

1.	VESSEL DESCRIPTION		
1.1	Date updated:	10-08-2023	
1.2	Vessel's name:	M.T. YALA	
1.3	IMO number:	9809526	
1.4	Vessel's previous name(s) and date(s) of change:	N/A	
1.5	Date delivered:	06 th MAY, 2018	
1.6	Builder (where built):	Nantong Gangzha Shipping Manufacturing Co., Ltd.	
1.7	Flag:	SRI LANKA	
1.8	Port of Registry:	HAMBANTOTA	
1.9	Call sign:	4RFI	
1.10	Vessel's satcom phone number:	N/A	
	Vessel's fax number:	N/A	
	Vessel's telex number:	N/A	
	Vessel's email address:	yala.sea-horse@setmil.com.lk	
1.11	Type of vessel:	Oil Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	Class ABS	
1.14	Class notation:	A1,Fuel oil carrier,ESP,AMS,CPS	
1.15	If Classification society changed, name of previous society:	Class LR	
1.16	If Classification society changed, date of change:	30-07-2020	
1.17	IMO type, if applicable:	TYPE 2	
1.18	Does the vessel have ice class? If yes, state what level:	NO	
1.19	Date / place of last dry-dock:	COLOMBO	23-06-2023
1.20	Date next dry dock due	05-05-2028	
	Bottom survey	At or In-between 05-05-20225 and 05-05-2026 (In water survey)	
1.21	Date of last special survey / next survey due:	23-06-2023	05-05-2028
1.22	Date of last annual survey:	05-05-2023	
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):	88.779m	
1.26	Length Between Perpendiculars (LBP):	83.692m	
1.27	Extreme breadth (Beam):	14.800m	
1.28	Moulded depth:	07.00m	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	26.9m	NA
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	33.16m	55.5m
1.31	Distance bridge front to center of manifold:	21.8m	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	16.5 m	18.95m
	Aft to mid-point manifold:	25.83 m	29.63m
	Parallel body length:	42.33 m	48.58m
1.33	FWA at summer draft / TPC immersion at summer draft:	143mm	16t/cm
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	28.00	
	Normal ballast:	25.66	
	At loaded summer deadweight:	23.70	

Tonnages					
1.35	Net Tonnage:	996			
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	2639	N/A		
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):	N/A	N/A		
1.38	Panama Canal Net Tonnage (PCNT):	N/A			
Load line Information					
1.39	Load line	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.813	5.20	3489.8	5204.5
	Winter:	1.921	5.092	3369.1	5083.8
	Tropical:	1.705	5.308	3610.9	5325.6
	Lightship:	5.106	1.907		1714.7
	Normal Ballast Condition:	3.441	3.572	1757.0	3471.7
1.40	Does vessel have multiple SDWT?	NO			
1.41	If yes, what is the maximum assigned deadweight?	N/A			
Ownership and Operation					
1.42	Registered owner - Full style:	Hambanthota International Port Group Sayurupaya, Mirijjawila, Hambanthota			
1.43	Technical operator - Full style:	Sea Horse Shipping (Pvt) limited, 2 nd Floor, Setmil Maritime Centre, 256, Srimath Ramanathan Mawatha, Colombo 15. 0094 11 2485222			
1.44	Commercial operator - Full style:	Not known			
1.45	Disponent owner - Full style:	Not known			

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	05-05-2023	ReNewal survey	05-05-2028
2.2	Safety Radio Certificate:	05-05-2023	ReNewal survey	05-05-2028
2.3	Safety Construction Certificate:	02-07-2023	ReNewal survey	05-05-2028
2.4	Load line Certificate:	02-07-2023	ReNewal survey	05-05-2028
2.5	International Oil Pollution Prevention Certificate (IOPPC):	05-05-2023	ReNewal survey	05-05-2028
2.6	Interim Safety Management Certificate (SMC):	03.07.2021		02.07.2026
2.7	Document of Compliance (DOC):	21-02-2019	16-05-2023	20-02-2024
2.8	USCG (specify: COC, LOC or COI):			
2.9	Civil Liability Convention Certificate (CLC):	19.12.2022		19.12.2023
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	19.12.2022		19.12.2023
2.11	U.S. Certificate of Financial Responsibility (COFR):	N/A		
2.12	Certificate of Fitness (Chemicals):	N/A		
2.13	Certificate of Fitness (Gas):	N/A		
2.14	Certificate of Class:	02-07-2023	ReNewal survey	05-05-2028

2.15	Interim International Ship Security Certificate (ISSC):	16.06.2021		15.06.2026
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	05-05-2023		05-05-2028
2.17	International Air Pollution Prevention Certificate (IAPP):	05-05-2023	renewal	05-05-2028

Documentation

2.18	Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable:	Yes
2.19	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:	Yes

3.	CREW MANAGEMENT		
3.1	Nationality of Master:	Sri Lankan	
3.2	Nationality of Officers:	Sri Lankan	
3.3	Nationality of Crew:	Sri Lankan	
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Sea Horse Shipping (Pvt) limited, 2 nd Floor, Setmil Maritime Centre, 256, Srimath Ramanathan Mawatha, Colombo 15 0094 112485222	
3.5	What is the common working language onboard:	SINHALA/ ENGLISH	
3.6	Do officers speak and understand English:	YES	
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:	N/A	

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:	N/A	

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:	NO	
5.2	Qualified individual (QI) - Full style:	N/A	
5.3	Oil Spill Response Organization (OSRO) -Full style:	N/A	
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	N/A	

6.	CARGO AND BALLAST HANDLING		
Double Hull Vessels			
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	YES	
6.2	If Yes, is bulkhead solid or perforated:	SOLID	
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):	3356.32 M3	
6.5	Slop tank(s) capacity (98%):	243.82 M3	
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	NA	
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	YES	
SBT Vessels			
6.8	What is total capacity of SBT?	1514.4 M3	

6.9	What percentage of SDWT can vessel maintain with SBT only:		
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:		529m ³ /h
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:		529m ³ /h
6.14	Are there any cargo tank filling restrictions. If yes, please specify:		NA
Pumping Systems			
6.15	Pumps:	No.	Type
	Cargo:	2+2	Horizontal twin screw pump
	Stripping:	1	Horizontal twin screw pump
	Eductors:		
	Ballast:	2	centrifugal pump
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):		Yes
6.18	Can tank innage / ullage be read from the CCR:		Yes
Gauging and Sampling			
6.19	Can ship operate under closed conditions in accordance with ISGOTT:		Yes
6.20	What type of fixed closed tank gauging system is fitted:		Radar
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:		Yes/All tanks
Vapor Emission Control			
6.22	Is a vapor return system (VRS) fitted:		N/A
6.23	Number/size of VRS manifolds (per side):	N/A	N/A
Venting			
6.24	State what type of venting system is fitted:		High velocity / Vacuum type
Cargo Manifolds			
6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':		Yes
6.26	What is the number of cargo connections per side:		3
6.27	What is the size of cargo connections:		DN400, DN250, DN100
6.28	What is the material of the manifold:		STEEL
Manifold Arrangement			
6.29	Distance between cargo manifold centers:		800
6.30	Distance ships rail to manifold:		3500
6.31	Distance manifold to ships side:		3,600
6.32	Top of rail to center of manifold:		550
6.33	Distance main deck to center of manifold:		1500
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	4.93	
6.35	Number / size reducers:	Three (3) 6 inch/ 4 inch ,Six (6) 8 inch/6 inch Three (3) 10 inch/ 14 inch ,Three (3) 14 inch/ 16 inch	
Stern Manifold			
6.36	Is vessel fitted with a stern manifold:		NO
6.37	If stern manifold fitted, state size:		N/A
Cargo Heating			

6.38	Type of cargo heating system?	Thermal Oil System		
6.39	If fitted, are all tanks coiled?	Yes		
6.40	If fitted, what is the material of the heating coils:	SEAMLESS STEEL		
6.41	Maximum temperature cargo can be loaded/maintained:	60 DEG CELCIUS		
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	YES	MARINE LINE	100%
	Ballast tanks:	YES	EPOXY	100%
	Slop tanks:	YES	MARINE LINE	100%
6.43	If fitted, what type of anodes are used:			

7.	INERT GAS AND CRUDE OIL WASHING			
7.1	Is an Inert Gas System (IGS) fitted:	N/A		
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	N/A		
7.3	Is a Crude Oil Washing (COW) installation fitted:	N/A		

8.	MOORING					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		N/A			
	Main deck fwd:		N/A			
	Main deck aft:		N/A			
	Poop deck:		N/A			
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		N/A			
	Main deck fwd:		N/A			
	Main deck aft:		N/A			
	Poop deck:		N/A			
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	52 mm	丙纶	110 m	245 KN
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	52 mm	丙纶	110 m	245 KN
8.4	Other mooring lines		Diameter	Material	Length	Breaking Strength
	Forecastle:	1	65mm	锦纶	120m	500 KN
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	1	65mm	锦纶	120m	500 KN
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	SINGLE	150 KN
	Main deck fwd:					
	Main deck aft:					
	Poop deck:			2	SINGLE	150 KN
8.6	Mooring bitts				No.	SWL
	Forecastle:				4	255KN
	Main deck fwd:				2	255KN
	Main deck aft:				2	255KN
	Poop deck:				4	255KN
8.7	Closed chocks and/or fairleads of enclosed type					
	Forecastle:				6	255KN

	Main deck fwd:	2	255KN
	Main deck aft:	2	255KN
	Poop deck:	7	255KN
Emergency Towing System			
8.8	Type / SWL of Emergency Towing system forward:	2	Rope /570KN x 2
8.9	Type / SWL of Emergency Towing system aft:	2	Rope /570KN x 2
Anchors			
8.10	Number of shackles on port cable:	9	
8.11	Number of shackles on starboard cable:	9	
Escort Tug			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	255KN	
8.13	What is SWL of bollard on poop deck suitable for escort tug:	255KN	
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	408 BHP	300KW
8.15	What is brake horse power of stern thruster (if fitted):	N/A	N/A
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)':	N/A -	
8.17	Is vessel fitted with chain stopper(s):	NO	
8.18	How many chain stopper(s) are fitted:	NO	
8.19	State type of chain stopper(s) fitted:	N/A	
8.20	Safe Working Load (SWL) of chain stopper(s):	N/A	
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	N/A	
8.22	Distance between the bow fairlead and chain stopper/bracket:	N/A	
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	N/A	
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	1/2/midship	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	6 M	
Ship To Ship Transfer (STS)			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):	YES	

9.	MISCELLANEOUS		
Engine Room			
9.1	What type of fuel is used for main propulsion?	MDO	
9.2	What type of fuel is used in the generating plant?	MDO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	190M3	
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	FIXED PITCH	
Insurance			
9.5	P & I Club - Full Style:	The west of England ship owners mutual insurance association RCS Luxemburg B8963, 31 Grand Rue, L-1661 Luxemburg G.D Luxemburg	
9.6	P & I Club coverage - pollution liability coverage:	DO	
Port State Control			
9.7	Date and place of last Port State Control inspection:	06-05-2018	
9.8	Any outstanding deficiencies as reported by any Port State Control:	NO	
9.9	If yes, provide details:	NA	

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):	VLSFO, VLSDO, SPENCE SEAHORSE MARINE (PVT) LTD. With in SriLankan Coastal Voyages.
Vetting		
9.12	Date/Place of last SIRE Inspection:	N/A
9.13	Date/Place of last CDI Inspection:	N/A
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: <i>* Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	N/A

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