| | | | |
|---|---|---|---|
| **1.** | **VESSEL DESCRIPTION** | | |
| 1.1 | Date updated: | **20/10/2016** | |
| 1.2 | Vessel's name: | **ERREGAIA** | |
| 1.3 | IMO number: | **91296663** | |
| 1.4 | Vessel's previous name(s) and date(s) of change: | **CELACHE UNO/01/10/2008** | |
| 1.5 | Date delivered: | **1/10/2008** | |
| 1.6 | Builder (where built): | **BILBAO** | |
| 1.7 | Flag: | **ESPAÑA** | |
| 1.8 | Port of Registry: | **BILBAO** | |
| 1.9 | Call sign: | **EALX** | |
| 1.10 | Vessel's satcom phone number: | | |
| | Vessel's fax number: | | |
| | Vessel's telex number: | | |
| | Vessel's email address: | **Erregaia@batsl.net** | |
| 1.11 | Type of vessel: | **BUNKER BARGE** | |
| 1.12 | Type of hull: | **DOBLE HULL** | |
| **Classification** | | | |
| 1.13 | Classification society: | **BUREAU VERITAS** | |
| 1.14 | Class notation: | **OIL TANKER ESP-FLASH POINT>60ºC SPECIAL SERVICE/B** | |
| 1.15 | If Classification society changed, name of previous society: | | |
| 1.16 | If Classification society changed, date of change: | | |
| 1.17 | IMO type, if applicable: | **N/A** | |
| 1.18 | Does the vessel have ice class? If yes, state what level: | NO | |
| 1.19 | Date / place of last dry-dock: | **BURRIANA** | **02/06/2014** |
| 1.20 | Date next dry dock due | **02/06/17** | |
| 1.21 | Date of last special survey / next survey due: | | **02/06/2018** |
| 1.22 | Date of last annual survey: | **02/06/2016** | |
| 1.23 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | **N/A** | |
| 1.24 | 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** | |
| **Dimensions** | | | |
| 1.25 | Length Over All (LOA): | **40.90** | |
| 1.26 | Length Between Perpendiculars (LBP): | **39.26** | |
| 1.27 | Extreme breadth (Beam): | **11.20** | |
| 1.28 | Moulded depth: | **11.00** | |
| 1.29 | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): | **14.90** | |

| | | | | | |
|---|---|---|---|---|---|
| 1.30 | Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM): | | | **16.50** | **24.40** |
| 1.31 | Distance bridge front to center of manifold: | | | **6.00** | |
| 1.32 | Parallel body distances: | Lightship | | | |
| | Forward to mid-point manifold: | **24.00** | | | |
| | Aft to mid-point manifold: | **15.26** | | | |
| | Parallel body length: | **39.26** | | | |
| 1.33 | FWA at summer draft / TPC immersion at summer draft: | | | **4.24** | |
| 1.34 | What is the max height of mast above waterline (air draft) | | | 15.65 | |
| | Lightship: | | | **15.00** | |
| | Normal ballast: | | | **14.30** | |
| | At loaded summer deadweight: | | | **11.15** | |

**Tonnages**

| | | | | | |
|---|---|---|---|---|---|
| 1.35 | Net Tonnage: | | | **369** | |
| 1.36 | Gross Tonnage / Reduced Gross Tonnage (if applicable): | | | **682** | |
| 1.37 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | | | | |
| 1.38 | Panama Canal Net Tonnage (PCNT): | | | | |

**Loadline Information**

| | | | | | |
|---|---|---|---|---|---|
| 1.39 | Loadline | Freeboard | Draft | Deadweight | Displacement |
| | Summer: | **1.119** | **4.330** | | **1714** |
| | Winter: | **1.288** | **4.161** | | |
| | Tropical: | | | | |
| | Lightship: | | | | |
| | Normal Ballast Condition: | | | | |
| 1.40 | Does vessel have multiple SDWT? | | | **YES** | |
| 1.41 | If yes, what is the maximum assigned deadweight? | | | **1333.2** | |

**Ownership and Operation**

| | | |
|---|---|---|
| 1.42 | Registered owner - Full style: | AMARRADORES DE BILBAO S.A. |
| 1.43 | Technical operator - Full style: | BOTEROS AMARRADORES DE TARRAGONA S.L |
| 1.44 | Commercial operator - Full style: | |
| 1.45 | Disponent owner - Full style: | |

| **2.** | **CERTIFICATION** | **Issued** | **Last Annual or Intermediate** | **Expires** |
|---|---|---|---|---|
| 2.1 | Safety Equipment Certificate: | | | **30/10/2018** |
| 2.2 | Safety Radio Certificate: | | | **08/01/2017** |
| 2.3 | Safety Construction Certificate: | | | **02/06/2017** |
| 2.4 | Loadline Certificate: | | | **30/10/2019** |

| | | | | |
|---|---|---|---|---|
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | **10/05/2013** | **08/11/2017** | **08/01/2018** |
| 2.6 | Safety Management Certificate (SMC): | **02/11/2015** | **02/11/2017** | **02/11/2020** |
| 2.7 | Document of Compliance (DOC): | **02/10/2015** | | **20/10/2020** |
| 2.8 | USCG (specify: COC, LOC or COI): | | | |
| 2.9 | Civil Liability Convention Certificate (CLC): | | | |
| 2.10 | Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC): | **30/102014** | **02/11/2017** | **30/10/2019** |
| 2.11 | U.S. Certificate of Financial Responsibility (COFR): | | | |
| 2.12 | Certificate of Fitness (Chemicals): | | | |
| 2.13 | Certificate of Fitness (Gas): | | | |
| 2.14 | Certificate of Class: | | **04/10/2014** | **04/10/2019** |
| 2.15 | International Ship Security Certificate (ISSC): | | | |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC) | **30/02/2014** | | **30/10/2019** |
| 2.17 | International Air Pollution Prevention Certificate (IAPP): | **19/02/2013** | **27/11/2015** | **18/02/2017** |
| **Documentation** | | | | |
| 2.18 | Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable: | | | |
| 2.19 | Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract: | | | |
| | | | | |
| **3.** | **CREW MANAGEMENT** | | | |
| 3.1 | Nationality of Master: | | **SPAIN** | |
| 3.2 | Nationality of Officers: | | **SPAIN** | |
| 3.3 | Nationality of Crew: | | **SPAIN** | |
| 3.4 | If Officers/Crew employed by a Manning Agency - Full style: | | | |
| 3.5 | What is the common working language onboard: | | **SPANISH** | |
| 3.6 | Do officers speak and understand English: | | **YES** | |
| 3.7 | In case of Flag Of Convenience, is the ITF Special Agreement on board: | | | |
| | | | | |
| **4.** | **HELICOPTERS** | | | |
| 4.1 | Can the ship comply with the ICS Helicopter Guidelines: | | **NO** | |
| 4.2 | If Yes, state whether winching or landing area provided: | | | |
| | | | | |
| **5.** | **FOR USA CALLS** | | | |
| 5.1 | Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter: | | | |
| 5.2 | Qualified individual (QI) - Full style: | | | |

| | | | | |
|---|---|---|---|---|
| 5.3 | Oil Spill Response Organization (OSRO) -Full style: | | | |
| 5.4 | Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling: | | | |
| | | | | |
| **6.** | **CARGO AND BALLAST HANDLING** | | | |
| **Double Hull Vessels** | | | | |
| 6.1 | Is vessel fitted with centerline bulkhead in all cargo tanks: | | **NO** | |
| 6.2 | If Yes, is bulkhead solid or perforated: | | | |
| **Cargo Tank Capacities** | | | | |
| 6.3 | Capacity (98%) of each natural segregation with double valve (specify tanks): | | | |
| 6.4 | Total cubic capacity (98%, excluding slop tanks): | | **1333.2** | |
| 6.5 | Slop tank(s) capacity (98%): | | **0.4** | |
| 6.6 | Residual/Retention oil tank(s) capacity (98%), if applicable: | | | |
| 6.7 | Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT): | | **SBT** | |
| **SBT Vessels** | | | | |
| 6.8 | What is total capacity of SBT? | | **706 TONS** | |
| 6.9 | What percentage of SDWT can vessel maintain with SBT only: | | **41%** | |
| 6.10 | Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2) | | **YES** | |
| **Cargo Handling** | | | | |
| 6.11 | How many grades/products can vessel load/discharge with double valve segregation: | | **2** | |
| 6.12 | Maximum loading rate for homogenous cargo per manifold connection: | | **250/120** | |
| 6.13 | Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds: | | **ONLY ONE MANIFOLD PER GRADE** | |
| 6.14 | Are there any cargo tank filling restrictions. If yes, please specify: | | | |
| **Pumping Systems** | | | | |
| 6.15 | Pumps: | No. | Type | Capacity |
| | IFO: | **2** | **BEV-128509F8** | **250M3/H** |
| | MGO: | **2** | **BEV1065 E11B** | **120M3/H** |
| | Eductors: | | | |
| | Ballast: | **2** | **IRVC3 4412/4** | **100M3/H** |
| 6.16 | How many cargo pumps can be run simultaneously at full capacity: | | **2** | |
| **Cargo Control Room** | | | | |
| 6.17 | Is ship fitted with a Cargo Control Room (CCR): | | **NO** | |
| 6.18 | Can tank innage / ullage be read from the CCR: | | | |
| **Gauging and Sampling** | | | | |
| 6.19 | Can ship operate under closed conditions in accordance with | | **NO** | |

| | | | | |
|---|---|---|---|---|
| | ISGOTT: | | | |
| 6.20 | What type of fixed closed tank gauging system is fitted: | | | |
| 6.21 | Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial: | | **YES, TOTAL TANKS** | |
| **Vapor Emission Control** | | | | |
| **6.22** | **Is a vapor return system (VRS) fitted:** | | **NO** | |
| **6.23** | **Number/size of VRS manifolds (per side):** | | | |
| **Venting** | | | | |
| **6.24** | **State what type of venting system is fitted:** | | | |
| **Cargo Manifolds** | | | | |
| **6.25** | **Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':** | | | |
| **6.26** | **What is the number of cargo connections per side:** | | **2** | |
| **6.27** | **What is the size of cargo connections:** | | **6”/8”** | |
| **6.28** | **What is the material of the manifold:** | | **IRON** | |
| **Manifold Arrangement** | | | | |
| **6.29** | **Distance between cargo manifold centers:** | | **480 mm** | |
| **6.30** | **Distance ships rail to manifold:** | | | |
| **6.31** | **Distance manifold to ships side:** | | **1800 mm** | |
| **6.32** | **Top of rail to center of manifold:** | | | |
| **6.33** | **Distance main deck to center of manifold:** | | **1020 mm** | |
| **6.34** | **Manifold height above the waterline in normal ballast / at SDWT condition:** | | | |
| **6.35** | **Number / size reducers:** | | | |
| **Stern Manifold** | | | | |
| **6.36** | **Is vessel fitted with a stern manifold:** | | **NO** | |
| **6.37** | **If stern manifold fitted, state size:** | | | |
| **Cargo Heating** | | | | |
| **6.38** | **Type of cargo heating system?** | | **OIL** | |
| **6.39** | **If fitted, are all tanks coiled?** | | **YES** | |
| **6.40** | **If fitted, what is the material of the heating coils:** | | **IRON** | |
| **6.41** | **Maximum temperature cargo can be loaded/maintained:** | | **55ºC** | **50 ºC** |
| **Tank Coating** | | | | |
| **6.42** | **Are cargo, ballast and slop tanks coated?** | **Coated** | **Type** | **To What Extent** |
| | **Cargo tanks:** | **YES** | | |
| | **Ballast tanks:** | **YES** | | |
| | **Slop tanks:** | **YES** | | |
| **6.43** | **If fitted, what type of anodes are used:** | | **NO** | |
| | | | | |
| **7.** | **INERT GAS AND CRUDE OIL WASHING** | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| **7.1** | **Is an Inert Gas System (IGS) fitted:** | | | | **NO** | |
| **7.2** | **Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:** | | | | **NO** | |
| **7.3** | **Is a Crude Oil Washing (COW) installation fitted:** | | | | **NO** | |
| | | | | | | |
| **8.** | **MOORING** | | | | | |
| 8.1 | Mooring wires (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | | | | | |
| | Main deck fwd: | | | | | |
| | Main deck aft: | | | | | |
| | Poop deck: | | | | | |
| 8.2 | Wire tails | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | | | | | |
| | Main deck fwd: | | | | | |
| | Main deck aft: | | | | | |
| | Poop deck: | | | | | |
| 8.3 | Mooring ropes (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | | | | | |
| | Main deck fwd: | **3** | 30 mm | | **50 m** | **20.970 Kg** |
| | Main deck aft: | 2 | 30 mm | | **50 m** | **20.970 Kg** |
| | Poop deck: | | | | | |
| 8.4 | Other mooring lines | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | | | | | |
| | Main deck fwd: | | | | | |
| | Main deck aft: | | | | | |
| | Poop deck: | | | | | |
| 8.5 | Mooring winches | | | No. | # Drums | Brake Capacity |
| | Forecastle: | | | | | |
| | Main deck fwd: | | | **3** | **1** | **7.5 TONS** |
| | Main deck aft: | | | **2** | **1** | **7.5 TONS** |
| | Poop deck: | | | | | |
| 8.6 | Mooring bitts | | | | | |
| | Forecastle: | | | | | |
| | Main deck fwd: | | | | **3** | **15 TONS** |
| | Main deck aft: | | | | **2** | **15 TONS** |
| | Poop deck: | | | | | |
| 8.7 | Closed chocks and/or fairleads of enclosed type | | | | | |
| | Forecastle: | | | | | |

| | | | |
|---|---|---|---|
| | Main deck fwd: | | |
| | Main deck aft: | | |
| | Poop deck: | | |
| **Emergency Towing System** | | | |
| 8.8 | Type / SWL of Emergency Towing system forward: | **NO** | |
| 8.9 | Type / SWL of Emergency Towing system aft: | **NO** | |
| **Anchors** | | | |
| 8.10 | Number of shackles on port cable: | **ONLY ONE ANCHOR 5 SHACKLES** | |
| 8.11 | Number of shackles on starboard cable: | | |
| **Escort Tug** | | | |
| 8.12 | What is SWL and size of closed chock and/or fairleads of enclosed type on stern: | | |
| 8.13 | What is SWL of bollard on poopdeck suitable for escort tug: | | |
| **Bow/Stern Thruster** | | | |
| 8.14 | What is brake horse power of bow thruster (if fitted): | | |
| 8.15 | What is brake horse power of stern thruster (if fitted): | | |
| **Single Point Mooring (SPM) Equipment** | | | |
| 8.16 | Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)': | | |
| 8.17 | Is vessel fitted with chain stopper(s): | **YES** | |
| 8.18 | How many chain stopper(s) are fitted: | **1** | |
| 8.19 | State type of chain stopper(s) fitted: | | |
| 8.20 | Safe Working Load (SWL) of chain stopper(s): | | |
| **8.21** | **What is the maximum size chain diameter the bow stopper(s) can handle:** | | |
| **8.22** | **Distance between the bow fairlead and chain stopper/bracket:** | | |
| **8.23** | **Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:** | | |
| **Lifting Equipment** | | | |
| **8.24** | **Derrick / Crane description (Number, SWL and location):** | **1 , 0.85 T, MAIN DECK** | |
| **8.25** | **What is maximum outreach of cranes / derricks outboard of the ship's side:** | **9 METERS** | |
| **Ship To Ship Transfer (STS)** | | | |
| **8.26** | **Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquified Gas, as applicable):** | | |
| | | | |
| **9.** | **MISCELLANEOUS** | | |
| **Engine Room** | | | |
| **9.1** | **What type of fuel is used for main propulsion?** | **MGO** | |

| | | | |
|---|---|---|---|
| **9.2** | **What type of fuel is used in the generating plant?** | | |
| **9.3** | **Capacity of bunker tanks - IFO and MDO/MGO:** | **550MT** | **700MT** |
| **9.4** | **Is vessel fitted with fixed or controllable pitch propeller(s)?** | | |
| **Insurance** | | | |
| 9.5 | P & I Club - Full Style: | **SHIPOWNERS** | |
| 9.6 | P & I Club coverage - pollution liability coverage: | **SHIPOWNERS** | |
| **Port State Control** | | | |
| 9.7 | Date and place of last Port State Control inspection: | | |
| 9.8 | Any outstanding deficiencies as reported by any Port State Control: | | |
| 9.9 | If yes, provide details: | | |
| **Recent Operational History** | | | |
| 9.10 | Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description: | **NO** | |
| 9.11 | Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last): | **FO + MGO** | |
| **Vetting** | | | |
| 9.12 | Date/Place of last SIRE Inspection: | **VALENCIA** | |
| 9.13 | Date/Place of last CDI Inspection: | | |
| 9.14 | Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*:<br><br>**Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.* | **REPSOL** | |