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

1.	**VESSEL DESCRIPTION**		
1.1	Date updated:	**Apr 18, 2017**	
1.2	Vessel's name (IMO number):	Nordic Luna (9290933)	
1.3	Vessel's previous name(s) and date(s) of change:	AUTHENTIC (Jun 02, 2016)	
1.4	Date delivered / Builder (where built):	Nov 30, 2004 / Universal Shipbuilding Corporation	
1.5	Flag / Port of Registry:	Cayman Islands / GEORGE TOWN	
1.6	Call sign / MMSI:	ZGFT5 / 319098500	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: 870-773409917	
		Fax: 870-783402233	
		Email: nordic-luna@super-hub.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 n/a	
1.13	If classification society changed, name of previous and date of change:	, Not Applicable	
1.14	IMO type, if applicable:	N/A	
1.15	Does the vessel have ice class? If yes, state what level:	No ,	
1.16	Date / place of last dry-dock:	Nov 16, 2014 / Singapore	
1.17	Date next dry dock due / next annual survey due:	Nov 29, 2019	Nov 30, 2017
1.18	Date of last special survey / next special survey due:	Nov 16, 2014	Nov 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?	No Not Applicable	
Dimensions			
1.21	Length overall (LOA):		274.2 m
1.22	Length between perpendiculars (LBP):		263.0 m
1.23	Extreme breadth (Beam):		48.0 m
1.24	Moulded depth:		22.4 m
1.25		49.94 m	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):	133.8 m	140.4 m
1.27	Distance bridge front to center of manifold:		97.62 m

1.28	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	14.0 m	78.1 m	78.1 m
	Aft to mid-point manifold:	40.0 m	59.8 m	72.6 m
	Parallel body length:	54.0 m	137.9 m	150.7 m

1.29	FWA/TPC at summer draft:	367 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?	Columbia Shipmanagement requires a minimum UKC to be maintained as follows: 10% of the deepest draft when alongside a berth, including SBM's 15% of the deepest draft when navigating in shallow waters including 'open shallow' and 'narrow channel' 25% of the deepest draft when navigating in open water

1.32	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	47.33 m	0 m
	Normal ballast:	41.81 m	0 m
	At loaded summer deadweight:	33.92 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):		

Ownership and Operation

1.37	Registered owner - Full style:	NORDIC AMERICAN TANKERS LIMITED Lom Building,27,Reld street, Hamilton, HM 11 C/O Scandic American Shipping Ltd PO Box 56 3201 Sandefjord, Norway Bermuda Tel: +47 33 42 73 00 Email: sas@scandicamerican.com Company IMO#: 1898811
1.38	Technical operator - Full style:	Columbia Shipmanagement (Deutschland) GmbH Grosse Elbstrasse 275, 22767 Hamburg P.O.Box 261213, D-20502 Germany Tel: +49 40 3613040 Fax: +49 40 361304 550 Telex: N/A Email: vetting@csm-d.com Company IMO#: 1898811
1.39	Commercial operator - Full style:	NAT CHARTERING COMMERCIAL OPERATIONS (GLASGOW) c/o V.Ships UK Ltd. Skypark 8, Elliot Place, Glasgow G3 8EP, UK United Kingdom Tel: + 44 141 243 2435 Fax: +44 141 243 2436

		Telex: 776311 Email: natops@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 Email: chartering@natchartering.com

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate (SEC):	Jun 02, 2016	Oct 03, 2016	Nov 29, 2019
2.2	Safety Radio Certificate (SRC):	Jun 02, 2016	Oct 03, 2016	Nov 29, 2019
2.3	Safety Construction Certificate (SCC):	Jun 02, 2016	Oct 03, 2016	Nov 29, 2019
2.4	International Loadline Certificate (ILC):	Jun 02, 2016	Oct 03, 2016	Nov 29, 2019
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jun 02, 2016	Oct 03, 2016	Nov 29, 2019
2.6	ISM Safety Management Certificate (SMC):	Dec 07, 2016	Not Applicable	Oct 28, 2021
2.7	Document of Compliance (DOC):	Feb 15, 2017	Not Applicable	Nov 28, 2021
2.8	USCG Certificate of Compliance (COC):	Oct 25, 2016	Not Applicable	Oct 25, 2018
2.9	Civil Liability Convention (CLC) 1992 Certificate:	Jan 23, 2017	Not Applicable	Feb 20, 2018
2.10	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Jan 23, 2017	Not Applicable	Feb 20, 2018
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate:	Jan 07, 2017	Not Applicable	Jul 07, 2017
2.12	U.S. Certificate of Financial Responsibility (COFR):	May 27, 2016	Not Applicable	May 27, 2019
2.13	Certificate of Class (COC):	Jun 02, 2016	Oct 03, 2016	Nov 29, 2019
2.14	International Sewage Pollution Prevention Certificate (ISPPC)	Jun 02, 2016	Not Applicable	Nov 29, 2019
2.15	Certificate of Fitness (COF):	Not Applicable	Not Applicable	Not Applicable
2.16	International Energy Efficiency Certificate (IEEC):	Jun 02, 2016	Not Applicable	Not Applicable
2.17	International Ship Security Certificate (ISSC):	Dec 07, 2016	Not Applicable	Oct 28, 2021
2.18	International Air Pollution Prevention Certificate (IAPPC):	Jun 02, 2016	Oct 03, 2016	Nov 29, 2019
2.19	Maritime Labour Certificate (MLC):	Dec 07, 2016	Not Applicable	Oct 28, 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:	
3.	**CREW**	
3.1	Nationality of Master:	Russian
3.2	Number and Nationality of Officers:	Officers: 9 Crew: Russian
3.3	Number and Nationality of Crew:	Officers: 12 Crew: Russian, Georgian, Ukrainian, Latvian
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: Columbia Shipmanagement (Deutschland) GmbH Grosse Elbstrasse 275 , 22767 Hamburg P.O.Box 261213 D-20502 Hamburg, Germany Tel: +49 40 361304-0 Fax: +49 40 361304-55 Telex: not applicable Email: csm@csm-d.com Crew: Columbia Shipmanagemeent (Deutschland) GmbH Grosse Elbstrasse 275 , 22767 Hamburg P.O.Box 261213 D-20502 Hamburg, Germany Tel: +49 40 361304-0 Fax: +49 40 361304 Telex: not applicable Email: csm@csm-d.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:	O'Brien's Oil Pollution Service O'BRIEN'S RESPONSE MANAGEMENT New Jersey Office 103 MORGAN LANE, SUITE 103 Plainsboro, NJ 08536, USA Telephone: +1-609-275-9600 (During Normal Business Hours, Monday - Friday) Tel: +1-985-781-0804 Fax: +1-985-781-0580 Telex: n/a Email: commandcenter@wittobriens.com
4.3	Oil Spill Response Organization (OSRO) - Full style:	National Response Corporation 3500 Sunrise Highway Great River, New York 11739, USA Tel: +1 800 899 4672 Fax: +1 631 224 9086 Email: iocdo@nrcc.com
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:	6.42 m	16.02 m	150037 MT	172719 MT
	Winter:	6.75 m	15.69 m	146122 MT	168804 MT
	Tropical:	6.09 m	16.35 m	153952 MT	176634 MT
	Lightship:	19.83 m	2.61 m	Not Applicable	22682 MT
	Normal Ballast Condition:	14.26 m	8.18 m	47681 MT	70363 MT

5.3	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	No N/A	

Cargo Tank Capacities

5.4	Number of cargo tanks and total cubic capacity (98%):	12	160636 m3
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 56090 m3 (N0 1 WINGS, 4 Wings , Slop STBD) Seg#2: 57428 m3 (N0 2 WINGS, 5 Wings , Slop Port) Seg#3: 53178 m3 (N0 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:	1W+4W+SLOP (S) CAPACITY (98%): 56,090 M3 2W+5W+SLOP (P) CAPACITY (98%): 57,428 M3	
5.8	Residual/Retention oil tank(s) capacity (98%), if applicable:		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	

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	140 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:	Radar	
5.22	Number of portable gauging units (example- MMC) on board:		4
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 , HERMETIC - 1 POINT FWD AND 1 POINT AFT EACH TANK	
5.25	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:	Yes , n/a	
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	406 mm
5.28	Number / size / type of VECS reducers:	16"X12" 2 PCS 16"X10" 1 PC 16"X8" 1 PC	
Venting			
5.29	State what type of venting system is fitted:	Mast Vent Risers & Independent tank High velocity P/V valves	
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 / 406 mm	
5.32	What type of valves are fitted at manifold:	Butterfly	
5.33	What is the material/rating of the manifold:	Cast steel / ANSI 150P	
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:	YES - COMMON LINE CONNECTING CARGO LINES No1,2,3 WITH DOUBLE VALVE.	
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		17.48 m	8.52 m

	Manifold height above the waterline in normal ballast / at SDWT condition:					
5.42	Number / size / type of reducers:			3 x 305/406mm (12/16") 3 x 254/406mm (10/16") 3 x 152/406mm (6/16") 2 x 400/508mm (16/20") ANSI		
5.43	Is vessel fitted with a stern manifold? If yes, state size:			No , mm		
Heating						
5.44	Cargo / slop tanks fitted with a cargo heating system?		Type	Coiled	Material	
	Cargo Tanks		Heating Coils	Yes	Other	
	Slop Tanks:		Heating Coils	Yes	ALUMINIUMBRASS	
5.45	Maximum temperature cargo can be loaded / maintained:			66.0 °C / 150.8 °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	Modified Epoxy	deckhead to 1,5 m below, bottom to 1 m above	No	
	Ballast tanks:	Yes	Epoxy	Whole Tank	Yes	
	Slop tanks:	Yes	Coal Tar Epoxy	Whole Tank	Yes	
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	79.8 MT
	Main deck fwd:	4	34 mm	IWRC Galvanazed	305 m	79.8 MT
	Main deck aft:	2	34 mm	IWRC Galvanizes	305 m	79.8 MT
	Poop deck:	6	34 mm	IWRC GAlvanized	305 m	79.8 MT
7.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	80 mm	Polyp/Polyester	11 m	110 MT
	Main deck fwd:	4	80 mm	Polyp/Polyester	11 m	110 MT
	Main deck aft:	2	80 mm	Polyp/Polyester	11 m	110 MT
	Poop deck:	6	80 mm	Polyp/Polyester	11 m	110 MT
7.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength

	Forecastle:		mm		m	MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:		mm		m	MT

7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	80 mm	Polyp/Polyester	305 m	116 MT
	Main deck fwd:	2	40 mm	Polyp/Polyester	200 m	30 MT
	Main deck aft:	2	40 mm	Polyp/Polyester	200 m	30 MT
	Poop deck:	4	80 mm	Polyp/Polyester	305 m	116 MT

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

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:	5	39 MT	14	75 MT
	Main deck aft:	2	39 MT	6	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:	KETA-45F	204 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 mm	120 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):	TONGUE	350 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:	3500 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

Lifting Equipment

7.20	Derrick / Crane description (Number, SWL and location):	Cranes: 2 x 15 Tonnes MIDSHIP PORT AND STBD
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:	7.2 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)	13.0 Kts (WSNP)
	Laden speed:	15 Kts (WSNP)	12.5 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: 2122 m3 Diesel Oil: 300 m3 Gas Oil: 1716 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 P&I (Bermuda) Ltd. Norwegian Branch Kittelsbuktveien 31 4836 Arendal Norway Tel: 47 37 01 91 00 Fax: 47 37 02 48 10

		Email: companymail@gard.no Web: www.gard.no		
8.9	P & I Club pollution liability coverage / expiration date:		1000000000 US$	Feb 20, 2018
8.10	Hull & Machinery insured by - Full Style:	Willis AS		
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 25, 2017 / Pachi Megara	
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 , Grounding: No , Casualty: No , Collision: No ,	
8.15	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):			
8.16	Date/place of last STS operation:		Jan 11, 2017 - Tanjung Pelepas	
Vetting				
8.17	Date of last SIRE inspection:		Jan 07, 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, BHP-RIGHTSHIP, ENOC, TBOOK vessel is considered acceptable to all oil majors if screened for business.	
Additional Information				
8.20	Additional information relating to features of the ship or operational characteristics:		N/A	