

1. VESSEL DESCRIPTION					
1.1	Date updated:	May 19, 2020			
1.2	Barge Name:	Bunker Bay			
1.3	Registered number (IMO/LR, ENI, VIN or other):	IMO: 9377092			
1.4	Vessel's previous name(s) / date(s) of change:	NST Leoni (Sep 22, 2012) Leoni Theresa (Aug 27, 2009) Katja S (Oct 20, 2006)			
1.5	Date delivered (built):	Oct 12, 2006			
1.6	Builder (where built):	China East Shipping			
1.7	Date rebuilt:	Not Applicable			
1.8	Builder (where rebuilt):				
1.9	If rebuilt, list what changes were made:				
1.10	Flag:	Spain			
1.11	Port of Registry:	SANTA CRUZ DE TENERIFE			
1.12	Call sign:	EBUB			
1.13	Vessel's satcom phone number:				
1.14	Vessel's mobile number:	0034664475739			
1.15	Vessel's fax number:	-			
1.16	Vessel's email address:	bunker.bay@suardiaz.com			
1.17	Vessel's MMSI No. (Maritime Mobile Selective Call Identity Code):				
1.18	Trading area:	Inland and Oceangoing			
1.19	Trading area limits as documented on the vessel's certificate:				
1.20	Type of barge:	Self propelled barge			
1.21	If barge is Non-powered or Other, it can be:				
1.22	Type of cargoes vessel is certified to carry:				
1.23	ADNR type (Inland Europe):				
1.24	Type of hull:	Double Hull			
Assigned Tug (if known)					
1.25	Tug name:				
1.26	Registered number (IMO/LR, ENI, VIN or other):				
1.27	Is the tug permanently assigned to this barge?	No			
1.28	Date tug assigned:				
Classification					
1.29	Classification society:	Bureau Veritas			
1.30	Class notation:	I * Hull * Mach , Oil tanker ESP; Chemical tanker ESP; Unrestricted navigation * AVM-DPS, * AUT-UMS, MON-Shaft, Inwatersurvey, IG			
1.31	Date of last dry-dock / date of next dry-dock:	Sep 16, 2019	Jun 02, 2022		
1.32	Place of last dry-dock:	RIA DE AVILES			
1.33	Date of last special survey / date of next special survey:	Jun 02, 2017	Jun 02, 2022		
Dimensions					
1.34	Length Overall (LOA):	90.00 Metres			
1.35	Extreme breadth (Beam):	15.20 Metres			
1.36	Moulded depth:	7.20 Metres			
1.37	Keel to Masthead (KTM):	25.00 Metres			
1.38	Maximum air draft in normal ballast:	21.00 Metres			
1.39	Parallel Body Distance:	Forward to mid-point manifold	Aft to mid-point manifold	Parallel body length	
	Normal ballast condition:	22.00 Metres	20.00 Metres	42 Metres	
	Summer DWT condition:	23.00 Metres	21.00 Metres	44 Metres	
Tonnages					
1.40	Net Registered Tonnage (NRT):	1,250.00			
1.41	Gross Tonnage (GT):	2,906.00			
Loadline Information					
1.42	Loadline	Deadweight	Displacement	Freeboard	Draft
	Summer:	4,226.00 Metric	5,978.00 Metric	1.60 Metres	5.60 Metres

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		Tonnes	Tonnes		
	Normal Ballast Condition:	1,910.00 Metric Tonnes	3,662.00 Metric Tonnes	2.30 Metres	4.90 Metres
1.43	FWA at summer draft:				137.00 Millimetres
1.44	TPC immersion at summer draft:				12.00 Metric Tonnes
1.45	TPI immersion at summer draft:				30 Long Tonnes
Ownership and Operation					
1.46	Registered Owner - Full style:	SUARDIAZ MANAGEMENT SERVICES, S.L Calle Ayala , 6 , 28001 - Madrid Spain Tel: 0034914316640 Fax: - Telex: - Email: rrolo@suardiaz.com			
1.47	Technical Manager - Full style:	FLOTA SUARDIAZ, S.L. Calle Ayala, 6 - 28001 - Madrid Spain Tel: 0034914316640 Telex: - Email: rrolo@suardiaz.com Company IMO#: 1579137			
1.48	Commercial Operator - Full style:	REPSOL TRADING , S.A. Mendez Álvaro , 44 - 28045 - Madrid Spain Tel: +34 917 530 268 Telex: - Web: www.repsol.com			
2. CERTIFICATION		Issued	Last Annual or Intermediate	Expires	
2.1	International Loadline Certificate (ILC):	Jun 02, 2017	Jun 09, 2019	Jun 02, 2022	
2.2	International Oil Pollution Prevention Certificate (IOPP):	Jun 02, 2017	Jun 09, 2019	Jun 02, 2022	
2.3	ISM Safety Management Certificate (SMC):	Dec 06, 2019	Not Applicable	Dec 16, 2024	
2.4	ISM Document of Compliance (DOC):	Nov 18, 2019	Not Applicable	Nov 23, 2024	
2.5	Certificate of Class (COC):	Aug 20, 2018	Jun 09, 2019	Jun 02, 2022	
2.6	International Tonnage Certificate (ITC):	Jan 17, 2013			
2.7	Shipboard Oil Pollution Emergency Plan (SOPEP):				
2.8	Flag State Certificate of Inspection (COI):	Not Applicable		Not Applicable	
2.9	Noxious Liquid Certificate (NLS):	Not Applicable			
2.10	Vapor Certification:				
2.11	Pipeline Test Certificate:				
Certificates for Barges Trading in the US					
2.12	USCG Certificate of Compliance (COC) or Letter Of Compliance (LOC): Not Applicable	Not Applicable	Not Applicable	Not Applicable	
2.13	USCG Certificate Of Documentation (COD):				
2.14	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable		Not Applicable	
2.15	U.S. Alaska Certificate of Financial Responsibility (AK COFR):				
2.16	U.S. California Certificate of Financial Responsibility (CA COFR):				
2.17	USCG Vessel Response Plan:				
2.18	USCG Vessel Response Plan for Western Alaska:				
2.19	USCG Vessel Response Plan for California:				
3. CREW MANAGEMENT					
3.1	How many Tankerman (PIC's) are on duty during cargo operation:				
3.2	If manned barge how many crew?				
4. CARGO TANKS AND CARGO HANDLING					
Tank Capacities					
4.1	Number of cargo tanks:		12		
4.2	Maximum loading restrictions as per company policy (max%):				

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4.3	Maximum capacity (max% per company policy: 98%, 97%, 96% or 95%) of each natural segregation with double valve (specify tanks):	Seg#1: 1512 m3 (MGO) Seg#2: 2731 m3 (HFO)		
4.4	Total cubic capacity (max% per company policy: 98%, 97%, 96% or 95%) excluding slop tanks:	4,243 Cu. Metres		
4.5	Slop tank(s) capacity (max% per company policy: 98%, 97%, 96% or 95%):	90.579 Cu. Metres		
Cargo Handling				
4.6	How many grades/products can vessel load/discharge with double valve segregation?	2		
4.7	Maximum loading rate for homogenous cargo per manifold connection:	400 Cu. Metres/Hour		
4.8	Maximum loading rate for homogenous cargo loaded simultaneously thru all manifolds:	400.00 Cu. Metres/Hour		
4.9	Are there any cargo tank filling restrictions? If yes, please specify:	Yes, 400 cbm/hr per tank		
Pumping Systems				
4.10	Pumps	No.	Type	Capacity
	Cargo:	3	N/A, Screw	1,050 Cu. Metres/Hour
	Stripping:	1	Centrifugal	42.20 Cu. Metres/Hour
	Eductors:	1	N/A	50 Cu. Metres/Hour
	Ballast:	2	Centrifugal	200 Cu. Metres/Hour
4.11	Average (typical) discharge rate (total):			
4.12	Maximum discharge rate (total):			
Gauging and Sampling				
4.13	Does the vessel comply with the latest edition of (ISGOTT) for closed loading and/or discharging:	Yes		
4.14	What type of fixed closed tank gauging system is fitted:	Radar		
4.15	If the vessel is equipped with sounding tube are they solid or slotted?			
4.16	Is cargo sampling open, closed or restricted?			
4.17	What is the name of the manufacturer of the vapor locks:	Not Applicable		
4.18	Are hi-level alarms fitted to cargo tanks?	Yes		
	If Yes, indicate whether to all tanks or partial:	All		
	If fitted, what % of tank capacity are the high level alarms set at:			
	If fitted, indicate what type of high level alarms:			
4.19	Are overfill (high-high) alarms fitted to cargo tanks?			
	If Yes, indicate whether to all tanks or partial:	Yes, all tanks		
	If fitted, what % of tank capacity are the overfill (high-high)alarms set at:			
	If fitted, indicate what type of overfill (high-high) alarms:			
4.20	If fitted and alarms are electrical can they be operated independently of being plugged into the shore connection (i.e. solar or battery operated)?			
Vapor Emission Control				
4.21	Number/size of VRS manifolds (per side):	2	152 Millimetres	
4.22	Has Vapor Recovery System (VRS) been approved?			
4.23	Which organizations have approved Vapor Recovery System (VRS)?			
4.24	Vapor Recovery System (VRS) operational?			
Venting				
4.25	Type of venting system:	P/V valves		
4.26	Type of secondary venting system (if fitted):			
4.27	Type of deck seal:	N/A		
Cargo Manifolds				
4.28	Manifold height above the waterline in normal ballast / at SDWT condition:	5.50 Metres	3.50 Metres	
4.29	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	45.00 Metres	45.00 Metres	
4.30	Number/size of cargo connections (per side):	3	200.00 Millimetres	
4.31	Do the cargo manifolds meet OCIMF recommendations:	Yes		
Bow / Stern Manifold				
4.32	Is the vessel fitted with a stern manifold? If yes, state size:	N/A	0 Millimetres	
4.33	Is the vessel fitted with a bow manifold? If yes, state size	No		
Cargo Heating				

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4.34	Type of cargo heating system:	heating coils			
4.35	If fitted, are all tanks coiled:	Yes			
4.36	If fitted, what is the material of the heating coils:	SS			
4.37	Maximum temperature cargo can be loaded / maintained:	60.0 °C / 140.0 °F	60 °C / 140 °F		
Tank Coating					
4.38	Cargo, ballast and slop tanks coating	Coated	Type	To what extent	Condition
	Cargo tanks:	Yes	MARINE LINE POLYMER	Whole Tank	Good
	Ballast tanks:	Yes	Epoxy coating	Whole Tank	Good
	Slop tanks:	Yes	MarineLine	Whole Tank	
4.39	If fitted, what type of anodes are used:	ZINC			
5. INERT GAS					
5.1	Is an Inert Gas System (IGS) fitted:	Yes			
5.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	Nitrogen Generator			
6. MOORING					
6.1	Number / length / diameter of mooring wires (on drums):	None			
	Breaking strength of mooring wires (on drums):	None			
6.2	Number / length / diameter of mooring wire tails:	None			
	Breaking strength of mooring wire tails:	None			
6.3	Number / length / diameter of mooring ropes:	On Drums Forecastle: 2 / 220.00 Metres / 40.00 Millimetres Poop: 2 / 220.00 Metres / 40.00 Millimetres Other Lines Forecastle: 1 / 220.00 Metres / 45.00 Millimetres Fwd main deck: 2 / 110.00 Metres / 65.00 Millimetres Aft main deck: 1 / 220.00 Metres / 40.00 Millimetres Poop: 1 / 110.00 Metres / 65.00 Millimetres			
	Breaking strength of mooring ropes:	25.27 Metric Tonnes			
6.4	Number and brake holding power of winches:	Forecastle: 2 / 15.00 Metric Tonnes Poop: 1 / 15.00 Metric Tonnes			
	Type of Mooring Winches: Single/split drum?	Split			
	If the vessel is equipped with mooring winches are the brakes set to render at 60% of mooring lines MBL?				
Lifting Equipment					
6.5	Derrick / Crane description (Number, SWL and location):	Derricks: 1 x 1.5 Tonnes, Cranes: 1 x 0.75 Tonnes mid deck centre manifold			
6.6	What is the maximum outreach of cranes / derricks outboard of the vessel's side:	8 Metres			
Barge To Ship Transfer					
6.7	Does vessel comply with recommendations contained in the OCIMF/ICS Ship To Ship Transfer Guide (Petroleum)?	No			
7. MISCELLANEOUS					
Insurance					
7.1	P & I Club – Full style:	BRITANNIA REGIS HOUSE , 45 , KING WILLIAM STREET LONDON EC4R-9AN			
7.2	P & I Club coverage - pollution liability coverage:	1,000,000,000 US\$			
Barges trading in the US					
7.3	Qualified individual (QI) (USA) – Full style:	Not Applicable			
7.4	Oil Spill Response Organization (OSRO) – Full style:	Not Applicable			
7.5	Salvage Provider (USA) – Full style:				
7.6	Does vessel carry its own AMPD response equipment:				

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7.7	Is vessel approved for USCG Alternative Security Program (ASP):	
7.8	Date of last approval USCG Alternative Security Program (ASP) letter:	
7.9	Name of USCG Alternative Security Program (ASP) provider:	
7.10	Is owner/operator certified with AWO for Responsible Carrier Program (RCP):	
Spill Equipment		
7.11	Is the vessel equipped with (Full Perimeter) spill rails:	
7.12	Is spill containment fitted under the cargo manifold?	Yes
7.13	Are savealls fitted around fuel tank vents and are the vent openings higher than the upper edges of the saveall coamings?	
7.14	Does the vessel have spill rails around the machinery area?	
7.15	Does the vessel carry a containment boom? If yes, how much does it have?	,
Casualty		
7.16	Has the vessel been involved in a pollution incident during the past 12 months? If yes, full description:	No not involved
7.17	History of groundings/strandings/collisions over previous 12 months:	
Port State Control		
7.18	Date and place of last Port State Control inspection:	N/A
7.19	Any outstanding deficiencies as reported by any Port State Control:	N/A
7.20	If yes, provide details:	
Vetting		
7.21	Date and Place of last SIRE Inspection:	/
Engineering		
7.22	Is vessel fitted with an emergency generator and/or batteries	No
7.23	If fitted, number of generators:	3
7.24	If fitted, generators are rated at:	
7.25	Are fuel tanks fitted with an high level alarm:	Yes
7.26	Are fuel tanks double hull, single hull, other:	
8. SELF PROPELLED BARGES		
Engine Room		
8.1	Number of main engines:	2
8.2	Name of main engine manufacturer:	WARTSILA 6L20C2
8.3	What is the normal operating power of each main engine:	1,448.304 bhp
8.4	Main engine(s) are rated at:	Not Applicable
8.5	Is vessel fitted with a high level bilge alarm:	Yes
8.6	Is vessel fitted with a fixed fire suppression system:	
Bow/Stern Thrusters		
8.7	Is vessel fitted with a bow thruster? If yes, what is the brake horsepower:	Yes 240.00 bhp
8.8	Is vessel fitted with a stern thruster? If yes, what is the brake horsepower:	No 0 bhp
Steering / Propulsion Equipment		
8.9	Number of propellers:	Twin
8.10	Type of propellers:	Fixed
8.11	Steering gear failure alarm fitted on the bridge?	Yes

Version 1 (Q88.com)