



MARINA
SECRETARÍA DE MARINA

Secretaría de Marina
Unidad de Capitanías de Puerto y Asuntos Marítimos
Dirección General Adjunta de Capitanías de Puerto
Oficio No. DIGACAP. - 198 /SRMP. - 105 /2022.

Asunto: Aviso solicitud permiso temporal de navegación de cabotaje

Ciudad de México, a 19 de enero de 2022.

Lic. Alejandro García Bejos
Presidente de la Cámara Mexicana de la Industria del Transporte Marítimo
Av. Patriotismo No. 201, Piso 4, Oficina 427
IZA Business Centers, Col. San Pedro de los Pinos
Alcaldía Benito Juárez, C.P. 03800, Ciudad de México.

Hago referencia a la solicitud No. 5409 de fecha 12 de enero de 2021, presentada en la Ventanilla de Gestión de Trámites de la Unidad de Capitanías de Puerto y Asuntos Marítimos, mediante la cual la empresa **Naviflet, S.A. de C.V.** solicitó Permiso Temporal para Navegación de Cabotaje para la embarcación denominada **"CHEMSTAR TIERRA"** con bandera de **PANAMÁ**, y con las características que se describen abajo.

Al respecto, de conformidad con lo dispuesto en el artículo 229 del Reglamento de la Ley de Navegación y Comercio Marítimos, solicito a usted informar a esta Autoridad Marítima si existe una embarcación nacional similar disponible; o bien si existe naviero mexicano con embarcación extranjera de su propiedad o en legítima posesión; o que por lo menos posea otra embarcación de tonelaje y potencia similares, que pueda prestar el servicio que pretende efectuar el buque en comento.

Tipo de Buque:	Oil tanker /Chemical tanker				IMO:	9827451
Servicio a Realizar:	Transporte de Cabotaje de aproximadamente 25,000 toneladas métricas de Ácido Sulfúrico concentrado.					
Actividades a realizar:	Transporte de Químicos					
Empresa a la que prestará el servicio:	Minera y Metalúrgica del Boleo, SAPI de CV					
Periodo solicitado:	Del 8 de febrero al 8 de mayo de 2022					
Puertos de Operación:	Santa Rosalía, Baja California y Coatzacoalcos, Veracruz.					
Arqueo Bruto: 12238 tons.	Arqueo Neto: 6474 tons.	Eslora: 140.44 mts.	Manga: 24.00 mts.	Puntal: 12.80 mts.	Calado Máximo: 9.70 mts.	
Año de Construcción: 2018	Tripulantes: 14	Notación de clase: NS* (Tanker, Oils-Flashpoint on and below 60 degrees C and Chemicals Type II and III, Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks in All Types of Ships and Double-side Skin Spaces of Bulk Carriers)(ESP)(PSCM)(IHM) MNS*				

1. Se adjunta ficha técnica a la presente.

2. Peso muerto, solo se asienta en caso de buques tanque de acuerdo al Anexo I, Apéndice II, Regla 7 de MARPOL.

No omito mencionar que, si la embarcación de referencia fuese objetada, deberá proceder a efectuar las actuaciones necesarias entre sus socios, con el fin de verificar si el buque nacional propuesto cumple con las especificaciones técnicas requeridas y determinar si es fehaciente la objeción; por tal motivo agradeceré a usted, informar a esta Dependencia en un plazo no mayor de cinco días hábiles lo conducente; en caso contrario, se considerará que no existe objeción para otorgar el permiso.

Continúa al reverso...

Viene del anverso...

Para efectos de coordinación he designado como contacto directo para cualquier duda o aclaración al Capitán de Corbeta CG. José Alberto Solano Claustro, Subdirector de Registros Matriculas y Permisos, localizable en el correo electrónico digacap.subremape@semar.gob.mx, y en el Tel. 56246500 ext. 1851.

Lo anterior además con fundamento en los artículos 1, 2, 3, 4, 5, 6, 7 fracción I, 8 fracción V, 40 y 43 párrafo segundo, de la Ley de Navegación y Comercio Marítimos, 229, 230 y 694 fracción XI inciso a), del Reglamento de la Ley de Navegación y Comercio Marítimos, 4 de la Ley de Cámaras Empresariales y sus Confederaciones, y 2 fracción II, y 3 fracción II, 20 y 21 del Reglamento Interior de la Secretaría de Marina.

Con Un anexo

Atentamente



Contralmirante CG. DEM.
Director General Adjunto de Capitanías de Puerto
Victor Manuel Fernández Carrasco



SECRETARÍA DE MARINA

UNIDAD DE CAPITANIAS

DE PUERTO Y ASUNTOS MARÍTIMOS

DIR. GRAL. ADJ. DE CAPITANIAS DE PUERTO

Copias:

- Al C. **Vicealmirante C.G. DEM. - Jefe de la Unidad de Capitanías de Puerto y Asuntos Marítimos.** -Para su Superior conocimiento. – Respetuosamente. – Presente.
- Estrados de la Ventanilla Única de la Unidad de Capitanías de Puerto y Asuntos Marítimos.** -Para efectos de lo dispuesto en los artículos 229 y 230, del Reglamento de la Ley de Navegación y Comercio Marítimos.
- Página electrónica de la Unidad de Capitanías de Puerto y Asuntos Marítimos, Secretaría de Marina.** - Para efectos de lo dispuesto en los artículos 229 y 230, del Reglamento de la Ley de Navegación y Comercio Marítimos <https://www.gob.mx/semar/unicapam/acciones-y-programas/solicitudes-presentadas-para-obtener-permisos-temporales-de-navegacion>

JASC/ACHS



1. GENERAL INFORMATION			
1.1	Date updated:	Oct 12, 2021	
1.2	Vessel's name (IMO number):	Chemstar Tierra (9827451)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered / Builder (where built):	Apr 02, 2018 / Asakawa Shipbuilding Co., Ltd / Japan	
1.5	Flag / Port of Registry:	Panama / PANAMA	
1.6	Call sign / MMSI:	3EXM9 / 374266000	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +870 773 154 047	
		Fax:	
		Email: chemstartierra@iino.dualog.net	
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	
Ownership and Operation			
1.10	Registered owner - Full style:	SIETEMAR, S.A. Avenida Federico Boyd y Calle 51, No. 20, Panama, Republic of Panama c/o Iino Marine Service Co., Ltd. 1-1 Uchisaiwaicho 2 Chome, Chiyoda-Ku, Tokyo, Japan Panama Tel: +81-3-6273-3320 Fax: +81-3-6273-3292 Telex: J 22238 Email: imsstaff@ex.iino.co.jp	
1.11	Technical operator - Full style:	Iino Marine Service Co., Ltd. 1-1 Uchisaiwaicho 2 Chome, Chiyoda-Ku, Tokyo, Japan Japan Tel: +81-3-6273-3320 Fax: +81-3-6273-3292 Telex: J 22238 Email: imsstaff@ex.iino.co.jp Company IMO#: 0645018	
1.12	Commercial operator - Full style:	FAIRFIELD CHEMICAL CARRIERS INC 21 River Road 2nd Fl Wilton, CT 06897 United States Tel: +1-203-761-1147 Fax: +1-203-761-1227 Email: ops@fairfieldchemical.com	
1.13	Disponent owner - Full style:	FAIRFIELD CHEMICAL CARRIERS INC 21 River Road 2nd Fl Wilton, CT 06897 United States Tel: +1-203-761-1147 Fax: +1-203-761-1227 Email: ops@fairfieldchemical.com	
Insurance			
1.14	P & I Club - Full Style:	Japan P & I Club Japan P & I Club 2-15-14, Nihonbashi-Ningyocho, Chuoh-ku, Tokyo 103-0013, Japan Tel: +81-3-3662-7213 Fax: +81-3-3662-7107 Email: underwrite-dpt@piclub.or.jp	
1.15	P & I Club pollution liability coverage / expiration date:	1,000,000,000 US\$	Feb 20, 2022
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	Sompo Japan Nipponkoa Insurance Inc. 26-1, Nishi-Shinjuku 1-chome, Shijuku-ku, Tokyo, Japan	
1.17	Hull & Machinery insured value / expiration date:	US\$	Sep 01, 2022
Classification			
1.18	Classification society:	Nippon Kaiji Kyokai 064BC1BD-C9F9-454E-A4D3-25082F9B383F	
1.19	Class notation:	NS* (Tanker, Oils-Flashpoint on and above 60 degrees C and Chemicals Type II and III, Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks in All Types of Ships and Double-side Skin Spaces of Bulk Carriers) (ESP) (PSCM) (IHM) MNS*	

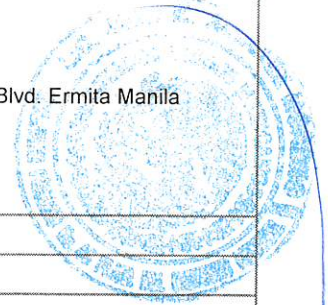


1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No			
1.21	If classification society changed, name of previous and date of change:	, Not Applicable			
1.22	Does the vessel have ice class? If yes, state what level:	No,			
1.23	Date / place of last dry-dock:	Sep 29, 2020 / Imabari, Japan / New Building			
1.24	Date next dry dock due / next annual survey due:	Apr 02, 2021		Jul 01, 2021	
1.25	Date of last special survey / next special survey due:	Apr 01, 2023			
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	No,			
Dimensions					
1.27	Length overall (LOA):	149.03 m			
1.28	Length between perpendiculars (LBP):	140 m			
1.29	Extreme breadth (Beam):	24.03 m			
1.30	Moulded depth:	12.80 m			
1.31	Keel to masthead (KTM) / Keel to masthead (KTM) in collapsed condition, if applicable:	38.28 m	m		
1.32	Distance bridge front to center of manifold:	44.20 m			
1.33	Bow to center manifold (BCM) / Stern to center manifold (SCM):	78.02 m	71.01 m		
1.34	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:	29.31 m	33.47 m	35.93 m	
	Aft to mid-point manifold:	21.69 m	29.88 m	42.67 m	
	Parallel body length:	51.00 m	63.35 m	78.60 m	
Tonnages					
1.35	Net Tonnage:	6,474			
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	12,238	10,040		
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	12,830.40	11,096.32		
1.38	Panama Canal Net Tonnage (PCNT):	10,290			
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.117 m	9.715 m	21,117 MT	26,838 MT
	Winter:	3,319 m	9,513 m	20,487 MT	26,208 MT
	Tropical:	2,915 m	9,917 m	21,748 MT	27,469 MT
	Lightship:	10,467 m	2,365 m	Not Applicable	5,721 MT
	Normal Ballast Condition:	7.412 m	5,420 m	8,340 MT	14,061 MT
	Segregated Ballast Condition:	7,652 m	5,180 m	7,686 MT	13,407 MT
1.40	FWA/TPC at summer draft:			215 mm	31.23 MT
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	No			
1.42	Constant (excluding fresh water):	219 MT			
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	Min. 36 CM at Berth / 10% of Deepest Draft in Port, 15% in Shallow Water, 20% in Open Sea (Min. 50 CM)			
1.44	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Summer deadweight:			28.565 m	0 m
	Normal ballast:			32.29 m	0 m
	Lightship:			23.76 m	0 m
2. CERTIFICATES					
	Issued	Last Annual	Last Intermediate	Expires	
2.1	Safety Equipment Certificate (SEC):	May 17, 2018		Apr 01, 2023	
2.2	Safety Radio Certificate (SRC):	May 17, 2018		Apr 01, 2023	

2.3	Safety Construction Certificate (SCC):	May 17, 2018			Apr 01, 2023
2.4	International Loadline Certificate (ILC):	May 17, 2018			Apr 01, 2023
2.5	International Oil Pollution Prevention Certificate (IOPPC):	May 17, 2018			Apr 01, 2023
2.6	International Ship Security Certificate (ISSC):	Aug 29, 2018			Aug 21, 2023
2.7	Maritime Labour Certificate (MLC):	Aug 22, 2018	Not Applicable		Aug 21, 2023
2.8	ISM Safety Management Certificate (SMC):	Aug 22, 2018			Aug 21, 2023
2.9	Document of Compliance (DOC):	Jul 04, 2019			Jul 25, 2024
2.10	USCG Certificate of Compliance (USCGCOC):	Dec 15, 2019	Dec 15, 2020		Dec 15, 2021
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Feb 05, 2021	Not Applicable	Not Applicable	Feb 20, 2022
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Jan 18, 2021	Not Applicable	Not Applicable	Feb 20, 2022
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Jan 18, 2021	Not Applicable	Not Applicable	Feb 20, 2022
2.14	U.S. Certificate of Financial Responsibility (COFR):	May 01, 2018	Not Applicable	Not Applicable	May 01, 2024
2.15	Certificate of Class (COC):	May 17, 2018			Apr 01, 2023
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jul 12, 2018	Not Applicable	Not Applicable	Apr 01, 2023
2.17	Certificate of Fitness (COF):	May 17, 2018			Apr 01, 2023
2.18	International Energy Efficiency Certificate (IEEC):	May 17, 2018	Not Applicable	Not Applicable	Not Applicable
2.19	International Air Pollution Prevention Certificate (IAPPC):	May 17, 2018			Apr 01, 2023
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 (if applicable):			Apr 01, 2023	
3. CREW					
3.1	Nationality of Master:		South Korean		
3.2	Number and nationality of Officers:		9	Filipino, South Korean	
3.3	Number and nationality of Crew:		13	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: IMS Korea Co., Ltd. [Korean] IMS Korea Co., Ltd. (for Senior Officers) (8F Kyowon Bldg., Choryang Dong) 216, Jungang-daero, Dong-Gu, Busan, Republic of Korea [Filipino] IMS Philippines Maritime Corp. (for Junior Officers & Crew) 5th Fl. Ermita Center Building, 1350 Roxas Blvd., Ermita, Manila, Philippines Tel: +82-51-440-8000		

Fax: +82-51-440-8050
 Email: e-imk@imk.com

Crew:
 IMS Philippines Maritime Corp.
 Rm. 501-502 Ermita Center Bldg. 1350 Roxas Blvd. Ermita Manila
 Philippines
 Tel: +63-2-521-4809
 Fax: +63-2-521-2607
 Email: crewing@imsphil.com.ph



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:	ECM Maritime Services, LLC 1 Selleck Street 1st Floor, Suite 1C, Norwalk, CT 06855 Tel: +1-203-857-0444 Email: ecm@ecmmaritime.com
4.3	Oil Spill Response Organization (OSRO) - Full style:	National Response Corporation Tel: +1-800-899-4672 +1-631-224-9141
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:	DONJON-SMIT, LLC Tel: +1-703-299-0081

5. SAFETY/HELICOPTER

5.1	Is the vessel operated under a Quality Management System? If Yes, what type of system? (ISO9001 or IMO Resolution A.741(18) as amended):	Yes ISO 9002
5.2	Can the ship comply with the ICS Helicopter Guidelines?	No
5.2.1	If Yes, state whether winching or landing area provided:	
5.2.2	If Yes, what is the diameter of the circle provided:	m

6. COATING/ANODES

Tank Coating

6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	SUS-316L	Whole Tank	No
	Ballast tanks:	Yes	Non-Tar Epoxy Paint	Whole Tanks	Yes
	Slop tanks:	Yes	SUS-316L	Whole Tank	No

7. BALLAST

7.1	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal Pump	200 m3/hr	35 m
	Ballast Eductors:	1	Other	30 m3/hr	m

8. CARGO-OIL/CHEMICAL

Double Hull Vessels

8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:	Yes, Solid
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Cargo Tank Capacities

8.2	Number of cargo tanks and total cubic capacity (98%):	18	20,747.07 m3
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):	1P(1006.925 M3), 1S(1021.675 M3), 2P(1318.841 M3), 2S(1333.657 M3), 3P(690.777 M3), 3S(690.95 M3), 4P(1338.483 M3), 4S(1323.072 M3), 5P(1338.76 M3), 5S(1323.619 M3), 6P(1338.387 M3), 6S(1323.983 M3), 7P(1338.27 M3), 7S(1322.353 M3), 8P(690.496 M3), 8S(691.407 M3), 9P(1320.016 M3), 9S(1335.394 M3), SLP(664.825 M3), SLS(663.257 M3)	
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):	2.3	

8.3	Number of slop tanks and total cubic capacity (98%):	2	1,328.08 m3
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:		
8.3.2	Residual/Retention oil tank(s) capacity (98%), if applicable:		m3
SBT Vessels			
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	7,519.54 m3	36.40 %
8.3.4	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:	Yes	
Cargo Handling and Pumping Systems			
8.4	How many grades/products can vessel load/discharge with double valve segregation:		20
8.4.1	State type of cargo containment (integral, independent, gravity or pressure tanks):		2G (Integral Gravity)
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	Yes DSG: All Tanks : 1.5	
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:	476 m3/hr	476 m3/hr
	Loaded simultaneously through all manifolds:	1,280 m3/hr	1,280 m3/hr
Cargo Control Room			
8.7	Is ship fitted with a Cargo Control Room (CCR)?		Yes
8.8	Can tank innage / ullage be read from the CCR?		Yes
Gauging and Sampling			
8.9	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:	Yes,	
	What type of gauging system as per IBC 13.1 is fitted (Open/Restricted/Closed)?	Closed	
	What type of fixed closed tank gauging system is fitted:	Float Type	
	Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves?:	Yes, No	
	Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes, All	
8.9.1	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?	Yes	
8.9.2	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:	No,	
8.10	Number of portable gauging units (example- MMC) on board:		3
Vapor Emission Control System (VECS)			
8.11	Is a Vapour Emission Control System (VECS) fitted?	Yes	
8.12	Number/size of VECS manifolds (per side):	2	150 mm
8.13	Number / size / type of VECS reducers:	Nil	
Venting			
8.14	State what type of venting system is fitted:	Independent High Velocity Venting System	
Cargo Manifolds and Reducers			
8.15	Total number / size of cargo manifold connections on each side:	22 / 150 mm	
8.15.1	Does the vessel have a Common Line Manifold connection? If yes, describe:	Yes, No. 1 to No. 10 line were connected by common line at both manifold side and segregated by blind flange.	
8.16	What type of valves are fitted at manifold:	Manual Gate Valve	
8.17	What is the material/rating of the manifold:	SUS 316L / ANSI	
8.17.1	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?	No	
8.18	Distance between cargo manifold centers:	400 mm	
8.19	Distance ships rail to manifold:	4,870 mm	
8.20	Distance manifold to ships side:	5,070 mm	
8.21	Top of rail to center of manifold:	450 mm	

8.22	Distance main deck to center of manifold:			2,698 mm		
8.23	Spill tank grating to center of manifold:			1,025 mm		
8.24	Manifold height above the waterline in normal ballast / at SDWT condition:			9.87 m	5.79 m	
8.25	Number / size / type of reducers:			2 x 150/100mm (6/4") 2 x 200/150mm (8/6") 2 x 250/150mm (10/6") 2 x 250/200mm (10/8") 2 x 300/250mm (12/10") ANSI		
8.26	Is vessel fitted with a stern manifold? If yes, state size:			No, mm		
Heating						
8.27	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material		
	Cargo tanks:	Steam	Yes	SS		
	Slop tanks:	Steam	Yes	SS		
8.27.1	Is a Thermal Oil Heating system fitted? If yes, identify tanks?:			No,		
8.28	Maximum temperature cargo can be loaded / maintained:			60.0 Å°C / 140.0 Å°F	60 Å°C / 140 Å°F	
8.28.1	Minimum temperature cargo can be loaded / maintained:					
Inert Gas and Crude Oil Washing						
8.29	Is an Inert Gas System (IGS) fitted / operational?			Yes / Yes		
8.29.1	Is a Crude Oil Washing (COW) installation fitted / operational?			No / N/A		
8.30	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:			Nitrogen Generator		
8.30.1	If nitrogen generator, specify the applicable flow rate for each of the designed purity modes:			95%: 1,500 Cu.M/Hr 99.9%: 325 Cu.M/Hr		
Cargo Pumps						
8.31	How many cargo pumps can be run simultaneously at full capacity:			4		
8.32	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)	
	Cargo Pumps:	14 6	Centrifugal Centrifugal	300 M3/HR 200 M3/HR	80 Meters 80 Meters	
	Cargo Eductors:			m3/hr	m	
	Stripping:			m3/hr	m	
8.33	Is at least one emergency portable cargo pump provided?			Yes		
Tank Cleaning Systems						
8.34	Is tank cleaning equipment fixed in cargo tanks?			Yes		
8.35	Is portable tank cleaning equipment provided?			Yes		
8.36	Tank washing pump capacity:			150 m3/hr		
8.37	Is a washing water heater fitted? If yes is it operational and state max washing water temperature:			Yes, Yes 80 Å°C		
8.38	What is the maximum number of machines that can be operated at their designed max pressure?			9		
Other Deck Equipment						
8.39	Is vessel fitted with a remote cargo tank temperature monitoring system. If yes, is it operational?			Yes, Yes		
8.40	Is vessel fitted with a remote cargo tank pressure monitoring system. If yes, is it operational?			Yes, Yes		
8.41	Is vessel fitted with a cargo tank drier. If yes is it operational and state capacity:			Yes, Yes, 1,500 m3/hr		
8.42	Is vessel fitted with a cargo cooling system. If yes is it operational and state tanks applicable:			No, N/A.		
8.43	Is steam available on deck?			Yes		
9. MOORING						
9.1	Wires (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
9.2	Wire tails	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
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	55 mm	Compound	220 m	50 MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:	4	55 mm	compound	220 m	50 MT
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	55 mm	Compound	220 m	50 MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:	6	55 mm	Compound	220 m	50 MT
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double	Hydraulic	29.20 MT	Manual
	Main deck fwd:				MT	
	Main deck aft:				MT	
	Poop deck:	2	Double	Hydraulic	29.20 MT	Manual
9.6	Bits, closed chocks/fairleads	No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks	
	Forecastle:	6	64 MT (4 x 64 Tonnes, 2 x 52 Tonnes)	3	64 MT	
	Main deck fwd:	6	52 MT (2 x 52 Tonnes, 4 x 36.1 Tonnes)	6	45.40 MT (2 x 45.4 Tonnes, 4 x 36.1 Tonnes)	
	Main deck aft:	4	36.10 MT	4	36.10 MT	
	Poop deck:	8	64 MT (4 x 64 Tonnes, 4 x 52 Tonnes)	6	64 MT (4 x 64 Tonnes, 2 x 45.4 Tonnes)	

Anchors/Emergency Towing System

9.7	Number of shackles on port / starboard cable:	10 / 10
9.8	Type / SWL of Emergency Towing system forward:	ETS-4000FSR-SJ1 204 MT
9.9	Type / SWL of Emergency Towing system aft:	ets2000A-SJ2 102 MT
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern:	600 mm x 450 mm

Escort Tug

9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:	64 MT
9.11	What is SWL of bollard on poop deck suitable for escort tug:	64 MT

Lifting Equipment/Gangway

9.12	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 10 Tonnes Center
9.13	Accommodation ladder direction:	Aft
	Does vessel have a portable gangway? If yes, state length:	Yes 8 m

Single Point Mooring (SPM) Equipment

9.14	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)'?	No
9.15	If fitted, how many chain stoppers:	1
9.16	State type / SWL of chain stopper(s):	Tongue Type 204 MT
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:	76 mm

9.18	Distance between the bow fairlead and chain stopper/bracket:	2.80 m	
9.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	Yes 600 mm x 450 mm	
10.	PROPULSION		
10.1	Speed	Maximum	Economical
	Ballast speed:	15.50 Kts (WSNP)	14.50 Kts (WSNP)
	Laden speed:	14.53 Kts (WSNP)	13.55 Kts (WSNP)
10.2	What type of fuel is used for main propulsion / generating plant:	IFO 380cst	IFO
10.3	Type / Capacity of bunker tanks:	Fuel Oil: 947.01 m3 Diesel Oil: m3 Gas Oil: 312.49 m3	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):	Fixed	
10.5	Engines	No	Capacity
	Main engine:	1	5,430 Kw
	Aux engine:	3	610 Kw
	Power packs:	1	m3/hr
	Boilers:	1	18 MT/Hr
			Make/Type
			Hitachi-MAN B&W 6S40ME-B9.5
			DAIHATSU/6DE-18
			FRAMO
			MIURA/HB-18T
Bow/Stern Thruster			
10.6	What is brake horse power of bow thruster (if fitted):	Yes, 938 bhp	
10.7	What is brake horse power of stern thruster (if fitted):	No, bhp	
Emissions			
10.8	Main engine IMO NOx emission standard:	Tier II	
10.9	Energy Efficiency Design Index (EEDI) rating number:	7.8	
11.	SHIP TO SHIP TRANSFER		
11.1	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquefied Gas, as applicable)?	No	
11.2	What is maximum outreach of cranes / derricks outboard of the ship's side:	4 m	
11.3	Date/place of last STS operation:		
12.	RECENT OPERATIONAL HISTORY		
12.1	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):		
12.2	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, Repair: No, Collision: No,	
12.3	Date and place of last Port State Control inspection:	May 20, 2021 / Talara, Peru	
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No	
12.5	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.	Contact owner for details.	
12.6	Date / place of last SIRE inspection:	Aug 24, 2021 / Guayanilla, Puerto Rico	
12.6.1	Date / place of last CDI inspection:	Feb 22, 2021 / Plaquemine, USA	
12.7	Additional information relating to features of the ship or operational characteristics:	None	

