

 <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:	FOTT PRE-ARRIVAL QUESTIONNAIRE	Revision No.: 4
	Document No.:	FOTT / IMS / EL14 / OPS / F08	Revision Date: 01 Nov 2024

S.no	Description	
1	Vessel Name / previous name(s) and date(s) of change:	
2	IMO Number/ Call Sign	
3	Port of Registry / IACS Class	
4	Year of Built	
5	Type of Tanker: SBT/ IMO 1/IMO 2/IMO 3	
6	LOA / Extreme breadth (m)	
7	Parallel Body Length (Ballast/Tropical Loaded Condition)	
8	Draught: a. Summer/Tropical b. Arrival Draught (Fwd/Mid/Aft) c. Maximum trim expected during operations d. Departure Draught (Fwd/Mid/Aft)	
9	Tonnage: a. NRT b. GRT	
10	Displacement (MT): a. Light b. Loaded c. Arrival d. Departure	
11	Dead Weight (MT): a. Summer b. Tropical	
12	Manifolds: a. Size (mm/inch) / Number b. Distance between center of manifolds (m) c. Height of centre of manifold from the save all/drip tray grating d. Height of centre of manifold above waterline (Ballast/Loaded) e. Extreme height of the centre of manifold above waterline (During operations) f. Distance inboard from manifold to ship's side/rail g. Distance bow to manifold & manifold to stern (BCM/SCM in use)	
13	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
14	a. Is the vessel fitted with an Exhaust Gas Cleaning System (scrubber) as per IMO 2020 regulation? b. If yes, identify the type:	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Open-Loop <input type="checkbox"/> Closed-Loop
15	Confirm Inert gas system fitted	<input type="checkbox"/> Yes <input type="checkbox"/> No
16	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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17	Vessel Condition: Ballast /Loaded / Part Loaded	
18	If Loaded, type and quantity of cargo on board in MT/CBM	
19	Type and quantity of cargo to be discharged/ loaded in MT/CBM a. Discharge b. Load	
20	Is the ship intended to load / discharge multi grades? a. Grade b. Quantity	
21	Cargo Parameters a. Flash Point b. Sulphur (Wt%) c. Mercaptan (PPM) d. Stowed cargo temperature (Multi level/Average) e. Hydrogen Sulphide (In vapor phase/PPM)	
22	a. RVP (PSI) b. Colour ASTM c. Benzene Content (Vol %)	<i>Applicable for Light Distillates</i>
23	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
24	Arrival cargo tank pressure (mm/Wg)	
25	Maximum Disch in cubic meter per hour per manifold connection Number of Cargo oil pumps and Capacity Number of Cargo oil pumps will be operated simultaneously	
26	Maximum Load capacity in cubic meter per hour per manifold connection	
27	Maximum acceptable pressure at ship's Manifolds (Bar)	
28	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
29	Mooring type, size and number and the SWL: (mm/MT) a. Forward b. Main Deck c. Aft	
30	Details and deficiencies in the ship's mooring arrangement that could affect the safety of mooring	
31	Any defects of hull, machinery or equipment that could adversely affect safe operations or delay commencement of cargo handling.	
32	Specify the area with protrusion / projection off the ship's hull	
33	Last SIRE inspection: Date / Issuing Authority	
34	Last PSC inspection: Date/ Place / MOU	
35	Security Level	
36	Last Port of Call	
37	Next Port of Call	

Master Name:

Sign / Stamp