

1.	GENERAL INFORMATION		
1.1	Date updated:	Jan 17, 2020	
1.2	Vessel's name (IMO number):	Ridgebury Astari (9241683)	
1.3	Vessel's previous name(s) and date(s) of change:	Elisewin (Apr 14, 2014) ELIOMAR (Sep 04, 2007)	
1.4	Date delivered / Builder (where built):	Jul 18, 2002 / TSU WORKS NKK CORPORATION/JAPAN	
1.5	Flag / Port of Registry:	Marshall Islands / Majuro	
1.6	Call sign / MMSI:	V7EW2 / 538005543	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: VSat:+47 224 091 00 Fax: VSat +1 646 939 4538 Email: RidgeburyAstari@dst-fleet.com	
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:	Ridgebury Sierra LLC Trust Company Complex Ajeltake Road Ajeltake Island Majuro, Marshall Islands MH 96960 Marshall Islands Tel: +1 203 304 6130 Fax: N/A Telex: N/A Email: ops@ridgeburytankers.com Web: n/a	
1.11	Technical operator - Full style:	DS Tankers GmbH & Co. KG Domstrasse 17 20095 Hamburg Germany Germany Tel: +49 40 22 622 3860 Fax: +49 40 22 622 3870 Telex: +49 (40) - 22 62 23 Email: op@ds-tankers.com Web: n/a Company IMO#: 5424816	
1.12	Commercial operator - Full style:	Heidmar Inc. Heidmar Inc. 383 Main Avenue Suite 505 Norwalk, CT 06851 United States Tel: +1 203 662 2600 Fax: +1 203 662 6610 Telex: N/A Email: bulletin@heidmar.com	
1.13	Disponent owner - Full style:	Blue Fin Tankers Inc. 383 Main Avenue Suite 505 Norwalk, CT 06851 Tel: +1 203 662 2620 Telex: N/A	

Insurance

1.14	P & I Club - Full Style:	STANDARD CLUB The Standard Club UK Ltd The Minster Building, 21 Mincing Lane, London, EC3R 7AG www.standard-club.com Registered in England No. 17864. Telephone: +44 20 3320 8888 Email: pandi.london@ctplc.com Tel: STANDARD CLUB /+44 2 Fax: STANDARD CLUB N/A Telex: STANDARD CLUB N/A Email: STANDARD CLUB N/A Web: www.standard-club.com	
1.15	P & I Club pollution liability coverage / expiration date:	1,000,000,000 US\$	Feb 20, 2020
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	JLT Specialty Insurance Services Inc. The St Botolph Building, 138 Houndsditch, London EC3A 7AW Registered in England No. 01536540 Tel: N/A Fax: N/A	
1.17	Hull & Machinery insured value / expiration date:	20,650,000 US\$	Mar 30, 2021

Classification

1.18	Classification society:	Lloyds Register			
1.19	Class notation:	+*100 A1, DOUBLE HULL OIL TANKER, ESP, SHIPRIGHT (SDA, FDA, CM), LI, *LMC, UMS, IGS			
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No n/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:	Jul 16, 2017 / SETUBAL, PORTUGAL			
1.24	Date next dry dock due / next annual survey due:	Jul 16, 2020	Jul 13, 2020		
1.25	Date of last special survey / next special survey due:	Jul 13, 2017	Jul 12, 2022		
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	Yes, 1			
Dimensions					
1.27	Length overall (LOA):	274.20 m			
1.28	Length between perpendiculars (LBP):	263.00 m			
1.29	Extreme breadth (Beam):	48.04 m			
1.30	Moulded depth:	22.44 m			
1.31	Keel to masthead (KTM) / Keel to masthead (KTM) in collapsed condition, if applicable:	50.54 m	50.54 m		
1.32	Distance bridge front to center of manifold:	97.60 m			
1.33	Bow to center manifold (BCM) / Stern to center manifold (SCM):	134.10 m	140.10 m		
1.34	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:	42.00 m	78.10 m	78.10 m	
	Aft to mid-point manifold:	44.30 m	54.90 m	67.90 m	
	Parallel body length:	53.30 m	137.90 m	150.70 m	
Tonnages					
1.35	Net Tonnage:	46,905.00			
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	78,845.00	61,633		
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	79,807.76	74,693.18		
1.38	Panama Canal Net Tonnage (PCNT):				
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.481 m	15.96 m	149,991.00 MT	171,937.00 MT
	Winter:	6.813 m	15.628 m	146,087.00 MT	168,033.00 MT
	Tropical:	6,149 m	16.292 m	153,894.00 MT	175,840.00 MT
	Lightship:	20.091 m	2.35 m	Not Applicable	21,946 MT
	Normal Ballast Condition:	14.85 m	7.59 m	48,165.00 MT	71,111.00 MT
	Segregated Ballast Condition:	14.381 m	8.06 m	59,182 MT	81,128 MT
1.40	FWA/TPC at summer draft:	366 mm		117.59 MT	
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	Yes			
1.42	Constant (excluding fresh water):	350 MT			
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	Open Sea Passage: 20%* Coastal Passage: 15%* Port/harbour transit: 10%* Canals: as per local navigation rules Alongside (including final approaches to berth): 0.30 metres (for vessels <30m breadth) 1.5% of ships beam (for vessels = 30m breadth) At CBM/SPM: UKC to be determined against the depth of water, where the SPM / CBM is located and applied as detailed in requirements above as appropriate, but never less than 1.0m.			
1.44	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast		

Summer deadweight:	34.58 m	0 m
Normal ballast:	42.36 m	0 m
Lightship:	48.19 m	0 m

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	Mar 12, 2019	Jun 29, 2019		Jul 12, 2022
2.2	Safety Radio Certificate (SRC):	May 12, 2019	May 12, 2019		Jul 12, 2022
2.3	Safety Construction Certificate (SCC):	Jul 16, 2017	Jul 29, 2019		Jul 12, 2022
2.4	International Loadline Certificate (ILC):	Jul 16, 2017	Jul 29, 2019		Jul 12, 2022
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jul 29, 2019	Jul 29, 2019		Jul 12, 2022
2.6	International Ship Security Certificate (ISSC):	Aug 05, 2019			Sep 25, 2024
2.7	Maritime Labour Certificate (MLC):	Aug 05, 2019	Not Applicable		Sep 25, 2024
2.8	ISM Safety Management Certificate (SMC):	Aug 05, 2019			Sep 25, 2024
2.9	Document of Compliance (DOC):	Aug 28, 2019			Sep 21, 2024
2.10	USCG Certificate of Compliance (USCGCOC):				
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Feb 20, 2019	Not Applicable	Not Applicable	Feb 20, 2020
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 20, 2019	Not Applicable	Not Applicable	Feb 20, 2020
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Feb 20, 2019	Not Applicable	Not Applicable	Feb 20, 2020
2.14	U.S. Certificate of Financial Responsibility (COFR):	Apr 10, 2017	Not Applicable	Not Applicable	Apr 10, 2020
2.15	Certificate of Class (COC):	Jul 16, 2017	Jul 29, 2019		Jul 12, 2022
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jul 16, 2017	Not Applicable	Not Applicable	Jul 12, 2022
2.17	Certificate of Fitness (COF):	Not Applicable	Not Applicable		Not Applicable
2.18	International Energy Efficiency Certificate (IEEC):	Apr 14, 2014	Not Applicable	Not Applicable	Not Applicable
2.19	International Air Pollution Prevention Certificate (IAPPC):	Jul 16, 2017	Jul 29, 2019		Jul 12, 2022

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 OCIMF guidelines for 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):	Aug 01, 2022

3.	CREW
3.1	Nationality of Master: Russian
3.2	Number and nationality of Officers: 9 Russian, Ukrainian,

				Bulgarian	
3.3	Number and nationality of Crew:	12		Russian, 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:	<p>Officers: DS Crewing GmbH Domstrasse 17 20095 Hamburg GERMANY Tel: +49 40 76796123 Fax: +49 40 76796126 Telex: n/a Email: crewing@ds-crewing.de Web: n/a</p> <p>Crew: Scanmar Maritime Services, Inc Royal Enterprise Building 2227 Chino Roces Avenue, Makati City 1200, Philippines Tel: +63 2 81 91 013 Fax: +63 2 92 78 09 Telex: N/A Email: fleet2a@scanmar.com.ph Web: n/a</p>			
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:	Hudson Marine Management Per W.Christensen Ferry Terminal Bldg.Suite 300, 2 Aquarium Dr., Camden, NJ 08103 Tel: +1 856 342 7500 Fax: +1 856 342 8888 Telex: 6737819 Email: reporting@hmms-usa.com Web: n/a			
4.3	Oil Spill Response Organization (OSRO) - Full style:	Hudson Marine Management Services National response corporation 3500 Sunrise Highway, Suite T 103 Great River, New York 11739 Tel: 631 2249141 Fax: 631 224 9082 Telex: n/a Email: n/a Web: n/a			
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:	T&T Salvage, LLC 8717 Humble Westfield Road, Humble, TX 77338, USA Tel: +1 713 534 0700 Fax: n/a Telex: n/a Email: vesselresponse@ttsalvage.com Web: https://teichmangroup.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	IMO Resolution A.741(18)		
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:	15 m			
6.	COATING/ANODES				
Tank Coating					
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Tar Epoxy	Overhead & 2mtrs under; Bottom & 1.5 mtrs above	No
	Ballast tanks:	Yes	Tar Epoxy	Whole Tank	Yes
	Slop tanks:	Yes	Coaltar Epoxy	Whole Tank	No

7. BALLAST					
7.1	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	2,000 m3/hr	35 m
	Ballast Eductors:	1	LOW PRESS.TYPE	400 m3/hr	25 m
8. CARGO-OIL					
Double Hull Vessels					
8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:			Yes, Solid	
Cargo Tank Capacities					
8.2	Number of cargo tanks and total cubic capacity (98%):			12	160,639.60 m3
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):			Seg#1: 56091 m3 (Gr 1: COT 1P/S, COT 4 P/S, COT SLP S) Seg#2: 57430 m3 (Gr 2: COT 2 P/S , COT 5 P/S, COT SLOP P) Seg#3: 53179 m3 (Gr 3: COT 3 P/S, COT 6 P/S)	
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	6,060 m3
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:			Slop P group No2 (2,5 W COT) Slop S group No1 (1.4 W COT)	
8.3.2	Residual/Retention oil tank(s) capacity (98%), if applicable:			0 m3	
SBT Vessels					
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?			55,252 m3	39.50 %
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.:			Yes 2000 m3/hr/ if one tank only	
8.6	Max loading rate for homogenous cargo			With VECS	Without VECS
	Loaded per manifold connection:			m3/hr	4,000 m3/hr
	Loaded simultaneously through all manifolds:			m3/hr	12,000 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 Tank Radar/MMC	
	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 with ISGOTT 11.1.6.6?			Yes	
8.9.2	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:			Yes, JIS 5 K80 50 MM/ MMC	
8.10	Number of portable gauging units (example- MMC) on board:			4	
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	400 mm
8.13	Number / size / type of VECS reducers:			2 X 10" ANSI	
Venting					
8.14	State what type of venting system is fitted:			High Velocity Venting valve	

Cargo Manifolds and Reducers						
8.15	Total number / size of cargo manifold connections on each side:			3 / 406.40 mm		
8.16	What type of valves are fitted at manifold:			Butterfly		
8.17	What is the material/rating of the manifold:			Steel / 1-2-3 from bow to aft		
8.17.1	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?			Yes		
8.18	Distance between cargo manifold centers:			2,500 mm		
8.19	Distance ships rail to manifold:			4,350 mm		
8.20	Distance manifold to ships side:			4,600 mm		
8.21	Top of rail to center of manifold:			700 mm		
8.22	Distance main deck to center of manifold:			2,100 mm		
8.23	Spill tank grating to center of manifold:			900 mm		
8.24	Manifold height above the waterline in normal ballast / at SDWT condition:			16.48 m	8.58 m	
8.25	Number / size / type of reducers:			2 x 400/500mm (16/20") 3 x 400/300mm (16/12") 3 x 400/250mm (16/10") 3 x 400/200mm (16/8") 6 x 400/400mm (16/16") 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:	Heating Coils	Yes	Other		
	Slop tanks:	Heating Coils	Yes	Al/Brass		
8.28	Maximum temperature cargo can be loaded / maintained:		65.0 Â°C / 149.0 Â°F	65 Â°C / 149 Â°F		
8.28.1	Minimum temperature cargo can be loaded / maintained:		-10.0 Â°C / 14.0 Â°F	-10.0 Â°C / 14.0 Â°F		
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:	3	Centrifugal	3500 M3/HR	140 Meters 140 Meters 140 Meters	
	Cargo Eductors:	2	High Pressure	700 m3/hr	25 m	
	Stripping:	1	Positive Displacment	200 m3/hr	140 m	
8.33	Is at least one emergency portable cargo pump provided?					
9. MOORING						
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	32 mm	Galvanised steel wire	310 m	84 MT
	Main deck fwd:	4	32 mm	Galvanised steel wire	310 m	84 MT
	Main deck aft:	2	32 mm	Galvanised steel wire	310 m	84 MT
	Poop deck:	6	32 mm	Galvanised steel wire	310 m	84 MT
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	80 mm	Polymix	11 m	109 MT
	Main deck fwd:	4	80 mm	Polymix	11 m	109 MT
	Main deck aft:	2	80 mm	Polymix	11 m	109 MT
	Poop deck:	6	80 mm	Polymix	11 m	109 MT
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength

	Forecastle:	0	0 mm	0	0 m	0 MT
	Main deck fwd:	0	0 mm	0	0 m	0 MT
	Main deck aft:	0	0 mm	0	0 m	0 MT
	Poop deck:	0	0 mm	0	0 m	0 MT
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	80 mm	40% Polister / 60% Polypropylene	220 m	116 MT
	Main deck fwd:	0	0 mm	0	0 m	0 MT
	Main deck aft:	0	0 mm	0	0 m	0 MT
	Poop deck:	2	80 mm	40% Polister / 60% Nikasteel	220 m	110 MT
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	DBL DRUM	Hydraulic	49.50 MT	MANUAL
	Main deck fwd:	2	DBL DRUM	Hydraulic	49.50 MT	MANUAL
	Main deck aft:	1	DBL DRUM	Hydraulic	49.50 MT	MANUAL
	Poop deck:	3	DBL DRUM	Hydraulic	49.50 MT	MANUAL
9.6	Bitts, closed chocks/fairleads	No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks	
	Forecastle:	6	78 MT	16	114 MT	
	Main deck fwd:	6	78 MT	12	114 MT	
	Main deck aft:	4	78 MT	10	114 MT	
	Poop deck:	5	78 MT	12	114 MT	

Anchors/Emergency Towing System

9.7	Number of shackles on port / starboard cable:	14 / 13
9.8	Type / SWL of Emergency Towing system forward:	FH20F 200 MT
9.9	Type / SWL of Emergency Towing system aft:	FH20A 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 MT
9.11	What is SWL of bollard on poop deck suitable for escort tug:	200 MT

Lifting Equipment/Gangway

9.12	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 15 Tonnes MIDSHIP
9.13	Accommodation ladder direction:	Aft
	Does vessel have a portable gangway? If yes, state length:	Yes 17 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:	2
9.16	State type / SWL of chain stopper(s):	Guillotine type 200 MT
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:	76 mm
9.18	Distance between the bow fairlead and chain stopper/bracket:	3.07 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:	Yes 600 x 450

10. PROPULSION

10.1	Speed	Maximum	Economical
	Ballast speed:	15 Kts (WSNP)	8 Kts (WSNP)
	Laden speed:	14.00 Kts (WSNP)	7 Kts (WSNP)
10.2	What type of fuel is used for main propulsion / generating plant:	IFO 380	IFO 380
10.3	Type / Capacity of bunker tanks:	Fuel Oil: 2,685 m3	

		Diesel Oil: 976 m3 Gas 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 16,440 Kw SULZER 6RTA72
	Aux engine:	3 800 Kw DAIHATSU 6DK20
	Power packs:	0 0 m3 N/A
	Boilers:	2 31.50 MT/Hr MITSUBISHI RAM TYPE DF-335
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:	Not Applicable
10.9	Energy Efficiency Design Index (EEDI) rating number:	N/A
11. SHIP TO SHIP TRANSFER		
11.1	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquefied Gas, as applicable)?	Yes
11.2	What is maximum outreach of cranes / derricks outboard of the ship's side:	3.75 m
11.3	Date/place of last STS operation:	July 29, 2019 Nipah Anchorage OPL
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, N/A Grounding: No, N/A Casualty: No, N/A Repair: No, Collision: No, N/A
12.3	Date and place of last Port State Control inspection:	Oct 09, 2018 / Finnart UK
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No NIL
12.5	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: <i>**"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	Contact owner for details.
12.6	Date / place of last SIRE inspection:	Oct 13, 2019 / Mumbai
12.7	Additional information relating to features of the ship or operational characteristics:	N/A

Revised 2018 ([INTERTANKO](http://INTERTANKO.com) / Q88.com)