

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 Pollux (9239848)
1.3	Vessel's previous name(s) and date(s) of change: Poetic (Jul 11, 2016)
1.4	Date delivered / Builder (where built): Feb 28, 2003 / Universal Shipbuilding Corporation- Japan
1.5	Flag / Port of Registry: Cayman Islands / George Town
1.6	Call sign / MMSI: ZGFT8 / 319099500
1.7	Vessel's contact details (satcom/fax/email etc.): Tel: 870 773260 987 Fax: 870 783 270 741 Email: master.nopo@vsl.vships.no
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: ABS,+A1,(E),OIL CARRIER,SH,+AMS,+ACCU,OMBO,VEC-L,OCEAN GOING
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: N/A , Not Applicable
1.14	IMO type, if applicable: N/A
1.15	Does the vessel have ice class? If yes, state what level: No , Not Applicable
1.16	Date / place of last dry-dock: Jan 24, 2012 / Setubal, Portugal
1.17	Date next dry dock due / next annual survey due: Nov 21, 2017 Feb 10, 2018
1.18	Date of last special survey / next special survey due: Dec 13, 2012 Feb 28, 2018
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 Not Applicable
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	50.6 m 50.60 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):	134.10 m	140.4 m
1.27	Distance bridge front to center of manifold:		96.9 m
	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	16 m	78.1 m
1.28	Aft to mid-point manifold:	44 m	59.8 m
	Parallel body length:	60 m	137.9 m
1.29	FWA/TPC at summer draft:	367 mm	117.58 MT
1.30	Constant (excluding fresh water):		280 MT
1.31	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	<p>The Companys requirements for Under Keel Clearance (UKC) are as follows: Open Sea (FAOP): The minimum UKC in the dynamic condition is 50% of the static draft. Restricted Waters/Port Approaches/Harbour Transits (SBE): The minimum UKC in the dynamic condition is 10% of the static draft. Tankers Only SBM / CBM mooring: the minimum UKC is 10% of the static draft. ?Alongside (1st Line Ashore to SBE): For vessels <20m breadth: 0.30 metres For vessels >20m breath: 1.5% of the ships beam</p>	
	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
1.32	Lightship:	47.95 m	0 m
	Normal ballast:	41.5 m	0 m
	At loaded summer deadweight:	34.577 m	0 m
Tonnages			
1.33	Net Tonnage:		47289
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	78922	
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	80712	75328.83
1.36	Panama Canal Net Tonnage (PCNT):		
Ownership and Operation			
1.37	Registered owner - Full style:	<p>Nordic American Tankers Ltd. LOM Building, 27 Reid Street, Hamilton, HM11 Bermuda Bermuda Tel: +47 33 42 73 00 Fax: +47 33 42 73 01 Telex: N/A Email: nordic.pollux@scandicamerican.com Web: N/A Company IMO#: 4037590</p>	
1.38	Technical operator - Full style:	<p>V.Ships Norway AS Karenslyst alle 8b, 0278 Oslo, Norway Norway Tel: +47 2325 1000 Fax: +47 2250 2934 Telex: N/A Email: vetting@vships.no Web: N/A Company IMO#: 1313802</p>	

1.39	Commercial operator - Full style:	V.Ships UK Ltd. on behalf of NAT Chartering Ltd. c/o V.Ships UK Ltd Skypark, 8 Eliot Place, Glasgow, G3 8EP, UK United Kingdom Tel: +44 141 243 2435 Email: natops@vships.com Web: N/A		
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
2.1	Safety Equipment Certificate (SEC):		Feb 10, 2017	Feb 10, 2017
2.2	Safety Radio Certificate (SRC):		Feb 10, 2017	Feb 10, 2017
2.3	Safety Construction Certificate (SCC):		Nov 03, 2016	Feb 10, 2017
2.4	International Loadline Certificate (ILC):		Jul 13, 2016	Feb 10, 2017
2.5	International Oil Pollution Prevention Certificate (IOPPC):		Feb 10, 2017	Feb 10, 2017
2.6	ISM Safety Management Certificate (SMC):		Dec 23, 2016	Not Applicable
2.7	Document of Compliance (DOC):		Jun 08, 2014	Mar 16, 2017
2.8	USCG Certificate of Compliance (COC):		Jan 25, 2017	Not Applicable
2.9	Civil Liability Convention (CLC) 1992 Certificate:		Jan 10, 2017	Not Applicable
2.10	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:		Jan 10, 2017	Not Applicable
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate:		Mar 10, 2017	Not Applicable
2.12	U.S. Certificate of Financial Responsibility (COFR):		Jun 15, 2016	Not Applicable
2.13	Certificate of Class (COC):		Jul 13, 2016	Feb 10, 2017
2.14	International Sewage Pollution Prevention Certificate (ISPPC)		Jul 13, 2016	Not Applicable
2.15	Certificate of Fitness (COF):		Not Applicable	Not Applicable
2.16	International Energy Efficiency Certificate (IEEC):		Jul 13, 2016	Not Applicable
2.17	International Ship Security Certificate (ISSC):		Dec 23, 2016	Not Applicable
2.18	International Air Pollution Prevention Certificate (IAPPC):		Jul 13, 2016	Dec 23, 2016
2.19	Maritime Labour Certificate (MLC):		Dec 23, 2016	Not Applicable
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:	Mar 31, 2019
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: 15 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: Baltic Group International Novorossiysk, Russia Tel: +78617710027 Email: irina.zabegaeva@baltic-crew.com Crew: POMI PACIFIC OCEAN MANNING, Inc. V.GROUP, Aseana 2, Bradco Avenue, Aseana City, Paranaque 1702 Philippines Tel: (63) 02 8589838 Email: myrna.lucas@vships.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 Bldg. Suite 300 2 Aquarium Dr. Camden, NJ 08103 Tel: +1 856 342 7500 Fax: +1 856 342 8888 Telex: N/A Email: N/A Web: N/A
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: N/A Telex: 496 17 380 Email: iocdo@nrcc.com Web: 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	150103 MT	172719 MT
	Winter:	6752 m	15.689 m	146268 MT	168771 MT
	Tropical:	6086 m	16.355 m	154098 MT	176601 MT
	Lightship:	19792 m	2.65 m	Not Applicable	22616 MT
	Normal Ballast Condition:	14.419 m	8.022 m	57981 MT	81000 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%):			6 Pairs (12 Tanks)	160636 m3
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):			Seg#1: 53.060 m3 (1+4 WINGS, SLOP S) Seg#2: 54.398 m3 (2+5 WINGS, SLOP P) Seg#3: 53178 m3 (3+6 WINGS)	
5.6	Number of slop tanks and total cubic capacity (98%):			2 (Port and Stbd)	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:				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	37.7 %
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	400 m3/hr	23 m
	Stripping:	1	Reciprocating	200 m3/hr	140 m
	Ballast Pumps:	2	Centrifugal	1750 m3/hr	35.7 m
	Ballast Eductors:	2	Low Pressure	400 m3/hr	28 m
5.15	Max loading rate for homogenous cargo per manifold connection:				4700 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:				ALL

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 , FWD+AFT MIDTANK
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 / 406.4 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 / ANSI 150
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:	YES, CONNECTING ALL THREE CARGO LINES WITH DOUBLE VALVE SEGREGATION
5.35	Distance between cargo manifold centers:	2500 mm
5.36	Distance ships rail to manifold:	4480 mm
5.37	Distance manifold to ships side:	4600 mm
5.38	Top of rail to center of manifold:	680 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:	17.12 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")

					2 x 400/500mm (16/20") ANSI 150 steel	
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		steam heating coils	Yes	Other	
	Slop Tanks:		STEAM COILS	Yes	Auminium Ibrass	
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:			8.0 °C / 46.4 °F		
Coating / Anodes						
5.47	Tank Coating	Coated	Type	To What Extent	Anodes	
	Cargo tanks:	Yes	Modified 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	MODIFIED 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 Galvanized	305 m	79.8 MT
	Main deck aft:	2	34 mm	IWRC Galvanized	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	250 mm	Polyp/polyester	11 m	110.0 MT
	Main deck fwd:	4	250 mm	Polyp/Polyester	11 m	110.0 MT
	Main deck aft:	2	250 mm	Polup/Polyester	11 m	110.0 MT
	Poop deck:	6	250 mm	Polyp/Polyester	11 m	110.0 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:		mm		m	MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:		mm		m	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	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		4	78 MT	8	78 MT
	Main deck fwd:		9	78 MT	14	78 MT
	Main deck aft:		6	78 MT	14	78 MT
	Poop deck:		5	78 MT	14	78 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	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 , 0 bhp	
7.13	What is brake horse power of stern thruster (if fitted):				No , 0 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):				Gate	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:		3800 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 PORT/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 Liquefied 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:	14.5 Kts (WSNP)	12.0 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: 3975 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
	Main engine:	1	16440 Kw DIESEL UNITED - SULZER 6RTA72
8.5	Aux engine:	3	912 Kw Daihatsu Diesel MFG, CO LTD
	Power packs:	0	0 m3 N/A
	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:	Exempted Reg.20.1 under Reg.2.23	
Insurance			
8.8	P & I Club - Full Style:	GARD Gard P&I (Bermuda) Ltd Norwegian Branch Kittelsbuktveien 31 4836 Arendal Norway Tel: +47 90 52 4100 Fax: +47 37 02 4810 Telex: N/A Email: companymail@gard.no Web: N/A	

8.9	P & I Club pollution liability coverage / expiration date:	1000000000 US\$	Feb 20, 2018
8.10	Hull & Machinery insured by - Full Style:	Willis Willis AS P.O.Box 344 Skyen NO-0213 Oslo Tel: +47 23 29 60 00 Fax: +47 24 12 63 21	
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:	Jan 25, 2017 / Long Beach	
8.13	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No	
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:	09/Aug/2016 - OPL KAVKAZ	
Vetting			
8.17	Date of last SIRE inspection:	Feb 08, 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)*: <i>**Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	Lukoil, BHP-RIGHTSHIP, BP, CHEVRON, EXXONMOBIL (IMT), PHILLIPS66, SHELL, STATOIL, SUNOCO, TOTAL	
Additional Information			
8.20	Additional information relating to features of the ship or operational characteristics:		