

TEEKAY – THE MARINE MIDSTREAM COMPANY*

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Navion Norvegia



Ship Team: Leo
Vessel Type: Shuttle Tanker

GENERAL SPECIFICATIONS

Call Sign: C6XS6
Flag: Bahamas
Hull: DH
Built: 1995
Yard: Astilleros
Class: DNV
IMO no.: 9063067

DIMENSIONS

LOA Metres: 265
Breadth Metres: 42.5
KTM Metres: 53.8
BCM Metres: 130.3

SUMMER LOADLINE

PBL: 184.6
Draft Metres: 16.019
DWT MT: 130596
TPC MT: 106

TONNAGES

GRT: 73868

GENERAL P&I CLUB

General P&I Club: Gard

CAPACITIES

Oil @ 98% Cu Mtr: 138006
Oil @ 98% Barrels: 868030.1
Sloplanks only @ 98%: 3835.2

CARGO

of Pumps: 4
Total M³/HR: 3000

VEC SYSTEM

Fitted: Yes

HOSE HANDLING EQUIPMENT

Cranes No. x SWL: Crane 1 x 15T

MAIN ENGINE

Make: ABB (DE)
(MCR) BHP: 2 x 12837.2

CARGO HEATING

Type: Heating Coils

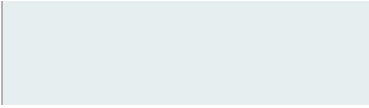
Questionnaire

- [Q88 Questionnaire](#)

Other Vessel Types

- [Aframax](#)
- [FSO](#)
- [FPSO](#)
- [LNG Carrier](#)
- [LPG Carrier](#)
- [Product Tanker](#)
- [Shuttle Tanker](#)
- [Suezmax](#)
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NRT:	38987	Material:	N/A
Suez Net:	71221		
Light Ship:	25591		



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**INTERTANKO'S STANDARD TANKER
CHARTERING QUESTIONNAIRE 88 (Q88)**

Version 3

[Created at Q88.com](http://www.q88.com)

1. VESSEL DESCRIPTION

1.1 Date updated:	Jul 09, 2010
1.2 Vessel's name:	Navion Norvegia
1.3 IMO number:	9063067
1.4 Vessel's previous name(s) and date(s) of change:	Hanne Knutsen (Sep 11, 1998)
1.5 Date delivered:	Mar 20, 1995
1.6 Builder (where built):	Astilleros Espanoles S.A.
1.7 Flag:	Bahamas
1.8 Port of Registry:	Nassau
1.9 Call sign:	C6XS6
1.10 Vessel's satcom phone number:	764 952 843
Vessel's fax number:	764 952 847
Vessel's telex number:	431 100 677 / 431 100 678
Vessel's email address:	restricted.norvegia@teekay.com
1.11 Type of vessel:	Oil Tanker
1.12 Type of hull:	Double Hull
Classification	
1.13 Classification society:	Det Norske Veritas
1.14 Class notation:	+1A1 tanker for Oil ESP BOW LOADING,CCO DYNPOS AUT E0 F-AMC HELDK,ICS LCS(SI) OPP-F
1.15 If Classification society changed, name of previous society:	
1.16 If Classification society changed, date of change:	Not Applicable
1.17 IMO type, if applicable:	N/A
1.18 Does the vessel have ice class? If yes, state what level:	N/A ,
1.19 Date / place of last dry-dock:	Apr 15, 2009 Gdansk
1.20 Date next dry dock due	Jul 15, 2012
1.21 Date of last special survey / next survey due:	Apr 15, 2009 Apr 15, 2014
1.22 Date of last annual survey:	Feb 08, 2010
1.23 If ship has Condition Assessment Program (CAP), what is the latest overall rating:	2 (Preliminary CAP statment from DNV)
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):	265 M
1.26 Length Between Perpendiculars (LBP):	257.58 M

1.27 Extreme breadth (Beam):			42.5 M
1.28 Moulded depth:			22.4 M
1.29 Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		53.8 M	58.3 M
1.30 Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		130.3 M	134.7 M
1.31 Distance bridge front to center of manifold:			93.7 M
1.32 Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
Forward to mid-point manifold:	89.6 M	89.6 M	89.6 M
Aft to mid-point manifold:	64 M	79.5 M	95 M
Parallel body length:	153.6 M	169.1 M	184.6 M
1.33 FWA at summer draft / TPC immersion at summer draft:		368 MM	106 MT
1.34 What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
Lightship:		50.750 M	55.250 M
Normal ballast:		45.050 M	49.550 M
At loaded summer deadweight:		37.781 M	42.281 M

Tonnages

1.35 Net Tonnage:		38987	
1.36 Gross Tonnage / Reduced Gross Tonnage (if applicable):		73868	
1.37 Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		71221	65678
1.38 Panama Canal Net Tonnage (PCNT):			

Loadline Information

1.39 Loadline	Freeboard	Draft	Deadweight	Displacement
Summer:	6.416 M	16.019 M	130596 MT	156187 MT
Winter:	6.749 M	15.686 M	127064 MT	152655 MT
Tropical:	6.083 M	16.352 M	134133 MT	159724 MT
Lightship:	19.385 M	3.05 M		25591 MT
Normal Ballast Condition:	13.685 M	8.75 M	55366 MT	80957 MT

1.40 Does vessel have multiple SDWT?		N/A
1.41 If yes, what is the maximum assigned deadweight?		MT

Ownership and Operation

1.42 Registered owner - Full style:	Partrederiet Teekay Shipping Partners DA Verven, P.O. Box 8035, 4068 Stavanger, Norway Tel: +47 51 44 27 00 Fax: +47 51 44 28 00 Telex: Not Applicable Email: janne.velde@teekay.com
1.43 Technical operator - Full style:	Teekay Shipping Norway AS P.O.Box 8035, 4068 Stavanger, Norway Tel: +47 51 44 27 00

Fax: +47 51 44 28 00
 Email: vetting.shuttle@teekay.com

Navion Offshore Loading AS
 P.O.Box 8035, 4068 Stavanger,
 Norway
 Tel: +47 51 44 27 00
 Fax: +47 51 44 27 61
 Email: tnstops@teekay.com

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:	Feb 12, 2010	Feb 08, 2010	Feb 08, 2015
2.2 Safety Radio Certificate:	Feb 08, 2010	Feb 08, 2010	Jul 07, 2010
2.3 Safety Construction Certificate:	Feb 12, 2010	Feb 08, 2010	Feb 02, 2015
2.4 Loadline Certificate:	May 21, 2010	Feb 08, 2010	Apr 15, 2015
2.5 International Oil Pollution Prevention Certificate (IOPPC):	Mar 03, 2010	Feb 08, 2010	Apr 15, 2014
2.6 Safety Management Certificate (SMC):	Apr 12, 2010	Not Applicable	Feb 08, 2015
2.7 Document of Compliance (DOC):	Apr 15, 2009	May 27, 2010	Apr 27, 2014
2.8 USCG (specify: COC, LOC or COI):			
2.9 Civil Liability Convention Certificate (CLC):	Jan 14, 2010		Feb 20, 2011
2.10 Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Jan 14, 2010		Feb 20, 2011
2.11 U.S. Certificate of Financial Responsibility (COFR):	Not Applicable		Not Applicable
2.12 Certificate of Fitness (Chemicals):	Not Applicable	Not Applicable	Not Applicable
2.13 Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14 Certificate of Class:	Feb 24, 2010	Feb 08, 2010	Apr 15, 2011
2.15 International Ship Security Certificate (ISSC):	Feb 08, 2010	Not Applicable	Feb 08, 2015
2.16 International Sewage Pollution Prevention Certificate (ISPPC)	Mar 09, 2010		Apr 15, 2014
2.17 International Air Pollution Prevention Certificate (IAPP):	Mar 09, 2010	Feb 08, 2010	Apr 15, 2014

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: Norway
- 3.2 Nationality of Officers: NORWEGIAN, SWEDISH

3.3	Nationality of Crew:	Philipinos
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Teekay Shipping Norway AS Verven 4, P.O. Box 8035, N-4068 Stavanger, Norway Tel: +47 51 27 00 00 Fax: +47 51 28 00 00 Telex: Not Applicable Email: personnel.stavanger@teekay.com Crew: Teekay Shipping Phillipines INC. Alvion Center, Thailand Street, Legaspi Village, Makati City 1229 Tel: +63 2 784 8484 Fax: +63 2 813 2131 Email: Officephillipines@teekay.com
3.5	What is the common working language onboard:	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:	Yes
4.	HELICOPTERS	
4.1	Can the ship comply with the ICS Helicopter Guidelines:	Yes
4.2	If Yes, state whether winching or landing area provided:	Landing
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:	N/A
5.2	Qualified individual (QI) - Full style:	O'Brien's oil Pollution Service 645 Codifer Street Slideell, Lousiana 70458-4094 USA Tel: +1-985-781-0804 Fax: +1-985-781-0580
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:	Yes
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):	134170 M3
6.5	Slop tank(s) capacity (98%):	3835.18 M3
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	3835 M3
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?	59751 M3
6.9	What percentage of SDWT can vessel maintain with SBT only:	46.9 %
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:	3000 M3/HR
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	12000 M3/HR
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No

Pumping Systems

6.15	Pumps:	No.	Type	Capacity
	Cargo:	4	Centrifugal	3000 M3/HR
	Stripping:	2	Centrifugal	1000 M3/HR
	Eductors:			M3/HR
	Ballast:	2		2500 M3/HR
6.16	How many cargo pumps can be run simultaneously at full capacity:			

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:	Saab Hermetic UTI
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes all cargo tanks including slop tanks

Vapor Emission Control

6.22	Is a vapor return system (VRS) fitted:	Yes
6.23	Number/size of VRS manifolds (per side):	2 406 MM

Venting

6.24 State what type of venting system is fitted:	Standpipe	
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:	4	
6.27 What is the size of cargo connections:		406 MM
6.28 What is the material of the manifold:	Steel	
Manifold Arrangement		
6.29 Distance between cargo manifold centers:		2500 MM
6.30 Distance ships rail to manifold:		4600 MM
6.31 Distance manifold to ships side:		4680 MM
6.32 Top of rail to center of manifold:		800 MM
6.33 Distance main deck to center of manifold:		2100 MM
6.34 Manifold height above the waterline in normal ballast / at SDWT condition:	15.8 M	8.5 M
6.35 Number / size reducers:	8 x 406/450mm (16/18") 8 x 304/450mm (12/18") 4 x 254/450mm (10/18") 4 x 203/450mm (8/18")	

Stern Manifold

6.36 Is vessel fitted with a stern manifold:	N/A	
6.37 If stern manifold fitted, state size:		MM

Cargo Heating

6.38 Type of cargo heating system?	None	
6.39 If fitted, are all tanks coiled?	No	
6.40 If fitted, what is the material of the heating coils:		
6.41 Maximum temperature cargo can be loaded/maintained:		

Tank Coating

6.42 Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
Cargo tanks:	Yes	Epoxy	Bottom Only
Ballast tanks:	Yes	Tar Epoxy	Whole Tank
Slop tanks:	Yes	Epoxy	Whole Tank
6.43 If fitted, what type of anodes are used:		ZINK CORAL ZT Gydansk 2003	

7. INERT GAS AND CRUDE OIL WASHING

7.1 Is an Inert Gas System (IGS) fitted:	Yes
7.2 Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	IG Generator
7.3 Is a Crude Oil Washing (COW) installation fitted:	Yes

8. MOORING

8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	36 MM	Steel Wire	220 M	87 MT
	Main deck fwd:	4	36 MM	Steel Wire	220 M	77 MT
	Main deck aft:	2	36 MM	Steel Wire	220 M	77 MT
	Poop deck:	8	36 MM	Steel Wire	220 M	83 MT
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	80 MM	Karat	11 M	139 MT
	Main deck fwd:	4	80 MM	Karat	11 M	139 MT
	Main deck aft:	2	80 MM	Karat	11 M	139 MT
	Poop deck:	8	80 MM	Karat	11 M	139 MT
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	MM		M	MT
	Main deck fwd:	0	MM		M	MT
	Main deck aft:	0	MM		M	MT
	Poop deck:	0	MM		M	MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	MM		M	MT
	Main deck fwd:	0	MM		M	MT
	Main deck aft:	0	MM		M	MT
	Poop deck:	0	MM		M	MT
8.5	Mooring winches	No.			# Drums	Brake Capacity
	Forecastle:	2			Double Drums	60 MT
	Main deck fwd:	2			Double Drums	60 MT
	Main deck aft:	1			Double Drums	60 MT
	Poop deck:	3			Double Drums	60 MT
8.6	Mooring bitts	No.				SWL
	Forecastle:	6				82 MT
	Main deck fwd:	6				45 MT
	Main deck aft:	4				45 MT
	Poop deck:	4				45 MT
8.7	Closed chocks and/or fairleads of enclosed type	No.				SWL
	Forecastle:	4				92 MT
	Main deck fwd:	6				77 MT
	Main deck aft:	8				77 MT
	Poop deck:	3				92 MT

Emergency Towing System

8.8	Type / SWL of Emergency Towing system forward:	Karmøy Winch	200 MT
8.9	Type / SWL of Emergency Towing system aft:	Hitec	500 MT
Anchors			
8.10	Number of shackles on port cable:		13
8.11	Number of shackles on starboard cable:		13
Escort Tug			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	200 MT	450 x 600
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		200 MT
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	7140 BHP	5324.3 KW
8.15	What is brake horse power of stern thruster (if fitted):	4760 BHP	3549.53 KW
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)':		Yes
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:	MCG, Hydr. remote	
8.20	Safe Working Load (SWL) of chain stopper(s):		500 MT
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		90 MM
8.22	Distance between the bow fairlead and chain stopper/bracket:		5000 MM
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:		Yes 450 x 600
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 15 Tonnes Center	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		8.5 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?	HFO	
9.2	What type of fuel is used in the generating plant?	HFO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	3803 M3	187.2 M3 0 M3

9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch
Insurance		
9.5	P & I Club - Full Style:	GARD
9.6	P & I Club coverage - pollution liability coverage:	1000000000 US\$
Port State Control		
9.7	Date and place of last Port State Control inspection:	May 03, 2010 / Mongstad
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
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:	Pollution: No , Grounding: No , Serious casualty: No , Collision: No ,
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Contact owner for details
Vetting		
9.12	Date/Place of last SIRE Inspection:	Jun 03, 2010 / Tetney
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)*:	Contact owner for details.

**Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.*