Version 6

1.1 Date updated: Sep.16, 2025				12.5.0
1.20 vessel's name (MO number): 1.20 is the vessel owner/manager a member of INTERTANKO? If yes, please provide IMO number? No. of the Member organization organizatio		GENERAL INFORMATION		Com 45, 2025
1.70 Set the vessed owner/manager a member of INTERTANNO? If yes, please provide IMO number No.				·
of the Member organization				· ·
1.1		of the Member organization	rovide IMO number	
NoDUSTRY COLITO	1.3			
1.6 Call sign/MMSI: ABXV4/636092174 1.7 Vessel's contact details (satcom/fax/email etc.) Tel: +49 A007555983 (starlink)	1.4	Date delivered/Builder (where built):		
1.7 Vessel's contact details (satcom/fav/email etc.) Tel: +49 4067555983 (starlink) Fax. N/A Email: master devision@safesatnet.com	1.5	Flag/Port of Registry:		Liberia/Monrovia
Face NA Finals master davision@safesatnet.com State NA Small master davision@safesatnet.com Small	1.6	Call sign/MMSI:		
1.8 Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC): 1.8a If other type of vessel, please specify: 1.7 Type of hult: Ownership and Operation 1.10 Registered owner - Full style: 1.10 Number Registered owner - Full style: 1.11 Technical operator - Full style: 1.12 Commercial operator - Full style: 1.13 Observable Email: aged-peters.de 1.14 Room 1515, 118 Yuanshen Road, Shanghai 200120 1.15 Commercial operator - Full style: 1.16 Observable Email: aged-peters.de 1.17 Commercial operator - Full style: 1.18 Observable Email: aged-peters.de 1.19 Commercial operator - Full style: 1.10 Commercial operator - Full style: 1.11 Observable Email: oped-stankers.com; dpa@ds-tankers.com 1.12 Commercial operator - Full style: 1.13 Observable Email: oped-stankers.com; dpa@ds-tankers.com 1.14 Observable Email: oped-stankers.com; dpa@ds-tankers.com 1.15 Observable Email: oped-stankers.com; dpa@ds-tankers.com 1.16 Observable Email: oped-stankers.com; dpa@ds-tankers.com 1.17 Construction Email: viccops@coscoshipping.com 1.18 Observable Email: viccops@coscoshipping.com 1.19 Observable Email: viccops@coscoshipping.com 1.10 Disponent owner - Full style: 1.11 Observable Email: viccops@coscoshipping.com 1.12 Observable Email: viccops@coscoshipping.com 1.13 Observable Email: viccops@coscoshipping.com 1.14 P. & I Club - Full Style: 1.15 P. & I Club pollution liability coverage/expiration date: 1.16 Ituli & Machinery insured by - Full Style: 1.17 Observable Email: viccops@coscoshipping.com 1.18 Observable Email: viccops@coscoshipping.com 1.19 P. & I Club pollution liability coverage/expiration date: 1.10 Observable Email: viccops@coscoshipping.com 1.11 Ituli & Machinery insured by - Full Style: 1.12 Observable Email: viccops@coscoshipping.com 1.13 Observable Email: viccops@coscoshipping.com 1.14 Ituli & Machinery insured by - Full Style: 1.15 Observable Email: viccops@coscoshipping.com 1.16 EECR Victor Full	1.7	Vessel's contact details (satcom/fax/email etc.)		Fax: N/A
1.8a If other type of vessel, please specify: 1.9 Type of hult: Double Hull Doub	1 0	Type of vescal (as described in Form A or Form B O1 11 of the IOBBC):		
Type of hult: Double Hult				
Ownership and Operation 1.10 Registered owner - Full style: IMO Number Stockholmer Allee 53, 44269, Dortmund, Germany Felt. 49-231-557173201 Fax: M/A Felex: Not Applicable Email: al@dr-peters.de IMO: 5424816 1.11 Technical operator - Full style: D5 Tankers GmbH & Co. KG Mattentwiete 1, 20457 Hamburg, Germany Telt. 49-20-225223860 Fax: M/A Telex: Not Applicable Email: op@ds-tankers.com, dpa@ds-tankers.com Company IMOII: 5424816 1.12 Commercial operator - Full style: C05C0 5HIPPING Energy Transportation Co. Ltd Room 1515, 118 Yuanshen Road, Shanghai 200120 China Tel: 86-21-65967292 Fax: 86-216957944 Telex: 336965HXTB CN Email: viccops@coscoshipping.com C05C0 5HIPPING Tanker(Shanghai)Co., Ltd. A-529, No.188 Yesheng Road, China (Shanghai) Pilot Free Tradi Zone, Shanghail Email: viccops@coscoshipping.com Insurance Insurance Tel: 47-37 7.01 91 00 / OOH +47 90 52 41 00 Fax: +47 37 7.02 48 1.0 Telex: N/A Email: companymail@gard.no if other P&I - specify: N/A Email: companymail@gard.no if other P&I - specify: N/A Email: companymail@gard.no if other P&I - specify: N/A Email: companymail@gard.no Telex: N/A Email: company				
DS-Rendite-Fonds GmbH & Co. sechsundsechzigste Schiffdhr't Stockholmer Allee S3, 44269, Dortmund, Germany Germany Tel: 49-231-557173201 Fax: NA Telex: Not Applicable Email: at@dr-peters.de IMO: 5424816 MO: 5424816 MO				Double Hull
IMO Number Stockholmer Allee \$3, 44269, Dortmund, Germany Germany Tel: 49-231-557173201				
Mattentwiete 1, 20457 Hamburg, Germany Germany Germany Germany Germany Germany Tel: 49-40-226223860	1.10	IMO Number	Stockholmer Allee 5: Germany Fel: 49-231-5571732 Fax: N/A Felex: Not Applicable Email: at@dr-peters	a, 44269, Dortmund, Germany
COSCO SHIPPING Energy Transportation Co. Ltd Room 1515, 118 Yuanshen Road, Shanghai 200120 China Tel: 86-21-65967292 Fax: 86 21 68757944 Telex: 33696 SHXTB CN Email: vtccops@coscoshipping.com COSCO SHIPPING Tanker(Shanghai)Co., Ltd. A-529, No.188 Yesheng Road, China (Shanghai) Pilot Free Tradizone, Shanghai Email: vtccops@coscoshipping.com Insurance 1.14 P & I Club - Full Style: Gard P&I (Bermuda) Ltd. Kittelsbuktveien 31, 4836 ARENDAL P.O. Box 789 Stoa, 4809 ARENDAL Norway Tel: +47 37 01 91 00 / OOH +47 90 52 41 00 Fax: +47 37 02 48 10 Telex: N/A Email: companymail@gard.no If other P&I - specify: N/A 1.15 P & I Club pollution liability coverage/expiration date: Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter) GEORG DUNCKER Alter Wall 20-22 20457 Hamburg Germany Tel: +49 40 37 27 87	1.11		DS Tankers GmbH & Co. KG Mattentwiete 1, 20457 Hamburg, Germany Germany Tel: 49-40-226223860 Fax: N/A Telex: Not Applicable Email: op@ds-tankers.com; dpa@ds-tankers.com	
1.13 Disponent owner - Full style: COSCO SHIPPING Tanker (Shanghai) Co., Ltd. A-529, No.188 Yesheng Road, China (Shanghai) Pilot Free Trade Zone, Shanghai Email: vlccops@coscosbipping.com Insurance 1.14 P & I Club - Full Style: Gard P&I (Bermuda) Ltd. Kittelsbuktveien 31, 4836 ARENDAL P.O. Box 789 Stoa, 4809 ARENDAL Norway Tel: +47 37 01 91 00 / OOH +47 90 52 41 00 Fax: +47 37 02 48 10 Telex: N/A Email: companymail@gard.no If other P&I - specify: N/A 1.15 P & I Club pollution liability coverage/expiration date: 1.16 Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter) GEORG DUNCKER Alter Wall 20-22 20457 Hamburg Germany Tel: +49 40 37 60 04 64 Fax: +49 40 37 27 87	1.12		COSCO SHIPPING Energy Transportation Co. Ltd Room 1515, 118 Yuanshen Road, Shanghai 200120 China Tel: 86-21-65967292 Fax: 86 21 68757944 Telex: 33696 SHXTB CN	
Insurance 1.14 P & I Club - Full Style: Gard P&I (Bermuda) Ltd. Kittelsbuktveien 31, 4836 ARENDAL P.O. Box 789 Stoa, 4809 ARENDAL Norway Tel: +47 37 01 91 00 / OOH +47 90 52 41 00 Fax: +47 37 02 48 10 Telex: N/A Email: companymail@gard.no If other P&I - specify: N/A 1.15 P & I Club pollution liability coverage/expiration date: 1.16 Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter) GEORG DUNCKER Alter Wall 20-22 20457 Hamburg Germany Tel: +49 40 37 60 04 64 Fax: +49 40 37 27 87	1.13	Disponent owner - Full style:	COSCO SHIPPING Ta A-529, No.188 Yeshe Zone, Shanghai	nker(Shanghai)Co., Ltd. eng Road, China (Shanghai) Pilot Free Trade
Kittelsbuktveien 31, 4836 ARENDAL P.O. Box 789 Stoa, 4809 ARENDAL Norway Tel: +47 37 01 91 00 / OOH +47 90 52 41 00 Fax: +47 37 02 48 10 Telex: N/A Email: companymail@gard.no If other P&I - specify: N/A 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: (Specify broker or leading underwriter) GEORG DUNCKER Alter Wall 20-22 20457 Hamburg Germany Tel: +49 40 37 60 04 64 Fax: +49 40 37 27 87	Insura			
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: (Specify broker or leading underwriter) GEORG DUNCKER Alter Wall 20-22 20457 Hamburg Germany Tel: +49 40 37 60 04 64 Fax: +49 40 37 27 87	1.14		Kittelsbuktveien 31, P.O. Box 789 Stoa, 4 Norway Tel: +47 37 01 91 00 Fax: +47 37 02 48 10 Telex: N/A Email: companymail	4836 ARENDAL 809 ARENDAL / OOH +47 90 52 41 00 @gard.no
1.16 Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter) GEORG DUNCKER Alter Wall 20-22 20457 Hamburg Germany Tel: +49 40 37 60 04 64 Fax: +49 40 37 27 87	4.45		т otner P&I - specify	
1.17 Hull & Machinery insured value/expiration date: 59,110,000 US\$ Dec 31, 2025		Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	Alter Wall 20-22 20457 Hamburg Germany Fel: +49 40 37 60 04	64
,	1.17	Hull & Machinery insured value/expiration date:		59,110,000 US\$ Dec 31, 2025

Classif	ication					
1.18	Classification society:			DNV		
1.18a	Is Classification Society an IACS member?		Yes			
1.19	Class notation:		+1A1 Tanker for Oil ESP NAUTICUS			
			(Newbuilding)	EO TMON	BIS	
1.20	Does the vessel have any open conditions of Class? If yes List all open co	onditions No				
1.20a	Does the vessel have any Memoranda of Class? If yes, list details Yes					
	Memoranda of Class				Issue Date	
	MO9. Administrative surcharge Liberia.				2021-12-03	
	MO10.Power limitation of main propulsion machinery				Jun 22, 2024	
1.21	If classification society changed, name of previous and date of change:		, Not Applicable			
1.22			No, n/a			
1.23	Date/place of last dry-dock:			Mar 25, 2021 / YIU LIAN DOCKYARDS (ZHOUSHAN, CHINA)		
1.24	Date next dry dock due/next annual survey due:		Mar 24, 20	026	Mar 24, 2026	
1.25	Date of last special survey/next special survey due:		Mar 25, 20	021	Mar 24, 2026	
1.26	If ship has Condition Assessment Program (CAP), what is the latest over	all rating:	No,	•		
Dimen	sions					
1.27	Length overall (LOA):				330.00 Metres	
1.28	Length between perpendiculars (LBP):				316.00 Metres	
1.29	Extreme breadth (Beam):				60.00 Metres	
1.30	Moulded depth:				29.70 Metres	
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition	n, if applicable:	60.67	7 Metres		
1.32	Distance bridge front to center of manifold:				114.45 Metres	
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):		163.55	Metres	166.45 Metres	
1.34	Parallel body distances	Lightship	Normal Ba	llast	Summer Dwt	
	Forward to mid-point manifold:	68.50 Metres	85.30) Metres	95.90 Metres	
	Aft to mid-point manifold:	29.50 Metres	59.60) Metres	85.40 Metres	
	Parallel body length:	98.00 Metres	144.90) Metres	181.30 Metres	
Tonna	ges					
1.35	Net Tonnage:				99,003.00	
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):		15	7,039.00	125,775	
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):		15	7,339.69	148,207.15	

1.38	Is vessel fitted for transit of Panama canal?	Panama Canal Net Tonnage (Po	CNT):		No,
Loadl	ine Information				
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	8.20 Metres	21.50 Metres	297,344.90 Metric Tonnes	339,134.00 Metric Tonnes
	Winter:	8.67 Metres	21.05 Metres	289,384.20 Metric Tonnes	331,173.00 Metric Tonnes
	Tropical:	7.77 Metres	21.95 Metres	305,327.00 Metric Tonnes	347,116.30 Metric Tonnes
	Normal loaded condition:	8.21 Metres	21.50 Metres	297,344.90 Metric Tonnes	339,134.00 Metric Tonnes
	Lightship:	26.33 Metres	3.36 Metres	-	41,789.30 Metric
	Normal Ballast Condition:	19.65 Metres	10.05 Metres	102,086.50 Metric Tonnes	143,875.80 Metric Tonnes
	Segregated Ballast Condition:	19.65 Metres	10.05 Metres	102,086.50 Metric Tonnes	143,875.80 Metric Tonnes
1.40	FWA/TPC at summer draft:			477.00 Millimetres	177.90 Metric Tonnes
				Assigned DWT 3: Assigned DWT 4: Assigned DWT 5:	
1.42	Constant (excluding fresh water):				300 Metric Tonnes
1.43	What is the company guidelines for Under	Keel Clearance (UKC) for this ve	essel?	Open Sea Passage: 20%' Coastal Passage: 15%* v Port/harbour transit: 10 Canals: as per local navigalongside (including finaberth): 0.30 metres (for vessels 1.5% of ships beam (for breadth) At CBM/SPM: UKC to be the depth of water, whe located and applied as dependent of the depth of water.	rl max draft 1%* VL max draft 198* VL max draft 198 gation rules 198 al approaches to 198
1.44	What is the max height of mast above wat	erline (air draft)		Full Mast	Collapsed Mast
	Summer deadweight:			39.17 Metres	0 Metres
	Normal ballast:			48.88 Metres	48.88 Metres
	Lightship:			57.30 Metres	0 Metres

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	Mar 25, 2021	Jan 28, 2025	Mar 23, 2024	Mar 24, 2026
2.2	Safety Radio Certificate (SRC):	Mar 25, 2021	Jan 28, 2025	Not Applicable	Mar 24, 2026
2.3	Safety Construction Certificate (SCC):	Mar 25, 2021	Jan 28, 2025	May 12, 2024	Mar 24, 2026
2.4	International Loadline Certificate (ILC):	Mar 25, 2021	Mar 23, 2025	Not Applicable	Mar 24, 2026
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Mar 25, 2021	Mar 24, 2025	May 12, 2027	Mar 24, 2026
2.6	International Ship Security Certificate (ISSC):	Aug 10, 2021	Mar 10, 2024	Mar 10, 2024	Aug 17, 2026
2.7	Maritime Labour Certificate (MLC):	Jul 17, 2023	N/A	Not Applicable	Sep 12, 2028
2.8	Minimum Safe Manning Certificate (MSM)	Mar 12, 2024	Not Applicable	N/A	Permanent
2.9	ISM Safety Management Certificate (SMC):	Aug 10, 2021	Mar 10, 2024	Mar 10, 2024	Aug 17, 2026
2.10	Document of Compliance (DOC):	Sep 18, 2024	Sep 18, 2024	Not Applicable	Sep 21, 2029
2.11	USCG Certificate of Compliance(USCGCOC):	Mar 18, 2015	Not Applicable	Not Applicable	
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):	Aug 12, 2023	N/A	N/A	Aug 12, 2026	
2.16	Certificate of Class (COC):	Mar 25, 2021	Jan 28, 2025	May 12, 2024	Mar 24, 2026	
2.17	Certificate of Registry (COR)	Mar 25, 2024	N/A	N/A	Mar 24, 2026	
2.18	International Sewage Pollution Prevention Certificate (ISPPC):	Mar 25, 2021	N/A	N/A	Mar 24, 2026	
2.19	Certificate of Fitness (COF):	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
2.20	International Energy Efficiency Certificate (IEEC):	Jun 22, 2023	N/A	N/A	N/A	
2.21	International Air Pollution Prevention Certificate (IAPPC):	Mar 25, 2021	Mar 23, 2025	May 21, 2027	Mar 24, 2026	
2.22	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE)	Dec 05, 2024	N/A	N/A	Jun 05, 2025	
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,	N/A	
Docur	nentation					
2.24	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:			Υ	es	
2.25	Does vessel have in place a Drug and Alcohol Policy complying with OCIMF guidelines for Control of Drugs and Alcohol Onboard Ship?			Υ	es	
2.26	Is the ITF Special Agreement on board (if applicabl	e)?		Yes		
2.27	ITF Blue Card expiry date (if applicable):			Mar 2	4, 2026	

3.	CREW						
3.1	Nationality of Master:				Russian		
3.2	Number and nationality of Offi	cers:	9	Russian, Ukraii	nian, Geor	gian, Polish	
3.3	Number and nationality of Cre	w:	Na	itionality		Count	
						15	
						2	
3.4	What is the common working I	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	
	DS Crewing	Mattentwiete 1, 20457 Hamburg, Germany	49-40-767961-0	49-40-767961-26	60 c	rewing@ds-crewing.de	
	Ratings: Company Name Address Phone Fax Email					Email	
	Scanmar Maritime Crewing Services Inc.	2/F Royal Enterprise Building 2227 Chino Roces Ave., Macati City, Philippines 1231		: 63 2 819 1013 loc 195	63 2 816 7494	: fleet1a@scanmar.com.ph	

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 Ma 1800 Chapel Avenu Suite 360 Cherry Hill, New Je Tel: +18563427500 Fax: +18563428888 Email: technical@h	rsey 08002 USA 0 3
4.3	Oil Spill Response Organization (OSRO) - Full style:	National Response 3500 Sunrise Highv Tel: +18008994672 Fax: +6312249086	vay, Ste.T-103, Great River, New York 1179, USA
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:		

5.	SAFETY/HELICOPTER	
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:	26.00 Metres

6. COATING/ANODES

6.1 Cargo tanks:

Anodes Fitted : No

Ballast tanks:

Coated?	Coating date	Condition	Extent	ID	Insp date	Insp freq	Туре
1-5 P/S		Ероху	Full Tank	Good	2011-03-01	Mar 05, 2024	Annual

Anodes Fitted: Yes

7.	BALLAST					
7.1	Ballast Handling Da	ta				
	Number	Туре	Prime mover type	Сар	acity (m3/hr)	Head (bar)
	2	Centrifugal	Steam		3000.00	35.00
Balla	st Water Manageme	nt Systems (BWMS)				
7.2	Does the vessel cor	mply with D1 or D2 pe	erformance standards?			D2
7.3	Does the vessel hav	e a Ballast Water Tre	atment System (BWTS) fitted?			Yes
7.4	What type of BWTS	fitted? If other syste	m fitted, please advise:			Chemical,
7.5	Name of manufactu	urer of BWTS:			SunRui Marine En	vironment Engineering Co.
7.6	Does the BWTS hav	re IMO type approval?)			Yes
7.7	Is the BWTS of a US	CG approved type?				Yes

8. CARGO – Oil

Double Hull Vessels

8.1 Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated: No, Solid

Tank Capacities

8.2 Cargo Tank Capacities at 98% Full - Centre:

Tank Number	Centre	Capacity (m3)
1	Centre	26950.19
2,3,4	Centre	33184.76
5	Centre	32337.94

Total Centre: 158,842.20 Cu. Metres

Cargo Tank Capacities at 98% Full - Wing:

Tank Number	Capacity (m3)	P/S
1	15089.15	Port
1	15089.15	Stbd
2	19992.00	Port
2	19992.00	Stbd
3	15549.36	Port
3	15549.36	Stbd
4	19992.00	Port
4	19992.00	Stbd
5	12256.27	Port
5	12256.27	Stbd

8.2a Gra 8.2.1 Cap 8.2.2 IMC 8.3 Slop Tot 8.3.1 Spe 8.3.2 Res SBT Vessel 8.3.3 Wh 8.3.4 Doe Cargo Han 8.4 Hov 8.4.1 Stat Loa Cargo Con 8.6 Is sl 8.7 Can Gauging an 8.8 Is g Wh Wh Are leve 8.9 Can	what is total SBT capacity and percentage of SDWT vessel capes vessel meet the requirements of MARPOL Annex I Regrandling and Pumping Systems ow many grades/products can vessel load/discharge with otate type of cargo containment (integral, independent, grandlax loading rate for homogenous cargo paded per manifold connection:	Capacity 4441. 4441. apacity with double valve: an maintain? 18.2: double valve segregation:	20	P/S Port Stbd							
8.2a Gra 8.2.1 Cap 8.2.2 IMC 8.3 Slop Tot 8.3.1 Spe 8.3.2 Res SBT Vessel 8.3.3 Wh 8.3.4 Doe Cargo Han 8.4 Hov 8.4.1 Stat Loa Cargo Con 8.6 Is sl 8.7 Can Gauging an 8.8 Is g Wh Wh Are leve 8.9 Can	rand Total Cubic Capacity (98%) (centre + wing tanks) apacity (98%) of each natural segregation with double valve MO class (Oil/Chemical Ship Type 1, 2 or 3): ops tank capacities (98%): Tank Number 1 1 1 otal: 8,882.40 Cu. Metres becify segregations which slops tanks belong to and their coesidual/retention oil tank(s) capacity (98%), if applicable: sels What is total SBT capacity and percentage of SDWT vessel capacity is total SBT capacity and percentage of MARPOL Annex I Regulating and Pumping Systems ow many grades/products can vessel load/discharge with otate type of cargo containment (integral, independent, gravitate type of cargo containment (int	Capacity 4441. 4441. apacity with double valve: an maintain? 18.2: double valve segregation:	Seg#1: 112051 m3 (1 P/S, Seg#2: 97681 m3 (2 P/S, 4 Seg#3: 123571 m3 (1 C, 2) (m3) Seg#1: 112051 m3 (1 P/S, 4 Seg#1) m3 (1 P/S, 4 Seg#1: 112051 m3 (1 P/S, 4 Seg#1: 112051 m3 (1 P/S, 4 Seg#1: 112051 m3 (1 P/S, 4 Seg#1) m3 (1 P/S, 4	P/S Port Stbd 3 C, 4 P/S, Slop P/S)							
8.2a Gra 8.2.1 Cap 8.2.2 IMC 8.3 Slop 8.3.1 Spe 8.3.2 Res 8.3.3 Wh 8.3.4 Doe 8.3.4 Doe 6 Gargo Han 8.4 Hou 8.4.1 Stat Loa Cargo Con 8.6 Is sl 8.7 Can Gauging an 8.8 Is g Wh Wh Are leve 8.9 Can	rand Total Cubic Capacity (98%) (centre + wing tanks) apacity (98%) of each natural segregation with double valve MO class (Oil/Chemical Ship Type 1, 2 or 3): ops tank capacities (98%): Tank Number 1 1 1 1 botal: 8,882.40 Cu. Metres becify segregations which slops tanks belong to and their considual/retention oil tank(s) capacity (98%), if applicable: sels What is total SBT capacity and percentage of SDWT vessel capacity vessel meet the requirements of MARPOL Annex I Regulating and Pumping Systems ow many grades/products can vessel load/discharge with other type of cargo containment (integral, independent, gradax loading rate for homogenous cargo baded per manifold connection:	Capacity 4441. 4441. apacity with double valve: an maintain? 18.2: double valve segregation:	Seg#1: 112051 m3 (1 P/S, Seg#2: 97681 m3 (2 P/S, 4 Seg#3: 123571 m3 (1 C, 2) (m3) Seg#1: 112051 m3 (1 P/S, 4 Seg#1) m3 (1 P/S, 4 Seg#1: 112051 m3 (1 P/S, 4 Seg#1: 112051 m3 (1 P/S, 4 Seg#1: 112051 m3 (1 P/S, 4 Seg#1) m3 (1 P/S, 4	P/S Port Stbd 3 C, 4 P/S, Slop P/S)							
8.2a Gra 8.2.1 Cap 8.2.2 IMC 8.3 Slop 8.3.1 Spe 8.3.2 Res 8.3.3 Wh 8.3.4 Doe 8.3.4 Doe 6 Gargo Han 8.4 Hou 8.5 Mai Loa Cargo Con 8.6 Is sl 8.7 Can Gauging an 8.8 Is g Wh Wh Are leve 8.9 Can	rand Total Cubic Capacity (98%) (centre + wing tanks) apacity (98%) of each natural segregation with double valve MO class (Oil/Chemical Ship Type 1, 2 or 3): ops tank capacities (98%): Tank Number 1 1 1 1 botal: 8,882.40 Cu. Metres becify segregations which slops tanks belong to and their considual/retention oil tank(s) capacity (98%), if applicable: sels What is total SBT capacity and percentage of SDWT vessel capacity vessel meet the requirements of MARPOL Annex I Regulating and Pumping Systems ow many grades/products can vessel load/discharge with other type of cargo containment (integral, independent, gradax loading rate for homogenous cargo baded per manifold connection:	Capacity 4441. 4441. apacity with double valve: an maintain? 18.2: double valve segregation:	Seg#1: 112051 m3 (1 P/S, Seg#2: 97681 m3 (2 P/S, 4 Seg#3: 123571 m3 (1 C, 2) (m3) Seg#1: 112051 m3 (1 P/S, 4 Seg#1) m3 (1 P/S, 4 Seg#1: 112051 m3 (1 P/S, 4 Seg#1: 112051 m3 (1 P/S, 4 Seg#1: 112051 m3 (1 P/S, 4 Seg#1) m3 (1 P/S, 4	P/S Port Stbd 3 C, 4 P/S, Slop P/S)							
8.2.1 Cap 8.2.2 IMC 8.3.1 Spe 8.3.1 Spe 8.3.2 Res 8.3.2 Res 8.3.3 Wh 8.3.4 Doe Cargo Han 8.4 Hov 8.4.1 Stat Loa Cargo Con 8.6 Is si 8.7 Can Gauging an 8.8 Is g Wh Wh Are leve 8.9 Can	apacity (98%) of each natural segregation with double valve apacity (98%) of each natural segregation with double valve apacity (98%): Tank Number 1 1 1 2 2 2 3 3 3 4 4 5 5 5 5 6 6 6 7 6 7 7 8 7 8 7 8 8 7 8 8 8 8 7 8 8 8 8	Capacity 4441. 4441. apacity with double valve: an maintain? 18.2: double valve segregation:	Seg#1: 112051 m3 (1 P/S, Seg#2: 97681 m3 (2 P/S, 4 Seg#3: 123571 m3 (1 C, 2) (m3) Seg#1: 112051 m3 (1 P/S, 4 Seg#1) m3 (1 P/S, 4 Seg#1: 112051 m3 (1 P/S, 4 Seg#1: 112051 m3 (1 P/S, 4 Seg#1: 112051 m3 (1 P/S, 4 Seg#1) m3 (1 P/S, 4	P/S Port Stbd 3 C, 4 P/S, Slop P/S)							
8.2.1 Cap 8.2.2 IMC 8.3.1 Spe 8.3.1 Spe 8.3.2 Res 8.3.2 Res 8.3.3 Wh 8.3.4 Doe Cargo Han 8.4 Hov 8.4.1 Stat Loa Cargo Con 8.6 Is si 8.7 Can Gauging an 8.8 Is g Wh Wh Are leve 8.9 Can	apacity (98%) of each natural segregation with double valve apacity (98%) of each natural segregation with double valve apacity (98%): Tank Number 1 1 1 2 2 2 3 3 3 4 4 5 5 5 5 6 6 6 7 6 7 7 8 7 8 7 8 8 7 8 8 8 8 7 8 8 8 8	Capacity 4441. 4441. apacity with double valve: an maintain? 18.2: double valve segregation:	Seg#1: 112051 m3 (1 P/S, Seg#2: 97681 m3 (2 P/S, 4 Seg#3: 123571 m3 (1 C, 2) (m3) Seg#1: 112051 m3 (1 P/S, 4 Seg#1) m3 (1 P/S, 4 Seg#1: 112051 m3 (1 P/S, 4 Seg#1: 112051 m3 (1 P/S, 4 Seg#1: 112051 m3 (1 P/S, 4 Seg#1) m3 (1 P/S, 4	P/S Port Stbd 3 C, 4 P/S, Slop P/S)							
8.2.2 IMC 8.3 Slop Tot 8.3.1 Spe 8.3.2 Res 8.3.3 Wh 8.3.4 Doe Cargo Han 8.4 Hov 8.4.1 Stat 8.5 Ma Loa Cargo Con 8.6 Is sl 8.7 Can Gauging an 8.8 Is g Wh Wh Are leve 8.9 Can	MO class (Oil/Chemical Ship Type 1, 2 or 3): ops tank capacities (98%): Tank Number 1 1 1 otal: 8,882.40 Cu. Metres pecify segregations which slops tanks belong to and their classical desidual/retention oil tank(s) capacity (98%), if applicable: sels What is total SBT capacity and percentage of SDWT vessel capacity segregations are the requirements of MARPOL Annex I Regulating and Pumping Systems ow many grades/products can vessel load/discharge with otal task type of cargo containment (integral, independent, gradax loading rate for homogenous cargo baded per manifold connection:	Capacity 4441. 4441. apacity with double valve: an maintain? 18.2: double valve segregation:	Seg#2: 97681 m3 (2 P/S, 4 Seg#3: 123571 m3 (1 C, 2) (m3) (m3) Seg#1: 112051 m3 (1 P/S, 4 Seg#1: 112	P/S Port Stbd 3 C, 4 P/S, Slop P/S)							
8.3.1 Slop Tot 8.3.1 Spe 8.3.2 Res SBT Vessel 8.3.3 Wh 8.3.4 Doe Cargo Han 8.4 Hov 8.4.1 Stat Loa Cargo Con 8.6 Is sl 8.7 Can Gauging an 8.8 Is g Wh Wh Are leve 8.9 Can	ops tank capacities (98%): Tank Number 1 1 2 20tal: 8,882.40 Cu. Metres Decify segregations which slops tanks belong to and their contestion of tank(s) capacity (98%), if applicable: Bels That is total SBT capacity and percentage of SDWT vessel contestion of the requirements of MARPOL Annex I Regulating and Pumping Systems Town many grades/products can vessel load/discharge with contestion of the requirement of the requirement, grantless of the regulation of the regulatio	apacity with double valve: an maintain? 18.2: double valve segregation:	y (m3) 20 20 Seg#1: 112051 m3 (1 P/S, 99,569.50 Cu. Metres Yes	P/S Port Stbd 3 C, 4 P/S, Slop P/S)							
8.3.1 Slop Tot 8.3.1 Spe 8.3.2 Res SBT Vessel 8.3.3 Wh 8.3.4 Doe Cargo Han 8.4 Hov 8.4.1 Stat Loa Cargo Con 8.6 Is sl 8.7 Can Gauging an 8.8 Is g Wh Wh Are leve 8.9 Can	ops tank capacities (98%): Tank Number 1 1 2 20tal: 8,882.40 Cu. Metres Decify segregations which slops tanks belong to and their contestion of tank(s) capacity (98%), if applicable: Bels That is total SBT capacity and percentage of SDWT vessel contestion of the requirements of MARPOL Annex I Regulating and Pumping Systems Town many grades/products can vessel load/discharge with contestion of the requirement of the requirement, grantless of the regulation of the regulatio	apacity with double valve: an maintain? 18.2: double valve segregation:	200 200 Seg#1: 112051 m3 (1 P/S, 99,569.50 Cu. Metres Yes	Port Stbd							
Tot 8.3.1 Spe 8.3.2 Res SBT Vessel 8.3.3 Wh 8.3.4 Doe Cargo Han 8.4 Hov 8.4.1 Stat 8.5 Ma. Loa Cargo Con 8.6 Is si 8.7 Can Gauging al 8.8 Is g Wh Wh Are leve 8.9 Can	Tank Number 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	apacity with double valve: an maintain? 18.2: double valve segregation:	200 200 Seg#1: 112051 m3 (1 P/S, 99,569.50 Cu. Metres Yes	Port Stbd							
8.3.1 Spe 8.3.2 Res SBT Vessel 8.3.3 Wh 8.3.4 Doe Cargo Han 8.4 Hov 8.4.1 Star 8.5 Ma Loa Cargo Con 8.6 Is sl 8.7 Can Gauging an 8.8 Is g Wh Wh Are leve 8.9 Can	tal: 8,882.40 Cu. Metres Decify segregations which slops tanks belong to and their contestion oil tank(s) capacity (98%), if applicable: Desidual/retention oil tank(s) capacity (98%), if	apacity with double valve: an maintain? 18.2: double valve segregation:	200 200 Seg#1: 112051 m3 (1 P/S, 99,569.50 Cu. Metres Yes	Port Stbd							
8.3.1 Spe 8.3.2 Res SBT Vessel 8.3.3 Wh 8.3.4 Doe Cargo Han 8.4 Hov 8.4.1 Star 8.5 Ma Loa Cargo Con 8.6 Is sl 8.7 Can Gauging an 8.8 Is g Wh Wh Are leve 8.9 Can	potal: 8,882.40 Cu. Metres specify segregations which slops tanks belong to and their contestion of tank(s) capacity (98%), if applicable: sels That is total SBT capacity and percentage of SDWT vessel capacity is the requirements of MARPOL Annex I Regulating and Pumping Systems Sow many grades/products can vessel load/discharge with contestion of the regulation of the r	apacity with double valve: an maintain? 18.2: double valve segregation:	Seg#1: 112051 m3 (1 P/S, 99,569.50 Cu. Metres Yes	3 C, 4 P/S, Slop P/S							
8.3.1 Spe 8.3.2 Res SBT Vessel 8.3.3 Wh 8.3.4 Doe Cargo Han 8.4 Hov 8.4.1 Star 8.5 Ma Loa Cargo Con 8.6 Is sl 8.7 Can Gauging an 8.8 Is g Wh Wh Are leve 8.9 Can	potal: 8,882.40 Cu. Metres pecify segregations which slops tanks belong to and their contestion of tank(s) capacity (98%), if applicable: pecifical sets That is total SBT capacity and percentage of SDWT vessel contestions of MARPOL Annex I Regulated and Pumping Systems Town many grades/products can vessel load/discharge with contestion of the set of the second and percentage of specific and per	apacity with double valve: an maintain? 18.2: double valve segregation:	Seg#1: 112051 m3 (1 P/S, 99,569.50 Cu. Metres Yes	3 C, 4 P/S, Slop P/S)							
8.3.1 Spe 8.3.2 Res SBT Vessel 8.3.3 Wh 8.3.4 Doe Cargo Han 8.4 Hov 8.4.1 Star 8.5 Ma Loa Cargo Con 8.6 Is sl 8.7 Can Gauging an 8.8 Is g Wh Wh Are leve 8.9 Can	pecify segregations which slops tanks belong to and their content of the sestion	an maintain? 18.2: double valve segregation:	99,569.50 Cu. Metres Yes								
8.3.1 Spe 8.3.2 Res SBT Vessel 8.3.3 Wh 8.3.4 Doe Cargo Han 8.4 Hov 8.4.1 Star 8.5 Ma Loa Cargo Con 8.6 Is sl 8.7 Can Gauging an 8.8 Is g Wh Wh Are leve 8.9 Can	pecify segregations which slops tanks belong to and their content of the sestion	an maintain? 18.2: double valve segregation:	99,569.50 Cu. Metres Yes								
8.3.2 Res SBT Vessel 8.3.3 Wh 8.3.4 Doe Cargo Han 8.4 Hov 8.4.1 Stat 8.5 Ma: Loa Cargo Con 8.6 Is sl 8.7 Can Gauging al 8.8 Is g Wh Wh Are leve 8.9 Can	esidual/retention oil tank(s) capacity (98%), if applicable: sels /hat is total SBT capacity and percentage of SDWT vessel capacity wessel meet the requirements of MARPOL Annex I Regrandling and Pumping Systems ow many grades/products can vessel load/discharge with capacity and capacity of cargo containment (integral, independent, grandlax loading rate for homogenous cargo paded per manifold connection:	an maintain? 18.2: double valve segregation:	99,569.50 Cu. Metres Yes								
SBT Vessel 8.3.3 Wh 8.3.4 Doe Cargo Han 8.4 Hov 8.4.1 Stat 8.5 Ma Loa Cargo Con 8.6 Is sl 8.7 Can Gauging al 8.8 Is g Wh Wh Are leve 8.9 Can	/hat is total SBT capacity and percentage of SDWT vessel capes vessel meet the requirements of MARPOL Annex I Regandling and Pumping Systems ow many grades/products can vessel load/discharge with a cate type of cargo containment (integral, independent, gradax loading rate for homogenous cargo caded per manifold connection:	18.2: double valve segregation:	Yes	34.20							
8.3.3 Wh 8.3.4 Doe 8.4 Hov 8.4.1 Stat 8.5 Ma. Loa Cargo Con 8.6 Is si 8.7 Can Gauging an 8.8 Is g Wh Wh Are leve 8.9 Can	what is total SBT capacity and percentage of SDWT vessel capes vessel meet the requirements of MARPOL Annex I Regrandling and Pumping Systems ow many grades/products can vessel load/discharge with otate type of cargo containment (integral, independent, grandlax loading rate for homogenous cargo paded per manifold connection:	18.2: double valve segregation:	Yes	34.20							
8.3.4 Doe Cargo Han 8.4 Hov 8.4.1 Stat 8.5 Ma. Loa Cargo Con 8.6 Is si 8.7 Can Gauging at 8.8 Is g Wh Wh Are leve 8.9 Can	oes vessel meet the requirements of MARPOL Annex I Reg andling and Pumping Systems ow many grades/products can vessel load/discharge with of cate type of cargo containment (integral, independent, gradus) lax loading rate for homogenous cargo paded per manifold connection:	18.2: double valve segregation:	Yes	34.20							
Cargo Han 8.4 Hov 8.4.1 Stat 8.5 Ma. Loa Cargo Con 8.6 Is si 8.7 Can Gauging a 8.8 Is g Wh Wh Are leve 8.9 Can	andling and Pumping Systems ow many grades/products can vessel load/discharge with or cate type of cargo containment (integral, independent, gradust loading rate for homogenous cargo coaded per manifold connection:	double valve segregation:									
8.4 Hove 8.4.1 State 8.5 Mai Loa Cargo Con 8.6 Is sl 8.7 Can Gauging al 8.8 Is g Wh Wh Are leve 8.9 Can	ow many grades/products can vessel load/discharge with or tate type of cargo containment (integral, independent, gradust lax loading rate for homogenous cargo paded per manifold connection:		With VFCS								
8.4.1 State 8.5 Max Loa Cargo Con 8.6 Is si 8.7 Can Gauging an 8.8 Is g Wh Wh Are leve 8.9 Can	tate type of cargo containment (integral, independent, gradustical lax loading rate for homogenous cargo paded per manifold connection:		With VFCS								
8.5 Ma. Loa Cargo Con 8.6 Is sl 8.7 Can Gauging al 8.8 Is g Wh Wh Are leve 8.9 Can	lax loading rate for homogenous cargo paded per manifold connection:	vity or pressure tanks):	With VECS								
Cargo Con 8.6 Is si 8.7 Can Gauging a 8.8 Is g Wh Wh Are leve	paded per manifold connection:		With VFCS								
Cargo Con 8.6 Is sl 8.7 Can Gauging al 8.8 Is g Wh Wh Are leve 8.9 Can	<u> </u>		With VECS	Without VECS							
Cargo Con 8.6 Is sl 8.7 Can Gauging al 8.8 Is g Wh Wh Are leve 8.9 Can		Loaded per manifold connection:									
Cargo Con 8.6 Is sl 8.7 Can Gauging al 8.8 Is g Wh Wh Are leve 8.9 Can				Metres/Hou							
8.6 Is sl 8.7 Can Gauging al 8.8 Is g Wh Wh Are leve 8.9 Can	paded simultaneously through all manifolds:			16,500.00 Co Metres/Hou							
8.6 Is sl 8.7 Can Gauging al 8.8 Is g Wh Wh Are leve 8.9 Can	entrol Room			- Ivietres/1100							
8.7 Can Gauging al 8.8 Is g Wh Wh Are leve	ship fitted with a Cargo Control Room (CCR)?		Yes								
Gauging at 8.8 Is g Wh Wh Are leve 8.9 Can	an tank innage/ullage be read from the CCR?		Yes								
8.8 Is g Wh Wh Are leve			103								
Wh Wh Are leve	gauging system certified and calibrated? If no, specify whi	ch ones are not calibrated:	Yes,								
Wh Are leve 8.9 Can	/hat type of gauging system as per IBC 13.1 is fitted (Open)		1.03)								
Are leve	/hat type of fixed closed tank gauging system is fitted:	ricotricted/closed /.	Enraf Marine System								
8.9 Can	re high level alarms fitted to the cargo tanks? If high level	alarms are fitted, are the high	Yes, Yes								
I	vel alarms fitted to all cargo tanks?	alarms are neces, are the mgm									
lean	an cargo be transferred under closed loading conditions in	accordance with current	Yes								
0.0.1	dition of ISGOTT?	S. A	No								
	re cargo tanks fitted with multipoint gauging? If yes, specif		No,								
	umber of portable gauging units (example- MMC) on board	a: 									
	nission Control System (VECS) a vapour return system (VRS) fitted?		Voc								
	fitted, is vapour line return manifold in compliance with O	CIME Cuidolinos?	Yes								
	fitted, how many vapor return segregations can the vessel	Yes 1									
	oes the ship possess Vapour Emission Control (VEC) Certifi		Yes, DNV								
	uthority	cation: If yes, state the issuing	res, DIVV								
8.12 Nur	umber/size of VECS manifolds (per side):		2	500 Millimetre							
8.13 Nur	umber/size/type of VECS reducers:		4 PCS 20" X 16"/ ANSI								
Vontine			2 PCS 20" X 12"/ ANSI								
Venting			T .	idual Tarelia III-li							
8.14 Stat	rate what time of vention and are in fitted.		State what type of venting system is fitted: Common Mastriser, Individual Tanks High								
Cargo Mar	ate what type of venting system is fitted:										
			Common Mastriser, Indivi Velocity PV Valves								
No.	ate what type of venting system is fitted: anifolds and Reducers otal number/size of cargo manifold connections on each si	de:									

	Manifold	PCS	Size	Unit	Pressure Rating	Unit PR	Standard		
	4	P	650	mm	15	KG/Cm2	ANSI		
	4	S	650	mm	15	KG/Cm2	ANSI		
8.16	What type of valves are	e fitted at ma	nifold? If ot	her, specify:		Butterfly,			
8.17	What is the material/ra			- , - , - ,		Carbon Steel/			
		th the latest e	nmendations for Oil Tanker	Yes					
8.18	Distance between carg	o manifold ce	nters:				3,000.00 Millimetre		
8.19	Distance ships rail to m	nanifold:					3,610.00 Millimetre		
8.20	Distance manifold to sh	nips side:					4,600.00 Millimetre		
8.21	Top of rail to center of	manifold:					750.00 Millimetre		
8.22	Distance main deck to	center of mai	nifold:				2,100.00 Millimetre		
8.23	Spill tank grating to cer	nter of manifo	old:				900.00 Millimetre		
8.24	Manifold height above	the waterline	in normal	ballast/at SDW1	condition:	21.75 Metres 10.30 Me			
8.25	Number/size/type of re	educers:	8 x 650/500mm (26/20") 4 x 650/400mm (26/16") 4 x 650/300mm (26/12") ANSI						
8.26	Is vessel fitted with a st	tern manifold	? If yes, sta	te size:		No,			
Heatin	g		-			No,			
Heatin 8.27	g Provide details of Heat	ing Coils/Hea	t Exchanger	s		No,			
Heatin 8.27 8.27.1	g Provide details of Heat Is a Thermal Oil Heatin	ing Coils/Hea	t Exchanger d? If yes, id	s entify tanks?		No,			
8.27 8.27.1 8.28	g Provide details of Heat Is a Thermal Oil Heatin Maximum temperature	ing Coils/Hea g system fitte e cargo can bo	t Exchanger d? If yes, id e loaded/ma	s entify tanks? aintained:			F		
8.27 8.27.1 8.28 8.28.1	g Provide details of Heat Is a Thermal Oil Heating Maximum temperature Minimum temperature	ing Coils/Hea g system fitte e cargo can be e cargo can be	t Exchanger d? If yes, id e loaded/ma	s entify tanks? aintained:		No,	F		
8.27 8.27.1 8.28 8.28.1 Inert C	g Provide details of Heat Is a Thermal Oil Heatin Maximum temperature Minimum temperature Gas and Crude Oil Wash	ing Coils/Hea g system fitte e cargo can be cargo can be ing	t Exchanger d? If yes, id e loaded/ma	s entify tanks? aintained:		No, 68.0 °C / 154.4 °			
8.27.1 8.28 8.28.1 Inert 6	g Provide details of Heat Is a Thermal Oil Heating Maximum temperature Minimum temperature ias and Crude Oil Wash Is an Inert Gas System	ing Coils/Hea g system fitte e cargo can be e cargo can be iing (IGS) fitted/o	t Exchanger d? If yes, id e loaded/ma loaded/ma	entify tanks? hintained: intained:		No, 68.0 °C / 154.4 °	s/Yes		
8.27.1 8.28 8.28.1 Inert 6 8.29 8.29.1	Provide details of Heat Is a Thermal Oil Heating Maximum temperature Gas and Crude Oil Wash Is an Inert Gas System Is a Crude Oil Washing	g system fitte e cargo can be cargo can be ing (IGS) fitted/o	d? If yes, id e loaded/ma loaded/ma perational? ation fitted,	entify tanks? aintained: intained:		No, 68.0 °C / 154.4 ° Ye			
8.27.1 8.28 8.28.1 Inert 6 8.29 8.29.1 8.30	Provide details of Heat Is a Thermal Oil Heating Maximum temperature Minimum temperature Gas and Crude Oil Wash Is an Inert Gas System Is a Crude Oil Washing Is IGS supplied by flue	g system fitte e cargo can be cargo can be ing (IGS) fitted/o (COW) install	d? If yes, id e loaded/maperational? ation fitted, (IG) generat	entify tanks? aintained: intained: /operational? cor and/or nitro		No, 68.0 °C / 154.4 °	s/Yes		
8.27.1 8.28 8.28.1 Inert 6 8.29 8.29.1 8.30	Provide details of Heat Is a Thermal Oil Heating Maximum temperature Gas and Crude Oil Wash Is an Inert Gas System Is a Crude Oil Washing	g system fitte e cargo can be cargo can be ing (IGS) fitted/o (COW) install	d? If yes, id e loaded/maperational? ation fitted, (IG) generat	entify tanks? aintained: intained: /operational? cor and/or nitro		No, 68.0 °C / 154.4 ° Ye	s/Yes		
8.27.1 8.28 8.28.1 Inert 6 8.29 8.29.1 8.30 8.30.1	Provide details of Heat Is a Thermal Oil Heating Maximum temperature Gas and Crude Oil Wash Is an Inert Gas System Is a Crude Oil Washing Is IGS supplied by flue g If nitrogen generator, s	g system fitte e cargo can be cargo can be ing (IGS) fitted/o (COW) install	d? If yes, id e loaded/maperational? ation fitted, (IG) generat	entify tanks? aintained: intained: /operational? cor and/or nitro		No, 68.0 °C / 154.4 ° Ye	s/Yes		
8.27.1 8.28 8.28.1 Inert 6 8.29 8.29.1 8.30 8.30.1 Cargo 8.31	Provide details of Heat Is a Thermal Oil Heating Maximum temperature Gas and Crude Oil Wash Is an Inert Gas System Is a Crude Oil Washing Is IGS supplied by flue g If nitrogen generator, s modes:	g system fitte e cargo can be cargo can be cargo can be ing (IGS) fitted/o (COW) install gas, inert gas specify the ap	d? If yes, id e loaded/ma loaded/ma perational? ation fitted, (IG) general	entify tanks? aintained: intained: /operational? cor and/or nitro	of the designed purity	No, 68.0 °C / 154.4 ° Ye	s/Yes s/Yes		
8.27.1 8.28 8.28.1 Inert 6 8.29 8.29.1 8.30 8.30.1	Provide details of Heat Is a Thermal Oil Heating Maximum temperature Gas and Crude Oil Wash Is an Inert Gas System Is a Crude Oil Washing Is IGS supplied by flue good of the province of the	g system fitte e cargo can be cargo can be cargo can be ing (IGS) fitted/o (COW) install gas, inert gas specify the ap	d? If yes, id e loaded/ma loaded/ma perational? ation fitted, (IG) general	entify tanks? aintained: intained: /operational? cor and/or nitro	of the designed purity	No, 68.0 °C / 154.4 ° Ye	s/Yes		
8.27.1 8.28 8.28.1 Inert 6 8.29 8.29.1 8.30 8.30.1 Cargo 8.31	Provide details of Heat Is a Thermal Oil Heating Maximum temperature Gas and Crude Oil Wash Is an Inert Gas System Is a Crude Oil Washing Is IGS supplied by flue g If nitrogen generator, s modes: Pumps How many cargo pump	g system fitte e cargo can be cargo can be ing (IGS) fitted/o (COW) install gas, inert gas specify the ap	d? If yes, id e loaded/ma loaded/ma perational? ation fitted, (IG) general	entify tanks? aintained: intained: /operational? cor and/or nitro	of the designed purity	No, 68.0 °C / 154.4 ° Ye Ye Flue Gas	s/Yes s/Yes		

9.1	Provide details for Mooring Ropes, Wires, Tails and Shackles													
Туре	Locatio n and Identit y	Material	Diameter/si ze	Lengt h	LDBF(10 0-105 % of SDMBL (Tonnes))	5-130 % of SDMBL	SWL (tonnes	WLL (tonnes) (50- 55% of Max LDBF)	Certificate No.	Installe d Date		Renewal 2 Date	Status of line/ta il	Condition of line/tail
Moorin g Wires	on drums	Galvanized Steel Wire	42.00	275.00	119.70	142.50	115.00	62.70	CHA 1704374/17	2017-09- 14	2021-03-20	2021-03-20	In Use	Suitable
Tails	on drums	Polypropylen e	88.00	11.00	0.00	0.00	144.50	0.00	BUS 2104409/3	2021-06- 29	2022-05-02	2022-05-02	In Use	Suitable
Shackle s	on drums	Steel	165.00	0.00	0.00	0.00	165.00	0.00	Construction DS-BL165T	2011-03- 23	2011-03-23	2011-03-23	In Use	Suitable
Ropes	not on drums	Polyester/ Polypropylen e, A	80.00	220.00	132.50	152.00	154.50	74.20	GLIS/15/RR/191 /6-04	2019-12- 12	2019-12-12	2019-12-12	In Use	Suitable

Moorin winch Locatio	Drum	Motive Power	Remote Operational controls	Heaving Hau power Spe	ood OT	Designed Bra Max holding lo (ISO) (80% of S	oad	holding	onal brake load (60% DMBL)	Date of last brake test	Brake Rendering load	Frequency of testing brakes		
20	yes	Hydraulic	no	30.00 0.	25 Manual	92.00		6	9.00	2023-06-14	68.40	12		
9.3 Pr	rovide Det	ails of Mo	oring bollards	and bitts										
	Locat	ion	le	dentity No		Certificate Nun	nber		Size (m	m)	SWL (t	onnes)		
	Forecastle 2 Q/DS5215-2006 630 Maindeck Forward (Port) 9 Q/DS5215-2006 630							129						
	Maindeck Forward (Port) 9 Maindeck Forward (Stbd) 9					Q/DS5215-2006 Q/DS5215-2006					12	29 29		
	Poop Deck (Port) 2					Q/DS5215-2006			630 630		12			
	Poop Deck	k (Stbd)		2		Q/DS5215-2006	5		630		12	29		
9.4 Pr	rovide det	ails of Mo	oring Fairlead	ls/Chocks										
Туре	Lo	cation	Identity N	o Certificate	e Size (mm)	SWL (tonnes)	Mod	lification	s If yes, ar	e modific	ations class	approved?		
Closed cho	ck Fo	recastle	7	210DNS235	600	148		no			no			
	ck Maindeck		-	210DNS235		148		no			no			
Closed cho Closed cho	ck Maindeck ck Poop	Deck (Port)	bd) 19 6	210DNS235 210DNS235		148 148		no			no			
Closed cho		Deck (Stbd)	6	210DNS235		148		no			no			
\nchors/	/Emergend	cy Towing	System											
9.5 N	umber of s	shackles o	n port/starboa	ard cable:					14.00/14.0	0				
9.6 Ty	ype/SWL o	f Emergei	ncy Towing sys	tem forward:					YT2000-F 350 Metric Tor					
9.7 Ty	/pe/SWL o	f Emergei	ncy Towing sys	tem aft:					YT2000-A		204	Metric Tonne		
0.8 W	/hat is size	of closed	chock and/or	fairleads of e	nclosed type	on stern						600x45		
scort Tu	ıg													
9.9 W	/hat is SWI	of closed	d chock and/or	fairleads of e	enclosed type	e on stern:					203.00	Metric Tonne		
9.10 W	/hat is SWI	of bollar	d on poop dec	k suitable for	escort tug:						203.00	Metric Tonne		
ifting Ec	quipment/	Gangway	•											
9.11 De	errick/Crai	ne descrip	tion (Number,	, SWL and loc	ation):				Cranes: 2 x 20.00 Tonnes midship port and starboard					
9.12 A	ccommoda	ation ladd	er direction:									A		
9.13 Do	oes vessel	have a po	ortable gangwa	ny? If yes, stat	e length:						<u> </u>	es, 12 Metre		
			Equipment											
'R	ecommen	dations fo	the recomme or Equipment E ngs (SPM)':?			ion of OCIMF ring of Conventi	onal T	ankers			Yes			
			nain stoppers:						2					
	etails of Bo													
	Locat	ion/Num	ber of Bow C	hain Stoppe	r Тур	e Operation	ı S'	WL N	Vin Size of	Chain	Max size	of Chain		
			Port		Tong	ue Manual	35	0.00	76.00		92	2.00		
			Stbd		Tong	ue Manual	35	0.00	76.00		92	2.00		
			bow fairlead									3.45 Metre		
			airlead of encl f not, give deta		OCIMF recor	nmended size			Yes					
LO. PF	ROPULSIO	N												
L0.1 Sp	Speed								Max	imum	Eco	nomical		
Ва	Ballast speed:								14.50 Knots (WSNP) 9.50 Knots (WS			Knots (WSNI		
La	Laden speed:								14.00 Knots (WSNP) 10.00 Knots (WSN					
.0.2 W	/hat type c	of fuel is u	sed for main p	ropulsion? If	other, then s	specify			HFO, VLSFO	O, VLSMG	O S less than	0.1%		
W	/hat type c	of fuel is u	sed for genera	ting plant					VLSFO (IFO	380)				
.0.3 Bu	unker Tank	c Capacitie	es:			· ·								
	Tanl	k Name		Bunker Type		Tank Type			Capacity		Max Pres	ssure		
		O (1P)		HFO		Main Bunker Tan			2487.00		0.00			
		FO(2S)		HFO		Main Bunker Tan			2394.50 1001.60		0.00			
	HFO(3S) HFO Main Bunker Tank FO Service (P) HFO Service Tank								1001.60 0.00					

Service Tank

100.80

0.00

FO Service (P)

HFO

	FO Settling (P)	HFO	Settling Tan	k	81.00	0.00			
	DOT (P)	MDO	Main Bunker T		391.90	0.00			
	DO Service(P)	MDO	Service Tan	k	65.50	0.00			
	If other, then specify N/A								
10.4	Is vessel fitted with fixed or	r controllable pitch propeller	(s):						
10.5	Engines			No	Capacity	Make/Type			
	Main engine:		1	22,932 Kil	owatt MAN-B&W 7380MC				
	Aux engine:			3		WARTSILA A6L20			
	Power packs:								
	Boilers:		90.00 Metric ALBORG Tonnes/Hour						
Bow/S	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,				
Enviro	nmental/Emissions				1				
10.8	Does the vessel have an EE	DI Rating number? If yes the	en provide EEDI rating	g:	No,				
	If No then provide reason:		·		Exempt under reg	gulation 22.1 as it is not a			
	,					ed in regulation 2.2.18			
	Is the EEDI rating verified b	y Class, 3rd Party or Owner?							
10.9	Does the vessel have an EE	XI Rating number? If yes the	n provide EEXI rating	Ţ	Yes, 2.21				
	If No then provide reason:								
	Is the EEXI rating verified b	Class							
10.10	Does the vessel have a CII F	Rating number? If yes then p	rovide CII rating:		Yes, C				
	If No then provide reason								
	Is the CII rating verified by		Class						
10.11	Does the vessel have an EI\	/ Rating number? If yes ther		,					
	If No then provide reason		·						
	Is the EIV rating verified by	Class. 3rd Party or Owner?							
10.12		rol level (Tier I, Tier II, and Ti	ier III)?		Tier I				
	List of equipment fitted for	NOx Tier III achievement fo	r all engines (LP Selec						
F la		alytic reduction, Exhaust gas	recirculation, Altern	ative ruei etc)					
	st Gas Cleaning System/Scr				N				
	Does the vessel use an Exh				No				
10.14	What is the type of scrubbe	er fitted as part of the EGCS	onboard?						
11	CHIR TO CHIR TRANSFER								
11.	SHIP TO SHIP TRANSFER		- OCINAE /ICC Chin To	Chia Tarantan	T	W			
11.1	Guide (Petroleum, Chemica	commendations contained i	able)?	Snip Transfer	Yes				
11.2	+	n of cranes/derricks outboar	a of the ship's side:		6.70 Met				
11.3	Date/place of last STS oper				Nov 12, 2023 / Angra Dos Reis (Brazil)				
11.4	Does the vessel have a ship specific STS plan: Yes								
12.	RECENT OPERATIONAL HIS	TORY							
12.1		ers/voyages (Last/2nd Last/3	Brd Last):		DAS CO, MURBAN				
12.1	East three eargoesy charters	213, VOYUGES (2031, 2110 2031, 3	OEBCO/UNIPEC/84 BMCO/UNIPEC/83						
12.2	Has ship been involved in a	pollution, grounding, collision	on or allision inciden	t during the past	t 12 months? If yes	, provide details: No			
12.3	Date and place of last Port	State Control inspection:			Jan 22, 2025, Bata	aan			
12.4		es as reported by any Port St	ate Control? If yes, p	provide details:	No,				
12.5	guarantee of acceptance for	tions/screenings (To the bes or future business)*: on by Oil Majors and ships are		_					

12.6	Date/Place last SIRE inspection:	May 29, 2025 / Huizhou
12.6	.1 Date/Place last CDI inspection:	
12.7	Additional information relating to features of the ship or operational characteristics:	NO

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