

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 Sirius (9194995)
1.3	Vessel's previous name(s) and date(s) of change:	Majestic (Jun 30, 2016)
1.4	Date delivered / Builder (where built):	Oct 19, 2000 / N.K.K. Corporation
1.5	Flag / Port of Registry:	Cayman Islands / George Town
1.6	Call sign / MMSI:	ZGTF7 / 319099700
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: (88) 1677749967
		Fax:
		Email: master.nosi@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:	A1,Oil Carrier, , AMS, ACCU,VEC-L,SH
1.12	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No NO
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 , N/A
1.16	Date / place of last dry-dock:	Aug 13, 2015 / SINGAPORE
1.17	Date next dry dock due / next annual survey due:	Aug 12, 2018 Oct 31, 2017
1.18	Date of last special survey / next special survey due:	Aug 13, 2015 Oct 31, 2020
1.19	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	Yes , 1
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	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	49.94 m m

1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):	129.9 m	144.3 m
1.27	Distance bridge front to center of manifold:		101.72 m
	Parallel body distances:	Lightship	Normal Ballast
1.28	Forward to mid-point manifold:	16 m	78.1 m
	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?	Open Sea: minimum UKC is 50% of static draft. Restricted waters: minimum UKC is 10% of static draft. Alongside - 1.5% of ship's beam.	
	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
1.32	Lightship:	47.29 m	0 m
	Normal ballast:	41.92 m	0 m
	At loaded summer deadweight:	33.918 m	0 m
Tonnages			
1.33	Net Tonnage:		47289
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	78918	61742
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	80712	75328.83
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 Street Hamilton HM 11 Bermuda Bermuda Company IMO#: 4037590	
1.38	Technical operator - Full style:	V.Ships Norway AS Karenslyst alle 8B 0278 Oslo, Norway Norway Tel: +47 23251000 Fax: +47 22502934 Email: vetting@vships.no Company IMO#: 1313802	
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 1412432435 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):	Jul 02, 2016	Sep 21, 2016	Oct 31, 2020
2.2	Safety Radio Certificate (SRC):	Jul 02, 2016	Sep 21, 2016	Oct 31, 2020
2.3	Safety Construction Certificate (SCC):	Jul 02, 2016	Sep 21, 2016	Oct 31, 2020
2.4	International Loadline Certificate (ILC):	Jul 02, 2016	Sep 21, 2016	Oct 31, 2020
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jul 02, 2016	Sep 21, 2016	Oct 31, 2020
2.6	ISM Safety Management Certificate (SMC):	Oct 27, 2016		Oct 26, 2021
2.7	Document of Compliance (DOC):	Jun 08, 2014	Mar 16, 2017	Mar 24, 2019
2.8	USCG Certificate of Compliance (COC):			
2.9	Civil Liability Convention (CLC) 1992 Certificate:	Jan 10, 2017	Not Applicable	Feb 20, 2018
2.10	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Jan 10, 2017	Not Applicable	Feb 20, 2018
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate:	Dec 05, 2016	Not Applicable	Jun 04, 2017
2.12	U.S. Certificate of Financial Responsibility (COFR):	Jun 15, 2016	Not Applicable	Jun 15, 2019
2.13	Certificate of Class (COC):	Jul 02, 2016	Sep 21, 2016	Oct 31, 2020
2.14	International Sewage Pollution Prevention Certificate (ISPPC)	Jul 02, 2016	Not Applicable	Oct 31, 2020
2.15	Certificate of Fitness (COF):	Not Applicable	Not Applicable	Not Applicable
2.16	International Energy Efficiency Certificate (IEEC):	Jul 02, 2016	Not Applicable	Not Applicable
2.17	International Ship Security Certificate (ISSC):	Oct 27, 2016		Oct 26, 2021
2.18	International Air Pollution Prevention Certificate (IAPPC):	Jul 02, 2016	Sep 21, 2016	Oct 31, 2020
2.19	Maritime Labour Certificate (MLC):	Oct 27, 2016	Not Applicable	Oct 26, 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:		Mar 31, 2019	
3. CREW				
3.1	Nationality of Master:		Russian	
3.2	Number and Nationality of Officers:		Officers: 12 Crew: Russian	
3.3	Number and Nationality of Crew:		Officers: 14 Crew: Phillipino	
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:	<p>Officers: Baltic Group International 11B Khvorostyanskogo str., 353925, Novorossiysk, Russia Tel: +7 86177 10027 Fax: +7 8617 710087 Email: Irina.Zabegaeva@baltic-crew.com</p> <p>Crew: POMI 1535 M.Adriatico St., Ermita, Manila, Philipinnes Tel: +63 2521 3521 / 23 Fax: +63 2523 1896 Email: pomi.vsn@vships.com</p>																														
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																														
4.3	Oil Spill Response Organization (OSRO) - Full style:	National Response Corporation 3500 Sunrise Highway Suite T103 Great River New York 11739 Tel: +1 6312249141 Fax: +1 6312249082 Telex: N/A 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																																
5.2	<table border="1"> <thead> <tr> <th>Loadline</th> <th>Freeboard</th> <th>Draft</th> <th>Deadweight</th> <th>Displacement</th> </tr> </thead> <tbody> <tr> <td>Summer:</td> <td>6.419 m</td> <td>16.022 m</td> <td>150183 MT</td> <td>172686 MT</td> </tr> <tr> <td>Winter:</td> <td>6752 m</td> <td>15.689 m</td> <td>146268 MT</td> <td>168771 MT</td> </tr> <tr> <td>Tropical:</td> <td>6086 m</td> <td>16.355 m</td> <td>154098 MT</td> <td>176601 MT</td> </tr> <tr> <td>Lightship:</td> <td>19.791 m</td> <td>2.65 m</td> <td>Not Applicable</td> <td>22503 MT</td> </tr> <tr> <td>Normal Ballast Condition:</td> <td>14.419 m</td> <td>8.022 m</td> <td>57981 MT</td> <td>81000 MT</td> </tr> </tbody> </table>	Loadline	Freeboard	Draft	Deadweight	Displacement	Summer:	6.419 m	16.022 m	150183 MT	172686 MT	Winter:	6752 m	15.689 m	146268 MT	168771 MT	Tropical:	6086 m	16.355 m	154098 MT	176601 MT	Lightship:	19.791 m	2.65 m	Not Applicable	22503 MT	Normal Ballast Condition:	14.419 m	8.022 m	57981 MT	81000 MT	
Loadline	Freeboard	Draft	Deadweight	Displacement																												
Summer:	6.419 m	16.022 m	150183 MT	172686 MT																												
Winter:	6752 m	15.689 m	146268 MT	168771 MT																												
Tropical:	6086 m	16.355 m	154098 MT	176601 MT																												
Lightship:	19.791 m	2.65 m	Not Applicable	22503 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																														
Cargo Tank Capacities																																
5.4	Number of cargo tanks and total cubic capacity (98%):	6 PAIRS PLUS 2 SLOP TANKS	160636 m3																													
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 55010 m3 (COT 1+4 PS + SLOP (S)) Seg#2: 57428 m3 (COT 2+5 PS + SLOP																														

			(P) Seg#3: 53178 m3 (COT 3+6 PS)	
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: 55010 m3 (COT 1+4 PS + SLOP (S)) Seg#2: 57428 m3 (COT 2+5 PS + 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?		55252 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 Not Applicable		
5.14	Pumps:	No.	Type	Capacity
				At What Head (sg=1.0)
	Cargo Pumps:	3	Centrifugal	3800 M3/HR
	Cargo Eductors:	2	High Pressure	650 m3/hr
	Stripping:	1	Reciprocating	200 m3/hr
	Ballast Pumps:	2	Centrifugal	1750 m3/hr
	Ballast Eductors:	2	Low Pressure	400 m3/hr
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:			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:			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 , Fwd and aft of each tank		
5.25		Yes ,		

Is gauging system certified and calibrated? If no, specify which ones are not calibrated:				
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:	16" X 20" - 2 PCS 16" X 12" - 3 PCS 16" X 10" - 3 PC 16" X 8" - 3 PC		
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 EACH SIDE		
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:	17.52 m	8.52 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 , 0 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	ALLBRASS
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	Other: deckhead to 1.5 m below, bottom to 0.5 m above. Slop Tanks are fully coated	No		
Ballast tanks:	Yes	MODIFIED EPOXY	100%	Yes		
Slop tanks:	Yes	MODIFIED 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	Galvanized steel	305 m	74.4 MT
	Main deck fwd:	4	34 mm	Galvanized steel	305 m	74.4 MT
	Main deck aft:	2	34 mm	Galvanized steel	305 m	74.4 MT
	Poop deck:	6	34 mm	Galvanized steel	305 m	74.4 MT
7.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	80 mm	Mixed Nikasteel	11 m	110 MT
	Main deck fwd:	4	80 mm	Mixed Nikasteel	11 m	110 MT
	Main deck aft:	2	80 mm	Mixed Nikasteel	11 m	110 MT
	Poop deck:	6	80 mm	Mixed Nikasteel	11 m	110 MT
7.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 mm	0	0 m	0 MT
	Main deck fwd:	0	0 mm	0	0 m	0 MT
	Main deck aft:	0	0 mm	0	0 m	0 MT
	Poop deck:	0	0 mm	0	0 m	0 MT
7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	80 mm	Mixed Nikasteel	305 m	116 MT
	Main deck fwd:	0	0 mm	0	0 m	0 MT
	Main deck aft:	0	0 mm	0	0 m	0 MT
	Poop deck:	2	80 mm	Mixed Nikasteel	305 m	116 MT
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double	Hydraulic	67 MT	Mechanical
	Main deck fwd:	2	Double	Hydraulic	67 MT	Mechanical
	Main deck aft:	1	Double	Hydraulic	67 MT	Mechanical

	Poop deck:	3	Double	Hydraulic	67 MT	Mechanical
7.6	Bitts, closed chocks/fairleads	No. Bitts	SWL Bitts	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:	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 450 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 , 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):	Tongue Type			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 N/A				
Lifting Equipment						
7.20	Derrick / Crane description (Number, SWL and location):	Cranes: 2 x 15 Tonnes Amidship port and starboard side				
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:	6.2 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 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 Kts (WSNP)	12 Kts (WSNP)
	Laden speed:		14 Kts (WSNP)	10 Kts (WSNP)
8.2	What type of fuel is used for main propulsion / generating plant:		IFO 380 cst	IFO 380cst
8.3	Type / Capacity of bunker tanks:		Fuel Oil: 3659 m3 Diesel Oil: 265 m3 Gas Oil: 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 Kittelsbuktveien 31, NO-4836 Arendal, Norway, www.gard.no Tel: +47 37019100 Fax: +47 37024810 Email: 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:	GARD
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:	Oct 15, 2015 / Philadelphia, USA
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:	10-16TH JANUARY 2017 / TANJUNG PELEPAS

Vetting

8.17	Date of last SIRE inspection:	Jan 10, 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, STATOIL, BHP-RIGHTSHIP, BP, CEPSA, PHILLIPS66
Additional Information		
8.20	Additional information relating to features of the ship or operational characteristics:	N/A