REPAIR

Maintenance works involving 'Hot Work' such as gas cutting, chipping, welding and scraping are not allowed whilst ships are alongside. Any other repair other than Hot Work must be agreed between the responsible Ship's Officers and Berth Master.

6. TESTING RADIO AND RADAR EQUIPMENT

Testing of radio and radar equipment is not permitted.

7. VHF/UHF RADIO

Only VHF/UHF radio units which are of an approved design, intrinsically safe and explosion proof type are permitted.

8. TANK CLEANING, PURGING AND GAS FREEING

The Master of any vessels requiring cleaning, purge or gas free tanks which have previously contained liquid hydrocarbons, must obtain permission from the Berth Master.



9. CREW CHANGE AND SHORE LEAVE

Ship's agent is not allowed to arrange for crew change & shore leave throughout the period whilst ship is alongside NSRP Jetty or moored at SPM.

10. GARBAGE

Approved garbage reception facilities are not available in NSRP Terminal. Garbage could be collected by NSRP outsourcing provider and will be treated by them.

11. STORE AND SPARE

Ships are not allowed to deliver stores & spares on-board whilst alongside.

12. SMALL CRAFT

Vessels and small craft are not allowed alongside a vessel at the berth without prior permission of the Berth Master.

13. GANGWAY, LOADING ARM, VAPOR RECOVERY AND FENDER

Gangway, loading arm, vapour recovery arm and fender are vulnerable to damage when ship range along the Jetty. To prevent accidents of such nature, mooring lines should be regularly monitored and adjusted throughout ship's stay alongside.

14. TANK HATCH

Tank hatches must not be opened under any circumstances.

15. BONDING WIRE

They are not to be used at NSRP Jetty. Insulating flanges are provided on MLA.

16. BUNKERING FROM LIGHTERS / BARGES

This operation must not be carried out at NSRP Terminal. No double banking shall be allowed whilst Vessels are alongside NSRP Jetty or moored at SPM



CHAPTER 10: INTERNATIONAL SHIP AND PORT FACILITY SECURITY (ISPS CODE)

The ISPS code is mandatory under the international Convention for safety of Life at Sea (SOLAS) which came into force on 1st July 2004. The Code applies to all ships of 500 GT and above engaged on international voyages and to all port facilities serving these ships. It requires ships and ports to have counter-terrorist contingency plans. Appoint security officers, keep security records and comply with the security requirements set out in the ISPS Code. NSRP terminal to be certified by Viet Nam Maritime Administration (VMA) to be in compliance with ISPS CODE.

1. DECLARATION OF SECURITY (DOS)

DOS (See Appendix) is a document on agreement reached between ship and port facility or another ship with it interface specifying the security measures each will implement.

2. SECURITY INCIDENT

Any suspicious act or circumstance threating the security of a ship, including a mobile offshore drilling unit and a high-speed craft, or of a port facility or of any ship/terminal interface or any ship to ship activity.

3. SECURITY LEVEL

Qualification of the degree of risk that a security incident will be attempted or will occur – there are 3 security levels:

- Security Level 1: The level for which minimum appreciate security protective measures shall be maintained at all times
- Security Level 2: The level of which additional security protective measures shall be maintained for period of times as a result of heightened risk of a security incident.
- Security Level 3: The level for which further specific protective security measures shall be maintained for a limited period of time when a security incident is probable or imminent, although it may not be possible to indemnify the specific target.



CHAPTER 11: POLLUTION PREVENTION

1. CAUSE OF POLLUTION

Experiences has shown that the majority of the cause of pollution by ships are follows:

- a) Overflow cargo, bunkers and /or ballast during loading, bunkering or ballasting
- b) Discharge of dirty ballast/ bilge water over-side
- c) Leakage of oil through sea valves at commencement of ballasting
- d) Failure of flanges and joint in manifolds and deck pipe- work
- e) Overflow of cargo tanks during loading (which is due to open drop line valves, change of trim, slop tank overflow)
- f) Spillage of oil after fire/explosion

Consequently, Master is required to draw the special attention of deck crews to these causes.

2. EMERGENCY OIL POLLUTION CLEAN UP

Whenever oil is spilled and pollution of sea occurs or may occurs, immediate action must be taken to prevent further spillage and to minimize clean-up operations. The Thanh Hoa Port Authority will be informed by NSRP Terminal and in the event of large spills, clean up facilities will be bought into action supplement those of NSRP Terminal.

3. POLLUTION PREVENTION CHECKLIST

The checklist shown in the Appendix, while primary used as a joint ship and shore check out prior to commencing operations should also be used by ship's officers to self-examine their ship for pollution control as an on- going basics.

4. POLLUTION PREVENTION REQUIREMENTS

The pollution requirement must be clearly understood and observed as applicable before start of cargo operations.

5. SCUPPERS

Scuppers must always be closed and made oil tight before operations commence. Those ship which have wooden scupper plugs must have plugs cemented cover.

6. WATER FREEING DECK

All surplus rainwater or clean water spilling on deck from ballasting operations must be drained off periodically and scupper replaced immediately after the water have been run off. Continuous monitoring during this time is required.



7. UNUSED CARGO / BUNKER CONNECTION

All unused cargo/bunker connections shall be closed and blanked off using a fully bolted blank flange.

8. OVERBOARD VALVES & SEA VALVES

All overboard valves and sea valves not being used shall be closed and lashed or sealed. Overboard discharge lines which have a swing-blind arrangement shall be blinded.

9. DRIP PANS OR TRAY

It is the ship responsibility to provide drip pans or trays under the ship manifold connections and keep these pans/trays emptied or drained.

10. OIL ABSORBING MATERIAL

The ship shall keep an adequate supply of sawdust or the oil absorbing material at or near the manifold.

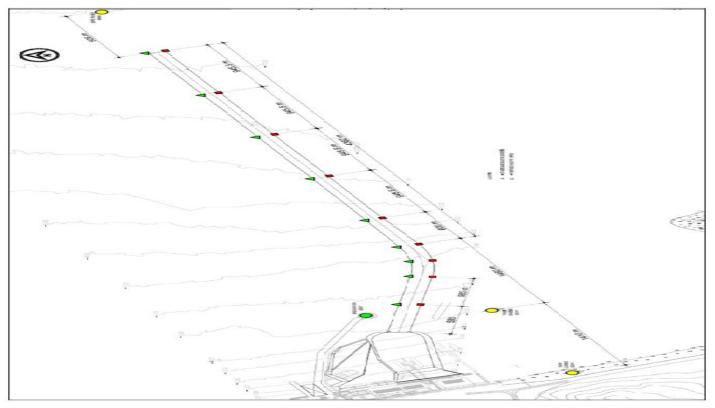
11. ADEQUATE DECK WATCH, COMMUNICATIONS WITH SHORE

The ship shall be having an adequate deck watch during all cargo and ballasting operations.

The emergency stop procedure must be understood and agreed by ship and shore.





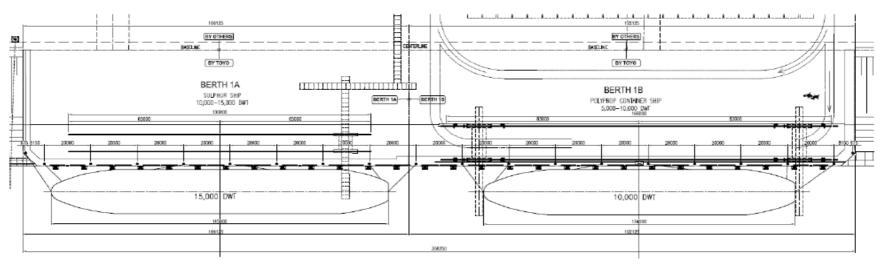


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APPENDIX 02: MOORING ARRANGEMENT

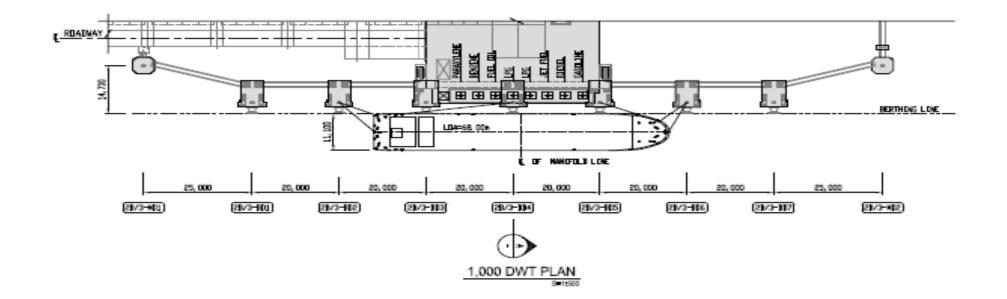
Figure 1 Typical Mooring pattern

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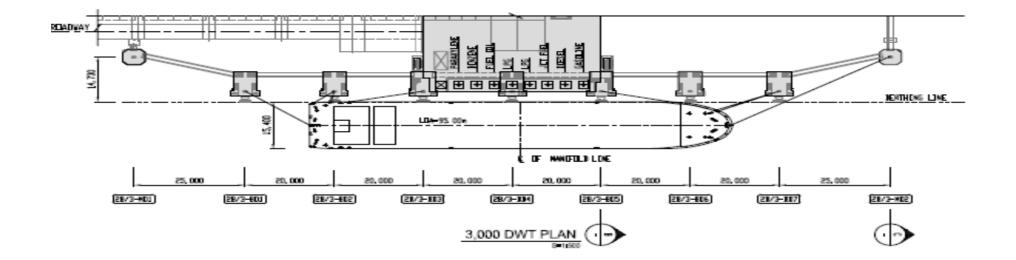
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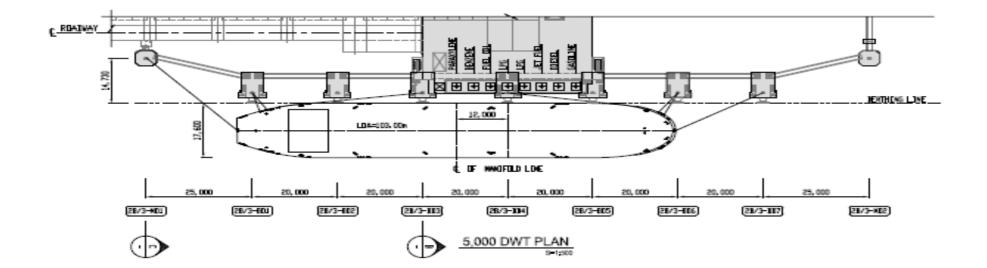


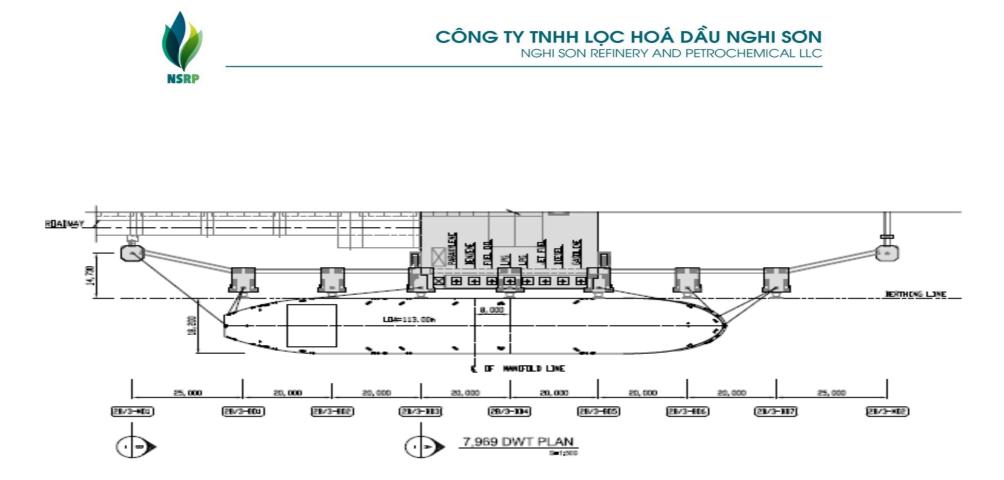




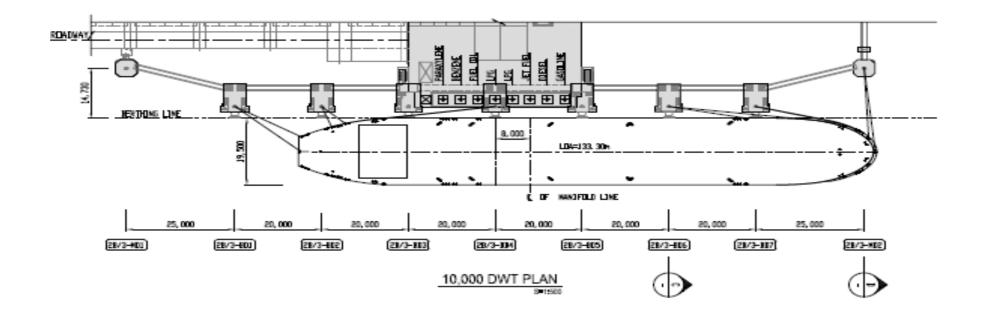




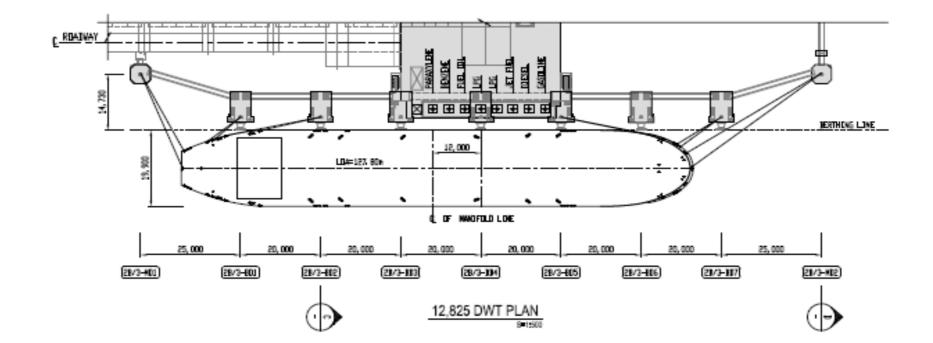




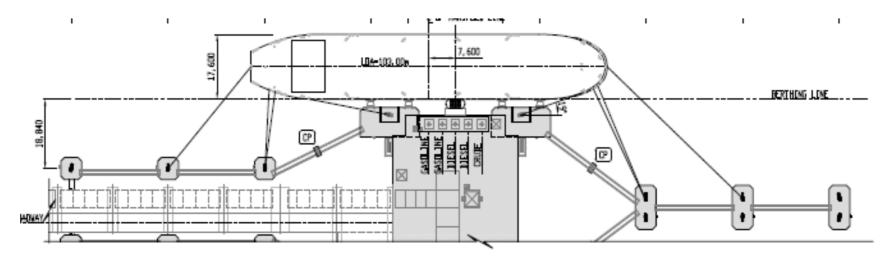












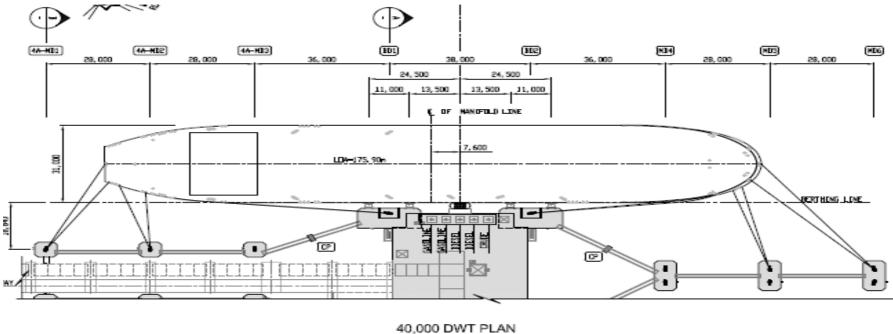
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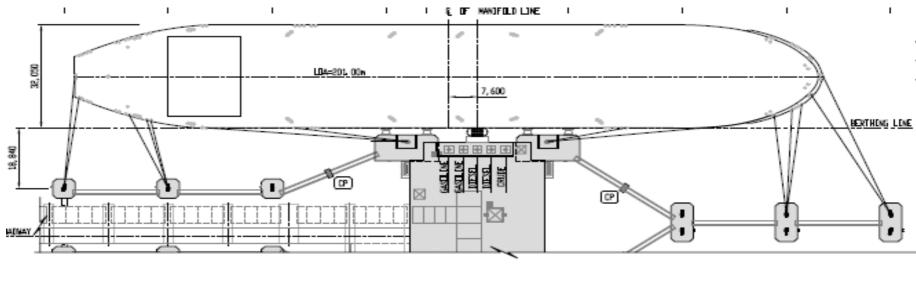




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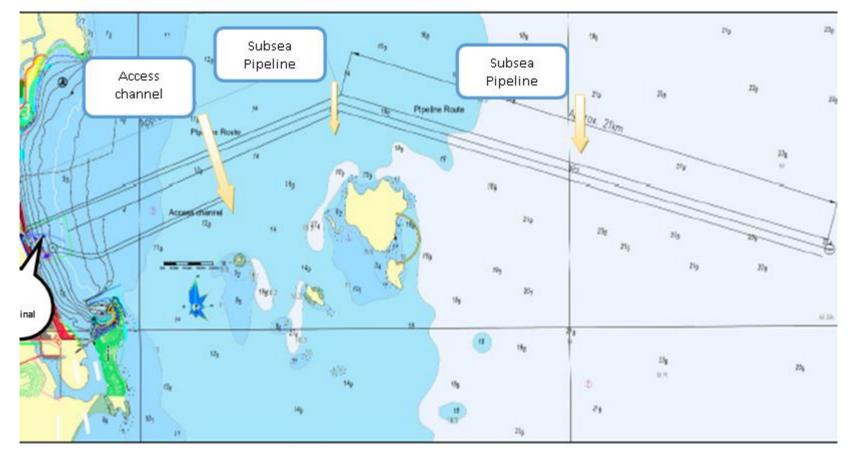
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APPENDIX 03: GENERAL LAYOUT OF NSRP TERMINAL



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JTY-7.4.1-03

Ship Vetting Procedure for Tankers without SIRE Inspection Report

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1. PURPOSE

Ensure the vessel to meet the requirements of the dossier, technical, security, maritime safety, and pollution prevention at the request of Vietnam maritime law, international conventions, the safety requirements of NSRP and suitable with NSRP Terminal condition.

2. SCOPE

This procedure is applicable for Tankers have not SIRE reports or have SIRE reports which their validity are more than <mark>6</mark> months from issuance date for more than 10 year old vessels, more than <mark>9</mark> months from issuance date for not greater than 10 year old vessels, calling at NSRP Terminal for cargo operation.

Applied responsibilities:

Nghi Son Refinery & Petrochemical Limited Liability Company (NSRP Terminal)

Offtakers

- Third Party Inspection Company
- Ship Owners/ Operators of the vessel transporting NSRP's cargoes.

3. REFERENCE DOCUMENT

- Vietnam Marine Code
- Decision No. 54/2005/QD BGTVT October 27, 2005 by the Minister of Transport issued a certificate lists and documentation of Vietnam ship and authority boats.
- OCIMF Vessel Inspection Questionnaires (VIQs)
- OCIMF Harmonized Vessel Particular Questionnaires (HVPQs).

4. TERM AND DEFINITION

- **NSRP**: Nghi Son Refinery & Petrochemical Limited Liability Company.
- NSRP Vetting Team: A Team in charge of Ship Inspection/Condition Assessment. This Team belongs to Section 6, Operations Division, NSRP.
- NSRP Vessel Inspection Team: Team to conduct Pre- inspection prior to issue a new / extent Notice of Acceptance. The Team including but not limited:
 - A Berth Master
 - A Maintenance electrical Engineer
 - A Firefighting Engineer
- **NSRP E&C**: NSRP Economy and Commercial Division.
- Ship Inspection: The inspection conducted by Third Party Inspection Company.
- Third Party Inspection Company: A Company nominated by NSRP to carry out Ship Inspection.



- NSRP Vessel Particular Questionnaires: Harmonized Vessel Particular Questionnaires are the questionnaires for Ship Owner/Operator to provide details of ship particular data, ship equipment, technical and trading certificates.
- NSRP Vessel Inspection Questionnaires: Vessel Inspection Questionnaires are the questionnaires issued by NSRP in consideration of safety standards of OCIMF. These questionnaires are considered to meet with the actual condition of Vietnamese tanker fleet and applied by the Inspector during Ship Inspection.
- Ship Inspection Report: report made by Third Party Inspection Inspector based on NSRP Vessel Inspection Questionnaires.
- **Observations**: Non-compliance with other safety guidelines & which are the defects observed by Inspectors at the time of Ship Inspection with reference to NSRP VIQs.
- Ship Rectification Report: Report made by Ship Owners/Operators/Crews to explain rectification method for Observations noted by Third Party Inspector.
- Ship Management Officer: Captain, Chief Officer, Chief Engineer and First Engineer (or Second Engineer) of tanker.
- Ship/Shore Safety Check: safety check carried out by Berth Master with Chief Officer on board by using Ship/Shore Safety Check List.
- Ship/Shore Safety Check List (SSSCL): the checklist developed by NSRP based on ISGOTT, the SSSCL may be revised to better reflect the individual and joint responsibilities of the tanker and the terminal.



5. SHIP VETTING PROCESS

5.1. SHIP VETTING WORKFLOW CHART

Responsibility	Diagram	Description	Timeline
Off-Taker or Ship Owner/ Operator	Request Ship Inspection to Third Party Inspection Company	 Off-Taker or Ship Owner/ Operator register through Third Party Inspection Company's website or send official Inspection Request to Third Party Inspection Company. NSRP Vessel Particular 	At least 01 week before inspection date.
		Questionnaires & Appendix- 1 to be submitted.	
Off taker or Ship Owner/ Operator	Register Ship Info to NSRP Vetting Team, Commercial Team.	 Off-taker/Ship Owner register Ship Info to NSRP Vetting Team, Commercial Team. Off-taker/Ship Owner periodically update ship information to NSRP Vetting Team 	At the nomination
Third Party Inspection Company	Information confirmed and reviewed by Third Party Inspection	 Confirm all the document and information registered or submitted by Off-Taker or Ship Owner/ Operator. Agree time & location for Ship Inspection. 	02 working days
Third Party Inspection Company	Ship Inspection Executed onboard at another Terminal	 Third Party Inspector to apply NSRP Vessel Inspection Questionnaires. Off-Taker or Ship Owner/ Operator to coordinate with Inspector to complete the inspection and sign to confirm observation noted. 	06 to 10 hrs. daylight



Ship Owner/ Operator	Submit explanation materials and/or rectification plan to Observation noted	- Ship Owner/Operator can submit explanation materials and rectification plan to Observations noted to Third Party Inspection Company within 14 calendar days from Ship Inspection.
Third Party Inspection Company	Submit Ship Inspection Report to NSRP	- Make detailed "Ship Inspection Report" within 15 calendar days from Ship Inspection, submit to NSRP, and maintain it in Third Party Inspection Company website-database.
Vetting Team	Collect Ship Information	 Receive Ship Inspection Report. Collect external information such as Q88, PSC, IHS, TMSA, Previous SIRE Report, Info of previous works in another terminal if available.
Vetting Team	Ship Condition Assessment	 Violate non- High-Risk observations on Ship Inspection Result and other info but all observations are rectified: "Accepted ". Violate non- High-Risk observations on Ship Inspection Result and other info but some observations are on pending: "Accepted subject to Pre-berthing Inspection". Violate High Risk observations on Ship Inspection Report or other info: "Not Accepted".
Vetting Team DM / GMR	Issue Notification to "Accepted subject to Pre-berthing Inspection" or "not Accepted" vessel	- Judgment "Accepted", "Accepted subject to Pre- berthing Inspection" or "Not Accepted "will be issued



Ship Owner/ Operator	Provide Information to NSRP	- Provide adequate information by filling "Pre- berthing Questionnaires" as in the form and corrective action status to NSRP Vetting Team for review.	01 day
NSRP Vessel Inspection Team	Pre-Berthing Inspection	- Pre-berthing Inspection at anchorage area to re-check corrective actions against Observations reported on Ship Inspection Report (if any) and also conduct Inspection based on "NSRP Inspection for Tankers for Pre-Berthing Inspection".	01 - 03 Hrs./ ship
NSRP Vessel Inspection Team	Pre-Berthing Inspection Result	 If Ship Rectification Report is correct and not violate High-Risk observations on Pre-Berthing Inspection Result: "Accepted" If Ship Rectification Report is not correct or violate High Risk observations on Pre- Berthing Inspection Result: "Not Accepted" 	01 hr./ship
<mark>NSRP</mark> <mark>Vetting Team</mark> DM / GMR	Issue Notification to accept or not accept vessel	- "Accepted" or "Not Accepted "will be issued.	01 hr./ship

5.2. IMPLEMENTATION OF SHIP VETTING

5.2.1. Ship Inspection Request

Off-Taker or Ship Owners/Operators apply Ship Inspection Request by registering through website or send official Ship Inspection Request to the email address or the fax number of Third-Party Inspection Company at least 01 week before inspection execution. Provide adequate information by filling "NSRP Vessel Particular Questionnaires" & Appendix-1 to Third Party Inspection Company.

Name: PETROVIETNAM MAINTENANCE AND REPAIR, CORPORATION (PVMR)



- Address: Suite 701, Petrovietnam Tower, 1-5 Le Duan Street, Ben Nghe Ward, District 1, Ho
 Chi Minh City, Viet nam
- Tel: +84(0)283 9118565
- Fax: +84(0)283 9118567
- Email: <u>info@pvmr.vn</u>
- Website: <u>http://www.pvmr.vn/</u>

Note: Third Party Inspection Company will be nominated by NSRP, any changes of the company will be informed by NSRP.

5.2.2. Ship Vetting Request

Off Takers/Ship owners register ship information & send the ship vetting request to NSRP Vetting Team (Vettingteam@nsrp.com.vn), Commercial Team (Commercialteam@nsrp.com.vn).

- Provide adequate information by filling in the form and send to NSRP Vetting Team.
 - MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-03_AP-001 Appendix 1
 - MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-03_F-001 Inspection Checklist for Tanker
 - MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-03_F-002 Pre -berthing questionnaires

5.2.3. Receive ship inspection application

Once receiving the Ship Inspection Request, the Third-Party Inspection Company sends confirmation email and the Ship Inspector for inspection execution. Below are the steps which will take place during this ship inspection process:

- Confirmation of vetting implementation as ordered.
- Request Ship Owners/Ship Operators to provide information prepared for inspection.
- Confirmation of vetting fee payment.
- Ship Owners/Operators send replied email to Third Party Inspection Company.
- Ship Owners/Operators fill up the ship information into NSRP Vessel Particular Questionnaires form, and then sends to Third Party Inspection Company.
- Self-check and answer questionnaires in NSRP Vessel Inspection Questionnaires form.
- Continue updating latest information of the ship as requested.
- Agree with Third Party Inspection Company about the time and place of inspection.

After receiving sufficient information, Third Party Inspection Company informs Ship Owners/Operators the full name, phone number, email address and inspection schedule of Inspector.





5.2.4. Ship Inspection

Ship Inspection is full progress for all safety and security management system of the vessel based on the questionnaires system issued and updated by NSRP.

Ship Inspection must be executed during cargo loading/ discharging operation status (other status will be considered by NSRP) and not be allowed from 20:00 to 05:00 hrs. except for the special condition which is agreed by NSRP.

Inspection procedure includes:

- Conduct the meeting with Ship Management Officers.
- Review self-check and answer of Ship Owner/Operator according to NSRP Vessel Inspection Questionnaires.
- Check the details and note all observations during inspection progress.
- Hold the meeting with Ship Management Officers and representative of Ship Owner/Operator (if available) and note the content/sign Observations list.

5.2.5. Ship Owner/Operator explains the observations to be noted

Based on observations noted in the list, Ship Owner/Operator explains and plans to rectify observations and remedies to avoid repetition. Time for rectification/explanation is within 14 calendar days from the date of Observations. Rectification/explanation and plan must be sent to Third Party Inspection Company.

Ship Owner/Operator coordinates with Third Party Inspection Company to complete inspection report in order to send to NSRP before the previous approval validity expires.

5.2.6. Third Party Inspection Company sends Ship Inspection Report to NSRP

Third Party Inspection Company receives and processes additional information from Ship Owner/Operator within 14 calendar days from the date of inspection and prepares the detailed Inspection Report and sends it to NSRP within 15 calendar days from the date of inspection.

Third Party Inspection Company informs the content of Article 4.2.5 to Ship Owner/Operator for their proper acknowledge and implementation.

Third Party Inspection Company compiles documentation to record the Ship Inspection Result.

5.2.7. NSRP Vetting Team reviews and evaluates the Inspection Report to give conclusion Once received Ship Inspection Report, Vetting Team shall:

Review Ship Inspection Report.



- Collect external information such as HVPQ, Q88, PSC, IHS, previous Inspection Report (SIRE, NON-SIRE), info of previous works in other Terminal. (Collected information will be compared with NSRP Terminal design parameters which described in Appendix-1, NSRP High Risk Observation List. Additionally, PSC inspection Code 30 is also considered as High-Risk observation).
- Conclude Ship Condition Assessment Result as follows:
 - Violate non- High-Risk observations on Ship Inspection Result and other info but all observations are rectified: "**Accepted** ".
 - Violate non- High-Risk observations on Ship Inspection Result and other info but some observations are on pending: "Accepted subject to Pre-berthing Inspection".
 - Violate High Risk observations on Ship Inspection Report or other info: "Not Accepted".

5.2.8. Pre-berthing Inspection by NSRP Vessel Inspection Team

Pre-berthing Inspection will also be executed for nominated vessels calling at NSRP Terminal as the first time or extent Notice of Acceptance.

Ship Owner/Operator shall provide adequate information by filling Pre-berthing Questionnaires for Tankers as in the form and corrective action status to NSRP for review. NSRP Vessel Inspection Team shall execute Pre-berthing Inspection at anchorage area near NSRP Terminal to re-check corrective actions against Observation reported on Ship Inspection Report, and also conduct Inspection based on "Inspection Checklist for Tankers for Pre-berthing Inspection".

Pre-berthing Inspection will be done in the daytime prior to entering NSRP terminal.

- If Ship Rectification Report is correct and not violate High-Risk observations on Pre-Berthing Inspection Result: "**Accepted**"

- If Ship Rectification Report is not correct or violate High-Risk observations on Pre-Berthing Inspection Result: "**Not Accepted**".

5.2.9. NSRP informs to accept or reject the ship

Based on the Ship Condition Assessment Result or Pre-berthing Inspection Result, NSRP will notify final acceptance/rejection to Ship Owner/Operator in the name of General Manager of Refinery (GMR)/ Operations Division Manager.

The Notice to Accept or not accept will be stored on NSRP common folder.

5.2.10. Ship/Shore Safety Check

Based on ship loading schedule, accepted vessel on section 5.2.8 and/or 5.2.9 must be



executed Ship/Shore Safety Check before cargo operation, during cargo operation, before un-berthing to ensure smoothly co-operation and safety operation of Terminal. The details are described in Guideline for Ship/Shore Safety Inspection.

6. ATTACHMENT

No	Document code	Document name
1	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-03/AP-001	Appendix 1
2	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-03/AX-001	NSRP Vessel Particular Questionnaire
<mark>3</mark>	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-03/AX-002	NSRP Vessel Inspection Questionnaire for tankers
4	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-03/AX-003	NSRP High Risk Observation List
5	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-03/ F-001	Inspection Checklist for Tanker for Pre-berthing Inspection
6	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-03/ F-002	Pre-berthing Questionnaire for Tankers
7	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-03/ F-003	Ship Inspection evaluation result
8	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-03/ F-004	Notice to accept vessel
9	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-03/ F-005	Notice not to accept vessel



JTY-7.4.1-03/AX-001

NSRP VESSEL PARTICULAR QUESTIONNAIRE



Table of content

- Chapter 1. General Information
- Chapter 2. Certificates
- Chapter 3. Crew
- Chapter 4. Navigation
- Chapter 5. Safety
- Chapter 6. Pollution Prevention
- Chapter 7. Structural Condition
- Chapter 8. Cargo
- Chapter 9. Cargo Specific
- Chapter 10. Mooring
- Chapter 11. Communications and Electronics
- Chapter 12. Propulsion
- Chapter 13. Ship to Ship Transfer
- Chapter 14. Combination Carriers

JTY-7.4.1-03/AX-001

Number	Titla	Туре	Y-7.4.1-03/AX-001 Type/ Unit
Number	Title	туре	Type/ Unit
Chapter 1	General Information		
	General Information		
1.1.1	Date this HVPQ document completed	[Date]	
1.1.2	Vessel identification		
1.1.2.1	Name of ship	[Text]	
L.1.2.2	LR/IMO number	[Text]]	
L.1.2.3	Company IMO number	[Text]	
		1.1.3.1	1.1.3.2
	Previous name	Name	Date of change
1.1.3	Last previous	[Name]	[Date]
1.1.5	Second last previous	[Name]	[Date]
	Third last previous	[Name]	[Date]
	Fourth last previous	[Name]	[Date]
1.1.4	Flag		
1.1.4.1	Flag	Lookup	
1.1.4.2	Has the flag been changed?	Yes/No	
1.1.4.3	What was the previous flag?	Lookup	
1.1.5	Port of Registry	[Text]	
1.1.6	Call sign	[Text]	
1.1.7	Ship contacts		
1.1.7.1	INMARSAT number	[Text]	
1.1.7.2	Ship's fax number	[Text]	
1.1.7.3	Ship's telex number	[Text]	
1.1.7.4	Mobile phone number	[Text]	
1.1.7.5	Ship's email address	[Text]	
1.1.8	What is the type of ship as described in Form A or Form B Q1.11 of the IOPPC?	Lookup	
1.1.9	What is the Ship's Maritime Mobile Selective Call Identity (MMSI) number?	[Text]	
1.1.10	Type of Hull	Lookup	
1.1.11	Name of P and I Club	[Text]	
1.1.12	EEI rating number	[Text]	
1.2	Ownership and Operation		
1.2.1	Registered owner		
1.2.1.1	Name	[Text]	
1.2.1.2	Full address	Memo	
1.2.1.3	Country	Lookup	
1.2.1.4	Office telephone number	[Text]	
1.2.1.5	Office telex number	[Text]	
1.2.1.6	Office fax number	[Text]	
1.2.1.7	Office email address	[Text]	
1.2.1.8	Contact person	[Text]	
1.2.1.9	Contact person after hours telephone	[Text]	
1.2.2	Number of years this ship has been owned by Registered Owner	[Integer]	Years
1.2.3	Technical operator (if different from registered owner)		
1.2.3.1	Name	[Text]	
1.2.3.2	Full address	Memo	
1.2.3.3	Country	Lookup	
1.2.3.4	Office telephone number	[Text]	
1.2.3.5	Office telex number	[Text]	
1.2.3.6	Office fax number	[Text]	
1.2.3.7	Office email address	[Text]	
1.2.3.8	Name of Designated Person Ashore (DPA)	[Text]	
	After-hours telephone number of DPA	[Text]	
1.2.3.10	Emergency callout number	[Text]	
	Emergency callout pager number	[Text]	
1.2.4	Date current operator assumed technical control of the ship	[Date]	
1.2.5	Total number of ships operated by this Technical Operator	Integer	
1.2.6	Commercial operator (if different from registered owner)		
1.2.6.1	Name	[Text]	
1.2.6.2	Full Address	Memo	
1.2.6.3	Country	Lookup	
1.2.6.4	Office telephone number	[Text]	
1.2.6.5	Office telex number	[Text]	
1.2.6.6	Office fax number	[Text]	
1.2.6.7	Office email address	[Text]	
1.2.6.8	Contact person	[Text]	
1.2.6.9	Contact person after hours telephone	[Text]	
	contact person area notifis telephone	[]	

1.3	Builder				
1.3.1	Builder name			[Text]	
1.3.2	Date of building contract			[Date]	
1.3.3	Hull number			[Text]	
1.3.4	Date on which keel was laid or ship was at a similar stage of co	nstruction		[Date]	
1.3.5	Date launched			[Date]	
1.3.6	Delivery date as recorded in Form A or Form B Q1.8.3 of the IC	DPPC		[Date]	
1.3.7	Major hull change				
1.3.7.1	Has a major hull change been undertaken?	1		Yes/No	
1.3.7.2	What was the date of completion of the conversion as recorde	ed in Form A or Form B Q1.9.3 of the IOPPC?		[Date]	
1.3.7.3 1.4	List what changes were made Classification			Memo	
1.4.1	Classification Society			Lookup	
1.4.2	Class notation			[Text]	
1.4.3	Change of classification Society				
1.4.3.1	Has Classification Society changed?			Yes/No	
1.4.3.2	What was the previous Classification Society?			Lookup	
1.4.3.3	Date of change			[Date]	
1.4.4	Dry dock			1	
1.4.4.1	Date of last dry dock			[Date]	
1.4.4.2	Date of second last dry dock			[Date]	
1.4.4.3 1.4.5	Date next dry dock due Special survey			[Date]	
1.4.5	Date of last special survey			[Date]	
1.4.5.2	Was last special survey an enhanced special survey			Yes/No	
1.4.5.3	Date next special survey due			[Date]	
1.4.6	Condition Assessment Program				
1.4.6.1	Does the ship have a Condition Assessment Program (CAP) rat	ing?		Yes/No	
1.4.6.2	What is the latest rating?			Integer	
1.4.7	Date of last annual survey			[Date]	
1.4.8	Date of last boiler survey				
1.4.8.1	Port boiler			[Date]	
1.4.8.2	Starboard boiler			[Date]	
1.4.9 1.5	Is the ship subject to a Continuous Machinery Survey			Yes/No	
1.5.1	Dimensions Length overall (LOA)			[Decimal]	Meters
1.5.2	Length between perpendiculars (LBP)			Decimal	Meters
1.5.3	Extreme breadth			Decimal	Meters
1.5.4	Molded breadth			Decimal	Meters
1.5.5	Molded depth			Decimal	Meters
1.5.6	Keel to masthead			Decimal	Meters
1.5.7	Distance bow to bridge			Decimal	Meters
1.5.8	Distance bridge front - mid-point manifold			Decimal	Meters
1.5.9	Distance bow to mid-point manifold			Decimal	Meters
1.5.10	Distance stern to mid-point manifold			Decimal 1.5.11.1	Meters 1.5.11.2
	Parallel mid-body diagram			Forward to mid-point	Aft to mid-point
1.5.11				[Decimal]	[Decimal]
	Light ship			• • • • •	
	Light ship Normal ballast			[Decimal]	[Decimal]
	Light ship Normal ballast At loaded summer			[Decimal]	
1.5.12	Normal ballast				[Decimal]
1.5.12 1.6	Normal ballast At loaded summer			[Decimal]	[Decimal]
1.6 1.6.1	Normal ballast At loaded summer Does ship have a bulbous bow? Tonnages Net registered tonnage (NRT)			[Decimal] Yes/No [Decimal]	[Decimal] [Decimal] Tones
1.6 1.6.1 1.6.2	Normal ballast At loaded summer Does ship have a bulbous bow? Tonnages Net registered tonnage (NRT) Gross tonnage			[Decimal] Yes/No	[Decimal] [Decimal]
1.6 1.6.1 1.6.2 1.6.3	Normal ballast At loaded summer Does ship have a bulbous bow? Tonnages Net registered tonnage (NRT) Gross tonnage Suez tonnage			[Decimal] Yes/No [Decimal] [Decimal]	[Decimal] [Decimal] Tones Tones
1.6 1.6.1 1.6.2 1.6.3 1.6.3.1	Normal ballast At loaded summer Does ship have a bulbous bow? Tonnages Net registered tonnage (NRT) Gross tonnage Suez tonnage Suez tonnage			[Decimal] Yes/No [Decimal] [Decimal] [Decimal]	[Decimal] [Decimal] Tones Tones tones
1.6 1.6.1 1.6.2 1.6.3 1.6.3.1 1.6.3.2	Normal ballast At loaded summer Does ship have a bulbous bow? Tonnages Net registered tonnage (NRT) Gross tonnage Suez tonnage Suez tonnage Suez Canal Gross Tonnage (SCGT)			[Decimal] Yes/No [Decimal] [Decimal] [Decimal] [Decimal]	[Decimal] [Decimal] Tones Tones tones tones
1.6 1.6.1 1.6.2 1.6.3 1.6.3.1 1.6.3.2 1.6.3.3	Normal ballast At loaded summer Does ship have a bulbous bow? Tonnages Net registered tonnage (NRT) Gross tonnage Suez tonnage Suez tonnage Suez Canal Gross Tonnage (SCGT) Suez Canal Net Tonnage (SCNT)			[Decimal] Yes/No [Decimal] [Decimal] [Decimal] [Decimal] [Decimal]	[Decimal] [Decimal] Tones Tones tones tones tones
1.6 1.6.1 1.6.2 1.6.3 1.6.3.1 1.6.3.2 1.6.3.3 1.6.3.4	Normal ballast At loaded summer Does ship have a bulbous bow? Tonnages Net registered tonnage (NRT) Gross tonnage Suez tonnage Suez tonnage Suez Canal Gross Tonnage (SCGT) Suez Canal Net Tonnage (SCNT) Panama Tonnage			[Decimal] Yes/No [Decimal] [Decimal] [Decimal] [Decimal]	[Decimal] [Decimal] Tones Tones tones tones
1.6 1.6.1 1.6.2 1.6.3 1.6.3.1 1.6.3.2 1.6.3.3 1.6.3.4 1.7	Normal ballast At loaded summer Does ship have a bulbous bow? Tonnages Net registered tonnage (NRT) Gross tonnage Suez tonnage Suez tonnage Suez Canal Gross Tonnage (SCGT) Suez Canal Net Tonnage (SCGT) Panama Tonnage Load line Information	Freeboard (m)	Draft (m)	[Decimal] Yes/No [Decimal] [Decimal] [Decimal] [Decimal] [Decimal]	[Decimal] [Decimal] Tones Tones tones tones tones
1.6 1.6.1 1.6.2 1.6.3 1.6.3.1 1.6.3.2 1.6.3.3 1.6.3.4	Normal ballast At loaded summer Does ship have a bulbous bow? Tonnages Net registered tonnage (NRT) Gross tonnage Suez tonnage Suez tonnage Suez Canal Gross Tonnage (SCGT) Suez Canal Net Tonnage (SCNT) Panama Tonnage	Freeboard (m) 1.7.1.1	Draft (m) 1.7.1.2	[Decimal] Yes/No [Decimal] [Decimal] [Decimal] [Decimal] [Decimal]	[Decimal] [Decimal] Tones Tones Tones tones tones tones tones tones
1.6 1.6.1 1.6.2 1.6.3 1.6.3.1 1.6.3.2 1.6.3.3 1.6.3.4 1.7	Normal ballast At loaded summer Does ship have a bulbous bow? Tonnages Net registered tonnage (NRT) Gross tonnage Suez tonnage Suez tonnage Suez Canal Gross Tonnage (SCGT) Suez Canal Net Tonnage (SCGT) Panama Tonnage Load line Information			[Decimal] Yes/No [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] Decimal] Deadweight (mt)	[Decimal] [Decimal] Tones Tones Tones tones tones tones tones tones tones
1.6 1.6.1 1.6.2 1.6.3 1.6.3.1 1.6.3.2 1.6.3.3 1.6.3.4 1.7	Normal ballast At loaded summer Does ship have a bulbous bow? Tonnages Net registered tonnage (NRT) Gross tonnage Suez tonnage Suez canal Gross Tonnage (SCGT) Suez Canal Net Tonnage (SCNT) Panama Tonnage Load line Information Load line information	1.7.1.1	1.7.1.2	[Decimal] Yes/No [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] Deadweight (mt) 1.7.1.3	[Decimal] [Decimal] Tones Tones tones tones tones tones tones tones tones tones tones tones tones
1.6 1.6.1 1.6.2 1.6.3 1.6.3.1 1.6.3.2 1.6.3.3 1.6.3.4 1.7	Normal ballast At loaded summer Does ship have a bulbous bow? Tonnages Net registered tonnage (NRT) Gross tonnage Suez tonnage Suez connage (SCGT) Suez Canal Net Tonnage (SCGT) Panama Tonnage Load line Information Load line information Summer Winter Tropical	1.7.1.1 [Decimal] [Decimal] [Decimal]	1.7.1.2 [Decimal] [Decimal] [Decimal]	[Decimal] Yes/No [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal]	[Decimal] [Decimal] Tones Tones Tones tones tones tones tones tones tones tones tones tones [Displacement (mt) 1.7.1.4 [Decimal] [Decimal]
1.6 1.6.1 1.6.2 1.6.3 1.6.3.1 1.6.3.2 1.6.3.3 1.6.3.4 1.7	Normal ballast At loaded summer Does ship have a bulbous bow? Tonnages Net registered tonnage (NRT) Gross tonnage Suez tonnage Suez tonnage Suez conal Gross Tonnage (SCGT) Suez Canal Net Tonnage (SCNT) Panama Tonnage Load line Information Load line information Summer Winter Tropical Lightship	1.7.1.1 [Decimal] [Decimal] [Decimal] [Decimal]	1.7.1.2 [Decimal] [Decimal] [Decimal] [Decimal]	[Decimal] Yes/No [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] Deadweight (mt) 1.7.1.3 [Decimal] [Decimal] [Decimal] [Decimal]	[Decimal] [Decimal] Tones Tones Tones tones tones tones Displacement (mt) 1.7.1.4 [Decimal] [Decimal] [Decimal] [Decimal]
1.6 1.6.1 1.6.2 1.6.3 1.6.3.1 1.6.3.2 1.6.3.3 1.6.3.4 1.7	Normal ballast At loaded summer Does ship have a bulbous bow? Tonnages Net registered tonnage (NRT) Gross tonnage Suez tonnage Suez tonnage Suez canal Gross Tonnage (SCGT) Suez Canal Net Tonnage (SCMT) Panama Tonnage Load line Information Load line information Summer Winter Tropical Lightship Normal Ballast Condition	1.7.1.1 [Decimal] [Decimal] [Decimal] [Decimal] [Decimal]	1.7.1.2 [Decimal] [Decimal] [Decimal] [Decimal] [Decimal]	[Decimal] Yes/No [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] Deadweight (mt) 1.7.1.3 [Decimal] [Decimal] [Decimal] [Decimal] [Decimal]	[Decimal] [Decimal] Tones Tones tones tones tones tones Displacement (mt) 1.7.1.4 [Decimal] [Decimal] [Decimal] [Decimal]
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1.6 1.6.1 1.6.2 1.6.3 1.6.3.1 1.6.3.2 1.6.3.3 1.6.3.4 1.7 1.7.1 1.7.1 1.7.2 1.7.2	Normal ballast At loaded summer Does ship have a bulbous bow? Tonnages Net registered tonnage (NRT) Gross tonnage Suez tonnage Suez tonnage Suez Canal Gross Tonnage (SCGT) Suez Canal Net Tonnage (SCNT) Panama Tonnage Load line Information Load line information Summer Winter Tropical Lightship Normal Ballast Condition Segregated Ballast Condition Fresh Water Allowance (FWA) at summer Draft tones per Centimeter Immersion (TPC) at Summer Draft	1.7.1.1 [Decimal] [Decimal] [Decimal] [Decimal] [Decimal]	1.7.1.2 [Decimal] [Decimal] [Decimal] [Decimal] [Decimal]	[Decimal] Yes/No [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal]	[Decimal] [Decimal] [Decimal] Tones Tones Tones tones tones tones Displacement (mt) 1.7.1.4 [Decimal] [Decima
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1.6 1.6.1 1.6.2 1.6.3 1.6.3.1 1.6.3.2 1.6.3.3 1.6.3.4 1.7 1.7.1 1.7.1 1.7.2 1.7.3	Normal ballast At loaded summer Does ship have a bulbous bow? Tonnages Net registered tonnage (NRT) Gross tonnage Suez tonnage Suez tonnage Suez Canal Gross Tonnage (SCGT) Suez Canal Net Tonnage (SCNT) Panama Tonnage Load line Information Load line information Summer Winter Tropical Lightship Normal Ballast Condition Segregated Ballast Condition Fresh Water Allowance (FWA) at summer Draft tones per Centimeter Immersion (TPC) at Summer Draft	1.7.1.1 [Decimal] [Decimal] [Decimal] [Decimal] [Decimal]	1.7.1.2 [Decimal] [Decimal] [Decimal] [Decimal] [Decimal]	[Decimal] Yes/No [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal]	[Decima] [Decima]] Tones Tones Tones Tones tones tones tones Displacement (mt) 1.7.1.4 [Decima]] [
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1.6 1.6.1 1.6.2 1.6.3 1.6.3.1 1.6.3.2 1.6.3.3 1.6.3.4 1.7 1.7.1 1.7.1 1.7.2 1.7.3	Normal ballast At loaded summer Does ship have a bulbous bow? Tonnages Net registered tonnage (NRT) Gross tonnage Suez tonnage Suez tonnage Suez canal Gross Tonnage (SCGT) Suez Canal Net Tonnage (SCMT) Panama Tonnage Load line Information Load line information Summer Winter Tropical Lightship Normal Ballast Condition Fresh Water Allowance (FWA) at summer Draft tones per Centimeter Immersion (TPC) at Summer Draft Normal ballast conditions Forward	1.7.1.1 [Decimal] [Decimal] [Decimal] [Decimal] [Decimal]	1.7.1.2 [Decimal] [Decimal] [Decimal] [Decimal] [Decimal]	[Decimal] Yes/No [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] Deadweight (mt) 1.7.1.3 [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] Deraft (m) 1.7.4.1 [Decimal]	[Decimal] [Decimal] Tones Tones tones tones tones tones Displacement (mt) 1.7.1.4 [Decimal] [Decima
1.6 1.6.1 1.6.2 1.6.3 1.6.3.2 1.6.3.3 1.6.3.4 1.7 1.7.1 1.7.1 1.7.2 1.7.3 1.7.4	Normal ballast At loaded summer Does ship have a bulbous bow? Tonnages Net registered tonnage (NRT) Gross tonnage Suez tonnage Suez canal Gross Tonnage (SCGT) Suez Canal Net Tonnage (SCNT) Panama Tonnage Load line Information Load line information Summer Winter Tropical Lightship Normal Ballast Condition Segregated Ballast Condition Fresh Water Allowance (FWA) at summer Draft tones per Centimeter Immersion (TPC) at Summer Draft Normal ballast conditions Forward Aft	1.7.1.1 [Decimal] [Decimal] [Decimal] [Decimal] [Decimal]	1.7.1.2 [Decimal] [Decimal] [Decimal] [Decimal] [Decimal]	[Decimal] Yes/No [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] Deadweight (mt) 1.7.1.3 [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] [Decimal] Deraft (m) 1.7.4.1 [Decimal]	[Decimal] [Decimal] Tones Tones tones tones tones tones Displacement (mt) 1.7.1.4 [Decimal] [Decima
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1.8	Recent Operational History	aterline (air draft) in normal SBT condition	2		[Decimal]	Meters
1.8.2		requirement for unscheduled repairs since		al maintenance?	Yes/No	
1.8.3	Unscheduled repairs					
1.8.3.1	Have unscheduled repairs been carried o	Jt?			Yes/No	
1.8.3.2 1.8.4	What was the nature of the repairs? Has ship been involved in a pollution inci	dent during the past 12 months?			Memo Yes/No	
1.8.4	Has ship been involved in a pollution included the ship been involved in a grounding included the ship been involved the ship	* 1			Yes/No	
1.8.6	Has ship been involved in a collision durin				Yes/No	
1.8.7		to features of the ship or operational char	racteristics that may be of interest, p	lease record details	Memo	
	here. 2. Certificates					
2.1	Certificates					
2.1.1	Register number				[Text]	
2.1.2	Does the ship comply with the Internatio	nal Convention for the Control and Manag	gement of Ships' Ballast Water and Se	ediments?	Yes/No	
2.1.3	Type of tanker. If the ship is not an oil tar	nker specify the type as recorded in Part B			[Text]	
	Certificate dates	2.1.4.1 Date issued	2.1.4.2 Date expires	2.1.4.3 Last annual	2.1.4.4 Last intermediate	2.1.4.5 Date of endorsement
	Safety equipment certificate	[Date]	[Date]	[Date]	[Date]	[Date]
	Safety radio certificate	[Date]	[Date]	[Date]	[Date]	[Date]
	Safety construction certificate	[Date]	[Date]	[Date]	[Date]	[Date]
2.1.4	Load-line certificate International OII Pollution Prevention	[Date]	[Date]	[Date]	[Date]	[Date]
	Certificate (IOPPC) Safety management certificate (SMC)	[Date] [Date]	[Date]	[Date]	[Date] [Date]	[Date] [Date]
	Document of compliance (DOC)	[Date]	[Date]	[Date]	[Date]	[Date]
	International ship security certificate	[Date]	[Date]	[Date]	[Date]	[Date]
	USCG letter of compliance	[Date]	[Date]	[Date]	[Date]	[Date]
	USCG certificate of compliance	[Date]	[Date]	[Date]	[Date]	[Date]
2.1.5	Minimum safe manning document				[Date]	
2.1.6	Civil Liability Convention Certificate (1992 U.S. Certificate of Financial Responsibility				[Date] [Date]	
2.1.7	Certificate of Fitness				[Date]	
2.1.8.1	Chemicals				[Date]	
2.1.8.2	Gas				[Date]	
2.1.9	Noxious Liquids Certificate				[Date]	
2.1.10 2.1.11	Date of issuance of the Unattended Mach Date of issuance of the International Ton				[Date] [Date]	
2.1.11	Publications	lage certificate			[bate]	
	Duklastian				2.2.1.1	
	Publications				Present	
	IMO Safety of Life at Sea Convention (SO				Yes/No	
	International Life Saving Appliance Code International Code for Fire Safety System				Yes/No Yes/No	
	IMO International Code of Signals (SOLAS				Yes/No	
		vention of Pollution from Ships (MARPOL	73/78)		Yes/No	
	IMO Ships Routing				Yes/No	
	IMO International Regulations for Preven				Yes/No	
	IMO Standards of Training, Certification a ICS Guide to Helicopter/Ship Operations	nd Watchkeeping (STCW Convention)			Yes/No Yes/No	
		de for Oil Tankers and Terminals (ISGOTT)			Yes/No	
	OCIMF/ICS Ship to Ship Transfer Guide (P	, ,			Yes/No	
	OCIMF Recommendations for Oil Tanker	Manifolds and Associated Equipment			Yes/No	
	OCIMF Mooring Equipment Guidelines				Yes/No	
	OCIMF Effective Mooring				Yes/No	
	Guidance Manual for tanker structures Recommendations for equipment employ	yed in the bow mooring of ships at SPM m	noorings		Yes/No Yes/No	
	Anchoring Systems and Procedures	er and bear mooring of ships at selvi in			Yes/No Yes/No	
	USCG Regulations for Tankers (USCG 33 C	FR/46 CFR)			Yes/No	
	International Safety Management Code (,			Yes/No	
	Oil Transfer Procedures (USCG 33 CFR 15	-156)			Yes/No	
2.2.1	Operator's ISM Manuals	or Ship Technical Operator's equivalent n	nanual on board?		Yes/No Yes/No	
		hip Technical Operator's equivalent manu			Yes/No Yes/No	
	ICS Bridge Procedures Guide				Yes/No	
	IAMSAR Vol.3				Yes/No	
	Nautical Institute Bridge Team Managem				Yes/No	
	International Medical Guide for Ships (or	equivalent)			Yes/No	
	ISPS Code Guidelines for the control of Drugs and al	cohol on board shins			Yes/No Yes/No	
	Row: Guidelines on Fatigue				Yes/No	
		t of Ships Carrying Dangerous Chemicals ir	n Bulk (IBC Code)		Yes/No	
	IMO Index of Dangerous Chemicals Carrie	d in Bulk			Yes/No	
	ICS Tanker Safety Guide (Chemicals)	of Chine Carping Deserves of smith 1			Yes/No	
	IMO Code for Construction & Equipment Chemical Data Guide (USCG 1990 CIM 16	of Ships Carrying Dangerous Chemicals in 616.6A)	Duik (DCH COUR)		Yes/No Yes/No	
	Medical First Aid Guide for Use in Accider				Yes/No	
	Procedures and Arrangements (P&A) Man				Yes/No	
	IMO Code for Construction & Equipment	of Ships Carrying Liquefied Gases in Bulk (IGC Code)		Yes/No	
					Yes/No	
	ICS Tanker Safety Guide (Liquefied Gas)	an filtre and in Table 1			M (A) -	
	SIGTTO Liquefied Gas Handling Principles				Yes/No Yes/No	
		intenance and Testing			Yes/No Yes/No Yes/No	
	SIGTTO Liquefied Gas Handling Principles SIGTTO Guide to Pressure Relief Valve Ma ICS Ship to Ship Transfer Guide (Liquefied	intenance and Testing	zfied Gases in Bulk (IGC Code)		Yes/No	

2.3	Publications - Gas tanker specific			
2.3			2.3.1.1	
2.2.4	Publications - Gas tanker specific		Present	-
2.3.1	Row: Liquefied petroleum gas sampling procedures		Yes/No	
	Row: Manifold recommendations for liquefied gas carriers		Yes/No	
Chapter 3				
3.1 3.1.1	Crew Management Number of Officers/Ratings on board			
3.1.1	What is the minimum number of officers/ratings to be carried as recorded in the	Minimum Safe Manning Document?	[Integer]	
3.1.1.2	What is the actual number of officers/ratings on board?		[Integer]	
3.1.2	Crew employment by the Ship Operator			
3.1.2.1	Is the Master employed by the Ship Operator?		Yes/No	
3.1.2.2	Are the officers employed by the Ship Operator?		Yes/No	
3.1.2.3	Are the ratings employed by the Ship Operator?		Yes/No	
3.1.3 3.1.4	What is the common language used on the Ship?		[Text]	
3.1.4	Manning agent for Officers Name		[Text]	
3.1.4.2	Full address		Memo	
3.1.4.3	Office telephone number		[Text]	
3.1.4.4	Office telex number		[Text]	
3.1.4.5	Office fax number		[Text]	
3.1.4.6	Office email address		[Text]	
3.1.5	Manning agents		Voc/No	
3.1.5.1 3.1.5.2	Are manning agent(s) wholly or partially owned by Operator? If No, does Operator have selection rights?		Yes/No Yes/No	
3.1.6	Does the Operator maintain personnel files on officers assigned to its vessels?		Yes/No	
3.1.7	What is the retention rate for officers for the past 3 years?		[Decimal]	Years
3.1.8	Ratings on board			
3.1.8.1	What is the minimum number of ratings to be carried as specified in the Minimu	Im Safe Manning Document?	[integer]	
3.1.8.2	What is the actual number of ratings on board?		Integer	
3.1.8.3	List nationality of ratings		Memo	
3.1.9	Manning agent for Ratings (if different to Officers) Name		[Text]	
3.1.9.1 3.1.9.2	Name Full address		[Text] Memo	
3.1.9.3	Office telephone number		[Text]	
3.1.9.4	Office telex number		[Text]	
3.1.9.5	Office fax number		[Text]	
3.1.9.6	Office email address		[Text]	
3.1.10	Does the Operator maintain personnel files on ratings assigned to its ships?		Yes/No	
3.1.11	What is the retention rate for ratings for the past 3 years?		Integer	Years
3.2	Continuity		Mag /bla	
3.2.1 3.2.2	Do senior officers return to the same ship on a rotational basis? Are senior officers rotated on ships of similar class within company fleet?		Yes/No Yes/No	
3.2.2	Are senior officers rotated off ships of similar class within company neet:			
3.2.3	Are junior officers and ratings rotated on ships of similar class within company f	leet?	Yes/No	
3.2.3	Are junior officers and ratings rotated on ships of similar class within company fi If senior officers do not return to same ship on a rotational basis, are changes of			
3.2.3 3.2.4	Are junior officers and ratings rotated on ships of similar class within company fi If senior officers do not return to same ship on a rotational basis, are changes of a full change of officers at same time?		Yes/No Yes/No	
	If senior officers do not return to same ship on a rotational basis, are changes of			
3.2.4 3.3 3.3.1	If senior officers do not return to same ship on a rotational basis, are changes of a full change of officers at same time? Training List Operator sponsored training courses available:		Yes/No	
3.2.4 3.3 3.3.1 3.3.1.1	If senior officers do not return to same ship on a rotational basis, are changes of a full change of officers at same time? Training List Operator sponsored training courses available: To officers (Bridge Management etc.)		Yes/No Memo	
3.2.4 3.3 3.3.1 3.3.1.1 3.3.1.2	If senior officers do not return to same ship on a rotational basis, are changes of a full change of officers at same time? Training List Operator sponsored training courses available: To officers (Bridge Management etc.) To ratings (Fire Fighting etc.)	f Master, Chief Officer and Second Engineer organized to avoid	Yes/No Memo Memo	
3.2.4 3.3 3.3.1 3.3.1.1 3.3.1.2 3.3.2	If senior officers do not return to same ship on a rotational basis, are changes of a full change of officers at same time? Training List Operator sponsored training courses available: To officers (Bridge Management etc.) To ratings (Fire Fighting etc.) Are Masters and Chief Engineers required to attend company office before and	f Master, Chief Officer and Second Engineer organized to avoid	Yes/No Memo Memo Yes/No	
3.2.4 3.3 3.3.1 3.3.1.1 3.3.1.2 3.3.2 3.3.3	If senior officers do not return to same ship on a rotational basis, are changes of a full change of officers at same time? Training List Operator sponsored training courses available: To officers (Bridge Management etc.) To ratings (Fire Fighting etc.) Are Masters and Chief Engineers required to attend company office before and Does operator hold regular training seminars ashore for officers?	f Master, Chief Officer and Second Engineer organized to avoid	Yes/No Memo Memo	
3.2.4 3.3 3.3.1 3.3.1.1 3.3.1.2 3.3.2	If senior officers do not return to same ship on a rotational basis, are changes of a full change of officers at same time? Training List Operator sponsored training courses available: To officers (Bridge Management etc.) To ratings (Fire Fighting etc.) Are Masters and Chief Engineers required to attend company office before and	f Master, Chief Officer and Second Engineer organized to avoid	Yes/No Memo Memo Yes/No Yes/No	
3.2.4 3.3 3.3.1 3.3.1.1 3.3.1.2 3.3.2 3.3.3 3.3.4	If senior officers do not return to same ship on a rotational basis, are changes of a full change of officers at same time? Training List Operator sponsored training courses available: To officers (Bridge Management etc.) To ratings (Fire Fighting etc.) Are Masters and Chief Engineers required to attend company office before and Does operator hold regular training seminars ashore for officers? Are training seminars provided on board for officers and ratings?	f Master, Chief Officer and Second Engineer organized to avoid	Yes/No Memo Memo Yes/No Yes/No	
3.2.4 3.3 3.3.1 3.3.1.1 3.3.1.2 3.3.2 3.3.3 3.3.4 3.3.5 3.3.5.1 3.3.5.2	If senior officers do not return to same ship on a rotational basis, are changes of a full change of officers at same time? Training List Operator sponsored training courses available: To officers (Bridge Management etc.) To ratings (Fire Fighting etc.) Are Masters and Chief Engineers required to attend company office before and Does operator hold regular training seminars ashore for officers? Are training seminars provided on board for officers and ratings? What courses, exceeding statutory requirements, are provided:	f Master, Chief Officer and Second Engineer organized to avoid	Yes/No Memo Memo Yes/No Yes/No Yes/No Memo Memo	
3.2.4 3.3 3.3.1 3.3.1.1 3.3.1.2 3.3.2 3.3.3 3.3.4 3.3.5 3.3.5 3.3.5.1 3.3.5.2 3.3.5.3	If senior officers do not return to same ship on a rotational basis, are changes of a full change of officers at same time? Training List Operator sponsored training courses available: To officers (Bridge Management etc.) To ratings (Fire Fighting etc.) Are Masters and Chief Engineers required to attend company office before and Does operator hold regular training seminars ashore for officers? Are training seminars provided on board for officers and ratings? What courses, exceeding statutory requirements, are provided: For senior officers For junior officers For ratings	f Master, Chief Officer and Second Engineer organized to avoid	Yes/No Memo Yes/No Yes/No Yes/No Yes/No Memo	
3.2.4 3.3 3.3.1 3.3.1.1 3.3.1.2 3.3.2 3.3.3 3.3.4 3.3.5 3.3.5.1 3.3.5.2 3.3.5.2 3.3.5.3 Chapter 4	If senior officers do not return to same ship on a rotational basis, are changes of a full change of officers at same time? Training List Operator sponsored training courses available: To officers (Bridge Management etc.) To ratings (Fire Fighting etc.) Are Masters and Chief Engineers required to attend company office before and Does operator hold regular training seminars ashore for officers? Are training seminars provided on board for officers and ratings? What courses, exceeding statutory requirements, are provided: For senior officers For ratings For ratings Navigation	f Master, Chief Officer and Second Engineer organized to avoid	Yes/No Memo Memo Yes/No Yes/No Yes/No Memo Memo	
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3.2.4 3.3 3.3.1 3.3.1.1 3.3.1.2 3.3.2 3.3.3 3.3.4 3.3.5 3.3.5.1 3.3.5.2 3.3.5.2 3.3.5.3 Chapter 4	If senior officers do not return to same ship on a rotational basis, are changes of a full change of officers at same time? Training List Operator sponsored training courses available: To officers (Bridge Management etc.) To ratings (Fire Fighting etc.) Are Masters and Chief Engineers required to attend company office before and Does operator hold regular training seminars ashore for officers? Are training seminars provided on board for officers and ratings? What courses, exceeding statutory requirements, are provided: For senior officers For ratings For ratings Navigation	f Master, Chief Officer and Second Engineer organized to avoid	Yes/No Memo Memo Yes/No Yes/No Memo Memo Memo	4.1.1.3 Number installed
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vveatner tax Yes/No	[Text]	Integer
4.1.2 Is a repeating magnetic compass fitted?	[Text]	Integer
4.1.2 Is a repeating magnetic compass fitted? 4.1.3 Is there at least one radar operating in the 9 GHz frequency band (3cm/x band)?	Yes/No Yes/No	
4.1.3 Is there at least one radar operating in the 9 GHz frequency band (3cm/X band)? 4.1.4 Are the 3 GHz (10cm/S band) and 9Ghz (3cm / X band) radars fitted with an electronic switching unit?	Yes/No	
4.1.5 Are the Radars fitted with ARPA?	Yes/No	
4.1.6 Is the ECDIS an approved system?	Yes/No	
4.1.7 Does ship carry sextant(s)?	Yes/No	
4.1.8 Does ship carry a signal lamp?	Yes/No	
4.1.9 Is each bridge wing fitted with?		
4.1.9.1 Rudder angle indicator	Yes/No	
4.1.9.2 RPM indicator	Yes/No	
4.1.9.3 Gyro repeater 4.1.10 If the ship is fitted with a controllable pitch propeller, are indicators fitted on the bridge wings?	Yes/No Yes/No	
4.1.10 If the ship is fitted with a controllable pitch propeller, are indicators fitted on the bridge wings? 4.1.11 Are steering controls and engine controls fitted on bridge wings?	Yes/No	
4.1.12 Is a Bridge Watch Navigation Alarm (BWNAS) system fitted?	Yes/No	
Chapter 5. Safety	100	
5.1 Safety Management		
5.1.1 Quality management system:		
5.1.1.1 Is the ship operated under a Quality management system?	Yes/No	
5.1.1.2 If Yes, what type of system? (ISO9002 or IMO Resolution A.741(18))?	[Text]	
5.1.1.3 If Yes, who is the certifying authority?	[Text]	
5.1.1.4 Date of the ship's certification 5.2 Helicopters	[Date]	
5.2 RelicopterS 5.2.1 ICS Guide to Helicopter/Ship Operations		
5.2.1 Does the ship comply with the ICS Guide to Helicopter/Ship Operations?	Yes/No	
5.2.1.2 If yes, state whether winching or landing area provided	[Text]	
5.2.1.3 If yes, what is the diameter of the circle provided	Decimal	
5.3 Fire Fighting and Lifesaving equipment		
5.3.1 Fixed foam fire fighting		
5.3.1.1 Is a fixed foam firefighting system installed for the cargo area?	Yes/No	
5.3.1.2 If yes, what is the type of foam?	Lookup	
5.3.1.3 What was the date of supply of the foam, or the date of the last Test Analysis Certificate? 5.3.2 What type of fixed firefighting system is provided for?	Date	
5.3.2 What type of fixed firefighting system is provided for? 5.3.2.1 The paint locker?	[Text]	
5.3.2.2 The pump rooms?	[Text]	
5.3.2.3 The engine rooms?	[Text]	
5.3.2.4 The void spaces?	[Text]	
5.3.3 Is a fixed dry powder firefighting system installed for the cargo area?	Yes/No	
5.3.4 Is a fixed water spray firefighting system installed for the cargo area?	Yes/No	
5.3.5 Is the ship equipped with a compressor for recharging breathing apparatus air cylinders?	Yes/No	
5.3.6 What type of lifeboat(s) is/are fitted?	Lookup	
5.3.7 Dedicated rescue boats	Yes/No	
5.3.7.1 Is a dedicated rescue boat provided? 5.3.7.2 If a dedicated rescue boat is carried, what is its construction?	Lookup	
Chapter 6. Pollution Prevention	Lookup	
6.1 Pollution Prevention		
6.1.1 Continuous deck edge fishplate		
6.1.1.1 Is ship fitted with a continuous deck edge fishplate enclosing the deck area?	Yes/No	
6.1.1.2 If Yes, what is its minimum vertical height above the deck plating?	Decimal	
6.1.1.3 What is maximum vertical height above deck plating at the position where the fish plate adjoins the aft thwart ships coami	-	
6.1.1.4 How far forward of the athwartships coaming is this height maintained?	Decimal	
6.1.1.4 How far forward of the athwartships coaming is this height maintained? 6.1.1.5 Is an athwartship deck coaming fitted adjacent to accommodation and service areas?	Decimal Yes/No	
6.1.1.4 How far forward of the athwartships coaming is this height maintained? 6.1.1.5 Is an athwartship deck coaming fitted adjacent to accommodation and service areas? 6.1.1.6 What is the height of the coaming?	Decimal	
6.1.1.4 How far forward of the athwartships coaming is this height maintained? 6.1.1.5 Is an athwartship deck coaming fitted adjacent to accommodation and service areas? 6.1.1.6 What is the height of the coaming? 6.1.2 Is spill containment fitted	Decimal Yes/No	
6.1.1.4 How far forward of the athwartships coaming is this height maintained? 6.1.1.5 Is an athwartship deck coaming fitted adjacent to accommodation and service areas? 6.1.1.6 What is the height of the coaming? 6.1.2 Is spill containment fitted	Decimal Yes/No Decimal	
6.1.1.4 How far forward of the athwartships coaming is this height maintained? 6.1.1.5 Is an athwartship deck coaming fitted adjacent to accommodation and service areas? 6.1.1.6 What is the height of the coaming? 6.1.2 Is spill containment fitted 6.1.2.1 Under the cargo manifold?	Decimal Yes/No Decimal Yes/No	
6.1.1.4 How far forward of the athwartships coaming is this height maintained? 6.1.1.5 Is an athwartship deck coaming fitted adjacent to accommodation and service areas? 6.1.1.6 What is the height of the coaming? 6.1.2 Is spill containment fitted 6.1.2.1 Under the cargo manifold? 6.1.2.2 Under the unifolds?	Decimal Ves/No Decimal Ves/No Ves/No Ves/No	
6.1.1.4 How far forward of the athwartships coaming is this height maintained? 6.1.1.5 Is an athwartship deck coaming fitted adjacent to accommodation and service areas? 6.1.1.6 What is the height of the coaming? 6.1.2 Is spill containment fitted 6.1.2.1 Under the cargo manifold? 6.1.2.2 Under the bunker manifolds? 6.1.2.3 Under the deck machinery? 6.1.3 What type of scupper plugs are provided?	Decimal Yes/No Decimal Yes/No Yes/No Yes/No Yes/No Yes/No	
6.1.1.4 How far forward of the athwartships coaming is this height maintained? 6.1.1.5 Is an athwartship deck coaming fitted adjacent to accommodation and service areas? 6.1.1.6 What is the height of the coaming? 6.1.2 Is spiil containment fitted 6.1.2.1 Under the cargo manifold? 6.1.2.2 Under all bunker manifolds? 6.1.2.3 Under the deck machinery? 6.1.3 What type of scupper plugs are provided? 6.1.4 Preventing spill out entering the sea	Decimal Yes/No Decimal Yes/No Yes/No Yes/No Yes/No Yes/No [Text]	
6.1.1.4 How far forward of the athwartships coaming is this height maintained? 6.1.1.5 Is an athwartship deck coaming fitted adjacent to accommodation and service areas? 6.1.1.6 What is the height of the coaming? 6.1.2 Is spill containment fitted 6.1.2.1 Under the cargo manifold? 6.1.2.2 Under all bunker manifolds? 6.1.2.3 Under the kerk machinery? 6.1.3 What type of scupper plugs are provided? 6.1.4 Preventing spill out entering the sea 6.1.4.1 Are means provided to prevent spilled oil entering the sea?	Decimal Yes/No Decimal Yes/No	
6.1.1.4 How far forward of the athwartships coaming is this height maintained? 6.1.1.5 Is an athwartship deck coaming fitted adjacent to accommodation and service areas? 6.1.1.6 What is the height of the coaming? 6.1.2 Is spill containment fitted 6.1.2.1 Under the cargo manifold? 6.1.2.2 Under the targo manifold? 6.1.2.3 Under the bunker manifolds? 6.1.2.4 Around the deck machinery? 6.1.3 What type of scupper plugs are provided? 6.1.4 Preventing spill out entering the sea 6.1.4.1 Are means provided to prevent spilled oil entering the sea? 6.1.4.2 If yes, what means are provided?	Decimal Yes/No Decimal Yes/No Yes/No Yes/No Yes/No Yes/No [Text]	
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6.1.1.4 How far forward of the athwartships coaming is this height maintained? 6.1.1.5 Is an athwartship deck coaming fitted adjacent to accommodation and service areas? 6.1.1.6 What is the height of the coaming? 6.1.2 Is spill containment fitted 6.1.2.1 Under the cargo manifold? 6.1.2.2 Under all bunker manifolds? 6.1.2.3 Under the bunker tank vents? 6.1.2.4 Around the deck machinery? 6.1.3 What type of scupper plugs are provided? 6.1.4 Preventing spill out entering the sea 6.1.4.1 Are means provided to prevent spilled oil entering the sea? 6.1.5 Is the following pollution control equipment available to clean up oil spilled on deck: 6.1.5.1 Sorbents	Decimal Yes/No Decimal Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No IText] Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No	
6.1.1.4 How far forward of the athwartships coaming is this height maintained? 6.1.1.5 Is an athwartship deck coaming fitted adjacent to accommodation and service areas? 6.1.1.6 What is the height of the coaming? 6.1.1.6 What is the height of the coaming? 6.1.2 Is spill containment fitted 6.1.2.1 Under the cargo manifold? 6.1.2.2 Under all bunker manifolds? 6.1.2.3 Under the bunker tank vents? 6.1.3 What type of scupper plugs are provided? 6.1.4 Preventing spill out entering the sea 6.1.4.1 Are means provided to prevent spilled oil entering the sea? 6.1.4.2 If yes, what means are provided? 6.1.5 Is the following pollution control equipment available to clean up oil spilled on deck: 6.1.5.1 Sorbents 6.1.5.2 Non-sparking hand scoops/shovels	Decimal Yes/No Decimal Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No IText] Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No	
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6.1.1.4 How far forward of the athwartships coaming is this height maintained? 6.1.1.5 Is an athwartship deck coaming fitted adjacent to accommodation and service areas? 6.1.1.6 What is the height of the coaming? 6.1.2.1 Under the cargo manifold? 6.1.2.2 Under the bunker manifolds? 6.1.2.3 Under the bunker manifolds? 6.1.2.4 Around the deck machinery? 6.1.2.4 Around the deck machinery? 6.1.4 Preventing spill out entering the sea 6.1.4.1 Are means provided to prevent spilled oil entering the sea? 6.1.4.2 If yes, what means are provided? 6.1.5.1 Sorbents 6.1.5.2 Non-sparking hand scoops/shovels 6.1.5.3 Containers 6.1.5.4 Emulsifiers 6.1.5.5 Non-sparking pumps 6.1.6 Is the cargo piping system fully segregated from the sea chest? 6.1.7 What type of sea valves are fitted? 6.1.8.1 Is the ship a pre-MARPOL tanker? <td>Decimal Yes/No Decimal Yes/No Yes/No Yes/No Yes/No Text] Yes/No [Text] Yes/No Yes/No</td> <td></td>	Decimal Yes/No Decimal Yes/No Yes/No Yes/No Yes/No Text] Yes/No [Text] Yes/No	
6.1.1.4 How far forward of the athwartships coaming is this height maintained? 6.1.1.5 Is an athwartship deck coaming fitted adjacent to accommodation and service areas? 6.1.1.6 What is the height of the coaming? 6.1.2 Is spill containment fitted 6.1.2.1 Under the cargo manifold? 6.1.2.2 Under the bunker manifolds? 6.1.2.3 Under the bunker tank vents? 6.1.4 Around the deck machinery? 6.1.4 Preventing spill out entering the sea 6.1.4.1 Are means provided to prevent spilled oil entering the sea? 6.1.4.2 If yes, what means are provided? 6.1.5 Is the following pollution control equipment available to clean up oil spilled on deck: 6.1.5.1 Sorbetts 6.1.5.2 Non-sparking hand scoops/shovels 6.1.5.4 Emulsifiers 6.1.5.5 Non-sparking pumps 6.1.6 Is the cargo pling system fully segregated from the sea chest? 6.1.8.1 Is the ship a pre-MARPOL tanker? 6.1.8.2 If yes, is a cargo sea chest valve testing arrangement fitted which meets OCIMF recommendations?	Decimal Ves/No Decimal Ves/No Yes/No Yes/No Yes/No (Text) Yes/No (Text) Yes/No Yes/No (Text) Yes/No	
6.1.1.4 How far forward of the athwartships coaming is this height maintained? 6.1.1.5 Is an athwartship deck coaming fitted adjacent to accommodation and service areas? 6.1.1.6 What is the height of the coaming? 6.1.2 Is spill containment fitted 6.1.2.1 Under the cargo manifold? 6.1.2.2 Under the bunker manifold? 6.1.2.3 Under the bunker tank vents? 6.1.2.4 Around the deck machinery? 6.1.3 What type of scupper plugs are provided? 6.1.4 Are means provided to prevent spilled oil entering the sea? 6.1.4.1 If yes, what means are provided? 6.1.5 Is the following pollution control equipment available to clean up oil spilled on deck: 6.1.5.1 Sorbents 6.1.5.2 Non-sparking hand scoops/shovels 6.1.5.3 Containers 6.1.5.4 Emulsifiers 6.1.5.5 Non-sparking pumps 6.1.6 Is the cargo piping system fully segregated from the sea chest? 6.1.7 What type of savakes are fitted? 6.1.8.1 Is the ship a pre-MARPOL tanker? 6.1.8.2 If yes, is a cargo sea chest valve testing arrangement fitted which meets OCIMF recommendations?	Decimal Yes/No Decimal Yes/No	
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6.1.1.4 How far forward of the athwartships coaming is this height maintained? 6.1.1.5 Is an athwartship deck coaming fitted adjacent to accommodation and service areas? 6.1.1.6 What is the height of the coaming? 6.1.2 Is spill containment fitted 6.1.2.1 Under the cargo manifold? 6.1.2.2 Under the bunker manifolds? 6.1.2.3 Under the bunker tank vents? 6.1.4 Around the deck machinery? 6.1.4 Around the deck machinery? 6.1.4 Preventing spill out entering the sea 6.1.4.1 Are means provided to prevent spilled oil entering the sea? 6.1.4.2 If yes, what means are provided? 6.1.5.1 Sorbents 6.1.5.2 Non-sparking hand scoops/shovels 6.1.5.3 Containers 6.1.5.4 Emulsifiers 6.1.5.5 Non-sparking pumps 6.1.6 Is the cargo piping system fully segregated from the sea chest? 6.1.7 What type of sea valves are fitted? 6.1.8	Decimal Yes/No Decimal Yes/No	
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6.1.1.4 How far forward of the athwartships coaming is this height maintained? 6.1.1.5 Is an athwartship deck coaming fitted adjacent to accommodation and service areas? 6.1.1.6 What is the height of the coaming? 6.1.2 Is spill containment fitted 6.1.2.1 Under the cargo manifold? 6.1.2.2 Under the bunker manifold? 6.1.2.3 Under the bunker tank vents? 6.1.4 Around the deck machinery? 6.1.4 Preventing spill out entering the sea 6.1.4.1 Are means provided to prevent spilled oil entering the sea? 6.1.4 Are means provided to prevent spilled oil entering the sea? 6.1.5.1 Sorbents 6.1.5.2 Non-sparking hand scoops/shovels 6.1.5.4 Emulsifiers 6.1.5.5 Non-sparking pumps 6.1.6 Is the ship a pre-MARPOL tanker? 6.1.8.1 Is the ship a pre-MARPOL tanker? 6.1.8.2 If yes, is a cargo sea chest valve testing arrangement fitted which meets OCIMF recommendations? 6.1.8.2 If yes, is a cargo sea chest valve testing arrangement fitted which meets OCIMF recommendations? 6.1.8.1 Is ther a discharge below the waterline for Annex II substances 6.1.	Decimal Ves/No Decimal Ves/No Yes/No Yes/No Yes/No Yes/No Yes/No Text] Yes/No Yes/No Text] Yes/No Ye	
6.1.1.4 How far forward of the athwartships coaming is this height maintained? 6.1.1.5 Is an athwartship deck coaming fitted adjacent to accommodation and service areas? 6.1.1.6 What is the height of the coaming? 6.1.2 Is spill containment fitted 6.1.2.1 Under the cargo manifold? 6.1.2.2 Under the dunker manifold? 6.1.2.3 Under the bunker tank vents? 6.1.2.4 Around the deck machinery? 6.1.4 Preventing spill out entering the sea 6.1.4.1 Are means provided to prevent spilled oil entering the sea? 6.1.4.2 If yes, what means are provided? 6.1.5.1 Sorbents 6.1.5.2 Non-sparking hand scoops/shovels 6.1.5.4 Emulsifiers 6.1.5.5 Non-sparking pumps 6.1.6 Is the ship a pre-MARPOL tanker? 6.1.8.1 Is the ship a pre-MARPOL tanker? 6.1.8.2 If yes, is a cargo sea chest valve testing arrangement fitted which meets OCIMF recommendations? 6.1.9 Are ourpobard discharges fitted with blanks or alternatively, is there a testing arrangement for the overboard valves? 6.1.11 Is there a discharge above the waterline for Annex I oily mixtures 6.1.2	Decimal Ves/No Decimal Ves/No Ves/No Yes/No	
6.1.1.4 How far forward of the athwartships coaming is this height maintained? 6.1.1.5 Is an atiwartship deck coaming fitted adjacent to accommodation and service areas? 6.1.1.6 What is the height of the coaming? 6.1.2 Is spill containment fitted 6.1.2.1 Under the targo manifold? 6.1.2.2 Under the bunker manifolds? 6.1.2.3 Under the bunker tank vents? 6.1.4 Around the deck machinery? 6.1.4 Preventing spill out entering the sea 6.1.4.1 Are means provided to prevent spilled oil entering the sea? 6.1.4.2 If yes, what means are provided? 6.1.5.3 Sorbents 6.1.5.4 Forwarding hand scoops/shovels 6.1.5.4 Emulsifiers 6.1.5.5 Non-sparking hand scoops/shovels 6.1.6 Is the cargo piping system fully segregated from the sea chest? 6.1.6 Is the cargo piping system fully segregated from the sea pressure in the tank vapors space? 6.1.8 Pre-MARPOL tanker? 6.1.8.1 Is the ship a pre-MARPOL tanker? 6.1.8.2 Fyes, is a cargo sea chest valve testing arrangement fitted which meets OCIMF recommendations? 6.1.1.4 Are ourobard disch	Decimal Yes/No Decimal Yes/No Yes/No Yes/No Yes/No Yes/No Text] Yes/No [Text] Yes/No Yes/No [Text] Yes/No Y	
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6.2	OPA 90 Requirements					
6.2.1		Spill Response I	Plan to the US Coast Guard which has been approved b	y official USCG letter?	Yes/No	
6.2.2	Has a Geographic Specific Appendix b	been filed with t	he Captain of the Port for each Port Zone the ship exp	ects to enter or transit?	Yes/No	
6.2.3			st Guard confirming that the Operator has signed a ser	vice contract with an oil spill	Yes/No	
	removal organization for responding . Structural Condition	to a 'worst case	e scenario'?		,	
	Structural Condition					
7.1.1	Cargo tank coating				· ·	1
7.1.1.1 7.1.1.2	Are cargo tanks coated? If yes, specify type of coating				Yes/No [Text]	
7.1.1.3	If all tanks are not coated, specify the	ose tanks which	are not coated		Memo	
7.1.1.4	If cargo tanks are coated, specify to v	what extent			[Text]	
7.1.1.5 7.1.2	What is the condition of coating? Ballast tank coating				[Text]	
7.1.2.1	Are ballast tanks coated?				Yes/No	
7.1.2.2	If yes, specify type of coating				[Text]	
7.1.2.3 7.1.2.4	If yes, specify to what extent What is the condition of the ballast to	ank coating?			[Text] [Text]	
7.1.3	Tank anodes					
7.1.3.1	Are anodes fitted to the cargo tanks?				Yes/No	
7.1.3.2 7.1.3.3	Are anodes fitted to the ballast bank: What type of anodes are fitted	s?			Yes/No [Text]	
7.1.3.4	What is the extent of wastage of the	anodes in the c	argo tanks		[Decimal]	
7.1.3.5	What is the extent of wastage of the				[Decimal]	
7.1.3.6 7.1.4	If anodes are aluminum, what is the l Is a formal program in place for regul		nk bottom?		[Decimal] Yes/No	
7.1.5	Planned Prevention Maintenance Pro					
7.1.5.1	Does ship have planned prevention n		ogram (PPM)?		Yes/No	
7.1.5.2 7.1.5.3	Is PPM manual (card system) or comp What areas of the ship does the PPM				Lookup [Text]	
7.1.5.4	If the PPM is Class-approved, what is		ion?		[Text]	
Chapter 8.	5					
8.1.1 8.1.1	Ballast Tanks Ballast capacities at 100% full (M3)					
8.1.1.1	Tank Number				[Text]	
8.1.1.2	Identity				[Text]	
8.1.1.3 8.1.2	Capacity Total Ballast Tank Capacities at 100%	full			Decimal	M3 M3
8.2	Ballast Handling					
	Ballast Handling Data	8.2.1.1	8.2.1.2	8.2.1.3	8.2.1.4	8.2.1.5
8.2.1	Main Pump	Number [Text]	Type [Text]	Type of prime mover [Text]	Capacity [Text]	At what head? [Text]
	Stripping	[Text]	[Text]	[Text]	[Text]	[Text]
	Educators	[Text]	[Text]		[T	(m
			[]	[Text]	[Text]	[Text]
8.2.2 8.2.2.1	Ballast handling Main Pump Normal back pressure			[Text]	Decimal	[lext]
8.2.2 8.2.2.1 8.2.2.2	Ballast handling Main Pump Normal back pressure Max RPM		L	[Text]		[i ext]
8.2.2.1 8.2.2.2 8.2.3	Normal back pressure Max RPM Bunker connections			[Text]	Decimal Decimal	
8.2.2.1 8.2.2.2	Normal back pressure Max RPM			[Text]	Decimal	
8.2.2.1 8.2.2.2 8.2.3 8.2.3.1 8.2.3.2 Chapter 9.	Normal back pressure Max RPM Bunker connections What is the number of bunker conner What is the size of the bunker conner Cargo Specific			[Text]	Decimal Decimal	
8.2.2.1 8.2.2.2 8.2.3 8.2.3.1 8.2.3.2 Chapter 9. 9.1	Normal back pressure Max RPM Bunker connections What is the number of bunker conner Mhat is the size of the bunker conner Cargo Specific Cargo Handling (Oil)			[Text]	Decimal Decimal Integer Decimal	
8.2.2.1 8.2.2.2 8.2.3 8.2.3.1 8.2.3.2 Chapter 9. 9.1.1	Normal back pressure Max RPM Bunker connections What is the number of bunker conner What is the size of the bunker conner Cargo Specific			[Text]	Decimal Decimal	
8.2.2.1 8.2.2.2 8.2.3 8.2.3.1 8.2.3.2 Chapter 9 9.1 9.1.1 9.2 9.2.1	Normal back pressure Max RPM Bunker connections What is the number of bunker conne Cargo Specific Cargo Handling (Oil) Tank Plan Double Hull Vessels Centerlines bulkhead	ction?		[Text]	Decimal Decimal Integer Decimal Memo	
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8.2.2.1 8.2.2.2 8.2.3 8.2.3.1 8.2.3.2 Chapter 9 9.1 9.1.1 9.2 9.2.1	Normal back pressure Max RPM Bunker connections What is the number of bunker conne Cargo Specific Cargo Handling (Oil) Tank Plan Double Hull Vessels Centerlines bulkhead	ction?		[[Text]	Decimal Decimal Integer Decimal Memo	[Iext]
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8.2.2.1 8.2.3.2 8.2.3.2 Chapter 9. 9.1.1 9.2.1 9.2.1 9.2.1.2 9.2.2 9.2.2 9.2.2 9.3.1 9.3.1.2 9.3.1 9.3.1.2 9.3.3 9.3.3 9.3.3 9.3.3 9.3.3 9.3.3 9.3.3 9.3.3 9.3.3 9.3.3 9.3.3 9.3.3 9.3.3 9.3.3 9.3.5 9.5 9.3.5 9.5 9.5 9.5 9.5 9.5 9.5 9.5 9.5 9.5 9	Normal back pressure Max RPM Bunker connections What is the number of bunker conne What is the size of the bunker conne What is the size of the bunker conne Cargo Facific Cargo Handling (Oil) Tank Plan Double Hull Vessels Centerlines bulkhead Is the ship constructed with a centerl If Yes, is bulkhead solid or perforated 'U' shaped ballast tanks Is the ship fitted with any full breadtl If Yes, is bulkhead solid or perforated 'U' shaped ballast tanks Is the ship fitted with any full breadtl If Yes, how many ballast tanks are ful Cargo Tank Capacities Cargo Tank Capacities Cargo Tank Capacities Cargo Tank Capacities Cargo Tank Capacity (98%) Cargo Tank Capacity (98%) Cargo Tank Capacity (98%) Column: Tank Number Column: Capacity Wings (P and S combined) Total Capa Slops tank capacities (98%) Tank Number Capacity Grand Total Capacity (98%) Ballast Capacityes At 100% Full (M3) SBT Tanker What is the total volume of the SBT t What percentage of summer deadwed Does the ship meet the requirements Can segregated ballast be discharged	ction? line bulkhead to i? h 'U' shape balla ll breadth? l3) - Centre l3) Wings (P and l3)	s Combined) S Combined) p maintain with SBT only? g 13 (2)? rgo mainfold? cargo system provided?		Decimal Decima	M3
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8.2.2.1 8.2.3.1 8.2.3.2 Chapter 9. 9.1.1 9.2.1 9.2.1.2 9.2.2 9.2.2 9.2.2 9.3 9.3.1 9.3.1 9.3.1 9.3.2 9.3.3 9.3.4 9.3.5 1 9.3.5 9.4.5 9.5 9.4.5 9.5 9.5 9.5 9.5 9.5 9.5 9.5 9.5 9.5 9	Normal back pressure Max RPM Bunker connections What is the number of bunker conne What is the size of the bunker conne Cargo Specific Cargo Handling (Oil) Tank Plan Double Hull Vessels Centerlines bulkhead Is the ship constructed with a centerl if Yes, is bulkhead solid or perforated 'U' shaped ballast tanks Is the ship fitted with any full breadtl if Yes, how many ballast tanks are ful Cargo Tank Capacities At 98% Full (M Cargo Tank Capacities At 98% Full (M Column: Tank Number Column: Capacity Wings (P and S combined) Total Capacity Grand Total Capacity (98%) Ballast Capacities At 98% Full (M SBT Tanker What is the total volume of the SBT t What percentage of summer deadwe Does the ship meet the requirements Can segregated ballast tanks Dedicated/segregated ballast tanks Dedicated/segregated ballast tanks	ction? line bulkhead to l? h 'U' shape balla ll breadth? l3) - Centre l3) Wings (P and scity (98%) canks sight can the shi s of MARPOL Re l through the ca t system to the cated or segrega d?	s Combined) S Combined) p maintain with SBT only? g 13 (2)? rgo mainfold? cargo system provided?		Decimal Decimal Decimal Decimal Decimal Decimal Memo Ves/No Ifext] Ifext] Ifext] Ifext] Decimal Decima	M3
8.2.2.1 8.2.2.2 8.2.3 8.2.3.1 9.1.1 9.2.1 9.2.1 9.2.1 9.2.1.2 9.2.2 9.3.1 9.3.1 9.3.1 9.3.1 9.3.3 9.3.3 9.3.3 9.3.3 9.3.3 9.3.3 9.3.3 9.3.3 9.3.5 9.3.	Normal back pressure Max RPM Bunker connections What is the number of bunker conne Vhat is the number of bunker conne Cargo Specific Cargo Handling (Oil) Tank Plan Double Hull Vessels Centerlines bulkhead Is the ship constructed with a centerl If Yes, is bulkhead solid or perforated 'U' shaped ballast tanks Is the ship fitted with any full breadtl If Yes, how many ballast tanks are ful Cargo Tank Capacities Cargo Tank Capacities Cargo Tank Capacities Cargo Tank Capacities Cargo Tank Capacity (98%) Centre Tank Total Capacity (98%) Column: Tank Number Column: Capacity Wings (P and S combined) Total Capa Slops tank capacities (98%) Tank Number Capacity Grand Total Capacity (98%) Ballast Capacities At 98% Full (M3) SBT Tanker What is the total volume of the SBT t What percentage of summer deadwe Does the ship meet the requirements Can segregated ballast ballast balls Dedicated/segregated ballast tanks De Cargo lines pass through any dedi If Yes, what type of expansion is fitte	ction? line bulkhead to l? h 'U' shape balla ll breadth? l3) - Centre l3) Wings (P and acity (98%) canks eight can the shi s of MARPOL Re l through the ca t system to the or cated or segrega d? go tanks?	s Combined) S Combined) p maintain with SBT only? g 13 (2)? rgo mainfold? cargo system provided?		Decimal Decima	M3

9.4.8 Line clearing

9.4.8.1 9.4.8.2	Can the ship pump water ashore for line clearing? If Yes, what is maximum attainable discharge rate?	Yes/No Decimal	M3/Hour
9.4.8.2 9.4.8.3	If Yes, what is maximum attainable discharge rate? If Yes, what is maximum acceptable back pressure?	Decimal	Bar
9.4.9	Which cargo tanks are designated for the carriage of heavy weather ballast?	Memo	
9.5	Cargo Handling	I	
9.5.1	How many grades of cargo can be loaded or discharged with double valve segregation?	Integer	
9.5.2	How many grades of cargo can be loaded or discharged using blank flanges?	Integer	
9.5.3	If deep well pumps and heat exchangers are fitted, can the pumps and heat exchangers be by-passed during loading?	Yes/No	
9.5.4 9.5.4.1	Oil Discharge Monitoring Equipment (ODME) Is there Oil Discharge Monitoring Equipment (ODME) fitted?	Yes/No	
9.5.4.1	Is an Oil Discharge Monitoring System connected to the above waterline discharge?	Yes/No	
9.5.4.3	If yes, is the Oil Discharge Monitoring System designed to automatically stop the discharge of effluent when its oil content exceeds permitted	Yes/No	
9.5.5	Levels2 Stability computer		
9.5.5.1	If the ship is >100m LOA, is it provided with a class-approved or class-certified stability computer?	Yes/No	
9.5.5.2	Does this stability program consider damaged stability conditions?	Yes/No	
9.6	Cargo Handling Systems		
9.6.1 9.6.2	Is computer integrated with cargo system and equipped with alarm to monitor loading and discharging operations? Are dedicated cargo stripping lines and pumps provided?	Yes/No Yes/No	
9.6.3	State location of cargo pump emergency stops	Table (Variable)	
9.6.3.1	Column: Stop Number	[Text]	
9.6.3.2	Column: Location	[Text]	
	High temperature alarms/trips	9.6.4.1	9.6.4.2
		High temperature alarms	High temperature trips
	Row: Bearings of cargo pumps	Yes/No	Yes/No
9.6.4	Row: Bearings of ballast pumps	Yes/No Yes/No	Yes/No Yes/No
l	Row: Casings of cargo pumps Row: Casings of ballast pumps	Yes/No Yes/No	Yes/No Yes/No
l	Row: Pump room shaft glands through bulkheads	Yes/No	Yes/No
9.6.5	What is the principal type of cargo valve?	[Text]	
9.6.6	What type of cargo valve actuator is fitted?	[Text]	
9.7	Cargo Room Control		
9.7.1	Is ship fitted with a Cargo Control Room? (CCR)	Yes/No	
9.7.2	Can cargo and ballast pumps be controlled from the CCR? Can all valves be controlled from the CCR?	Yes/No Yes/No	
9.7.3 9.7.4	Can tank innage/ullage be read from the CCR?	Yes/No	
9.7.5	Is ODME readout fitted in the CCR?	Yes/No	
9.7.6	Can the inert gas system be controlled from the CCR?	Yes/No	
9.8	Gauging and Sampling	1	
9.8.1	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?	Yes/No	
9.8.2	What type of fixed closed tank level gauging system is fitted?	[Text]	
9.8.3	Is the tank level gauging system provided with local readouts at each tank?	Yes/No	
9.8.4	Is the tank gauging system calibrated by an Internationally recognized cargo inspection company?	Yes/No	
9.8.5 9.8.6	If it is a portable system does the sounding pipe extend to full tank depth? Are bunker tanks fitted with a full depth gauging system?	Yes/No Yes/No	
9.8.7	High-level alarms		
9.8.7.1	Are high-level alarms fitted to the cargo tanks?	Yes/No	
9.8.7.2	If Yes, are the high-level alarms fitted to all cargo tanks?	Lookup	
9.8.7.3	Are the high-level alarms independent of the gauging system?	Yes/No	
9.8.8	Bunker tanks high-level alarms	. <i>.</i>	1
9.8.8.1 9.8.8.2	Are bunker tanks fitted with high-level alarms? If Yes, are bunker tank high-level alarms part of the primary tank gauging system?	Yes/No Yes/No	
9.8.9	Is closed-sampling equipment provided?	Yes/No	
9.8.10	Are cargo tanks fitted with dipping points as per IMO Res 497 4.4.4?	Yes/No	
9.8.11	Vapor lock calibration		
9.8.11.1	If portable equipment for gauging uses vapors locks, are vapor locks calibrated by a recognized cargo inspection company?	Yes/No	
9.8.11.2	If Yes, what is the name of the cargo inspection company	[Text]	
9.8.11.3	If Yes, by whom are vapor locks certified?	[Text]	
9.8.12	Portable gauging equipment Is portable equipment used for gauging?	Yes/No	
9.8.12.1 9.8.12.2	Is portable equipment used for gauging? If yes, who is the manufacturer?	Text]	
9.8.12.2	How many units are supplied?	Integer	
9.8.13	What is the name of the manufacturer of the vapor locks?	[Text]	
		1	
9.8.14	What is the nominal (internal) diameter of the vapor lock?	[Integer]	Millimeters
9.8.15	vapor locks		Millimeters
9.8.15 9.8.15.1	vapor locks To what standard is the thread of the vapor lock manufactured?	[Text]	Millimeters
9.8.15 9.8.15.1 9.8.15.2	vapor locks To what standard is the thread of the vapor lock manufactured? Can vapor lock be used for ullaging?	[Text] Yes/No	Millimeters
9.8.15 9.8.15.1 9.8.15.2 9.8.15.3	vapor locks To what standard is the thread of the vapor lock manufactured? Can vapor lock be used for ullaging? Can vapor lock be used for temperature?	[Text] Yes/No Yes/No	Millimeters
9.8.15 9.8.15.1 9.8.15.2 9.8.15.3 9.8.15.4	vapor locks To what standard is the thread of the vapor lock manufactured? Can vapor lock be used for ullaging? Can vapor lock be used for temperature? Can vapor lock be used for interface?	[Text] Yes/No Yes/No Yes/No	Millimeters
9.8.15 9.8.15.1 9.8.15.2 9.8.15.3	vapor locks To what standard is the thread of the vapor lock manufactured? Can vapor lock be used for ullaging? Can vapor lock be used for temperature?	[Text] Yes/No Yes/No	Millimeters
9.8.15 9.8.15.1 9.8.15.2 9.8.15.3 9.8.15.4 9.8.15.5	vapor locks To what standard is the thread of the vapor lock manufactured? Can vapor lock be used for ullaging? Can vapor lock be used for temperature? Can vapor lock be used for interface? Can vapor lock be used for cargo sampling?	[Text] Yes/No Yes/No Yes/No Yes/No	Millimeters
9.8.15 9.8.15.1 9.8.15.2 9.8.15.3 9.8.15.4 9.8.15.5 9.8.15.6 9.8.16 9.8.17	vapor locks To what standard is the thread of the vapor lock manufactured? Can vapor lock be used for ullaging? Can vapor lock be used for interface? Can vapor lock be used for cargo sampling? If the vapor lock can be used for cargo sampling, what is the volume of the sample that can be drawn?	[Text] Yes/No Yes/No Yes/No [Text] [Text] Yes/No	Millimeters
9.8.15 9.8.15.1 9.8.15.2 9.8.15.3 9.8.15.4 9.8.15.5 9.8.15.6 9.8.16 9.8.17 9.8.18	vapor locks To what standard is the thread of the vapor lock manufactured? Can vapor lock be used for ullaging? Can vapor lock be used for temperature? Can vapor lock be used for interface? Can vapor lock be used for cargo sampling? If the vapor lock can be used for cargo sampling? If the vapor lock can be used for cargo sampling? Specify portable equipment for checking oil/water interface Can cargo samples be taken at the manifold? What is the means of taking cargo temperatures?	[Text] Yes/No Yes/No Yes/No Yes/No Yes/No [Text] [Text]	Millimeters
9.8.15 9.8.15.1 9.8.15.2 9.8.15.3 9.8.15.4 9.8.15.5 9.8.16 9.8.17 9.8.18 9.9	vapor locks To what standard is the thread of the vapor lock manufactured? Can vapor lock be used for ullaging? Can vapor lock be used for temperature? Can vapor lock be used for interface? Can vapor lock be used for cargo sampling? If the vapor lock can be used for cargo sampling, what is the volume of the sample that can be drawn? Specify portable equipment for checking oil/water interface Can cargo samples be taken at the manifold? What is the means of taking cargo temperatures? Vapor Emission Control	[Text] Yes/No Yes/No Yes/No [Text] [Text] Yes/No [Text]	Millimeters
9.8.15 9.8.15.1 9.8.15.2 9.8.15.3 9.8.15.4 9.8.15.5 9.8.15.6 9.8.16 9.8.17 9.8.18 9.9 9.9.1	vapor locks To what standard is the thread of the vapor lock manufactured? Can vapor lock be used for ullaging? Can vapor lock be used for interface? Can vapor lock be used for interface? Can vapor lock be used for cargo sampling? If the vapor lock can be used for cargo sampling, what is the volume of the sample that can be drawn? Specify portable equipment for checking oil/water interface Can cargo samples be taken at the manifold? What is the means of taking cargo temperatures? Vapor Emission Control Is a vapor return system fitted?	[Text] Yes/No Yes/No Yes/No [Text] [Text] [Text] Yes/No [Text] Yes/No	Millimeters
9.8.15 9.8.15.1 9.8.15.2 9.8.15.3 9.8.15.4 9.8.15.5 9.8.15.6 9.8.16 9.8.16 9.8.17 9.8.18 9.9 9.9.1 9.9.2	vapor locks To what standard is the thread of the vapor lock manufactured? Can vapor lock be used for ullaging? Can vapor lock be used for interface? Can vapor lock be used for cargo sampling? If the vapor lock can be used for cargo sampling, what is the volume of the sample that can be drawn? Specify portable equipment for checking oil/water interface Can cargo samples be taken at the manifold? What is the means of taking cargo temperatures? Vapor Emission Control Is a vapor return system fitted? If fitted, is vapour line return manifold in compliance with OCIMF Guidelines?	[Text] Yes/No Yes/No Yes/No Yes/No [Text] [Text] Yes/No Yes/No Yes/No	Millimeters
9.8.15 9.8.15.1 9.8.15.2 9.8.15.3 9.8.15.4 9.8.15.5 9.8.15.6 9.8.16 9.8.17 9.8.18 9.9 9.9.1	vapor locks To what standard is the thread of the vapor lock manufactured? Can vapor lock be used for ullaging? Can vapor lock be used for interface? Can vapor lock be used for interface? Can vapor lock be used for cargo sampling? If the vapor lock can be used for cargo sampling, what is the volume of the sample that can be drawn? Specify portable equipment for checking oil/water interface Can cargo samples be taken at the manifold? What is the means of taking cargo temperatures? Vapor Emission Control Is a vapor return system fitted?	[Text] Yes/No Yes/No Yes/No [Text] [Text] [Text] Yes/No [Text] Yes/No	Millimeters
9.8.15 9.8.15.1 9.8.15.2 9.8.15.3 9.8.15.5 9.8.15.6 9.8.15 9.8.16 9.8.16 9.8.17 9.8.18 9.9 9.9.1 9.9.1 9.9.2 9.9.3	vapor locks To what standard is the thread of the vapor lock manufactured? Can vapor lock be used for ullging? Can vapor lock be used for cargo sampling? Can vapor lock be used for cargo sampling? If the vapor lock can be used for cargo sampling? If the vapor lock can be used for cargo sampling? If the vapor lock can be used for cargo sampling? If the vapor lock can be used for cargo sampling? If the vapor lock can be used for cargo sampling? If the vapor lock can be used for cargo sampling? If the vapor lock can be used for cargo sampling? If the vapor lock can be used for cargo sampling? If the vapor lock can be used for cargo sampling. What is the volume of the sample that can be drawn? Specify portable equipment for checking oil/water interface Can cargo samples be taken at the manifold? What is the means of taking cargo temperatures? Vapor Emission Control Is a vapor return system fitted? If fitted, is vapour line return manifold in compliance with OCIMF Guidelines? Does the ship possess Vapour Emission Control (VEC) Certification?	[Text] Yes/No Yes/No Yes/No [Text] [Text] Yes/No [Text] Yes/No Yes/No Yes/No	Millimeters
9.8.15 9.8.15.1 9.8.15.2 9.8.15.3 9.8.15.4 9.8.15.6 9.8.16 9.8.16 9.8.16 9.8.17 9.8.18 9.9 9.9.1 9.9.1 9.9.2 9.9.3 9.9.4	vapor locks To what standard is the thread of the vapor lock manufactured? Can vapor lock be used for ullging? Can vapor lock be used for temperature? Can vapor lock be used for cargo sampling? If the vapor lock an be used for cargo sampling? If the vapor lock can be used for cargo sampling? If the vapor lock can be used for cargo sampling? If the vapor lock can be used for cargo sampling? If the vapor lock can be used for cargo sampling? If the vapor lock and be used for cargo sampling? If the vapor lock can be used for cargo sampling? If the vapor lock and be used for cargo sampling. What is the means of taking cargo temperatures? Vapor Emission Control Is a vapor return system fitted? If fitted, is vapour line return manifold in compliance with OCIMF Guidelines? Does the ship possess Vapour Emission Control (VEC) Certification? If yes, state the issuing authority?	[Text] Yes/No Yes/No Yes/No [Text] [Text] Yes/No [Text] Yes/No Yes/No Yes/No	Millimeters
9.8.15 9.8.15.1 9.8.15.2 9.8.15.3 9.8.15.4 9.8.15.5 9.8.15.6 9.8.16 9.8.16 9.8.16 9.8.17 9.8.18 9.8.17 9.8.18 9.9.1 9.9.1 9.9.2 9.9.3 9.9.4 9.1 9.10.1 9.10.2	vapor locks To what standard is the thread of the vapor lock manufactured? Can vapor lock be used for ullaging? Can vapor lock be used for interface? Can vapor lock be used for cargo sampling? If the vapor lock can be used for cargo sampling? If the vapor lock can be used for cargo sampling, what is the volume of the sample that can be drawn? Specify portable equipment for checking oil/water interface Can cargo samples be taken at the manifold? What is the means of taking cargo temperatures? Vapor Emission Control Is a vapor return system fitted? If fitted, is vapour line return manifold in compliance with OCIMF Guidelines? Does the ship possess Vapour Emission Control (VEC) Certification? If yes, state the issuing authority? Venting What is the maximum venting capacity?	[Text] Yes/No Yes/No Yes/No [Text] [Text] [Text] Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No [Text] [Text] [Text]	M3/Hour
9.8.15 9.8.15.1 9.8.15.2 9.8.15.3 9.8.15.4 9.8.15.5 9.8.15.6 9.8.16 9.8.16 9.8.16 9.8.17 9.8.18 9.9.1 9.9.1 9.9.2 9.9.3 9.9.4 9.1 9.10.1 9.10.2 9.10.3	vapor locks To what standard is the thread of the vapor lock manufactured? Can vapor lock be used for ullging? Can vapor lock be used for interface? Can vapor lock be used for cargo sampling? If the vapor lock can be used for cargo sampling? If the vapor lock can be used for cargo sampling, what is the volume of the sample that can be drawn? Specify portable equipment for checking oil/water interface Can cargo samples be taken at the manifold? What is the means of taking cargo temperatures? Vapor Entission Control Is a vapor return system fitted? If fitted, is vapour line return manifold in compliance with OCIMF Guidelines? Does the ship possess Vapour Emission Control (VEC) Certification? If yes, state the issuing authority? Venting What is the maximum venting capacity? What is the P/V valve opening pressure?	[Text] Yes/No Yes/No [Text] [Text] [Text] Yes/No [Text] Yes/No Yes/No Yes/No Yes/No Yes/No [Text] Yes/No [Text] [Text] Decimal	M3/Hour MM/WG
9.8.15 9.8.15.1 9.8.15.2 9.8.15.3 9.8.15.4 9.8.15.4 9.8.15.5 9.8.16 9.8.16 9.8.17 9.8.18 9.9.1 9.9.1 9.9.1 9.9.2 9.9.1 9.9.2 9.9.3 9.9.4 9.1 9.10.1 9.10.2 9.10.3 9.10.4	vapor locks To what standard is the thread of the vapor lock manufactured? Can vapor lock be used for ullging? Can vapor lock be used for cargo sampling? Can vapor lock be used for cargo sampling? If the vapor lock be used for cargo sampling? If the vapor lock be used for cargo sampling? If the vapor lock be used for cargo sampling, what is the volume of the sample that can be drawn? Specify portable equipment for checking oil/water interface Can cargo samples be taken at the manifold? What is the means of taking cargo temperatures? Vapor Enturn system lifted? If fitted, is vapour line return manifold in compliance with OCIMF Guidelines? Does the ship possess Vapour Emission Control (VEC) Certification? If yes, state the issuing authority? Venting What is the maximum venting capacity? What is the P/V valve opening pressure? What is the P/V valve vacuum setting?	[Text] Yes/No Yes/No [Text] [Text] [Text] Yes/No [Text] Yes/No Yes/No [Text] Yes/No Yes/No Yes/No Yes/No Yes/No [Text] Decimal Decimal	M3/Hour
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9.14 Cargo Heating 9.14.1 Heating coils 9.14.1 Heating coils Yes/No 9.14.1.1 Are the cargo tanks fitted with heating coils? Yes/No 9.14.1.2 If Yes, how many independent heating coil sets are fitted to each cargo tank? [Text] 9.14.1.3 If Yes, are all the cargo tanks fitted with heating coils? Yes/No 9.14.1.4 What is the height of the heating coils above the tank bottom? Decimal 9.14.1.5 What is the total heating surface of the heating coils, per tank? Decimal Sq Meters 9.14.1.6 What is the total of the heating surface to the volume of the tank? [Text] 914.1.5 9.14.1.6 What is the ratio of the heating surface to the volume of the tank? [Text] 914.1.5 9.14.1.7 Are heating coils welded or coupled? Lookup 914.1.7 9.14.2 Are heat exchangers external to cargo tanks? Yes/No 914.2 9.14.3 Are there external ducts? Yes/No 914.3	
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9.14.3 Are there external ducts? Yes/No	
9.4.5 Inlet hetig 9.1.5.5 Inlet hetig	
9.14.5.1 Inlet heating medium to coils Lookup	
9.45.2 With Sea temperature Decimal Decimal Deci	
9.14.5.3 With air temperature Decimal Decimal Dec	
9.14.6 Heating agent Lookup	
9.14.7 Number of heaters	
9.14.7.1 Number of heaters Integer	
9.14.7.2 Able to raise temperature from Decimal Decimal Decimal	
9.14.7.3 Able to raise temperature to Decimal Decimal 0.14.7.4 Time taken to pice temperature Decimal Hours	
9.14.7.4 Time taken to raise temperature Decimal Hours 9.14.8 Total capacity of boilers Decimal KCal	
9.14.8 Intert Gas and Crude Oil Washing	
9.15.1 Is an inert gas system (IGS) fitted? (If No, ignore remainder of this section) Yes/No	
9.15.2 Is a P/V breaker fitted? Yes/No	
9.15.3 Do the inert gas distribution lines have natural segregations that match the cargo pipeline segregations? Yes/No	
9.15.4 Is the inert gas supplied by flue gas, inert gas generator and/or stored nitrogen? Lookup	
9.15.5 Are fixed 02 alarms fitted in inert gas generating spaces? Yes/No	
9.15.6 What is the capacity of the (GS? Decimal M3/Hour	
9.15.7 How many fans does it have? Integer 9.15.8 What is the total combined fan capacity? Decimal M3/Hour	
9.15.8 What is the total combined fan capacity? Decimal M3/Hour 9.15.9 IG generator IG generator IG generator	
9.15.9 Is a top-up IG generator fitted? Yes/No	
9.15.9.2 If Yes, what is its capacity? Decimal M3/Hour	
9.15.10 Is an IGS operating manual on board? Yes/No	
9.15.11 What type of deck seal is fitted? [Text]	
9.15.12 How many segregations does the IGS have? Integer	
9.15.13 What method is used to isolate individual tanks? [Text]	
9.15.14 What type of non-return valve is fitted? [Text]	
9.15.15 If the cargo tanks can be individually isolated from the IGS/Vent line, what means of secondary protection is fitted? Memo	

9.15.16	If ship has double hull or sides, are facilities available to inert ballast tanks and other void spaces?		Yes/No	
9.15.17	How is inert gas supplied to the ballast tanks or other void spaces? Can these tanks/spaces be purged with air?		[Text]	
9.15.18 9.15.19	Emergency IGS Connection		Yes/No	
9.15.19.1	Where is the location of the emergency IGS connection?		[Text]	
9.15.19.2	What is the size of the emergency IGS connection?		Decimal	Millimeters
9.15.20	Crude Oil Washing		•	
9.15.20.1	Is a Crude Oil Washing (COW) installation fitted?		Yes/No	
9.15.20.2	Are COW drive units fixed or portable?		Lookup	
9.15.20.3	Are COW drive units programmable?		Yes/No	
9.15.20.4	Can COW be conducted at the same time as cargo discharge?		Yes/No Yes/No	
9.15.20.5 9.15.20.6	Is there an approved COW Manual on board? What is the working pressure of the COW lines?		Decimal	Bar
9.3	Chemical Tankers		beennan	501
9.30.1	In the case of a Chemical Carrier carrying oil, does the vessel comply fully with the requirements of MARPO	L as per Section 8 of the IOPP	Yes/No	
	Supplement (Form B)?			
9.30.2 9.30.3	Is at least one emergency portable cargo pump provided? Are independent high-level alarms fitted?		Yes/No Yes/No	
9.30.4	Is a tank overflow control system fitted?		Yes/No	
9.30.5	Are these also fitted to deck tanks?		Yes/No	
9.30.6	Cargo tank filling restrictions			
9.30.6.1	Are there cargo tank filling restrictions?		Yes/No	
9.30.6.2	Filling restrictions		Memo	
9.30.7	Is the ship fitted with a fixed remote reading temperature system?		Yes/No	
9.30.8	Is the ship fitted with a fixed remote pressure gauging equipment?		Yes/No	
9.30.9 9.30.10	Specify other cargo measurement equipment available		Memo	
9.30.10	Tank stripping system Is an effective tank stripping system fitted?		Yes/No	
9.30.10.1	Are independent stripping lines fitted?		Yes/No	
9.30.10.3	What is the material of the stripping lines?		Lookup	
9.30.10.4	What is the diameter of the stripping lines?		Decimal	
9.31	Inert Gas Systems		*	
9.31.1	By what means is inert gas supplied?		Lookup	
9.31.2	IGS Composition of gas supplied by			
9.31.2.1	Nitrogen		Decimal	Percent
9.31.2.2 9.31.2.3	Carbon Dioxide		Decimal Decimal	Percent Percent
9.31.2.3	Oxygen Sulphur Dioxide		Decimal	Percent
9.31.2.5	Carbon Monoxide		Decimal	Percent
9.31.2.6	Oxides of Nitrogen		Decimal	Percent
9.31.2.7	Dew Point		Decimal	Deg C
9.31.3	Cargo Tank Drier			
9.31.3.1	Is Cargo Tank Drier fitted?		Yes/No	
9.31.3.2	If yes, manufacturer name		[Text]	
9.31.3.3	If yes, Capacity		[Text] Decimal	M3/Hour
9.31.3.3 9.31.4	If yes, Capacity Is nitrogen in cylinders provided for use on deck?		[Text] Decimal Yes/No	M3/Hour
9.31.3.3 9.31.4 9.31.5	If yes, Capacity Is nitrogen in cylinders provided for use on deck? Is steam available on deck?		[Text] Decimal	M3/Hour
9.31.3.3 9.31.4	If yes, Capacity Is nitrogen in cylinders provided for use on deck?		[Text] Decimal Yes/No	M3/Hour
9.31.3.3 9.31.4 9.31.5 9.32	If yes, Capacity Is nitrogen in cylinders provided for use on deck? Is steam available on deck? Tank Conditioning		[Text] Decimal Yes/No	M3/Hour
9.31.3.3 9.31.4 9.31.5 9.32 9.32.1	If yes, Capacity Is nitrogen in cylinders provided for use on deck? Is steam available on deck? Tank Conditioning Fixed ventilation system		[Text] Decimal Yes/No Yes/No	M3/Hour
9.31.3.3 9.31.4 9.31.5 9.32 9.32.1 9.32.1.1 9.32.1.2 9.32.2	If yes, Capacity Is nitrogen in cylinders provided for use on deck? Is steam available on deck? Tank Conditioning Fixed ventilation system Is there a fixed ventilation system? What is the total capacity? Dehumidifiers		[Text] Decimal Yes/No Yes/No Pecimal	
9.31.3.3 9.31.4 9.31.5 9.32 9.32.1 9.32.1.1 9.32.1.2 9.32.2.2 9.32.2.1	If yes, Capacity Is nitrogen in cylinders provided for use on deck? Is steam available on deck? Tank Conditioning Fixed ventilation system Is there a fixed ventilation system? What is the total capacity? Dehumidifiers Is the fixed ventilation system fitted with a dehumidifier?		[Text] Decimal Yes/No Yes/No Decimal Yes/No	M3/Hour
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931.3.3 931.4 931.5 9.32 9.32.1 9.32.1 9.32.1 9.32.2 9.32.2 9.32.2 9.32.2 9.32.2 9.32.2 9.32.2 9.32.3 9.32.3 9.32.4	If yes, Capacity Is nitrogen in cylinders provided for use on deck? Is steam available on deck? Tank Conditioning Fixed ventilation system Is there a fixed ventilation system? What is the total capacity? Dehumidifiers Is the fixed ventilation system fitted with a dehumidifier? What is the total capacity? Is independent piping fitted?		[Text] Decimal Yes/No Yes/No Decimal Yes/No Decimal Yes/No	M3/Hour
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9.31.3.3 9.31.4 9.31.5 9.32 9.32.1 9.32.1.2 9.32.1.2 9.32.2 9.32.2.1 9.32.2.2 9.32.2.3 9.32.2.3 9.32.3 9.32.4 9.32.5.1 9.32.5.2 9.32.5.3 9.32.6	If yes, Capacity Is nitrogen in cylinders provided for use on deck? Is nitrogen in cylinders provided for use on deck? Tank Conditioning Fixed ventilation system Is there a fixed ventilation system? What is the total capacity? Dehumidifiers Is the fixed ventilation system fitted with a dehumidifier? What is the total capacity? Is independent piping fitted? Is ventilation provided through the cargo lines? Are portable fans provided? Portable fans Number Type Capacity Gas freeing standpipes		[Text] Decimal Yes/No Yes/No Decimal Yes/No Yes/No Yes/No Yes/No [Text] [Text] [Text]	M3/Hour
9.31.3.3 9.31.4 9.31.5 9.32 9.32.1 9.32.1.1 9.32.1.2 9.32.2.1 9.32.2.3 9.32.2.3 9.32.2.3 9.32.2.3 9.32.3 9.32.4 9.32.5.1 9.32.5.2 9.32.5.3 9.32.5.3 9.32.6 9.32.6.1	If yes, Capacity Is nitrogen in cylinders provided for use on deck? Is steam available on deck? Tank Conditioning Fixed ventilation system Is there a fixed ventilation system? What is the total capacity? Dehumidifiers Is the fixed ventilation system fitted with a dehumidifier? What is the total capacity? Is independent piping fitted? Is ventilation provided through the cargo lines? Are portable fans Number Type Capacity Gas freeing standpipes Are standpipes to assist gas freeing provided?		[Text] Decimal Yes/No Yes/No Decimal Yes/No Decimal Yes/No Yes/No Yes/No Text] [Text] [Text] [Text] Yes/No	M3/Hour
9.31.3.3 9.31.4 9.31.5 9.32.1 9.32.1 9.32.1 9.32.2 9.32.2 9.32.2 9.32.2 9.32.2 9.32.2 9.32.3 9.32.4 9.32.5 9.32.5 9.32.5 9.32.5 9.32.5 9.32.6 9.32.6	If yes, Capacity Is nitrogen in cylinders provided for use on deck? Is steam available on deck? Tank Conditioning Fixed ventilation system Is there a fixed ventilation system? What is the total capacity? Dehumidifiers Is independent piping fitted? Is ventilation provided through the cargo lines? Are portable fans provided? Portable Fans Number Type Capacity Gas freeing standpipes Are standpipes to assist gas freeing provided? Are the gas freeing standpipes portable?		[Text] Decimal Yes/No Yes/No Decimal Yes/No Yes/No Yes/No Yes/No [Text] [Text] [Text] Yes/No Yes/No Yes/No	M3/Hour
9.31.3.3 9.31.4 9.31.5 9.32.1 9.32.1 9.32.1 9.32.2 9.32.2 9.32.2 9.32.2 9.32.2 9.32.2 9.32.2 9.32.3 9.32.4 9.32.5 9.32.5 9.32.5 9.32.5 9.32.5 9.32.6 9.32.6 9.32.6 9.32.6.3	If yes, Capacity Is nitrogen in cylinders provided for use on deck? Is nitrogen in cylinders provided for use on deck? Stam available on deck? Tank Conditioning Fixed ventilation system Is there a fixed ventilation system? What is the total capacity? Dehumidifiers Is independent piping fitted? Is ventilation rowided through the cargo lines? Are portable fans provided? Portable Fans Number Type Capacity Gas freeing standpipes Are the gas freeing standpipes portable? Are the gas freeing standpipes permanently fixed?		[Text] Decimal Yes/No Yes/No Decimal Yes/No Decimal Yes/No Yes/No Yes/No Text] [Text] [Text] [Text] Yes/No	M3/Hour
9.31.3.3 9.31.4 9.31.5 9.32 9.32.1 9.32.1.2 9.32.2 9.32.2.1 9.32.2.2 9.32.2.1 9.32.2.2 9.32.2.3 9.32.3 9.32.4 9.32.5 9.32.5.1 9.32.5.1 9.32.5.1 9.32.5.1 9.32.6.1 9.32.6.1 9.32.6.3 9.32.6.3	If yes, Capacity Is nitrogen in cylinders provided for use on deck? Is nitrogen in cylinders provided for use on deck? Tank Conditioning Fixed ventilation system Is there a fixed ventilation system? What is the total capacity? Dehumidifiers Is the fixed ventilation system fitted with a dehumidifier? What is the total capacity? Is independent piping fitted? Is ventilation provided through the cargo lines? Are portable fans provided? Portable Fans Number Type Capacity Gas freeing standpipes Are the gas freeing standpipes permanently fixed? Safety Safety	2	[Text] Decimal Yes/No Yes/No Decimal Yes/No Decimal Yes/No	M3/Hour
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9.31.3.3 9.31.4 9.31.5 9.32 9.32.1 9.32.1.2 9.32.2 9.32.2.1 9.32.2.2 9.32.2.1 9.32.2.2 9.32.2.3 9.32.3 9.32.4 9.32.5 9.32.5.1 9.32.5.1 9.32.5.1 9.32.5.1 9.32.6.1 9.32.6.1 9.32.6.3 9.32.6.3	If yes, Capacity Is nitrogen in cylinders provided for use on deck? Is nitrogen in cylinders provided for use on deck? Tank Conditioning Fixed ventilation system Is there a fixed ventilation system? What is the total capacity? Dehumidifiers Is the fixed ventilation system fitted with a dehumidifier? What is the total capacity? Is independent piping fitted? Is ventilation provided through the cargo lines? Are portable fans provided? Portable Fans Number Type Capacity Gas freeing standpipes Are the gas freeing standpipes permanently fixed? Safety Safety	e for emergency escape purposes?	[Text] Decimal Yes/No Yes/No Decimal Yes/No Decimal Yes/No	M3/Hour
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9.31.3.3 9.31.4 9.31.4 9.32.1 9.32.1 9.32.1 9.32.1 9.32.2 9.32.2 9.32.2 9.32.2 9.32.2 9.32.2 9.32.2 9.32.5 9.32.5 9.32.5 9.32.5 9.32.5 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.5 9.32.6 9.33.1 9.33.2 9.33.3 9.33.4 9.33.4 9.34.5 9.34.6 9.34	If yes, Capacity is nitrogen in cylinders provided for use on deck? is steam available on deck? Tank Conditioning Fixed ventilation system is there a fixed ventilation system? What is the total capacity? Dehumidifiers is the total capacity? What is the total capacity? What is the total capacity? Sindependent piping fitted? is untilation provided through the cargo lines? Are portable fans provided? Portable fans Number Type Capacity Gas freeing standpipes portable? Are the gas freeing standpipes permanently fixed? Safety Is there Protective equipment for the protection of crew members available as per IBC 14.1.1 / BCH 3.16.1. When required by the Chemical Code, is respiratory and eye protection for every person on board available When required by the Chemical Code, is there on board at least three sets of personnel protection safety e is an Oxygen resuscitator available on deck? Cargo and Other Manifolds Sa crossover line fitted to interconnect all cargo lines? Total number of cargo manifold connections on each side Is a crossover line fitted to interconnect all cargo lines? Cated on both sides? Additional connection to cargo system Is there and additional connection to cargo system on deck? If yes, position (distance from bow)	e for emergency escape purposes? quipment (IBC 14.2.1 / BCH 3.16)? Port	[Text] Decimal Yes/No Yes/No Decimal Yes/No Decimal Yes/No Yes	M3/Hour 9.34.1.2 Size M3/Hour M3/Hour
9.31.3.3 9.31.4 9.31.5 9.32 9.32.1 9.32.1 9.32.1.2 9.32.2 9.32.2 9.32.2 9.32.2 9.32.2 9.32.2 9.32.3 9.32.4 9.32.5 9.32.5 9.32.5 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.33.1 9.33.2 9.33.3 9.33.4 9.33.4 9.33.4 9.34.5 9.34.1 9.34.2 9.34.2 9.34.5 9.34.5 9.34.6 9.33.6 9.34.7 9.34.7 9.34.7 9.34.7 9.34.7 9.34.7 9.34.6 9.34.6 9.34.6 9.34.6 9.34.6 9.34.6 9.34.7 9.34	If yes, Capacity Is nitrogen in cylinders provided for use on deck? Is steam available on deck? Tank Conditioning Fixed ventilation system Is there a fixed ventilation system? What is the total capacity? Dehumidifiers Is the fixed ventilation system fitted with a dehumidifier? What is the total capacity? Dehumidifiers Is independent piping fitted? Is ventilation provided through the cargo lines? Are portable fans provided? Portable fans Number Type Capacity Gas freeing standpipes portable? Are the gas freeing stradpipes portable? Are the gas freeing standpipes portable? Are the gas freeing standpipes portable? Are the gas freeing standpipes portable? Safety Is there ark to be chemical Code, is respiratory and eye protection for every person on board available When required by the Chemical Code, is there on board at least three sets of personnel protection safety Is an Oxygen resuscitator available on board? Are there at least two decontamination showers available on deck? Cargo and Other Manifolds Is a crossover line fitted to interconnect all cargo lines? Act and any any any available on deck? Cargo and Other Manifolds Is a crossover line fitted to interconnect all cargo lines? Act and any any any available on deck? Cargo and Other Manifolds Is a crossover line fitted to interconnect all cargo lines? Designed Max. loading rate Height of cargo vapour connections above keel Located on both sides? Additional connection to cargo system on deck? If yes, position (distance from bow) Are manifold cross-connections made by hard or flexible piping?	e for emergency escape purposes? quipment (IBC 14.2.1 / BCH 3.16)? Port	[Text] Decimal Yes/No Decimal Yes/No Decimal Yes/No Yes	M3/Hour M3/Hour M3/Hour M3/Hour 9.34.1.2 Size M3/Hour M3/Hour M3/Hour M3/Hour
9.31.3.3 9.31.4 9.31.4 9.32.1 9.32.1 9.32.1 9.32.1 9.32.2 9.32.2 9.32.2 9.32.2 9.32.2 9.32.2 9.32.2 9.32.5 9.32.5 9.32.5 9.32.5 9.32.5 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.6 9.32.5 9.32.6 9.33.1 9.33.2 9.33.3 9.33.4 9.33.4 9.34.5 9.34.6 9.34	If yes, Capacity is nitrogen in cylinders provided for use on deck? is steam available on deck? Tank Conditioning Fixed ventilation system is there a fixed ventilation system? What is the total capacity? Dehumidifiers is the total capacity? What is the total capacity? What is the total capacity? Sindependent piping fitted? is untilation provided through the cargo lines? Are portable fans provided? Portable fans Number Type Capacity Gas freeing standpipes portable? Are the gas freeing standpipes permanently fixed? Safety Is there Protective equipment for the protection of crew members available as per IBC 14.1.1 / BCH 3.16.1. When required by the Chemical Code, is respiratory and eye protection for every person on board available When required by the Chemical Code, is there on board at least three sets of personnel protection safety e is an Oxygen resuscitator available on deck? Cargo and Other Manifolds Sa crossover line fitted to interconnect all cargo lines? Total number of cargo manifold connections on each side Is a crossover line fitted to interconnect all cargo lines? Cated on both sides? Additional connection to cargo system Is there and additional connection to cargo system on deck? If yes, position (distance from bow)	e for emergency escape purposes? quipment (IBC 14.2.1 / BCH 3.16)? Port	[Text] Decimal Yes/No Yes/No Decimal Yes/No Decimal Yes/No Yes	M3/Hour M3/Hour M3/Hour M3/Hour 9.34.1.2 Size M3/Hour M3/Hour Meters

						7m1	1
9.34.8.2 9.35	Column: Value Tank Cleaning Sys	stems				[Text]	
9.35.1		nent fixed in cargo tanks?				Yes/No	
9.35.2		ng equipment provided?				Yes/No	
9.35.3	What is the capacity of	each tank cleaning machine a	t its design operating press	ure?		Table (Variable)	
9.35.3.1	Column: Machine Num	ber				[Text]	
9.35.3.2	Column: Design Operat	-				[Text]	
9.35.3.3	Column: Duration of Co					[Text]	
9.35.3.4	Column: Nozzle Diame					[Text] Decimal	M3/Hour
9.35.4 9.35.5	Tank washing pump ca Washing Water Heater					Decimal	INIS/ HOUI
9.35.5.1	Is a washing water hea					Yes/No	
9.35.5.2		ing water temperature?				Decimal	Deg C
9.35.6	What is the maximum	number of machines that can	be operated at their design	ed max pressure?		Integer	
9.35.7		of equipment are provided, wi	nat is the manufacturer, typ	oe, and capacity of each?		Memo	
9.5	LPG Tanker Inform						
9.50.1		PPC identify the ship as as a pr				Yes/No	
9.50.2	crude oil'?	tion and Safety Equipment Ce	rtificates identify the ship a	as a 'tanker engaged in the	trade of carrying oil other than	Yes/No	
9.50.3	List products which the	ship is certified to carry				Memo	
9.51	Transport and Carriage	Conditions					
9.51.1		permissible tank temperature?	•			Decimal	Deg C
9.51.2		permissible tank pressure?				Decimal	KP/CM2
9.51.3		permissible tank pressure?	,			Decimal	KP/CM2
9.51.4	What is the maximum contamination?	number of grades that can be	loaded/ carried/discharged	I simultaneously with comp	plete segregation and without risk of	Integer	
9.51.5		products that can be conditio	ned by reliquefication simu	Iltaneously?		Integer	
9.51.6		atural segregations (NB: Separ			n of blanks)	Integer	
9.51.7	Material of construction	n of cargo piping system				Lookup	
9.51.8	Cargo Piping Filters						
9.51.8.1	Is the cargo piping syst					Yes/No	
9.51.8.2	If yes, can cargo piping Are expansion loops fit	filters be by-passed or remov	ed?			Yes/No	
9.51.9 9.51.10		ree of expansion bellows?				Yes/No Yes/No	
9.51.10	Location of booster pu					Lookup	
9.52	Cargo Tanks						4
9.52.1		t material are the cargo tanks	constructed?			Memo	
9.52.2	Relief valve settings						
9.52.2.1	Maximum allowable re	lief valve setting				Decimal	Bar
9.52.2.2	IMO Setting					Decimal	Bar
9.52.2.3	USCG Setting					Decimal	Bar
9.52.3 9.52.3.1	Safety valve set pressu Safety valve set pressu					Decimal	Bar
9.52.3.1	If variable give range o					Decimal	Bar
9.52.3.3	If variable give range o					Decimal	Bar
9.52.4	Maximum Vacuum					Decimal	KP/CM2
9.52.5	Maximum cargo specif	ic density				Decimal	
9.52.6	Maximum rate of cool					Decimal	Deg C
9.52.7		garding partially filled tanks				Memo	
9.52.8		nations of filled and empty tar	ks			Memo	
9.53 9.53.1	Cargo Tank Capac Total Tank Capacities	lities					
9.53.1	Butane Tanks					Decimal	Tones
9.53.1.2	Propane Tanks					Decimal	Tones
9.53.1.3	Ammonia Tanks					Decimal	Tones
9.53.1.4	Other Tanks					Decimal	Tones
9.54	Loading Rates						
9.54.1	From Refrigerated Stor	age				[Text]	
	State 'other' storage			9.54.1.2.1		9.54.1.2.2	
				9.54.1.2.1 With vapour return		9.54.1.2.2 Without vapour return	- Unit
9.54.1.2	Butane			Decimal		Decimal	Tones/Hour
	Other			Decimal		Decimal	Tones/Hour
	Ammonia			Decimal		Decimal	Tones/Hour
	Propane			Decimal		Decimal	Tones/Hour
	From Pressure Storage					9.54.2.1	9.54.2.2
	Butane 0-30 deg C					With vapour return Decimal	Without vapour return Decimal
9.54.2	Propane 0 dec C					Decimal	Decimal
	Propane 10 deg C					Decimal	Decimal
	Propane 20 deg C					Decimal	Decimal
	Propane 30 deg C					Decimal	Decimal
9.54.3	Special Remarks					Memo	
9.55	Discharging General	0.55.4.4	0.55.4.2		0.55.4.2	0.55.1.4	0.55.1.5
	Cargo and Booster Pun	9.55.1.1	9.55.1.2		9.55.1.3	9.55.1.4	9.55.1.5 Maximum density
9.55.1	cargo and booster Pun	Type of Cargo Pumps	Number of pumps per tan	ık	Rate per pump (m3/hr.)	At delivery head (mlc) Meters	KH/m3
	Cargo Pumps	[Text]	Integer		Decima	Decimal	Decimal
		[Text]	Integer		Decimal	Decimal	Decimal
9.56	Discharging Performan	ce	•		•		-
	Total discharge time us	ing all main cargo pumps			9.56.1.1	9.56.1.2	9.56.1.3
					Back Press 1 kP/cm2	Back Press 5 kP/cm2	Back Press 10 kP/cm2
1	Fully refrigerated (with						
9.56.1	Fully refrigerated (with	out vapour return)					
9.56.1	Pressurized (with the	ur return)					
9.56.1	Pressurized (with vapo Pressurized (without va						
9.56.1	Pressurized (with vapo Pressurized (without va Un-pumpable						

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56.1.3 Simple points provided for inpuor? Yes/No Income of the system of the system? 56.1.2 Are sample points provided for liquid? Yes/No Income of the system? 56.2 Deck Tank Capacities Yes/No Income of the system? 56.2 Capacities Yes/No Income of the system? 56.2.1 Are deck pressure tanks fitted? Yes/No Income of the system? 56.2.2 Capacities Deck Tank Capacity Section (Marcines) 56.2.2 Anomain Capacity Decimal Main 56.2.3 Amonin Capacity Decimal Main 56.2.4 Material of tank Section (Marcines) Decimal Decimal 56.3.4 Material of tank Section (Marcines) Decimal Decimal 56.3.4 Material of tank Section (Marcines) Section (Marcines) Section (Marcines) 56.3.4 Material of tank Decimal Decimal Decimal 56.3.4 Row: Progane Decimal Decimal Decimal 56.3.4 Row: Progane Decimal Decimal Decimal 56.4 Naporter Decimal Decimal Decimal 56.4 Naporter Decimal Decimal Decimal							
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9.65.1 Bower 9.65.2 Type of blower [Text] 9.65.3.3 Delivery pressure Decimal M3 9.66.4 Cargo Re-Heater KP/CM2						1 · · ·	
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9.66.1.1 Type of re-heater Lookup						Lookup	
9.66.1.2 Number fitted Integer							
9.66.1.3 Heating medium Lookup							
9.66.2 Discharge rates with sea water at 15 degrees C to raise product temperature of Propane from -42 degrees C to -5 degrees C Decimal M3/Hour			Propane from -	42 degrees C to	-5 degrees C		M3/Hour
9.66.3 Discharge rates with sea water at 15 degrees C to raise product temperature of Ammonia from -42 degrees C to -5 degrees C Decimal M3/Hour			Ammonia from	-42 degrees C t	-5 degrees C	Decimal	M3/Hour
9.67 Hydrate Control							
9.67.1 What is the type of depressant? Lookup	0.07.1						Due 6
9.67.2 What is the freezing point temperature? Decimal Dec C						Decimai	Deg C

r		1	
	What is the quantity of depressant carried?	Decimal [Text]	Liters
9.67.5	What is the means of injection? Name any other system used	[Text]	
9.67.6	Is an additional pressure relief system fitted?	Yes/No	
9.67.7	Emergency cargo jettison		
9.67.7.1	Is emergency cargo jettison provided?	Yes/No	
9.67.7.2	If yes, can emergency cargo jettisoning be isolated from the cargo system when not in use?	Yes/No	
9.68	Cargo Measurement		
9.68.1	Level gauges	La shua	
9.68.1.1 9.68.1.2	Are level gauges local or remote? Name of manufacturer	Lookup [Text]	
	Туре	Lookup	
9.68.1.4	Rated accuracy	Integer	Percent
9.68.1.5	Certifying authority	[Text]	
9.68.1.6	Are slip tubes installed?	Yes/No	
9.68.2	Temperature gauges	T	
9.68.2.1	Name of manufacturer	[Text]	
9.68.2.2	Туре	[Text]	Down the second s
9.68.2.3 9.68.2.4	Rated accuracy Certifying authority	Integer [Text]	Percent
9.68.3	Pressure gauges	[lext]	
9.68.3.1	Name of manufacturer	[Text]	
9.68.3.2	Туре	[Text]	
9.68.3.3	Rated accuracy	Integer	Percent
9.68.3.4	Certifying authority	[Text]	
9.68.4	Oxygen analyzer		
9.68.4.1	Name of manufacturer	[Text]	
9.68.4.2	Type	[Text]	Demont
9.68.4.3 9.68.5	What is the lowest level measurable?	Decimal	Percent
	Fixed gas analyzer Name of manufacturer	[Text]	
9.68.5.1 9.68.5.2	Name or manufacturer Type	[Text]	
9.68.6	Cargo tank calibration	-	
9.68.6.1	Are cargo tank calibration tables provided?	Yes/No	
9.68.6.2	Name of measuring company	[Text]	
9.68.6.3	Name of certifying company	[Text]	
9.68.6.4	Calibration calculated to cm?	Yes/No	
9.68.6.5	Calibration calculated to 1/2 cm?	Yes/No	
9.68.6.6	Tables established to cm?	Yes/No	
9.68.6.7	Tables established to mm?	Yes/No	
9.68.6.8	Tables established to 'other'	[Text]	
9.68.7 9.68.8	Are trim and list corrections provided? Are temperature corrections provided?	Yes/No Yes/No	
9.68.9	Are float gauge tape corrections provided?	Yes/No	
9.68.9 9.69	Are float gauge tape corrections provided? Cargo Sampling	Yes/No	
9.68.9 9.69 9.69.1	Are float gauge tape corrections provided? Cargo Sampling Indicate whether cargo samples may be obtained from the levels specified	Yes/No Table (Variable)	
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9.68.9 9.69 9.69.1 9.69.1.1 9.69.1.2 9.69.1.3 9.69.1.4 9.69.2	Are float gauge tape corrections provided? Cargo Sampling Indicate whether cargo samples may be obtained from the levels specified Column: Tank Number Column: Top Column: Middle Column: Bottom Can samples be drawn from?	Yes/No Table (Variable) [Text] Yes/No Yes/No Yes/No	
9.68.9 9.69 9.69.1 9.69.1.1 9.69.1.2 9.69.1.3 9.69.1.4 9.69.2 9.69.2.1	Are float gauge tape corrections provided? Cargo Sampling Indicate whether cargo samples may be obtained from the levels specified Column: Tank Number Column: Top Column: Middle Column: Bottom Can samples be drawn from? Tank vapour outlet?	Yes/No Table (Variable) [Text] Yes/No Yes/No Yes/No Yes/No	
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9.68.9 9.69 9.69 9.69 9.69 9.69 1.1 9.69 1.2 9.69 1.2 9.69 2.1 9.69 2.2 9.69 2.3 9.69 2.3 9.69 2.3 9.69 2.3 9.69 2.3 9.69 2.3 9.69 2.3 9.69 2.3 9.69 3.1 9.69 3.2 9.69 3.1 9.69 3.2 9.69 3.1 9.69 3.2 9.69 3.1 9.70 1.1 9.70 1.1 9.70 1.2 9.70 1.3 9.70 1.3 9.70 1.3 9.70 2.70 3.70 3.70 3.70 3.70 3.70 3.70 3.70 3	Are float gauge tape corrections provided? Cargo Sampling Incitate whether cargo samples may be obtained from the levels specified Column: Tank Number Column: Tank Number Column: Top Column: Bottom Column: Bottom Can samples be drawn from? Tank xopur outle? Manifold liquid line? Manifold liquid line? Manifold roug liquid line? Sample connection State size Number of ESD actuation points Connection to Shore for ESD and Communications Systems ESD Shore connection State size Yes, is the system neurnatic? If yes, is the system neurnatic? If yes, is the system neurnatic? If yes, is the system fiber optic? What is the type of plug used? Sto hoses/cables Are ESD nonection available for a telephone line? Are ESD nonection State size State size They, is the system fiber optic? What is the type of plug used? State size State size State size a connection available on both sides of the ship? </td <td>Yes/No Table (Variable) [Text] Yes/No Decimal Decimal Decimal Decimal Decimal Yes/No Yes/No</td> <td>Millimeters Millimeters Millimeters Seconds</td>	Yes/No Table (Variable) [Text] Yes/No Decimal Decimal Decimal Decimal Decimal Yes/No	Millimeters Millimeters Millimeters Seconds

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9.71.1.1	Type of system			Lookup Decimal	M3
9.71.1.2 9.71.1.3	Capacity Type of fuel used			Lookup	M3
9.71.1.4	Composition of IG - oxygen			Decimal	Percent
9.71.1.5	Composition of IG - CO2			Decimal	Percent
9.71.1.6	Composition of IG - NOx			Decimal	Percent
9.71.1.7	Composition of IG - N2			Decimal	Percent
9.71.1.8	Lowest dewpoint achievable			Decimal	Deg C
9.71.1.9 9.71.2	Used for Auxiliary IG or Nitrogen plant			Memo	
9.71.2	Type of system			Lookup	
9.71.2.2	Capacity			Decimal	M3
9.71.2.3	Composition of IG - oxygen			Decimal	Percent
9.71.2.4	Composition of IG - CO2			Decimal	Percent
9.71.2.5	Composition of IG - NOx			Decimal	Percent
9.71.2.6	Composition of IG - N2			Decimal	Percent
9.71.2.7 9.71.2.8	Lowest dewpoint achievable Used for			Decimal Memo	Deg C
9.71.2.8	Nitrogen			Memo	
9.71.3.1	Liquid storage capacity			Decimal	M3
9.71.3.2	Daily boil-off loss			Decimal	M3
9.71.3.3	Maximum supply pressure			Decimal	KP/CM3
9.71.3.4	Supply capacity			Decimal	M3
9.71.3.5	Used for			Memo	
9.72	Cargo Tank Inerting			Perturt	11
9.72.1 9.72.2	What is the time taken to inert from fresh air to under 5% O2 at -25 degree C? What is the time taken to inert from cargo vapour to fully inert at -25 degrees dewpoint v	when IC density is loss than	product?	Decimal Decimal	Hours
9.72.2	What is the time taken to inert from cargo vapour to fully inert at -25 degrees dewpoint v What is the time taken to inert from cargo vapour to fully inert at -25 degrees dewpoint v			Decimal	Hours
9.72.4	Relief valves				
9.72.4.1	Do relief valves discharging liquid cargo from the cargo piping system, discharge to the ca	rgo vent mast?		Yes/No	
9.72.4.2	If yes, is the vent mast equipped with liquid sensor and alarm?			Yes/No	
9.72.4.3	If yes, does the alarm activate the pump stop?			Yes/No	
9.72.5	ESD valves				
9.72.5.1	Is there one ESD valve per manifold?			Yes/No	
9.72.5.2 9.72.6	If no, state arrangement Is a hand operated valve fitted outboard of the manifold ESD valve?			Memo Yes/No	
9.72.7	Does inert gas piping pass through accommodation spaces, service spaces or control stati	ions?		Yes/No	
9.72.8	Can the Inert Gas System be fully segregated from the cargo system?			Yes/No	
9.72.9	Are liquid drains fitted in cargo piping?			Yes/No	
9.72.10	Are purge points fitted?			Yes/No	
9.72.11	Are local pressure gauges fitted outboard of the manifold valves?			Yes/No	
9.72.12	Is a temperature sensor fitted at or near the manifold?			Yes/No	
	Is a cargo compressor room fitted?				
9.72.13				Yes/No	
9.72.14	Protective equipment				
9.72.14 9.72.14.1	Protective equipment Is protective equipment for the protection of crew members available on board?			Yes/No	
9.72.14 9.72.14.1 9.72.14.2	Protective equipment Is protective equipment for the protection of crew members available on board? When required by the Gas Code, is respiratory and eye protection for every person on bo		y escape purposes?	Yes/No Yes/No	
9.72.14 9.72.14.1 9.72.14.2 9.72.14.3	Protective equipment Is protective equipment for the protection of crew members available on board? When required by the Gas Code, is respiratory and eye protection for every person on bo Are two additional sets of respiratory and eye protection available on the navigating brid,		y escape purposes?	Yes/No	
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9.72.14 9.72.14.1 9.72.14.2 9.72.14.3 9.72.15 9.72.15.1 9.72.15.2 9.73 9.73.1 9.73.2	Protective equipment Is protective equipment for the protection of crew members available on board? When required by the Gas Code, is respiratory and eye protection for every person on bo Are two additional sets of respiratory and eye protection available on the navigating brid Gas detection Is there a permanently installed system of gas detection fitted? Is the gas detection system fitted with high and low sampling heads/sensors? Gas freeing to fresh air		y escape purposes?	Yes/No Yes/No Yes/No Yes/No Yes/No	Hours
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9.72.14 9.72.14.1 9.72.14.2 9.72.14.3 9.72.15 9.72.15.1 9.72.15.2 9.73 9.73.1 9.73.2	Protective equipment Is protective equipment for the protection of crew members available on board? When required by the Gas Code, is respiratory and eye protection for every person on bo Are two additional sets of respiratory and eye protection available on the navigating brid Gas detection Is there a permanently installed system of gas detection fitted? Is the gas detection system fitted with high and low sampling heads/sensors? Gas freeing to fresh air Plant used What is the time taken from fully inert condition to fully breathable fresh air?		y escape purposes? 9.74.1.2	Yes/No Yes/No Yes/No Yes/No Memo	Hours 9.74.1.4
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9.72.14 9.72.14.1 9.72.14.2 9.72.14.3 9.72.15 9.72.15.1 9.72.15.2 9.73 9.73.1 9.73.2 9.74 9.74.1 9.74.2	Protective equipment Is protective equipment for the protection of crew members available on board? When required by the Gas Code, is respiratory and eye protection for every person on bo Are two additional sets of respiratory and eye protection available on the navigating brid, Gas detection Is there a permanently installed system of gas detection fitted? Is the gas detection system fitted with high and low sampling heads/sensors? Gas freeing to fresh air Plant used What is the time taken from fully inert condition to fully breathable fresh air? Changing Cargo Grades Indicate number of hours needed to change grades from the removal of pumpable to tanks fit to load and the quantity of inert gas consumed during the operation Restrictions	ge? 9.74.1.1 From grade	9.74.1.2 To grade	Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Memo Decimal 9.74.1.3 Number of hours Decimal Memo	9.74.1.4 Quantity of inert gas (m3)
9.72.14 9.72.14.1 9.72.14.2 9.72.14.3 9.72.15 9.72.15.1 9.72.15.2 9.73.1 9.73.2 9.74 9.74.1 9.74.1 9.74.2 9.74.2 9.75.1	Protective equipment Is protective equipment for the protection of crew members available on board? When required by the Gas Code, is respiratory and eye protection for every person on bo Are two additional sets of respiratory and eye protection available on the navigating brid, Gas detection Is there a permanently installed system of gas detection fitted? Is the gas detection system fitted with high and low sampling heads/sensors? Gas freeing to fresh air Plant used What is the time taken from fully inert condition to fully breathable fresh air? Changing Cargo Grades Indicate number of hours needed to change grades from the removal of pumpable to tanks fit to load and the quantity of inert gas consumed during the operation Restrictions Note any operations that cannot be carried out at sea Cargo Manifold Dimensions	ge? 9.74.1.1 From grade	9.74.1.2 To grade	Yes/No Yes/No Yes/No Yes/No Yes/No Memo Decimal 9.74.1.3 Number of hours Decimal Memo Memo	9.74.1.4 Quantity of inert gas (m3) Decimal
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94.1Indicate whether cargo samples may be obtained from the levels specified?94.1.1Tank top levelYes/NoIndicate94.1.2Tank indical levelYes/NoIndicate94.1.3Tank bottom levelYes/NoIndicate94.1.4Tank bottom levelYes/NoIndicate94.1.5Can samples be drawn from tank vapour outle?Yes/NoIndicate94.1.6Can samples be drawn from tank vapour outle?Yes/NoIndicate94.1.6Can samples be drawn from tank vapour outle?Yes/NoIndicate94.1.7State sample connection typeYes/NoIndicate94.1.8State sample connection typeIndicateIndicate94.1.9State sample connection sizeIndicateIndicate94.1.1State sample connection sizeIndicateIndicate95.1.1Norma information sizeIndicateIndicate95.1.2Norma information size	9.93.2		rature						M3
94.11 Tank top level Yes/No Image: No 94.12 Tank indidle level Yes/No Image: No Image: No 94.13 Tank bottom level Yes/No Image: No Ima No Image: No <td< td=""><td>9.94</td><td>Cargo sampling</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>	9.94	Cargo sampling							
94.12Tark middle levelYes/NoIndexted94.13Tark bottom levelYes/NoIndexted94.24Can samples be drawn from tank vapour outle?Yes/NoYes/NoIndexted94.34Can samples be drawn from manifold vapour line?Yes/NoIndextedIndexted94.4Connection type/sizeYes/NoIndextedIndextedIndexted94.4State sample connection typeIntextedIntextedIntextedIndexted94.4State sample connection sizeIntextedIntextedIntextedIntexted95.4Cargo tank retief valves per cargo tankIntextedIntextedIntexted95.14Number of cargo tank relief valves per cargo tankIntextedIntextedIntexted95.14Normal allowable relief valves et pressure (Moss)DecimalMoarIntexted95.15Flow tard of individual relief valve set pressure (Moss)DecimalMoarIntexted95.16Kite de on studicidal relief valves et to?DecimalMo/HourIntexted95.17Kite de on studicidal relief valves et to?Yes/NoIntextedIntexted95.16Kite de on studicidal relief valves et to?IntextedIntextedIntexted95.17Kite de on studicidal relief valves et to?IntextedIntextedIntexted95.16Kite de on studicidal relief valves et to?IntextedIntextedIntexted95.17Kite de on studicidal relief valves et to?IntextedIntextedIntexted <td>9.94.1</td> <td></td> <td>m the levels specified?</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	9.94.1		m the levels specified?						
94.13Tark bottom levelYes/NoIndexted94.24Can samples be drawn from tank vapour outlet?Yes/NoYes/NoPathom94.34Can samples be drawn from manifold vapour line?Yes/NoIndexted94.45Connection type/sizeTextYes/NoIndexted94.40State sample connection typeIndextedIndexted94.41State sample connection sizeIndextedIndexted94.42State sample connection sizeIndextedIndexted94.43State sample connection sizeIndextedIndexted94.44State sample connection sizeIndextedIndexted94.45State sample connection sizeIndextedIndexted94.46State sample connection sizeIndextedIndexted94.47State sample connection sizeIndextedIndexted94.48State sample connection sizeIndextedIndexted94.49State sample connection sizeIndextedIndexted94.40State sample connection sizeIndextedIndexted95.11Number of cargo tank relief valve set pressure (Moss)DecimalModer95.12Noral allowable relief valve set pressure (Moss)DecimalModer95.14Near de candiduidal relief valve set net SizeMostMost95.15Ner de cas tank cargo relief valve set net SizeMostMost95.16Ner de cas tank cargo relief valve set net SizeMostMost95.17Ner de cas tank cargo relief valv	9.94.1.1								
94.2 Can samples be drawn from tank vapour outlet? Yes/No Image: No 94.3 Can samples be drawn from manifold vapour line? Yes/No Image: No Im	9.94.1.2								
94.3 Canazametes drawn from manifold vapour line? Yes/No Instance 94.4 Connection type/size Text] Instance Instance 94.4.1 State sample connection type Instance Instance Instance 94.4.2 State sample connection type Instance Instance Instance 94.4.2 State sample connection type Instance Instance Instance 95.4 Garotank protection Instance Instance Instance 95.1 Instructer state	9.94.1.3 9.94.2								
94.4 Connection type/size Image: state sample connection type 94.4.1 State sample connection type Image: state sample connection type 94.4.2 State sample connection size Image: state sample connection size 95.4 Cargo tank protection Image: state sample connection size 95.1 Arcelief values Image: state sample connection size 95.1.1 Number of cargo tank relief values per cargo tank Image: state sample connection size 95.1.2 Natimum allowable relief values ext pressure Image: state sample connection size 95.1.3 Normal allowable relief value set pressure (Moss) Decimal Mbar 95.1.4 Vacuum set pressure of relief values ext pressure (Moss) Decimal Mbar 95.1.5 Iwreat con individual relief values ext pressure (Moss) Decimal Mbar 95.1.5 Iwreat con individual relief values ext pressure (Moss) Decimal Mbar 95.1.6 Where does that kargo relief values ext to? Image: state sample connection state s	9.94.2								
94.41 State sample connection type [Text] [Text] 94.42 State sample connection size [Text] [Text] [Text] 95.43 Cargo tank protection State sample connection size [Text] [Text] 95.14 Tark relief valves [Text] [Text] [Text] [State sample connection size [Text] [State sample connection size	9.94.4								
95 Cargo tank protection Ventore 95.1 Tank relief valves Text] 95.1.1 Number of cargo tank relief valves per cargo tank Text] 95.1.2 Maximum allowable relief valves et pressure Decimal 95.1.3 Normal allowable relief valve set pressure (Moss) Decimal 95.1.4 Vacum set pressure of relief valve Mbar 95.1.5 Flow rate of individual relief valve set pressure Moar 95.1.6 Where does the tank cargo relief valves vent to? Text] 95.1.7 Are snuffers available in vent masts? Yes/No	9.94.4.1						[Text]		
95.1 Parkeliefvalves Text 95.1.6 Number of cargo tank relief valves per cargo tank Text Moder 95.1.7 Maximum allowable relief valves et pressure (Moss) Decinal Moar 95.1.8 Normal allowable relief valves et pressure (Moss) Decinal Moar 95.1.4 Vacuum set pressure of relief valve set pressure (Moss) Decinal Moar 95.1.5 Fow rate of individual relief valve set pressure (Moss) Moar Moar 95.1.6 Fow rate of individual relief valves et pressure (Moss) Moar 95.1.6 Kore des that kargo relief valves et pressure (Moss) Moar 95.1.6 Kore des that kargo relief valves et pressure (Moss) Moar 95.1.6 Kore des that kargo relief valves et pressure (Moss) Moar 95.1.7 Are sundified un ret masts? Yes/No Second	9.94.4.2						[Text]		
95.11 Number of cargo tank relief valves per cargo tank [Text] [Text] Decimal Main 95.12 Maximum allowable relief valves et pressure Mos Mora 95.13 Normal allowable relief valve set pressure (Moss) Decimal Mora 95.14 Vacum set pressure of relief valve set pressure (Moss) Decimal Mora 95.14 Vacum set pressure of relief valves et pressure (Moss) Decimal Mora 95.15 Mora te of individual relief valves et nto? Decimal Mora 95.16 Mere does thank cargo relief valves et nto? Text] Pers/Nor Pers/Nor	9.95								
Asimum allowable relief valve set pressure Mean 95.12 Norma allowable relief valve set pressure (Moss) Decimal Mbar 95.13 Norma allowable relief valve set pressure (Moss) Decimal Mbar 95.14 Vacuum set pressure of relief valve Decimal Mbar 95.15 Flow rate of individual relief valve Decimal Nm3/Hour 95.16 Where does the tank cargo relief valves vent to? [Text] Person 95.17 Are snuffers available in vent masts? Yes/No Person	9.95.1						[Te, 1]		
95.13 Normal allowable relief valve set pressure (Moss) Decimal Mbar 95.14 Vacum set pressure of relief valve Decimal Mbar 95.15 Flow rate of individual relief valve Decimal Mbar 95.16 Ver does the tank cargo relief valves vent to? Decimal Image: Normal Mark 95.17 A re snuffers available in vent masts? Yes/Normal Yes/Normal									Mbar
95.14 Vacuum set pressure of relief valve Decimal Mbar 95.15 Flow rate of individual relief valve Decimal Decimal Nm3/Hour 95.16 Where does the tank cargo relief valves vent to? [Text] Period Period 95.17 A re snuffers available in vent masts? Yes/No Yes/No Period	9.95.1.2								
95.5 Flow rate of individual relief valves Nom / No	9.95.1.3								
95.1.7 Are snuffers available in vent masts? Yes/No	9.95.1.5								
	9.95.1.6								
95.1.8 Is gas detection available in vent masts? Yes/No	9.95.1.7								
	9.95.1.8	Is gas detection available in vent masts?					Yes/No		

0.05.2	Common tople conting autom					_				
9.95.2 9.95.2.1	Common tanks venting system What means of common tanks venting systems is ava	ilable?					[Text]			
9.95.2.1	What means of common tanks venting systems is ava Maximum venting capacity						Decimal		Nm3/Hc	ur
9.95.2.3	Set pressure of mast riser						Decimal		Mbar	
		9.95.3.1	9.95.3.2			9.95.3.3		9.95.3.4		9.95.3.5
	Relief valves	Number of valves per	Set pressure			Min pres	sure	vacuum	set	Flow rate
9.95.3		tank/hold	Mbar			Mbar		Mbar		Nm3/Hour
	Inter-barrier space relief Insulation space relief									
	Row: Hold relief									
9.96	Inner hull protection									
9.96.1	Cofferdam heating									
9.96.1.1	Is cofferdam heating available?						Yes/No			
9.96.1.2	Heating medium for cofferdam heating						[Text]			
9.96.1.3 9.96.2	If other, then specify Is Inner hull temperature detection system available?						[Text] Yes/No			
9.97	Insulation spaces humidity detection						103/110			
9.97.1	Insulation spaces water/humidity detection available	?					Yes/No			
9.97.2	Insulation spaces water removal									
9.97.2.1	Are means of water removal from Insulation spaces a	vailable?					Yes/No			
9.97.2.2 9.98	If yes, then specify Inter-barrier spaces						[Text]			
9.98	Inter-barrier spaces LNG drainage									
9.98.1.1	Is Inter-barrier spaces LNG drainage system available	?					Yes/No			
9.98.1.2	If yes, then specify						[Text]			
9.99	Loading operations									
9.99.1	Tank temperature criteria to commence full load						[Text]		Hours	
9.99.2 9.99.3	Typical ships liquid line cool down duration? Is the vessel capable of cooling down ships liquid line:	s prior arrival load nort?					Decimal Yes/No		Hours	
		, in anou porti					9.99.4.1		9.99.4.2	
	Loading rates/duration						Maximum loading rate		Typical l	oading duration
9.99.4							M3/Hour		M3/Hou	r
	Row: With vapour return									
9.1	Row: Without vapour return Discharging operations									
9.1				9.100.1.	1		9.100.1.2		9.100.1.	3
9.100.1	Discharging rates/duration				m discharging rate		Typical time to discharge	fully lade		
				M3/Hou	ır		M3/Hour		M3/Hou	r
	With vapour return									
0 100 3	Without vapour return			L			Docimal		M2/11-	-
9.100.2	Ship maximum discharging rate						Decimal 9.100.3.1		M3/Hou	9.100.3.2
0.400 -							Back Press 1 kP/cm2	(hrs)	Bac	k Press 5 kP/cm2 (hrs)
9.100.3	Full Cargo Discharge Times (using all main pumps)				With vapour return					
					Without vapour return					
9.100.4	Emergency discharge						Yos (No			
9.100.4.1 9.100.4.2	Is there an emergency discharge method available? If yes, method of discharge						Yes/No [Text]			
9.100.4.3	If other, then specify						[Text]			
9.100.5	Maximum Pressure at Manifold						Decimal		Bar	
	Counters fitted						9.100.6.1		9.100.6	2
9.100.6	Gas to shore						Counter fitted		Type [Text]	
2.100.0	Gas from shore						Yes/No Yes/No		[Text]	
	Gas to engine						Yes/No		[Text]	
9.101	Un-pumpable									
9.101.1	Un-pumpable						Internet			
9.101.1.1 9.101.1.2	Tank Number Un-pumpable						Integer Decimal		M3	
9.101.1.2 9.101.2	Total un-pumpable						Decimal		M3	
9.102	Vaporizing un-pumpable									
9.102.1	Time to vaporize liquid un-pumpable remaining after	full cargo discharge					Decimal		Hours	
9.103	Pre refit cargo operations									
9.103.1	Time required to warm up cargo tanks till the temper ships OR in Moss when the equator profile and tank t		nsulation space of e	each tank	reaches + 5 deg C in memb	rane	Decimal		Hours	
9.103.2	Gas freeing									
9.103.2.1	Time required to gas free to less than 2% Hydrocarbo	n by volume by displacen	nent method?				Decimal		Hours	
9.103.2.2	Time required to gas free to less than 2% Hydrocarbo	n by volume by dilution n	nethod?				Decimal		Hours	
9.103.2.3	Plant Used						[Text]			
9.103.2.4	If other, specify plant						[Text]			
9.103.3	Time taken to aerate all cargo Tanks, cargo piping and than 0.5%, CO less than 50ppm and dew point less than		erted condition till	Oxygen is	above 20% by Volume, CO	2 less	Decimal		Hours	
9.104	Post refit cargo operations									
9.104.1	Drying cargo tanks									
5.104.1		en al construction de la construcción de la	o -20 deg C or lowe	?			Decimal		Hours	
	Time taken to dry cargo tanks, piping and machinery	till dew point is reduced t					[Text]			
9.104.1.1 9.104.1.2	Plant used	till dew point is reduced t					[Text]			
9.104.1.1 9.104.1.2 9.104.1.3	Plant used If other, specify plant	till dew point is reduced t					[icxi]			
9.104.1.1 9.104.1.2 9.104.1.3 9.104.2	Plant used If other, specify plant Inerting cargo tanks		0w 2% hu volumo -	und dow -	noint below -40 dog C2				Hours	
9.104.1.1 9.104.1.2 9.104.1.3 9.104.2 9.104.2.1	Plant used If other, specify plant		low 2% by volume a	ind dew p	point below -40 deg C?		Decimal [Text]		Hours	
9.104.1.1 9.104.1.2 9.104.1.3 9.104.2 9.104.2.1 9.104.2.2	Plant used If other, specify plant Inerting cargo tanks Time taken to inert cargo tanks, piping and machiner		low 2% by volume a	ınd dew p	point below -40 deg C?		Decimal		Hours	
9.104.1.1 9.104.1.2 9.104.1.3 9.104.2 9.104.2.1 9.104.2.2 9.104.2.2 9.104.2.3	Plant used If other, specify plant Inerting cargo tanks Time taken to inert cargo tanks, piping and machiner Plant used If other, specify plant Gassing-up	y till Oxygen content is be					Decimal [Text]		Hours	
9.104.1.1 9.104.1.2 9.104.1.3 9.104.2 9.104.2.1 9.104.2.2 9.104.2.3 9.104.3 9.104.3.1	Plant used If other, specify plant Inerting cargo tanks Time taken to inert cargo tanks, piping and machiner Plant used If other, specify plant Gassing-up Time taken to gas up cargo tanks, piping and machiner CO2 context reduced to less than 1% by volume12	y till Oxygen content is be				me ano	Decimal [Text] [Text] Decimal		Hours	
9.104.1.1 9.104.1.2 9.104.1.3 9.104.2 9.104.2.1 9.104.2.2 9.104.2.3 9.104.3.3 9.104.3.1 9.104.3.2	Plant used If other, specify plant Inerting cargo tanks Time taken to inert cargo tanks, piping and machiner Plant used If other, specify plant Gassing-up Time taken to gas up cargo tanks, piping and machiner CO2 context reduced to less than 1% by volume12 Volume of LNG required to gas up?	y till Oxygen content is be				me and	Decimal [Text] [Text]			
9.104.1.1 9.104.1.2 9.104.1.3 9.104.2 9.104.2.1 9.104.2.2 9.104.2.3 9.104.3.3 9.104.3.1 9.104.3.2 9.104.4	Plant used If other, specify plant Inerting cargo tanks Time taken to inert cargo tanks, piping and machiner Plant used If other, specify plant Gassing-up Time taken to gas up cargo tanks, piping and machiner CO content reduced to less than 1% by volume12 Volume of LNG required to gas up? Cooling Down	y till Oxygen content is be rry till нуагосагвон at tar	ік tops, cargo pipinį			meano	Decimal [Text] [Text] Decimal Decimal		Hours M3	
9.104.1.1 9.104.1.2 9.104.1.3 9.104.2 9.104.2.1 9.104.2.2 9.104.2.3 9.104.3.3 9.104.3.1 9.104.3.2	Plant used If other, specify plant Inerting cargo tanks Time taken to inert cargo tanks, piping and machiner Plant used If other, specify plant Gassing-up Time taken to gas up cargo tanks, piping and machiner CO2 context reduced to less than 1% by volume12 Volume of LNG required to gas up?	y till Oxygen content is be rry till нуагосагвон at tar	ік tops, cargo pipinį			me and	Decimal [Text] [Text] Decimal		Hours	

9.104.4.3	Cool Davie Values of the	amplicational office apprint and		Desimal	142
9.104.4.4	Cool Down Volume of LNG required (from Time required to cool down cargo tanks fr	ambient and after gassing up) om ambient temperature without vapour retu	In line	Decimal Decimal	M3 Hours
9.104.4.4	Cool Down Volume of LNG required (from			Decimal	M3
9.105	Cargo machinery				
9.105.1	Is there a cargo compressor room?			Yes/No	
9.105.2	Is there a separate Electric motor room?			Yes/No	
9.105.3	Main cargo pumps				
9.105.3.1	Type of main cargo pumps			[Text]	
9.105.3.2 9.105.3.3	Number of main cargo pumps per tank Total number of main cargo pumps			Integer Integer	
9.105.3.4	Rated Flow			Decimal	M3/Hour
9.105.3.5	At Delivery Head			Decimal	Meters
9.105.3.6	Maximum density			Decimal	KH/Cu M
9.105.3.7	Minimum Flow			Decimal	M3/Hour
9.105.3.8	Rated motor power			Decimal	ĸw
9.105.3.9	Motor restarting limitations (Starts per ho	ur, delay)		[Text]	
9.105.4	Stripping/spray pumps			[Text]	
9.105.4.1 9.105.4.2	Type of stripping/spray cargo pumps Number of stripping/spray cargo pumps p	er tank		Integer	
9.105.4.3	Rated Flow			Decimal	M3/Hour
9.105.4.4	At Delivery Head			Decimal	Meters
9.105.4.5	Maximum density			Decimal	KH/Cu M
9.105.4.6	Minimum Flow			Decimal	M3/Hour
9.105.5	Emergency cargo pump				
9.105.5.1	Type of emergency cargo pumps			[Text]	
9.105.5.2	Location where emergency pump is kept? Rated Flow			[Text] Decimal	M3/Hour
9.105.5.3	At Delivery Head			Decimal	Meters
9.105.5.5	Maximum density			Decimal	KH/Cu M
9.105.5.6	Minimum Flow			Decimal	M3/Hour
9.105.6	Fuel gas pump				
9.105.6.1	Number of fuel gas pumps			[Text]	
9.105.6.2	Installed location (for example Cargo tank	3/4)		[Text]	10/U
9.105.6.3 9.105.6.4	Rated Flow At Delivery Head			Decimal Decimal	M3/Hour Meters
9.105.6.4	Gas compressors - high duty			Decimai	INIELEIS
9.105.7.1		eferred to as Vapour Return (VR) compressors	on some ships)	Integer	
9.105.7.2	Type of compressor			[Text]	
9.105.7.3	Prime mover type			[Text]	
9.105.7.4	If other, then specify			[Text]	
9.105.7.5	Rated motor power			Decimal	KW
9.105.7.6	Rated volumetric Capacity			Decimal	M3/Hour
9.105.7.7 9.105.8	Delivery pressure Gas compressors - low duty			Decimal	Bar
9.105.8.1		erred to as Fuel Gas (FG) compressors on som	e ships)	Integer	
9.105.8.2	Type of compressor		- F.V.	[Text]	
9.105.8.3	Prime mover type			[Text]	
9.105.8.4	If other, then specify			[Text]	
9.105.8.5	Rated motor power			Decimal	ĸw
9.105.8.6	Rated volumetric Capacity			Decimal	M3/Hour
9.105.8.7				- · · ·	
0 105 0	Delivery pressure			Decimal	Bar
9.105.9	Vacuum pumps				
9.105.9.1	Vacuum pumps Number			Decimal Integer [Text]	
	Vacuum pumps			Integer	
9.105.9.1 9.105.9.2	Vacuum pumps Number Gas handling			Integer [Text]	Bar
9.105.9.1 9.105.9.2 9.105.9.3 9.105.10 9.105.10.1	Vacuum pumps Number Gas handling Designed vacuum capacity			Integer [Text] Decimal Integer	Bar Mbar
9.105.9.1 9.105.9.2 9.105.9.3 9.105.10 9.105.10.1 9.105.10.2	Vacuum pumps Number Gas handling Designed vacuum capacity Vaporizer Number Maximum heat exchange capacity			Integer [Text] Decimal Integer Decimal	Bar
9.105.9.1 9.105.9.2 9.105.9.3 9.105.10 9.105.10.1 9.105.10.2 9.105.10.3	Vacuum pumps Number Gas handling Designed vacuum capacity Vaporizer Number Maximum heat exchange capacity Heating medium of LNG vaporizer			Integer [Text] Decimal Integer	Bar Mbar
9.105.9.1 9.105.9.2 9.105.9.3 9.105.10 9.105.10.1 9.105.10.2 9.105.10.3 9.105.11	Vacuum pumps Number Gas handling Designed vacuum capacity Vaporizer Number Maximum heat exchange capacity Heating medium of LNG vaporizer Forcing vaporizer			integer [Text] Decimal Integer Decimal [Text]	Bar Mbar
9.105.9.1 9.105.9.2 9.105.9.3 9.105.10 9.105.10.1 9.105.10.2 9.105.10.3	Vacuum pumps Number Gas handling Designed vacuum capacity Vaporizer Number Maximum heat exchange capacity Heating medium of LNG vaporizer			Integer [Text] Decimal Integer Decimal	Bar Mbar
9.105.9.1 9.105.9.2 9.105.9.3 9.105.10 9.105.10.1 9.105.10.2 9.105.10.3 9.105.11 9.105.11.1	Vacuum pumps Number Gas handling Designed vacuum capacity Vaporizer Number Maximum heat exchange capacity Heating medium of LNG vaporizer Forcing vaporizer Number			integer [Text] Decimal Decimal Decimal [Text] Decimal [Text] Integer Integer Integer	Bar Mbar
9.105.9.1 9.105.9.2 9.105.9.3 9.105.10 9.105.10.1 9.105.10.2 9.105.10.3 9.105.11 9.105.11.1 9.105.11.2	Vacuum pumps Number Gas handling Designed vacuum capacity Vaporizer Number Maximum heat exchange capacity Heating medium of LNG vaporizer Forcing vaporizer Number Rated capacity Heating medium of forced vaporizer	9.105.12.1	9.105.12.2	Integer [Text] Decimal Integer Integer Integer Decimal [Text] Integer Integer Integer Integer Integer [Text]	Bar Mbar
9.105.9.1 9.105.9.2 9.105.9.3 9.105.10 9.105.10.1 9.105.10.2 9.105.10.3 9.105.11.1 9.105.11.2 9.105.11.3	Vacuum pumps Number Gas handling Designed vacuum capacity Vaporizer Number Maximum heat exchange capacity Heating medium of LNG vaporizer Forcing vaporizer Number Rated capacity Heating medium of forced vaporizer Cargo heaters	Number	Туре	Integer	Bar Bar Mbar KW KW 9.105.12.4 Maximum heating capacity (KW)
9.105.9.1 9.105.9.2 9.105.9.3 9.105.10 9.105.10.1 9.105.10.2 9.105.10.3 9.105.11 9.105.11.1 9.105.11.2	Vacuum pumps Number Gas handling Designed vacuum capacity Vaporizer Mumber Maximum heat exchange capacity Heating medium of LNG vaporizer Forcing vaporizer Number Rated capacity Heating medium of forced vaporizer Cargo heaters High duty cargo heater	Number Integer	Type [Text]	Integer [Text] Decimal Integer Decimal [Text] Integer [Text] Integ	Bar Bar Mbar KW KW 9.105.12.4 Maximum heating capacity (KW) [Text]
9.105.9.1 9.105.9.2 9.105.9.3 9.105.10 9.105.10.1 9.105.10.2 9.105.10.3 9.105.11.1 9.105.11.2 9.105.11.3 9.105.11.3	Vacuum pumps Number Gas handling Designed vacuum capacity Vaporizer Number Maximum heat exchange capacity Heating medium of LNG vaporizer Forcing vaporizer Number Rated capacity Heating medium of forced vaporizer Cargo heaters High duty cargo heater Low duty cargo heater	Number	Туре	Integer	Bar Bar Mbar KW KW 9.105.12.4 Maximum heating capacity (KW)
9.105.9.1 9.105.9.2 9.105.9.3 9.105.10 9.105.10.1 9.105.10.2 9.105.11.2 9.105.11.2 9.105.11.3 9.105.12 9.105.12	Vacuum pumps Number Gas handling Designed vacuum capacity Vaporizer Number Maximum heat exchange capacity Heating medium of ING vaporizer Forcing vaporizer Number Rated capacity Heating medium of forced vaporizer Cargo heaters High duty cargo heater Low duty cargo heater Inert gas	Number Integer Integer	Түре [Text] [Text]	Integer [Text] Decimal Decimal [Text] Decimal [Text] Integer [Text] [Tex	Bar Bar Mbar KW KW 9.105.12.4 Maximum heating capacity (KW) [Text]
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9.105.9.1 9.105.9.2 9.105.9.3 9.105.10 9.105.10.1 9.105.10.2 9.105.11.2 9.105.11.2 9.105.11.3 9.105.12 9.105.12	Vacuum pumps Number Gas handling Designed vacuum capacity Vaporizer Number Maximum heat exchange capacity Heating medium of LNG vaporizer Forcing vaporizer Number Rated capacity Heating medium of forced vaporizer Cargo heaters High duty cargo heater Low duty cargo heater Inert gas Does inert gas piping pass through accomm	Number Integer Integer modation spaces, service spaces or control sta ed from the cargo system where it is not need	Type [Text] [Text] tions?	Integer [Text] Decimal Decimal [Text] Decimal [Text] Integer [Text] [Tex	Bar Bar Mbar KW KW 9.105.12.4 Maximum heating capacity (KW) [Text]
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9.105.9.1 9.105.9.2 9.105.9.3 9.105.10 9.105.10.1 9.105.10.2 9.105.11.3 9.105.11.2 9.105.11.2 9.105.12 9.106 9.106.1 9.106.2 9.106.3	Vacuum pumps Number Gas handling Designed vacuum capacity Vaporizer Maximum heat exchange capacity Heating medium of LNG vaporizer Forcing vaporizer Number Rated capacity Heating medium of forced vaporizer Cargo heaters High duty cargo heater Low duty cargo heater Inert gas Does inert gas piping pass through accomm Can the Inert Gas System be fully segregat Source of inert gas for tank-changeover/pi	Number Integer Integer modation spaces, service spaces or control sta ed from the cargo system where it is not need	Type [Text] [Text] tions?	integer [Text] Decimal integer Decimal [Text] Decimal [Text] Yes/No Yes/No [Text]	Bar Bar Mbar KW KW 9.105.12.4 Maximum heating capacity (KW) [Text]
9.105.9.1 9.105.9.2 9.105.9.3 9.105.10 9.105.10 9.105.10.3 9.105.11.1 9.105.11.2 9.105.11.3 9.105.11.2 9.105.12 9.106.1 9.106.2 9.106.3 9.106.5 9.106.5	Vacuum pumps Number Gas handling Designed vacuum capacity Vaporizer Number Maximum heat exchange capacity Heating medium of LNG vaporizer Forcing vaporizer Number Rated capacity Heating medium of forced vaporizer Cargo heaters High duty cargo heater Low duty cargo heater Inert gas Does inert gas piping pass through accomr Can the Inert Gas System be fully segregat Source of inert gas for tank-changeover/pi Type of system fitted Capacities Capacities	Number Integer Integer modation spaces, service spaces or control sta ed from the cargo system where it is not need	Type [Text] [Text] tions?	Integer	Bar Bar Mbar Mbar KW Subar Subar KW Subar
9.105.9.1 9.105.9.2 9.105.9.3 9.105.10 9.105.10.1 9.105.10.2 9.105.11.3 9.105.11.1 9.105.11.2 9.105.11.3 9.105.12 9.106.1 9.106.2 9.106.3 9.106.4 9.106.5.1 9.106.5.2	Vacuum pumps Number Gas handling Designed vacuum capacity Vaporizer Number Maximum heat exchange capacity Heating medium of LNG vaporizer Forcing vaporizer Number Rated capacity Heating medium of forced vaporizer Cargo heaters High duty cargo heater Low duty cargo heater Low duty cargo heater Inert gas Does inert gas piping pass through accomm Can the Inert Gas System be fully segregat Source of inert gas for tank-changeover/p Type of system fitted Capacity IG Capacity IG	Number Integer Integer modation spaces, service spaces or control sta ed from the cargo system where it is not need	Type [Text] [Text] tions?	Integer [Text] Decimal Integer Decimal [Text] Integer Integer [Text] Integer [Text] Integer [Text] [Text] 9.105.12.3 Heating medium [Text] Ves/No Yes/No [Text] Yes/No [Text] Decimal Decimal	Bar Bar Mbar KW Subar Su
9.105.9.1 9.105.9.2 9.105.9.3 9.105.10 9.105.10.3 9.105.11.3 9.105.11.2 9.105.11.2 9.105.11.3 9.105.12 9.106.1 9.106.2 9.106.3 9.106.4 9.106.5 9.105.5	Vacuum pumps Number Gas handling Designed vacuum capacity Vaporizer Maximum heat exchange capacity Heating medium of LNG vaporizer Forcing vaporizer Number Rated capacity Heating medium of forced vaporizer Cargo heaters High duty cargo heater Low duty cargo heater Low duty cargo heater Inert gas Does inert gas piping pass through accomm Can the Inert Gas System be fully segregat Source of inert gas for tank-changeover/pr Type of system fitted Capacity IG Capacity IG	Number Integer Integer modation spaces, service spaces or control sta ed from the cargo system where it is not need	Type [Text] [Text] tions?	Integer Integer [Text] Decimal Integer Decimal Integer Ves/No Integer Ves/No Integer Decimal Decimal Decimal Integer Integer	Bar Bar Mbar Mbar KW KW 9.105.12.4 Maximum heating capacity (KW) [Text] [Text] Text] Maximum heating capacity (KW) [Text] Maximum heating capacity (KW) [Text] Maximum heating capacity (KW) [Text] Maximum heating capacity (KW)
9.105.9.1 9.105.9.2 9.105.9.3 9.105.10 9.105.10.1 9.105.10.2 9.105.11.3 9.105.11.2 9.105.11.2 9.105.11.2 9.105.12 9.106.4 9.106.5 9.106.5 9.106.5 9.106.5.2 9.106.6 9.106.7	Vacuum pumps Number Gas handling Designed vacuum capacity Vaporizer Maximum heat exchange capacity Heating medium of LNG vaporizer Forcing vaporizer Number Rated capacity Heating medium of forced vaporizer Cargo heaters High duty cargo heater Low duty cargo heater Low duty cargo heater Inert gas Does inert gas piping pass through accomm Can the inert Gas System be fully segregat Source of inert gas for tank-changeover/pi Type of system fitted Capacity air Type of fuel used Discharge Pressure	Number Integer Integer modation spaces, service spaces or control sta ed from the cargo system where it is not need	Type [Text] [Text] tions?	Integer [Text] Decimal Integer Decimal [Text] Integer Integer [Text] Integer [Text] Integer [Text] [Text] 9.105.12.3 Heating medium [Text] Ves/No Yes/No [Text] Yes/No [Text] Decimal Decimal	Bar Bar Mbar Mbar KW Subar Subar KW Subar
9.105.9.1 9.105.9.2 9.105.9.3 9.105.10 9.105.10.1 9.105.10.2 9.105.11.2 9.105.11.2 9.105.112 9.105.12 9.106 9.106.1 9.106.5 9.106.5 9.106.5 9.106.5.1 9.106.5 9.106.5.2 9.106.7 9.106.8	Vacuum pumps Number Gas handling Designed vacuum capacity Vaporizer Number Maximum heat exchange capacity Heating medium of ING vaporizer Forcing vaporizer Number Rated capacity Heating medium of forced vaporizer Cargo heaters High duty cargo heater Low duty cargo heater Inert gas Does inert gas piping pass through accomr Can the Inert Gas System be fully segregat Source of inert gas for tank-changeover/p Type of system fited Capacities Capacity IG Capacity JG Discharge Pressure Composition of IG	Number Integer Integer modation spaces, service spaces or control sta ed from the cargo system where it is not need	Type [Text] [Text] tions?	Integer Integer [Text] Decimal Integer Decimal Integer Ves/No Integer Ves/No Integer Decimal Decimal Decimal Integer Integer	Bar Bar Mbar Mbar Subar
9.105.9.1 9.105.9.2 9.105.9.3 9.105.10 9.105.10.1 9.105.10.2 9.105.11.3 9.105.11.2 9.105.11.2 9.105.11.2 9.105.12 9.106.4 9.106.5 9.106.5 9.106.5 9.106.5.2 9.106.6 9.106.7	Vacuum pumps Number Gas handling Designed vacuum capacity Vaporizer Maximum heat exchange capacity Heating medium of LNG vaporizer Forcing vaporizer Number Rated capacity Heating medium of forced vaporizer Cargo heaters High duty cargo heater Low duty cargo heater Low duty cargo heater Inert gas Does inert gas piping pass through accomm Can the inert Gas System be fully segregat Source of inert gas for tank-changeover/pi Type of system fitted Capacity air Type of fuel used Discharge Pressure	Number Integer Integer modation spaces, service spaces or control sta ed from the cargo system where it is not need	Type [Text] [Text] tions?	Integer Integer Integer Decimal Integer Decimal Integer Integer Integer Integer Integer Integer Integer Integer Integer Ifext] 9.105.12.3 Heating medium [Text] Ves/No Yes/No Itext] Decimal Decimal Decimal Itext] Decimal Itext]	Bar Bar Mbar Mbar KW KW 9.105.12.4 Maximum heating capacity (KW) [Text] [Text] Text] Maximum heating capacity (KW) [Text] Maximum heating capacity (KW) [Text] Maximum heating capacity (KW) [Text] Maximum heating capacity (KW)
9.105.9.1 9.105.9.2 9.105.9.3 9.105.10 9.105.10 9.105.10.3 9.105.11.1 9.105.11.1 9.105.11.2 9.105.11.2 9.105.11.2 9.106.1 9.106.1 9.106.2 9.106.3 9.106.5 9.106.5 9.106.5 9.106.6 9.106.6 9.106.6 9.106.6 9.106.8 9.106.8	Vacuum pumps Number Gas handling Designed vacuum capacity Vaporizer Number Maximum heat exchange capacity Heating medium of LNG vaporizer Forcing vaporizer Number Rated capacity Heating medium of forced vaporizer Cargo heaters High duty cargo heater Low duty cargo heater Low duty cargo heater Inert gas Does inert gas piping pass through accomr Can the Inert Gas System be fully segregat Source of inert gas for tank-changeover/pi Type of system fitted Capacity IG Capacity air Type of fuel used Discharge Pressure Composition of IG Oxygen	Number Integer Integer modation spaces, service spaces or control sta ed from the cargo system where it is not need	Type [Text] [Text] tions?	integer [Text] Cecimal Cecimal [Text] Cecimal	Bar Bar Mbar Mbar KW Summary State W Summary State Summary State Summary State Maximum heating capacity (KW) [Text] Text] Maximum heating capacity (KW) [Text] Maximum heating capacity (KW) [Text] Maximum heating capacity (KW) [Text] Bar Bar Perc by vol.
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9.105.9.1 9.105.9.2 9.105.9.3 9.105.10 9.105.10.1 9.105.10.2 9.105.11 9.105.11.2 9.105.11.2 9.105.112 9.106.1 9.106.1 9.106.2 9.106.4 9.106.5 9.106.5 9.106.5 9.106.5 9.106.5 9.106.8	Vacuum pumps Number Gas handling Designed vacuum capacity Vaporizer Number Maximum heat exchange capacity Heating medium of ING vaporizer Forcing vaporizer Number Rated capacity Heating medium of forced vaporizer Cargo heaters High duty cargo heater Low duty cargo heater Low duty cargo heater Inert gas Does inert gas piping pass through accomr Can the Inert Gas System be fully segregat Source of inert gas for tank-changeover/po Type of system fitted Capacities Capacity IG Capacity JG Capacity JG Discharge Pressure Composition of IG Oxygen CO2 Sox N2	Number Integer Integer modation spaces, service spaces or control sta ed from the cargo system where it is not need	Type [Text] [Text] tions?	Integer Integer Integer Decimal Integer Decimal Integer Ves/No Intext] Decimal Intext] Decimal	Bar Bar Mbar Mbar KW Status With the status of the stat
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9.105.9.1 9.105.9.2 9.105.9.3 9.105.10 9.105.10.3 9.105.10.3 9.105.11.1 9.105.11.2 9.105.11.2 9.105.11.2 9.105.11.2 9.105.12 9.106.1 9.106.2 9.106.3 9.106.4 9.106.5 9.106.5 9.106.5 9.106.5 9.106.6 9.106.7 9.106.8 9	Vacuum pumps Number Gas handling Designed vacuum capacity Vaporizer Number Maximum heat exchange capacity Heating medium of LNG vaporizer Forcing vaporizer Number Rated capacity Heating medium of forced vaporizer Cargo heaters High duty cargo heater Low duty cargo heater Inert gas Does inert gas piping pass through accom Can the Inert Gas System be fully segregat Source of inert gas for tank-changeover/p Type of system fitted Capacities Capacity IG Capacity IG Capacity Of fuel used Discharge Pressure Composition of IG Oxygen CO2 CO Sox NZ Lowest dewpoint achievable Nitrogen generating plant	Number Integer Integer modation spaces, service spaces or control sta ed from the cargo system where it is not need	Type [Text] [Text] tions?	Integer Integer Decimal Integer Decimal Integer Itext] Yes/No Ves/No Ifext] Decimal Dec	Bar Bar Mbar Mbar KW Status With the status of the stat
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9.107.3	Capacity	Decimal	M3/Hour
9.107.4	Working pressure of N2 system	Decimal	Bar
9.107.5	Outlet Oxygen content	Decimal	Percent
9.107.6	Outlet N2 content	Decimal	Percent
9.107.7	Lowest dewpoint achievable	Decimal	Deg C
9.108	Liquid nitrogen storage		
9.108.1	Does vessel have Nitrogen storage capacity?	Yes/No	
9.108.2 9.108.3	Liquid Nitrogen storage capacity Daily boil-off loss	Decimal Decimal	M3 Percent
9.108.4	Maximum supply pressure	Decimal	Bar
9.108.5	Supply capacity	Decimal	M3/Hour
9.109	Reliquification plant - General		
9.109.1	Is electric motor room separate to compressor house?	Yes/No	
9.109.2	If electric motors fitted in Compressor house are the motors Ex rated?	Yes/No	
9.109.3	Is an Airlock fitted for the electric motor room?	Yes/No	
9.109.4	Is the reliquefication plant designed to trip in case of failure of positive pressure in Air-lock space?	Yes/No	Seconds
9.109.5 9.109.6	Delay for trip of Re-liq Plant? Can reliquefication plant be operated concurrent with loading?	Decimal Yes/No	seconds
9.109.7	Can reliquefication plant be operated concurrent with discharging?	Yes/No	
9.109.8	What is the time needed for reliq plant to reach 'idle' condition?	Decimal	Hours
9.109.9	Time needed to reach full load condition from Idle	Decimal	Hours
9.109.10	Partial load operation restriction on reliquefication plant		
9.109.10.1	Any partial load operation restriction on reliquefication plant?	Yes/No	
9.109.10.2	If Yes, then specify	[Text]	
9.109.11	Time needed to bring back Reliq plant to IDLE		
9.109.11.1	Time needed to bring back Reliq plant to IDLE after trip under IDLE condition?	Decimal	Hours
9.109.11.2	Time needed to bring back Reliq plant to IDLE after trip under Full load condition?	Decimal	Hours
9.109.12 9.109.12.1	Joint use of Re-liq plant and CGU Can Re-liq plant and GCU be used concurrently?	Yes/No	
9.109.12.1	Can Re-liq plant and GCU be used concurrently? Is there any other means of tank pressure control if relig plant and GCU are not operational?	Yes/No	
9.109.12.2	If Yes, then specify	[Text]	
9.109.13	Are gas detection sensors installed in Compressor house steam condensate returns?	Yes/No	
9.109.14	High voltage electric motors		
9.109.14.1	Are high voltage electric motors used?	Yes/No	
9.109.14.2	If Yes, specify voltage	[Text]	
9.109.15	Are low insulation detectors/alarms available for high voltage cargo equipment?	Yes/No	
9.109.16	Oxygen sensors in compressor house		
9.109.16.1	Are Oxygen sensor installed in compressor house?	Yes/No	
9.109.16.2 9.109.16.3	Are Oxygen readings indication available outside compressor house entry points? Are gas sensors installed in compressor house?	Yes/No Yes/No	
9.109.16.3	Are gas sensors installed in compression nouse: Are gas readings indication available outside compressor house entry points?	Yes/No	
9.109.17	Compressor room/electric motor room fire protection system	105/110	
9.109.17.1	Is a compressor room/electric motor room fire protection system available?	Yes/No	
9.109.17.2	If Yes, which system is available?	[Text]	
9.109.18	Emergency manual trips for Re-liq plant		
9.109.18.1	Are emergency manual trips for the Re-liq plant available?	Yes/No	
9.109.18.2	If Yes, location of trips?	[Text]	
9.109.19	What protection is in place to prevent high level/overfilling situation in the tanks due to re liq returns?	[Text]	
9.11	Reliquification plant - Machinery		
9.110.1 9.110.1.1	Plant design conditions Air temperature	Decimal	Deg C
9.110.1.2	Sea temperature	Decimal	Deg C
9.110.2	Compandor		
9.110.2.1	Number of Commanders	Integer	
9.110.2.2	Coolant type	[Text]	
9.110.2.3	Compressor Maker/Type	[Text]	
9.110.2.4	Is compandor multi staged	Yes/No	
9.110.2.5	Number of compandor stages	Integer	
9.110.2.6	Motor Rated Duty	Decimal	ĸw
9.110.2.7	If more than one system is fitted, are they fully redundant? If no, then specify	Yes/No [Text]	
9.110.2.8 9.110.3	If no, then specify BOG Compressor	[.ext]	
9.110.3	Number	Integer	
9.110.3.2	Type of compressor	[Text]	
9.110.3.3	Prime mover type	[Text]	
9.110.3.4	If other, then specify	[Text]	
9.110.3.5	Rated motor power, if applicable	Decimal	ĸw
9.110.3.6	Rated Capacity (Mass flow)	Decimal	KG/Hour
9.110.3.7	Delivery pressure	Decimal	Bar
9.110.4	BOG Condenser	[T	
9.110.4.1	Coolant Medium Design heat transfer	[Text] Decimal	ĸw
9.110.4.2 9.110.4.3	Design heat transfer Vapour flow rate	Decimal	KW KG/Hour
9.110.4.3	Coolant	[Text]	-,
9.110.5	BOG Heater		
9.110.5.1	Numbers	[Text]	
9.110.5.2	Max heat transfer	Decimal	ĸw
9.110.5.3	Heating medium	[Text]	
9.110.6	BOG high duty heater		
9.110.6.1	Numbers	[Text]	
9.110.6.2	Max heat transfer	Decimal	ĸw
9.110.6.3	Heating medium	[Text]	
9.110.7	LNG Transfer pump	[Tevt]	
9.110.7.1	Numbers	[Text] Decimal	M3/Hour
9 110 7 7			
9.110.7.2 9.110.8	Flow rate LNG Flash drum		
9.110.7.2 9.110.8 9.110.8.1	riow rate LNG Flash drum Number	Integer	

r			-
9.110.8.2	Maximum pressure	Decimal	Bar
9.110.8.3	Minimum temperature	Decimal	Deg C
9.110.8.4	Designed heat transfer	Decimal	KW
9.110.9	Counter Current Heat Exchanger	[Text]	
9.110.9.1 9.110.9.2	Coolant Heat transfer	Decimal	ĸw
9.110.3.2	Nitrogen Booster Compressor	Decimal	
9.110.10.1	Number	Integer	
9.110.10.2	Rated capacity	[Text]	
9.111	Reliquification plant - Gas Combustion Unit		
9.111.1	Make of Equipment	[Text]	
9.111.2	Designed Gas burning Capacity (BOG compressor running)	Decimal	KG/Hour
9.111.3	Can GCU run in free flow?	Yes/No	
9.111.4	Designed Gas burning Capacity (Free flow)	Decimal	KG/Hour
9.111.5	Designed Gas burning waste gas flow	Decimal	KG/Hour
9.111.6	Support oil		
9.111.6.1	Support oil type?	[Text]	
9.111.6.2	Support oil flow rate?	Decimal	KG/Hour
9.111.7	Startup of main burner		
9.111.7.1	Time for Main burner to start from stopped condition	Decimal	Hours
9.111.7.2	Time for Main burner to start after trip	Decimal	Hours
9.111.8	Gas to GCU counter		
9.111.8.1	Gas to GCU counter fitted	Yes/No	
9.111.8.2	Туре	[Text]	
9.112	Manifold - General		
9.112.1	Manifold flanges are in accordance with BS 1560/ANSI B16.5	Yes/No	
9.112.2	Number of Cargo liquid connections at each Manifold	Integer	
9.112.3	Number of Vapour line connections at each manifold	Integer	
9.112.4	Are ESD valves manually operable?	Yes/No	
9.112.5	Is manually operated double shut off valve provided for each manifold ESD valve?	Yes/No	
9.112.6	Are liquid drains fitted at cargo piping at Manifolds?	Yes/No	
9.112.7	Are purge points fitted at cargo piping at Manifolds?	Yes/No	
9.112.8	Are local pressure gauges fitted outboard of the manifold valves?	Yes/No	
9.112.9	Is a temperature sensor fitted at or near the manifold?	Yes/No	
9.112.10	Stern and bow manifolds		
9.112.10.1	Is vessel fitted with a stern manifold?	Yes/No	
9.112.10.2	If stern manifold fitted, state size	[Text]	
9.112.10.3	Is vessel fitted with a bow manifold?	Yes/No	
9.112.10.4	If bow manifold fitted, state size	[Text]	
9.112.11	Does ships presentation flange conform to ASME/ANSI B16.5, Class 150?	Yes/No	
9.112.12	Does vessel utilize distance pieces at manifold?	Yes/No	
9.112.13	Are distance pieces welded to manifold valve?	Yes/No	
9.112.14	Are manifold blanks available and rated to same pressure as presentation flange?	Yes/No	
9.112.15	Does vessel utilize manifold cargo strainers	Yes/No	
9.112.16	Bunker connections		
9.112.16.1	Number of bunker connections available on the manifold?	Integer	
9.112.16.2	Are same bunker connections available on both sides?	Yes/No	
9.112.16.3	Is segregated drip tray available for bunkers?	Yes/No	
9.112.16.4	Does capacity and specification meet IMO and USCG recommendations/requirements?	Yes/No	
9.112.17	Is lighting in the Manifold Area adequate? (Minimum intensity of 70 Lux)	Yes/No	
9.112.18	Vapour and liquid cargo line centerlines		
9.112.18.1	Are vapour and liquid cargo line centerlines marked on manifold gratings?	Yes/No	
9.112.18.2	Are vapour and liquid cargo line centerlines marked on manifold handrails?	Yes/No	
9.112.19	Gutter plate		
9.112.19.1	Is a Gutter plate installed at Manifold	Yes/No	
9.112.19.2	Height of Gutter Plate	Decimal	Millimeters
9.112.20	Height of Shipside Rails at Manifold Drip tray	Decimal	Millimeters
9.112.21	Obstructions and inclinations		
9.112.21.1	There are no obstructions from 1 meter forward of the forward most liquid line to 1 meter aft of the after most liquid line outward of the	Yes/No	
	manifold to shipside		
9.112.21.2	Describe if any	[Text] Yes/No	
9.112.21.3 9.112.21.4	Are there any obstructions between railing stanchions and manifold platform? If any, are the obstructions removable?	Yes/No	
12.112.21.4		103/140	
		Yes/No	
9.112.21.5	Is there any inclination between ship's manifold and manifold platform?	Yes/No Decimal	Deg C
9.112.21.5 9.112.21.6	Is there any inclination between ship's manifold and manifold platform? If any, state degree of Inclination	Decimal	Deg C
9.112.21.5 9.112.21.6 9.112.22	Is there any inclination between ship's manifold and manifold platform? If any, state degree of Inclination Is a water deluge system installed to protect ship's hull?		Deg C
9.112.21.5 9.112.21.6 9.112.22 9.112.23	Is there any inclination between ship's manifold and manifold platform? If any, state degree of Inclination Is a water deluge system installed to protect ship's hull? Service lines	Decimal Yes/No	Deg C
9.112.21.5 9.112.21.6 9.112.22 9.112.23 9.112.23.1	Is there any inclination between ship's manifold and manifold platform? If any, state degree of Inclination Is a water deluge system installed to protect ship's hull? Service lines Are air service lines on manifolds clearly marked?	Decimal Yes/No Yes/No	Deg C
9.112.21.5 9.112.21.6 9.112.22 9.112.23 9.112.23.1 9.112.23.2	Is there any inclination between ship's manifold and manifold platform? If any, state degree of Inclination Is a water deluge system installed to protect ship's hull? Service lines Are air service lines on manifolds clearly marked? Are nitrogen service lines on manifolds clearly marked?	Decimal Yes/No Yes/No Yes/No	Deg C
9.112.21.5 9.112.21.6 9.112.22 9.112.23 9.112.23.1 9.112.23.2 9.112.23.3	Is there any inclination between ship's manifold and manifold platform? If any, state degree of Inclination Is a water deluge system installed to protect ship's hull? Service lines Are air service lines on manifolds clearly marked? Are nitrogen service lines on manifolds clearly marked? Are freshwater service lines on manifolds clearly marked?	Decimal Yes/No Yes/No	Deg C
9.112.21.5 9.112.21.6 9.112.22 9.112.23 9.112.23.1 9.112.23.2 9.112.23.3 9.112.24	Is there any inclination between ship's manifold and manifold platform? If any, state degree of Inclination Is a water deluge system installed to protect ship's hull? Service lines Are air service lines on manifolds clearly marked? Are nitrogen service lines on manifolds clearly marked? Are freshwater service lines on manifolds clearly marked? Cargo operations	Decimal Yes/No Yes/No Yes/No	Deg C
9.112.21.5 9.112.21.6 9.112.22 9.112.23 9.112.23.1 9.112.23.2 9.112.23.3 9.112.24 9.112.24.1	Is there any inclination between ship's manifold and manifold platform? If any, state degree of Inclination Is a water deluge system installed to protect ship's hull? Service lines Are air service lines on manifolds clearly marked? Are nitrogen service lines on manifolds clearly marked? Cargo operations Are there provisions for cordoning off the manifold area during cargo operation?	Decimal Yes/No Yes/No Yes/No Yes/No	Deg C
9.112.21.5 9.112.21.6 9.112.22 9.112.23 9.112.23.1 9.112.23.2 9.112.23.3 9.112.24 9.112.24.1 9.112.24.2	Is there any inclination between ship's manifold and manifold platform? If any, state degree of Inclination Is a water deluge system installed to protect ship's hull? Service lines Are airs pervice lines on manifolds clearly marked? Are nitrogen service lines on manifolds clearly marked? Are freshwater service lines on manifolds clearly marked? Cargo operations Are there provisions for cordoning off the manifold area during cargo operation? Are there provisions for remote monitoring of cargo manifold pressures during cargo operation?	Decimal Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No	Deg C
9.112.21.5 9.112.21.6 9.112.22 9.112.23 9.112.23.1 9.112.23.2 9.112.23.2 9.112.23.3 9.112.24 9.112.24.1 9.112.24.2 9.112.24.3	Is there any inclination between ship's manifold and manifold platform? If any, state degree of Inclination Is a water deluge system installed to protect ship's hull? Service lines Are air service lines on manifolds clearly marked? Are nitrogen service lines on manifolds clearly marked? Cargo operations Are there provisions for cordoning off the manifold area during cargo operation?	Decimal Yes/No Yes/No Yes/No Yes/No	Deg C
9.112.21.5 9.112.21.6 9.112.22 9.112.23 9.112.23.1 9.112.23.2 9.112.23.3 9.112.24 9.112.24.1 9.112.24.2	Is there any inclination between ship's manifold and manifold platform? If any, state degree of Inclination Is a water deluge system installed to protect ship's hull? Service lines Are air service lines on manifolds clearly marked? Are nitrogen service lines on manifolds clearly marked? Are freshwater service lines on manifolds clearly marked? Cargo operations Are there provisions for cordoning off the manifold area during cargo operation? Are there provisions for remote monitoring of cargo manifold pressures during cargo operation? Are there provision for remote monitoring of differential pressures across the manifold strainers during cargo operation? STS	Decimal Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No	Deg C
9.112.21.5 9.112.21.6 9.112.22 9.112.23 9.112.23.1 9.112.23.2 9.112.23.3 9.112.24 9.112.24.1 9.112.24.2 9.112.24.3 9.112.25 9.112.25.1	Is the any inclination between ship's manifold and manifold platform? If any, state degree of Inclination Is a water deluge system installed to protect ship's hull? Service lines Are air service lines on manifolds clearly marked? Are nitrogen service lines on manifolds clearly marked? Are freshwater service lines on manifolds clearly marked? Cargo operations Are there provisions for cordoning off the manifold area during cargo operation? Are there provisions for remote monitoring of cargo manifold pressures during cargo operation? Are there provision for remote monitoring of differential pressures across the manifold strainers during cargo operation? STS If involved in STS, Is a water deluge system is installed under drip tray?	Decimal Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No	Deg C
9.112.21.5 9.112.21.6 9.112.22 9.112.23 9.112.23.1 9.112.23.2 9.112.23.3 9.112.24 9.112.24.1 9.112.24.1 9.112.24.2 9.112.24.3 9.112.25	Is there any inclination between ship's manifold and manifold platform? If any, state degree of Inclination Is a water deluge system installed to protect ship's hull? Service lines Are air service lines on manifolds clearly marked? Are nitrogen service lines on manifolds clearly marked? Are freshwater service lines on manifolds clearly marked? Cargo operations Are there provisions for cordoning off the manifold area during cargo operation? Are there provisions for remote monitoring of cargo manifold pressures during cargo operation? Are there provision for remote monitoring of differential pressures across the manifold strainers during cargo operation? STS	Decimal Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No	Deg C
9.112.21.5 9.112.21.6 9.112.22 9.112.23 9.112.23.1 9.112.23.2 9.112.23.3 9.112.24 9.112.24.2 9.112.24.2 9.112.24.2 9.112.25.1 9.112.25.2	Is the any inclination between ship's manifold and manifold platform? If any, state degree of Inclination Is a water deluge system installed to protect ship's hull? Service lines Are air service lines on manifolds clearly marked? Are nitrogen service lines on manifolds clearly marked? Cargo operations Are there provisions for cordoning off the manifold area during cargo operation? Are there provisions for remote monitoring of cargo manifold pressures during cargo operation? Are there provision for remote monitoring of cargo manifold pressures during cargo operation? Are there provision for remote monitoring of differential pressures across the manifold strainers during cargo operation? STS If involved in STS, Is a water deluge system is installed under drip tray? If involved in STS, are temporary means of holding water under the manifold drip-tray available?	Decimal Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No	Deg C
9.112 21.5 9.112 21.6 9.112 22 9.112 23 9.112 23 9.112 23.1 9.112 23.3 9.112 24 9.112 24.1 9.112 24.2 9.112 24.2 9.112 24.3 9.112 25.1 9.112 25.2 9.112 25.3 9.113	Is there any inclination between ship's manifold and manifold platform? If any, state degree of Inclination Is a water deluge system installed to protect ship's hull? Service lines Are air service lines on manifolds clearly marked? Are nitrogen service lines on manifolds clearly marked? Are freshwater service lines on manifolds clearly marked? Cargo operations Are there provisions for cordoning off the manifold area during cargo operation? Are there provisions for cordoning off the manifold area during cargo operation? Are there provisions for remote monitoring of cargo manifold pressures during cargo operation? Are there provision for remote monitoring of differential pressures across the manifold strainers during cargo operation? STS If involved in STS, is a water deluge system is installed under drip tray? If involved in STS, are temporary means of holding water under the manifold gratings? Manifold - Connections	Decimal Ves/No V	Deg C
9.112 21.5 9.112 21.6 9.112 22 9.112 23 9.112 23 9.112 23 9.112 23 9.112 24 9.112 24 9.112 24 9.112 24 9.112 24 9.112 24 9.112 25 9.112 25 9.112 25 9.112 25 9.112 25	Is there any inclination between ship's manifold and manifold platform? If any, state degree of Inclination Is a water deluge system installed to protect ship's hull? Service lines on manifolds clearly marked? Are air service lines on manifolds clearly marked? Are freshwater service lines on manifolds clearly marked? Cargo operations Are there provisions for cordoning off the manifold area during cargo operation? Are there provisions for remote monitoring of cargo manifold pressures during cargo operation? Are there provision for remote monitoring of cargo manifold pressures during cargo operation? Are there provision for remote monitoring of differential pressures across the manifold strainers during cargo operation? STS If involved in STS, Is a water deluge system is installed under drip tray? If involved in STS, are temporary means of holding water under the manifold drip-tray available? If involved in STS, are centerline of liquid and vapour lines marked on manifold gratings?	Decimal Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No	Deg C
9.112 21.5 9.112 21.6 9.112 22 9.112 23 9.112 23.1 9.112 23.2 9.112 24.3 9.112 24.1 9.112 24.2 9.112 24.3 9.112 24.3 9.112 25.2 9.112 25.2 9.112 25.2 9.112 25.2 9.112 25.2 9.113	Is the any inclination between ship's manifold and manifold platform? If any, state degree of Inclination Is a water deluge system installed to protect ship's hull? Service lines Are air service lines on manifolds clearly marked? Are nitrogen service lines on manifolds clearly marked? Are freshwater service lines on manifolds clearly marked? Cargo operations Are there provisions for cordoning off the manifold area during cargo operation? Are there provisions for cordoning of argo manifold pressures during cargo operation? Are there provisions for remote monitoring of differential pressures during cargo operation? Are there provision for remote monitoring of differential pressures across the manifold strainers during cargo operation? STS If involved in STS, is a water deluge system is installed under drip tray? If involved in STS, are temporary means of holding water under the manifold drip-tray available? If involved in STS, are centerline of liquid and vapour lines marked on manifold gratings? Manifold - Connections Pipe flanges	Decimal Ves/No Yes/No Table (Variable)	Deg C
9.112 21.5 9.112 21.6 9.112 22 9.112 23 9.112 23 9.112 23.2 9.112 23.3 9.112 24.1 9.112 24.1 9.112 24.1 9.112 24.2 9.112 24.3 9.112 25.1 9.112 25.1 9.112 25.3 9.113 25.3 9.113 1	Is there any inclination between ship's manifold and manifold platform? If any, state degree of Inclination Is a water deluge system installed to protect ship's hull? Service lines Are air service lines on manifolds clearly marked? Are nitrogen service lines on manifolds clearly marked? Are freshwater service lines on manifolds clearly marked? Cargo operations Are there provisions for cordoning off the manifold area during cargo operation? Are there provisions for cordoning off cargo manifold pressures during cargo operation? Are there provision for remote monitoring of cargo manifold pressures during cargo operation? Are there provision for remote monitoring of differential pressures across the manifold strainers during cargo operation? STS If involved in STS, is a water deluge system is installed under drip tray? If involved in STS, are temporary means of holding water under the manifold drip-tray available? If involved in STS, are centerline of liquid and vapour lines marked on manifold gratings? Manifold - Connections Pipe flanges Column: Pipe flange Column: Duty	Decimal Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Table (Variable) [Text]	Deg C
9.112 21.5 9.112 21.6 9.112 22 9.112 23 9.112 23.2 9.112 23.2 9.112 23.3 9.112 24.1 9.112 24.2 9.112 24.2 9.112 24.2 9.112 24.2 9.112 25.2 9.112 25.2 9.113 1 9.113 1.1 9.113 1.1	Is the any inclination between ship's manifold and manifold platform? If any, state degree of Inclination Is a water deluge system installed to protect ship's hull? Service lines Are air service lines on manifolds clearly marked? Are nitrogen service lines on manifolds clearly marked? Are freshwater service lines on manifolds clearly marked? Cargo operations Are there provisions for cordoning off the manifold area during cargo operation? Are there provisions for cordoning off the manifold pressures during cargo operation? Are there provision for remote monitoring of cargo manifold pressures during cargo operation? Are there provision for remote monitoring of differential pressures across the manifold strainers during cargo operation? STS If involved in STS, is a water deluge system is installed under drip tray? If involved in STS, are temporary means of holding water under the manifold drip-tray available? If involved in STS, are tenterline of liquid and vapour lines marked on manifold gratings? Manifold - Connections Pipe flanges Column: Pipe flange	Decimal Yes/No Table (Variable) [Text]	
9.112.21.5 9.112.21.6 9.112.22 9.112.23 9.112.23.2 9.112.23.2 9.112.24.1 9.112.24.1 9.112.24.2 9.112.24.2 9.112.25.1 9.112.25.2 9.112.25.3 9.113.1 9.113.1.1 9.113.1.2 9.113.1.3	Is there any inclination between ship's manifold and manifold platform? If any, state degree of inclination Is a water deluge system installed to protect ship's hull? Service lines on manifolds clearly marked? Are air service lines on manifolds clearly marked? Are nitrogen service lines on manifolds clearly marked? Cargo operations Are there provisions for cordoning off the manifold area during cargo operation? Are there provisions for cordoning of fiferential pressures across the manifold strainers during cargo operation? Are there provision for remote monitoring of cargo manifold pressures across the manifold strainers during cargo operation? Are there provision for remote monitoring of differential pressures across the manifold strainers during cargo operation? STS If involved in STS, Is a water deluge system is installed under drip tray? If involved in STS, are temporary means of holding water under the manifold gratings? Manifold - Connections Pipe flanges Column: Pipe flange Column: Duty Column: Rating	Decimal Ves/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Tes/No Yes/No Y	l
9.112 21.5 9.112 21.6 9.112 22 9.112 23 9.112 23.1 9.112 23.3 9.112 24.1 9.112 24.2 9.112 24.3 9.112 24.3 9.112 24.3 9.112 25.1 9.112 25.2 9.112 25.3 9.113 1 9.113 1.1 9.113 1.1 9.113 1.2 9.113 1.3 9.113 1.4	Is there any inclination between ship's manifold and manifold platform? If any, state degree of Inclination Is a water deluge system installed to protect ship's hull? Service lines on manifolds clearly marked? Are air service lines on manifolds clearly marked? Are freshwater service lines on manifolds clearly marked? Cargo operations Are there provisions for cordoning off the manifold area during cargo operation? Are there provisions for remote monitoring of cargo manifold pressures during cargo operation? Are there provision for remote monitoring of cargo manifold pressures during cargo operation? Are there provision for remote monitoring of differential pressures across the manifold strainers during cargo operation? STS If involved in STS, Is a water deluge system is installed under drip tray? If involved in STS, is a water deluge system is installed under drip tray? If involved in STS, are temporary means of holding water under the manifold gratings? Manifold - Connections Pipe flanges Column: Pipe flange Column: Pipe flange Column: Rating Column: Rating Column: Face size	Decimal Yes/No Table (Variable) [Text] Decimal Decimal	l
9.112.21.5 9.112.21.6 9.112.22 9.112.23.1 9.112.23.2 9.112.23.3 9.112.24.1 9.112.24.1 9.112.24.2 9.112.24.3 9.112.24.3 9.112.25.2 9.112.25.2 9.112.25.2 9.112.25.2 9.113.1 9.113.1.3 9.113.1.1 9.113.1.2 9.113.1.4 9.113.1.5	Is the any inclination between ship's manifold and manifold platform? If any, state degree of Inclination Is a water deluge system installed to protect ship's hull? Service lines Are air service lines on manifolds clearly marked? Are nitrogen service lines on manifolds clearly marked? Are freshwater service lines on manifolds clearly marked? Cargo operations Are there provisions for cordoning off the manifold area during cargo operation? Are there provisions for cordoning off the manifold pressures during cargo operation? Are there provisions for remote monitoring of cargo manifold pressures during cargo operation? Are there provision for remote monitoring of differential pressures across the manifold strainers during cargo operation? STS If involved in STS, is a water deluge system is installed under drip tray? If involved in STS, are temporary means of holding water under the manifold drip-tray available? If involved in STS, are centerline of liquid and vapour lines marked on manifold gratings? Manifold - Connections Pipe flanges Column: Pipe flange Column: Rating Column: Thickness	Decimal Ves/No Decimal Decimal Decimal	l

9.113.2 9.113.2.1	Dimensions DD1 to DD7	Decimal	Millimeters
9.113.2.1	Vertical height of cargo manifold centre above Keel (DD1) Vertical height from main deck to centre of cargo/vapour manifold (DD2)	Decimal	Millimeters
9.113.2.3	Diameter of handrails (DD3)	Decimal	Millimeters
9.113.2.4	Distance of presentation flange from ship side (DD4)	Decimal	Millimeters
9.113.2.5	Distance of manifold face to first restraining bracket (DD5)	Decimal	Millimeters
9.113.2.6	Length of distance piece installed (if applicable) (DD6)	Decimal	Millimeters
9.113.2.7	Height of handrails from grating of manifold (DD7)	Decimal	Millimeters
9.113.3	Vapour manifold distances	Decimal	Meters
9.113.3.1 9.113.3.2	Distance of midship to centre of vapour manifold Distance of centre of vapour manifold to bow	Decimal	Meters
9.113.3.2	Distance of centre of vapour manifold to bow	Decimal	Meters
9.113.4	Height above waterline		
9.113.4.1	Height of the centre of cargo manifold connections above the waterline at loaded (Summer Deadweight) condition	Decimal	Millimeters
9.113.4.2	Height of the centre of manifold connections above the waterline in normal ballast condition	Decimal	Millimeters
9.114	Cargo strainers		
9.114.1	Cargo/vapour manifold diameter (Without reducers)	Decimal	Inches
9.114.2	Confirm Strainer is not obstructing any valves	Yes/No	
9.114.3 9.114.4	Are Strainers onboard designed in accordance with ASME B31.3 Code The designed pressure drops in dual direction strainers in clean state at maximum flow rate in either direction is less than 0.5 bar	Yes/No Yes/No	
9.114.4	Cargo strainers onboard	Table (Variable)	
9.114.5.1	Type number	Integer	
9.114.5.2	Mesh size	[Text]	
9.114.5.3	Strainer type	[Text]	
9.114.5.4	Maximum flow rate	Decimal	M3/Hour
9.114.5.5	Maximum design pressure drops across clean strainer at maximum flow rate?	Decimal	Mbar/bars
9.114.5.6	Are strainers designed in accordance with ASME B31.3 process piping code?	Yes/No	
9.115	Bonding cable and connector	[Taut]	
9.115.1	Position of connector	[Text]	
9.115.2 9.116	Connector type Reducers	[Text]	
9.116 9.116.1	Reducers Are Certificates for reducers/spool pieces carried onboard	Yes/No	
9.116.1	Description of ANSI Class 150 reducers carried onboard	Table (Variable)	
9.116.2.1	Column: Number	[Text]	
9.116.2.2	Column: From - Diameter	Decimal	Millimeters
9.116.2.3	Column: To - Diameter	Decimal	Millimeters
9.116.2.4	Column: Flange rating	Decimal	Bar
9.116.2.5	Column: Length	Decimal	Millimeters
9.117	Cargo measurement		
9.117.1	Level Gauges - Remote Gauging system	(T 1)	
9.117.1.1	Make of Remote Gauging system	[Text]	
9.117.1.2	Туре	[Text]	
0 117 1 3		Decimal	Millimeters
9.117.1.3	Rated Accuracy (+/-) Certifving Authority	Decimal [Text]	Millimeters
9.117.1.3 9.117.1.4 9.117.1.5	Rated Accuracy (+/-) Certifying Authority Are there any limitations on CTMS regarding measurable minimum liquid level in tanks?	Decimal [Text] Yes/No	Millimeters
9.117.1.4	Certifying Authority	[Text]	Millimeters
9.117.1.4 9.117.1.5	Certifying Authority Are there any limitations on CTMS regarding measurable minimum liquid level in tanks?	[Text] Yes/No	Millimeters
9.117.1.4 9.117.1.5 9.117.1.6	Certifying Authority Are there any limitations on CTMS regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations?	[Text] Yes/No	Millimeters
9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2.1 9.117.2.2	Certifying Authority Are there any limitations on CTMS regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Level Gauges - Local Gauging system Make of Local Gauging system Type	[Text] Yes/No [Text] [Text] [Text]	
9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2.1 9.117.2.2 9.117.2.3	Certifying Authority Are there any limitations on CTMS regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Level Gauges - Local Gauging system Make of Local Gauging system Type Rated Accuracy (+/-)	[Text] Yes/No [Text] [Text] [Text] Decimal	Millimeters
9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2.1 9.117.2.2 9.117.2.3 9.117.2.4	Certifying Authority Are there any limitations on CTMS regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Level Gauges - Local Gauging system Make of Local Gauging system Type Rated Accuracy (+/-) Certifying Authority	[Text] Yes/No [Text] [Text] [Text] Decimal [Text]	
9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2.1 9.117.2.2 9.117.2.3 9.117.2.4 9.117.2.5	Certifying Authority Are there any limitations on CTMS regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Level Gauges - Local Gauging system Make of Local Gauging system Type Rated Accuracy (+/-) Certifying Authority Is the local gauging independent of the remote gauging system?	[Text] Yes/No [Text] [Text] Decimal [Text] Yes/No	
9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2.1 9.117.2.2 9.117.2.3 9.117.2.3 9.117.2.4 9.117.2.5 9.117.2.6	Certifying Authority Are there any limitations on CTMS regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Level Gauges - Local Gauging system Make of Local Gauging system Type Rated Accuracy (+/-) Certifying Authority Is the local gauging independent of the remote gauging system? If yes, Is remote read-out for Local gauges available?	[Text] Yes/No [Text] [Text] [Text] Decimal [Text] Yes/No Yes/No	
9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2.1 9.117.2.2 9.117.2.3 9.117.2.4 9.117.2.5	Certifying Authority Are there any limitations on CTMS regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Level Gauges - Local Gauging system Make of Local Gauging system Type Rated Accuracy (+/-) Certifying Authority Is the local gauging independent of the remote gauging system?	[Text] Yes/No [Text] [Text] Decimal [Text] Yes/No	
9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2.1 9.117.2.2 9.117.2.3 9.117.2.3 9.117.2.4 9.117.2.5 9.117.2.6 9.117.2.7	Certifying Authority Are there any limitations on CTMS regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Level Gauges - Local Gauging system Make of Local Gauging system Type Rated Accuracy (+/-) Certifying Authority Is the local gauging independent of the remote gauging system? If yes, Is remote read-out for Local gauges available? Are there any limitations on local gauging system regarding measurable minimum liquid level in tanks?	[Text] Yes/No [Text] [Text] Decimal [Text] Yes/No Yes/No Yes/No	
9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2.1 9.117.2.2 9.117.2.3 9.117.2.4 9.117.2.5 9.117.2.6 9.117.2.7 9.117.2.8	Certifying Authority Are there any limitations on CTMS regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Level Gauges - Local Gauging system Make of Local Gauging system Type Rated Accuracy (+/-) Certifying Authority Is the local gauging independent of the remote gauging system? If yes, Is remote read-out for Local gauges available? Are there any limitations on local gauging system regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations?	[Text] Yes/No [Text] [Text] Decimal [Text] Yes/No Yes/No Yes/No	
9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2.1 9.117.2.2 9.117.2.3 9.117.2.4 9.117.2.5 9.117.2.6 9.117.2.7 9.117.2.8 9.117.3.1 9.117.3.1	Certifying Authority Are there any limitations on CTMS regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Level Gauges - Local Gauging system Make of Local Gauging system Type Rated Accuracy (+/-) Certifying Authority Is the local gauging independent of the remote gauging system? If yes, Is remote read-out for Local gauges available? Are there any limitations on local gauging system regarding measurable minimum liquid level in tanks? If Yes, Specify what are the limitations? Temperature Gauges No of Sensors per tank Type	[Text] Yes/No [Text] [Text] Decimal [Text] Yes/No Yes/No Yes/No [Text] integer [Text]	
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9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2 9.117.2.3 9.117.2.4 9.117.2.5 9.117.2.5 9.117.2.6 9.117.2.7 9.117.3.1 9.117.3.1 9.117.3.3 9.117.3.3	Certifying Authority Are there any limitations on CTMS regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Level Gauges - Local Gauging system Make of Local Gauging system Type Rated Accuracy Certifying Authority Is the local gauging independent of the remote gauging system? If yes, Is remote read-out for Local gauges available? Are there any limitations on local gauging system regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Temperature Gauges No of Sensors per tank Type Rated Accuracy Certifying Authority	[Text] Yes/No [Text] [Text] Decimal [Text] Yes/No Yes/No Yes/No [Text] integer [Text]	
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9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2 9.117.2.3 9.117.2.3 9.117.2.4 9.117.2.5 9.117.2.5 9.117.2.6 9.117.2.7 9.117.3.1 9.117.3.1 9.117.3.1 9.117.3.3 9.117.3.3 9.117.4.3 9.117.4.1 9.117.4.3 9.117.4.3 9.117.5	Certifying Authority Are there any limitations on CTMS regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Level Gauges - Local Gauging system Make of Local Gauging system Type Rated Accuracy Certifying Authority If yes, Isromote read-out for Local gauging system? If yes, Isromote read-out for Local gauging system regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Temperature Gauges No of Sensors per tank Type Rated Accuracy Certifying Authority Pressure Gauges Type Rated Accuracy Certifying Authority Trim and List Indicators	[Text] Yes/No [Text] Decimal [Text] Yes/No Yes/No Yes/No Yes/No [Text] Integer [Text]	
9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2.1 9.117.2.1 9.117.2.2 9.117.2.3 9.117.2.4 9.117.2.5 9.117.2.6 9.117.2.6 9.117.2.8 9.117.3 9.117.3 9.117.3 9.117.3.1 9.117.3.2 9.117.3.4 9.117.4.1 9.117.4.2 9.117.5 9.117.6 9.117.6.1 9.117.6.1	Certifying Authority Are there any limitations on CTMS regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Level Gauges - Local Gauging system Make of Local Gauging system Type Rated Accuracy (+/-) Certifying Authority If yes, just remote read-out for Local gauges available? Are there any limitations on local gauging system regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Temperature Gauges No of Sensors per tank Type Rated Accuracy Certifying Authority Pressure Gauges Type Rated Accuracy Certifying Authority Trim and List Indicators Independent High-Level Alarm Ist Indecendent High-level alarm installed in each cargo tank?	[Text] Yes/No [Text] [Text] Decimal [Text] Decimal [Text] Yes/No Yes/No Yes/No [Text] [Tex	
9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2.2 9.117.2.3 9.117.2.4 9.117.2.5 9.117.2.6 9.117.2.6 9.117.2.6 9.117.3 9.117.3 9.117.3 9.117.3 9.117.3 9.117.3 9.117.3 9.117.4 9.117.4 9.117.4 9.117.4 9.117.5 9.117.6 9.117.5 9.117.6 9.117.5 9.	Certifying Authority Are there any limitations on CTMS regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Level Gauges - Local Gauging system Make of Local Gauging system Type Rated Accuracy (+/-) Certifying Authority Is the local gauging independent of the remote gauging system? If yes, is remote read-out for Local gauges available? Are there any limitations on local gauging system regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Temperature Gauges No of Sensors per tank Type Rated Accuracy Certifying Authority Pressure Gauges Type Rated Accuracy Certifying Authority Trim and List Indicators Independent High-Level Alarm Is independent High-Level alarm installed in each cargo tank? Is independent high-level alarm installed in each cargo tank? High-level alarm activation level setting	[Text] Yes/No [Text] [Text] Decimal [Text] Yes/No Yes/No [Text] Integer [Text] [Text] [Text] Integer [Text] [Text] [Text] [Text] [Text] [Text] [Text] [Text] Yes/No Yes/No Yes/No Decimal	Millimeters Millimeters Millimeters Percentage full
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9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2.1 9.117.2.2 9.117.2.3 9.117.2.4 9.117.2.5 9.117.2.6 9.117.2.6 9.117.2.6 9.117.2.8 9.117.3 9.117.3.1 9.117.3.1 9.117.3.1 9.117.3.2 9.117.3.4 9.117.4.1 9.117.4.2 9.117.4.3 9.117.6.1 9.117.6.1 9.117.6.3 9.117.6.4 9.117.6.4 9.117.7.1	Certifying Authority Are there any limitations on CTMS regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Level Gauges - Local Gauging system Make of Local Gauging system Type Rated Accuracy (+/-) Certifying Authority Is the local gauging independent of the remote gauging system? If yes, is remote read-out for Local gauges available? Are there any limitations on local gauging system regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Temperature Gauges No of Sensors per tank Type Rated Accuracy Certifying Authority Pressure Gauges Type Rated Accuracy Certifying Authority If yes, is independent of the remote gauging system regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Temperature Gauges No of Sensors per tank Type Rated Accuracy Certifying Authority Pressure Gauges Type Rated Accuracy Certifying Authority High-level Alarm Is independent high-level alarm installed in each cargo tank? Is independent high-level alarm installed in each cargo tank? High-level alarm activation level setting Does High-high-level alarm shut the loading value of the individual tank? Calibrations Are Cargo tank calibration tables available?	[Text] Yes/No [Text] [Text] Decimal [Text] Yes/No Yes/No Yes/No [Text] Integer [Text] [Yes/No Yes/No Yes	Millimeters Millimeters Millimeters Percentage full
9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2.1 9.117.2.1 9.117.2.2 9.117.2.3 9.117.2.4 9.117.2.5 9.117.2.6 9.117.2.6 9.117.2.6 9.117.2.8 9.117.3 9.117.3 9.117.3 9.117.3 9.117.3 9.117.3 9.117.4 9.117.4 9.117.4 9.117.4 9.117.5 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6.3 9.117.6 9.117.6 9.117.6 9.117.6	Certifying Authority Are there any limitations on CTMS regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Level Gauges - Local Gauging system Make of Local Gauging system Type Rated Accuracy (+/-) Certifying Authority Is the local gauging independent of the remote gauging system? If yes, is remote read-out for Local gauges available? Are there any limitations on local gauging system regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Temperature Gauges No of Sensors per tank Type Rated Accuracy Certifying Authority Pressure Gauges Type Rated Accuracy Certifying Authority Is the local gauge savailable? Type Rated Accuracy Certifying Authority Is an addition to the remote gauge savailable? If Yes, is remote gauge the limitations? Tipe Rated Accuracy Certifying Authority Is an addition to the cargo tank? Independent High-Level alarm installed in each cargo tank? Is independent high-Level alarm installed in each cargo tank? High-level alarm activation level setting High-level alarm activation level setting Does High-high-level alarm installed in each cargo tank? Are Cargo tank calibration tables available?	[Text] Yes/No [Text] [Text] Decimal [Text] Yes/No Yes/No [Text] Integer [Text] Decimal Decimal Decimal Pes/No	Millimeters Millimeters Millimeters Percentage full
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9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2 9.117.2.3 9.117.2.3 9.117.2.4 9.117.2.5 9.117.2.5 9.117.2.6 9.117.2.7 9.117.2.8 9.117.3 9.117.3 9.117.3 9.117.3 9.117.3 9.117.4 9.117.4 9.117.4 9.117.4 9.117.4 9.117.5 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.7 9.117.7 9.117.7 9.117.7 9.117.7	Certifying Authority Are there any limitations on CTMS regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Level Gauges - Local Gauging system Make of Local Gauging system Type Rated Accuracy (4/-) Certifying Authority Is the local gauging independent of the remote gauging system? If yes, Is remote read-out for Local gauges available? Are there any limitations on local gauging system regarding measurable minimum liquid level in tanks? If yes, Is remote read-out for Local gauges available? Are there any limitations on local gauging system regarding measurable minimum liquid level in tanks? If yes, Is remote read-out for Local gauges available? Are there any limitations on local gauging system regarding measurable minimum liquid level in tanks? If yes, specify what are the limitations? Temperature Gauges No of Sensors per tank Type Rated Accuracy Certifying Authority Pressure Gauges Type Rated Accuracy Certifying Authority Trim and List Indicators Independent High-Level Alarm Is independent High-Level Alarm	[Text] Yes/No [Text] Decimal [Text] Decimal [Text] Yes/No Yes/No Yes/No Yes/No [Text] Integer [Text] [Text] [Text] [Text] Yes/No Decimal Decimal Decimal Decimal Yes/No Yes/No Yes/No Yes/No Pecimal Yes/No Pecimal Yes/No <	Millimeters
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9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2.1 9.117.2.2 9.117.2.3 9.117.2.4 9.117.2.4 9.117.2.5 9.117.2.5 9.117.2.6 9.117.2.7 9.117.2.8 9.117.3.1 9.117.3.1 9.117.3.3 9.117.3.3 9.117.3.4 9.117.4 9.117.4.2 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.7 9.117.7 9.117.7 9.117.7 9.117.7 9.117.7 9.117.7 9.117.7 9.117.7 9.117.7	Certifying Authority Are there any limitations on CTMS regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Ever Gauges - Local Gauging system Make of Local Gauging system Type Rated Accuracy (+/-) Certifying Authority is the local gauging independent of the remote gauging system? If yes, is remote read-out for Local gauges available? Are there any limitations on local gauging system regarding measurable minimum liquid level in tanks? If yes, is remote read-out for Local gauges system? If yes, is remote read-out for Local gauges system? If yes, so for seader the limitations? Temperature Gauges No of Sensors per tank Type Rated Accuracy Certifying Authority Pressure Gauges Type Rated Accuracy Certifying Authority Trim and List Indicators Independent high-level alarm installed in each cargo tank? Is independent high-level alarm installed in each cargo tank? Is independent high-level alarm shut the loading valve of the individual tank? Are Cargo tank calibration level setting Are Cargo tank calibration tables available? And of Measuring Company And of Certifying Authority Calibrations Calibration	[Text] Yes/No [Text] Decimal [Text] Ves/No Yes/No Yes/No [Text] Integer [Text] Decimal Decimal Decimal Yes/No Y	Millimeters
9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2 9.117.2 9.117.2.3 9.117.2.4 9.117.2.5 9.117.2.5 9.117.2.6 9.117.2.7 9.117.2.8 9.117.3 9.117.3 9.117.3 9.117.3 9.117.3 9.117.3 9.117.4 9.117.4 9.117.4 9.117.4 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.7 9.117.7 9.117.7 9.117.7 9.117.7 9.117.7 9.117.7 9.117.7 9.117.7 9.117.7 9.117.7 9.117.7 9.117.7 9.117.7 9.117.7 9.117.7 9.117.7 9.117.7	Certifying Authority Are there any limitations on CTMS regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Level Gauges - Local Gauging system Make of Local Gauging system Type Rated Accuracy (+/-) Certifying Authority St the local gauging independent of the remote gauging system? If yes, is remote read-out for Local gauges available? Are there any limitations on local gauging system regarding measurable minimum liquid level in tanks? If yes, specify what are the limitations? Temperature Gauges No of Sensors per tank Type Rated Accuracy Certifying Authority Pressure Gauges Type Rated Accuracy Certifying Authority Pressure Gauges Type Rated Accuracy Certifying Authority Tim and List Indicators Independent High-level alarm installed in each cargo tank? High-level alarm activation level setting High-level alarm activation level setting Does High-high-level alarm installed in each cargo tank? High-level alarm activation level setting	[Text] Yes/No [Text] Decimal [Text] Decimal [Text] Yes/No Decimal Yes/No Decimal Decimal Decimal Yes/No	Millimeters
9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2 9.117.2.1 9.117.2.2 9.117.2.3 9.117.2.4 9.117.2.5 9.117.2.5 9.117.2.6 9.117.2.7 9.117.2.8 9.117.3 9.117.3 9.117.3 9.117.3 9.117.3 9.117.3 9.117.4 9.117.4 9.117.4 9.117.6 9.117.6 9.117.7 9.117.	Certifying Authority Are there any limitations on CTM5 regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Evel Gauges - Local Gauging system Make of Local Gauging system Type Rated Accuracy (-/-) Certifying Authority Is the local gauging independent of the remote gauging system? If Yes, is remote read-out for Local gauging system regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations on Coal gauging system? If Yes, is remote read-out for Local gauging system regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Temperature Gauges No of Sensors per tank Type Rated Accuracy Certifying Authority Ressure Gauges Pressure Gauges Certifying Authority If Yes Rated Accuracy Certifying Authority Ressure Gauges Independent high-level alarm installed in each cargo tank? If idependent high-level alarm installed in each cargo tank? If yes-high-level alarm shut the loading valve of the individual tank? Calibration salvation level setting Does High-high-level alarm shut the loading valve of the individual tank? Calibration calculated to m Calibration calculated to m Calibration calculated to m Calibration calculated to 1/2 cm Tables established to mm Calibration calculated to mm Calib	[Text] Yes/No [Text] [Text] Decimal [Text] Ves/No Yes/No [Text] Integer [Text] [Text] [Text] [Text] [Text] [Text] [Text] [Text] Decimal Decimal Decimal Decimal Decimal Yes/No Yes/No <td< td=""><td>Millimeters</td></td<>	Millimeters
9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2.1 9.117.2.2 9.117.2.3 9.117.2.4 9.117.2.4 9.117.2.5 9.117.2.6 9.117.2.7 9.117.2.8 9.117.3.1 9.117.3.1 9.117.3.1 9.117.3.3 9.117.3.3 9.117.3.4 9.117.4 9.117.4 9.117.4 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.7	Certifying Authority Are there any limitations on CTMS regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Level Gauges - Local Gauging system Make of Local Gauging system Type Rated Accuracy (-/.) Certifying Authority is the local gauging independent of the remote gauging system? If yes, is remote read-out for Local gauges available? Are there any limitations on Local gauging system regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Temperature Gauges No of Sensors per tank Type Rated Accuracy Certifying Authority Frye Rated Accuracy Certifying Authority Trim and List Indicators Independent high-high-level alarm installed in each cargo tank? If ligh-high-level alarm shut the loading valve of the individual tank? Certifying Authority Name of Certifying Authority Are Gauges	[Text] Yes/No [Text] Decimal [Text] Decimal [Text] Yes/No Decimal Yes/No Decimal Decimal Decimal Yes/No	Millimeters
9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2 9.117.2.1 9.117.2.2 9.117.2.3 9.117.2.4 9.117.2.5 9.117.2.5 9.117.2.7 9.117.2.7 9.117.2.8 9.117.3 9.117.3 9.117.3 9.117.3 9.117.3 9.117.3 9.117.4 9.117.4 9.117.4 9.117.4 9.117.4 9.117.6 9.117.6 9.117.6 9.117.7 9.117.	Certifying Authority Are there any limitations on CIMS regarding measurable minimum liquid level in tanks? If Yes, specify what are the limitations? Level Gauges - local Gauging system Type Rated Accuracy (r/-) Certifying Authority Is the local gauging independent of the remote gauging system? If yes, is remote-adout for Local gauges available? Are there any limitations on local gauges available? Are there any limitations on local gauges available? No of Sensors per tank Type Rated Accuracy Certifying Authority Rated Accuracy Certifying Authority Pressure Gauges No of Sensors per tank Type Rated Accuracy Certifying Authority Pressure Gauges Type Rated Accuracy Certifying Authority Trim and List Indicators Independent High-Level Alarm Is independent High-Level Alarm Is independent High-Level Alarm Is independent High-Level alarm installed in each cargo tank? High-High-Level alarm activation level setting Dese High-	[Text] Yes/No [Text] [Text] Decimal [Text] Yes/No Yes/No [Text] Integer [Text] Decimal Decimal Decimal Decimal Decimal Yes/No Yes/No <td< td=""><td>Millimeters Millimeters Millimeters Percentage full</td></td<>	Millimeters Millimeters Millimeters Percentage full
9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2.1 9.117.2.2 9.117.2.3 9.117.2.4 9.117.2.5 9.117.2.6 9.117.2.6 9.117.2.6 9.117.2.6 9.117.2.8 9.117.3 9.117.3 9.117.3 9.117.3 9.117.3 9.117.3 9.117.3 9.117.4 9.117.4 9.117.4 9.117.4 9.117.4 9.117.4 9.117.5 9.117.6 9.117.7 9.11	Certifying Authority Are there any limitations on CTMS regarding messurable minimum liquid level in tanks? if Yees, specify what are the limitations? Level Gauges - local Gauging system Type Rated Accuracy (/-) Certifying Authority is the local gauging independent of the remote gauging system? if yes, jsergmet exad-out for Local gauges available? Are there any limitations on local gauges available? Are thin and list indicators Independent high-level alarm installed in each cargo tank? High-level alarm activation level setting High-level alarm activation level setting High-level alarm activation level setting Are dargo tank calibration tables available? Name of Measuring Company Name of Certifying Authority Calibration calculated to 1/2 cm Tables stablished to cm Tables established	[Text] Yes/No [Text] [Text] Decimal [Text] Yes/No Yes/No Yes/No [Text] [Text] [Text] Integer [Text] [Text] [Text] [Text] [Text] [Text] [Text] Yes/No Yes/	Millimeters
9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2 9.117.2 9.117.2.3 9.117.2.4 9.117.2.5 9.117.2.5 9.117.2.6 9.117.2.7 9.117.2.8 9.117.3 9.117.3 9.117.3 9.117.3 9.117.3 9.117.3 9.117.3 9.117.4 9.117.4 9.117.4 9.117.4 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.6 9.117.7 9.	Certifying Authority Are there any limitations on CIAS regarding measurable minimum liquid level in tanks? if Yes, specify what are the limitations? Level Gauges - Local Gauging system Type Rated Accuracy (r/-) Certifying Authority is the local gauging independent of the remote gauging system? if Yes, is aremoter ead-out for Local gauges available? Are there any limitations on local gauging system regarding measurable minimum liquid level in tanks? if Yes, specify what are the limitations? Trapeer attere Gauges No of Sensors per tank Type Rated Accuracy Certifying Authority Type Rated Accuracy Certifying Authority Type Rated Accuracy Certifying Authority Sindependent high-level alarm installed in each cargo tank? High-level alarm attation level setting High-high-level alarm stalled in each cargo tank? High-level alarm actuation tables available? Name of Certifying Authority Calibration calculated to 1/2 cm Tables established to cm Calibration calculated to 1/2 cm Tables established to cm Calibration calculated to 1/2 cm Tables established to cm Calibration calculated to 1/2 cm Tables established to cm Calibration area called system of gas detection fitted? Type of equipment for gas hazardous area	[Text] Yes/No [Text] [Text] Decimal [Text] Yes/No Yes/No [Text] Integer [Text] Decimal Decimal Decimal Decimal Decimal Yes/No Yes/No <td< td=""><td>Millimeters Millimeters Millimeters Percentage full</td></td<>	Millimeters Millimeters Millimeters Percentage full
9.117.1.4 9.117.1.5 9.117.1.6 9.117.2 9.117.2.1 9.117.2.2 9.117.2.3 9.117.2.4 9.117.2.5 9.117.2.6 9.117.2.6 9.117.2.6 9.117.2.6 9.117.2.8 9.117.3 9.117.3 9.117.3 9.117.3 9.117.3 9.117.3 9.117.3 9.117.3 9.117.4 9.117.4 9.117.4 9.117.4 9.117.4 9.117.4 9.117.6 9.117.6 9.117.7 9.11	Certifying Authority Are there any limitations on CTMS regarding messurable minimum liquid level in tanks? if Yees, specify what are the limitations? Level Gauges - local Gauging system Type Rated Accuracy (/-) Certifying Authority is the local gauging independent of the remote gauging system? if yes, jsergmet exad-out for Local gauges available? Are there any limitations on local gauges available? Are thin and list indicators Independent high-level alarm installed in each cargo tank? High-level alarm activation level setting High-level alarm activation level setting High-level alarm activation level setting Are dargo tank calibration tables available? Name of Measuring Company Name of Certifying Authority Calibration calculated to 1/2 cm Tables stablished to cm Tables established	[Text] Yes/No [Text] Decimal [Text] Decimal [Text] Yes/No Decimal Decimal Decimal Yes/No Y	

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9.117.8.5	Type of equipment for gas safe areas	[Text]	
9.117.8.6	Response time	Decimal	Seconds
9.117.8.7	Areas monitored	[Text]	
9.117.8.8	Does compressor house gas detection alarm isolate the gas to compressor house?	Yes/No	
9.117.8.9	Are gas detection sensors available in vent masts?	Yes/No	
9.117.9	Does vessel carry portable gas detection equipment?	Yes/No	
9.117.10	Portable gas detection equipment carried		
9.117.10.1	Item number	[Text]	
9.117.10.2	Name	[Text]	
9.117.10.3	Number of units	[Text]	
9.117.11	Does vessel carry personal gas detection equipment?	Yes/No	
9.117.12	Personal gas detection equipment carried		
9.117.12.1	Item number	[Text]	
9.117.12.2	Name	[Text]	
9.117.12.3	Number of units	[Text]	
9.117.13	Tension Monitoring System		
9.117.13.1	Manufacturer	[Text]	
9.117.13.2	System Type	[Text]	
9.117.13.3	FO Connection Type	[Text]	
9.117.13.4	Electric Connection Type	[Text]	
9.117.13.5	Connection position from centre of Vapour Manifold (F+ / A-)	Decimal	Meters
9.118	ESD System and Communication		
9.118.1	ESD System Connections		
9.118.1.1	Is ESD connection to shore available?	Yes/No	
9.118.1.2	Are ESD connections available on both sides of vessel?	Yes/No	
9.118.1.3	Is the ESD link compatible with SIGTTO guidelines?	Yes/No	
9.118.1.4	If yes, is the system pneumatic?	Yes/No	
9.118.1.5	If yes, is the system electrical?	Yes/No	
9.118.1.6	If yes, is the system fiber optic?	Yes/No	
	in yes, is the system riber optic:		
9.118.2	ESD System hoses and cables		
		Yes/No	
9.118.2	ESD System hoses and cables		Millimeters
9.118.2 9.118.2.1	ESD System hoses and cables Are ESD hoses or cables available on board?	Yes/No	Millimeters Millimeters
9.118.2 9.118.2.1 9.118.2.2	ESD System hoses and cables Are ESD hoses or cables available on board? If yes, length of pneumatic	Yes/No Decimal	
9.118.2 9.118.2.1 9.118.2.2 9.118.2.3	ESD System hoses and cables Are ESD hoses or cables available on board? If yes, length of pneumatic If yes, length of electrical	Yes/No Decimal Decimal	Millimeters
9.118.2 9.118.2.1 9.118.2.2 9.118.2.3 9.118.2.4	ESD System hoses and cables Are ESD hoses or cables available on board? If yes, length of pneumatic If yes, length of electrical If yes, length of fiber optic	Yes/No Decimal Decimal	Millimeters
9.118.2 9.118.2.1 9.118.2.2 9.118.2.3 9.118.2.4 9.118.3	ESD System hoses and cables Are ESD hoses or cables available on board? If yes, length of pneumatic If yes, length of electrical If yes, length of fiber optic Make of Optical Fiber System	Yes/No Decimal Decimal Decimal	Millimeters
9.118.2 9.118.2.1 9.118.2.2 9.118.2.3 9.118.2.4 9.118.3 9.118.3.1	ESD System hoses and cables Are ESD hoses or cables available on board? If yes, length of pneumatic If yes, length of electrical If yes, length of fiber optic Make of Optical Fiber System Connector type	Yes/No Decimal Decimal Decimal Text]	Millimeters Millimeters
9.118.2 9.118.2.1 9.118.2.2 9.118.2.3 9.118.2.4 9.118.3 9.118.3.1 9.118.3.2	ESD System hoses and cables Are ESD hoses or cables available on board? If yes, length of pneumatic If yes, length of electrical If yes, length of fiber optic Make of Optical Fiber System Connector type Connection position from centre of vapour manifold (F+ / A-)	Yes/No Decimal Decimal [Text] Decimal	Millimeters Millimeters
9.118.2 9.118.2.1 9.118.2.2 9.118.2.3 9.118.2.4 9.118.3 9.118.3.1 9.118.3.2 9.118.3.3	ESD System hoses and cables Are ESD hoses or cables available on board? If yes, length of pneumatic If yes, length of electrical If yes, length of fiber optic Make of Optical Fiber System Connector type Connection position from centre of vapour manifold (F+ / A-) Telephone provided	Yes/No Decimal Decimal [Text] Decimal Yes/No	Millimeters Millimeters
9.118.2 9.118.2.1 9.118.2.2 9.118.2.3 9.118.2.4 9.118.3.1 9.118.3.1 9.118.3.2 9.118.3.3 9.118.3.4	ESD System hoses and cables Are ESD hoses or cables available on board? If yes, length of pneumatic If yes, length of electrical If yes, length of fiber optic Make of Optical Fiber System Connection position from centre of vapour manifold (F+ / A-) Telephone provided Hotline	Yes/No Decimal Decimal Decimal [Text] Decimal Yes/No Yes/No	Millimeters Millimeters
9.118.2 9.118.2.1 9.118.2.2 9.118.2.3 9.118.2.4 9.118.3.1 9.118.3.1 9.118.3.2 9.118.3.3 9.118.3.4 9.118.3.5	ESD System hoses and cables Are ESD hoses or cables available on board? If yes, length of pneumatic If yes, length of electrical If yes, length of fiber optic Make of Optical Fiber System Connection position from centre of vapour manifold (F+ / A-) Telephone provided Hotline Internal (PABX)	Yes/No Decimal Decimal Decimal [Text] Decimal Yes/No Yes/No Yes/No	Millimeters Millimeters
9.118.2 9.118.2.1 9.118.2.2 9.118.2.3 9.118.2.4 9.118.3.1 9.118.3.1 9.118.3.2 9.118.3.3 9.118.3.4 9.118.3.5 9.118.3.6	ESD System hoses and cables Are ESD hoses or cables available on board? If yes, length of pneumatic If yes, length of electrical If yes, length of fiber optic Make of Optical Fiber System Connector type Connection position from centre of vapour manifold (F+ / A-) Telephone provided Hotline Internal (PABX) Public Line	Yes/No Decimal Decimal Decimal [Text] Decimal Yes/No Yes/No Yes/No Yes/No	Millimeters Millimeters
9.118.2 9.118.2.1 9.118.2.2 9.118.2.3 9.118.2.4 9.118.3.1 9.118.3.1 9.118.3.2 9.118.3.3 9.118.3.4 9.118.3.5 9.118.3.6 9.118.3.7	ESD System hoses and cables Are ESD hoses or cables available on board? If yes, length of pneumatic If yes, length of electrical If yes, length of fiber optic Make of Optical Fiber System Connection position from centre of vapour manifold (F+ / A-) Telephone provided Hotline Internal (PABX) Public Line Others (Specify)	Yes/No Decimal Decimal Decimal [Text] Decimal Yes/No Yes/No Yes/No Yes/No	Millimeters Millimeters
9.118.2 9.118.2.1 9.118.2.2 9.118.2.3 9.118.2.4 9.118.3.1 9.118.3.2 9.118.3.2 9.118.3.4 9.118.3.5 9.118.3.6 9.118.3.7 9.118.4	ESD System hoses and cables Are ESD hoses or cables available on board? If yes, length of pneumatic If yes, length of electrical If yes, length of fiber optic Make of Optical Fiber System Connector type Connection position from centre of vapour manifold (F+ / A-) Telephone provided Hotline Internal (PABX) Public Line Others (Specify) Make of Pneumatic System	Yes/No Decimal Decimal Decimal [Text] Decimal Yes/No Yes/No Yes/No Yes/No [Text] [Text]	Millimeters Millimeters
9.118.2 9.118.2.1 9.118.2.2 9.118.2.3 9.118.3.4 9.118.3.1 9.118.3.2 9.118.3.3 9.118.3.3 9.118.3.4 9.118.3.5 9.118.3.5 9.118.3.5 9.118.3.7 9.118.4 9.118.4.1	ESD System hoses and cables Are ESD hoses or cables available on board? If yes, length of pneumatic If yes, length of electrical If yes, length of fiber optic Make of Optical Fiber System Connector type Connection position from centre of vapour manifold (F+ / A-) Telephone provided Hotline Internal (PABX) Public Line Others (Specify) Make of Pneumatic System Connector type	Yes/No Decimal Decimal Text] Decimal Yes/No Yes/No Yes/No Yes/No [Text] [Text]	Millimeters Millimeters Meters Meters
9.118.2 9.118.2.1 9.118.2.2 9.118.2.3 9.118.2.4 9.118.3.1 9.118.3.1 9.118.3.3 9.118.3.4 9.118.3.5 9.118.3.6 9.118.3.6 9.118.4.4 9.118.4.1 9.118.4.2	ESD System hoses and cables Are ESD hoses or cables available on board? If yes, length of pneumatic If yes, length of electrical If yes, length of fiber optic Make of Optical Fiber System Connection position from centre of vapour manifold (F+ / A-) Telephone provided Hotline Internal (PABX) Public Line Others (Specify) Make of Pneumatic System Connector type Connection position from centre of vapour manifold (F+ / A-)	Yes/No Decimal Decimal Text] Decimal Yes/No Yes/No Yes/No Yes/No [Text] [Text]	Millimeters Millimeters Meters Meters
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9.118.2 9.118.2.1 9.118.2.2 9.118.2.3 9.118.2.4 9.118.3 9.118.3.1 9.118.3.3 9.118.3.3 9.118.3.5 9.118.3.6 9.118.3.7 9.118.4 9.118.4.2 9.118.4.2 9.118.5	ESD System hoses and cables Are ESD hoses or cables available on board? If yes, length of pneumatic If yes, length of electrical If yes, length of fiber optic Make of Optical Fiber System Connector type Connector type Connector opsition from centre of vapour manifold (F+ / A-) Telephone provided Hotline Internal (PABX) Public Line Others (Specify) Make of Pneumatic System Connector type Connector type Connector type	Yes/No Decimal Decimal Decimal Text] Decimal Yes/No Yes/No Yes/No Yes/No Yes/No Text] Text] Decimal Text] Text]	Millimeters Millimeters Meters Meters
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9.18.7.2 Are ESD Fusible plugs fitted at manifolds? Yes/No 9.118.8.1 Manifold ESD valve [Text] 9.118.8.1 Type of manifold ESD valve [Text] 9.118.8.2 Cosing time Decimal 9.118.8.3 Is closing time adjustable? Yes/No 9.118.8.4 Is closing time adjustable? Yes/No 9.118.8.2 Cosing time adjustable? Yes/No 9.118.8.3 Is closing time adjustable? Yes/No 9.118.9.3 Specify numbers [Text] 9.118.9.3 Specify frequencies (including Private) [Text] 9.118.9.3 Specify frequencies (including Private) [Text] 9.119.1 Hose handling cranes	
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9.119.4 Maximum BOG handling/burning capacity Decimal Tones/Ho	/Hour
9.12 Safety protection	
212.0.1 Are cargo areas covered by water-spray system? Yes/No	
920.2 Are accommodation areas covered by water-spray system? Yes/No	
9.120.3 Rated flow of Water Spray System Decimal M3/Hour	bur
9.120.4 Is Emergency cargo jettison equipment provided? Yes/No	
9.120.5 If yes, can Emergency cargo jettisoning be isolated from the cargo system when not in use? Yes/No	
9.120.6 Is personal protective equipment for the protection of crew members available on board? Yes/No	
9.120.7 Are two additional sets of respiratory and eye protection available on the navigating bridge? Yes/No	
Chapter 10. Mooring	
10.1 Mooring	
10.1.1 Does the ship meet the recommendations contained in the latest edition of OCIMF Mooring Equipment Guidelines? Yes/No	
10.1.2 Mooring Winches 10.1.2.1 Is brake testing equipment on board? Yes/No	
10.1.2.1 Is brake testing equipment on board? Yes/No 10.1.2.2 When were the brakes last tested? Date	
10.1.3.1 10.1.3.2 10.1.3.3 10.1.3.4 10.1.3.5	15
	ing Strength
Minimeters Material Accession and Accession	
Forecastle Integer Decimal Text Decimal Decimal	
10.1.3 foreard an integer Decimal Text Decimal Decimal Decimal	
Main Deck Integer Decimal Text Decimal Decimal	
Aft Main Deck Integer Decimal Text Decimal Decimal	nal
	ial
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Poop Integer Decimal Text Decimal Decimal 10.1.4 Type of shackle [Text] [Te	
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10.1.4 Type of shackle [Text] 10.1.5.3 10.1.5.4 10.1.5.5 Synthetic Tails Diameter Length Breaking	.5 ing Strength
10.1.4 Type of shackle [Text] 9 Synthetic Tails 10.1.5.1 10.1.5.2 10.1.5.3 10.1.5.4 10.1.5.5 Branch Number Diameter Material Length Breaking Millimeters Material Meters Tones	ing Strength
10.1.4 Type of shackle [Text] 9 10.1.5 Tots.1 10.1.5.2 10.1.5.3 10.1.5.4 10.1.5.5 Synthetic Tails 10.1.5.1 10.1.5.2 10.1.5.3 10.1.5.4 10.1.5.5 Number Diameter Material Length Breaking Millimeters Material Meters Tones Forecastle Integer Decimal [Text] Decimal Decimal	ing Strength nal
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10.1.4 Type of shackle [Text] [Text] <t< td=""><td>ng Strength hal hal hal hal hal tal tal tal hal hal hal hal hal hal hal hal hal h</td></t<>	ng Strength hal hal hal hal hal tal tal tal hal hal hal hal hal hal hal hal hal h
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$ \begin{array}{ c c c c c } \hline \mbox{type of shackle} & \mbox{type of shackle} & \mbox{text} & \m$	ng Strength hal hal hal hal hal hal hal hal hal ha
10.1.4 Type of shackle [Text] [Text] 10.1.5 10.1.5.1 10.1.5.2 10.1.5.3 10.1.5.4 10.1.5.5 10.1.5 Number Diameter Image of shackle Image of	ng Strength hal hal hal hal hal hal hal hal hal ha
10.1.4 Type of shackle [Text] [Text] [Text] 10.1.5 In 1.5.1 10.1.5.2 10.1.5.3 10.1.5.4 10.1.5.5 10.1.5 Number Diameter Integer Integer Integer Integer 10.1.5 Integer Decimal [Text] Decimal Decimal Decimal 10.1.5 Integer Decimal [Text] Decimal Decimal Decimal 10.1.6 Integer Decimal Decimal [Text] Decimal Decimal <td< td=""><td>ing Strength hal hal hal hal hal tal tal tal hal hal hal hal hal hal hal hal hal h</td></td<>	ing Strength hal hal hal hal hal tal tal tal hal hal hal hal hal hal hal hal hal h
10.1.4 Type of shackle [Text] [Text] [Text] [Text] [Text] [Text] [Text] [Text] [IIII] [IIII] [IIIII] [IIIII] [IIIIII] [IIIIIIII] [IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	Ing Strength al
10.1.4 Type of shackle [Text] [Text] [Text] 10.1.5 In 1.5.1 10.1.5.2 10.1.5.3 10.1.5.4 10.1.5.5 10.1.5 Number Diameter [Length Breaking Millimeters Millimeters [Text] Decimal Decimal forward Main Deck Integer Decimal [Text] Decimal Decimal Main Deck Integer Decimal [Text] Decimal Decimal Aft Main Deck Integer Decimal [Text] Decimal Decimal Pop Integer Decimal [Text] Decimal Decimal Pop Integer Decimal [Text] Decimal Decimal 10.1.6.1 10.1.6.2 10.1.6.3 10.1.6.4 10.1.6.5 10.1.6.2 10.1.6.3 10.1.6.4 10.1.6.5 10.1.6.4 Integer Decimal [Text] Decimal Decimal 10.1.6.4 Integer Decimal [Text] Decimal Decimal 10.1.6.5 Integer Decimal [Text] Decimal Decimal 10.1.6.4 Integer Decimal [Text] Decimal Decimal 10.1.6.4 <td>ng Strength al al</td>	ng Strength al

10.1.8	Spare Mooring Wires]	
10.1.8.1	Storage location				[Text]				
10.1.8.2	Number				Integer				
10.1.8.3	Diameter				Decimal	-		Millimeters	
10.1.8.4	Material				[Text]				
10.1.8.5	Length				Decimal				
10.1.8.5	MBL				Decimal		Tones		
10.1.9	Spare Mooring Ropes				·		1		
10.1.9.1	Storage location				[Text]				
10.1.9.2	Number				Integer				
10.1.9.3	Diameter				Decimal		Millimeters		
10.1.9.4	Material				[Text]				
10.1.9.5	MBL				Decimal			Tones	
10.1.9.5	Length				Decimal		Meters		
10.1.10	Spare Mooring Tails				[T 1]				
10.1.10.1	Storage location				[Text]				
10.1.10.2	Number				Integer		N dillim at a ra		
10.1.10.3 10.1.10.4	Diameter Material				Decimal [Text]		Millimeters		
10.1.10.4	Length				Decimal		Meters	leters	
10.1.10.5	MBL				Decimal		Tones		
10.1.10.5	MDL	10.1.11.1	10.1.11.2	10.1.11.3	10.1.11.4	10.1.11.5	10.1.11.6	10.1.11.7	
	Mooring Winches	Number	Sgl/Dbl drum	Split drum	Motive power	Brake capacity	Heaving power	Type of brake	
					Tones	Tones	M/Min		
10.1.11	Forecastle	Integer	Yes/No	[Text]	Decimal	Decimal	Decimal	[Text]	
	forward Main Deck	Integer	Yes/No	[Text]	Decimal	Decimal	Decimal	[Text]	
	Main Deck	Integer	Yes/No	[Text]	Decimal	Decimal	Decimal	[Text]	
	Aft Main Deck	Integer	Yes/No	[Text]	Decimal	Decimal	Decimal	[Text]	
	Роор	Integer	Yes/No	[Text]	Decimal	Decimal	Decimal	[Text]	
10.1.12	What type of winch brakes are fitted	?			[Text]				
10.2	Mooring Bits								
10.2.1	How many sets of mooring bitts are f	itted?			Interes		1		
10.2.1.1 10.2.1.2	On forecastle On forward main deck				Integer				
10.2.1.2	On aft main deck				Integer				
10.2.1.3	On poop deck				Integer				
10.2.2	Distance of mooring chock for breast	/spring lines							
10.2.2.1	Forward of center of manifold				Decimal		Meters		
10.2.2.2	Aft of center of manifold				Decimal		Meters		
10.3	Anchors and Windlass				I		1		
10.3.1	What is the motive power of the win	dlass?			Decimal				
10.3.2	What is the cable diameter?				Decimal		Millimeters		
10.3.3	Number of Shackles				·				
10.3.3.1	Port cable				Integer				
10.3.3.2	Starboard cable				Integer				
10.3.4	Are bitter end connections to both ca	ables capable of being slipped?			Yes/No				
10.4	Emergency Towing Arrangements								
10.4.1	Is an Emergency Towing Arrangemen	t (ETA) fitted? If not, ignore rem	ainder of this section.			Yes/No		10.4.2.2	
	Details of ETA					10.4.2.1 Forward		10.4.2.2 Aft	
					Forward			Text	
	Type of System Safe Working Load (SWL) of System					Text Text		Text	
	Sare working Load (SwL) of System Is pick-up gear provided?					Text		Text	
10.4.2	Is pick-up gear provided? Towing pennant length				Text			Text	
	Towing pennant length Towing pennant diameter				Text			Text	
	Type of strong point (e.g. Smit bracket)				Text			Text	
	Chafing Chain Size				Text			Text	
	Fairlead size (in format ABC mm x XYZ mm)				Text			Text	
	Is a pedestal roller fitter?				Text			Text	
10.4.4	How many sets of bitts are fitted in the	he bow area?			Integer				
10.4.5	What is the height of the bitts in the	bow area?			Decimal		Millimeters		
10.4.6	What is the Safe Working Load (SWL) of the bitts in the bow area?			Decimal	Decimal		Tones		
10.4.7	What is the distance between bow fairleads and nearest bitts? Decimal Millimeters								
10.4.8	Is the bow area clear of any obstructions which would hamper towing connections? Yes/No								
10.5	Escort Tug								
10.5.1	SWL of closed chock on stern Decimal					Tones			
10.5.2	SWL of bollard on poop-deck suitable for escort tug			Decimal					
10.5.3	Are stern chock and bollard capable of towing astern to 90 degrees? Yes/No								
10.5.5	Single Point Mooring (SPM) Equipme								

10.6.1	Does the ship meet the recommendations contained in the latest edition of OCIMF 'Recommendations for Equipment Employed in the Bow	Yes/No	
10.6.2	Mooring of Conventional Tankers at Single Point Moorings'? Bow chain stoppers		
10.6.2.1	Are bow chain stoppers fitted?	Yes/No	
10.6.2.2	If Yes, how many?	Integer	
10.6.2.3 10.6.2.4	If Yes, state type If Yes, what is the Safe Working Load (SWL)?	[Text] Decimal	Tones
10.6.2.5	What is the maximum size chain diameter the bow stopper(s) can handle?	Decimal	Millimeters
10.6.3	Closed fairleads		
10.6.3.1 10.6.3.2	Are closed fairleads of OCIMF recommended size (600mm x 450mm)? If not, give details of size (in format ABCmm x XYZmm)	Yes/No [Text]	
10.6.4	If two forward bow fairleads are fitted give distance between them	Decimal	Millimeters
10.6.5	What is the distance between the bow fairlead and stopper/bracket?	Decimal	Meters
10.6.6 10.6.7	What is the distance from the stopper bracket to roller lead/winch drum? Is there a direct lead from the bow stopper to the winch drum (not the warping end)?	Decimal Yes/No	Meters
10.6.8	Is the winch storage drum capable of safely accommodating 150m X 80mm fiber pick up rope?	Yes/No	
10.6.9	Is the winch storage drum capable of safely accommodating 200m X 80mm fiber pick up rope?	Yes/No	
10.7 10.7.1	Bow mooring arrangement diagram Bow mooring arrangement diagram	Memo	
10.7.1	Manifold arrangement	Wento	
10.8.1	Manifold Arrangement Diagram	Memo	
10.8.2	Distance K end of drip tray to center line of deck cleat Distance L spill tray to centre line of bollard	Decimal Decimal	Millimeters Millimeters
10.8.3 10.8.4	Distance L spill tray to centre line or bollard Distance M length of bollard	Decimal	Millimeters
10.9	Lifting equipment		
10.9.1	Cargo handling derricks		
10.9.1.1 10.9.1.2	How many derricks are fitted? What is their safe working load (SWL)?	Integer Decimal	Tones
10.9.1.3	Date last tested	Date	
10.9.2	Cargo handling cranes		
10.9.2.1 10.9.2.2	If cranes are fitted, how many? What is their safe working load (SWL)?	Integer Decimal	Tones
10.9.2.2	Date last tested	Date	101123
10.9.3	Other derricks or cranes		
10.9.3.1	If cranes are fitted, how many?	Integer	Tanaa
10.9.3.2 10.9.3.3	What is their safe working load (SWL)? Date last tested	Decimal Date	Tones
10.9.4	Is Safe Working Load (SWL) clearly marked on all lifting equipment?	Yes/No	
10.9.5	Can the derricks or crane(s) maintain their design SWL when plumbing a point one-meter outboard from the ship's side over the full length of the manifold including bunker and vapour connections?	Yes/No	
10.9.6	If the ship is equipped to operate at Single Buoy Moorings (SBMs), does the arrangement at the manifold area for securing submarine hoses	Yes/No	
10.1	meet OCIMF Guidelines? Other equipment		
10.10.1	Are accommodation ladders arranged to face aft when rigged?	Yes/No	
10.10.2	Is the accommodation ladder well within the parallel mid-body of the ship so boats may come alongside safely at all stages of draft?	Yes/No	
10.10.3	Are Suez Canal boat davits fitted?	Yes/No	
	Is a Suez Canal searchlight fitted? 1. Communications and Electronics	Yes/No	
11.1	Communications and Electronics		
11.1.1	Under what sea area (A1, A2, A3 or A4) does the ship operate?	Lookup	
11.1.2 11.1.3	Is a Long-Range Identification and Tracking (LRIT) System fitted? Is the vessel equipped with an Automatic Identification System (AIS)	Yes/No Yes/No	
11.1.4	Is the vessel equipped with a Voyage Data Recorder or Simplified Voyage Data Recorder?	Yes/No	
11.1.5	Does the VDR or S-VDR have clear instructions to bridge watchkeepers relating to the saving of data following an incident?	Yes/No	
11.1.6	Is a Search and Rescue Transponder (SART) fitted?	Yes/No	
11.1.6 11.1.7	is a Search and Rescue Transponder (SART) fitted? Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted?	Yes/No Yes/No	
11.1.6	Is a Search and Rescue Transponder (SART) fitted?	Yes/No	
11.1.6 11.1.7 11.1.8 11.1.9 11.1.10	Is a Search and Rescue Transponder (SART) fitted? Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted? How many VHF radios are fitted on the bridge? Is a VHF radio fitted in the Cargo Control Room? Is the CCR connected to the internal communication system?	Yes/No Yes/No Integer Yes/No Yes/No	
11.1.6 11.1.7 11.1.8 11.1.9 11.1.10 11.1.11	Is a Search and Rescue Transponder (SART) fitted? Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted? How many VHF radios are fitted on the bridge? Is a VHF radio fitted in the Cargo Control Room?	Yes/No Yes/No Integer Yes/No	
11.1.6 11.1.7 11.1.8 11.1.9 11.1.10	Is a Search and Rescue Transponder (SART) fitted? Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted? How many VHF radios are fitted on the bridge? Is a VHF radio fitted in the Cargo Control Room? Is the CCR connected to the internal communication system? How many intrinsically safe walkie talkies are provided for cargo handling?	Yes/No Yes/No Integer Yes/No Yes/No Integer	
11.1.6 11.1.7 11.1.8 11.1.9 11.1.10 11.1.10 11.1.11 11.1.12 11.1.13 11.1.14	Is a Search and Rescue Transponder (SART) fitted? Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted? How many VHF radios are fitted on the bridge? Is a VHF radio fitted in the Cargo Control Room? Is the CCR connected to the internal communication system? How many intrinsically safe walkie talkies are provided for cargo handling? Is an INMARSAT satellite communications system fitted? Are at least three survival craft two-way radio telephones provided? List any other communications equipment carried	Yes/No Yes/No Integer Yes/No Integer Yes/No Yes/No Yes/No Memo	
11.1.6 11.1.7 11.1.8 11.1.9 11.1.10 11.1.10 11.1.11 11.1.12 11.1.13 11.1.14 11.1.15	is a Search and Rescue Transponder (SART) fitted? Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted? How many VHF radios are fitted on the bridge? Is a VHF radio fitted in the Cargo Control Room? Is the CCR connected to the internal communication system? How many intrinsically safe walkie talkies are provided for cargo handling? Is an INMARSAT satellite communications system fitted? Are at least three survival craft two-way radio telephones provided? List any other communications equipment carried Can the radio transmit the helicopter homing signal on 410 KHz?	Yes/No Yes/No Yes/No Yes/No Integer Yes/No Yes/No	
11.1.6 11.1.7 11.1.8 11.1.9 11.1.10 11.1.10 11.1.11 11.1.12 11.1.13 11.1.14 11.1.15	Is a Search and Rescue Transponder (SART) fitted? Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted? How many VHF radios are fitted on the bridge? Is a VHF radio fitted in the Cargo Control Room? Is the CCR connected to the internal communication system? How many intrinsically safe walkie talkies are provided for cargo handling? Is an INMARSAT satellite communications system fitted? Are at least three survival craft two-way radio telephones provided? List any other communications equipment carried	Yes/No Yes/No Integer Yes/No Integer Yes/No Yes/No Yes/No Memo	
11.1.6 11.1.7 11.1.8 11.1.9 11.1.10 11.1.11 11.1.12 11.1.13 11.1.14 11.1.15 Chapter 1 12.1	Is a Search and Rescue Transponder (SART) fitted? Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted? How many VHF radios are fitted on the bridge? Is a VHF radio fitted in the Cargo Control Room? Is the CCR connected to the internal communication system? How many intrinsically safe walkle talkies are provided for cargo handling? Is an INMARSAT satellite communications system fitted? Are at least three survival craft two-way radio telephones provided? List any other communications equipment carried Can the radio transmit the helicopter homing signal on 410 KHz? 2. Propulsion Means of main propulsion	Yes/No Yes/No Yes/No Yes/No Integer Yes/No Yes/No Memo Yes/No	
11.1.6 11.1.7 11.1.8 11.1.9 11.1.10 11.1.11 11.1.13 11.1.13 11.1.14 11.1.15 Chapter 1 12.1.1 12.1.1	Is a Search and Rescue Transponder (SART) fitted? Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted? How many VHF radios are fitted on the bridge? Is a VHF radio fitted in the Cargo Control Room? Is the CCR connected to the internal communication system? How many intrinsically safe walkie talkies are provided for cargo handling? Is an INMARSAT satellite communications system fitted? Are at least three survival craft two-way radio telephones provided? List any other communications equipment carried Can the radio transmit the helicopter homing signal on 410 KHz? 2. Propulsion Means of main propulsion What is the means of main propulsion	Yes/No Yes/No Integer Yes/No Integer Yes/No Yes/No Yes/No Yes/No Lookup	
11.1.6 11.1.7 11.1.8 11.1.9 11.1.10 11.1.11 11.1.12 11.1.13 11.1.14 11.1.15 Chapter 1 12.1	Is a Search and Rescue Transponder (SART) fitted? Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted? How many VHF radios are fitted on the bridge? Is a VHF radio fitted in the Cargo Control Room? Is the CCR connected to the internal communication system? How many intrinsically safe walkle talkies are provided for cargo handling? Is an INMARSAT satellite communications system fitted? Are at least three survival craft two-way radio telephones provided? List any other communications equipment carried Can the radio transmit the helicopter homing signal on 410 KHz? 2. Propulsion Means of main propulsion	Yes/No Yes/No Yes/No Yes/No Integer Yes/No Yes/No Memo Yes/No	
11.1.6 11.1.7 11.1.8 11.1.9 11.1.10 11.1.10 11.1.11 11.1.12 11.1.13 Chapter 1 12.1.1 12.1.1 12.1.1.3 12.1.1.3	Is a Search and Rescue Transponder (SART) fitted? Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted? How many VHF radios are fitted on the bridge? Is a VHF radio fitted in the Cargo Control Room? Is the CCR connected to the internal communication system? How many intrinsically safe walkle talkies are provided for cargo handling? Is an INMARSAT satellite communications system fitted? Are at least three survival craft two-way radio telephones provided? List any other communications equipment carried Can the radio transmit the helicopter homing signal on 410 KHz? 2. Propulsion Means of main propulsion If motor state whether two stroke or four strokes If four strokes, state how many engines fitted How many propellers are fitted?	Yes/No Yes/No Integer Yes/No Integer Yes/No Yes/No Yes/No Yes/No Yes/No Text Iookup [fext] Integer Lookup	
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11.1.6 11.1.7 11.1.8 11.1.9 11.1.10 11.1.10 11.1.11 11.1.12 11.1.13 Chapter 1 12.1.1 12.1.1 12.1.1.3 12.1.1.3	Is a Search and Rescue Transponder (SART) fitted? Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted? How many VHF radios are fitted on the bridge? Is a VHF radio fitted in the Cargo Control Room? Is the CCR connected to the internal communication system? How many intrinsically safe walkle talkies are provided for cargo handling? Is an INMARSAT satellite communications system fitted? Are at least three survival craft two-way radio telephones provided? List any other communications equipment carried Can the radio transmit the helicopter homing signal on 410 KHz? 2. Propulsion Means of main propulsion If motor state whether two stroke or four strokes If four strokes, state how many engines fitted How many propellers are fitted?	Yes/No Yes/No Integer Yes/No Integer Yes/No Yes/No Yes/No Yes/No Yes/No Text Iookup [fext] Integer Lookup	
11.1.6 11.1.7 11.1.8 11.1.9 11.1.10 11.1.11 11.1.12 11.1.13 11.1.14 11.1.15 Chapter 1 12.1.1 12.1.1 12.1.1 12.1.2 12.1.2 12.1.3 12.1.2	Is a Search and Rescue Transponder (SART) fitted? Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted? How many VHF radios are fitted on the bridge? Is a VHF radio sare fitted on the bridge? Is a VHF radio fitted in the Cargo Control Room? Is the CCR connected to the internal communication system? How many intrinsically safe walkie talkies are provided for cargo handling? Is an INMARSAT satellite communication system? How many other communications system fitted? Are at least three survival craft two-way radio telephones provided? List any other communications equipment carried Can the radio transmit the helicopter homing signal on 410 KHz? 2. Propulsion Main Propulsion What is the means of main propulsion If motor state whether two stroke or four strokes If four strokes, state how many engines fitted How many propellers are fitted? How many poblers are fitted?	Yes/No Yes/No Integer Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Cookup [Lookup [Text] Integer Lookup Lookup	Landing of the second s
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11.1.6 11.1.7 11.1.8 11.1.9 11.1.10 11.1.11 11.1.12 11.1.13 11.1.14 11.1.15 Chapter 1 12.1.1 12.1.1 12.1.2 12.1.3 12.1.2 12.1.3 12.1.4 12.1.4.1 12.1.4.2 12.1.4.3 12.1.5	is a Search and Rescue Transponder (SART) fitted? Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted? How many VHF radios are fitted on the bridge? Is a VHF radio sare fitted on the bridge? Is a VHF radio sare fitted on the bridge? Is a VHF radio sare fitted on the bridge? How many intrinsically safe walkie talkies are provided for cargo handling? Is an INMARSAT satellite communication system? How many intrinsically safe walkie talkies are provided for cargo handling? Is an INMARSAT satellite communications system fitted? Are at least three survival craft two-way radio telephones provided? List any other communications equipment carried Can the radio transmit the helicopter homing signal on 410 KHz? 2. Propulsion Main Propulsion Means of main propulsion If motor state whether two stroke or four strokes If four strokes, state how many engines fitted How many popellers are fitted? Is a controllable pitch propeller fitted? Boilers How many boilers are fitted? What is rated output of boilers? Are the boilers equipped to operate on low Sulphur fuel when the vessel is operating in Emission Control Areas Low sulfur fuel requirements	Yes/No Yes/No Integer Yes/No Integer Yes/No Integer Yes/No Memo Yes/No Integer Lookup	
11.1.6 11.1.7 11.1.8 11.1.9 11.1.10 11.1.11 11.1.12 11.1.13 11.1.14 11.1.15 Chapter 1 12.1.1 12.1.12 12.1.1 12.1.2 12.1.3 12.1.2 12.1.3 12.1.4 12.1.4 12.1.4.1 12.1.4.2 12.1.4.3 12.1.5 12.5	is a Search and Rescue Transponder (SART) fitted? Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted? How many VHF radios are fitted on the bridge? Is a VHF radio sare fitted on the bridge? Is a VHF radio sare fitted on the bridge? Is a VHF radio sare fitted on the bridge? Is an INMARSAT satellite communication system? How many intrinsically safe walkie talkies are provided for cargo handling? Is an INMARSAT satellite communication system fitted? Are at least three survival craft two-way radio telephones provided? List any other communications equipment carried Can the radio transmit the helicopter homing signal on 410 KHz? 2. Propulsion Main Propulsion Means of main propulsion If motor state whether two stroke or four strokes If four strokes, state how many engines fitted How many propellers are fitted? Is a controllable pitch propeller fitted? Boilers How many boilers are fitted? Are the boilers? Are the boilers equipped to operate on low Sulphur fuel when the vessel is operating in Emission Control Areas Low sulfur fuel requirements Is equipment fitted and are procedures in place to changeover main propulsion fuels to meet low Sulphur fuel requirements?	Yes/No Yes/No Integer Yes/No Integer Yes/No Integer Yes/No Yes/No Yes/No Yes/No Lookup [rext] Integer Lookup Lookup Integer In	Landon Control
11.1.6 11.1.7 11.1.8 11.1.9 11.1.10 11.1.11 11.1.12 11.1.13 11.1.14 11.1.15 Chapter 1 12.1.1 12.1.1 12.1.2 12.1.3 12.1.2 12.1.3 12.1.4 12.1.4.1 12.1.4.2 12.1.4.3 12.1.5	is a Search and Rescue Transponder (SART) fitted? Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted? How many VHF radios are fitted on the bridge? Is a VHF radio sare fitted on the bridge? Is a VHF radio sare fitted on the bridge? Is a VHF radio sare fitted on the bridge? How many intrinsically safe walkie talkies are provided for cargo handling? Is an INMARSAT satellite communication system? How many intrinsically safe walkie talkies are provided for cargo handling? Is an INMARSAT satellite communications system fitted? Are at least three survival craft two-way radio telephones provided? List any other communications equipment carried Can the radio transmit the helicopter homing signal on 410 KHz? 2. Propulsion Main Propulsion Means of main propulsion If motor state whether two stroke or four strokes If four strokes, state how many engines fitted How many popellers are fitted? Is a controllable pitch propeller fitted? Boilers How many boilers are fitted? What is rated output of boilers? Are the boilers equipped to operate on low Sulphur fuel when the vessel is operating in Emission Control Areas Low sulfur fuel requirements	Yes/No Yes/No Integer Yes/No Integer Yes/No Integer Yes/No Memo Yes/No Integer Lookup Integer Lookup Integer Lookup Integer Lookup Integer Pes/No Yes/No Yes/No Yes/No	Tones/Hour
11.1.6 11.1.7 11.1.8 11.1.9 11.1.10 11.1.11 11.1.12 11.1.13 11.1.14 11.1.15 Chapter 1 12.1.1 12.1.1 12.1.1 12.1.2 12.1.3 12.1.2 12.1.3 12.1.4 12.1.4.1 12.1.4.2 12.1.4.2 12.1.4.2 12.1.5 12.1.5.1 12.1.5.2	Is a Search and Rescue Transponder (SART) fitted? Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted? How many VHF radios are fitted on the bridge? Is a VHF radio sare fitted on the bridge? Is a VHF radio sare fitted on the bridge? Is a VHF radio sare fitted on the bridge? How many intrinsically safe walkie talkies are provided for cargo handling? Is an INMARSAT satellite communication system fitted? Are at least three survival craft two-way radio telephones provided? List any other communications equipment carried Can the radio transmit the helicopter homing signal on 410 KHz? 2. Propulsion Means of main propulsion Means of main propulsion If motor state whether two stroke or four strokes If four strokes, state how many engines fitted How many propellers are fitted? Is a controllable pitch propeller fitted? Boilers How many boilers are fitted? Are the boilers? Are the boilers equipped to operate on low Sulphur fuel when the vessel is operating in Emission Control Areas Low sulfur fuel requirements Is equipment fitted and are procedures in place to changeover auxiliary equipment fuels to meet low Sulphur fuel requirements? Is equipment fitted and are procedures in place to changeover auxiliary equipment fuels to meet low Sulphur fuel requirements?	Yes/No Yes/No Integer Yes/No Integer Yes/No Integer Yes/No Memo Yes/No Cookup Integer Lookup Lookup Lookup Integer Lookup Integer Lookup Integer Yes/No	Landina Control Contro
11.1.6 11.1.7 11.1.8 11.1.9 11.1.10 11.1.11 11.1.12 11.1.13 11.1.14 11.1.15 Chopter 1 12.1.1 12.1.1 12.1.2 12.1.3 12.1.2 12.1.3 12.1.4 12.1.4 12.1.4 12.1.4 12.1.5 12.1.4 12.1.4 12.1.4 12.1.5 12.5 12.5 12.5 12.5 12.	is a Search and Rescue Transponder (SART) fitted? is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted? How many VHF radios are fitted on the bridge? is a VHF radio sint fitted in the Cargo Control Room? Is the CCR connected to the internal communication system? How many intrinsically safe walkle talkles are provided for cargo handling? Is an INMARSAT satellite communication system fitted? Are at least three survival craft two-way radio telephones provided? List any other communications equipment carried Can the radio transmit the helicopter homing signal on 410 KHz? 2. Propulsion Main Propulsion Means of main propulsion If motor state whether two stroke or four strokes If four strokes, state how many engines fitted How many propellers are fitted? Boilers How many boilers are fitted? What is rated output of boilers? Are the boilers equipped to operate on low Sulphur fuel when the vessel is operating in Emission Control Areas Low sulfur fuel equirements Is equipment fitted and are procedures in place to changeover auxiliary equipment fuels to meet low Sulphur fuel requirements? What type of fuel is used for main propulsion?	Yes/No Yes/No Integer Yes/No Integer Yes/No Yes/No Yes/No Integer Lookup Lookup Lookup Lookup Lookup Lookup Yes/No Yes/No Yes/No Yes/No	Lange Control
11.1.6 11.1.7 11.1.8 11.1.9 11.1.10 11.1.11 11.1.12 11.1.13 11.1.14 11.1.15 Chapter 1 12.1.1 12.1.1 12.1.1 12.1.2 12.1.3 12.1.2 12.1.3 12.1.4 12.1.4 12.1.4 12.1.5 12.	is a Search and Rescue Transponder (SART) fitted? is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted? How many VHF radios are fitted on the bridge? is a VHF radio sare fitted on the bridge? is d VHF radio sare fitted on the internal communication system? How many intrinsically safe walkle talkies are provided for cargo handling? Is an INMARSAT satellite communication system fitted? Are at least three survival craft two-way radio telephones provided? List any other communications equipment carried Can the radio transmit the helicopter homing signal on 410 KHz? 2. Propulsion Main Propulsion Means of main propulsion What is the means of main propulsion If motor state whether two stroke or four strokes If four strokes, state how many engines fitted? How many ubilers are fitted? Boilers How many boilers are fitted? What is rated output of boilers? Are the boilers equipped to operate on low Sulphur fuel when the vessel is operating in Emission Control Areas Low sulfur fuel requirements Is equipment fitted and are procedures in place to changeover auxiliary equipment fuels to meet low Sulphur fuel requirements? Is equipment fitted and are procedures in place to changeover auxiliary equipment fuels to meet low Sulphur fuel requirements? Is equipment fitted and are procedures in place to changeover auxiliary equipment fuels to meet low Sulphur fuel requirements? What type of fuel is used for main propulsion? Are pressurized fuel pipes double sheathed? When moored at SBM, is main engine capable of being run astern at low revolutions for extended periods (up to 24 hours continuously)? Can a speed of less than 5kts be maintained?	Yes/No Yes/No Integer Yes/No Integer Yes/No Yes/No Yes/No Integer Lookup Integer Lookup Lookup Lookup Lookup Lookup Lookup Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No	Lange Control
11.1.6 11.1.7 11.1.8 11.1.9 11.1.10 11.1.11 11.1.12 11.1.13 11.1.14 11.1.14 11.1.15 11.1.14 11.1.14 11.1.15 12.1 12.1.1 12.1.1 12.1.2 12.1.3 12.1.4 12.1.4 12.1.5	is a Search and Rescue Transponder (SART) fitted? Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted? How many VHF radios are fitted on the bridge? Is a VHF radio fitted in the Cargo Control Room? Is the CCR connected to the internal communication system? How many intrinsically safe walkie talkies are provided for cargo handling? Is an INMARSAT satellite communications system fitted? Are at least three survival craft two-way radio telephones provided? List any other communications equipment carried Can the radio transmit the helicopter homing signal on 410 KHz? 2. Propulsion Main Propulsion Main propulsion Main sof main propulsion What is the means of main propulsion If motor state whether two stroke or four strokes If four strokes, state how many engines fitted? How many propellers are fitted? Boilers How many boilers are fitted? What is rated output of boilers? Are the boilers equipped to operate on low Sulphur fuel when the vessel is operating in Emission Control Areas Low sulfur fuel requirements Is equipment fitted and are procedures in place to changeover auxiliary equipment fuels to meet low Sulphur fuel requirements? Is equipment fitted and are procedures in place to changeover auxiliary equipment fuels to meet low Sulphur fuel requirements? Is equipment fitted and are procedures in place to changeover auxiliary equipment fuels to meet low Sulphur fuel requirements? Is equipment fitted and are procedures in place to changeover auxiliary equipment fuels to meet low Sulphur fuel requirements? What type of fuel is used for main propulsion? Are pressurized fuel pipes double sheathed? When moored at SBM, is main engine capable of being run astern at low revolutions for extended periods (up to 24 hours continuously)? Can a speed of less than 5kts be maintained? Is the ship certified for Unmanned Machinery Space (UMS) operation?	Yes/No Yes/No Integer Yes/No Integer Yes/No Yes/No Yes/No Lookup Integer Lookup Lookup Lookup Lookup Lookup Lookup Lookup Lookup Lookup Integer Pec/No Yes/No Yes/No Yes/No Yes/No Yes/No Yes/No	Lange Control
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	2		1
12.2.1	Bow thruster	Vec/Ne	
12.2.1.1	Is a bow thruster fitted?	Yes/No	0110
12.2.1.2	If Yes, give Brake Horsepower	Decimal	BHP
12.2.2	Stern thruster	Vec/Ne	
12.2.2.1	Is a stern thruster fitted?	Yes/No	внр
12.2.2.2	If Yes, give Brake Horsepower	Decimal	внр
12.2.3	High angle rudder	V (N	
12.2.3.1	Is a high angle rudder fitted?	Yes/No	
12.2.3.2	Number fitted	Integer	
12.2.3.3	What type	[Text]	
12.3	Generators	Integer	
12.3.1	How many power generators are fitted?	Integer	
12.3.2	What is the design power output of the generators?	[Text]	
12.3.3	What type of fuel is used in the generating plant?	[Text]	
12.3.4	Is an Emergency Generator or batteries fitted?	Yes/No	
12.4	Main engine air start compressors	Integer	
12.4.1	Number of main engines start compressors	•	Der
12.4.2 12.4.3	Operating pressure	Decimal Decimal	Bar M3/Hour
12.4.3	Motive power of emergency compressor Bunkers	Decilia	Misy Hour
12.5	Bunkers Fuel oil tank capacities		
	Tank name	[Text]	
12.5.1.1 12.5.1.2	Tank name Capacity	Decimal	M3
12.5.1.2	Diesel oil tank capacities	Decimal	1415
12.5.2.1	Tank name	[Text]	
12.5.2.1	Capacity	Decimal	M3
12.5.3	Gas oil tank capacities	Decimal	1415
12.5.3	Tank name	[Text]	
12.5.3.2	Capacity	Decimal	M3
12.6	Steering gear	beama	
12.6.1	What type of steering gear is fitted?	[Text]	
12.6.2	How many motorized hydraulic pumps or motors fitted?	Integer	
12.6.3	How many telemotors fitted?	Integer	
12.6.4	Is an emergency rudder arrest/rudder control fitted?	Yes/No	
12.7	Anti-pollution		
12.7.1	Is an engine-room bilge high-level alarm fitted?	Yes/No	
12.7.2	Is a pump room bilge high-level alarm fitted?	Yes/No	
12.7.2	Is there a permanently installed system for the disposal of residues from the machinery space sludge tank to shore?	Yes/No	
12.7.4	Are there facilities on board to incinerate machinery space sludge?	Yes/No	
	3. Ship to Ship Transfer		
	Ship to Ship Transfer		
13.1.1	Does the ship comply with recommendations contained in OCIMF/ICS Ship to Ship Transfer Guide (Petroleum)?	Yes/No	
13.1.2	Are at least 7 ratings available to assist with mooring operations?	Yes/No	
13.1.3	What is Safe Working Load (SWL) of bitts in the manifold area?	Decimal	Tones
13.1.4	Are manifold bitts at least 35 meters away from the breast lines leading fore and aft?	Yes/No	
13.1.5	What is the maximum outreach of the derricks within their designed SWL?	Decimal	Meters
13.1.6	Does the Operator's SMS provide instructions regarding the transfer of personnel using derricks or cranes?	Yes/No	
13.1.7	If cranes are fitted, are they certified for personnel transfer?	Yes/No	
13.1.8	Are personnel who will operate cranes for personnel transfer properly trained?	Yes/No	
13.1.9	Are four (4) 200m x 40mm messenger lines available for Ship-To-Ship (STS) mooring operations?	Yes/No	
13.1.10	Are three two (2) closed chocks with associated bollards and leads to winches located within 35 meters forward and aft of the centre of the cargo manifold?	Yes/No	
Chapter 1	4. Combination Carriers		+
	Combination Carriers		
14.1.1	State design of hatches	[Text]	
14.1.2	State type of hatches	[Text]	
14.1.3	State if hatches fitted with single or double seals in hatch coaming	Lookup	
14.1.4	Last date cargo holds/tanks were tested to normal working pressure (min.500mm wg) to prove gas tightness of hatches	Date	
14.1.5	Were the hatches proven to be gas tight?	Yes/No	
		-	



JTY-7.4.1-04

Ship Vetting Procedure for Tankers with SIRE Inspection Report



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1. PURPOSE

Ensure the vessel to meet the requirements of the dossier, technical, security, maritime safety and pollution prevention at the request of Vietnam maritime law, international conventions, the safety requirements of NSRP and suitable with NSRP terminal condition.

2. SCOPE

This procedure is applicable for Tankers holding SIRE report which its validity is not more than 6 months from issuance date for more than 10 year old vessels, not more than 9 months from issuance date for not greater than 10 year old vessels & calling at NSRP Terminal for cargo operation.

Additionally, tankers who evidently go on international voyage with cargo(es) from/to NSRP Terminal must have SIRE Inspection report which its validity as above mentioned. Applied responsibilities:

- Nghi Son Refinery & Petrochemical Limited Liability Company (NSRP Terminal)
- Off Takers
- Ship Owners/ Operators of the vessel transporting NSRP's cargoes.

3. REFERENCE DOCUMENT

- Vietnam Marine Code
- Decision No. 54/2005/QD BGTVT October 27, 2005 by the Minister of Transport issued a certificate lists and documentation of Vietnam ship and authority boats
- OCIMF Vessel Inspection Questionnaires (VIQs)
- OCIMF Harmonized Vessel Particular Questionnaires (HVPQs).

4. TERM AND DEFINITION

- **NSRP**: Nghi Son Refinery & Petrochemical Limited Liability Company.
- NSRP Vetting Team: A Team in charge of ship inspection/ condition assessment. This Team belongs to Section 6, Operations Division,
- NSRP Vessel Inspection Team: Team to conduct Pre- inspection prior to issue a new / extent Notice of Acceptance. The Team including but not limited:
 - A Berth Master
 - A Maintenance electrical Engineer
 - A Firefighting Engineer
- **NSRP E&C**: NSRP Economy and Commercial Division.
- **OCIMF**: Oil Company International Marine Forum.
- SIRE HVPQs: Harmonized Vessel Particular Questionnaires are the questionnaires for operators to provide details of ship equipment, technical and trading certificates.
- SIRE (Ship Inspection Report Program): Introduced by OCIMF, it is a unique tanker risk



assessment tool of value to charterers, ship operators, terminal operators and government bodies concerned with ship safety.

- SIRE VIQs (Vessel Inspection Questionnaires): Issued by OCIMF as safety standards of OCIMF.
- **SIRE Report**: Report made by Third Party Inspection Inspector based on SIRE VIQs.
- **Observations**: Non-compliance with other safety guidelines & which are the defects observed by Inspectors at the time of inspection.
- **Q88**: Q88.com is a great source for vessel information. The owners list their Questionnaire 88 data on web site and anyone else with an account can login and view the data contained in the Questionnaire 88.
- PSC: Inspection of foreign ships in other national ports by PSC officers (inspectors) for the purpose of verifying that the competency of the master and officers on board, and the condition of the ship and its equipment comply with the requirements of international conventions (e.g. SOLAS, MARPOL, STCW, etc.) and that the vessel is manned and operated in compliance with applicable international law.
- CLASS: (Classification societies): A classification society is a non-governmental organization that establishes and maintains technical standards for the construction and operation of ships and offshore structures. The society will also validate that construction is according to these standards and carry out regular surveys in service to ensure compliance with the standards.
- **IHS**: IHS is the leading source of critical maritime and trade insight, enabling organizations, policy makers and security to navigate today's complex trading environment.
- TMSA (Tanker Management and Self-Assessment): Assessment programme as a tool to help vessel operators assess, measure and improve their safety management systems. It complements industry quality codes and is intended to encourage self-regulation and promote continuous improvement among tanker operators.
- Ship/Shore Safety Check: safety check carried out by Berth Master with Chief Officer on board by using Ship/Shore Safety Check List.
- Ship/Shore Safety Check List (SSSCL): the checklist developed by NSRP based on ISGOTT, the SSSCL may be revised to better reflect the individual and joint responsibilities of the tanker and the terminal.

5. REQUIREMENT

For Tankers who have valid SIRE reports in system: not more than <mark>6</mark> months from issuance date for more than 10 years old vessels, not more than <mark>9</mark> months from issuance date for not greater than 10 years old vessels. NSRP Vetting Team will review the reports & make



decision for "Accepted" or "Not Accepted" the vessels.

6. SIRE REPORT REVIEW PROCESS

6.10. SIRE REPORT REVIEW FLOW CHART

Responsibili ty	Diagram	Description	Timeline
Off takers/ Ship owners	Register Ship Info to NSRP Vetting Team/Commercial Team	 Off takers/ Shipowners register Ship Info including HVPQs, Appendix 1 and/or Q88 to NSRP Vetting Team, Commercial Team. Off takers/ Ship owners periodically 	At the nominatio n.
		update ship information including Q88 to NSRP Vetting Team.	
NSRP Vetting Team	Collect Ship Information	 Download the latest SIRE Report. Collect external information such as Q88, PSC, IHS, TMSA, Previous SIRE Report, Info of previous works in other terminal if available 	2 hrs./ship
NSRP Vetting Team	Ship Condition Assessment by document	 Violate non- High-Risk observations on external info: "Accepted subject to Pre-berthing Inspection". Violate High Risk observations on external info: "Not Accepted". 	2 hrs./ship
NSRP Vetting Team DM / RGM	Issue Notification to "Accepted subject to Pre-berthing Inspection" or "not Accepted" vessel	- Judgment " Accepted subject to Pre-berthing Inspection " or " Not Accepted "will be issued	02 hrs./shi p
Ship Owner/ Operator	Provide Information to NSRP	- Provide adequate information by filling "Pre-berthing Questionnaires" as in the form and corrective action status to NSRP Vetting Team for review.	01 day
NSRP Vessel Inspection Team	Pre-Berthing Inspection	- Pre-berthing Inspection at anchorage area to re-check corrective actions against Observations reported on Ship Inspection Report (if any) and also conduct Inspection based on "NSRP Inspection for Tankers for	04 hrs./ ship



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NSRP		Pre-Berthing Inspection".	
NSRP	Pre-Berthing Inspection Result	- If Ship Rectification Report on external info observations is correct and not violate High Risk observations on Pre-Berthing	
Vessel Inspection Team		Inspection Result: "Accepted" - If Ship Rectification Report is not correct or violate High Risk observations on Pre-Berthing Inspection Result: "Not Accepted"	01 hr/ship
NSRP Vetting Team DM / RGM	Issue Notification to accept or not accept vessel	- "Accepted" or "Not Accepted" will be issued.	01 hr/ship

6.11. IMPLEMENTATION OF SIRE REPORT REVIEW

6.11.1. Ship Information Registration & Ship Vetting Request

Off Takers/Ship owners register ship information including Appendix-1, Q88 & Ship Vetting Request send to NSRP Vetting Team (Vettingteam@nsrp.com.vn), Commercial Team (Commercialteam@nsrp.com.vn).

6.11.2. Ship Condition Assessment

Once receiving the SIRE Report Review Request, Vetting Team (Sec-6) will carry out the followings:

- Review SIRE Report (download directly from OCIMF website databases)
- Evaluate external information such as Q88, PSC, IHS, TMSA, Previous SIRE Report, info of previous works in other Terminal if available. (Collected information will be compared with NSRP Terminal design parameters which described in Appendix-1, NSRP High Risk Observation List. Additionally, PSC inspection Code 30 is also considered as High Risk observation).
- Conclude Ship Condition Assessment Result as follows:
 - Violate non-High Risk observations on external info: "Accepted subject to Pre-berthing Inspection".
 - Violate High Risk observations on external info or ship parameters not match with NSRP Terminal design: "Not accepted".

NSRP replies and make decision whether the vessel safety condition is "**Approved**" or "**not Approved**" within 01 day from the date of receiving SIRE Report Review Request from Off Takers.



6.11.3. Pre-Berthing Inspection by NSRP Vessel Inspection Team

Pre-berthing Inspection will also be executed for nominated vessels calling at NSRP Terminal as the first time or extent Notice of Acceptance.

Ship Owner/Operator shall provide adequate information by filling Pre-berthing Questionnaires for Tankers as in the form and corrective action status to NSRP for review. NSRP Vessel inspection Team shall execute Pre-berthing Inspection at anchorage area near NSRP Terminal to re-check corrective actions against Observation reported on Ship Inspection Report, and also conduct Inspection based on "Inspection Checklist for Tankers for Pre-berthing Inspection".

Pre-berthing Inspection will be done in the daytime prior to entering NSRP terminal.

- If Ship Rectification Report is correct and not violate High Risk observations on Pre-Berthing Inspection Result: "Accepted"
- If Ship Rectification Report is not correct or violate High Risk observations on Pre-Berthing Inspection Result: "Not Accepted".

6.11.4. NSRP inform to accept or reject the ship

Based on the Ship Condition Assessment Result or Pre-berthing Inspection Result, NSRP will notify final acceptance/rejection to Ship Owner/Operator in the name of General Manager of Refinery (GMR)/ Operations Division Manager

The Notice to Accept or not accept will be stored on NSRP common folder.

6.11.5. Ship/Shore Safety Check

Based on ship loading schedule, accepted vessel on section 6.11.3 and/or 6.11.4 must be executed Ship/Shore Safety Check by Berth Master and Chief Officer before cargo operation, during cargo operation, before un-berthing to ensure smoothly co-operation and safety operation of Terminal. The details are described in Guideline for Ship/Shore Safety Inspection.

7. ATTACHMENT

No	Document code	Document name
1	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-04/AX-001	NSRP High Risk Observation List
2	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-04/AP-001	Appendix 1
3	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-04/F-001	Ship Condition Assessment Result



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RP		
No	Document code	Document name
4	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-04/F-002	Notice to Accept Vessel
5	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-04/F-003	Notice not to Accept Vessel



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NSRP Ship Vetting Procedure for Dry bulk Carriers & Container Vessels



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1. PURPOSE

Ensure the vessel to meet the requirements for the dossier, technical, security, maritime safety and pollution prevention at the request of Vietnam maritime law, international conventions, the safety requirements of NSRP and suitable with NSRP Terminal condition.

2. SCOPE

This procedure is applicable to Dry Bulk Carriers and Container Vessels calling at NSRP Terminal for cargo operation.

Applied responsibilities:

- Nghi Son Refinery & Petrochemical Limited Liability Company (NSRP Terminal)
- Offtakers
- Ship Owners/ Operators of the vessel transporting NSRP cargoes.

3. REFERENCE DOCUMENT

- Vietnam Maritime Code
- Decision No. 54/2005/QD BGTVT October 27, 2005 by the Minister of Transport issued a certificate lists and documentation of Vietnam ship and authority boats
- Rightship Inspection Questionnaire
- London P&I Club Inspection Questionnaire.

4. TERM AND DEFINITION

- **NSRP**: Nghi Son Refinery & Petrochemical Limited Liability Company.
- **NSRP E&C**: NSRP Economy and Commercial Division.
- NSRP Vetting Team: A Team in charge of Ship Inspection/Condition Assessment. This Team belongs to Section 6, Operations Division, NSRP.
- NSRP Vessel Inspection Team: Team to conduct Pre- inspection prior to issue a new / extent Notice of Acceptance. The Team including but not limited:
 - A Maintenance electrical Engineer
 - A Firefighting Engineer
 - A Berth Master
- Ship Inspection: The inspection conducted by NSRP Vetting Team Member.
- **NSRP Vessel Particular Questionnaire**: The questionnaire for Ship Owner/Operator to provide details of ship particular data, ship equipment, technical and trading certificates.
- Q88dry: Q88dry.com is a great source for vessel information. The owners list their Questionnaire 88 data on web site and anyone else with an account can login and view the data contained in the Questionnaire 88.
- **PSC**: Inspection of foreign ships in other national ports by PSC officers (inspectors) for the



purpose of verifying that the competency of the master and officers on board, and the condition of the ship and its equipment comply with the requirements of international conventions (e.g. SOLAS, MARPOL, STCW, etc.) and that the vessel is manned and operated in compliance with applicable international law.

- IHS: IHS is the leading source of critical maritime and trade insight, enabling organizations, policy makers and security to navigate today's complex trading environment.
- **Observations**: Non-compliance with other safety guidelines & which are the defects observed by Vetting Team at the time of Ship Inspection with reference to NSRP Vessel Inspection Questionnaire.
- NSRP Vessel Inspection Questionnaire: The questionnaire issued by NSRP, in consideration of safety standards of Rightship & London P&I Club. This questionnaire is modified from original questionnaire to meet with the actual condition of NSRP Terminal and to be applied by Vetting Team during Ship Inspection.
- Ship Rectification Report: Report made by Ship Owners/Operators/Crews to explain rectification method for Observations noted during Ship Inspection.
- Ship/Shore Safety Check: safety check carried out by Berth Master with Chief Officer on board by using Ship/Shore Safety Check List.
- Ship/Shore Safety Check List (SSSCL): the checklist developed by NSRP based on BLU Code (The Code of Practice for the Safe Loading and Unloading of Bulk Carriers), the SSSCL may be revised to better reflect the individual and joint responsibilities of the tanker and the terminal.



5. SHIP VETTING PROCESS

5.1 SHIP VETTING FLOW CHART

Responsibility	Diagram	Description	Timeline
Offtakers or Ship Owner/	Register Ship Info to <mark>NSRP</mark> Vetting Team, Commercial Team	 Off taker/Ship owner registers Ship Info including NSRP Vessel Particular Questionnaire and/or Q88dry to NSRP Vetting Team, 	At the
Operator		Commercial Team. - Off takers/ Ship owners periodically updates ship information including Q88dry. To NSRP Vetting Team.	nomination.
NSRP Vetting Team	Collect Ship Information	 Collect external information such as Q88dry, PSC, IHS, Info of previous works in other terminal if available. Conclude Ship Condition Assessment Result. 	Max 04 hrs/ship
NSRP Vetting Team	Ship Condition Assessment	 Violate non- High Risk observations on external info: "Accepted subject to Pre-berthing Inspection". Violate High Risk observations on external info: "Not Accepted". 	02 hrs/ship
NSRP Vetting Team DM / RGM	Issue Notification to "Accepted subject to Pre-berthing Inspection" or "not Accepted" vessel	- Judgment "Accepted subject to Pre-berthing Inspection" or "Not Accepted" will be issued	02 hrs/ship
Ship Owner/ Operator	Provide Information to NSRP	 Provide adequate information by filling "Pre-berthing Questionnaires" as in the form and corrective action status to NSRP Vetting Team for 	01 day



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NSRP			
		review.	
		- Pre-berthing Inspection at	
		anchorage area to re-check	
NSRP	•	corrective actions against	
Vessel	Pre-Berthing Inspection	Observations reported on	Max 04
		external Info, and also conduct	
Inspection		Inspection based on "NSRP	hrs/ ship
Team		Vessel Inspection	
		Questionnaire for Dry bulk	
		Carriers & Container Vessels".	
		- If Ship Rectification Report on	
		external info observations is	
		correct and not violate High	
NODD	Dro Dorthing Increation Deput	Risk observations on	
NSRP	Pre-Berthing Inspection Result	Pre-Berthing Inspection	
Vessel		Result: "Accepted"	01 hr/ship
Inspection		- If Ship Rectification Report is	
Team		not correct or violate High Risk	
		observations on Pre-Berthing	
		Inspection Result: " Not	
		Accepted"	
NSRP			
Vetting Team		- "Accepted" or "Not	01 hr/ship
DM / RGM	Issue Notification	Accepted" will be issued.	0
	to accept or not accept vessel	<u> </u>	

5.2 IMPLEMETATION OF PRE BERTHING INSPECTION

5.2.1 Ship Information Registration

Offtakers/Ship owners register Ship Info including NSRP Vessel Particular Questionnaire and/or Q88dry to NSRP vetting team (Vettingteam@nsrp.com.vn), Commercial team (Commercialteam@nsrp.com.vn).

5.2.2 Ship Condition Assessment

Once receiving ship information, NSRP Vetting Team (Section 6- Operations Division) will carry out the followings:

- To compare with NSRP Terminal designed parameters and NSRP High Risk Observation List, NSRP Vetting Team collects external information such as PSC, IHS, Q88dry, info of previous works in other terminal if available.



- Conclude Ship Condition Assessment Result as follows:
- Violate non-High Risk observations on external info: "Accepted subject to Pre-berthing Inspection".
- Violate High Risk observations on external info or ship parameters not match with NSRP Terminal design: "Not accepted".

5.2.3 Pre-Berthing Inspection by NSRP Vessel Inspection Team

Pre-berthing Inspection will be executed for nominated vessels calling at NSRP Terminal as the first time or extent Notice of Acceptance.

Ship Owner/Operator shall provide adequate information by filling "Dry Bulk Carrier Questionnaire" or "Container Vessel Questionnaire" in the form and corrective action against Observations reported on external info (if any) to NSRP for review.

NSRP Vessel Inspection Team shall execute Pre-Berthing Inspection at anchorage area near NSRP Terminal to re-check corrective actions against Observation reported on external info, and also conduct Inspection based on "Ship Inspection Questionnaire for Dry bulk Carriers and Container Vessels".

Pre-berthing inspection will be done in the daytime prior to entering NSRP terminal

- If Ship Rectification Report on external info observations is correct and Ship does not violate High Risk observations on Pre-Berthing Inspection Result: "Accepted"
- If Ship Rectification Report is not corrected or Ship violates High Risk observations on Pre-Berthing Inspection Result: "**Not Accepted**".

5.2.4 NSRP informs to accept or reject the ship

Based on the Ship Condition Assessment Result or Pre-berthing Inspection Result, NSRP will notify final acceptance/rejection to Ship Owner/Operator in the name of Refinery General Manager (RGM)/ Operations Division Manager

The Notice to Accept or not accept will be stored on NSRP common folder.

5.2.5 Ship/shore safety check

Based on ship loading schedule, accepted vessel on section 5.2.3 and/or 5.2.4 must be executed Ship/Shore Safety Check by Berth Master and Chief Officer before cargo operation, during cargo operation, before un-berthing to ensure smoothly co-operation and safety operation of Terminal. The details are described in Guideline for Ship/Shore Safety Inspection.



6. ATTACHMENT

No	Document code	Document name
		NSRP Vessel Inspection
1	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-05/AX-001	Questionnaires for Dry bulk
		Carriers and Container Vessels
2	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-05/AX-002	NSRP High Risk Observation List
3	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-05/F-001	Ship/Shore Safety Check List
4	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-05/F-002	Dry Bulk Carrier Questionnaire
5	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-05/F-003	Container Vessel Questionnaire
6	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-05/F-004	Inspection Observation List
7	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-05/F-005	Ship Inspection Evaluation Result
8	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-05/F-006	Notice to accept vessel
9	MD-04-OP-S6JTY-PD-0704/JTY-7.4.1-05/F-007	Notice not to accept vessel



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NSRP Ship Vetting Policy



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1. PURPOSE

The purpose of this Ship Vetting Policy is to ensure the highest safety operation of terminal and transportation by sea to protect people, environment, terminal facilities and reputation of NSRP and Ship Owners/Operators.

Any vessel before coming alongside NSRP Terminal must be checked to ensure suitable vessel quality, enough safety condition to match with terminal facilities and NSRP regulation and to avoid potential risks to NSRP property, people and environment.

2. SCOPE

This Vetting Policy is applied for all those Vessels under Vietnamese and Foreign flags coming to NSRP Terminal.

Responsibilities by:

- NSRP Terminal Nghi Son Refinery & Petrochemical Limited Liability Company (NSRP LLC)
- Third Party Inspection Company
- NSRP Vessel Inspection Team
- Ship Owners/Operators.

3. **DEFINITIONS**

- **NSRP:** Nghi Son Refinery & Petrochemical Limited Liability Company.
- **OCIMF:** Oil Company International Marine Forum.
- Vetting: the total process used to carry out the risk assessment and arrive at a conclusion on the acceptability of the vessel.
- Ship Inspection: the inspection conducted by Third Party Inspection Company as one of step of Vetting Process.
- Ship Condition Assessment: NSRP's Assessment System which is specified in Ship Condition Assessment Guideline and is utilized for evaluation.
- Vessel, Cargo, Ship: Any kind of material subject to a contract of transportation, mainly crude oil, oil products, chemical products, LPG/Propylene, Solid Sulphur and Solid Poly Propylene.
- Ship Operator: the company or entity which exercises day to day operational control and responsibility for a vessel.
- **Ship Owner:** The registered owner of a vessel may or may not be the Ship Operator.
- Management Officer: Captain, Chief Officer, Chief Engineer and First Engineer of tanker.
- Third Party Inspection Company: company nominated by NSRP to carry out ship inspection



- NSRP Vetting Team: Team within NSRP responsible for the enforcement of the Ship Vetting Policy & Procedures.
- NSRP Vessel Inspection Team: Team to conduct Pre- inspection prior to issue a new/ extent Notice of Acceptance. The Team including but not limited:
 - A Berth Master
 - A Maintenance electrical Engineer
 - A Firefighting Engineer
- SIRE Programme (Ship Inspection Report Programme): a very large database of up-to-date confidential information about tankers and barges, developed by OCIMF as a unique tanker risk assessment tool of value to charterers, ship operators, ship owners, terminal operators and government bodies concerned with ship safety.
- SIRE Inspection Report: report made by accredited SIRE Inspectors based on SIRE VIQs under SIRE programme.
- Ship Inspection Report (Non-SIRE Inspection Report): report made by Third Party Inspection Company based on NSRP Vessel Inspection Questionnaires under Non-SRE Programme.
- **Observations:** Non-compliance with safety guidelines which are the defects observed by inspectors at the time of Ship Inspection.

4. STANDARDS AND INTERNATIONAL REGULATIONS

- Vietnam Maritime Code
- **IMO:** International Marine Organization Requirements
- **ISM** Code: International Safety Management Code.
- IBC Code: International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk
- IGC Code: International Code for the Construction and Equipment of Ships Carrying
 Liquefied Gases in Bulk
- GC Code: Code for the Construction Equipment of Ships Carrying Liquefied Gases in Bulk
- IMDG: International Maritime Dangerous Goods Code
- EGC Code: Code for Existing Ships Carrying Liquefied Gases in Bulk
- ICS: International Chamber of Shipping
- **ISGOTT:** International Safety Guide for Oil Tankers & Terminals
- SOLAS 74: International Convention for the Safety of Life at Sea
- MARPOL 73/78: International Convention for the Prevention of Pollution from Ships
- OCIMF: Oil Company International Marine Forum guidelines
- ISPS CODE: International Ship & Port Facilities Security Code



IMSBC: International Maritime Solid Bulk Cargo Code

5. CONTENTS

5.1. General

NSRP Terminal belongs to Nghi Son Refinery & Petrochemical Limited Liability Company, imports crude oil via SPM (Single Point Mooring) and exports oil and petrochemical products and Solid Sulphur and Poly Propylene via Jetty. On the business, NSRP will co-ordinate with Ship Owners/Operators.

5.2. Requirement for NSRP Terminal

Accepted vessel calling to NSRP Terminal must be satisfied with NSRP Terminal Regulation especially the following operational requirement:

5.2.1. SIRE Inspection Report

NSRP will review SIRE Inspection Reports which these validity are not more than 6 months from issuance date for more than 10 year old vessels, not more than 9 months from issuance date for not greater than 10 year old vessels.

Tankers who evidently go on international voyage with cargo(es) from/to NSRP Terminal must have SIRE Inspection report which its validity as above mentioned.

After every 3 consecutive times as maximum of SIRE report, the next vetting inspection will be conducted by Third Party Inspection Company which nominated by NSRP.

5.2.2. Observation of International Codes, Vietnam Laws and NSRP Terminal Regulations

To observe Vietnam Laws, International Codes, IMSBC Code, Guidelines of OCIMF (Oil Companies International Marine Forum) to operate effectively and safely its terminal, NSRP sets up the Vetting Process and safety standards for all Vessels. The standards are based on the IMSBC Code, OCIMF documents such as SIRE Programme, ISGOTT, and the related rules, regulations, and NSRP Terminal facilities and current condition of Vietnamese vessel fleets.

5.2.3. Vessel Age

Vessel age account from year of building on Ship Registry Certificate:

- Vessels over 30 years old will not be accepted.
- Depending on the vessel age (more than 15 years old) and Class regulation, the vessel above 20,000 dwt must have Condition Assessment Program (CAP) issued by Class Society not more than 3 years from date of Class survey.



5.2.4. Closed Cargo Operation

The Tanker under vetting carrying volatile, toxic or noxious Cargo must operate at all times in the "Closed Cargo Operations" mode, as defined by the current edition of ISGOTT.

5.2.5. Vapor Recovery

When vapor recovery control requirement is applied; only vessel suitably equipped can be accepted. The vessel with the last cargo containing reactive chemicals such as ketones, aldehydes, organic acids, or ammonium nitrate are not accepted to enter our terminal.

5.2.6. Inert Gas System (IGS)

Over 20,000 DWT vessels by statutory requirement to be fitted with IGS must ensure that the system is fully operational. Tankers 8,000 DWT and over, carrying low-flashpoint cargoes, and constructed (keel laid) on or after 1st January 2016, must be provided with a fixed IGS. Crude oil tankers and tankers carrying volatile product cargo must be fitted with IGS. Requirements for Gas carries, and Chemical tankers are defined in IMO Code (BCH, IBC, ICG or GC).

5.2.7. Switch Loading

The practice of loading a low conductivity, low vapor pressure product into a fixed or portable tank or truck which previously contained a high or intermediate vapor pressure product (such as gasoline or solvent), resulting in a flammable atmosphere while loading the low vapor pressure product. During tank inspection the vessel shall conduct gas test with result not more than 10% LEL concentration inside the nominated compartment.

5.2.8. LPG Carrier

Ship Managers must have annual plan of void spaces and cargo tanks inspection. The inspection must be performed by competent surveyors. Checking of safety equipment and gas detection system (GDS) must be carried out simultaneously with checking vessel structural condition. Ship Managers must have procedures regarding annual maintenance of dry chemical foam fixed fire extinguishing system to be carried out by certified shore services.

5.2.9. Manning and Certification

• All officers must hold valid Certificate of Competency, Special Training Certificate for



handling dangerous cargoes according to STCW.

- There must be 4 senior officers according to STCW.
- All crew members must have adequate certificates in accordance with the size of vessel and the cargo carried as required in STCW.
- Training Program for oil spill on board must be observed and Training Handbook must be available on board.

5.2.10. Officers Matrix

Officers are required:

- Total experience for Master and Chief Officer required at least 4 years seagoing service on tankers.
- Total experience for Chief Engineer and Second Engineer required at least 3 years sailing on oil tankers.
- Total experience for Master and Chief Officer required at least 2 years being senior officers on oil tankers.
- Total experience for Master and Chief Officer of LPG/LNG carriers required at least 2 years being senior officers on similar type of carrier.

5.2.11. P & I Insurance

- For Tankers trading on International Voyages as stipulated in Ship certificates they must be under P&I insurance with an international P&I Club (with oil pollution liability at 1,000,000,000USD (one billion USD).
- For Tankers trading on Domestic Voyages as stipulated on Ship certificates, they
 must be under P&I insurance with oil pollution liability at 500,000,000USD (five
 hundred million USD).

5.2.12. Mooring Rope

- For vessels with 4 winches (2 forward and 2 aft):
 - The owner will ensure at least 8 ropes in service date within 2 years and remaining ropes in service date within 3 years. Note: All mooring ropes which are moored by bollards are required in service
 - date less than 2 years.
 - The owner must provide at least 2 spare mooring ropes in service date within 2 years and the rest within 3 years.
- For vessels with 6 winches (3 forward and 3 aft):
 - The owner will ensure at least 6 ropes in service date within 2 years and remaining ropes in service date within 3 years.



Note: All mooring ropes which are moored by bollards are required in service date less than 2 years.

- The owner must provide at least 2 spare mooring ropes in service date within 2 years and the rest within 3 years.
- For vessels with more than 8 winches:
 - The owner will ensure at least 4 ropes in service date within 2 years and remaining ropes in service date within 3 years.
 Nete: All meaning representation proceed by bollende one meaning in service.
 - Note: All mooring ropes which are moored by bollards are required in service date less than 2 years.
 - The owner must provide at least 2 spare mooring ropes in service date within 2 years and the rest within 3 years.

5.2.13. Monsoon Season (from November to April of next year),

- Only vessels equipped with at least 8 winches (4 forward and 4 aft) can operate in berths 4 A/B.
- Vessels smaller than 10,000 DWT will not be recommended to operate in berths 4
 A/B in case bad weather

5.3. NSRP Vetting Process

NSRP Vetting Processes are described in details in as follows,

- NSRP Ship Vetting Procedure for Tankers with SIRE inspection report
- NSRP Ship Vetting Procedure for Tankers without SIRE inspection report
- NSRP Ship Vetting Procedure for Dry bulk Carriers and Container Vessels

If Tankers have valid SIRE Inspection Report as stipulated in 5.2.1. Ship Owner/Operator requests NSRP to review SIRE Inspection Report. Ship Inspection by Third Party Inspection Company can be substituted to SIRE Inspection Report submission.

Tankers without SIRE Inspection Report intended to come to NSRP terminal must take Ship Inspection as one of step of Vetting Process to get NSRP permission. Based on Ship Inspection Report conducted by Third Party Inspection Company, NSRP Vetting Team will carry out Ship Condition Assessment and Pre-berthing Inspection if necessary.

For Dry bulk Carriers and Container vessels, NSRP will not carry out Ship Inspection by Third Party Inspection Company. NSRP Vetting Team will collect ship information, carry out Pre- berthing Inspection and conclude Ship Condition Assessment.





5.3.1. Ship Vetting Request

Off Takers/ Ship owners register ship information and send the Ship Vetting Request to NSRP Vetting Team (Vettingteam@nsrp.com.vn), Commercial Team (Commercialteam@nsrp.com.vn).

5.3.2. Receive ship inspection application

Once receiving the Ship Inspection Request, the Third-Party Inspection Company sends confirmation email and the Ship Inspector for inspection execution. Below are the steps which will take place during this ship inspection process:

- Confirmation of vetting implementation as ordered.
- Request Ship Owners/Ship Operators to provide information prepared for inspection.
- Confirmation of vetting fee payment.
- Ship Owners/Operators send replied email to Third Party Inspection Company.
- Ship Owners/Operators fill up the ship information into NSRP Vessel Particular Questionnaires form, and then sends to Third Party Inspection Company.
- Self-check and answer questionnaires in NSRP Vessel Inspection Questionnaires form.
- Continue updating latest information of the ship as requested.
- Agree with Third Party Inspection Company about the time and place of inspection.

After receiving sufficient information, Third Party Inspection Company informs Ship Owners/Operators the full name, phone number, email address and inspection schedule of Inspector.

5.3.3. Ship Inspection

Ship Inspection is full progress for all safety and security management system of the vessel based on the questionnaires system issued and updated by NSRP.

Ship Inspection must be executed during cargo loading/ discharging operation status (other status will be considered by NSRP) and not be allowed from 20:00 to 05:00 hrs except for the special condition which is agreed by NSRP.

Inspection procedure includes:

- Conduct the meeting with Ship Management Officers.
- Review self-check and answer of Ship Owner/Operator according to NSRP Vessel Inspection Questionnaires.
- Check the details and note all observations during inspection progress.
- Hold the meeting with Ship Management Officers and representative of Ship Owner/Operator (if available) and note the content/sign Observations list.



5.3.4. Ship Owner/Operator explains the observations to be noted

Based on observations noted in the list, Ship Owner/Operator explains and plans to rectify observations and remedies to avoid repetition. Time for rectification/explanation is within 14 calendar days from the date of Observations. Rectification/explanation and plan must be sent to Third Party Inspection Company.

Ship Owner/Operator coordinates with Third Party Inspection Company to complete inspection report in order to send to NSRP before the previous approval validity expires.

5.3.5. Third Party Inspection Company sends Ship Inspection Report to NSRP

Third Party Inspection Company receives and processes additional information from Ship Owner/Operator within 14 calendar days from the date of inspection and prepares the detailed Inspection Report and sends it to NSRP within 15 calendar days from the date of inspection.

Third Party Inspection Company informs the content of Article 5.3.4 to Ship Owner/Operator for their proper acknowledge and implementation.

Third Party Inspection Company compiles documentation to record the Ship Inspection Result.

5.3.6. Ship Condition Assessment

Once received Ship Inspection Report, Vetting Team shall:

- Review Ship Inspection Report.
- Collect external information such as HVPQ, Q88, PSC, IHS, previous Inspection Report (SIRE, NON-SIRE), info of previous works in another Terminal. (Collected information will be compared with NSRP Terminal design parameters, NSRP High Risk Observation List. Additionally, PSC inspection Code 30 is also considered as High-Risk observation).
- Conclude Ship Condition Assessment Result as follows:
 - Violate non- High-Risk observations on Ship Inspection Result and other info but all observations are rectified: "Accepted ".
 - Violate non- High-Risk observations on Ship Inspection Result and other information but some observations are on pending: "Accepted subject to **Pre-berthing Inspection**".
 - Violate High Risk observations on Ship Inspection Report or other information: **"Not Accepted"**.



5.3.7. Pre-berthing Inspection

Pre-berthing Inspection will also be executed for nominated vessels calling at NSRP Terminal as the first time or extent Notice of Acceptance.

Ship Owner/Operator shall provide adequate information by filling Pre-berthing Questionnaires for Tankers as in the form and corrective action status to NSRP for review.

NSRP Vessel inspection Team shall execute Pre-berthing Inspection at anchorage area near NSRP Terminal to re-check corrective actions against Observation reported on Ship Inspection Report, and also conduct Inspection based on "Inspection Checklist for Tankers for Pre-berthing Inspection".

Pre-berthing Inspection will be done in the daytime prior to entering NSRP terminal.

- If Ship Rectification Report is correct and not violate High Risk observations on Pre-Berthing Inspection Result: "Accepted"
- If Ship Rectification Report is not correct or violate High Risk observations on Pre-Berthing Inspection Result: "Not Accepted".

5.3.8. Issue Notification

Based on the Ship Condition Assessment Result or Pre-berthing Inspection Result, NSRP will notify final acceptance/rejection to Ship Owner/Operator in the name of General Manager of Refinery (GMR) or Operations Division Manager. The Notice to Accept or not accept will be stored on NSRP common folder.

5.3.9. Ship/Shore Safety Check

Based on ship loading schedule, accepted vessel must be executed Ship/Shore Safety Check by Berth Master and Chief Officer before cargo operation, during cargo operation, before un-berthing to ensure smoothly co-operation and safety operation of Terminal. The details are described in Guideline for Ship/Shore Safety Inspection.

5.4. Miscellaneous

5.4.1. Re-Vetting

Ship not accepted by NSRP can be nominated for re-vetting one month after the date of rejection by NSRP.

5.4.2. Validity of Acceptance

 For Tankers, based on SIRE report review, Ship Inspection Report by Third Party Inspection Company and Ship Condition Assessment, NSRP Vetting Team will make



decision for Ship Acceptance/Rejection. Validity of Acceptance as follows: Vessels less than 10 years old will be accepted not more than <mark>9</mark> months.

Vessels more than 10 years old will be accepted not more than 6 months.

5.4.3. Ship Re-Construction Consideration

For specific situation of vessel acceptance, NSRP considers accepting vessel valid date in some cases as bellow details:

- Changing of Ship Owner. Anyhow, if the vessel is still under same Managers, she can be considered for acceptance by NSRP.
- Changing of Class, P&I Club; Ship Operator; Ship Managers, important technology system of the vessel which may affect to the safety condition of the vessel.
- Changing of important ship systems to effect on safety operation.
- Ship accident; aground; fire-explosion; Pollution or others maritime accident: arrestment and Non-compliance report of Port Authority.