Q88 - INTERTANKO Standard Tanker Questionnaire (Ver. 4) (Edit)

1.	**VESSEL DESCRIPTION**		
1.1	Date updated:	**Apr 12, 2017**	
1.2	Vessel's name (IMO number):	Nordic Castor (9303247)	
1.3	Vessel's previous name(s) and date(s) of change:	Romantic (Jun 21, 2016)	
1.4	Date delivered / Builder (where built):	Jul 30, 2004 / Universal Shipbuilding Corporation- Japan	
1.5	Flag / Port of Registry:	Cayman Islands / George Town	
1.6	Call sign / MMSI:	ZGFT6 / 319099600	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +870 773 925 501	
		Fax: +870 783 933 092	
		Email: ncast@hellespont.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Oil Tanker	
1.9	Type of hull:	Double Hull	
Classification			
1.10	Classification society:	American Bureau of Shipping	
1.11	Class notation:	+A1, OIL CARRIER, ESP, (E), +AMS, +ACCU, SH, SHCM	
1.12	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No None	
1.13	If classification society changed, name of previous and date of change:	No , Not Applicable	
1.14	IMO type, if applicable:	1	
1.15	Does the vessel have ice class? If yes, state what level:	No , N/A	
1.16	Date / place of last dry-dock:	Jul 14, 2014 / Singapore	
1.17	Date next dry dock due / next annual survey due:	Jul 13, 2017	
1.18	Date of last special survey / next special survey due:	Jul 14, 2014	Jul 29, 2019
1.19	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	No ,	
1.20	Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date?	N/A Permanent	
Dimensions			
1.21	Length overall (LOA):		274.2 m
1.22	Length between perpendiculars (LBP):		263 m
1.23	Extreme breadth (Beam):		48 m
1.24	Moulded depth:		22.4 m
1.25		49.94 m	49.94 m

	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:			
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):		130 m	140.4 m
1.27	Distance bridge front to center of manifold:			97.6 m
1.28	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	14 m	78.1 m	78.1 m
	Aft to mid-point manifold:	40 m	59.8 m	59.8 m
	Parallel body length:	54 m	137.9 m	150.7 m
1.29	FWA/TPC at summer draft:		368 mm	117.59 MT
1.30	Constant (excluding fresh water):			280 MT
1.31	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?		UKC APPLIES TO DYNAMIC CONDITION OF THE SHIP.OPEN SEA INCL SBM/SPM/SEABERTHS:20% STATIC DRAFT/RESTRICTED WATERS:10% STATIC DRAFT/AT OR NEAR BERTH LESS THAN 1 KNOT: 1.5% SHIP'S BEAM.	
1.32	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		47.53 m	0 m
	Normal ballast:		41.5 m	0 m
	At loaded summer deadweight:		33.917 m	0 m

Tonnages

1.33	Net Tonnage:		47289
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	78922	61746
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	80712.06	75330.64
1.36	Panama Canal Net Tonnage (PCNT):		0

Ownership and Operation

1.37	Registered owner - Full style:	Nordic American Tankers Ltd. LOM BUILDING, 27 REID STR., HAMILTON HM 11 BERMUDA C/O SCANDIC AMERICAN SHIPPING LTD., LEIF WELDINGSVEI 203208 SANDEFJORD, NORWAY Tel: +47 33 42 73 00 Fax: +47 33 42 73 01 Telex: N/A Email: info@nat.bm Web: Not Applicable Company IMO#: 4037590
1.38	Technical operator - Full style:	HELLESPONT SHIP MANAGEMENT GMBH & CO. KG Beim Strohhause 27 20097 Hamburg Germany Tel: +49 40 87 97 98 0 Fax: +49 40 87 97 98 299 Telex: N/A Email: operations@hsm.hellespont.com Web: Not Applicable Company IMO#: 5161328
1.39	Commercial operator - Full style:	V SHIPS UK LTD on behalf of NAT CHARTERING LTD c/o V.Ships UK Ltd THE SKYPARK 8, ELLIOT PLACE, GLASGOW G3 8EP, SCOTLAND Tel: +44 141 243 2435 Fax: +44 141 243 2436

		Email: natops@vships.com Web: www.vships.com
1.40	Disponent owner - Full style:	NAT CHARTERING LTD AS AGENTS ONLY TO NORDIC AMERICAN TANKERS LIMITED C/O NAT CHARTERING AS FRIDTJOF NANSENS PLASS 7, N-0160 OSLO, NORWAY Tel: +47 2369 6900 Fax: n/a Telex: n/a Email: CHARTERING@NATCHARTERING.COM Web: Not Applicable

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate (SEC):	Jun 23, 2016	Jun 23, 2016	Jul 29, 2019
2.2	Safety Radio Certificate (SRC):	Jun 23, 2016	Jun 23, 2016	Jul 29, 2019
2.3	Safety Construction Certificate (SCC):	Jun 23, 2016	Jun 23, 2016	Jul 29, 2019
2.4	International Loadline Certificate (ILC):	Jun 23, 2016	Jun 23, 2016	Jul 29, 2019
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jun 23, 2016	Jun 23, 2016	Jul 29, 2019
2.6	ISM Safety Management Certificate (SMC):	Nov 23, 2016	Oct 11, 2016	Oct 10, 2021
2.7	Document of Compliance (DOC):	Jan 07, 2016	Nov 21, 2016	Nov 17, 2020
2.8	USCG Certificate of Compliance (COC):	Mar 24, 2017	Mar 24, 2017	Mar 24, 2019
2.9	Civil Liability Convention (CLC) 1992 Certificate:	Feb 20, 2017	Not Applicable	Feb 20, 2018
2.10	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 20, 2017	Not Applicable	Feb 20, 2018
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate:	Jan 20, 2017	Not Applicable	Jul 20, 2017
2.12	U.S. Certificate of Financial Responsibility (COFR):	Aug 18, 2016	Not Applicable	Aug 18, 2019
2.13	Certificate of Class (COC):	Jun 23, 2016	Jun 23, 2016	Jul 29, 2019
2.14	International Sewage Pollution Prevention Certificate (ISPPC)	Jun 23, 2016	Not Applicable	Jul 29, 2019
2.15	Certificate of Fitness (COF):	Not Applicable	Not Applicable	Not Applicable
2.16	International Energy Efficiency Certificate (IEEC):	Jun 23, 2016	Not Applicable	Not Applicable
2.17	International Ship Security Certificate (ISSC):	Nov 23, 2016	Oct 11, 2016	Oct 10, 2021
2.18	International Air Pollution Prevention Certificate (IAPPC):	Jun 23, 2016	Jun 23, 2016	Jul 29, 2019
2.19	Maritime Labour Certificate (MLC):	Nov 23, 2016	Not Applicable	Oct 10, 2021
Documentation				
2.20	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:		Yes	
2.21	Does vessel have in place a Drug and Alcohol Policy complying with OCIMF guidelines for Control of Drugs and Alcohol Onboard Ship?		Yes	

2.22	Is the ITF Special Agreement on board (if applicable)?	Yes
2.23	ITF Blue Card expiry date:	Jun 20, 2018
3.	**CREW**	
3.1	Nationality of Master:	Filipino
3.2	Number and Nationality of Officers:	Officers: 10 Crew: Filipino
3.3	Number and Nationality of Crew:	Officers: 14 Crew: Filipino
3.4	What is the common working language onboard:	English
3.5	Do officers speak and understand English?	Yes
3.6	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Manila Shipmanagement & Manning Inc. G/F & 2/F, Princess Building, 104 Esteban Street, Legaspi Village, Makati City 1229 Philippines Tel: +632 892 4071 Fax: +632 816 6993 Email: fleet1@manship.com Web: www.manship.com Crew: Manila Shipmanagement & Manning Inc. G/F & 2/F, Princess Building, 104 Esteban Street, Legaspi Village, Makati City 1229 Philippines Tel: +632 892 4071 Fax: +632 816 6993 Email: fleet1@manship.com Web: www.manship.com
4.	**FOR USA CALLS**	
4.1	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter?	Yes
4.2	Qualified individual (QI) - Full style:	Hudson Marine Management Service Ferry Terminal Building Suite 300 2 Aquarium DR, Camden NJ 08103 Tel: +1-856-342-7500 Fax: +1-856-342-8888 Telex: N/A
4.3	Oil Spill Response Organization (OSRO) - Full style:	National Response Corporation 3500 SUNRISE HIGHWAY, SUITE T 103 , GREAT RIVER ,NY 11739 Tel: +1 631 224 9141 Fax: 631 224 9086 Telex: 49617380 Email: N/A
5.	**CARGO AND BALLAST HANDLING**	
Double Hull Vessels		
5.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:	Yes , Solid
Loadline Information		

	Loadline	Freeboard	Draft	Deadweight	Displacement
5.2	Summer:	6.419 m	16.023 m	150249 MT	172719 MT
	Winter:	6.752 m	15.69 m	146268 MT	168804 MT
	Tropical:	6.086 m	16.356 m	154098 MT	176601 MT
	Lightship:	20.003 m	2.41 m	Not Applicable	22616 MT
	Normal Ballast Condition:	14.70 m	7.01 m	55759 MT	78229 MT

5.3	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	Yes	

Cargo Tank Capacities

5.4	Number of cargo tanks and total cubic capacity (98%):	12 (6 PAIRS P&S)	160636 m3
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 56090 m3 (1 WINGS + 4 WINGS + SLOP S) Seg#2: 57428 m3 (2 WINGS + 5 WINGS + SLOP P) Seg#3: 53178 m3 (3 WINGS + 6 WINGS)	
5.6	Number of slop tanks and total cubic capacity (98%):	2	6060 m3
5.7	Specify segregations which slops tanks belong to and their capacity with double valve:	Seg#1: 56090 m3 (1 WINGS + 4 WINGS + SLOP S) Seg#2: 57428 m3 (2 WINGS + 5 WINGS + SLOP P)	
5.8	Residual/Retention oil tank(s) capacity (98%), if applicable:		0 m3
5.9	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	SBT	

SBT Vessels

5.10	What is total SBT capacity and percentage of SDWT vessel can maintain?	55256 m3	38 %
5.11	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:	Yes	

Cargo Handling and Pumping Systems

5.12	How many grades/products can vessel load/discharge with double valve segregation:		3
5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	No N/A	

5.14

Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
Cargo Pumps:	3	Centrifugal	3800 M3/HR	140 Meters 140 Meters 140 Meters
Cargo Eductors:	2	High Pressure	650 m3/hr	0 m
Stripping:	1	Reciprocating	200 m3/hr	140 m
Ballast Pumps:	2	Centrifugal	1750 m3/hr	35 m
Ballast Eductors:	2	Low Pressure	400 m3/hr	m

5.15	Max loading rate for homogenous cargo per manifold connection:	5500 m3/hr
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:	14100 m3/hr

5.17	How many cargo pumps can be run simultaneously at full capacity:		3
Cargo Control Room			
5.18	Is ship fitted with a Cargo Control Room (CCR)?	Yes	
5.19	Can tank innage / ullage be read from the CCR?	Yes	
Gauging and Sampling			
5.20	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?	Yes	
5.21	What type of fixed closed tank gauging system is fitted:	SAAB-TOKIMEC Radar type	
5.22	Number of portable gauging units (example- MMC) on board:		2
5.23	Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes , All	
5.24	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:	Yes ,	
5.25	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:	Yes ,	
Vapor Emission Control System (VECS)			
5.26	Is a Vapour Emission Control System (VECS) fitted?	Yes	
5.27	Number/size of VECS manifolds (per side):	2	400 mm
5.28	Number / size / type of VECS reducers:	4 16" 2 16"X12"	
Venting			
5.29	State what type of venting system is fitted:	common mast riser	
Cargo Manifolds and Reducers			
5.30	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?	Yes	
5.31	Total number / size of cargo manifold connections on each side:	3 / 400 mm	
5.32	What type of valves are fitted at manifold:	Butterfly	
5.33	What is the material/rating of the manifold:	ductile cast steel / 3X16 INCHES	
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:		
5.35	Distance between cargo manifold centers:		2500 mm
5.36	Distance ships rail to manifold:		4600 mm
5.37	Distance manifold to ships side:		4600 mm
5.38	Top of rail to center of manifold:		700 mm
5.39	Distance main deck to center of manifold:		2100 mm
5.40	Spill tank grating to center of manifold:		900 mm
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:	16.80 m	8.478 m
5.42	Number / size / type of reducers:	3 x 400/300mm (16/12") 3 x 400/250mm (16/10") 3 x 400/200mm (16/8")	

		2 x 400/150mm (16/6") ANSI 150 steel
5.43	Is vessel fitted with a stern manifold? If yes, state size:	No , 0 mm

Heating

5.44	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo Tanks	Steam Heating coils	Yes	Other
	Slop Tanks:	Steam Heating coils	Yes	aluminum brass
5.45	Maximum temperature cargo can be loaded / maintained:		71.6 °C / 160.9 °F	62 °C / 143.6 °F
5.46	Minimum temperature cargo can be loaded / maintained:			

Coating / Anodes

5.47	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Coal Tar Epoxy	other: deckhead to 1.5 m below; bottom to 0.5 m above.	No
	Ballast tanks:	Yes	MODIFIED EPOXY	Whole Tank	Yes
	Slop tanks:	Yes	Coal Tar Epoxy	Whole Tank	No

6. INERT GAS AND CRUDE OIL WASHING

6.1	Is a Crude Oil Washing (COW) installation fitted / operational?	Yes / Yes
6.2	Is an Inert Gas System (IGS) fitted / operational?	Yes / Yes
6.3	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	Flue Gas

7. MOORING

7.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	34 mm	IWRC Galvanized	305 m	74.4 MT
	Main deck fwd:	4	34 mm	IWRC Galvanized	305 m	74.4 MT
	Main deck aft:	2	34 mm	IWRC Galvanized	305 m	74.4 MT
	Poop deck:	6	34 mm	IWRC Galvanized	305 m	74.4 MT
7.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	10 mm	Polyp/polyester	11 m	110.0 MT
	Main deck fwd:	4	10 mm	Nikasteel/Polyester	11 m	110.0 MT
	Main deck aft:	2	10 mm	Nikasteel/Polyester	11 m	110.0 MT
	Poop deck:	6	10 mm	Polyp/Polyester	11 m	110.0 MT
7.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	mm		m	MT
	Main deck fwd:	0	mm		m	MT
	Main deck aft:	0	mm		m	MT

	Poop deck:	0	mm		m	MT

7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	10 mm (Circumference in inches)	Nikasteel/Polyester	305 m	116 MT
	Main deck fwd:	2	9 mm	Polysteel	200 m	101.5 MT
	Main deck aft:	2	10 mm (Circumference in inches)	Nikasteel/polyester	305 m	116 MT
	Poop deck:	2	800 mm	Polysteel	200 m	101.5 MT

7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	67 MT	band
	Main deck fwd:	2	Double Drums	Hydraulic	67 MT	band
	Main deck aft:	1	Double Drums	Hydraulic	67 MT	band
	Poop deck:	3	Double Drums	Hydraulic	67 MT	band

7.6	Bitts, closed chocks/fairleads	No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:	4	39 MT	8	75 MT
	Main deck fwd:	9	39 MT (5 with 39 MT 2 with 56 MT 2 with 25 MT (fwd of manifold P/S))	14	75 MT
	Main deck aft:	6	39 MT (2 with 39 MT 2 with 56 MT 2 with 25 MT (aft of manifold P/S))	8	75 MT
	Poop deck:	4	39 MT	14	75 MT

Anchors/Emergency Towing System			
7.7	Number of shackles on port / starboard cable:	14 / 13	
7.8	Type / SWL of Emergency Towing system forward:	TATENO-KASHIWA TK 40F-CS	200 MT
7.9	Type / SWL of Emergency Towing system aft:	TATENO-KASHIWA TK-40A	200 MT
Escort Tug			
7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:	600 x 350	200 MT
7.11	What is SWL of bollard on poop deck suitable for escort tug:		120 MT
Bow/Stern Thruster			
7.12	What is brake horse power of bow thruster (if fitted):	No , bhp	
7.13	What is brake horse power of stern thruster (if fitted):	No , bhp	
Single Point Mooring (SPM) Equipment			
7.14	Does the vessel meet the recommendations in the latest edition of OCIMF 'Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings (SPM)'?	Yes	

7.15	If fitted, how many chain stoppers:	2	
7.16	State type / SWL of chain stopper(s):	bar	200 MT
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:		76 mm
7.18	Distance between the bow fairlead and chain stopper/bracket:		3000 mm
7.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	Yes N/A	
Lifting Equipment			
7.20	Derrick / Crane description (Number, SWL and location):	Cranes: 2 x 15 Tonnes AMIDSHIP / PORT AND STBD	
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:		7 m
Ship To Ship Transfer (STS) / Helicopter Operations			
7.22	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquified Gas, as applicable)?	Yes	
7.23	Can the ship comply with the ICS Helicopter Guidelines? If Yes, state whether winching or landing area provided and diameter of the circle provided:	Yes , Landing 15 m	

8. MISCELLANEOUS

Engine

	Speed	Maximum	Economic
8.1	Ballast speed:	15.5 Kts (WSNP)	13 Kts (WSNP)
	Laden speed:	15.0 Kts (WSNP)	12 Kts (WSNP)
8.2	What type of fuel is used for main propulsion / generating plant:	IFO 380 cst	IFO 380 cst
8.3	Type / Capacity of bunker tanks:	Fuel Oil: 3918 m3 Diesel Oil: 330 m3 Gas Oil: 0 m3	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):	Fixed	

	Engines	No	Capacity	Make/Type
	Main engine:	1	16440 Kw	DIESEL UNITED - SULZER 6RTA72
8.5	Aux engine:	3	912 Kw	DAIHATSU DIESEL ENGINE 6DK20
	Power packs:		m3	
	Boilers:	2	30 MT/Hr	MITSUBISHI MAC-30B

Emissions

8.6	Main engine IMO NOx emission standard:	Tier I
8.7	Energy Efficiency Design Index (EEDI) rating number:	N/A

Insurance

8.8	P & I Club - Full Style:	GARD Gard P. & I. (Bermuda) Ltd Trott & Duncan Building 17A Brunswick Street Hamilton HM10 Bermuda		
8.9	P & I Club pollution liability coverage / expiration date:		1000000000 US$	Feb 20, 2018
8.10	Hull & Machinery insured by - Full Style:	Willis		
8.11	Hull & Machinery insured value / expiration date:		22000000 US$	Nov 16, 2017
Recent Operational History				
8.12	Date and place of last Port State Control inspection:		Feb 07, 2017 / NOVOROSSIYSK, RUSSIA	
8.13	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:		No N/A	
8.14	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:		Pollution: No , N/A Grounding: No , N/A Casualty: No , N/A Collision: No , N/A	
8.15	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):			
8.16	Date/place of last STS operation:		March 7, 2017 / Gibraltar	
Vetting				
8.17	Date of last SIRE inspection:		Jan 20, 2017	
8.18	Date of last CDI inspection:		Not Applicable	
8.19	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: **"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.*		LUKOIL, STATOIL, BP, SHELL, EXXON, CHEVRON, PHILIPS66, TOTAL, BHP-RIGHTSHIP	
Additional Information				
8.20	Additional information relating to features of the ship or operational characteristics:			