

**Q88 Standard Barge Questionnaire**

**Version 1**

1. VESSEL DESCRIPTION				
1.1	Date updated:	Apr 15, 2016		
1.2	Barge Name:	Greenoil		
1.3	Registered number (IMO/LR, ENI, VIN or other):	IMO: 9391177		
1.4	Vessel's previous name(s) / date(s) of change:	Not Applicable		
1.5	Date delivered (built):	Mar 14, 2008		
1.6	Builder (where built):	Astilleros Zamacona		
1.7	Date rebuilt:			
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:	EBXL		
1.13	Vessel's satcom phone number:	NA		
1.14	Vessel's mobile number:	647308369		
1.15	Vessel's fax number:			
1.16	Vessel's email address:	greenoil@suardiaz.com		
1.17	Vessel's MMSI No. (Maritime Mobile Selective Call Identity Code):	224327160		
1.18	Trading area:	Inland Only		
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:	HFO, MGO		
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:	Lloyds Register		
1.30	Class notation:	+100A1 Double Hull Oil Tanker, Carriage of Oils with F.P. exceeding 60C, ESP, *IWS, LMC, CCS		
1.31	Date of last dry-dock / date of next dry-dock:	Feb 08, 2016	Feb 18, 2018	
1.32	Place of last dry-dock:			
1.33	Date of last special survey / date of next special survey:	Feb 25, 2013	Feb 18, 2018	
Dimensions				
1.34	Length Overall (LOA):	76.50 Metres		
1.35	Extreme breadth (Beam):	17.00 Metres		
1.36	Moulded depth:	7.55 Metres		
1.37	Keel to Masthead (KTM):	12.00 Metres		
1.38	Maximum air draft in normal ballast:	19.512 Metres		
1.39	Parallel Body Distance:	Forward to mid-point manifold	Aft to mid-point manifold	Parallel body length
	Normal ballast condition:	35.53 Metres	39.60 Metres	
	Summer DWT condition:	35.53 Metres	39.60 Metres	
Tonnages				
1.40	Net Registered Tonnage (NRT):	1,189		
1.41	Gross Tonnage (GT):	2,204.00		

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Loadline Information					
1.42	Loadline	Deadweight	Displacement	Freeboard	Draft
	Summer:	4,676.98 Metric Tonnes	6,110.51 Metric Tonnes	1.773 Metres	5.40 Metres
	Normal Ballast Condition:	2,465.26 Metric Tonnes	3,982.99 Metric Tonnes	3.562 Metres	3.611 Metres
1.43	FWA at summer draft:			1,773.00 Millimetres	
1.44	TPC immersion at summer draft:				
1.45	TPI immersion at summer draft:				

Ownership and Operation		
1.46	Registered Owner - Full style:	Suardiaz Servicios Martimos de Barcelona, S.L. Calle Ayala, 6 , 28001 - Madrid Tel: 00.34.91.431.66.40 Fax: 00.34.91.426.14.25 Email: rrolo@suardiaz.com Company IMO#: 1579137
1.47	Technical Manager - Full style:	Flota Suardiaz, S.L. Calle Ayala, 6 - 28001 - Madrid Tel: 00.34.91.431.66.40 Fax: 00.34.91.426.14.25 Email: rrolo@suardiaz.com
1.48	Commercial Operator - Full style:	Repsol Mendez Alvaro, 44 28045, Madrid (Espaa) Tel: 00.34.91.753.62.00

2. CERTIFICATION		Issued	Last Annual or Intermediate	Expires
2.1	International Loadline Certificate (ILC):	Feb 25, 2013	Feb 19, 2015	Feb 18, 2018
2.2	International Oil Pollution Prevention Certificate (IOPP):	Mar 26, 2013	Feb 19, 2015	Feb 18, 2018
2.3	ISM Safety Management Certificate (SMC):	Oct 29, 2013		Oct 29, 2018
2.4	ISM Document of Compliance (DOC):	Mar 28, 2012	Apr 08, 2014	Mar 28, 2017
2.5	Certificate of Class (COC):	Mar 13, 2013	Feb 15, 2016	Mar 13, 2018
2.6	International Tonnage Certificate (ITC):	Feb 13, 2008		
2.7	Shipboard Oil Pollution Emergency Plan (SOPEP):	Mar 14, 2008		
2.8	Flag State Certificate of Inspection (COI):			
2.9	Noxious Liquid Certificate (NLS):			
2.10	Vapor Certification:			
2.11	Pipeline Test Certificate:	Jun 06, 2015		Jun 06, 2016

Certificates for Barges Trading in the US				
2.12	USCG Certificate of Compliance (COC) or Letter Of Compliance (LOC):			
2.13	USCG Certificate Of Documentation (COD):			
2.14	U.S. Certificate of Financial Responsibility (COFR):			
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:	2
3.2	If manned barge how many crew?	5

**4. CARGO TANKS AND CARGO HANDLING**

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Tank Capacities				
4.1	Number of cargo tanks:	5 tanks*2		
4.2	Maximum loading restrictions as per company policy (max%):	98%		
4.3	Maximum capacity (max% per company policy: 98%, 97%, 96% or 95%) of each natural segregation with double valve (specify tanks):	Seg#1: 1904.463 m3 (1 p/s 2 p/s) Seg#2: 2050.274 m3 (3 p/s 4 p/s) Seg#3: 517.254 m3 (5p/s)		
4.4	Total cubic capacity (max% per company policy: 98%, 97%, 96% or 95%) excluding slop tanks:	4,471.991 Cu. Metres		
4.5	Slop tank(s) capacity (max% per company policy: 98%, 97%, 96% or 95%):	140 Cu. Metres		
Cargo Handling				
4.6	How many grades/products can vessel load/discharge with double valve segregation?	3		
4.7	Maximum loading rate for homogenous cargo per manifold connection:	650 Cu. Metres/Hour		
4.8	Maximum loading rate for homogenous cargo loaded simultaneously thru all manifolds:	380 Cu. Metres/Hour		
4.9	Are there any cargo tank filling restrictions? If yes, please specify:	Yes, max 12bars		
Pumping Systems				
4.10	Pumps	No.	Type	Capacity
	Cargo:	6	Centrifugal, Positive Displacment	1,000 Cu. Metres/Hour
	Stripping:			
	Eductors:			
	Ballast:	2	Centrifugal	250 Cu. Metres/Hour
4.11	Average (typical) discharge rate (total):	650 Cu. Metres/Hour		
4.12	Maximum discharge rate (total):	380 Cu. Metres/Hour		
Gauging and Sampling				
4.13	Does the vessel comply with the latest edition of (ISGOTT) for closed loading and/or discharging:			
4.14	What type of fixed closed tank gauging system is fitted:	Pressure Sensor		
4.15	If the vessel is equipped with sounding tube are they solid or slotted?	Slotted		
4.16	Is cargo sampling open, closed or restricted?	RESTRICTED		
4.17	What is the name of the manufacturer of the vapor locks:	MMC MODEL MBCF8M		
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:	95		
	If fitted, indicate what type of high level alarms:	Audible and visual light		
4.19	Are overfill (high-high) alarms fitted to cargo tanks?	Yes		
	If Yes, indicate whether to all tanks or partial:	All		
	If fitted, what % of tank capacity are the overfill (high-high)alarms set at:	98		
	If fitted, indicate what type of overfill (high-high) alarms:	Audible and visual light		
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):		304.80 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		
4.26	Type of secondary venting system (if fitted):			
4.27	Type of deck seal:	Dry		
Cargo Manifolds				

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4.28	Manifold height above the waterline in normal ballast / at SDWT condition:		5.262 Metres	3.473 Metres
4.29	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		35.53 Metres	39.60 Metres
4.30	Number/size of cargo connections (per side):		7	304.80 Millimetres
4.31	Do the cargo manifolds meet OCIMF recommendations:		Yes	
<b>Bow / Stern Manifold</b>				
4.32	Is the vessel fitted with a stern manifold? If yes, state size:		No	
4.33	Is the vessel fitted with a bow manifold? If yes, state size		No	
<b>Cargo Heating</b>				
4.34	Type of cargo heating system:		oil thermal	
4.35	If fitted, are all tanks coiled:		No	
4.36	If fitted, what is the material of the heating coils:		Mildsteel	
4.37	Maximum temperature cargo can be loaded / maintained:			45 °C / 113 °F
<b>Tank Coating</b>				
4.38	Cargo, ballast and slop tanks coating	Coated	Type	To what extent
	Cargo tanks:	Yes	Interline 704	Good
	Ballast tanks:	Yes	Intergard 403	
	Slop tanks:			
4.39	If fitted, what type of anodes are used:		Zinc	
<b>5. INERT GAS</b>				
5.1	Is an Inert Gas System (IGS) fitted:		No	
5.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:			
<b>6. MOORING</b>				
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:		Forecastle: 1 / 15 / 20 Poop: 1 / 15 / 20	
	Breaking strength of mooring wire tails:		None	
6.3	Number / length / diameter of mooring ropes:		On Drums Forecastle: 4 / 200 Metres / 40 Millimetres Aft main deck: 2 / 15 Metres / 40 Millimetres Poop: 4 / 200 Metres / 40 Millimetres  Other Lines Forecastle: 4 / 150 Metres / 40 Millimetres Poop: 4 / 150 Metres / 40 Millimetres	
	Breaking strength of mooring ropes:		51.00 Metric Tonnes	
6.4	Number and brake holding power of winches:		Forecastle: 2 / 7500 Metric Tonnes Fwd main deck: 2 / 7.500 Metric Tonnes Poop: 2 / 7.5 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?			
<b>Lifting Equipment</b>				
6.5	Derrick / Crane description (Number, SWL and location):		Derricks: 1 x 0.50 Tonnes, Cranes: 1 x 1.50 Tonnes	
6.6	What is the maximum outreach of cranes / derricks outboard of the vessel's side:			
<b>Barge To Ship Transfer</b>				
6.7	Does vessel comply with recommendations contained in the OCIMF/ICS Ship To Ship Transfer Guide (Petroleum)?		Yes	
<b>7. MISCELLANEOUS</b>				
<b>Insurance</b>				
7.1	P & I Club – Full style:		Britannia Steam Ship Insurance	

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7.2	P & I Club coverage - pollution liability coverage:	1,000,000,000 US\$
<b>Barges trading in the US</b>		
7.3	Qualified individual (QI) (USA) – Full style:	
7.4	Oil Spill Response Organization (OSRO) – Full style:	
7.5	Salvage Provider (USA) – Full style:	
7.6	Does vessel carry its own AMPD response equipment:	
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):	
<b>Spill Equipment</b>		
7.11	Is the vessel equipped with (Full Perimeter) spill rails:	Yes
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?	Yes
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?	,
<b>Casualty</b>		
7.16	Has the vessel been involved in a pollution incident during the past 12 months? If yes, full description:	No
7.17	History of groundings/strandings/collisions over previous 12 months:	
<b>Port State Control</b>		
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:	
<b>Vetting</b>		
7.21	Date and Place of last SIRE Inspection:	Mar 03, 2015 / BARCELONA
<b>Engineering</b>		
7.22	Is vessel fitted with an emergency generator and/or batteries	
7.23	If fitted, number of generators:	2
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:	
<b>8. SELF PROPELLED BARGES</b>		
<b>Engine Room</b>		
8.1	Number of main engines:	2
8.2	Name of main engine manufacturer:	GUASCOR SF-480TASP DIESEL OIL
8.3	What is the normal operating power of each main engine:	1,155.50 bhp
8.4	Main engine(s) are rated at:	
8.5	Is vessel fitted with a high level bilge alarm:	Yes
8.6	Is vessel fitted with a fixed fire suppression system:	Yes
<b>Bow/Stern Thrusters</b>		
8.7	Is vessel fitted with a bow thruster? If yes, what is the brake horsepower:	Yes 250.00 bhp
8.8	Is vessel fitted with a stern thruster? If yes, what is the brake horsepower:	
<b>Steering / Propulsion Equipment</b>		

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8.9	Number of propellers:	Twin
8.10	Type of propellers:	Z-Drive
8.11	Steering gear failure alarm fitted on the bridge?	Yes

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