Appendix 2

HVPQ Fifth edition - Oil and Chemical Variant

"Harmonized"

VESSEL PARTICULARS QUESTIONNAIRE

Fifth Edition - Oil and Chemical Variant

CHAPTER 1

1.1. General Information

1.1.1	Date this HVPQ document completed	
	Vessel identification	
1.1.2.1	Name of ship	
1.1.2.2	LR/IMO number	
1.1.2.3	Company IMO number	
1.1.3	Previous names	

	Name	*Date of change*
Last previous		
Second last previous		
Third last previous		
Fourth last previous		

	Flag	
1.1.4.1	Flag	
1.1.4.2	Has the flag been changed?	☐ ☐ ☐
1.1.4.3	What was the previous flag?	
1.1.5	Port of Registry	
1.1.6	Call sign	
	Ship contacts	
1.1.7.1	INMARSAT number	
1.1.7.2	Ship's fax number	
1.1.7.3	Ship's telex number	
1.1.7.4	Mobile phone number	
1.1.7.5	Ship's email address	
1.1.8	What is the type of ship as described in Form A or Form B Q1.11 of the IOPPC?	
1.1.9	What is the Ship's Maritime Mobile Selective Call Identity (MMSI) number?	
1.1.10	Type of Hull	
1.1.11	Name of P and I Club	
1.1.12	EEDI rating number	

1.2. Ownership and Operation

	Registered owner	
1.2.1.1	Name	
1.2.1.2	Full address	
1.2.1.3	Country	
1.2.1.4	Office telephone number	
1.2.1.5	Office telex number	
1.2.1.6	Office fax number	
1.2.1.7	Office email address	
1.2.1.8	Contact person	
1.2.1.9	Contact person after hours telephone	
1.2.2	Number of years this ship has been owned by Registered Owner	

Technical operator (if different from registered owner)

1.2.3.1	Name	
1.2.3.2	Full address	
1.2.3.3	Country	
1.2.3.4	Office telephone number	
1.2.3.5	Office telex number	
1.2.3.6	Office fax number	
1.2.3.7	Office email address	
1.2.3.8	Name of Designated Person Ashore (DPA)	
1.2.3.9	After-hours telephone number of DPA	
1.2.3.10	Emergency callout number	
1.2.3.11	Emergency callout pager number	
1.2.4	Date current operator assumed technical control of the ship	
1.2.5	Total number of ships operated by this Technical Operator	

Commercial operator (if different from registered owner)

1.2.6.1	Name	
1.2.6.2	Full Address	
1.2.6.3	Country	
1.2.6.4	Office telephone number	
1.2.6.5	Office telex number	
1.2.6.6	Office fax number	
1.2.6.7	Office email address	
1.2.6.8	Contact person	
1.2.6.9	Contact person after hours telephone	

1.3. Builder

1.3.1	Builder name	
1.3.2	Date of building contract	
1.3.3	Hull number	
1.3.4	Date on which keel was laid or ship was at a similar stage of construction	
1.3.5	Date launched	
1.3.6	Delivery date as recorded in Form A or Form B Q1.8.3 of the IOPPC	

Major hull change

1.3.7.1	Has a major hull change been undertaken?	☐ ☐ ☐
1.3.7.2	What was the date of completion of the conversion as recorded in Form A or Form B Q1.9.3 of the IOPPC?	
1.3.7.3	List what changes were made	

1.4. Classification

1.4.1	Classification Society	
1.4.2	Class notation	
	Change of classification Society	
1.4.3.1	Has Classification Society changed?	☐ ☐ ☐
1.4.3.2	What was the previous Classification Society?	
1.4.3.3	Date of change	
	Dry dock	
1.4.4.1	Date of last dry dock	
1.4.4.2	Date of second last dry dock	
1.4.4.3	Date next dry dock due	
	Special survey	
1.4.5.1	Date of last special survey	
1.4.5.2	Was last special survey an enhanced special survey	☐ ☐ ☐
1.4.5.3	Date next special survey due	
	Condition Assessment Programme	
1.4.6.1	Does the ship have a Condition Assessment Programme (CAP) rating?	☐ ☐ ☐
1.4.6.2	What is the latest rating?	
1.4.7	Date of last annual survey	
	Date of last boiler survey	
1.4.8.1	Port boiler	
1.4.8.2	Starboard boiler	
1.4.9	Is the ship subject to a Continuous Machinery Survey	☐ ☐ ☐

1.5. Dimensions

1.5.1	Length overall (LOA)	
1.5.2	Length between perpendiculars (LBP)	
1.5.3	Extreme breadth	
1.5.4	Moulded breadth	
1.5.5	Moulded depth	
1.5.6	Keel to masthead	
1.5.7	Distance bow to bridge	
1.5.8	Distance bridge front - mid-point manifold	
1.5.9	Distance bow to mid-point manifold	
1.5.10	Distance stern to mid-point manifold	
1.5.11	Parallel mid-body diagram	

	Forward to mid-point	*Aft to mid-point*
Light ship		
Normal ballast		
At loaded summer		

1.5.12 Does ship have a bulbous bow? ☐ ☐ ☐

1.6. Tonnages

1.6.1	Net registered tonnage (NRT)	
1.6.2	Gross tonnage	

Suez tonnage

1.6.3.1	Suez tonnage	
1.6.3.2	Suez Canal Gross Tonnage (SCGT)	
1.6.3.3	Suez Canal Net Tonnage (SCNT)	
1.6.3.4	Panama Tonnage	

1.7. Loadline Information

1.7.1 Loadline information

	Freeboard	*Draft*	*Deadweight*	*Displacement*
Summer				
Winter				
Tropical				
Lightship				
Normal Ballast Condition				
Segregated Ballast Condition				

1.7.2	Fresh Water Allowance (FWA) at summer Draft	
1.7.3	Tonnes per Centimetre Immersion (TPC) at Summer Draft	

1.7.4 Normal ballast conditions

	Draft	*Freeboard*
Forward		
Aft		

Multiple deadweights

1.7.5.1	Have multiple deadweights been assigned?	☐ ☐ ☐
1.7.5.2	If yes, what is the maximum assigned?	

1.8. Recent Operational History

1.8.1	What is the max. height of mast above waterline (air draft) in normal SBT condition?	
1.8.2	Has the ship traded continuously without requirement for unscheduled repairs since the last dry-dock, except for normal maintenance?	☐ ☐ ☐

Unscheduled repairs

1.8.3.1	Have unscheduled repairs been carried out?	☐ ☐ ☐
1.8.3.2	What was the nature of the repairs?	
1.8.4	Has ship been involved in a pollution incident during the past 12 months?	☐ ☐ ☐
1.8.5	Has ship been involved in a grounding incident during the past 12 months?	☐ ☐ ☐
1.8.6	Has ship been involved in a collision during the past 12 months?	☐ ☐ ☐
1.8.7	If there is additional information relating to features of the ship or operational characteristics that may be of interest, please record details here.	

CHAPTER 2

2.1. Certificates

2.1.1 Register number

2.1.2 Does the ship comply with the International Convention for the Control and Management of Ships' Ballast Water and Sediments? ☐ ☐ ☐

2.1.3 Type of tanker. If the ship is not an oil tanker specify the type as recorded in Part B Sect 1.11 of the IOPPC

2.1.4 Certificate dates

	Date issued	*Date expires*	*Last annual*	*Last intermediate*	*Date of endorsement*
Safety equipment certificate					
Safety radio certificate					
Safety construction certificate					
Loadline certificate					
International Oil Pollution Prevention Certificate (IOPPC)					
Safety management certificate (SMC)					
Document of compliance (DOC)					
International ship security certificate					
USCG letter of compliance					
USCG certificate of compliance					

2.1.5 Minimum safe manning document

2.1.6 Civil Liability Convention Certificate (1992)

2.1.7 U.S. Certificate of Financial Responsibility

Certificate of Fitness

2.1.8.1 Chemicals

2.1.8.2 Gas

2.1.9 Noxious Liquids Certificate

2.1.10 Date of issuance of the Unattended Machinery Space (UMS) Certificate

2.1.11 Date of issuance of the International Tonnage Certificate

2.2. Publications

2.2.1 Publications

	Present
IMO Safety of Life at Sea Convention (SOLAS 74)	
International Life Saving Appliance Code (LSA Code)	
International Code for Fire Safety Systems (FSS Code)	
IMO International Code of Signals (SOLAS V-Reg 21)	
IMO International Convention for the Prevention of Pollution from Ships (MARPOL 73/78)	
IMO Ships Routeing	
IMO International Regulations For Preventing Collisions at Sea (COLREGS)	
IMO Standards of Training, Certification and Watchkeeping (STCW Convention)	
ICS Guide to Helicopter/Ship Operations	
OCIMF/ICS/IAPH International Safety Guide for Oil Tankers and Terminals (ISGOTT)	
OCIMF/ICS Ship to Ship Transfer Guide (Petroleum)	
OCIMF Recommendations for Oil Tanker Manifolds and Associated Equipment	
OCIMF Mooring Equipment Guidelines	
OCIMF Effective Mooring	
Guidance Manual for tanker structures	
Recommendations for equipment employed in the bow mooring of ships at SPM moorings	
Anchoring Systems and Procedures	
USCG Regulations for Tankers (USCG 33 CFR/46 CFR)	
International Safety Management Code (ISM Code)	
Oil Transfer Procedures (USCG 33 CFR 155-156)	

	Present
Operator's ISM Manuals	
Is the publication IMO-Inert Gas Systems, or Ship Technical Operator's equivalent manual on board?	
Is the publication IMO-Cow Systems, or Ship Technical Operator's equivalent manual on board?	
ICS Bridge Procedures Guide	
IAMSAR Vol.3	
Nautical Institute Bridge Team Management	
International Medical Guide for Ships(or equivalent)	
ISPS Code	
Guidelines for the control of Drugs and alcohol on board ships	
Guidelines on Fatigue	
IMO Code for Construction & Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)	
IMO Index of Dangerous Chemicals Carried in Bulk	
ICS Tanker Safety Guide (Chemicals)	
IMO Code for Construction & Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code)	
Chemical Data Guide (USCG 1990 CIM 16616.6A)	
Medical First Aid Guide for Use in Accidents involving Dangerous goods (MFAG)	
Procedures and Arrangements (P&A) Manual	
IMO Code for Construction & Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)	
ICS Tanker Safety Guide (Liquefied Gas)	
SIGTTO Liquefied Gas Handling Principles on Ships and in Terminals	
SIGTTO Guide to Pressure Relief Valve Maintenance and Testing	
ICS Ship to Ship Transfer Guide (Liquefied Gases)	
IMO International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)	
IMO Code for Existing Ships Carrying Liquefied Gases in Bulk (EGC Code)	

CHAPTER 3

3.1. Crew Management

Number of Officers/Ratings on board

3.1.1.1	What is the minimum number of officers/ratings to be carried as recorded in the Minimum Safe Manning Document?	
3.1.1.2	What is the actual number of officers/ratings on board?	

Crew employment by the Ship Operator

3.1.2.1	Is the Master employed by the Ship Operator?	☐ ☐ ☐
3.1.2.2	Are the officers employed by the Ship Operator?	☐ ☐ ☐
3.1.2.3	Are the ratings employed by the Ship Operator?	☐ ☐ ☐
3.1.3	What is the common language used on the Ship?	

Manning agent for Officers

3.1.4.1	Name	
3.1.4.2	Full address	
3.1.4.3	Office telephone number	
3.1.4.4	Office telex number	
3.1.4.5	Office fax number	
3.1.4.6	Office email address	

Manning agents

3.1.5.1	Are manning agent(s) wholly or partially owned by Operator?	☐ ☐ ☐
3.1.5.2	If No, does Operator have selection rights?	☐ ☐ ☐
3.1.6	Does the Operator maintain personnel files on officers assigned to its vessels?	☐ ☐ ☐
3.1.7	What is the retention rate for officers for the past 3 years?	

Ratings on board

3.1.8.1	What is the minimum number of ratings to be carried as specified in the Minimum Safe Manning Document?	
3.1.8.2	What is the actual number of ratings on board?	
3.1.8.3	List nationality of ratings	

Manning agent for Ratings (if different to Officers)

3.1.9.1	Name	
3.1.9.2	Full address	
3.1.9.3	Office telephone number	
3.1.9.4	Office telex number	
3.1.9.5	Office fax number	
3.1.9.6	Office email address	
3.1.10	Does the Operator maintain personnel files on ratings assigned to its ships?	☐ ☐ ☐
3.1.11	What is the retention rate for ratings for the past 3 years?	

3.2. Continuity

3.2.1	Do senior officers return to the same ship on a rotational basis?	☐	☐	☐
3.2.2	Are senior officers rotated on ships of similar class within company fleet?	☐	☐	☐
3.2.3	Are junior officers and ratings rotated on ships of similar class within company fleet?	☐	☐	☐
3.2.4	If senior officers do not return to same ship on a rotational basis, are changes of Master, Chief Officer and Second Engineer organised to avoid a full change of officers at same time?	☐	☐	☐

3.3. Training

List Operator sponsored training courses available:

3.3.1.1	To officers (Bridge Management etc.)	
3.3.1.2	To ratings (Fire Fighting etc.)	

3.3.2	Are Masters and Chief Engineers required to attend company office before and after each tour of duty?	☐	☐	☐
3.3.3	Does operator hold regular training seminars ashore for officers?	☐	☐	☐
3.3.4	Are training seminars provided on board for officers and ratings?	☐	☐	☐

What courses, exceeding statutory requirements, are provided:

3.3.5.1	For senior officers	
3.3.5.2	For junior officers	
3.3.5.3	For ratings	

CHAPTER 4

4.1. Navigation

4.1.1 Navigation equipment

	Installed	*Type*	*Number installed*
Magnetic compass			
Gyro compass			
Gyro autopilot			
Radar 1			
Radar 2			
Radar plotting equipment			
ARPA			
Depth sounder with recorder			
Speed/distance indicator			
Doppler log			
Docking approach Doppler			
Rudder angle indicator			
RPM indicator			
Controllable pitch propeller indicator			
Bow thruster indicator			
Stern thrust indicator			
Rate of turn indicator			
Navtex indicator			
Global positioning system (GPS)			
Differential GPS			
Electronic Charts Display and Information System (ECDIS)			
Course Recorder			
Integrated Navigation System (INS)			
Off-course Alarm - Gyro			
Off-course Alarm - Magnetic			
Engine Order Logger			
Anenometer			
Weather fax			

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)? ☐ ☐ ☐

4.1.4 Are the 3 GHz (10cm/S band) and 9Ghz (3cm / X band) radars fitted with an electronic switching unit? ☐ ☐ ☐

4.1.5 Are the Radars fitted with ARPA? ☐ ☐ ☐

4.1.6 Is the ECDIS an approved system? ☐ ☐ ☐

4.1.7 Does ship carry sextant(s)? ☐ ☐ ☐

4.1.8 Does ship carry a signal lamp? ☐ ☐ ☐

Is each bridge wing fitted with:

4.1.9.1 Rudder angle indicator ☐ ☐ ☐

4.1.9.2 RPM indicator ☐ ☐ ☐

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? ☐ ☐ ☐

4.1.11 Are steering controls and engine controls fitted on bridge wings? ☐ ☐ ☐

4.1.12 Is a Bridge Watch Navigation Alarm (BWNAS) system fitted? ☐ ☐ ☐

CHAPTER 5

5.1. Safety Management

Quality management system:

5.1.1.1	Is the ship operated under a Quality management system?	☐ ☐ ☐
5.1.1.2	If Yes, what type of system? (ISO9002 or IMO Resolution A.741(18))?	
5.1.1.3	If Yes, who is the certifying authority?	
5.1.1.4	Date of the ship's certification	

5.2. Helicopters

ICS Guide to Helicopter/Ship Operations

5.2.1.1	Does the ship comply with the ICS Guide to Helicopter/Ship Operations?	☐ ☐ ☐
5.2.1.2	If yes, state whether winching or landing area provided	
5.2.1.3	If yes, what is the diameter of the circle provided	

5.3. Fire Fighting and Life saving equipment

Fixed foam fire fighting

5.3.1.1	Is a fixed foam fire fighting system installed for the cargo area?	☐ ☐ ☐
5.3.1.2	If yes, what is the type of foam?	
5.3.1.3	What was the date of supply of the foam, or the date of the last Test Analysis Certificate?	

What type of fixed fire fighting system is provided for:

5.3.2.1	The paint locker?	
5.3.2.2	The pumproom?	
5.3.2.3	The engine room?	
5.3.2.4	The void spaces?	
5.3.3	Is a fixed dry powder fire fighting system installed for the cargo area?	☐ ☐ ☐
5.3.4	Is a fixed water spray fire fighting system installed for the cargo area?	☐ ☐ ☐
5.3.5	Is the ship equipped with a compressor for recharging breathing apparatus air cylinders?	☐ ☐ ☐
5.3.6	What type of lifeboat(s) is/are fitted?	

Dedicated rescue boats

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?	

CHAPTER 6

6.1. Pollution Prevention

Continuous deck edge fishplate

6.1.1.1	Is ship fitted with a continuous deck edge fishplate enclosing the deck area?	☐ ☐ ☐
6.1.1.2	If Yes, what is its minimum vertical height above the deck plating?	
6.1.1.3	What is maximum vertical height above deck plating at the position where the fish plate adjoins the aft thwartships coaming?	
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?	

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?	

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?	

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 sea valves are fitted?	

Pre-MARPOL tankers

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 dump valves fitted to the slop tanks which will operate with normal inert gas pressure in the tank vapour space?	☐ ☐ ☐
6.1.10	Are overboard discharges fitted with blanks or alternatively, is there a testing arrangement for the overboard valves?	☐ ☐ ☐
6.1.11	Is there a discharge below the waterline for Annex II substances	☐ ☐ ☐
6.1.12	Is there a discharge above the waterline for Annex I oily mixtures	☐ ☐ ☐

Cargo piping pressure tests:

6.1.13.1	On oil and chemical tankers, does the Operator have a policy to pressure test cargo piping at intervals no greater than 12 months?	☐ ☐ ☐
6.1.13.2	If yes, specify pressure	

Bunker piping pressure tests:

6.1.14.1	Does Operator have policy to pressure test bunker piping at intervals no greater than 12 months?	☐ ☐ ☐
6.1.14.2	If yes, specify pressure	
6.1.15	Is garbage incinerator fitted?	☐ ☐ ☐

6.2. OPA 90 Requirements

6.2.1	Has the Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter?	☐	☐	☐
6.2.2	Has a Geographic Specific Appendix been filed with the Captain of the Port for each Port Zone the ship expects to enter or transit?	☐	☐	☐
6.2.3	Has the Operator deposited a letter with the US Coast Guard confirming that the Operator has signed a service contract with an oil spill removal organisation for responding to a 'worst case scenario'?	☐	☐	☐

CHAPTER 7

7.1. Structural Condition

Cargo tank coating

7.1.1.1	Are cargo tanks coated?	☐ ☐ ☐
7.1.1.2	If yes, specify type of coating	
7.1.1.3	If all tanks are not coated, specify those tanks which are not coated	
7.1.1.4	If cargo tanks are coated, specify to what extent	
7.1.1.5	What is the condition of coating?	

Ballast tank coating

7.1.2.1	Are ballast tanks coated?	☐ ☐ ☐
7.1.2.2	If yes, specify type of coating	
7.1.2.3	If yes, specify to what extent	
7.1.2.4	What is the condition of the ballast tank coating?	

Tank anodes

7.1.3.1	Are anodes fitted to the cargo tanks?	☐ ☐ ☐
7.1.3.2	Are anodes fitted to the ballast banks?	☐ ☐ ☐
7.1.3.3	What type of anodes are fitted	
7.1.3.4	What is the extent of wastage of the anodes in the cargo tanks	
7.1.3.5	What is the extent of wastage of the anodes in the ballast tanks	
7.1.3.6	If anodes are aluminium, what is the height above tank bottom?	

7.1.4	Is a formal programme in place for regular inspection of void spaces, cargo and ballast tanks?	☐ ☐ ☐

Planned Prevention Maintenance Programme

7.1.5.1	Does ship have planned prevention maintenance programme (PPM)?	☐ ☐ ☐
7.1.5.2	Is PPM manual (card system) or computerised?	
7.1.5.3	What areas of the ship does the PPM cover?	
7.1.5.4	If the PPM is Class-approved, what is the Class notation?	

CHAPTER 8

8.1. Ballast Tanks

8.1.1 Ballast capacities at 100% full (M3)

Tank Number	*Identity*	*Capacity (Cu Meters)*

8.1.2 Total Ballast Tank Capacities at 100% full

8.2. Ballast Handling

8.2.1 Ballast Handling Data

	Number	*Type*	*Type of prime mover*	*Capacity*	*At what head?*
Main Pump					
Stripping					
Eductors					

Ballast handling Main Pump

8.2.2.1 Normal back pressure

8.2.2.2 Max RPM

Bunker connections

8.2.3.1 What is the number of bunker connections per side?

8.2.3.2 What is the size of the bunker connection?

CHAPTER 9

9.1. Cargo Handling (Oil)

9.1.1 Tank Plan

9.2. Double Hull Vessels

Centreline bulkhead

9.2.1.1 Is the ship constructed with a centreline bulkhead to all cargo tanks? ☐ ☐ ☐

9.2.1.2 If Yes, is bulkhead solid or perforated?

'U' shaped ballast tanks

9.2.2.1 Is the ship fitted with any full breadth 'U' shape ballast tanks? ☐ ☐ ☐

9.2.2.2 If Yes, how many ballast tanks are full breadth?

9.3. Cargo Tank Capacities

9.3.1 Cargo Tank Capacities At 98% Full (M3) - Centre

Tank Number	*Capacity*

9.3.2 Centre Tank Total Capacity (98%)

9.3.3 Cargo Tank Capacities At 98% Full (M3) Wings (P and S Combined)

Tank Number	*Capacity*

9.3.4 Wings (P and S combined) Total Capacity (98%)

9.3.5 Slops tank capacities (98%)

Tank Number	*Capacity*

9.3.6 Grand Total Capacity (98%)

9.3.7 Ballast Capacities At 100% Full (M3)

9.4. SBT Tanker

9.4.1 What is the total volume of the SBT tanks

9.4.2 What percentage of summer deadweight can the ship maintain with SBT only?

9.4.3 Does the ship meet the requirements of MARPOL Reg 13 (2)? ☐ ☐ ☐

9.4.4 Can segregated ballast be discharged through the cargo manifold? ☐ ☐ ☐

9.4.5 Is a spool piece to connect the ballast system to the cargo system provided? ☐ ☐ ☐

Dedicated/segregated ballast tanks

9.4.6.1 Do cargo lines pass through any dedicated or segregated ballast tanks? ☐ ☐ ☐

9.4.6.2 If Yes, what type of expansion is fitted?

Cargo tanks

9.4.7.1 Do ballast lines pass through any cargo tanks? ☐ ☐ ☐

9.4.7.2 If Yes, what type of expansion is fitted?

Line clearing

9.4.8.1	Can the ship pump water ashore for line clearing?	☐	☐	☐
9.4.8.2	If Yes, what is maximum attainable discharge rate?			
9.4.8.3	If Yes, what is maximum acceptable back pressure?			
9.4.9	Which cargo tanks are designated for the carriage of heavy weather ballast?			

9.5. Cargo Handling

9.5.1	How many grades of cargo can be loaded or discharged with double valve segregation?			
9.5.2	How many grades of cargo can be loaded or discharged using blank flanges?			
9.5.3	If deepwell pumps and heat exchangers are fitted, can the pumps and heat exchangers be by-passed during loading?	☐	☐	☐

Oil Discharge Monitoring Equipment (ODME)

9.5.4.1	Is there Oil Discharge Monitoring Equipment (ODME) fitted?	☐	☐	☐
9.5.4.2	Is an Oil Discharge Monitoring System connected to the above waterline discharge?	☐	☐	☐
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 levels?	☐	☐	☐

Stability computer

9.5.5.1	If the ship is >100m LOA, is it provided with a class-approved or class-certified stability computer?	☐	☐	☐
9.5.5.2	Does this stability programme consider damaged stability conditions?	☐	☐	☐

9.6. Cargo Handling Systems

9.6.1	Is computer integrated with cargo system and equipped with alarm to monitor loading and discharging operations?	☐	☐	☐
9.6.2	Are dedicated cargo stripping lines and pumps provided?	☐	☐	☐

9.6.3 State location of cargo pump emergency stops

Stop Number	*Location*

9.6.4 High temperature alarms/trips

	High temperature alarms	*High temperature trips*
Bearings of cargo pumps		
Bearings of ballast pumps		
Casings of cargo pumps		
Casings of ballast pumps		
Pumproom shaft glands through bulkheads		

9.6.5	What is the principal type of cargo valve?	
9.6.6	What type of cargo valve actuator is fitted?	

9.7. Cargo Room Control

9.7.1	Is ship fitted with a Cargo Control Room? (CCR)	☐	☐	☐
9.7.2	Can cargo and ballast pumps be controlled from the CCR?	☐	☐	☐
9.7.3	Can all valves be controlled from the CCR?	☐	☐	☐
9.7.4	Can tank innage/ullage be read from the CCR?	☐	☐	☐
9.7.5	Is ODME readout fitted in the CCR?	☐	☐	☐
9.7.6	Can the inert gas system be controlled from the CCR?	☐	☐	☐

9.8. Gauging and Sampling

9.8.1	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?	☐	☐	☐
9.8.2	What type of fixed closed tank level gauging system is fitted?			
9.8.3	Is the tank level gauging system provided with local readouts at each tank?	☐	☐	☐
9.8.4	Is the tank gauging system calibrated by a Internationally-recognised cargo inspection company?	☐	☐	☐
9.8.5	If it is a portable system does the sounding pipe extend to full tank depth?	☐	☐	☐
9.8.6	Are bunker tanks fitted with a full depth gauging system?	☐	☐	☐
	High level alarms			
9.8.7.1	Are high level alarms fitted to the cargo tanks?	☐	☐	☐
9.8.7.2	If Yes, are the high level alarms fitted to all cargo tanks?			
9.8.7.3	Are the high level alarms independent of the gauging system?	☐	☐	☐
	Bunker tanks high level alarms			
9.8.8.1	Are bunker tanks fitted with high level alarms?	☐	☐	☐
9.8.8.2	If Yes, are bunker tank high level alarms part of the primary tank gauging system?	☐	☐	☐
9.8.9	Is closed-sampling equipment provided?	☐	☐	☐
9.8.10	Are cargo tanks fitted with dipping points as per IMO Res 497 4.4.4?	☐	☐	☐
	Vapour lock calibration			
9.8.11.1	If portable equipment for gauging uses vapour locks, are vapour locks calibrated by a recognised cargo inspection company?	☐	☐	☐
9.8.11.2	If Yes, what is the name of the cargo inspection company			
9.8.11.3	If Yes, by whom are vapour locks certified?			
	Portable gauging equipment			
9.8.12.1	Is portable equipment used for gauging?	☐	☐	☐
9.8.12.2	If yes, who is the manufacturer?			
9.8.12.3	How many units are supplied?			
9.8.13	What is the name of the manufacturer of the vapour locks?			
9.8.14	What is the nominal (internal) diameter of the vapour lock?			
	Vapour locks			
9.8.15.1	To what standard is the thread of the vapour lock manufactured?			
9.8.15.2	Can vapour lock be used for ullaging?	☐	☐	☐
9.8.15.3	Can vapour lock be used for temperature?	☐	☐	☐
9.8.15.4	Can vapour lock be used for interface?	☐	☐	☐
9.8.15.5	Can vapour lock be used for cargo sampling?	☐	☐	☐
9.8.15.6	If the vapour lock can be used for cargo sampling, what is the volume of the sample that can be drawn?			
9.8.16	Specify portable equipment for checking oil/water interface			
9.8.17	Can cargo samples be taken at the manifold?	☐	☐	☐
9.8.18	What is the means of taking cargo temperatures?			

9.9. Vapour Emission Control

9.9.1	Is a vapour return system fitted?	☐	☐	☐
9.9.2	If fitted, is vapour line return manifold in compliance with OCIMF Guidelines?	☐	☐	☐
9.9.3	Does the ship possess Vapour Emission Control (VEC) Certification?	☐	☐	☐
9.9.4	If yes, state the issuing authority?			

9.10. Venting

9.10.1	What type of venting system is fitted			
9.10.2	What is the maximum venting capacity?			
9.10.3	What is the P/V valve opening pressure?			
9.10.4	What is the P/V valve vacuum setting?			
9.10.5	Are isolating valves fitted to each cargo tank?	☐	☐	☐
9.10.6	Does the secondary venting arrangement provide for each tank, a full a flow P/V valve (or valves) on the tank side of the isolation valve or pressure sensing equipment with the readouts in the CCR?	☐	☐	☐
9.10.7	Are pressure sensors, having readouts in the cargo control position, provided in each cargo tank?	☐	☐	☐
	Mast risers			
9.10.8.1	Is venting through a mast riser?	☐	☐	☐
9.10.8.2	Are mast risers fitted with high velocity vents?	☐	☐	☐
9.10.8.3	If Yes, state opening pressure			
9.10.8.4	What is the vacuum setting of the mast riser P/V valve?			
9.10.8.5	What is the maximum capacity of the mast riser venting system?			
9.10.9	What is the maximum loading rate for homogenous cargo?			

9.11. Cargo Manifolds

9.11.1	Does the cargo manifold arrangement comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?	☐	☐	☐
	Manifold Valves			
9.11.2.1	What type of valves are fitted at manifold?			
9.11.2.2	If hydraulic valves fitted, what are closing times?			
9.11.3	What is the number of cargo connections per side?			
9.11.4	What is the size of cargo connections?			
9.11.5	Are pressure gauges fitted with valves or cocks located outboard of manifold valves?	☐	☐	☐
9.11.6	What is the material of the manifold?			
9.11.7	Is a cargo line crossover fitted at the manifold?	☐	☐	☐

9.12. Manifold Arrangement

	Measurements	
9.12.1.1	Distance A bunker manifold to cargo manifold	
9.12.1.2	Distance B cargo manifold to cargo manifold	
9.12.1.3	Distance C cargo manifold to vapour return manifold	
9.12.1.4	Distance D manifolds to ship's rail	
9.12.1.5	Distance E spill tank grating to centre of manifold	
9.12.1.6	Distance F main deck to centre of manifold	
9.12.1.7	Distance G maindeck to top of rail	
9.12.1.8	Distance H top of rail to centre of manifold	

9.12.1.9	Distance J manifold to ship side	
9.12.1.10	What is the height of the manifold connections above the waterline at loaded (Summer Deadweight) condition?	
9.12.1.11	What is the height of the manifold connections above the waterline in normal ballast?	
9.12.1.12	What is the height of manifold connections above the waterline in lightship condition?	
9.12.1.13	What is the distance between the keel and centre of manifold?	
9.12.2	Is a stern discharge manifold fitted?	☐ ☐ ☐
9.12.3	If stern manifold fitted, state size	
9.12.4	Is a bow manifold fitted?	☐ ☐ ☐
9.12.5	If bow manifold fitted, state size	
9.12.6	If bow manifold is fitted, to what Standard is it manufactured?	

9.13. Gas Monitoring

9.13.1	Is a fixed system fitted to continuously monitor potentially flammable atmospheres?	☐ ☐ ☐
9.13.2	What spaces are monitored?	
9.13.3	Where are sensors/sampling points located in pumproom?	
9.13.4	What is the rank of the person or persons who are responsible for testing sensors/sampling points?	
9.13.5	Who is responsible for testing sensors/sampling points?	

9.14. Cargo Heating

Heating coils

9.14.1.1	Are the cargo tanks fitted with heating coils?	☐ ☐ ☐
9.14.1.2	If Yes, how many independent heating coil sets are fitted to each cargo tank?	
9.14.1.3	If Yes, are all the cargo tanks fitted with heating coils?	☐ ☐ ☐
9.14.1.4	What is the height of the heating coils above the tank bottom?	
9.14.1.5	What is the total heating surface of the heating coils, per tank?	
9.14.1.6	What is the ratio of the heating surface to the volume of the tank?	
9.14.1.7	Are heating coils welded or coupled?	
9.14.2	Are heat exchangers external to cargo tanks?	☐ ☐ ☐
9.14.3	Are there external ducts?	☐ ☐ ☐
9.14.4	What type of material is used for the heating coils?	

Inlet heating

9.14.5.1	Inlet heating medium to coils	
9.14.5.2	With Sea temperature	
9.14.5.3	With air temperature	
9.14.6	Heating agent	

Number of heaters

9.14.7.1	Number of heaters	
9.14.7.2	Able to raise temperature from	
9.14.7.3	Able to raise temperature to	
9.14.7.4	Time taken to raise temperature	
9.14.8	Total capacity of boilers	

9.15. Inert Gas and Crude Oil Washing

9.15.1	Is an inert gas system (IGS) fitted? (If No, ignore remainder of this section)	☐ ☐ ☐
9.15.2	Is a P/V breaker fitted?	☐ ☐ ☐
9.15.3	Do the inert gas distribution lines have natural segregations that match the cargo pipeline segregations?	☐ ☐ ☐
9.15.4	Is the inert gas supplied by flue gas, inert gas generator and/or stored nitrogen?	
9.15.5	Are fixed O2 alarms fitted in inert gas generating spaces?	☐ ☐ ☐
9.15.6	What is the capacity of the IGS?	
9.15.7	How many fans does it have?	
9.15.8	What is the total combined fan capacity?	

IG generator

9.15.9.1	Is a top-up IG generator fitted?	☐ ☐ ☐
9.15.9.2	If Yes, what is its capacity?	
9.15.10	Is an IGS operating manual on board?	☐ ☐ ☐
9.15.11	What type of deck seal is fitted?	
9.15.12	How many segregations does the IGS have?	
9.15.13	What method is used to isolate individual tanks?	
9.15.14	What type of non-return valve is fitted?	
9.15.15	If the cargo tanks can be individually isolated from the IGS/Vent line, what means of secondary protection is fitted?	
9.15.16	If ship has double hull or sides, are facilities available to inert ballast tanks and other void spaces?	☐ ☐ ☐
9.15.17	How is inert gas supplied to the ballast tanks or other void spaces?	
9.15.18	Can these tanks/spaces be purged with air?	☐ ☐ ☐

Emergency IGS Connection

9.15.19.1	Where is the location of the emergency IGS connection?	
9.15.19.2	What is the size of the emergency IGS connection?	

Crude Oil Washing

9.15.20.1	Is a Crude Oil Washing (COW) installation fitted?	☐ ☐ ☐
9.15.20.2	Are COW drive units fixed or portable?	
9.15.20.3	Are COW drive units programmable?	☐ ☐ ☐
9.15.20.4	Can COW be conducted at the same time as cargo discharge?	☐ ☐ ☐
9.15.20.5	Is there an approved COW Manual on board?	☐ ☐ ☐
9.15.20.6	What is the working pressure of the COW lines?	

9.16. Cargo Pumps

9.16.1 Cargo Pumps

Type	*Prime mover*	*Self-priming or draining*	*Capacity (M3/Hr)*	*Max normal back pressure*	*Max Back Pressure Head*	*Max RPM*

9.16.2 Stripping Pumps

Type	*Prime mover*	*Capacity (M3/Hr)*	*Max normal back pressure*	*Max Back Pressure Head*

9.16.3 Ballast Pumps

Type	*Prime mover*	*Capacity (M3/Hr)*

9.30. Chemical Tankers

9.30.1 In the case of a Chemical Carrier carrying oil, does the vessel comply fully with the requirements of MARPOL as per Section 8 of the IOPP Supplement (Form B)? ☐ ☐ ☐

9.30.2 Is at least one emergency portable cargo pump provided? ☐ ☐ ☐

9.30.3 Are independent high level alarms fitted? ☐ ☐ ☐

9.30.4 Is a tank overflow control system fitted? ☐ ☐ ☐

9.30.5 Are these also fitted to deck tanks? ☐ ☐ ☐

Cargo tank filling restrictions

9.30.6.1 Are there cargo tank filling restrictions? ☐ ☐ ☐

9.30.6.2 Filling restrictions

9.30.7 Is the ship fitted with a fixed remote reading temperature system? ☐ ☐ ☐

9.30.8 Is the ship fitted with a fixed remote pressure gauging equipment? ☐ ☐ ☐

9.30.9 Specify other cargo measurement equipment available

Tank stripping system

9.30.10.1 Is an effective tank stripping system fitted? ☐ ☐ ☐

9.30.10.2 Are independent stripping lines fitted? ☐ ☐ ☐

9.30.10.3 What is the material of the stripping lines?

9.30.10.4 What is the diameter of the stripping lines?

9.31. Inert Gas Systems

9.31.1 By what means is inert gas supplied?

IGS Composition of gas supplied by

9.31.2.1 Nitrogen

9.31.2.2 Carbon Dioxide

9.31.2.3 Oxygen

9.31.2.4 Sulphur Dioxide

9.31.2.5 Carbon Monoxide

9.31.2.6 Oxides of Nitrogen

9.31.2.7 Dew Point

Cargo Tank Drier

9.31.3.1 Is Cargo Tank Drier fitted? ☐ ☐ ☐

9.31.3.2 If yes, manufacturer name

9.31.3.3 If yes, Capacity

9.31.4 Is nitrogen in cylinders provided for use on deck? ☐ ☐ ☐

9.31.5 Is steam available on deck? ☐ ☐ ☐

9.32. Tank Conditioning

Fixed ventilation system

9.32.1.1 Is there a fixed ventilation system? ☐ ☐ ☐

9.32.1.2 What is the total capacity?

Dehumidifiers

9.32.2.1 Is the fixed ventilation system fitted with a dehumidifier? ☐ ☐ ☐

9.32.2.2 What is the total capacity?

9.32.2.3 Is independent piping fitted? ☐ ☐ ☐

9.32.3 Is ventilation provided through the cargo lines? ☐ ☐ ☐

9.32.4 Are portable fans provided? ☐ ☐ ☐

9.32.5 Portable Fans

Number	*Type*	*Capacity*

Gas freeing stand pipes

9.32.6.1 Are stand pipes to assist gas freeing provided? ☐ ☐ ☐

9.32.6.2 Are the gas freeing stand pipes portable? ☐ ☐ ☐

9.32.6.3 Are the gas freeing stand pipes permanently fixed? ☐ ☐ ☐

9.33. Safety

9.33.1 Is there Protective equipment for the protection of crew members available as per IBC 14.1.1 / BCH 3.16.1.? ☐ ☐ ☐

9.33.2 When required by the Chemical Code, is respiratory and eye protection for every person on board available for emergency escape purposes? ☐ ☐ ☐

9.33.3 When required by the Chemical Code, is there on board at least three sets of personnel protection safety equipment (IBC 14.2.1 / BCH 3.16)? ☐ ☐ ☐

9.33.4 Is an Oxygen resuscitator available on board? ☐ ☐ ☐

9.33.5 Are there at least two decontamination showers available on deck? ☐ ☐ ☐

9.34. Cargo and Other Manifolds

9.34.1 Total number of cargo manifold connections on each side

	Number	*Size*
Port		
Starboard		

9.34.2 Is a crossover line fitted to interconnect all cargo lines? ☐ ☐ ☐

9.34.3 Designed Max. loading rate

9.34.4 Height of cargo vapour connections above keel

9.34.5 Located on both sides? ☐ ☐ ☐

Additional connection to cargo system

9.34.6.1 Is there an additional connection to cargo system on deck? ☐ ☐ ☐

9.34.6.2 If yes, position (distance from bow)

9.34.7 Are manifold cross-connections made by hard or flexible piping?

9.34.8 Cargo and Other Manifold Diagram

Dimension	*Value*

9.35. Tank Cleaning Systems

9.35.1 Is tank cleaning equipment fixed in cargo tanks? ☐ ☐ ☐

9.35.2 Is portable tank cleaning equipment provided? ☐ ☐ ☐

9.35.3 What is the capacity of each tank cleaning machine at its design operating pressure?

Machine Number	*Design Operating Pressure*	*Duration of Complete Cycle*	*Nozzle Diameter*

9.35.4 Tank washing pump capacity

Washing Water Heater

9.35.5.1 Is a washing water heater fitted? ☐ ☐ ☐

9.35.5.2 What is the Max. washing water temperature?

9.35.6 What is the maximum number of machines that can be operated at their designed max pressure?

9.35.7 Where differing types of equipment are provided, what is the manufacturer, type and capacity of each?

CHAPTER 10

10.1. Mooring

10.1.1 Does the ship meet the recommendations contained in the latest edition of OCIMF Mooring Equipment Guidelines? ☐ ☐ ☐

Mooring Winches

10.1.2.1 Is brake testing equipment on board? ☐ ☐ ☐

10.1.2.2 When were the brakes last tested?

10.1.3 Mooring Wires (on drums)

	Number	*Diameter (Millimeters)*	*Material*	*Length (Meters)*	*Breaking Strength (Tonnes)*
Forecastle					
forward Main Deck					
Main Deck					
Aft Main Deck					
Poop					

10.1.4 Type of shackle

10.1.5 Synthetic Tails

	Number	*Diameter (Millimeters)*	*Material*	*Length (Meters)*	*Breaking Strength (Tonnes)*
Forecastle					
forward Main Deck					
Main Deck					
Aft Main Deck					
Poop					

10.1.6 Mooring Ropes (on drums)

	Number	*Diameter (Millimeters)*	*Material*	*Length (Meters)*	*Breaking Strength (Tonnes)*
Forecastle					
forward Main Deck					
Main Deck					
Aft Main Deck					
Poop					

10.1.7 Other Mooring Lines

	Number	*Diameter (Millimeters)*	*Material*	*Length (Meters)*	*Breaking Strength (Tonnes)*
Forecastle					
forward Main Deck					
Main Deck					
Aft Main Deck					
Poop					

10.1.8 Spare Mooring Wires

Storage location	*Number*	*Diameter (Millimeters)*	*Material*	*Length (Meters)*	*MBL (Tonnes)*

10.1.9 Spare Mooring Ropes

Storage location	*Number*	*Diameter (Millimeters)*	*Material*	*MBL (Tonnes)*	*Length (Meters)*

10.1.10 Spare Mooring Tails

Storage location	*Number*	*Diameter (Millimeters)*	*Material*	*Length (Meters)*	*MBL (Tonnes)*

10.1.11 Mooring Winches

	Nr	*Sgl/Dbl drum*	*Split drum*	*Motive power*	*Brake capacity (Tonnes)*	*Heaving power (Tonnes)*	*Hauling speed (M/Min)*	*Type of brake*
Forecastle								
forward Main Deck								
Main Deck								
Aft Main Deck								
Poop								

10.1.12 What type of winch brakes are fitted?

10.2. Mooring Bits

How many sets of mooring bitts are fitted

10.2.1.1 On forecastle

10.2.1.2 On forward main deck

10.2.1.3 On aft main deck

10.2.1.4 On poop deck

Distance of mooring chock for breast/spring lines

10.2.2.1 Forward of center of manifold

10.2.2.2 Aft of center of manifold

10.3. Anchors and Windlass

10.3.1 What is the motive power of the windlass?

10.3.2 What is the cable diameter?

Number of Shackles

10.3.3.1 Port cable

10.3.3.2 Starboard cable

10.3.4 Are bitter end connections to both cables capable of being slipped? ☐ ☐ ☐

10.4. Emergency Towing Arrangements

10.4.1 Is an Emergency Towing Arrangement (ETA) fitted? If not, ignore remainder of this section. ☐ ☐ ☐

10.4.2 Details of ETA

	Forward	*Aft*
Type of System		
Safe Working Load (SWL) of System		
Is pick-up gear provided?		
Towing pennant length		
Towing pennant diameter		
Type of strong point (e.g. Smit bracket)		
Chafing Chain Size		
Fairlead size (in format ABCmm x XYZmm)		
Is a pedestal roller fitter?		

10.4.4 How many sets of bitts are fitted in the bow area?

10.4.5 What is the height of the bitts in the bow area?

10.4.6 What is the Safe Working Load (SWL) of the bitts in the bow area?

10.4.7 What is the distance between bow fairleads and nearest bitts?

10.4.8 Is the bow area clear of any obstructions which would hamper towing connections? ☐ ☐ ☐

10.5. Escort Tug

10.5.1	SWL of closed chock on stern	
10.5.2	SWL of bollard on poopdeck suitable for escort tug	
10.5.3	Are stern chock and bollard capable of towing astern to 90 degrees?	☐ ☐ ☐

10.6. Single Point Mooring (SPM) Equipment

10.6.1	Does the ship meet the recommendations contained in the latest edition of OCIMF 'Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings'?	☐ ☐ ☐
	Bow chain stoppers	
10.6.2.1	Are bow chain stoppers fitted?	☐ ☐ ☐
10.6.2.2	If Yes, how many?	
10.6.2.3	If Yes, state type	
10.6.2.4	If Yes, what is the Safe Working Load (SWL)?	
10.6.2.5	What is the maximum size chain diameter the bow stopper(s) can handle?	
	Closed fairleads	
10.6.3.1	Are closed fairleads of OCIMF recommended size (600mm x 450mm)?	☐ ☐ ☐
10.6.3.2	If not, give details of size (in format ABCmm x XYZmm)	
10.6.4	If two forward bow fairleads are fitted give distance between them	
10.6.5	What is the distance between the bow fairlead and stopper/bracket?	
10.6.6	What is the distance from the stopper bracket to roller lead/winch drum?	
10.6.7	Is there a direct lead from the bow stopper to the winch drum (not the warping end)?	☐ ☐ ☐
10.6.8	Is the winch storage drum capable of safely accommodating 150m X 80mm fibre pick up rope?	☐ ☐ ☐
10.6.9	Is the winch storage drum capable of safely accommodating 200m X 80mm fibre pick up rope?	☐ ☐ ☐

10.7. Bow mooring arrangement diagram

10.7.1	Bow mooring arrangement diagram	

10.8. Manifold arrangement

10.8.1	Manifold Arrangement Diagram	
10.8.2	Distance K end of drip tray to center line of deck cleat	
10.8.3	Distance L spill tray to centre line of bollard	
10.8.4	Distance M length of bollard	

10.9. Lifting equipment

	Cargo handling derricks	
10.9.1.1	How many derricks are fitted?	
10.9.1.2	What is their safe working load (SWL)?	
10.9.1.3	Date last tested	

Cargo handling cranes

10.9.2.1	If cranes are fitted, how many?	
10.9.2.2	What is their safe working load (SWL)?	
10.9.2.3	Date last tested	

Other derricks or cranes

10.9.3.1	If cranes are fitted, how many?	
10.9.3.2	What is their safe working load (SWL)?	
10.9.3.3	Date last tested	

10.9.4	Is Safe Working Load (SWL) clearly marked on all lifting equipment?	☐	☐	☐
10.9.5	Can the derricks or crane(s) maintain their design SWL when plumbing a point one metre outboard from the ship's side over the full length of the manifold including bunker and vapour connections?	☐	☐	☐
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 meet OCIMF Guidelines?	☐	☐	☐

10.10. Other equipment

10.10.1	Are accommodation ladders arranged to face aft when rigged?	☐	☐	☐
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?	☐	☐	☐
10.10.3	Are Suez Canal boat davits fitted?	☐	☐	☐
10.10.4	Is a Suez Canal searchlight fitted?	☐	☐	☐

CHAPTER 11

11.1. Communications and Electronics

11.1.1	Under what sea area (A1, A2, A3 or A4) does the ship operate?			
11.1.2	Is a Long Range Identification and Tracking (LRIT) System fitted?	☐	☐	☐
11.1.3	Is the vessel equipped with an Automatic Identification System (AIS)	☐	☐	☐
11.1.4	Is the vessel equipped with a Voyage Data Recorder or Simplified Voyage Data Recorder?	☐	☐	☐
11.1.5	Does the VDR or S-VDR have clear instructions to bridge watchkeepers relating to the saving of data following an incident?	☐	☐	☐
11.1.6	Is a Search and Rescue Transponder (SART) fitted?	☐	☐	☐
11.1.7	Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted?	☐	☐	☐
11.1.8	How many VHF radios are fitted on the bridge?			
11.1.9	Is a VHF radio fitted in the Cargo Control Room?	☐	☐	☐
11.1.10	Is the CCR connected to the internal communication system?	☐	☐	☐
11.1.11	How many intrinsically safe walkie talkies are provided for cargo handling?			
11.1.12	Is an INMARSAT satellite communications system fitted?	☐	☐	☐
11.1.13	Are at least three survival craft two-way radio telephones provided?	☐	☐	☐
11.1.14	List any other communications equipment carried			
11.1.15	Can the radio transmit the helicopter homing signal on 410 KHz?	☐	☐	☐

CHAPTER 12

12.1. Main Propulsion

Means of main propulsion

12.1.1.1	What is the means of main propulsion	
12.1.1.2	If motor state whether two stroke or four stroke	
12.1.1.3	If four stroke, state how many engines fitted	
12.1.2	How many propellers are fitted?	
12.1.3	Is a controllable pitch propeller fitted?	

Boilers

12.1.4.1	How many boilers are fitted?	
12.1.4.2	What is rated output of boilers?	
12.1.4.3	Are the boilers equipped to operate on low sulphur fuel when the vessel is operating in Emission Control Areas	☐ ☐ ☐

Low sulphur fuel requirements

12.1.5.1	Is equipment fitted and are procedures in place to changeover main propulsion fuels to meet low sulphur fuel requirements?	☐ ☐ ☐
12.1.5.2	Is equipment fitted and are procedures in place to changeover auxiliary equipment fuels to meet low sulphur fuel requirements?	☐ ☐ ☐
12.1.6	What type of fuel is used for main propulsion?	
12.1.7	Are pressurised fuel pipes double sheathed?	☐ ☐ ☐
12.1.8	When moored at SBM, is main engine capable of being run astern at low revolutions for extended periods (up to 24 hours continuously)?	☐ ☐ ☐
12.1.9	Can a speed of less than 5kts be maintained?	☐ ☐ ☐
12.1.10	Is the ship certified for Unmanned Machinery Space (UMS) operation?	☐ ☐ ☐
12.1.11	Is the machinery space operated in unmanned mode?	☐ ☐ ☐

12.2. Thrusters

Bow thruster

12.2.1.1	Is a bow thruster fitted?	☐ ☐ ☐
12.2.1.2	If Yes, give Brake Horse Power	

Stern thruster

12.2.2.1	Is a stern thruster fitted?	☐ ☐ ☐
12.2.2.2	If Yes, give Brake Horse Power	

High angle rudder

12.2.3.1	Is a high angle rudder fitted?	☐ ☐ ☐
12.2.3.2	Number fitted	
12.2.3.3	What type	

12.3. Generators

12.3.1	How many power generators are fitted?	
12.3.2	What is the design power output of the generators?	
12.3.3	What type of fuel is used in the generating plant?	
12.3.4	Is an Emergency Generator or batteries fitted?	☐ ☐ ☐

12.4. Main engine air start compressors

12.4.1	Number of main engine start compressors	
12.4.2	Operating pressure	
12.4.3	Motive power of emergency compressor	

12.5. Bunkers

12.5.1 Fuel oil tank capacities

Tank name	*Capacity (Cu Meters)*

12.5.2 Diesel oil tank capacities

Tank name	*Capacity (Cu Meters)*

12.5.3 Gas oil tank capacities

Tank name	*Capacity (Cu Meters)*

12.6. Steering gear

12.6.1	What type of steering gear is fitted?	
12.6.2	How many motorized hydraulic pumps or motors fitted?	
12.6.3	How many telemotors fitted?	
12.6.4	Is an emergency rudder arrest/rudder control fitted?	☐ ☐ ☐

12.7. Anti-pollution

12.7.1	Is an engine-room bilge high level alarm fitted?	☐ ☐ ☐
12.7.2	Is a pump room bilge high level alarm fitted?	☐ ☐ ☐
12.7.3	Is there a permanently installed system for the disposal of residues from the machinery space sludge tank to shore?	☐ ☐ ☐
12.7.4	Are there facilities on board to incinerate machinery space sludge?	☐ ☐ ☐

CHAPTER 13

13.1. Ship to Ship Transfer

13.1.1	Does the ship comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum)?	☐	☐	☐
13.1.2	Are at least 7 ratings available to assist with mooring operations?	☐	☐	☐
13.1.3	What is Safe Working Load (SWL) of bitts in the manifold area?			
13.1.4	Are manifold bitts at least 35 metres away from the breastlines leading fore and aft?	☐	☐	☐
13.1.5	What is the maximum outreach of the derricks within their designed SWL?			
13.1.6	Does the Operator's SMS provide instructions regarding the transfer of personnel using derricks or cranes?	☐	☐	☐
13.1.7	If cranes are fitted, are they certified for personnel transfer?	☐	☐	☐
13.1.8	Are personnel who will operate cranes for personnel transfer properly trained?	☐	☐	☐
13.1.9	Are four (4) 200m x 40mm messenger lines available for Ship-To-Ship (STS) mooring operations?	☐	☐	☐
13.1.10	Are there two (2) closed chocks with associated bollards and leads to winches located within 35 metres forward and aft of the centre of the cargo manifold?	☐	☐	☐

CHAPTER 14

14.1. Combination Carriers

14.1.1	State design of hatches	
14.1.2	State type of hatches	
14.1.3	State if hatches fitted with single or double seals in hatch coaming	
14.1.4	Last date cargo holds/tanks were tested to normal working pressure (min.500mm wg) to prove gas tightness of hatches	
14.1.5	Were the hatches proven to be gas tight?	☐ ☐ ☐