**INTERTANKO CHARTERING QUESTIONNAIRE 88 - OIL Version 5**

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| **1.** | **GENERAL INFORMATION** |
| 1.1 | Date updated: | Jul 01, 2020 |
| 1.2 | Vessel's name (IMO number): |  |
| 1.3 | Vessel's previous name(s) and date(s) of change: |  |
| 1.4 | Date delivered / Builder (where built): | Feb 17, 2003 / Hyundai Heavy Industries |
| 1.5 | Flag / Port of Registry: | Marshall Islands / Majuro |
| 1.6 | Call sign / MMSI: |  |
| 1.7 | Vessel's contact details (satcom/fax/email etc.): |  |
| Fax: |
| Email:  |
| 1.8 | Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC): | Oil Tanker |
| 1.9 | Type of hull: | Double Hull |
| **Ownership and Operation** |
| 1.10 | Registered owner - Full style: |  |
| 1.11 | Technical operator - Full style: |  |
| 1.12 | Commercial operator - Full style: |  |
| 1.13 | Disponent owner - Full style: |  |
| **Insurance** |
| 1.14 | P & I Club - Full Style: | GARD P&IGard P & I. (Bermuda) Ltd. Norwegian Branch, Kittelsbuktveien 31, 4836Arendal, NorwayTel: +47 90 52 41 00Web: [www.gard.no](http://www.gard.no) |
| 1.15 | P & I Club pollution liability coverage / expiration date: | 1,000,000,000 US$ | Feb 20, 2021 |
| 1.16 | Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter) | Marsh USA Inc.1166 Avenue of the Americas New York, NY 10036Tel: 1-212-345-9644 |
| 1.17 | Hull & Machinery insured value / expiration date: | 40,000,000 US$ | Nov 15, 2020 |
| **Classification** |
| 1.18 | Classification society: | Lloyds Register |
| 1.19 | Class notation: | +100A1 DOUBLE HULL OIL TANKER, SHIPRIGHT( SDA,FDA,CM), \*IWS, LI, SPM + |

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|  |  | LMC, IGS, UMS |
| 1.20 | Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details: | NoN/A |
| 1.21 | If classification society changed, name of previous and date of change: | N/A, Not Applicable |
| 1.22 | Does the vessel have ice class? If yes, state what level: | No, N/A |
| 1.23 | Date / place of last dry-dock: | Feb 12, 2018 / Dubai |
| 1.24 | Date next dry dock due / next annual survey due: | Jan 25, 2021 | Feb 16, 2020 |
| 1.25 | Date of last special survey / next special survey due: | Feb 12, 2018 | Feb 16, 2023 |
| 1.26 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | Yes, 1 |
| **Dimensions** |
| 1.27 | Length overall (LOA): | 332.99 m |
| 1.28 | Length between perpendiculars (LBP): | 319.00 m |
| 1.29 | Extreme breadth (Beam): | 60.00 m |
| 1.30 | Moulded depth: | 30.40 m |
| 1.31 | Keel to masthead (KTM) / Keel to masthead (KTM) in collapsed condition, if applicable: | 61.42 m | m |
| 1.32 | Distance bridge front to center of manifold: | 114.60 m |
| 1.33 | Bow to center manifold (BCM) / Stern to center manifold (SCM): | 164.34 m | 168.65 m |
| 1.34 | Parallel body distances: | Lightship | Normal Ballast | Summer Dwt |
| Forward to mid-point manifold: | 64.00 m | 75.00 m | 90.00 m |
| Aft to mid-point manifold: | 31.00 m | 56.00 m | 68.00 m |
| Parallel body length: | 95 m | 131 m | 158 m |
| **Tonnages** |
| 1.35 | Net Tonnage: | 110,526.00 |
| 1.36 | Gross Tonnage / Reduced Gross Tonnage (if applicable): | 161,233.00 | 128,396 |
| 1.37 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | 162,067.86 | 152,849.13 |
| 1.38 | Panama Canal Net Tonnage (PCNT): |  |
| **Loadline Information** |
| 1.39 | Loadline | Freeboard | Draft | Deadweight | Displacement |
| Summer: | 6.309 m | 21.528 m | 299,999 MT | 344,956 MT |
| Winter: | 6.309 m | 21.528 m | 299,999 MT | 344,956 MT |
| Tropical: | 6.309 m | 21.528 m | 299,999 MT | 344,956 MT |
| Lightship: | 24.55 m | 3.29 m | Not Applicable | 44,957.00 MT |
| Normal Ballast Condition: | 17.99 m | 9.85 m | 98,602.00 MT | 143,559.00 MT |
| Segregated BallastCondition: | 18.07 m | 9.77 m | 98,267.00 MT | 143,224.00 MT |
| 1.40 | FWA/TPC at summer draft: | 479.00 mm | 180.00 MT |
| 1.41 | Does vessel have multiple SDWT? If yes, please provide all assigned loadlines: | Yes |
| 1.42 | Constant (excluding fresh water): | 600 MT |
| 1.43 | What is the company guidelines for Under Keel Clearance (UKC) for this vessel? | VMS UKC Policy requires : A.Open Sea (FAOP): The minimum UKC in the dynamic condition is 50% of the static draft. B.Restricted Waters/Port Approaches/Harbour Transits (SBE): 1.General - The minimum UKC in the dynamic condition is 10% of the static draft.2.CATZONE A : The minimum UKC in the dynamic condition is 10% of the static draft.3.CATZONE B : The minimum UKC in the dynamic condition is 15% of the static draft.4.Less than CATZONE B : The minimum UKC in the dynamic condition is 25% of the static draft - dependent on water available. 5.Chart accuracy un-assessed : Reference other sources of data accuracy before determining UKC - Contact Management Office for advise. C.SBM / CBM |

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|  |  | mooring: the minimum UKC is 10% of the static draft. D.Alongside (1st Line Ashore to SBE):1.For vessels <20m breadth: 0.30 metres 2.For vessels >20m breath: 1.5% of the ships beam |
| 1.44 | What is the max height of mast above waterline (air draft) | Full Mast | Collapsed Mast |
| Summer deadweight: | 39.892 m | 0 m |
| Normal ballast: | 50.44 m | 0 m |
| Lightship: | 58.13 m | 0 m |
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| **2.** | **CERTIFICATES** | **Issued** | **Last Annual** | **Last Intermediate** | **Expires** |
| 2.1 | Safety EquipmentCertificate (SEC): | Feb 12, 2018 | Jan 31, 2020 |  | Feb 16, 2023 |
| 2.2 | Safety Radio Certificate(SRC): | Feb 12, 2018 | Jan 30, 2020 |  | Feb 16, 2023 |
| 2.3 | Safety ConstructionCertificate (SCC): | Feb 12, 2018 | Jan 31, 2020 |  | Feb 16, 2023 |
| 2.4 | International LoadlineCertificate (ILC): | Feb 12, 2018 | Jan 30, 2020 |  | Feb 16, 2023 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | Jun 03, 2018 | Jul 21, 2019 |  | Jun 18, 2022 |
| 2.6 | International Ship SecurityCertificate (ISSC): | Oct 15, 2019 |  | Not Applicable | Dec 11, 2024 |
| 2.7 | Maritime Labour Certificate(MLC): | Nov 06, 2019 | Not Applicable | Not Applicable | Dec 11, 2024 |
| 2.8 | ISM Safety ManagementCertificate (SMC): | Oct 15, 2019 |  | Not Applicable | Dec 11, 2024 |
| 2.9 | Document of Compliance(DOC): | Jun 21, 2018 | Jun 26, 2019 |  | Jul 23, 2023 |
| 2.10 | USCG Certificate ofCompliance (USCGCOC): | Oct 23, 2016 | Oct 25, 2017 |  | Oct 23, 2018 |
| 2.11 | Civil Liability Convention(CLC) 1992 Certificate: | Feb 20, 2020 | Not Applicable | Not Applicable | Feb 20, 2021 |
| 2.12 | Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate: | Feb 20, 2020 | Not Applicable | Not Applicable | Feb 20, 2021 |
| 2.13 | Liability for the Removal ofWrecks Certificate (WRC): | Feb 20, 2020 | Not Applicable | Not Applicable | Feb 20, 2021 |
| 2.14 | U.S. Certificate of FinancialResponsibility (COFR): | Jun 13, 2020 | Not Applicable | Not Applicable | Jun 13, 2023 |
| 2.15 | Certificate of Class (COC): | Feb 12, 2018 | Jan 31, 2020 |  | Feb 16, 2023 |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC) | Feb 12, 2018 | Not Applicable | Not Applicable | Feb 16, 2023 |
| 2.17 | Certificate of Fitness (COF): |  |  |  |  |
| 2.18 | International EnergyEfficiency Certificate (IEEC): | Jun 19, 2017 | Not Applicable | Not Applicable | Not Applicable |
| 2.19 | International Air Pollution Prevention Certificate (IAPPC): | Feb 12, 2018 | Jan 30, 2020 |  | Feb 16, 2023 |
| **Documentation** |
| 2.20 | Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract: | Yes |
| 2.21 | Does vessel have in place a Drug and Alcohol Policy complying with OCIMFguidelinesfor Control of Drugs and Alcohol Onboard Ship? | Yes |
| 2.22 | Is the ITF Special Agreement on board (if applicable)? | Yes |
| 2.23 | ITF Blue Card expiry date (if applicable): | Mar 31, 2022 |

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| **3.** | **CREW** |
| 3.1 | Nationality of Master: | Filipino |
| 3.2 | Number and nationality of Officers: | 8 | Filipino, Chinese |
| 3.3 | Number and nationality of Crew: | 13 | Filipino |
| 3.4 | What is the common working language onboard: | english |
| 3.5 | Do officers speak and understand English: | Yes |
| 3.6 | If Officers/Crew employed by a Manning Agency - Full style: | Officers:(1) Pacific Ocean Manning, Inc.; (2) SinoCrew(1) Pacific Ocean Manning Inc Lot 1 Block 37, Aseana Two Bldg. Bradco Avenue, Aseana City, Paranaque 1702, Metro Manila , Philippines (2) SinoCrew Maritime Services 9F., East Block C, Yonghe Plaza, No.28, Andingmen Dongdajie, Dongcheng Dist., Beijing 100007, ChinaTel: +632 8589823 (POMI) Telex: Not ApplicableEmail: ManilaINSW.Crewing@vships.com;lizhen@sinocrew.com; Web: Not ApplicableCrew:Pacific Ocean Manning, IncLot 1 Block 37, Aseana Two Bldg. Bradco Avenue, Aseana City, Paranaque 1702 Metro Manila, PhilippinesTel: +632-858-9823Email: ManilaINSW.Crewing@vships.comWeb: Not Applicable |
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| **4.** | **FOR USA CALLS** |
| 4.1 | Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter? | Yes |
| 4.2 | Qualified individual (QI) - Full style: | O'Brien's Response Management103 Morgan Lane , Suite 103 Plainsboro , New Jersey 08536 , U.S.A. Tel: +1 281 606 4818Email: commandcenter@wittobriens.comWeb: [www.obriensrm.com](http://www.obriensrm.com) |
| 4.3 | Oil Spill Response Organization (OSRO) - Full style: | National Response Corporation3500 Sunrise Highway Great River, New York 11739, USA Tel: 1 631 224 9141 / 1 8Fax: 1 631 224 9086 / 224Email: iocdo@nrcc.comWeb: [www.nrcc.com](http://www.nrcc.com) |
| 4.4 | Salvage and Marine Firefighting Services (SMFF) - Full Style: | RESOLVE MARINE GROUP, INC1510 SE 17th Street, Suite 400, Ft. Lauderdale, FL 33316, USA Tel: +1 954 764 8700Fax: +1 954 764 8700Telex: N/AEmail: opa90@resolvemarine.com / emx@resolvemarine.comWeb: https://resolvemarine.com/ |
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| **5.** | **SAFETY/HELICOPTER** |
| 5.1 | Is the vessel operated under a Quality Management System? If Yes, what type of system? (ISO9001 or IMO Resolution A.741(18) as amended): | YesISO 9001:2015 |
| 5.2 | Can the ship comply with the ICS Helicopter Guidelines? | Yes |
| 5.2.1 | If Yes, state whether winching or landing area provided: | Landing |
| 5.2.2 | If Yes, what is the diameter of the circle provided: | 16.00 m |
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| **6.** | **COATING/ANODES** |
| **Tank Coating** |
| 6.1 | Tank Coating | Coated | Type | To What Extent | Anodes |
| Cargo tanks: | Yes | Tar Epoxy | Deck head and tank top only | No |
| Ballast tanks: | Yes | Epoxy | Whole Tank | Yes |
| Slop tanks: | Yes | Tar Epoxy | Whole Tank | No |

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| **7.** | **BALLAST** |
| 7.1 | Pumps: | No. | Type | Capacity | At What Head (sg=1.0) |
| Ballast Pumps: | 2 | Centrifugal | 3,000 m3/hr | 40 m |
| Ballast Eductors: | 1 | N/A | 500 m3/hr | 2.50 m |
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| **8.** | **CARGO-OIL** |
| **Double Hull Vessels** |
| 8.1 | Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated: | No, |
| **Cargo Tank Capacities** |
| 8.2 | Number of cargo tanks and total cubic capacity (98%): | 15 | 346,389 m3 |
| 8.2.1 | Capacity (98%) of each natural segregation with double valve (specify tanks): | All cargo tanks 98% and slop tanks 95% |
| 8.2.2 | IMO class (Oil/Chemical Ship Type 1, 2 or 3): | N/A |
| 8.3 | Number of slop tanks and total cubic capacity (98%): | 2 | 7,236 m3 |
| 8.3.1 | Specify segregations which slops tanks belong to and their capacity with double valve: | 7236 cu.m. |
| 8.3.2 | Residual/Retention oil tank(s) capacity (98%), if applicable: | m3 |
| **SBT Vessels** |
| 8.3.3 | What is total SBT capacity and percentage of SDWT vessel can maintain? | 103,582.00 m3 | 32.60 % |
| 8.3.4 | Does vessel meet the requirements of MARPOL Annex I Reg 18.2: | Yes |
| **Cargo Handling and Pumping Systems** |
| 8.4 | How many grades/products can vessel load/discharge with double valve segregation: | 3 |
| 8.5 | Are there any cargo tank filling restrictions?If yes, specify number of slack tanks, max s.g., ullage restrictions etc.: | N/ANot Applicable |
| 8.6 | Max loading rate for homogenous cargo | With VECS | Without VECS |
| Loaded per manifold connection: | m3/hr | 6,833 m3/hr |
| Loaded simultaneously through all manifolds: | m3/hr | 20,500.00 m3/hr |
| **Cargo Control Room** |
| 8.7 | Is ship fitted with a Cargo Control Room (CCR)? | Yes |
| 8.8 | Can tank innage / ullage be read from the CCR? | Yes |
| **Gauging and Sampling** |
| 8.9 | Is gauging system certified and calibrated? If no, specify which ones are not calibrated: | Yes, |
|  | What type of fixed closed tank gauging system is fitted: | Saab Radar |
|  | Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial: | Yes, All |
| 8.9.1 | Can cargo be transferred under closed loading conditions in accordance withISGOTT 11.1.6.6? | Yes |
| 8.9.2 | Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations: | Yes, Fwd / Aft / Mid |
| 8.10 | Number of portable gauging units (example- MMC) on board: | 6 |
| **Vapor Emission Control System (VECS)** |
| 8.11 | Is a Vapour Emission Control System (VECS) fitted? | Yes |
| 8.12 | Number/size of VECS manifolds (per side): | 2 | 600 mm |
| 8.13 | Number / size / type of VECS reducers: | 2 / 24 x 16 inch / Steel |
| **Venting** |
| 8.14 | State what type of venting system is fitted: | Mast Riser |
| **Cargo Manifolds and Reducers** |
| 8.15 | Total number / size of cargo manifold connections on each side: | 3 / 650.00 mm |
| 8.16 | What type of valves are fitted at manifold: | Manual Butterfly |

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| 8.17 | What is the material/rating of the manifold: | Steel / |
| 8.17.1 | Does vessel comply with the latest edition of the OCIMF 'Recommendations forOil Tanker Manifolds and Associated Equipment'? | Yes |
| 8.18 | Distance between cargo manifold centers: | 3,000.00 mm |
| 8.19 | Distance ships rail to manifold: | 4,600.00 mm |
| 8.20 | Distance manifold to ships side: | 4,600.00 mm |
| 8.21 | Top of rail to center of manifold: | 800.00 mm |
| 8.22 | Distance main deck to center of manifold: | 2,100.00 mm |
| 8.23 | Spill tank grating to center of manifold: | 900.00 mm |
| 8.24 | Manifold height above the waterline in normal ballast / at SDWT condition: | 22.65 m | 11.02 m |
| 8.25 | Number / size / type of reducers: | 6 x 650/500mm (26/20")6 x 650/400mm (26/16")6 x 650/300mm (26/12")1 x 300/200mm (12/8")1 x 200/150mm (8/6") ANSI |
| 8.26 | Is vessel fitted with a stern manifold? If yes, state size: | No, mm |
| **Heating** |
| 8.27 | Cargo / slop tanks fitted with a cargo heating system? | Type | Coiled | Material |
| Cargo tanks: | Steam (Slops tanks only) | No |  |
| Slop tanks: | steam coils | Yes | 40A Al-Brass |
| 8.28 | Maximum temperature cargo can be loaded / maintained: | 66.0 Â°C / 150.8 Â°F |  |
| 8.28.1 | Minimum temperature cargo can be loaded / maintained: |  |  |
| **Inert Gas and Crude Oil Washing** |
| 8.29 | Is an Inert Gas System (IGS) fitted / operational? | Yes / Yes |
| 8.29.1 | Is a Crude Oil Washing (COW) installation fitted / operational? | Yes / Yes |
| 8.30 | Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: | Flue Gas |
| **Cargo Pumps** |
| 8.31 | How many cargo pumps can be run simultaneously at full capacity: | 3 |
| 8.32 | Pumps: | No. | Type | Capacity | At What Head (sg=1.0) |
| Cargo Pumps: | 21 | CentrifugalCetrifugal | 5000 M3/HR5000 M3/HR | 150 Meters150 Meters150 Meters |
| Cargo Eductors: | 2 | N/A | 600 m3/hr | 30 m |
| Stripping: | 1 | Reciprocating | 400 m3/hr | 150 m |
| 8.33 | Is at least one emergency portable cargo pump provided? | N/A |
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| **9.** | **MOORING** |
| 9.1 | Wires (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| Forecastle: | 4 | 42.00 mm | Galv IWRC | 300.00 m | 115 MT |
| Main deck fwd: | 6 | 42.00 mm | Galv IWRC | 300.00 m | 115.00 MT |
| Main deck aft: | 4 | 42.00 mm | Galv IWRC | 300.00 m | 115.00 MT |
| Poop deck: | 6 | 42.00 mm | Galv IWRC | 300.00 m | 115.00 MT |
| 9.2 | Wire tails | No. | Diameter | Material | Length | Breaking Strength |
| Forecastle: | 4 | 80 mm | Polyester/PolyolefinDual Fibre | 11.00 m | 156.20 MT |
| Main deck fwd: | 6 | 80 mm | Polyester/PolyolefinDual Fibre | 11.00 m | 156.20 MT |
| Main deck aft: | 4 | 80 mm | Polyester/PolyolefinDual Fibre | 11.00 m | 156.20 MT |
| Poop deck: | 6 | 80 mm | Polyester/PolyolefinDual Fibre | 11.00 m | 156.20 MT |

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| 9.3 | Ropes (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| Forecastle: |  | mm | Not Applicable | m | MT |
| Main deck fwd: |  | mm | Not Applicable | m | MT |
| Main deck aft: |  | mm | Not Applicable | m | MT |
| Poop deck: |  | mm | Not Applicable | m | MT |
| 9.4 | Other lines | No. | Diameter | Material | Length | Breaking Strength |
| Forecastle: | 2 | 80.00 mm | Polyester/Polypropylene | 220.00 m | 115 MT |
| Main deck fwd: |  | mm | Not Applicable | m | MT |
| Main deck aft: |  | mm | Not Applicable | m | MT |
| Poop deck: | 2 | 80.00 mm | Polyester/Polypropylene | 220.00 m | 115 MT |
| 9.5 | Winches | No. | No. Drums | Motive Power | Brake Capacity | Type of Brake |
| Forecastle: | 2 | Dbl | Hydraulic | 91.20 MT | Hydraulic |
| Main deck fwd: | 3 | Dbl | Hydraulic | 91.20 MT | Hydraulic |
| Main deck aft: | 2 | Dbl | Hydraulic | 91.20 MT | Hydraulic |
| Poop deck: | 3 | Dbl | Hydraulic | 91.20 MT | Hydraulic |
| 9.6 | Bitts, closed chocks/fairleads | No. Bitts | SWL Bitts | No. Closed Chocks | SWL Closed Chocks |
| Forecastle: | 3 | 70 MT | 6 | 116 MT |
| Main deck fwd: | 9 | 70 MT | 21 | 116 MT |
| Main deck aft: | 8 | 70 MT | 16 | 116 MT |
| Poop deck: | 5 | 70 MT | 14 | 116 MT |
| **Anchors/Emergency Towing System** |
| 9.7 | Number of shackles on port / starboard cable: | 14 / 14 |
| 9.8 | Type / SWL of Emergency Towing system forward: | Chaffing Chain andBow Stopper | 200 MT |
| 9.9 | Type / SWL of Emergency Towing system aft: | Tantech / Keta-40A Kit | 200 MT |
| 9.10.1 | What is size of closed chock and/or fairleads of enclosed type on stern: | 600 x 450 |
| **Escort Tug** |
| 9.10.2 | What is SWL of closed chock and/or fairleads of enclosed type on stern: | 200.00 MT |
| 9.11 | What is SWL of bollard on poop deck suitable for escort tug: | 200.00 MT |
| **Lifting Equipment/Gangway** |
| 9.12 | Derrick / Crane description (Number, SWL and location): | Cranes: 2 x 20.00 Tonnes port and starboard |
| 9.13 | Accommodation ladder direction: | Aft |
|  | Does vessel have a portable gangway? If yes, state length: | Yes | 24.90 m |
| **Single Point Mooring (SPM) Equipment** |
| 9.14 | Does the vessel meet the recommendations in the latest edition of OCIMF'Recommendations for Equipment Employed in the Bow Mooring ofConventional Tankers at Single Point Moorings (SPM)'? | Yes |
| 9.15 | If fitted, how many chain stoppers: | 2 |
| 9.16 | State type / SWL of chain stopper(s): | Tongue | 200.00 MT |
| 9.17 | What is the maximum size chain diameter the bow stopper(s) can handle: | 76.00 mm |
| 9.18 | Distance between the bow fairlead and chain stopper/bracket: | 3,000.00 m |
| 9.19 | Is bow chock and/or fairlead of enclosed type of OCIMF recommended size(600mm x 450mm)? If not, give details of size: | YesNot Applicable |
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| **10.** | **PROPULSION** |
| 10.1 | Speed | Maximum | Economical |
| Ballast speed: | 15.50 Kts (WSNP) | 13.50 Kts (WSNP) |
| Laden speed: | 14.50 Kts (WSNP) | 12.90 Kts (WSNP) |
| 10.2 | What type of fuel is used for main propulsion / generating plant: | IFO 380 (LSFO) | LSFO, LSMGO |

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| 10.3 | Type / Capacity of bunker tanks: | Fuel Oil: 9,958 m3Diesel Oil: 414 m3Gas Oil: 0 m3 |
| 10.4 | Is vessel fitted with fixed or controllable pitch propeller(s): | Fixed |
| 10.5 | Engines | No | Capacity | Make/Type |
| Main engine: | 1 | 27,795 Kw | Hyundai - B&W (6S90MC-C) |
| Aux engine: | 3 | 1,180 Kw | Hyundai - 6L28/32H |
| Power packs: |  | m3 |  |
| Boilers: | 2 | 45.00 MT/Hr | Mitsubishi - D-typeMAC-45B |
| **Bow/Stern Thruster** |
| 10.6 | What is brake horse power of bow thruster (if fitted): | N/A, bhp |
| 10.7 | What is brake horse power of stern thruster (if fitted): | N/A, bhp |
| **Emissions** |
| 10.8 | Main engine IMO NOx emission standard: | Tier I |
| 10.9 | Energy Efficiency Design Index (EEDI) rating number: |  |
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| **11.** | **SHIP TO SHIP TRANSFER** |
| 11.1 | Does vessel comply with recommendations contained in OCIMF/ICS Ship ToShip Transfer Guide (Petroleum, Chemicals or Liquified Gas, as applicable)? | Yes |
| 11.2 | What is maximum outreach of cranes / derricks outboard of the ship's side: | 21.00 m |
| 11.3 | Date/place of last STS operation: | 26 April 2020 / Offshore Southwold UK |
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| **12.** | **RECENT OPERATIONAL HISTORY** |
| 12.1 | Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last): |  |
| 12.2 | 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, Casualty: No,Repair: No, Not ApplicableCollision: No, |
| 12.3 | Date and place of last Port State Control inspection: | Jan 07, 2020 / Ningbo, China |
| 12.4 | Any outstanding deficiencies as reported by any Port State Control? If yes, provide details: | NoN/A |
| 12.5 | Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)\*:\**"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.* | ENOC, IDEMITSU, KMG, P66, BHP, KOCH |
| 12.6 | Date / place of last SIRE inspection: | Jan 08, 2020 / Ningbo, China |
| 12.7 | Additional information relating to features of the ship or operational characteristics: |  |

Revised 2018 (INTERTANKO / Q88.com)