**INTERTANKO CHARTERING QUESTIONNAIRE 88 – OIL/CHEMICAL**

**Version 6**

| | | | |
|---|---|---|---|
| **1.** | **GENERAL INFORMATION** | | |
| 1.1 | Date updated: | Dec 31, 2025 | |
| 1.2 | Vessel's name (IMO number): | MTM Savannah (9726750) | |
| 1.2b | Is the vessel owner/manager a member of INTERTANKO? If yes, please provide IMO number of the Member organization | No, | |
| 1.3 | Vessel's previous name(s) and date(s) of change: | Not Applicable | |
| 1.4 | Date delivered/Builder (where built): | Oct 07, 2015/SHIN KURUSHIMA DOCKYARD CO LTD. | |
| 1.5 | Flag/Port of Registry: | Singapore/Singapore | |
| 1.6 | Call sign/MMSI: | 9V2995/564045000 | |
| 1.7 | Vessel's contact details (satcom/fax/email etc.) | Tel: +19045204690; +870773205411; +19044504475<br>Fax: 870783026886<br>Email: master@savannah.cruisecontrolmail.com | |
| 1.8 | Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC): | Other (Product Carrier) | |
| 1.8a | If other type of vessel, please specify: | Product carrier | |
| 1.9 | Type of hull: | Double Hull | |
| **Ownership and Operation** | | | |
| 1.10 | Registered owner - Full style:<br>IMO Number | MTM Savannah Pte.Ltd.<br>78 Shenton Way, #13-01, Singapore 079120<br>Singapore<br>Tel: +65 6304 1770<br>Email: marine@mtmsm.com | |
| 1.11 | Technical operator - Full style: | M.T.M. Ship Management Pte. Ltd.<br>78 Shenton Way, #13-01, Singapore 079120<br>Singapore<br>Tel: +65 63041770<br>Fax: +65 6220 7988<br>Email: marine@mtmsm.com<br>Company IMO#: 1314037 | |
| 1.12 | Commercial operator – Full style: | M.T. Maritime Pte. Ltd.<br>78 Shenton Way, #29-02, Singapore 079120<br>Singapore<br>Tel: +65 6221 2255<br>Email: operations@mtmm.sg | |
| 1.13 | Disponent owner - Full style: | N/A | |
| **Insurance** | | | |
| 1.14 | P & I Club - Full Style: | NorthStandard Limited<br>100 The Quayside, Newcastle upon Tyne, NE1 3DU, UK<br>Tel: +44 (0) 191 2325221<br>Fax: +44 (0) 191 2610540<br>Email: enquiries@north-standard.com<br>Web: www.north-standard.com<br><br>If other P&I - specify: | |
| 1.15 | P & I Club pollution liability coverage/expiration date: | 1,000,000,000 US$ | Feb 20, 2026 |
| 1.16 | Hull & Machinery insured by - Full Style:<br>(Specify broker or leading underwriter) | Sompo Japan Nipponeoa Insurance Inc.<br>26-1, Nishi-shinjuku, 1 chome, shinjuku-ku, Tokyo Japan. | |
| 1.17 | Hull & Machinery insured value/expiration date: | 36,300,000 US$ | Apr 01, 2026 |
| **Classification** | | | |
| 1.18 | Classification society: | Nippon Kaiji Kyokai | |
| 1.18a | Is Classification Society an IACS member? | Yes | |

| | | | | |
|---|---|---|---|---|
| 1.19 | Class notation: | | NS* / MNS* (TOB/CT II&III, PSPC-WBT, 1C) (ESP)(PSCM)(IWS)(BWTS) (Designed for carriage of Oils, Chemicals and Molasses) | |
| 1.20 | Does the vessel have any open conditions of Class? If yes List all open conditions No | | | |
| 1.20a | Does the vessel have any Memoranda of Class? If yes, list details No | | | |
| 1.21 | If classification society changed, name of previous and date of change: | | , Not Applicable | |
| 1.22 | Does the vessel have ice class? If yes, state what level: | | No, NA | |
| 1.23 | Date/place of last dry-dock: | | Nov 13,2025 / Cosco Shipping Heavy Industry (Shanghai) Co. Ltd. / Shanghai , China | |
| 1.24 | Date next dry dock due/next annual survey due: | | Nov 12, 2028 | Jan 06,2027 |
| 1.25 | Date of last special survey/next special survey due: | | Nov 13,2025 | Oct 06, 2030 |
| 1.26 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | | No, | |
| **Dimensions** | | | | |
| 1.27 | Length overall (LOA): | | | 149.93 Metres |
| 1.28 | Length between perpendiculars (LBP): | | | 143.00 Metres |
| 1.29 | Extreme breadth (Beam): | | | 24.60 Metres |
| 1.30 | Moulded depth: | | | 13.20 Metres |
| 1.31 | Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: | | 39.76 Metres | |
| 1.32 | Distance bridge front to center of manifold: | | | 45.58 Metres |
| 1.33 | Bow to center manifold (BCM)/Stern to center manifold (SCM): | | 75.39 Metres | 74.55 Metres |
| 1.34 | Parallel body distances | Lightship | Normal Ballast | Summer Dwt |
| | Forward to mid-point manifold: | 22.35 Metres | 24.16 Metres | 23.30 Metres |
| | Aft to mid-point manifold: | 15.95 Metres | 23.30 Metres | 36.12 Metres |
| | Parallel body length: | 38.30 Metres | 47.46 Metres | 59.42 Metres |
| **Tonnages** | | | | |
| 1.35 | Net Tonnage: | | | 6,544.00 |
| 1.36 | Gross Tonnage/Reduced Gross Tonnage (if applicable): | | 13,122.00 | 10,476 |
| 1.37 | Suez Canal Tonnage - Gross (SCGT)/Net (SCNT): | | 13,703.68 | 11,367.62 |

| | | | | | |
|---|---|---|---|---|---|
| 1.38 | Is vessel fitted for transit of Panama canal? Panama Canal Net Tonnage (PCNT): | | | | Yes, 11,022.00 |
| **Loadline Information** | | | | | |
| 1.39 | Loadline | Freeboard | Draft | Deadweight | Displacement |
| | Summer: | 3.07 Metres | 10.16 Metres | 22,430.00 Metric Tonnes | 28,599 Metric Tonnes |
| | Winter: | 3.28 Metres | 9.95 Metres | 21,728 Metric Tonnes | 27,897 Metric Tonnes |
| | Tropical: | 2.86 Metres | 10.37 Metres | 23,068 Metric Tonnes | 29,237.00 Metric Tonnes |
| | Normal loaded condition: | 3.07 Metres | 10.16 Metres | 22,430 Metric Tonnes | 28,599 Metric Tonnes |
| | Lightship: | 10.63 Metres | 2.60 Metres | - | 6,169 Metric Tonnes |
| | Normal Ballast Condition: | 7.28 Metres | 5.96 Metres | 9,692 Metric Tonnes | 15,861 Metric Tonnes |
| | Segregated Ballast Condition: | 7.28 Metres | 5.96 Metres | 9,692 Metric Tonnes | 15,861 Metric Tonnes |
| 1.40 | FWA/TPC at summer draft: | | | 225.00 Millimetres | 31.74 Metric Tonnes |
| 1.41 | Have multiple deadweights been assigned? If yes, list all assigned deadweights: | | | No<br>Assigned DWT 1:<br>Assigned DWT 2:<br>Assigned DWT 3:<br>Assigned DWT 4:<br>Assigned DWT 5: | |
| 1.42 | Constant (excluding fresh water): | | | | N/A |
| 1.43 | What is the company guidelines for Under Keel Clearance (UKC) for this vessel? | | | Minimum UKC<br>Deep Sea—5D<br>Coastal Passage – 2D<br>Approaches—15% of draft<br>Port limits—10% of draft<br>Berth- 60 CM | |
| 1.44 | What is the max height of mast above waterline (air draft) | | | Full Mast | Collapsed Mast |
| | Summer deadweight: | | | 29.60 Metres | 0 Metres |
| | Normal ballast: | | | 33.17 Metres | 0 Metres |
| | Lightship: | | | 37.16 Metres | 0 Metres |

| **2.** | **CERTIFICATES** | **Issued** | **Last Annual** | **Last Intermediate** | **Expires** |
|---|---|---|---|---|---|
| 2.1 | Safety Equipment Certificate (SEC): | Nov 13,2025 | Not Applicable | Not Applicable | Oct 06, 2030 |
| 2.2 | Safety Radio Certificate (SRC): | Sep 23,2025 | Not Applicable | Not Applicable | Oct 06, 2030 |
| 2.3 | Safety Construction Certificate (SCC): | Nov 13,2025 | Not Applicable | Sep 23, 2023 | Oct 06, 2030 |
| 2.4 | International Loadline Certificate (ILC): | Nov 13,2025 | Not Applicable | | Oct 06, 2030 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | Sep 23,2025 | Not Applicable | Not Applicable | Oct 06, 2030 |
| 2.6 | International Ship Security Certificate (ISSC): | Nov 13,2025 | Not Applicable | Not Applicable | Nov 12,2030 |
| 2.7 | Maritime Labour Certificate (MLC): | Nov 13,2025 | Not Applicable | Not Applicable | Nov 12,2030 |
| 2.8 | Minimum Safe Manning Certificate (MSM) | Aug 23, 2023 | Not Applicable | N/A | Not Applicable |
| 2.9 | ISM Safety Management Certificate (SMC): | Nov 13,2025 | Not Applicable | Not Applicable | Nov 12,2030 |
| 2.10 | Document of Compliance (DOC): | Aug 28,2025 | Aug 28,2025 | | Sep 16, 2026 |
| 2.11 | USCG Certificate of Compliance(USCGCOC): | Apr 09, 2024 | Feb 27, 2025 | Not Applicable | Apr 09, 2026 |
| 2.12 | Civil Liability Convention (CLC) 1992 Certificate: | Feb 20, 2025 | N/A | N/A | Feb 20, 2026 |
| 2.13 | Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate: | Feb 20, 2025 | N/A | N/A | Feb 20, 2026 |
| 2.14 | Liability for the Removal of Wrecks Certificate (WRC): | Feb 20, 2025 | N/A | N/A | Feb 20, 2026 |
| 2.15 | U.S. Certificate of Financial Responsibility (COFR): | Oct 07, 2024 | N/A | N/A | Oct 07, 2027 |
| 2.16 | Certificate of Class (COC): | Nov 13,2025 | Not Applicable | Not Applicable | Oct 06, 2030 |
| 2.17 | Certificate of Registry (COR) | Nov 17, 2025 | N/A | N/A | May 07, 2026 |

| | | | | | |
|---|---|---|---|---|---|
| 2.18 | International Sewage Pollution Prevention Certificate (ISPPC): | Sep 23,2025 | N/A | N/A | Oct 06, 2030 |
| 2.19 | Certificate of Fitness (COF): | Nov 13,2025 | Not Applicable | Not Applicable | Oct 06, 2030 |
| 2.20 | International Energy Efficiency Certificate (IEEC): | Sep 23, 2023 | N/A | N/A | N/A |
| 2.21 | International Air Pollution Prevention Certificate (IAPPC): | Sep 23,2025 | Not Applicable | Not Applicable | Oct 06, 2030 |
| 2.22 | Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) | Nov 15, 2025 | N/A | N/A | May 15, 2026 |
| 2.23 | Does the vessel have an International Ballast Water Management Certificate? If no, then describe how ship complies with the "International Convention for the Control and Management of Ships' Ballast Water and Sediments"?: | | | Yes, | |
| **Documentation** | | | | | |
| 2.24 | Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract: | | | Yes | |
| 2.25 | Does vessel have in place a Drug and Alcohol Policy complying with OCIMF guidelines for Control of Drugs and Alcohol Onboard Ship? | | | Yes | |
| 2.26 | Is the ITF Special Agreement on board (if applicable)? | | | Yes | |
| 2.27 | ITF Blue Card expiry date (if applicable): | | | Dec 31, 2026 | |

| | | | |
|---|---|---|---|
| **3.** | **CREW** | | |
| 3.1 | Nationality of Master: | | Indian |
| 3.2 | Number and nationality of Officers: | 9 | Filipino, Indian,Ukrainian,Russian |
| 3.3 | Number and nationality of Crew: | | |

| Nationality | Count |
|---|---|
| INDIA | 3 |
| PHILIPPINES | 10 |

| | | |
|---|---|---|
| 3.4 | What is the common working language onboard: | English |
| 3.5 | Do officers speak and understand English? | Yes |
| 3.6 | If Officers/ratings employed by a manning agency - Full style: | |

Officers:

| Company Name | Address | Phone | Fax | Email |
|---|---|---|---|---|
| M.T.M. Ship Management (India) Private Limited. | 4th Floor, Gala Impecca, Next to Courtyard by Marriot, Andheri Kurla Road, Andheri (E), Mumbai – 400093, India. | +91 022 6111 2111 | 022 6111 2199 | crew.mumbai@mtmsm.com |
| MTM Crew Management Philippines Inc. | 5th Flr. EMI Center Building1181 Leveriza cor. Pres. Quirino Ave.Malate, Manila | + 63 2 5322 0300 | +632 511 1120 | crew.manila@mtmsm.com |

Ratings:

| Company Name | Address | Phone | Fax | Email |
|---|---|---|---|---|
| Next Wave Maritime Management Inc. | 5th Flr. EMI Center Building1181 Leveriza cor. Pres. Quirino Ave.Malate, Manila | +632 828 0333 | +632 511 1120 | crew.manila@mtmsm.com |

| | | |
|---|---|---|
| **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: | Gallagher Marine Systems Inc<br>1 Selleck Street, 5th Floor, Suite 511<br>Norwalk, CT 06855, USA.<br>Tel: +1 856 642 2091/+1 703 683 4700<br>Email: ecmvrp@gallaghermarine.com<br>Web: www.gallaghermarine.com |
| 4.3 | Oil Spill Response Organization (OSRO) - Full style: | National Response Corporation<br>3500 Sunrise Hwy Suite 103,<br>Great River,NY 11739, USA |

| | | |
|---|---|---|
| | | Tel: +1.800.899.4672<br>Fax: +1.631.224.9086<br>Email: iocdo@nrcc.com |
| 4.4 | Salvage and Marine Firefighting Services (SMFF) - Full Style: | Resolve Marine Group, Inc.<br>1510 SE 17th Street, Suite 400, Ft. Lauderdale, FL 33316, USA<br>Tel: +1 954 764 8700<br>Email: opa90@resolvemarine.com |

| **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): | Yes<br>ISO 9001:2015 and ISO 14001:2015 |
| 5.2 | Can the ship comply with the ICS Helicopter Guidelines? | No |
| 5.2.1 | If Yes, state whether winching or landing area provided: | No |
| 5.2.2 | If Yes, what is the diameter of the circle provided: | |

**6. COATING/ANODES**

6.1 Cargo tanks:

| Tank ID | Tank PSC | Tank Type | Constr | Coated Y/N | Coating Type | Extent | Condition | Date | Insp date | Insp Freq |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | P | 2g | SS | no | SS | Full Tank | Good | 2015-10-07 | 2025-12-11 | Biannual |
| 1 | S | 2g | SS | no | SS | Full Tank | Good | 2015-10-07 | 2025-12-11 | Biannual |
| 2 | P | 2g | SS | no | SS | Full Tank | Good | 2015-10-07 | 2025-12-11 | Biannual |
| 2 | S | 2g | SS | no | SS | Full Tank | Good | 2015-10-07 | 2025-12-11 | Biannual |
| 3 | P | 2g | SS | no | SS | Full Tank | Good | 2015-10-07 | 2025-12-11 | Biannual |
| 3 | S | 2g | SS | no | SS | Full Tank | Good | 2015-10-07 | 2025-12-11 | Biannual |
| 4 | P | 2g | SS | no | SS | Full Tank | Good | 2015-10-07 | 2025-12-11 | Biannual |
| 4 | S | 2g | SS | no | SS | Full Tank | Good | 2015-10-07 | 2025-12-11 | Biannual |
| 5 | P | 2g | SS | no | SS | Full Tank | Good | 2015-10-07 | 2025-12-11 | Biannual |
| 5 | S | 2g | SS | no | SS | Full Tank | Good | 2015-10-07 | 2025-12-11 | Biannual |
| 6 | P | 2g | SS | no | SS | Full Tank | Good | 2015-10-07 | 2025-12-11 | Biannual |
| 6 | S | 2g | SS | no | SS | Full Tank | Good | 2015-10-07 | 2025-12-11 | Biannual |
| 7 | P | 2g | SS | no | SS | Full Tank | Good | 2015-10-07 | 2025-12-11 | Biannual |
| 7 | S | 2g | SS | no | SS | Full Tank | Good | 2015-10-07 | 2025-12-11 | Biannual |
| 8 | P | 2g | SS | no | SS | Full Tank | Good | 2015-10-07 | 2025-12-11 | Biannual |
| 8 | S | 2g | SS | no | SS | Full Tank | Good | 2015-10-07 | 2025-12-11 | Biannual |
| 9 | P | 2g | SS | no | SS | Full Tank | Good | 2015-10-07 | 2025-12-11 | Biannual |
| 9 | S | 2g | SS | no | SS | Full Tank | Good | 2015-10-07 | 2025-12-11 | Biannual |
| 10 | P | 2g | SS | no | SS | Full Tank | Good | 2015-10-07 | 2025-12-11 | Biannual |
| 10 | S | 2g | SS | no | SS | Full Tank | Good | 2015-10-07 | 2025-12-11 | Biannual |

Anodes Fitted : No

Ballast tanks:

| ID | Coated? | Type | Extent | Condition | Coating date | Insp date | Insp freq |
|---|---|---|---|---|---|---|---|
| 1P | yes | Epoxy | Full Tank | Good | 2015-10-07 | 2025-08-23 | Biannual |
| 1S | yes | Epoxy | Full Tank | Good | 2015-10-07 | 2025-08-23 | Biannual |
| 2P | yes | Epoxy | Full Tank | Good | 2015-10-07 | 2025-08-18 | Biannual |
| 2S | yes | Epoxy | Full Tank | Good | 2015-10-07 | 2025-08-18 | Biannual |
| 3P | yes | Epoxy | Full Tank | Good | 2015-10-07 | 2025-08-18 | Biannual |
| 3S | yes | Epoxy | Full Tank | Good | 2015-10-07 | 2025-08-18 | Biannual |
| 4P | yes | Epoxy | Full Tank | Good | 2015-10-07 | 2025-08-18 | Biannual |
| 4S | yes | Epoxy | Full Tank | Good | 2015-10-07 | 2025-08-18 | Biannual |
| 5P | yes | Epoxy | Full Tank | Good | 2015-10-07 | 2025-08-19 | Biannual |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 5S | yes | Epoxy | Full Tank | Good | 2015-10-07 | 2025-08-19 | Biannual |
| 6P | yes | Epoxy | Full Tank | Good | 2015-10-07 | 2025-08-19 | Biannual |
| 6S | yes | Epoxy | Full Tank | Good | 2015-10-07 | 2025-08-19 | Biannual |
| 7P | yes | Epoxy | Full Tank | Good | 2015-10-07 | 2025-08-19 | Biannual |
| 7S | yes | Epoxy | Full Tank | Good | 2015-10-07 | 2025-08-19 | Biannual |
| FPT | yes | Epoxy | Full Tank | Good | 2015-10-07 | 2025-08-23 | Biannual |

Anodes Fitted: No

## 7. BALLAST

7.1 Ballast Handling Data

| Number | Type | Prime mover type | Capacity (m3/hr) | Head (bar) |
|---|---|---|---|---|
| 1 | Centrifugal | Hydrallic | 350.00 | 30.00 |
| 2 | Centrifugal | Hydrallic | 350.00 | 30.00 |

**Ballast Water Management Systems (BWMS)**

| | | |
|---|---|---|
| 7.2 | Does the vessel comply with D1 or D2 performance standards? | D2 |
| 7.3 | Does the vessel have a Ballast Water Treatment System (BWTS) fitted? | Yes |
| 7.4 | What type of BWTS fitted? If other system fitted, please advise: | Other (specify), Filter + UV light |
| 7.5 | Name of manufacturer of BWTS: | Panasia Co., Ltd., Model GloEn-Patrol GloEn-P750-Ex |
| 7.6 | Does the BWTS have IMO type approval? | Yes |
| 7.7 | Is the BWTS of a USCG approved type? | Yes |

## 8. CARGO –Oil/ Chem

**Double Hull Vessels**

| | | |
|---|---|---|
| 8.1 | Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated: | Yes, Solid |

**Tank Capacities**

8.2 Cargo Tank Capacities at 98% Full - Centre:

Total Centre:

Cargo Tank Capacities at 98% Full - Wing:

| Tank Number | Capacity (m3) | P/S |
|---|---|---|
| 1 | 874.20 | Port |
| 1 | 865.25 | Stbd |
| 2 | 1184.42 | Port |
| 2 | 1184.63 | Stbd |
| 3 | 1302.10 | Port |
| 3 | 1343.01 | Stbd |
| 4 | 1376.88 | Port |
| 4 | 1377.09 | Stbd |
| 5 | 630.98 | Port |
| 5 | 642.03 | Stbd |
| 6 | 1375.30 | Port |
| 6 | 1375.08 | Stbd |
| 7 | 1377.26 | Port |
| 7 | 1377.48 | Stbd |
| 8 | 1352.13 | Port |
| 8 | 1351.91 | Stbd |

| | | | |
|---|---|---|---|
| 9 | 1183.25 | Port |
| 9 | 1184.43 | Stbd |

Total Wing: 21,357.51 Cu. Metres

Deck Tank Capacities at 98% Full:

Total Deck:

| | | |
|---|---|---|
| 8.2a | Grand Total Cubic Capacity (98%) (centre + wing tanks) | 21,357.51 Cu. Metres |
| 8.2.1 | Capacity (98%) of each natural segregation with double valve (specify tanks): | Seg#1: 874.208 (1P)<br>Seg#2: 865.250 (1S)<br>Seg#3: 1184.422 (2P)<br>Seg#4: 1184.635 (2S)<br>Seg#5: 1343.225 (3P)<br>Seg#6: 1343.013 (3S)<br>Seg#7: 1376.885 (4P)<br>Seg#8: 1377.099 (4S)<br>Seg#9: 630.980 (5P)<br>Seg#10: 642.038 (5S)<br>Seg#11: 1375.302 (6P)<br>Seg#12: 1375.089 (6S)<br>Seg#13: 1377.267 (7P)<br>Seg#14: 1377.480 (7S)<br>Seg#15: 1352.131 (8P)<br>Seg#16: 1351.918 (8S) (Seg#17: 1183.259 (9P)<br>Seg#18: 1184.431 (9S)<br>Seg# 19: 415.589 (P -Slop)<br>Seg# 20: 423.044 (S -Slop)<br>) |
| 8.2.2 | IMO class (Oil/Chemical Ship Type 1, 2 or 3): | IMO 2 |

8.3 Slops tank capacities (98%):

| Tank Number | Capacity (m3) | P/S |
|---|---|---|
| N/A | | |

Total: 838.63 Cu. Metres

| | | |
|---|---|---|
| 8.3.1 | Specify segregations which slops tanks belong to and their capacity with double valve: | |
| 8.3.2 | Residual/retention oil tank(s) capacity (98%), if applicable: | 51.077 Cu. Metres |

**Cargo Handling and Pumping Systems**

| | | | |
|---|---|---|---|
| 8.4 | How many grades/products can vessel load/discharge with double valve segregation: | | 20 |
| 8.4.1 | State type of cargo containment (integral, independent, gravity or pressure tanks): | | |
| 8.5 | Are there any cargo tank filling restrictions?<br>If yes, specify number of slack tanks, max s.g., ullage restrictions etc.: | Yes<br>DESIGNED SG - 1.30 | |
| 8.6 | Max loading rate for homogenous cargo | With VECS | Without VECS |
| | Loaded per manifold connection: | | 286 Cu. Metres/Hour |
| | Loaded simultaneously through all manifolds: | | 2,286.00 Cu. Metres/Hour |

**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 gauging system as per IBC 13.1 is fitted (Open/Restricted/Closed )? | CLOSED | |
| | Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves? | Yes, N/A | |
| | Are high level alarms fitted to the cargo tanks? If high level alarms are fitted, are the high level alarms fitted to all cargo tanks? | Yes, Yes | |
| 8.9.1 | Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations: | N/A, | |
| 8.10 | Number of portable gauging units (example- MMC) on board: | | 3 |
| **Vapor Emission Control System (VECS)** | | | |
| 8.11 | Is a vapour return system (VRS) fitted? | Yes | |
| | If fitted, is vapour line return manifold in compliance with OCIMF Guidelines? | Yes | |
| | If fitted, how many vapor return segregations can the vessel maintain simultaneously? | 2 | |
| | Does the ship possess Vapour Emission Control (VEC) Certification? If yes, state the issuing authority | Yes, NKK | |
| 8.12 | Number/size of VECS manifolds (per side): | 2 | 200 Millimetres |
| 8.13 | Number/size/type of VECS reducers: | 6 x 8" – 2 Nos.<br>8 x 8" – 2 Nos.<br>8 x 10" – 2 Nos. | |
| **Venting** | | | |
| 8.14 | State what type of venting system is fitted: | INDIVIDUAL PV VALVE | |
| **Cargo Manifolds and Reducers** | | | |

8.15 Total number/size of cargo manifold connections on each side:
No.: 20

Size:

| Manifold | PCS | Size | Unit | Pressure Rating | Unit PR | Standard |
|---|---|---|---|---|---|---|
| 1 | P | 6 | Inches | 10 | Bar | ANSI |
| 1 | S | 6 | Inches | 10 | Bar | ANSI |
| 2 | P | 6 | Inches | 10 | Bar | ANSI |
| 2 | S | 6 | Inches | 10 | Bar | ANSI |
| 3 | P | 6 | Inches | 10 | Bar | ANSI |
| 3 | S | 6 | Inches | 10 | Bar | ANSI |
| 4 | P | 6 | Inches | 10 | Bar | ANSI |
| 4 | S | 6 | Inches | 10 | Bar | ANSI |
| 5 | P | 6 | Inches | 10 | Bar | ANSI |
| 5 | S | 6 | Inches | 10 | Bar | ANSI |
| 6 | P | 6 | Inches | 10 | Bar | ANSI |
| 6 | S | 6 | Inches | 10 | Bar | ANSI |
| 7 | P | 6 | Inches | 10 | Bar | ANSI |
| 7 | S | 6 | Inches | 10 | Bar | ANSI |
| 8 | P | 6 | Inches | 10 | Bar | ANSI |
| 8 | S | 6 | Inches | 10 | Bar | ANSI |
| 9 | P | 6 | Inches | 10 | Bar | ANSI |
| 9 | S | 6 | Inches | 10 | Bar | ANSI |
| 10 | P | 6 | Inches | 10 | Bar | ANSI |
| 10 | S | 6 | Inches | 10 | Bar | ANSI |

| | | |
|---|---|---|
| 8.15.1 | Is the vessel fitted with a fixed common line ? | Yes |
| | What is the number of common cargo connections per side? | 2 |
| | What is the size of common cargo connections? | 254 Millimetres |
| 8.16 | What type of valves are fitted at manifold? If other, specify: | Butterfly, |
| 8.17 | What is the material/rating of the manifold: | Stainless Steel/ANSI |

| | | | |
|---|---|---|---|
| 8.17.1 | Does the cargo manifold arrangement comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'? | Yes | |
| 8.18 | Distance between cargo manifold centers: | 500.00 Millimetres | |
| 8.19 | Distance ships rail to manifold: | 3,399.00 Millimetres | |
| 8.20 | Distance manifold to ships side: | 3,500.00 Millimetres | |
| 8.21 | Top of rail to center of manifold: | 1,961.00 Millimetres | |
| 8.22 | Distance main deck to center of manifold: | 3,050.00 Millimetres | |
| 8.23 | Spill tank grating to center of manifold: | 883.00 Millimetres | |
| 8.24 | Manifold height above the waterline in normal ballast/at SDWT condition: | 10.30 Metres | 6.11 Metres |
| 8.25 | Number/size/type of reducers: | 2 x 254/203.2mm (10/8")<br>2 x 254/101.6mm (10/4")<br>2 x 203.2/152.4mm (8/6")<br>2 x 152.4/101.6mm (6/4")<br>1 x 304.8/254mm (12/10") (2 x 254/203.2 (10/8")<br>2 x 254/152.4 ((10/6")<br>2 x 203.2/152.4 (8/6")<br>4 x 152.4/101.6 (6/4"))<br>ANSI | |
| 8.26 | Is vessel fitted with a stern manifold? If yes, state size: | No, 0 Millimetres | |

**Heating**

8.27 Provide details of Heating Coils/Heat Exchangers

| Tank ID | P/C/S/ Decktank/ Other | Heat exchanger | Internal/External | External ducts | Heating coils | Heating coil sets | Height of the heating coils above tank bottom (mm) | total heating surface (m2) | Ratio of the heating surface | Welded or coupled | Material |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | P | no | External | no | yes | 2 | 150.00 | 21.50 | 0.02 | Welded | SS |
| 1 | S | no | External | no | yes | 2 | 150.00 | 21.50 | 0.02 | Welded | SS |
| 2 | P | no | External | no | yes | 2 | 150.00 | 25.10 | 0.02 | Welded | SS |
| 2 | S | no | External | no | yes | 2 | 150.00 | 25.10 | 0.02 | Welded | SS |
| 3 | P | no | External | no | yes | 2 | 150.00 | 27.60 | 0.02 | Welded | SS |
| 3 | S | no | External | no | yes | 2 | 150.00 | 27.60 | 0.02 | Welded | SS |
| 4 | P | no | External | no | yes | 2 | 150.00 | 28.20 | 0.02 | Welded | SS |
| 4 | S | no | External | no | yes | 2 | 150.00 | 28.20 | 0.02 | Welded | SS |
| 5 | P | no | External | no | yes | 2 | 150.00 | 13.10 | 0.02 | Welded | SS |
| 5 | S | no | External | no | yes | 2 | 150.00 | 13.10 | 0.02 | Welded | SS |
| 6 | P | no | External | no | yes | 2 | 150.00 | 28.20 | 0.02 | Welded | SS |
| 6 | S | no | External | no | yes | 2 | 150.00 | 28.20 | 0.02 | Welded | SS |
| 7 | P | no | External | no | yes | 2 | 150.00 | 28.20 | 0.02 | Welded | SS |
| 7 | S | no | External | no | yes | 2 | 150.00 | 28.20 | 0.02 | Welded | SS |
| 8 | P | no | External | no | yes | 2 | 150.00 | 27.30 | 0.02 | Welded | SS |
| 8 | S | no | External | no | yes | 2 | 150.00 | 27.30 | 0.02 | Welded | SS |
| 9 | P | no | External | no | yes | 2 | 150.00 | 23.90 | 0.02 | Welded | SS |
| 9 | S | no | External | no | yes | 2 | 150.00 | 23.90 | 0.02 | Welded | SS |
| 10 | P | no | External | no | yes | 2 | 150.00 | 16.90 | 0.04 | Welded | SS |
| 10 | S | no | External | no | yes | 2 | 150.00 | 16.90 | 0.04 | Welded | SS |

| | | | |
|---|---|---|---|
| 8.27.1 | Is a Thermal Oil Heating system fitted? If yes, identify tanks? | No, | |
| 8.28 | Maximum temperature cargo can be loaded/maintained: | 90.0 °C / 194.0 °F | 75 °C / 167 °F |
| 8.28.1 | Minimum temperature cargo can be loaded/maintained: | | |

**Inert Gas**

| | | |
|---|---|---|
| 8.29 | Is an Inert Gas System (IGS) fitted/operational? | Yes/Yes |
| 8.30 | Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: | Nitrogen Generator |
| 8.30.1 | If nitrogen generator, specify the applicable flow rate for each of the designed purity modes: | 1250 Nm3/h @ 95.0% N2<br>250 Nm3/h @ 99.9% N2 |
| **Cargo Pumps** | | |
| 8.31 | How many cargo pumps can be run simultaneously at full capacity: | 5 |
| 8.32 | Cargo Pump Data: | |

| Pump Identity | Pump Location | Type | Type of prime mover | Capacity | At what head? |
|---|---|---|---|---|---|
| 1,2,3,4,5,6,7,8,9,SL P/S | Cargo Tank | Centrifugal | Hydraulic | 200.00 | 115.00 |

| | | |
|---|---|---|
| 8.33 | Is at least one emergency portable cargo pump provided? | Yes |
| **Tank Cleaning Systems** | | |
| 8.34 | Is tank cleaning equipment fixed in cargo tanks? | Yes |
| 8.35 | Is portable tank cleaning equipment provided? | Yes |
| 8.36 | Tank washing pump capacity: | 150.00 Cu. Metres/Hour |
| 8.37 | Is a washing water heater fitted? If yes is it operational and state max washing water temperature: | Yes, Yes<br>90.00 Degrees Celsius |
| 8.38 | What is the maximum number of machines that can be operated at their designed max pressure? | 6 |
| **Other Deck Equipment** | | |
| 8.39 | Is vessel fitted with a remote cargo tank temperature monitoring system. If yes, is it operational? | Yes, Yes |
| 8.40 | Is vessel fitted with a remote cargo tank pressure monitoring system. If yes, is it operational? | Yes, Yes |
| 8.41 | Is vessel fitted with a cargo tank drier. If yes is it operational and state capacity: | No, N/A |
| 8.42 | Is vessel fitted with a cargo cooling system. If yes is it operational and state tanks applicable: | No, N/A |
| 8.43 | Is steam available on deck? | Yes |

| | |
|---|---|
| **9.** | |
| 9.1 | Provide details for Mooring Ropes, Wires, Tails and Shackles |

| Type | Location and Identity | Material | Diameter/size | Length | LDBF(100-105 % of SDMBL (Tonnes)) | TDBF(125-130 % of SDMBL (Tonnes) | SWL (tonnes) | WLL (tonnes) (50-55% of Max LDBF) | Certificate No. | Installed Date | Reversed Date | Renewal2 Date | Status of line/tail | Condition of line/tail |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ropes | Loose rope aft no 16 | Mixed polyolefins (B5 yarn) & HT PES | 51.00 | 220.00 | 47.10 | 0.00 | 0.00 | 0.00 | 871022fa | 2021-11-05 | 2024-05-05 | 2026-11-04 | In Use | Suitable |
| Ropes | Loose rope no 17 | Mixed polyolefins (B5 yarn) & HT PES | 51.00 | 220.00 | 49.40 | 0.00 | 0.00 | 0.00 | ffc20c4d | 2021-02-25 | 2023-08-24 | 2026-02-24 | In Use | Suitable |
| Ropes | Fore castle drum no 3 | Mixed polyolefins (B5 yarn) & HT PES | 51.00 | 220.00 | 49.40 | 0.00 | 0.00 | 0.00 | a8688134 | 2024-03-23 | 2026-09-22 | 2029-03-22 | In Use | Suitable |
| Ropes | Loose rope aft no 13 | Mixed polyolefins (B5 yarn) & HT PES | 51.00 | 220.00 | 47.10 | 0.00 | 0.00 | 0.00 | aac6a06d | 2021-11-05 | 2024-05-05 | 2026-11-04 | In Use | Suitable |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ropes | Loose rope no 20 | Mixed polyolefins (B5 yarn) & HT PES | 51.00 | 220.00 | 49.40 | 0.00 | 0.00 | 0.00 | 106e1ced | 2021-02-25 | 2023-08-24 | 2026-02-24 | In Use | Suitable |
| Ropes | Fore castle drum no 1 | Mixed polyolefins (B5 yarn) & HT PES | 51.00 | 220.00 | 49.40 | 0.00 | 0.00 | 0.00 | 5edb10f2 | 2024-03-23 | 2026-09-22 | 2029-03-22 | In Use | Suitable |
| Ropes | Loose rope aft no 14 | Mixed polyolefins (B5 yarn) & HT PES | 51.00 | 220.00 | 47.10 | 0.00 | 0.00 | 0.00 | 3a1b7a03 | 2021-11-05 | 2024-05-05 | 2026-11-04 | In Use | Suitable |
| Ropes | Aft station drum No.5 | Mixed polyolefins (B5 yarn) & HT PES | 51.00 | 220.00 | 47.10 | 0.00 | 0.00 | 0.00 | a836b9d0 | 2025-07-15 | 2027-07-15 | 2030-07-14 | In Use | Suitable |
| Ropes | Fore castle drum no. 2 | Mixed polyolefins (B5 yarn) & HT PES | 51.00 | 220.00 | 49.40 | 0.00 | 0.00 | 0.00 | 074f01c5 | 2024-03-23 | 2026-09-22 | 2029-03-23 | In Use | Suitable |
| Ropes | Loose rope aft no 15 | Mixed polyolefins (B5 yarn) & HT PES | 51.00 | 220.00 | 47.10 | 0.00 | 0.00 | 0.00 | e0fbf42b | 2021-11-05 | 2024-05-05 | 2026-11-04 | In Use | Suitable |
| Ropes | Loose rope no.21 | Mixed polyolefins (B5 yarn) & HT PES | 51.00 | 220.00 | 49.40 | 0.00 | 0.00 | 0.00 | 67780725 | 2021-02-25 | 2023-08-24 | 2026-02-24 | In Use | Suitable |
| Ropes | Loose rope Fwd no 9 | Mixed polyolefins (B5 yarn) & HT PES | 51.00 | 220.00 | 47.10 | 0.00 | 0.00 | 0.00 | 0bfe4729 | 2023-06-15 | 2025-12-14 | 2028-06-14 | In Use | Suitable |
| Ropes | Loose rope Fwd no 10 | Mixed polyolefins (B5 Yarn) & HT PES | 51.00 | 220.00 | 47.10 | 0.00 | 0.00 | 0.00 | db8b1ee9 | 2023-06-15 | 2025-12-14 | 2028-06-14 | In Use | Suitable |
| Ropes | Loose rope Fwd no 11 | Mixed polyolefins (B5 yarn) & HT PES | 51.00 | 220.00 | 49.40 | 0.00 | 0.00 | 0.00 | 37c66017 | 2021-02-25 | 2023-08-24 | 2026-02-24 | In Use | Suitable |
| Ropes | Loose rope Fwd no 12 | Mixed polyolefins (B5 yarn) & HT PES | 51.00 | 220.00 | 49.40 | 0.00 | 0.00 | 0.00 | 43c1c249 | 2021-02-25 | 2023-08-24 | 2026-02-24 | In Use | Suitable |
| Ropes | Fore castle drum no 4 | Mixed polyolefins (B5 yarn) & HT PES | 51.00 | 220.00 | 49.40 | 0.00 | 0.00 | 0.00 | 44d6ffab | 2024-03-23 | 2026-09-22 | 2029-03-22 | In Use | Suitable |
| Ropes | Aft station drum no 6 | Mixed polyolefins (B5yarn ) &HT PES | 51.00 | 220.00 | 49.45 | 0.00 | 0.00 | 0.00 | 20c35c3d | 2025-07-15 | 2027-07-14 | 2030-07-14 | In Use | Suitable |
| Ropes | Aft station drum no 7 | Mixed polyolefins (B5yarn ) &HT PES | 51.00 | 220.00 | 49.45 | 0.00 | 0.00 | 0.00 | e6365558 | 2025-07-15 | 2027-07-14 | 2030-07-14 | In Use | Suitable |
| Ropes | Aft station drum no 8 | Mixed polyolefins (B5yarn ) &HT PES | 51.00 | 220.00 | 49.45 | 0.00 | 0.00 | 0.00 | 191a832c | 2025-07-15 | 2027-07-14 | 2030-07-14 | In Use | Suitable |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ropes | Loose rope no 18 | Mixedpolyolefins (B5yarn ) &HT PES | 51.00 | 220.00 | 49.45 | 0.00 | 0.00 | 0.00 | efdd9259 | 2025-07-15 | 2027-07-14 | 2030-07-14 | Spare | Suitable |
| Ropes | Loose rope no 19 | Mixedpolyolefins (B5yarn ) &HT PES | 51.00 | 220.00 | 49.45 | 0.00 | 0.00 | 0.00 | f9ace7f5 | 2025-07-15 | 2027-07-14 | 2030-07-14 | Spare | Suitable |

9.2 Details of winches and brake testing including rendering loads

| Mooring winch Location | Split Drum | Motive Power | Remote Operational controls | Heaving power | Hauling Speed | Type of Brake | Designed Brake Max holding load (ISO) (80% of SDMB | Operational brake holding load (60% of SDMBL) | Date of last brake test | Brake Rendering load | Frequency of testing brakes |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Yes | Hydraulic | No | 8.02 | 0.25 | Manual | 37.60 | 28.30 | Nov 13,2025 | 28.30 | ANNUAL |
| 2 | Yes | Hydraulic | No | 8.02 | 0.25 | Manual | 37.60 | 28.30 | Nov 13,2025 | 28.30 | ANNUAL |
| 3 | Yes | Hydraulic | No | 8.02 | 0.25 | Manual | 37.60 | 28.30 | Nov 13,2025 | 28.30 | ANNUAL |
| 4 | Yes | Hydraulic | No | 8.02 | 0.25 | Manual | 37.60 | 28.30 | Nov 13,2025 | 28.30 | ANNUAL |
| 13 | Yes | Hydraulic | No | 8.02 | 0.25 | Manual | 37.60 | 28.30 | Nov 13,2025 | 28.30 | ANNUAL |
| 14 | Yes | Hydraulic | No | 8.02 | 0.25 | Manual | 37.60 | 28.30 | Nov 13,2025 | 28.30 | ANNUAL |
| 15 | Yes | Hydraulic | No | 8.02 | 0.25 | Manual | 37.60 | 28.30 | Nov 13,2025 | 28.30 | ANNUAL |
| 16 | Yes | Hydraulic | No | 8.02 | 0.25 | Manual | 37.60 | 28.30 | Nov 13,2025 | 28.30 | ANNUAL |

9.3 Provide Details of Mooring bollards and bitts

| Location | Identity No | Certificate Number | Size (mm) | SWL (tonnes) |
|---|---|---|---|---|
| Forecastle | 1 | 1 | 560 | 113 |
| Forecastle | 2 | 2 | 400 | 64 |
| Forecastle | 3 | 3 | 400 | 64 |
| Forecastle | 4 | 4 | 400 | 64 |
| Forecastle | 5 | 5 | 355 | 52 |
| Forecastle | 6 | 6 | 355 | 52 |
| Maindeck Forward (Port) | 7 | 7 | 400 | 64 |
| Maindeck Forward (Stbd) | 8 | 8 | 400 | 64 |
| Maindeck Forward (Port) | 9 | 9 | 355 | 52 |
| Maindeck Forward (Stbd) | 10 | 10 | 355 | 52 |
| Poop Deck (Port) | 11 | 11 | 355 | 52 |
| Poop Deck (Stbd) | 12 | 12 | 355 | 52 |
| Poop Deck (Port) | 13 | 13 | 355 | 52 |
| Poop Deck (Stbd) | 14 | 14 | 355 | 52 |
| Poop Deck (Port) | 15 | 15 | 400 | 64 |
| Poop Deck (Stbd) | 16 | 16 | 400 | 64 |
| Poop Deck (Port) | 17 | 17 | 355 | 52 |

| | | | | |
|---|---|---|---|---|
| Poop Deck (Stbd) | 18 | 18 | 355 | 52 |
| Poop Deck (Port) | 19 | 19 | 400 | 64 |
| Poop Deck (Stbd) | 20 | 20 | 560 | 113 |
| Maindeck Forward (Port) | 21 | 21 | 250 | 12 |
| Maindeck Forward (Port) | 22 | 22 | 250 | 12 |
| Maindeck Forward (Stbd) | 23 | 23 | 250 | 12 |
| Maindeck Forward (Stbd) | 24 | 24 | 250 | 12 |

9.4 **Provide details of Mooring Fairleads/Chocks**

| Type | Location | Identity No | Certificate | Size (mm) | SWL (tonnes) | Modifications | If yes, are modifications class approved? |
|---|---|---|---|---|---|---|---|
| Open roller type | Forecastle | 1 | 1 | 300 | 77 | no | no |
| Open roller type | Forecastle | 2 | 2 | 300 | 77 | no | no |
| Open roller type | Forecastle | 3 | 3 | 300 | 77 | no | no |
| Open roller type | Forecastle | 4 | 4 | 300 | 77 | no | no |
| Open roller type | Forecastle | 5 | 5 | 300 | 77 | no | no |
| Open roller type | Forecastle | 6 | 6 | 300 | 77 | no | no |
| Panama type | Forecastle | 7 | 7 | 600 | 204 | no | no |
| Panama type | Maindeck Forward (Port) | 8 | 8 | 310 | 89 | no | no |
| Panama type | Maindeck Forward (Stbd) | 9 | 9 | 310 | 89 | no | no |
| Closed chock | Maindeck Forward (Port) | 10 | 10 | 450 | 80 | no | no |
| Closed chock | Maindeck Forward (Stbd) | 11 | 11 | 450 | 80 | no | no |
| Closed chock | Maindeck Forward (Port) | 12 | 12 | 300 | 40 | no | no |
| Closed chock | Maindeck Forward (Stbd) | 13 | 13 | 300 | 40 | no | no |
| Closed chock | Maindeck Forward (Port) | 14 | 14 | 300 | 40 | no | no |
| Closed chock | Maindeck Forward (Stbd) | 15 | 15 | 300 | 40 | no | no |
| Closed chock | Poop Deck (Port) | 16 | 16 | 450 | 80 | no | no |
| Closed chock | Poop Deck (Stbd) | 17 | 17 | 450 | 80 | no | no |
| Panama type | Poop Deck (Port) | 18 | 18 | 310 | 89 | no | no |
| Panama type | Poop Deck (Stbd) | 19 | 19 | 310 | 89 | no | no |
| Open roller type | Poop Deck (Port) | 20 | 20 | 300 | 77 | no | no |
| Open roller type | Poop Deck (Stbd) | 21 | 21 | 300 | 77 | no | no |
| Open roller type | Poop Deck (Port) | 22 | 22 | 300 | 77 | no | no |
| Open roller type | Poop Deck (Stbd) | 23 | 23 | 300 | 77 | no | no |
| Open roller type | Poop Deck (Port) | 24 | 24 | 300 | 77 | no | no |
| Open roller type | Poop Deck (Port) | 25 | 25 | 300 | 77 | no | no |
| Open roller type | Poop Deck (Stbd) | 26 | 26 | 300 | 77 | no | no |
| Open roller type | Poop Deck (Stbd) | 27 | 27 | 300 | 77 | no | no |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Panama type | Poop Deck (Stbd) | 28 | 28 | 450 | 113 | no | no |

| | | | |
|---|---|---|---|
| **Anchors/Emergency Towing System** | | | |
| 9.5 | Number of shackles on port/starboard cable: | 11.00/10.00 | |
| 9.6 | Type/SWL of Emergency Towing system forward: | Bow chain stopper tounge type | 204 Metric Tonnes |
| 9.7 | Type/SWL of Emergency Towing system aft: | ETS | 102 Metric Tonnes |
| 9.8 | What is size of closed chock and/or fairleads of enclosed type on stern | | 250X450MM |
| **Escort Tug** | | | |
| 9.9 | What is SWL of closed chock and/or fairleads of enclosed type on stern: | | 102.00 Metric Tonnes |
| 9.10 | What is SWL of bollard on poop deck suitable for escort tug: | | 102.00 Metric Tonnes |
| **Lifting Equipment/Gangway** | | | |
| 9.11 | Derrick/Crane description (Number, SWL and location): | Cranes: 1 x 10 Tonnes<br>Amidships Centre<br>Crane outreach: 3.7 m | |
| 9.12 | Accommodation ladder direction: | | Aft |
| 9.13 | Does vessel have a portable gangway? If yes, state length: | | Yes, 10 Metres (& 6 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 of Conventional Tankers at Single Point Moorings (SPM)':? | | Yes |
| 9.15 | If fitted, how many chain stoppers: | 1 | |

9.16 Details of Bow chain stoppers:

| Location/Number of Bow Chain Stopper | Type | Operation | SWL | Min Size of Chain | Max size of Chain |
|---|---|---|---|---|---|
| Stbd | Tongue | Manual | 204.00 | 76.00 | 76.00 |

| | | | |
|---|---|---|---|
| 9.17 | Distance between the bow fairlead and chain stopper/bracket: | | 3.34 Metres |
| 9.18 | Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size: | Yes<br>NA | |

| | | | | |
|---|---|---|---|---|
| **10.** | **PROPULSION** | | | |
| 10.1 | Speed | | Maximum | Economical |
| | Ballast speed: | | N/A | N/A |
| | Laden speed: | | N/A | N/A |
| 10.2 | What type of fuel is used for main propulsion? If other, then specify | | Other (specify), VLSFO ( 0.5 % Sulphur), LSMGO ( 0.1% Sulphur) | |
| | What type of fuel is used for generating plant | | HFO AND MDO | |

10.3 Bunker Tank Capacities:

| Tank Name | Bunker Type | Tank Type | Capacity | Max Pressure |
|---|---|---|---|---|
| 1 P | HFO | Main Bunker Tank | 170.18 | 3.00 |
| 1S | HFO | Main Bunker Tank | 170.18 | 3.00 |
| 2P | HFO | Main Bunker Tank | 302.30 | 3.00 |
| 2S | HFO | Main Bunker Tank | 356.26 | 3.00 |
| P | MDO | Main Bunker Tank | 60.57 | 3.00 |
| S | MDO | Main Bunker Tank | 60.41 | 3.00 |
| FO Overflow | HFO | A | 13.14 | 3.00 |
| 1 | HFO | Settling Tank | 10.40 | 3.00 |
| 2 | HFO | Settling Tank | 10.40 | 3.00 |
| 1 | HFO | Service Tank | 10.40 | 3.00 |

| | | | | | |
|---|---|---|---|---|---|
| | 2 | HFO | Service Tank | 10.40 | 3.00 |
| | 1 | MDO | Service Tank | 10.00 | 3.00 |
| | 2 | MDO | Service Tank | 10.00 | 3.00 |

If other, then specify

| | | | | |
|---|---|---|---|---|
| 10.4 | Is vessel fitted with fixed or controllable pitch propeller(s): | | Fixed | |
| 10.5 | Engines | No | Capacity | Make/Type |
| | Main engine: | 1 | 4,860 Kilowatt | KOBE DIESEL CO, 6UEC45LSE-1 |
| | Aux engine: | 3 | 660 Kilowatt | YANMAR,6EY18ALW |
| | Power packs: | 3 | 1.115 Cu. Metres/Hour | FRANK MOHN A/S 165KW MOTOR DRIVEN |
| | Boilers: | 1 | 15.00 Metric Tonnes/Hour | TORTOISE ENGINEERING CO LTD/MODEL MVW-150 |

| | | |
|---|---|---|
| **Bow/Stern Thruster** | | |
| 10.6 | What is brake horse power of bow thruster (if fitted): | N/A, |
| 10.7 | What is brake horse power of stern thruster (if fitted): | N/A, |
| **Environmental/Emissions** | | |
| 10.8 | Does the vessel have an EEDI Rating number? If yes then provide EEDI rating: | Yes, 6.81 |
| | If No then provide reason: | |
| | Is the EEDI rating verified by Class, 3rd Party or Owner? | Class |
| 10.9 | Does the vessel have an EEXI Rating number? If yes then provide EEXI rating | Yes, 6.91 |
| | If No then provide reason: | |
| | Is the EEXI rating verified by Class, 3rd Party or Owner? | Class |
| 10.10 | Does the vessel have a CII Rating number? If yes then provide CII rating: | Yes, A |
| | If No then provide reason | |
| | Is the CII rating verified by Class, 3rd Party or Owner? | Class |
| 10.11 | Does the vessel have an EIV Rating number? If yes then provide EIV rating | No, |
| | If No then provide reason | Vessel is on EEDI / EEXI, EIV Rating is not applicable |
| | Is the EIV rating verified by Class, 3rd Party or Owner? | |
| 10.12 | What is the ships NOx control level (Tier I, Tier II, and Tier III)? | Tier II |
| | List of equipment fitted for NOx Tier III achievement for all engines (LP Selective catalytic reduction, HP Selective catalytic reduction, Exhaust gas recirculation, Alternative fuel etc...) | |
| **Exhaust Gas Cleaning System/Scrubber** | | |
| 10.13 | Does the vessel use an Exhaust Gas Cleaning System? | No |
| 10.14 | What is the type of scrubber fitted as part of the EGCS onboard? | |

| | | |
|---|---|---|
| **11.** | **SHIP TO SHIP TRANSFER** | |
| 11.1 | Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship 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: | 3.70 Metres |
| 11.3 | Date/place of last STS operation: | 14 Apr 2021 |
| 11.4 | Does the vessel have a ship specific STS plan: | |

| | |
|---|---|
| **12.** | **RECENT OPERATIONAL HISTORY** |

| | | |
|---|---|---|
| 12.1 | Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last): | Private and Confidential as per Charter Party. Please contact owner for detail. |
| 12.2 | Has ship been involved in a pollution, grounding, collision or allision incident during the past 12 months? If yes, provide details: No | |
| 12.3 | Date and place of last Port State Control inspection: | Jul 28, 2025,Fremantle,WA,Australia |
| 12.4 | Any outstanding deficiencies as reported by any Port State Control? If yes, provide details: | N/A, |
| 12.5 | Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*:<br>* *"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.* | BP SHIPPING, IMT, SHELL, CHEVRON, Phillips 66, LUKOIL, SHELL, KOCH, BP and SHELL |
| 12.6 | Date/Place last SIRE inspection: | Jun 25, 2025 / Huizhou,China |
| 12.6.1 | Date/Place last CDI inspection: | Sep 26, 2025 / Martinez,USA |
| 12.7 | Additional information relating to features of the ship or operational characteristics: | |



Form completed on http://www.q88.com/integration.aspx Please email support@q88.com an updated copy if this is not the latest version.

To the best of owners knowledge all information is true and given without any guarantee