


 <p>Port of Fujairah ميناء الفجيرة Port of Fujairah United Arab Emirates</p>	FUJAIRAH OIL TANKER TERMINALS		
	Quality, Health, Safety, Environment and Security Management System		
	Document Title:	PRE-ARRIVAL QUESTIONNAIRE	Revision No.: 3
	Document No.:	FOTT / IMS / EL14 / OPS / F08	Revision Date: 15 Nov 2020

Vessel Name / previous name(s) and date(s) of change:	
IMO Number/ Call Sign	
Port of Registry / IACS Class	
Year of Built	
Type of Tanker: SBT/ IMO 1/IMO 2/IMO 3	
LOA / Extreme breadth (m)	
Parallel Body Length (Ballast/Tropical Loaded Condition)	
Draught: Summer/Tropical Arrival Draught (Fwd/Mid/Aft) Maximum trim expected during operations Departure Draught (Fwd/Mid/Aft)	
Tonnage: NRT GRT	
Displacement (MT): Light Loaded Arrival Departure	
Dead Weight (MT): Summer Tropical	
Manifolds: Size (mm/inch) / Number Distance between center of manifolds (m) Height of centre of manifold from the save all/drip tray grating Height of centre of manifold above waterline (Ballast/Loaded) Extreme height of the centre of manifold above waterline (During operations) Distance inboard from manifold to ship's side/rail Distance bow to manifold & manifold to stern (BCM/SCM in use)	
Terminal loading arm connection is as per "ASME B 16.5 STANDARD ANSI # 150", please confirm suitability with ship's manifold	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is the vessel fitted with an Exhaust Gas Cleaning System (scrubber) as per IMO 2020 regulation? If yes, identify the type:	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Open-Loop <input type="checkbox"/> Closed-Loop
Confirm Inert gas system fitted	<input type="checkbox"/> Yes <input type="checkbox"/> No
COT's are in inert condition and Inert gas system is fully operational	<input type="checkbox"/> Yes <input type="checkbox"/> No

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Vessel Condition: Ballast /Loaded / Part Loaded		
If Loaded, type and quantity of cargo on board in MT/CBM		
Type and quantity of cargo to be discharged/ loaded in MT/CBM -Discharge -Load		
Is the ship intended to load / discharge multi grades? -Grade -Quantity		
Toxic Component which exceeds the international allowed Thresholds: - Flash Point - Sulphur (Wt%) - Mercaptan (PPM) - Stowed cargo temperature (Multi level/Average) - Hydrogen Sulphide (In vapor phase/PPM)		
- RVP (Psi) - Colour ASTM - Benzene Content (Vol %)	<i>Applicable for Light Distillates</i>	
Is High H2S tanks purged adequately to lower the content within TWA limit		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Arrival cargo tank pressure (mm/Wg)		
Maximum Load/ Discharge capacity in cubic meter/hour/line		
Maximum acceptable pressure at ship's Manifolds (Bar)		
Is Crude Oil Washing Operation planned at the berth, if so, pre-arrival checklist has been satisfactorily completed.		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Mooring type, size and number and the SWL: (mm/MT) -Forward -Main Deck -Aft		
Details and deficiencies in the ship's mooring arrangement that could affect the safety of mooring		
Any defects of hull, machinery or equipment that could adversely affect safe operations or delay commencement of cargo handling.		
Specify the area with protrusion / projection off the ship's hull		
Last SIRE inspection: -Date / Issuing Authority		
Last PSC inspection: -Date/ Place / MOU		
Security Level		
Last Port of Call		
Next Port of Call		