DISCLAIMER
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1  General Information

1.1.1  Date this VHQD document completed  22 October 2020

1.1.2  Vessel identification
   1  Name of ship  Faros
   2  LR/IMO number  9298662
   3  Company IMO number  5519347

1.1.3  Previous names

<table>
<thead>
<tr>
<th>Name</th>
<th>Date of change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Last previous</td>
<td>Gulf Stream</td>
</tr>
</tbody>
</table>

1.1.4  Flag
   1  Flag  PANAMA
   2  Has the flag been changed?  Yes
   3  What was the previous flag?  BAHAMAS

1.1.5  Port of Registry  Panama

1.1.6  Call sign  3EYU3

1.1.7  Ship contacts
   1  INMARSAT number  Inmarsat GR: +30 211 234 3089 / FBB: +870 773 913 181 / Inmarsat GR: +30 211 234 3031
   2  Ship’s fax number  N/A
   3  Ship’s telex number  437298612
   4  Mobile phone number  N/A
   5  Ship’s email address  faros.master@benetechfleet.com

1.1.8  What is the type of ship as described in Form A or Form B Q1.11 of the IOPPC?  Oil Tanker

1.1.9  What is the Ship's Maritime Mobile Selective Call Identity (MMSI) number?  372986000

1.1.10  Type of Hull  Double hull

1.1.11  Name of P and I Club  THE LONDON STEAM-SHIP OWNERS’ MUTUAL INSURANCE ASSOCIATION LIMITED

1.1.12  EEDI rating number  NA

2  Ownership and Operation

1.2.1  Registered owner
   1  Name  Faros Trading SA
   2  Full address  80 Broadstreet Monrovia Liberia
   3  Country  LIBERIA
   4  Office telephone number  +30 2108953880
   5  Office telex number  N/A
   6  Office fax number  +302118000773
7    Office email address                          mail@benetechsa.com
8    Contact person                                Mr. George Papageorgiou
9    Contact person after hours telephone          +306948340911

1.2.2 Number of years this ship has been owned by Registered Owner                      1.00 Years

1.2.3 Technical operator (if different from registered owner)
   1    Name                                      Benetech Shipping SA
   2    Full address                              45 EVELPIDON AVENUE, VOULA 16673, GREECE
   3    Country                                   GREECE
   4    Office telephone number                   +302108953880
   5    Office telex number                        N/A
   6    Office fax number                         +30 2118000773
   7    Office email address                      mail@benetechsa.com
   8    Name of Designated Person Ashore (DPA)     Capt. Kostas Voulgaris
   9    After-hours telephone number of DPA       +30 6989470580
  10    Emergency callout number                  +30 2108950532 / +30 6989470580 / +30 6955267724

11   Emergency callout pager number              N/A

1.2.4 Date current operator assumed technical control of the ship                      11 November 2019

1.2.5 Total number of ships operated by this Technical Operator                       13

1.2.6 Commercial operator (if different from registered owner)
   1    Name                                      Benetech Shipping SA
   2    Full Address                              45 Evelpidon Avenue, 166 73 Voula, Greece
   3    Country                                   GREECE
   4    Office telephone number                   +302108953880
   5    Office telex number                        N/A
   6    Office fax number                         +302118000773
   7    Office email address                      mail@benetechsa.com
   8    Contact person                            Mr. George Papageorgiou
   9    Contact person after hours telephone       +306948340911

3    Builder

1.3.1 Builder name                                                     Hyundai Heavy Industries Ulsan
1.3.2 Date of building contract                                        
1.3.3 Hull number                                                      1613
1.3.4 Date on which keel was laid or ship was at a similar stage of construction 12 October 2004
1.3.5 Date launched                                                   08 July 2005
1.3.6 Delivery date as recorded in Form A or Form B Q1.8.3 of the IOPPC  23 September 2005
1.3.7 Major hull change
   1    Has a major hull change been undertaken?                     No
   2    What was the date of completion of the conversion as recorded in Form A or Form B Q1.9.3 of the IOPPC?
3. List what changes were made

4. Classification

1.4.1 Classification Society
Bureau Veritas

1.4.2 Class notation
I + HULL + MACH Oil tanker ESP Unrestricted navigation CPS(WBT) , + VeriSTAR-HULL , + AUT-UMS , MON-SHAFT , ERS-S , INWATERSURVEY , LI-HG-S1

1.4.3 Change of classification Society
1. Has Classification Society changed? Yes
2. What was the previous Classification Society? Lloyds Register
3. Date of change 13 November 2019

1.4.4 Dry dock
1. Date of last dry dock 23 September 2015
2. Date of second last dry dock 01 June 2010
3. Date next dry dock due 31 October 2020

1.4.5 Special survey
1. Date of last special survey 23 September 2015
2. Was last special survey an enhanced special survey Yes
3. Date next special survey due 22 October 2020

1.4.6 Condition Assessment Programme
1. Does the ship have a Condition Assessment Programme (CAP) rating? No
2. What is the latest rating?

1.4.7 Date of last annual survey 23 September 2019

1.4.8 Date of last boiler survey
1. Port boiler 23 February 2018
2. Starboard boiler 23 February 2018

1.4.9 Is the ship subject to a Continuous Machinery Survey Yes

5. Dimensions

1.5.1 Length overall (LOA) 228.19 Meters
1.5.2 Length between perpendiculars (LBP) 219.00 Meters
1.5.3 Extreme breadth 32.24 Meters
1.5.4 Moulded breadth 32.20 Meters
1.5.5 Moulded depth 20.90 Meters
1.5.6 Keel to masthead 51.55 Meters
1.5.7 Distance bow to bridge 191.34 Meters
1.5.8 Distance bridge front - mid-point manifold 79.87 Meters
1.5.9 Distance bow to mid-point manifold 111.47 Meters
1.5.10 Distance stern to mid-point manifold 116.72 Meters
1.5.11 Parallel mid-body diagram

<table>
<thead>
<tr>
<th></th>
<th>Forward to mid-point</th>
<th>Aft to mid-point</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light ship</td>
<td>47.40</td>
<td>42.20</td>
</tr>
<tr>
<td>Normal ballast</td>
<td>55.40</td>
<td>56.00</td>
</tr>
<tr>
<td>At loaded summer</td>
<td>58.80</td>
<td>75.00</td>
</tr>
</tbody>
</table>

1.5.12 Does ship have a bulbous bow? Yes

6 Tonnages

1.6.1 Net registered tonnage (NRT) 21857.00 Tonnes
1.6.2 Gross tonnage 42443.00 Tonnes
1.6.3 Suez tonnage
   1 Suez tonnage
   2 Suez Canal Gross Tonnage (SCGT) 44963.94 Tonnes
   3 Suez Canal Net Tonnage (SCNT) 39887.75 Tonnes
   4 Panama Tonnage 35058.00 Tonnes

7 Loadline Information

1.7.1 Loadline information

<table>
<thead>
<tr>
<th></th>
<th>Freeboard</th>
<th>Draft</th>
<th>Deadweight</th>
<th>Displacement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Summer</td>
<td>6496.00</td>
<td>14443.00</td>
<td>74999.00</td>
<td>88901.00</td>
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<tr>
<td>Winter</td>
<td>6796.00</td>
<td>14143.00</td>
<td>72942.00</td>
<td>86844.00</td>
</tr>
<tr>
<td>Tropical</td>
<td>6196.00</td>
<td>14743.00</td>
<td>77056.00</td>
<td>90958.00</td>
</tr>
<tr>
<td>Lightship</td>
<td>18367.00</td>
<td>2572.00</td>
<td>13902.00</td>
<td></td>
</tr>
<tr>
<td>Normal Ballast Condition</td>
<td>14.19</td>
<td>6.75</td>
<td>24520.30</td>
<td>38422.30</td>
</tr>
<tr>
<td>Segregated Ballast Condition</td>
<td>14.16</td>
<td>6.81</td>
<td>25010.80</td>
<td>38912.80</td>
</tr>
</tbody>
</table>

1.7.2 Fresh Water Allowance (FWA) at summer Draft 324.00 Millimetres
1.7.3 Tonnes per Centimetre Immersion (TPC) at Summer Draft 68.56 Tonnes
1.7.4 Normal ballast conditions

<table>
<thead>
<tr>
<th></th>
<th>Draft</th>
<th>Freeboard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forward</td>
<td>5.60</td>
<td>15.30</td>
</tr>
<tr>
<td>Aft</td>
<td>7.90</td>
<td>13.00</td>
</tr>
</tbody>
</table>

1.7.5 Multiple deadweights
   1 Have multiple deadweights been assigned? Yes
   2 If yes, what is the maximum assigned? 74999.00

8 Recent Operational History

1.8.1 What is the max. height of mast above waterline (air draft) in normal SBT condition? 43.87 Meters
1.8.2 Has the ship traded continuously without requirement for unscheduled repairs since the last dry-dock, except for normal maintenance? Yes
1.8.3 Unscheduled repairs
   1 Have unscheduled repairs been carried out? No
2.1.1 Register number
S1348-20

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

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
NA

2.1.4 Certificate dates

<table>
<thead>
<tr>
<th>Certificate</th>
<th>Date issued</th>
<th>Date expires</th>
<th>Last annual</th>
<th>Last intermediate</th>
<th>Date of endorsement</th>
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</thead>
<tbody>
<tr>
<td>Safety equipment certificate</td>
<td>21 October 2020</td>
<td>31 October 2020</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safety radio certificate</td>
<td>21 October 2020</td>
<td>31 October 2020</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safety construction certificate</td>
<td>21 October 2020</td>
<td>31 October 2020</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loadline certificate</td>
<td>21 October 2020</td>
<td>31 October 2020</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>International Oil Pollution Prevention Certificate (IOPPC)</td>
<td>21 October 2020</td>
<td>31 October 2020</td>
<td></td>
<td></td>
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<tr>
<td>Safety management certificate (SMC)</td>
<td>11 August 2020</td>
<td>26 April 2025</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Document of compliance (DOC)</td>
<td>10 December 2018</td>
<td>20 March 2021</td>
<td>10 June 2020</td>
<td></td>
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<tr>
<td>International ship security certificate</td>
<td>04 May 2020</td>
<td>26 April 2025</td>
<td></td>
<td></td>
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<tr>
<td>USCG certificate of compliance</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2.1.5 Minimum safe Manning document
08 November 2019

2.1.6 Civil Liability Convention Certificate (1992)
20 February 2020

2.1.7 U.S. Certificate of Financial Responsibility

2.1.8 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
05 February 2020

2.2 Publications

2.2.1 Publications
<table>
<thead>
<tr>
<th><strong>Vessel Particulars Questionnaire for FAROS</strong></th>
<th><strong>Present</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>IMO Safety of Life at Sea Convention (SOLAS 74)</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>International Life Saving Appliance Code (LSA Code)</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>International Code for Fire Safety Systems (FSS Code)</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>IMO International Code of Signals (SOLAS V-Reg 21)</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>IMO International Convention for the Prevention of Pollution from Ships (MARPOL 73/78)</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>IMO Ships Routeing</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>IMO International Regulations For Preventing Collisions at Sea (COLREGS)</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>IMO Standards of Training, Certification and Watchkeeping (STCW Convention)</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>ICS Guide to Helicopter/Ship Operations</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>OCIMF/ICS/IAPH International Safety Guide for Oil Tankers and Terminals (ISGOTT)</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>OCIMF/ICS Ship to Ship Transfer Guide (Petroleum)</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>OCIMF Recommendations for Oil Tanker Manifolds and Associated Equipment</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>OCIMF Mooring Equipment Guidelines</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>OCIMF Effective Mooring</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Guidance Manual for tanker structures</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Recommendations for equipment employed in the bow mooring of ships at SPM moorings</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Anchoring Systems and Procedures</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>USCG Regulations for Tankers (USCG 33 CFR/46 CFR)</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>International Safety Management Code (ISM Code)</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Oil Transfer Procedures (USCG 33 CFR 155-156)</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Operator’s ISM Manuals</strong></td>
<td>Yes</td>
</tr>
<tr>
<td>Is the publication IMO-Inert Gas Systems, or Ship Technical Operator’s equivalent manual on board?</td>
<td>Yes</td>
</tr>
<tr>
<td>Is the publication IMO-Cow Systems, or Ship Technical Operator’s equivalent manual on board?</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>ICS Bridge Procedures Guide</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>IAMSAR Vol.3</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Nautical Institute Bridge Team Management</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>International Medical Guide for Ships (or equivalent)</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>ISPS Code</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Guidelines for the control of Drugs and alcohol on board ships</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Guidelines on Fatigue</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>IMO Code for Construction &amp; Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)</strong></td>
<td>No</td>
</tr>
<tr>
<td><strong>IMO Index of Dangerous Chemicals Carried in Bulk</strong></td>
<td>No</td>
</tr>
<tr>
<td><strong>ICS Tanker Safety Guide (Chemicals)</strong></td>
<td>No</td>
</tr>
<tr>
<td><strong>IMO Code for Construction &amp; Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code)</strong></td>
<td>No</td>
</tr>
<tr>
<td><strong>Chemical Data Guide (USCG 1990 CIM 16616.6A)</strong></td>
<td>No</td>
</tr>
</tbody>
</table>

**Certificates**
3 **Crew**

1 **Crew Management**

3.1.1 **Number of Officers on board**

1 What is the minimum number of officers to be carried as recorded in the Minimum Safe Manning Document? 6

2 What is the actual number of officers on board? 9

3.1.2 **Crew employment by the Ship Operator**

1 Is the Master employed by the Ship Operator? Yes

2 Are the officers employed by the Ship Operator? Yes

3 Are the ratings employed by the Ship Operator? Yes

3.1.3 **What is the common language used on the Ship?**

English

3.1.4 **Manning agent for Officers**

1 Name Elvictor Crew Management Ltd.

2 Full address C/O 79 Vassileos Constantinou, Varkiza 16672, Athina

3 Office telephone number +30 210 4224220

4 Office telex number

5 Office fax number

6 Office email address development@elvictor.com

3.1.5 **Manning agents**

1 Are manning agent(s) wholly or partially owned by Operator? No

2 If No, does Operator have selection rights? Yes

3.1.6 **Does the Operator maintain personnel files on officers assigned to its vessels?**

Yes

3.1.7 **What is the retention rate for officers for the past 3 years?**

100.00 Percent

3.1.8 **Ratings on board**

1 What is the minimum number of ratings to be carried as specified in the Minimum Safe Manning Document? 8
2 What is the actual number of ratings on board? 14
3 List nationality of ratings Georgian

3.1.9 Manning agent for Ratings (if different to Officers)
1 Name
2 Full address
3 Office telephone number
4 Office telex number
5 Office fax number
6 Office email address

3.1.10 Does the Operator maintain personnel files on ratings assigned to its ships? Yes
3.1.11 What is the retention rate for ratings for the past 3 years? 100.00 Percent

2 Continuity

3.2.1 Do senior officers return to the same ship on a rotational basis? No
3.2.2 Are senior officers rotated on ships of similar class within company fleet? Yes
3.2.3 Are junior officers and ratings rotated on ships of similar class within company fleet? Yes
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? Yes

3 Training

3.3.1 List Operator sponsored training courses available:
1 To officers (Bridge Management etc.) BRM/BTM, ERM, Security Training, PMS "Telecomputer", Risk Assessment and Company's CBT, SEAGULL TRAINING, Bruusgard CBT Training, Incident Investigation for Senior Officers, Media Response, ECDIS generic/specific.
2 To ratings (Fire Fighting etc.) AFF, PSCRB, Safety, Security and Company's CBT, SEAGULL TRAINING.

3.3.2 Are Masters and Chief Engineers required to attend company office before and after each tour of duty? Yes
3.3.3 Does operator hold regular training seminars ashore for officers? Yes
3.3.4 Are training seminars provided on board for officers and ratings? Yes
3.3.5 What courses, exceeding statutory requirements, are provided:
1 For senior officers ERM, Risk Assessment, Ship Handling, Incident Investigation, Media Response, ECDIS specific, Safety Officer, Ship Security, and Company's CBT
2 For junior officers BTM, ECDIS specific / ECDIS generic, Company's CBT.
3 For ratings Company's CBT

4 Navigation
## Navigation

### 4.1.1 Navigation equipment

<table>
<thead>
<tr>
<th>Installed</th>
<th>Type</th>
<th>Number installed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Saracom</td>
<td>1</td>
</tr>
<tr>
<td>Yes</td>
<td>Tokimec TG 8000</td>
<td>2</td>
</tr>
<tr>
<td>Yes</td>
<td>Tokimee PR 6334 A DM SS2</td>
<td>1</td>
</tr>
<tr>
<td>Yes</td>
<td>JRC - JMA - 9933 - 5A</td>
<td>1</td>
</tr>
<tr>
<td>Yes</td>
<td>JRC - JMA - 9923 - 7XA</td>
<td>1</td>
</tr>
<tr>
<td>No</td>
<td>JMA 9923</td>
<td>2</td>
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<td>Yes</td>
<td>JRC - JFE- 582</td>
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<td>Yes</td>
<td>JRC NWW-24L300H</td>
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<td>Yes</td>
<td>JRC - JLN - 550</td>
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<td>Yes</td>
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<tr>
<td>Yes</td>
<td>DAE YANG DLC FL 200 R</td>
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<tr>
<td>Yes</td>
<td>Various Makers</td>
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<td>No</td>
<td>TOKIMEC ROTI-200</td>
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<tr>
<td>Yes</td>
<td>JRC - NCR 333</td>
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<tr>
<td>Yes</td>
<td>JRC J - NAV 500</td>
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<tr>
<td>Yes</td>
<td>JRC - JLR - 7700MK2</td>
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<tr>
<td>Yes</td>
<td>JRC - JAN -901 M</td>
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<tr>
<td>Yes</td>
<td>TOKIMEC - CR4</td>
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<td>No</td>
<td>TOKIMEC PR6334ADMSS2</td>
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<tr>
<td>Yes</td>
<td>KONGSBOURG - OPU 8810</td>
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<tr>
<td>Yes</td>
<td>DAEYANG DIC-FL-200SD</td>
<td>1</td>
</tr>
<tr>
<td>Yes</td>
<td>JRC - JAX 9A</td>
<td>1</td>
</tr>
</tbody>
</table>

### 4.1.2 Is a repeating magnetic compass fitted?  Yes

### 4.1.3 Is there at least one radar operating in the 9 GHz frequency band (3cm/x band)?  Yes

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

### 4.1.5 Are the Radars fitted with ARPA?  Yes

### 4.1.6 Is the ECDIS an approved system?  Yes

### 4.1.7 Does ship carry sextant(s)?  Yes
4.1.8 Does ship carry a signal lamp?  Yes
4.1.9 Is each bridge wing fitted with:
   1 Rudder angle indicator  Yes
   2 RPM indicator  Yes
   3 Gyro repeater  Yes
4.1.10 If the ship is fitted with a controllable pitch propeller, are indicators fitted on the bridge wings?  No
4.1.11 Are steering controls and engine controls fitted on bridge wings?  No
4.1.12 Is a Bridge Watch Navigation Alarm (BWNAS) system fitted?  Yes

5 Safety

1 Safety Management

5.1.1 Quality management system:
   1 Is the ship operated under a Quality management system?  Yes
   2 If Yes, what type of system? (ISO9002 or IMO Resolution A.741(18))?  IMO Resolution A.741(18)
   3 If Yes, who is the certifying authority?  BV
   4 Date of the ship’s certification  11 August 2020

2 Helicopters

5.2.1 ICS Guide to Helicopter/Ship Operations
   1 Does the ship comply with the ICS Guide to Helicopter/Ship Operations?  Yes
   2 If yes, state whether winching or landing area provided  Winching
   3 If yes, what is the diameter of the circle provided  5.00

3 Firefighting and Lifesaving equipment

5.3.1 Fixed foam firefighting
   1 Is a fixed foam firefighting system installed for the cargo area?  Yes
   2 If yes, what is the type of foam?  Other
   3 What was the date of supply of the foam, or the date of the last Test Analysis Certificate?  30 March 2020

5.3.2 What type of fixed firefighting system is provided for:
   1 The paint locker?  Water Sprinkler
   2 The pump room?  NA
   3 The engine room?  CO2 and Hypermist
   4 The void spaces?  NA

5.3.3 Is a fixed dry powder firefighting system installed for the cargo area?  No
5.3.4 Is a fixed water spray firefighting system installed for the cargo area?  No
5.3.5 Is the ship equipped with a compressor for recharging breathing apparatus air cylinders?  Yes
5.3.6 What type of lifeboat(s) is/are fitted?  Conventional
6.1.1 Continuous deck edge fishplate
   1. Is ship fitted with a continuous deck edge fishplate enclosing the deck area? Yes
   2. If Yes, what is its minimum vertical height above the deck plating? 175.00
   3. What is maximum vertical height above deck plating at the position where the fish plate adjoins the aft thwartships coaming? 280.00
   4. How far forward of the athwartships coaming is this height maintained? 14.80
   5. Is an athwartship deck coaming fitted adjacent to accommodation and service areas? Yes
   6. What is the height of the coaming? 295.00

6.1.2 Is spill containment fitted
   1. Under the cargo manifold? Yes
   2. Under all bunker manifolds? Yes
   3. Under the bunker tank vents? Yes
   4. Around the deck machinery? Yes

6.1.3 What type of scupper plugs are provided? Mechanical Rubber Expandable Type

6.1.4 Preventing spill out entering the sea
   1. Are means provided to prevent spilled oil entering the sea? Yes
   2. If yes, what means are provided? Dump Valves / Pneumatic Diaphram Pump

6.1.5 Is the following pollution control equipment available to clean up oil spilled on deck:
   1. Sorbents Yes
   2. Non-sparking hand scoops/shovels Yes
   3. Containers Yes
   4. Emulsifiers Yes
   5. Non-sparking pumps Yes

6.1.6 Is the cargo piping system fully segregated from the sea chest? Yes

6.1.7 What type of sea valves are fitted? butterfly

6.1.8 Pre-MARPOL tankers
   1. Is the ship a pre-MARPOL tanker? No
   2. If yes, is a cargo sea chest valve testing arrangement fitted which meets OCIMF recommendations? No

6.1.9 Are dump valves fitted to the slop tanks which will operate with normal inert gas pressure in the tank vapour space? Yes

6.1.10 Are overboard discharges fitted with blanks or alternatively, is there a testing arrangement for the overboard valves? Yes

6.1.11 Is there a discharge below the waterline for Annex II substances No
6.1.12 Is there a discharge above the waterline for Annex I oily mixtures  Yes

6.1.13 Cargo piping pressure tests:
   1. On oil and chemical tankers, does the Operator have a policy to pressure test cargo piping at intervals no greater than 12 months?  Yes
   2. If yes, specify pressure 12.50

6.1.14 Bunker piping pressure tests:
   1. Does Operator have policy to pressure test bunker piping at intervals no greater than 12 months?  Yes
   2. If yes, specify pressure 5.00 Bar

6.1.15 Is garbage incinerator fitted?  Yes

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?  Yes

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?  Yes

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'?  Yes

7 Structural Condition

7.1 Structural Condition

7.1.1 Cargo tank coating
   1. Are cargo tanks coated?  Yes
   2. If yes, specify type of coating  Pure Epoxy
   3. If all tanks are not coated, specify those tanks which are not coated  NA
   4. If cargo tanks are coated, specify to what extent  Whole Tank
   5. What is the condition of coating?  Good

7.1.2 Ballast tank coating
   1. Are ballast tanks coated?  Yes
   2. If yes, specify type of coating  Epoxy
   3. If yes, specify to what extent  Whole Tank
   4. What is the condition of the ballast tank coating?  Satisfactory

7.1.3 Tank anodes
   1. Are anodes fitted to the cargo tanks?  No
   2. Are anodes fitted to the ballast banks?  Yes
   3. What type of anodes are fitted  Zinc
   4. What is the extent of wastage of the anodes in the cargo tanks
   5. What is the extent of wastage of the anodes in the ballast tanks  10.00
   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?  Yes
7.1.5 Planned Prevention Maintenance Programme

1. Does ship have planned prevention maintenance programme (PPM)? Yes
2. Is PPM manual (card system) or computerised? Computerised
3. What areas of the ship does the PPM cover? All Ship
4. If the PPM is Class-approved, what is the Class notation? Yes

8 Cargo

1 Ballast Tanks

8.1.1 Ballast capacities at 100% full (M3)

<table>
<thead>
<tr>
<th>Tank Number</th>
<th>Identity</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>WBT 3 (S)</td>
<td>1855.20</td>
</tr>
<tr>
<td>5</td>
<td>WBT 3 (P)</td>
<td>1855.20</td>
</tr>
<tr>
<td>4</td>
<td>WBT 2 (S)</td>
<td>1830.40</td>
</tr>
<tr>
<td>10</td>
<td>WBT 5 (S)</td>
<td>1847.00</td>
</tr>
<tr>
<td>11</td>
<td>WBT 6 (P)</td>
<td>2468.00</td>
</tr>
<tr>
<td>3</td>
<td>WBT 2 (P)</td>
<td>1830.40</td>
</tr>
<tr>
<td>9</td>
<td>WBT 5 (P)</td>
<td>1847.00</td>
</tr>
<tr>
<td>13</td>
<td>Fore Peak and After Peak</td>
<td>3167.40</td>
</tr>
<tr>
<td>1</td>
<td>WBT 1 (P)</td>
<td>2344.70</td>
</tr>
<tr>
<td>12</td>
<td>WBT 6 (S)</td>
<td>2468.00</td>
</tr>
<tr>
<td>8</td>
<td>WBT 4 (S)</td>
<td>1855.20</td>
</tr>
<tr>
<td>2</td>
<td>WBT 1 (S)</td>
<td>2344.70</td>
</tr>
<tr>
<td>7</td>
<td>WBT 4 (P)</td>
<td>1855.20</td>
</tr>
</tbody>
</table>

8.1.2 Total Ballast Tank Capacities at 100% full 27568.40 Cu Meters

2 Ballast Handling

8.2.1 Ballast Handling Data

<table>
<thead>
<tr>
<th>Number</th>
<th>Type</th>
<th>Type of prime mover</th>
<th>Capacity</th>
<th>At what head?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Pump</td>
<td>2</td>
<td>Framo</td>
<td>Hydraulic</td>
<td>1500</td>
</tr>
<tr>
<td>Eductors</td>
<td>1</td>
<td></td>
<td>Sea Water</td>
<td>200</td>
</tr>
</tbody>
</table>

8.2.2 Ballast handling Main Pump

1. Normal back pressure 3.00
2. Max RPM 1137.00

8.2.3 Bunker connections

1. What is the number of bunker connections per side? 2
2. What is the size of the bunker connection? 200.00

9 Cargo Specific

1 Cargo Handling (Oil)
9.1.1 Tank Plan

2 Double Hull Vessels

9.2.1 Centreline bulkhead
   1 Is the ship constructed with a centreline bulkhead to all cargo tanks? Yes
   2 If Yes, is bulkhead solid or perforated? Solid

9.2.2 'U' shaped ballast tanks
   1 Is the ship fitted with any full breadth 'U' shape ballast tanks? No
   2 If Yes, how many ballast tanks are full breadth?

3 Cargo Tank Capacities

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

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

<table>
<thead>
<tr>
<th>Tank Number</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>11074.7</td>
</tr>
<tr>
<td>2</td>
<td>14356.2</td>
</tr>
<tr>
<td>3</td>
<td>14364.9</td>
</tr>
<tr>
<td>4</td>
<td>14389.6</td>
</tr>
<tr>
<td>5</td>
<td>14389.6</td>
</tr>
<tr>
<td>6</td>
<td>13478.3</td>
</tr>
</tbody>
</table>

9.3.4 Wings (P and S combined) Total Capacity (98%) 82053.30

9.3.5 Slops tank capacities (98%)

<table>
<thead>
<tr>
<th>Tank Number</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1102.1</td>
</tr>
<tr>
<td>2</td>
<td>236.8</td>
</tr>
</tbody>
</table>

9.3.6 Grand Total Capacity (98%) 84020.80

9.3.7 Ballast Capacities At 100% Full (M3) 27568.10

4 SBT Tanker

9.4.1 What is the total volume of the SBT tanks 27568.10 Cu Meters

9.4.2 What percentage of summer deadweight can the ship maintain with SBT only? 36.75 Percent

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

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

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

9.4.6 Dedicated/segregated ballast tanks
   1 Do cargo lines pass through any dedicated or segregated ballast tanks? No
   2 If Yes, what type of expansion is fitted?

9.4.7 Cargo tanks
1. Do ballast lines pass through any cargo tanks? No
2. If Yes, what type of expansion is fitted?

9.4.8 Line clearing
1. Can the ship pump water ashore for line clearing? Yes
2. If Yes, what is maximum attainable discharge rate? 1500.00 Cu Meters/Hour
3. If Yes, what is maximum acceptable back pressure? 3.00 Bar

9.4.9 Which cargo tanks are designated for the carriage of heavy weather ballast? COT 4 (P and S)

5 Cargo Handling

9.5.1 How many grades of cargo can be loaded or discharged with double valve segregation? 4

9.5.2 How many grades of cargo can be loaded or discharged using blank flanges? 4

9.5.3 If deepwell pumps and heat exchangers are fitted, can the pumps and heat exchangers be by-passed during loading? Yes

9.5.4 Oil Discharge Monitoring Equipment (ODME)
1. Is there Oil Discharge Monitoring Equipment (ODME) fitted? Yes
2. Is an Oil Discharge Monitoring System connected to the above waterline discharge? Yes
3. If yes, is the Oil Discharge Monitoring System designed to automatically stop the discharge of effluent when its oil content exceeds permitted levels? Yes

9.5.5 Stability computer
1. If the ship is >100m LOA, is it provided with a class-approved or class-certified stability computer? Yes
2. Does this stability programme consider damaged stability conditions? Yes

6 Cargo Handling Systems

9.6.1 Is computer integrated with cargo system and equipped with alarm to monitor loading and discharging operations? Yes

9.6.2 Are dedicated cargo stripping lines and pumps provided? No

9.6.3 State location of cargo pump emergency stops

<table>
<thead>
<tr>
<th>Stop Number</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>i</td>
<td>Manifold (P) Side</td>
</tr>
<tr>
<td>iii</td>
<td>CCR</td>
</tr>
<tr>
<td>iv</td>
<td>Framo Room</td>
</tr>
<tr>
<td>ii</td>
<td>Manifold (S) Side</td>
</tr>
</tbody>
</table>

9.6.4 High temperature alarms/trips
9.6.5 What is the principal type of cargo valve? Butterfly
9.6.6 What type of cargo valve actuator is fitted? Hydraulic

7 Cargo Room Control

9.7.1 Is ship fitted with a Cargo Control Room? (CCR) Yes
9.7.2 Can cargo and ballast pumps be controlled from the CCR? Yes
9.7.3  Can all valves be controlled from the CCR?  No
9.7.4  Can tank innage/ullage be read from the CCR?  Yes
9.7.5  Is ODME readout fitted in the CCR?  Yes
9.7.6  Can the inert gas system be controlled from the CCR?  Yes

8  Gauging and Sampling

9.8.1  Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?  Yes
9.8.2  What type of fixed closed tank level gauging system is fitted?  Radar
9.8.3  Is the tank level gauging system provided with local readouts at each tank?  No
9.8.4  Is the tank gauging system calibrated by a Internationally-recognised cargo inspection company?  Yes
9.8.5  If it is a portable system does the sounding pipe extend to full tank depth?  No
9.8.6  Are bunker tanks fitted with a full depth gauging system?  Yes
9.8.7  High level alarms
   1  Are high level alarms fitted to the cargo tanks?  Yes
   2  If Yes, are the high level alarms fitted to all cargo tanks?  All
   3  Are the high level alarms independent of the gauging system?  Yes
9.8.8  Bunker tanks high level alarms
   1  Are bunker tanks fitted with high level alarms?  Yes
   2  If Yes, are bunker tank high level alarms part of the primary tank gauging system?  No
9.8.9  Is closed-sampling equipment provided?  Yes
9.8.10  Are cargo tanks fitted with dipping points as per IMO Res 497 4.4.4?  Yes
9.8.11  Vapour lock calibration
   1  If portable equipment for gauging uses vapour locks, are vapour locks calibrated by a recognised cargo inspection company?  Yes
   2  If Yes, what is the name of the cargo inspection company  Class-LR
   3  If Yes, by whom are vapour locks certified?  Class-LR
9.8.12  Portable gauging equipment
   1  Is portable equipment used for gauging?  Yes
   2  If yes, who is the manufacturer?  UTI Hermatic
   3  How many units are supplied?  4
9.8.13  What is the name of the manufacturer of the vapour locks?  Hermatic
9.8.14  What is the nominal (internal) diameter of the vapour lock?  50.00 Millimetres
9.8.15  Vapour locks
   1  To what standard is the thread of the vapour lock manufactured?  
   2  Can vapour lock be used for ullaging?  Yes
   3  Can vapour lock be used for temperature?  Yes
   4  Can vapour lock be used for interface?  Yes
### Vessel Particulars Questionnaire for FAROS

<table>
<thead>
<tr>
<th>Question</th>
<th>Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>5  Can vapour lock be used for cargo sampling?</td>
<td>Yes</td>
</tr>
<tr>
<td>6  If the vapour lock can be used for cargo sampling, what is the volume of the sample that can be drawn?</td>
<td>0.50 litre</td>
</tr>
<tr>
<td>9.8.16 Specify portable equipment for checking oil/water interface</td>
<td>UTI Hermetic</td>
</tr>
<tr>
<td>9.8.17 Can cargo samples be taken at the manifold?</td>
<td>Yes</td>
</tr>
<tr>
<td>9.8.18 What is the means of taking cargo temperatures?</td>
<td>SAAB / UTI</td>
</tr>
<tr>
<td><strong>9  Vapour Emission Control</strong></td>
<td></td>
</tr>
<tr>
<td>9.9.1 Is a vapour return system fitted?</td>
<td>Yes</td>
</tr>
<tr>
<td>9.9.2 If fitted, is vapour line return manifold in compliance with OCIMF Guidelines?</td>
<td>Yes</td>
</tr>
<tr>
<td>9.9.3 Does the ship possess Vapour Emission Control (VEC) Certification?</td>
<td>Yes</td>
</tr>
<tr>
<td>9.9.4 If yes, state the issuing authority?</td>
<td>Lloyds</td>
</tr>
<tr>
<td><strong>10 Venting</strong></td>
<td></td>
</tr>
<tr>
<td>10.1 What type of venting system is fitted</td>
<td>P V Valves, Pressure sensors and Mast riser</td>
</tr>
<tr>
<td>10.2 What is the maximum venting capacity?</td>
<td>12500.00 Cu Meters/Hour</td>
</tr>
<tr>
<td>10.3 What is the P/V valve opening pressure?</td>
<td>1400.00 MM/WG</td>
</tr>
<tr>
<td>10.4 What is the P/V valve vacuum setting?</td>
<td>350.00 MM/WG</td>
</tr>
<tr>
<td>10.5 Are isolating valves fitted to each cargo tank?</td>
<td>Yes</td>
</tr>
<tr>
<td>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?</td>
<td>Yes</td>
</tr>
<tr>
<td>10.7 Are pressure sensors, having readouts in the cargo control position, provided in each cargo tank?</td>
<td>Yes</td>
</tr>
<tr>
<td>10.8 Mast risers</td>
<td></td>
</tr>
<tr>
<td>1  Is venting through a mast riser?</td>
<td>Yes</td>
</tr>
<tr>
<td>2  Are mast risers fitted with high velocity vents?</td>
<td>No</td>
</tr>
<tr>
<td>3  If Yes, state opening pressure</td>
<td></td>
</tr>
<tr>
<td>4  What is the vacuum setting of the mast riser P/V valve?</td>
<td></td>
</tr>
<tr>
<td>5  What is the maximum capacity of the mast riser venting system?</td>
<td>12500.00 Cu Meters/Hour</td>
</tr>
<tr>
<td>10.9 What is the maximum loading rate for homogenous cargo?</td>
<td>10000.00 Cu Meters/Hour</td>
</tr>
<tr>
<td><strong>11 Cargo Manifolds</strong></td>
<td></td>
</tr>
<tr>
<td>11.1 Does the cargo manifold arrangement comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?</td>
<td>Yes</td>
</tr>
<tr>
<td>11.2 Manifold Valves</td>
<td>Butterfly</td>
</tr>
<tr>
<td>1  What type of valves are fitted at manifold?</td>
<td></td>
</tr>
<tr>
<td>2  If hydraulic valves fitted, what are closing times?</td>
<td></td>
</tr>
<tr>
<td>11.3 What is the number of cargo connections per side?</td>
<td>4</td>
</tr>
<tr>
<td>11.4 What is the size of cargo connections?</td>
<td>400.00 Millimetres</td>
</tr>
</tbody>
</table>
9.11.5 Are pressure gauges fitted with valves or cocks located outboard of manifold valves? Yes

9.11.6 What is the material of the manifold? Steel

9.11.7 Is a cargo line crossover fitted at the manifold? Yes

12 Manifold Arrangement

9.12.1 Measurements

1 Distance A bunker manifold to cargo manifold 2000.00 Millimetres
2 Distance B cargo manifold to cargo manifold 2500.00 Millimetres
3 Distance C cargo manifold to vapour return manifold 4000.00 Millimetres
4 Distance D manifolds to ship’s rail 4600.00 Millimetres
5 Distance E spill tank grating to centre of manifold 900.00 Millimetres
6 Distance F main deck to centre of manifold 1800.00 Millimetres
7 Distance G maindeck to top of rail 940.00 Millimetres
8 Distance H top of rail to centre of manifold 700.00 Millimetres
9 Distance J manifold to ship side 4600.00 Millimetres
10 What is the height of the manifold connections above the waterline at loaded (Summer Deadweight) condition? 8.30 Meters
11 What is the height of the manifold connections above the waterline in normal ballast? 15.99 Meters
12 What is the height of manifold connections above the waterline in lightship condition?
13 What is the distance between the keel and centre of manifold? 22.74 Meters

9.12.2 Is a stern discharge manifold fitted? No

9.12.3 If stern manifold fitted, state size

9.12.4 Is a bow manifold fitted? No

9.12.5 If bow manifold fitted, state size

9.12.6 If bow manifold is fitted, to what Standard is it manufactured?

13 Gas Monitoring

9.13.1 Is a fixed system fitted to continuously monitor potentially flammable atmospheres? Yes

9.13.2 What spaces are monitored? Ballast Tanks 1W ~ 6W, Pipe Duct Keel, Fore Peak Tank, Accomodation A/C intake

9.13.3 Where are sensors/sampling points located in pumproom? NA

9.13.4 What is the rank of the person or persons who are responsible for testing sensors/sampling points? Ch.Off

9.13.5 Who is responsible for testing sensors/sampling points? Chief Officer

14 Cargo Heating

9.14.1 Heating coils

1 Are the cargo tanks fitted with heating coils? Yes
2 If Yes, how many independent heating coil sets are fitted to each cargo tank? Heating coils are only in port & stbd slop tanks. Port slop 4 coils, stbd slop 3 coils / 1-6 wings have deck mounted heaters

3 If Yes, are all the cargo tanks fitted with heating coils? No

4 What is the height of the heating coils above the tank bottom? 250.00 Millimetres

5 What is the total heating surface of the heating coils, per tank? 0.46 Sq Meters

6 What is the ratio of the heating surface to the volume of the tank? 0.04

7 Are heating coils welded or coupled? Welded

9.14.2 Are heat exchangers external to cargo tanks? Yes

9.14.3 Are there external ducts? Yes

9.14.4 What type of material is used for the heating coils? SS

9.14.5 Inlet heating

1 Inlet heating medium to coils Steam

2 With Sea temperature 15.00 Deg C

3 With air temperature 15.00 Deg C

9.14.6 Heating agent Steam

9.14.7 Number of heaters

1 Number of heaters 12

2 Able to raise temperature from 44.00 Deg C

3 Able to raise temperature to 66.00 Deg C

4 Time taken to raise temperature 96.00 Hours

9.14.8 Total capacity of boilers 25000.00 KCal

15 Inert Gas and Crude Oil Washing

9.15.1 Is an inert gas system (IGS) fitted? (If No, ignore remainder of this section) Yes

9.15.2 Is a P/V breaker fitted? Yes

9.15.3 Do the inert gas distribution lines have natural segregations that match the cargo pipeline segregations? No

9.15.4 Is the inert gas supplied by flue gas, inert gas generator and/or stored nitrogen? IG Generator

9.15.5 Are fixed O2 alarms fitted in inert gas generating spaces? Yes

9.15.6 What is the capacity of the IGS? 6750.00 Cu Meters/Hour

9.15.7 How many fans does it have? 2

9.15.8 What is the total combined fan capacity? 13500.00 Cu Meters/Hour

9.15.9 IG generator

1 Is a top-up IG generator fitted? No

2 If Yes, what is its capacity?

9.15.10 Is an IGS operating manual on board? Yes

9.15.11 What type of deck seal is fitted? Semi-dry

9.15.12 How many segregations does the IGS have? 1
9.15.13 What method is used to isolate individual tanks?  
- butterfly Valves with Locks

9.15.14 What type of non-return valve is fitted?  
- Flap Type

9.15.15 If the cargo tanks can be individually isolated from the IGS/Vent line, what means of secondary protection is fitted?  
- PV Valve, Alarm in CCR

9.15.16 If ship has double hull or sides, are facilities available to inert ballast tanks and other void spaces?  
- Yes

9.15.17 How is inert gas supplied to the ballast tanks or other void spaces?  
- Flexible hoses from flanges on ballast tank and IG Line

9.15.18 Can these tanks/spaces be purged with air?  
- Yes

9.15.19 Emergency IGS Connection

1. Where is the location of the emergency IGS connection?  
- Manifold

2. What is the size of the emergency IGS connection?  
- 450.00 Millimetres

9.15.20 Crude Oil Washing

1. Is a Crude Oil Washing (COW) installation fitted?  
- Yes

2. Are COW drive units fixed or portable?  
- Fixed

3. Are COW drive units programmable?  
- Yes

4. Can COW be conducted at the same time as cargo discharge?  
- Yes

5. Is there an approved COW Manual on board?  
- Yes

6. What is the working pressure of the COW lines?  
- 7.00 Bar

16 Cargo Pumps

9.16.1 Cargo Pumps

9.16.2 Stripping Pumps

9.16.3 Ballast Pumps

10 Mooring

1 Mooring

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

10.1.2 Mooring Winches

1. Is brake testing equipment on board?  
- Yes

2. When were the brakes last tested?  
- 06 February 2020

10.1.3 Mooring Wires (on drums)

<table>
<thead>
<tr>
<th>Number</th>
<th>Diameter (Millimetres)</th>
<th>Material</th>
<th>Length (Meters)</th>
<th>Breaking Strength (Tonnes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forecastle</td>
<td>4</td>
<td>30.00</td>
<td>GSWR</td>
<td>200.00</td>
</tr>
<tr>
<td>forward Main Deck</td>
<td>4</td>
<td>30.00</td>
<td>GSWR</td>
<td>200.00</td>
</tr>
<tr>
<td>Aft Main Deck</td>
<td>4</td>
<td>30.00</td>
<td>GSWR</td>
<td>200.00</td>
</tr>
<tr>
<td>Poop</td>
<td>4</td>
<td>30.00</td>
<td>GSWR</td>
<td>200.00</td>
</tr>
</tbody>
</table>

10.1.4 Type of shackle  
- Mandal
### 10.1.5 Synthetic Tails

<table>
<thead>
<tr>
<th></th>
<th>Number</th>
<th>Diameter (Millimetres)</th>
<th>Material</th>
<th>Length (Meters)</th>
<th>Breaking Strength (Tonnes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forecastle</td>
<td>4</td>
<td>72.00</td>
<td>Nylon</td>
<td>11.00</td>
<td>80.00</td>
</tr>
<tr>
<td>forward Main Deck</td>
<td>4</td>
<td>72.00</td>
<td>Nylon</td>
<td>11.00</td>
<td>80.00</td>
</tr>
<tr>
<td>Aft Main Deck</td>
<td>4</td>
<td>64.00</td>
<td>Synthetic Mix</td>
<td>11.00</td>
<td>87.00</td>
</tr>
<tr>
<td>Poop</td>
<td>4</td>
<td>72.00</td>
<td>Nylon</td>
<td>11.00</td>
<td>80.00</td>
</tr>
</tbody>
</table>

### 10.1.6 Mooring Ropes (on drums)

### 10.1.7 Other Mooring Lines

<table>
<thead>
<tr>
<th></th>
<th>Number</th>
<th>Diameter (Millimetres)</th>
<th>Material</th>
<th>Length (Meters)</th>
<th>Breaking Strength (Tonnes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forecastle</td>
<td>3</td>
<td>60.00</td>
<td>Secolon 8-strand braided High tenacity polypropylene &amp; polyethylene mixed</td>
<td>220.00</td>
<td>60.00</td>
</tr>
<tr>
<td>forward Main Deck</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Main Deck</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aft Main Deck</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Poop</td>
<td>2</td>
<td>60.00</td>
<td>Secolon 8-strand braided High tenacity polypropylene &amp; polyethylene mixed</td>
<td>220.00</td>
<td>60.00</td>
</tr>
</tbody>
</table>

### 10.1.8 Spare Mooring Wires

<table>
<thead>
<tr>
<th>Storage location</th>
<th>Number</th>
<th>Diameter (Millimetres)</th>
<th>Material</th>
<th>Length (Meters)</th>
<th>MBL (Tonnes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forecastletle</td>
<td>1</td>
<td>30.00</td>
<td>steel</td>
<td>200.00</td>
<td>61.00</td>
</tr>
<tr>
<td>steering flat</td>
<td>1</td>
<td>30.00</td>
<td>steel</td>
<td>200.00</td>
<td>59.30</td>
</tr>
</tbody>
</table>

### 10.1.9 Spare Mooring Ropes

### 10.1.10 Spare Mooring Tails

<table>
<thead>
<tr>
<th>Storage location</th>
<th>Number</th>
<th>Diameter (Millimetres)</th>
<th>Material</th>
<th>Length (Meters)</th>
<th>MBL (Tonnes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ford Store</td>
<td>2</td>
<td>64.00</td>
<td>Synthetic Mix / Nylon</td>
<td>11.00</td>
<td>87.00</td>
</tr>
<tr>
<td>Steering Flat</td>
<td>6</td>
<td>64.00</td>
<td>Synthetic mix / Nylon'</td>
<td>11.00</td>
<td>87.00</td>
</tr>
</tbody>
</table>

### 10.1.11 Mooring Winches

| Number | Sgl/Dbl drum | Split drum | Motive power | Heaving power (Tonnes) | Brake capacity (Tonnes) | Hauling speed (M/Min) | Type of brake |
|--------|--------------|------------|--------------|------------------------|-------------------------|------------------------|---------------|--------------|
Vessel Particulars Questionnaire for FAROS

IMO: 9298662

<table>
<thead>
<tr>
<th>Location</th>
<th>Drum Type</th>
<th>Drums</th>
<th>Hydraulically Operated</th>
<th>Winch Brakes Operated</th>
<th>Manual Drums</th>
<th>Winch Brake Diameter</th>
<th>SWL in Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forecastle</td>
<td>2 Double</td>
<td>Yes</td>
<td>Hydraulic</td>
<td>Yes</td>
<td>Manual</td>
<td>15.00</td>
<td>36.00</td>
</tr>
<tr>
<td>forward Main Deck</td>
<td>2 Double</td>
<td>Yes</td>
<td>Hydraulic</td>
<td>Yes</td>
<td>Manual</td>
<td>15.00</td>
<td>36.00</td>
</tr>
<tr>
<td>Aft Main Deck</td>
<td>2 Double</td>
<td>Yes</td>
<td>Hydraulic</td>
<td>Yes</td>
<td>Manual</td>
<td>15.00</td>
<td>36.00</td>
</tr>
<tr>
<td>Poop</td>
<td>2 Double</td>
<td>Yes</td>
<td>Hydraulic</td>
<td>Yes</td>
<td>Manual</td>
<td>15.00</td>
<td>36.00</td>
</tr>
</tbody>
</table>

10.1.12 What type of winch brakes are fitted? Manually operated

2 Mooring Bitts

10.2.1 How many sets of mooring bitts are fitted
   1. On forecastle 6
   2. On forward main deck 4
   3. On aft main deck 4
   4. On poop deck 4

10.2.2 Distance of mooring chock for breast/spring lines
   1. Forward of centre of manifold 61.50 Meters
   2. Aft of centre of manifold 53.50 Meters

3 Anchors and Windlass

10.3.1 What is the motive power of the windlass? Hydraulic
10.3.2 What is the cable diameter? 81.00 Millimetres
10.3.3 Number of Shackles
   1. Port cable 12
   2. Starboard cable 13
10.3.4 Are bitter end connections to both cables capable of being slipped? Yes

4 Emergency Towing Arrangements

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

<table>
<thead>
<tr>
<th>Type of System</th>
<th>SWL of System</th>
<th>Is pick-up gear provided?</th>
<th>Towing pennant length</th>
<th>Towing pennant diameter</th>
</tr>
</thead>
<tbody>
<tr>
<td>KETA 45F</td>
<td>200</td>
<td>No</td>
<td>8</td>
<td>80</td>
</tr>
<tr>
<td>KETA 40A</td>
<td>200</td>
<td>Yes</td>
<td>8</td>
<td>80</td>
</tr>
<tr>
<td>Tongue</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>76</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1500 x 650 x 830</td>
<td>450 x 600</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

10.4.4 How many sets of bitts are fitted in the bow area? 6

Mooring
10.4.5 What is the height of the bitts in the bow area? 775.00 Millimetres
10.4.6 What is the Safe Working Load (SWL) of the bitts in the bow area? 64.00 Tonnes
10.4.7 What is the distance between bow fairleads and nearest bitts? 5000.00 Millimetres
10.4.8 Is the bow area clear of any obstructions which would hamper towing connections? Yes

5 Escort Tug

10.5.1 SWL of closed chock on stern 225.00 Tonnes
10.5.2 SWL of bollard on poopdeck suitable for escort tug 200.00 Tonnes
10.5.3 Are stern chock and bollard capable of towing astern to 90 degrees? Yes

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'? Yes
10.6.2 Bow chain stoppers
   1 Are bow chain stoppers fitted? Yes
   2 If Yes, how many? 1
   3 If Yes, state type Tongue Type
   4 If Yes, what is the Safe Working Load (SWL)? 200.00 Tonnes
   5 What is the maximum size chain diameter the bow stopper(s) can handle? 76.00 Millimetres
10.6.3 Closed fairleads
   1 Are closed fairleads of OCIMF recommended size (600mm x 450mm)? Yes
   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? 3500.00 Meters
10.6.6 What is the distance from the stopper bracket to roller lead/winch drum? 5.00 Meters
10.6.7 Is there a direct lead from the bow stopper to the winch drum (not the warping end)? No
10.6.8 Is the winch storage drum capable of safely accommodating 150m X 80mm fibre pick up rope? Yes
10.6.9 Is the winch storage drum capable of safely accommodating 200m X 80mm fibre pick up rope? Yes

7 Bow mooring arrangement diagram

10.7.1 Bow mooring arrangement diagram

8 Manifold arrangement

10.8.1 Manifold Arrangement Diagram
10.8.2 Distance K end of drip tray to center line of deck cleat 1460.00 Millimetres
10.8.3 Distance L spill tray to centre line of bollard 465.00 Millimetres
10.8.4 Distance M length of bollard 600.00 Millimetres

9 Lifting equipment

10.9.1 Cargo handling derricks
   1 How many derricks are fitted?
   2 What is their safe working load (SWL)?
   3 Date last tested

10.9.2 Cargo handling cranes
   1 If cranes are fitted, how many?
   2 What is their safe working load (SWL)?
   3 Date last tested

10.9.3 Other derricks or cranes
   1 If cranes are fitted, how many?
   2 What is their safe working load (SWL)?
   3 Date last tested

10.9.4 Is Safe Working Load (SWL) clearly marked on all lifting equipment? Yes

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? Yes

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? Yes

10 Other equipment

10.10.1 Are accommodation ladders arranged to face aft when rigged? Yes

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

10.10.3 Are Suez Canal boat davits fitted? No

10.10.4 Is a Suez Canal searchlight fitted? Yes

11 Communications and Electronics

1 Communications and Electronics

11.1.1 Under what sea area (A1, A2, A3 or A4) does the ship operate? A3

11.1.2 Is a Long Range Identification and Tracking (LRIT) System fitted? Yes

11.1.3 Is the vessel equipped with an Automatic Identification System (AIS)? Yes

11.1.4 Is the vessel equipped with a Voyage Data Recorder or Simplified Voyage Data Recorder? Yes

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

11.1.6 Is a Search and Rescue Transponder (SART) fitted? Yes

11.1.7 Is an Emergency Position-Indicating Radio Beacon (EPIRB) fitted? Yes
11.1.8 How many VHF radios are fitted on the bridge? 2
11.1.9 Is a VHF radio fitted in the Cargo Control Room? Yes
11.1.10 Is the CCR connected to the internal communication system? Yes
11.1.11 How many intrinsically safe walkie talkies are provided for cargo handling? 6
11.1.12 Is an INMARSAT satellite communications system fitted? Yes
11.1.13 Are at least three survival craft two-way radio telephones provided? Yes
11.1.14 List any other communications equipment carried Iridium Telephone / Fleetbroadband / VSat
11.1.15 Can the radio transmit the helicopter homing signal on 410 KHz? No

12 Propulsion

1 Main Propulsion

12.1.1 Means of main propulsion
1 What is the means of main propulsion Motor
2 If motor state whether two stroke or four stroke 2 Stroke
3 If four stroke, state how many engines fitted

12.1.2 How many propellers are fitted? Single

12.1.3 Is a controllable pitch propeller fitted? Fixed

12.1.4 Boilers
1 How many boilers are fitted? 1
2 What is rated output of boilers? 25.00 Tonnes/Hour
3 Are the boilers equipped to operate on low sulphur fuel when the vessel is operating in Emission Control Areas Yes

12.1.5 Low sulphur fuel requirements
1 Is equipment fitted and are procedures in place to changeover main propulsion fuels to meet low sulphur fuel requirements? Yes
2 Is equipment fitted and are procedures in place to changeover auxiliary equipment fuels to meet low sulphur fuel requirements? Yes

12.1.6 What type of fuel is used for main propulsion? IFO 380 CST

12.1.7 Are pressurised fuel pipes double sheathed? Yes

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)? Yes

12.1.9 Can a speed of less than 5kts be maintained? Yes

12.1.10 Is the ship certified for Unmanned Machinery Space (UMS) operation? Yes

12.1.11 Is the machinery space operated in unmanned mode? Yes

2 Thrusters

12.2.1 Bow thruster
1 Is a bow thruster fitted? No
2 If Yes, give Brake Horse Power
12.2.2  Stern thruster
   1  Is a stern thruster fitted?  No
   2  If Yes, give Brake Horse Power

12.2.3  High angle rudder
   1  Is a high angle rudder fitted?  No
   2  Number fitted
   3  What type

3  Generators

12.3.1  How many power generators are fitted?  3
12.3.2  What is the design power output of the generators?  850 kw
12.3.3  What type of fuel is used in the generating plant?  IFO 380 CST
12.3.4  Is an Emergency Generator or batteries fitted?  Yes

4  Main engine air start compressors

12.4.1  Number of main engine start compressors  2
12.4.2  Operating pressure  30.00 Bar
12.4.3  Motive power of emergency compressor

5  Bunkers

12.5.1  Fuel oil tank capacities
   Tank name          Capacity          (Cu Meters)
   Nr. 2 Inner (S)    140.00
   Nr. 2 Outer (S)    501.80
   Nr. 1 (S)          232.20
   Nr. 2 Inner (P)    353.80
   FO Settling        64.90
   FO Service         64.90
   Nr. 2 Outer (P)    516.20

12.5.2  Diesel oil tank capacities
   Tank name          Capacity          (Cu Meters)
   MDO Serv.          32.10
   1Port              382.00
   MDO Storage        170.90

12.5.3  Gas oil tank capacities
   Tank name          Capacity          (Cu Meters)
   MGO (HPPE)         62.50

6  Steering gear

12.6.1  What type of steering gear is fitted?  Cylinder
12.6.2  How many motorized hydraulic pumps or motors fitted?  2
12.6.3 How many telemotors fitted? 2
12.6.4 Is an emergency rudder arrest/rudder control fitted? No

7 Anti-pollution

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

13 Ship to Ship Transfer

1 Ship to Ship Transfer

13.1.1 Does vessel comply with recommendations contained in OCIMF/ICS/CDI/SIGTTO "Ship To Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases"? Yes
13.1.2 Are at least 7 ratings available to assist with mooring operations? Yes
13.1.3 What is Safe Working Load (SWL) of bitts in the manifold area? 56.00 Tonnes
13.1.4 Are manifold bitts at least 35 metres away from the breastlines leading fore and aft? Yes
13.1.5 What is the maximum outreach of the derricks within their designed SWL? 7.40 Meters
13.1.6 Does the Operator's SMS provide instructions regarding the transfer of personnel using derricks or cranes? Yes
13.1.7 If cranes are fitted, are they certified for personnel transfer? Yes
13.1.8 Are personnel who will operate cranes for personnel transfer properly trained? Yes
13.1.9 Are four (4) 200m x 40mm messenger lines available for Ship-To-Ship (STS) mooring operations? Yes
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? Yes

14 Combination Carriers

1 Combination Carriers

14.1.1 State design of hatches na
14.1.2 State type of hatches NA
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?