Messel Descention		TAINED STAINDAND TAINER CHATERING C	OESTIONNAINE 00		version 3				
1.2   Vessel's name :		VESSEL DESCRIPTION							
1.14   Vessel's previous name (s) and date (s) of change	1.1	Date updated :		Oct 28, 2015					
1.4   Vessel's previous name (s) and date (s) of change	1.2	Vessel's name :	Gas Kalimantan						
1.5 Date delivered : Usuki Ship Yard Co. Ltd   1.6 Builder (where built) : Usuki Ship Yard Co. Ltd   1.7 Flag : Indonesia   1.8 Port of Registry : Jakarta   1.9 Call sign: YHPN   1.10 Vessel's fax number : 870 773 209 855   1.11 Vessel's fax number : 870 773 209 855   1.11 Vessel's fax number : 870 773 209 855   1.12 Vessel's fax number : 452 502 127   1.12 Vessel's telex number : 542 502 127   1.13 Vessel's telex number : 542 502 127   1.14 Vessel's telex number : 542 502 127   1.15 Vessel's telex number : 542 502 127   1.16 Vessel's telex number : 742 503 503 503 503 503 503 503 503 503 503	1.3	IMO number :	9146235						
1.10	1.4	Vessel's previous name (s) and date (s) of change		GAS KATULISTIWA (Au	g 25,2003)				
1.7 Figs: Indonesia  1.8 Port of Registry: Jakarta  1.9 Call sign: YHPN  1.10 Vessel's sat comptone number: 870 773 209 855  Vessel's fax number: 870 773 209 855  Inmarsat C	1.5	Date delivered :							
Fileg:	1.6	Builder (where built) :		Usuki Ship Yard Co. Ltd					
1.8	1.7			Indonesia					
1.10   Vessel's sat comphone number:   870 773 209 855	1.8		Jakarta						
Nessel's sat comphone number :   870 773 209 855			YHPN						
Vessel's fax number :   1870 773 209 855		7							
Vessel's telex number :   Vessel's email address :   YHPN@globeemail.com									
Vessel's email address :		Inmarsat C							
1.11         Type of hull:         Double Hull           Classification         Double Hull           1.13         Classification society:         Nippon Kaiji Kyokai           1.14         Class notation:         NS*, TLG 18.0 & DOC 2PG, MNS*           1.15         If Classification society changed, name of previous society:         If Classification society changed, date of change:         Not Applicable           1.16         If Classification society changed, date of change:         Not Applicable           1.17         IMO type, if applicable:         2           1.18         Does the vessel have ice class? If yes, state what level:         N/A.           1.19         Date / place of last dry-dock vie         3 December, 2013         Zhoushan           1.20         Date of last dry-dock vie         2 Z Nov, 2011         27 September, 2016           1.21         Date of last special survey / next survey due:         2 Z Nov, 2011         27 Sep, 2016           1.22         Date of last annual survey:         2 Z Nov, 2011         27 Sep, 2016           1.22         Date of last sevesel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date?         N/A           Note of last sevesel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is t		Vessel's telex number :		-					
Type of hull:   Double Hull		Vessel's email address :		YHPN@globeemail.cor	n				
Classification   Classification society:   Nippon Kaiji Kyokai	1.11	Type of vessel :		Gas Carrier					
1.13         Classification society:         Nippon Kaiji Kyokai           1.14         Class notation:         NS*,TLG 18.0 & 00C 2PG, MNS*           1.15         If Classification society changed, name of previous society:         Not Applicable           1.17         IMO type, if applicable:         2           1.18         Does the vessel have loc class? If yes, state what level:         N/A.           1.19         Date Cy place of last dny-dock:         3 December, 2013         Zhoushan           1.20         Date next dry-dock due         27 September, 2014         27 September, 2016           1.21         Date of last special survey; next survey due:         22 Nov, 2011         27 Sep, 2016           1.22         Date of last special survey; next survey due:         26 November, 2014         27 September, 2014           1.23         If ship has Condition Assessment Program (CAP), what is the latest overall rating rating         0         0           1.24         Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date?         N/A         Not Applicable           Dimensions           1.25         Length Over All ( LOA):         99.98 Meters         N/A         Not Applicable         N/A         Not Applicable         N/A         Not Applicable	1.12	Type of hull :		Double Hull					
1.15 If Class notation: 1.16 If Classification society changed, name of previous society: 1.17 IMO type, if applicable: 1.18 Does the vessel have ice class? If yes, state what level: 1.19 Dote / place of last dry-dock: 1.10 Date / place of last dry-dock due 1.20 Date of last special survey / next survey due: 1.21 Date of last special survey / next survey due: 1.22 Date of last annual survey: 1.23 If ship has Condition Assessment Program (CAP), what is the latest overall rating 1.24 Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date? 1.25 Length Over All (LOA): 1.26 Length Between Perpendiculars (LBP): 1.27 Extreme breadth (Beam): 1.28 Moulded Depth: 1.29 Keel to Masthead ( KTM ) / KTM in collapsed condition ( if applicable ): 1.30 Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM): 1.31 Distance bridge front to center of manifold 1.32 Parallel body distances: 1.33 Parallel body length 1.34 What is the max height to fmast above waterline (Air draft) 1.35 Net Tonnage: 1.36 Net Tonnage: 1.37 Net Tonnage: 1.38 Net Tonnage: 1.39 Net Tonnage: 1.30 Net Tonnage: 1.31 Net Tonnage: 1.32 Net Tonnage - Gross ( SCGT ) / Net ( SCNT ) 1.33 Suez Canal Tonnage - Gross ( SCGT ) / Net ( SCNT ) 1.34 Vhat is the max height of mast above waterline ( if applicable ): 1.36 Gross Tonnage / Reduced Gross Tonnage ( if applicable ): 1.39 Suez Canal Tonnage - Gross ( SCGT ) / Net ( SCNT ) 1.30 Suez Canal Tonnage - Gross ( SCGT ) / Net ( SCNT ) 1.31 Suez Canal Tonnage - Gross ( SCGT ) / Net ( SCNT ) 1.32 Suez Canal Tonnage - Gross ( SCGT ) / Net ( SCNT ) 1.33 Suez Canal Tonnage - Gross ( SCGT ) / Net ( SCNT ) 1.34 Classification society chames society society in the canada context of the context o	Classif	ication							
1.15 If Class notation: 1.16 If Classification society changed, name of previous society: 1.17 IMO type, if applicable: 1.18 Does the vessel have ice class? If yes, state what level: 1.19 Date / place of last dry-dock: 1.10 Date / place of last dry-dock due 1.20 Date of last special survey / next survey due: 1.21 Date of last special survey / next survey due: 1.22 Date of last annual survey: 1.23 If ship has Condition Assessment Program (CAP), what is the latest overall rating 1.24 Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date?  Dimensions 1.25 Length Over All (LOA): 1.26 Length Between Perpendiculars (LBP): 1.27 Extreme breadth (Beam): 1.28 Moulded Depth: 1.29 Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): 1.30 Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM): 1.31 Distance bridge front to center of manifold 2.52 Meters 1.32 Parallel body distances: 1.33 Parallel body length Forward to mid-point manifold 2.52 Meters 1.34 What is the max height of mast above waterline (Air draft) 1.35 Normal Ballast: 1.36 Cross Tonnage / Reduced Gross Tonnage (if applicable): 3.75 Net Tonnage: 3.75 Net Tonnage: 3.76 Net Tonnage: 3.77 Net Tonnage: 3.78 Net Tonnage: 3.78 Net Tonnage - Gross (SCGT) / Net (SCNT) 3.79 Suez Canal Tonnage - Gross (SCGT) / Net (SCNT) 3.70 Suez Canal Tonnage - Gross (SCGT) / Net (SCNT) 3.70 Net Tonnage - Gross (SCGT) / Net (SCNT) 3.70 Net Tonnage - Gross (SCGT) / Net (SCNT) 3.70 Net Tonnage - Gross (SCGT) / Net (SCNT) 3.70 Net Tonnage - Gross (SCGT) / Net (SCNT) 3.70 Net Tonnage - Gross (SCGT) / Net (SCNT) 3.70 Net Tonnage - Gross (SCGT) / Net (SCNT) 3.71 Net Tonnage - Gross (SCGT) / Net (SCNT) 3.72 Net Tonnage - Gross (SCGT) / Net (SCNT) 3.73 Suez Canal Tonnage - Gross (SCGT) / Net (SCNT) 3.74 Net Tonnage - Gross (SCGT) / Net (SCNT) 3.75 Net Tonnage - Gross (SCGT) / Net (SCNT) 3.76 Net Tonnage - Gross (SCGT) / Net (SCNT) 3.77 Net Tonnage - Gross (SCGT) / Net (SCNT)	1.13	Classification society:		Nippon Kaiji Kyokai					
1.15       If Classification society changed, name of previous society:       If Classification society changed, date of change:       Not Applicable         1.17       IMO type, if applicable:       2         1.18       Does the vessel have ice class? If yes, state what level:       N/A,         1.19       Date Place of last dry-dock due       27 September, 2016         1.20       Date next dry-dock due       22 Nov, 2011       27 September, 2016         1.21       Date of last special survey / next survey due:       26 November, 2014         1.22       Date of last special survey / next survey due:       26 November, 2014         1.23       If ship has Condition Assessment Program (CAP), what is the latest overall rating       0         1.24       Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date?       N/A Not Applicable         Dimensions         Length Over All (LOA):       99.98 Meters         1.25       Length Between Perpendiculars (LBP):       93.8 Meters         1.26       Length Between Perpendiculars (LBP):       99.98 Meters         1.27       Keet to Masthead (KTM) / KTM in collapsed condition (if applicable):       30 Meters         1.28       Koel to Masthead (KTM) / KTM in collapsed condition (if applicable):       30 Meters		-			PG, MNS*				
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1.18         Does the vessel have ice class? If yes, state what level :         N/A,           1.19         Date / place of last dry-dock :         3 December, 2013         Zhoushan           1.20         Date of last dry-dock due         27 Sept=mber, 2016         22 Nov, 2011         27 Sept, 2016           1.21         Date of last special survey / next survey due :         22 Nov, 2011         27 Sep, 2016           1.22         Jate of last annual survey :         26 November, 2014           1.23         If ship has Condition Assessment Program (CAP), what is the latest overall rating rating         0           1.24         Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date ?         N/A Not Applicable           Dimensions           1.25         Length Over All (LOA):         99.98 Meters           1.26         Length Over All (LOA):         99.98 Meters           1.26         Legth Between Perpendiculars (LBP):         93.8 Meters           1.27         Extreme breadth (Beam):         16 Meters           1.28         Moulded Depth:         7 Meters           1.29         Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):         30 Meters         33.6 Meters           1.30         Bow to Center Manifold (BCM) / Ster									
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Provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date?	1.24	•		N	/A				
Normal Ballast   Nor		· ·	AS): If yes, what is the	·					
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1.26       Length Between Perpendiculars (LBP):       93.8 Meters         1.27       Extreme breadth (Beam):       16 Meters         1.28       Moulded Depth:       7 Meters         1.29       Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):       30 Meters       Meters         1.30       Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):       45.6 Meters       53.6 Meters         1.31       Distance bridge front to center of manifold       30.6 Meters       30.6 Meters         1.32       Parallel body distances:       Lightship       Normal Ballast       Summer DWT         1.32       Parallel body distances:       Lightship       Normal Ballast       Summer DWT         4 ft to mid-point manifold       25.2 Meters       25.2 Meters       31.2 Meters         Aft to mid-point manifold       27.2 Meters       32.2 Meters       26.2 Meters         Parallel body length       52.2 Meters       61.0 Meters       67.4 Meters         1.33       FWA at summer draft / TPC immersion at summer draft:       138 Millimeters       12.57 Metric Tones         1.34       What is the max height of mast above waterline (Air draft)       Full Mast       Collapsed Mast         Lightship:       27.770 Meters       0.000 Meters         Normal Ballast:	-								
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1.28       Moulded Depth :       7 Meters         1.29       Keel to Masthead ( KTM ) / KTM in collapsed condition ( if applicable ) :       30 Meters       Meters         1.30       Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM) :       45.6 Meters       53.6 Meters         1.31       Distance bridge front to center of manifold       30.6 Meters         1.32       Parallel body distances :       Lightship       Normal Ballast       Summer DWT         Forward to mid-point manifold       25.2 Meters       25.2 Meters       31.2 Meters         Aft to mid-point manifold       27.2 Meters       32.2 Meters       26.2 Meters         Parallel body length       52.2 Meters       61.0 Meters       67.4 Meters         1.33       FWA at summer draft / TPC immersion at summer draft :       138 Millimeters       12.57 Metric Tones         1.34       What is the max height of mast above waterline (Air draft)       Full Mast       Collapsed Mast         Lightship :       27.770 Meters       0.000 Meters         Normal Ballast :       25.940 Meters       0.000 Meters         At loaded summer deadweight :       24.687 Meters       0.000 Meters         Tonnage :       1016         1.36       Gross Tonnage / Reduced Gross Tonnage ( if applicable ) :       3385									
Net									
1.30   Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):   45.6 Meters   53.6 Meters   1.31   Distance bridge front to center of manifold   30.6 Meters   30.2 Meters   30.6 Meters   30.2 Meters   30.2 Meters   30.2 Meters   30.2 Meters   30.2 Meters   30.6 Meters   30.000 Mete									
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Parallel body length 52.2 Meters 61.0 Meters 67.4 Meters  1.33 FWA at summer draft / TPC immersion at summer draft : 138 Millimeters 12.57 Metric Tones  1.34 What is the max height of mast above waterline (Air draft) Full Mast Collapsed Mast  Lightship : 27.770 Meters 0.000 Meters  Normal Ballast : 25.940 Meters 0.000 Meters  At loaded summer deadweight : 24.687 Meters 0.000 Meters  Tonnages  1.35 Net Tonnage : 1016  1.36 Gross Tonnage / Reduced Gross Tonnage (if applicable) : 3385  1.37 Suez Canal Tonnage - Gross (SCGT) / Net (SCNT)		·	25.2 Meters	25.2 Meters	31.2 Meters				
1.33FWA at summer draft / TPC immersion at summer draft :138 Millimeters12.57 Metric Tones1.34What is the max height of mast above waterline (Air draft )Full MastCollapsed MastLightship :27.770 Meters0.000 MetersNormal Ballast :25.940 Meters0.000 MetersAt loaded summer deadweight :24.687 Meters0.000 MetersTonnages1.35Net Tonnage :10161.36Gross Tonnage / Reduced Gross Tonnage (if applicable ) :33851.37Suez Canal Tonnage - Gross (SCGT) / Net (SCNT)-			27.2 Meters	32.2 Meters	26.2 Meters				
1.34What is the max height of mast above waterline (Air draft)Full MastCollapsed MastLightship:27.770 Meters0.000 MetersNormal Ballast:25.940 Meters0.000 MetersAt loaded summer deadweight:24.687 Meters0.000 MetersTonnages1.35Net Tonnage:10161.36Gross Tonnage / Reduced Gross Tonnage (if applicable):33851.37Suez Canal Tonnage - Gross (SCGT) / Net (SCNT)-									
Lightship: 27.770 Meters 0.000 Meters Normal Ballast: 25.940 Meters 0.000 Meters At loaded summer deadweight: 24.687 Meters 0.000 Meters  Tonnages  1.35 Net Tonnage: 1016  1.36 Gross Tonnage / Reduced Gross Tonnage (if applicable): 3385  1.37 Suez Canal Tonnage - Gross (SCGT) / Net (SCNT)									
Normal Ballast: 25.940 Meters 0.000 Meters At loaded summer deadweight: 24.687 Meters 0.000 Meters  Tonnages  1.35 Net Tonnage: 1016  1.36 Gross Tonnage / Reduced Gross Tonnage (if applicable): 3385  1.37 Suez Canal Tonnage - Gross (SCGT) / Net (SCNT)	1.34			•					
At loaded summer deadweight: 24.687 Meters 0.000 Meters  Tonnages  1.35 Net Tonnage: 1016  1.36 Gross Tonnage / Reduced Gross Tonnage ( if applicable ): 3385  1.37 Suez Canal Tonnage - Gross ( SCGT ) / Net ( SCNT ) -									
Tonnages       1.35 Net Tonnage :     1016       1.36 Gross Tonnage / Reduced Gross Tonnage (if applicable):     3385       1.37 Suez Canal Tonnage - Gross (SCGT) / Net (SCNT)     -									
1.35       Net Tonnage :       1016         1.36       Gross Tonnage / Reduced Gross Tonnage ( if applicable ) :       3385         1.37       Suez Canal Tonnage - Gross ( SCGT ) / Net ( SCNT )       -	<b>T</b>								
1.36     Gross Tonnage / Reduced Gross Tonnage ( if applicable ) :     3385       1.37     Suez Canal Tonnage - Gross ( SCGT ) / Net ( SCNT )     -		<del>-</del>			M.C				
1.37 Suez Canal Tonnage - Gross ( SCGT ) / Net ( SCNT )									
			3385						
1.38   Panama Canal Net Tonnage ( PCNT ):				-	-				
	1.38	Panama Canal Net Tonnage ( PCNT ):		-					

Load I	Load line information							
1.39	Load line :	Freeboard	Draft		Dead weight	Displacement		
	Summer :	1.722 Meters	5.313 Meters	353	30.21 Metric Tones	5674.55 Metric Tones		
	Winter:	1.832 Meters	5.203 Meters	339	92.24 Metric Tones	5536.58 Metric Tones		
	Tropical:	1.722 Meters	5.313 Meters	353	30.21 Metric Tones	5674.55 Metric Tones		
	Lightship:	6.812 Meters	2.23 Meters			2144.34 Metric Tones		
	Normal Ballast Condition	2.975 Meters	4.06 Meters	202	26.76 Metric Tones	4171.1 Metric Tones		
1.40	Does vessel have multiple SDW1	7?			Ye	~		
1.41	If yes, what is the maximum assi	gned dead weight?				Metric Tones		
Owne	rship and Operation							
1.42	Registered owner – Full style :			F	PT. Berlian Laju Tank	er		
					Wisma BSG 10 <sup>th</sup> Floo			
					No. 40 Jakarta 10160	) Indonesia		
					Геl: 62 21 3505390			
					ax: 62 21 3505391			
					Telex: 67327 BLT IA			
1.10					Email: operation@bl			
1.43	Technical operator – Full style :				Gold Bridge Shipping	Ltd.		
					Rm 2007-10, China Insurance Grou	ın Duilding		
					141 Des Voeux Road	•		
					Hong Kong	Central,		
1.44	Commercial operator – Full style	2:			PT. Buana Listya Tan	na Tbk		
					Wisma BSG,			
				J	L. Abdul Muis 40,			
				J	lakarta 10160 Indone	esia		
				1	Γel: 62 21 30485700			
					ax: 62 21 30485701			
				E	Email: gas@blt.co.id			
					marketing@bi			
					investor@bull	<u>.co.id</u>		
1.45	Disponent owner – Full style :							

2.	CERTIFICATION	Issued	Last annual or intermediate	Expire		
2.1	Safety Equipment Certificate :	Nov 26, 2014		Dec 2, 2015		
2.2	Safety Radio Certificate :	Nov 26, 2014		Dec 2, 2015		
2.3	Safety Construction Certificate	Nov 26, 2014		Dec 2, 2015		
2.4	Load line Certificate ( NKK)	Feb 09, 2012	Nov 26, 2014	Sep 27 2016		
2.5	International Oil Pollution Prevention Certificate( IOPPC ):	Dec 9, 2013	Nov 26, 2014	Dec 2, 2016		
2.6	Safety Management Certificate (SMC):	Jun 6, 2014		Feb 23, 2019		
2.7	Document of Compliance (DOC) :	Mar 10, 2014	Dec 3, 2014	Feb 26, 2018		
2.8	USCG (specify : COC, LOC or COI) :	Not Applicable		Not Applicable		
2.9	Civil Liability Convention Certificate(CLC) / Cert of Entry					
2.10	Civil Liability of Bunker Oil Pollution Damage	Feb 04,2015		Feb 20, 2016		
	Convention Certificate (CLBC):					
2.11	U.S. Certificate of Financial Responsibility (COFR)	Not Applicable		Not Applicable		
2.12	Certificate of Fitness (Chemicals):	Not Applicable		Not Applicable		
2.13	Certificate of Fitness (Gas):	Nov 26,2014		Dec 2, 2015		
2.14	Certificate of Classification for machinery n for hull ( Indonesian Class associaty (BKI)	BKI Mar 26, 2012	Nov 26, 2014	Sep 27, 2016		
	Certificate of Class ( NKK )	NKK : Feb,9,2012	Nov 26, 2014	Sept, 27,2016		
2.15	International Ship Security Certificate (ISSC)	Jun 10, 2014		Feb 23, 2019		
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Dec 9, 2013	·	Dec 2, 2016		
2.17	International Air Pollution Prevention Certificate (IAPP):	Dec 9, 2013		Dec 2, 2016		
Documentation						
2.18	2.18 Does vessel have all updated publications as listed in the Vessel Inspection Yes					

	Question, Chapter 2 – Question 2.24, as applicable :	
2.19	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract :	Yes
3.	CREW MANAGEMENT	
3.1	Nationality of Master :	Indonesian
3.2	Nationality of Officer :	Indonesian
3.3	Nationality of Crew :	Indonesian
3.4	If Officer/Crew employed by a Manning Agency – Full style :	Officer:
		PT.KBA – In house Manning Agency Wisma BSG, JL. Abdul Muis 40, Jakarta 10160 Indonesia Tel: +62 21 3505390 Fax: +62 21 3505391 Email: Gemilang.crew@ptkba.co.id Crew: Same above
3.5	What is the common working language on board	Indonesia, English
3.6	Do officer speak and understand English :	Yes
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board :	Yes
4.	HELICOPTERS	
4.1	Can the ship comply with the ICS Helicopter Guidelines :	N/A
4.2	If Yes, state whether winching or landing area provided :	
5.	FOR USA CALLS	T
5.1	HAS THE VESSEL Operator submitted a Vessel Spill Response Plan to the US Coast	N/A
<b>.</b> .	Guard which has been approved by official USCG letter:	21/2
5.2	Qualified individual (QI) – Full style :	N/A
5.3	Oil Spill Response Organization (OSRO) – Full style :	N/A
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling :	N/A
6.	CARGO AND BALLAST HANDLING	
	e Hull Vessels	
6.1	Is vessel fitted with centerline bulkhead in all cargo tank :	No
6.2	If Yes, Is bulkhead solid or perforated :	
Cargo	Tank Capacities	
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks) :	
6.4	Total cubic capacity (98%, excluding slop tanks):	3448.04 Cu. Meter
6.5	Slop tank (s) capacity (98%):	0 Cu. Meters
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable :	Cu. Meter
6.7	Does vessel have Segregated Ballast Tank (SBT) or Clean Ballast Tanks (CBT) :	SBT
SBT V		
6.8	What is total capacity of SBT ?	1154 Cu. Meters
6.9	What percentage of SDWT can vessel maintain SBT only:	349
6.10	Does vessel meet the requirements of MARPOL Annex Reg 18.2:	N/A
	Handling	
6.11	How many grades/products can vessel load/discharge with double valve segregation	
6.12	Maximum loading rate for homogenous cargo per manifold connection :	300 Cu. Meters/ Hou
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	300 Cu. Meters/ Hou

6.14	Are there any cargo tank filling restrictions. If yes, please spo	ecify :			Yes 98 %	
PUMPI	NG SYSTEM				JU /0	
6.15	Pump:	No.	Туре		Capacity	
	Cargo:	2	Deep whe	el pump	350 Cu. Meters/Hour	
	Stripping:	0		isplacement	20 Cu. Meters/Hour	
	Educators :	0		·	0 Cu. Meters/Hour	
	Ballast :	1	Centrifuga	al	210 Cu. Meters/Hour	
6.16	How many cargo pumps can be run simultaneously at full ca	pacity:		2	2	
CARGO	CONTROL ROOM					
6.17	Is ship fitted with a Cargo Control Room (CCR)			N	0	
6.18	Can tank innage / ullage be read from the CCR:			N,	/A	
	NG AND SAMPLING					
6.19	Can ship operate under closed conditions in accordance with	h ISGOTT :		Yes		
6.20	What type of fixed closed tank gauging system is fitted :			and Digital		
6.21	Are overfill (high-high) alarm fitted? If Yes, indicate whether partial:	r to all tank or	All tanks			
	JR EMISSION CONTROL					
6.22	Is a vapor return system (VRS) fitted :		-		es	
6.23	Number/size of VRS manifold (per side):			2	120 Millimeters	
VENTIN	NG		l			
6.24	State what type of venting system is fitted :			Vent	mast	
CARGO	MANIFOLDS					
6.25	Does vessel comply with the latest edition of the OCIMF			V	es	
	'Recommendation for Oil Tanker Manifolds and Associated I	Equipment' :		16		
6.26	What is the number of cargo connections per side:		1			
6.27	What is the size of cargo connections: 203 Millimeters					
6.28	What is the material of the manifold : Carbon steel					
	OLD ARRANGEMENT					
6.29	Distance between cargo manifold centers :				1225 Millimeters	
6.30	Distance ships rail to manifold :				2400 Millimeters	
6.31	Distance manifold to ships side :				2500Millimeters	
6.32	Top of rail to center of manifold :				280 Millimeters	
6.33	Distance main deck to center of manifold:	DM/T age dition	4.460	Natara	1000 Millimeters	
6.34	Manifold height above the waterline in normal ballast / at S  Number / size reducers :	DWT condition:	8'X10"=3	-	3.062 Meters pcs; 8"X5"=1 pcs; pcs; 6"X5"=1 pcs	
STERN	MANIFOLD		0 A4 -2	7C3, 0 NO -1 p	763, 0 N3 -1 pc3	
6.36	Is vessel fitted with a stern manifold :			N.	/A	
6.37	If stern manifold fitted, state size :			,	Millimeters	
CARGO	HEATING		1			
6.38	Type of cargo heating system ?			N,	/A	
6.39	If fitted, are all tanks coiled ?		N/A			
6.40	If fitted, what is the material of the heating coils :			N,	/A	
6.41	Maximum temperature cargo can be loaded/maintained :			N/A		
TANK C	COATING					
6.42	Are cargo, ballast and slop tanks coated?	Coated	Т	ype	To What Extent	
	Cargo tanks:	No				
	Ballast tanks :	Yes			Whole Tank	
	Slop tanks :	N/A				
6.43	If fitted, what type of anodes are used :			Ziı	nc	
7.	INERT GAS AND CRUDE OIL WASHING					
7.1	Is an Inert Gas System (IGS) fitted : N/A			/A		
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or n	N/A				
7.3	Is a Crude Oil Washing (COW) installation fitted :			N/A		
7.5	is a Grude On washing (COW) installation fitted:			IN,	/^	

8.	MOORING					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle :	0	0 Millimeters		O Meters	0 Metric Tones
	Main deck fwd :	0	0 Millimeters		O Meters	0 Metric Tones
	Main deck aft :	0	0 Millimeters		O Meters	0 Metric Tones
	Poop deck :	0	0 Millimeters		O Meters	0 Metric Tones
8.2	Wire tails :	No.	Diameter	Material	Length	Breaking Strength
	Forecastle :	0	0 Millimeters		O Meters	0 Metric Tones
	Main deck fwd :	0	0 Millimeters		O Meters	0 Metric Tones
	Main deck aft :	0	0 Millimeters		O Meters	0 Metric Tones
	Poop deck :	0	0 Millimeters		O Meters	0 Metric Tones
8.3	Mooring ropes (on drum)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle :	2	48 Millimeters	PPMF	220 Meters	44 Metric Tones
	Main deck fwd :	0	Millimeters		Meters	Metric Tones
	Main deck aft :	0	Millimeters		Meters	Metric Tones
	Poop deck :	2	48 Millimeters	PPMF	220 Meters	44 Metric Tones
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
0.4	Forecastle :	5	48 Millimeters	PPMF	220 Meters	44 Metric Tones
	Main deck fwd :	0	Millimeters	FFIVII	Meters	0 Metric Tones
	Main deck rwd :	0	Millimeters		Meters	0 Metric Tones
	Poop deck :	5	48 Millimeters	PPMF	220 Meters	44 Metric Tones
8.5		3	46 Millimeters	No.	#Dream	Breake Capacity
6.5	Mooring winches		Farrantia .			
			Forecastle :	1	Single Drum	22 Metric Tones
			Main deck fwd :	0		0 Metric Tones
			Main deck aft :	0	Cia ala Davas	0 Metric Tones
			Poop deck :	1	Single Drum	16 Metric Tones
8.6	Mooring bitts				No.	SWL
				Forecastle :	4	20 Metric Tones
				Main deck fwd :	2	15 Metric Tones
				Main deck aft :	2	15 Metric Tones
				Poop deck :	4	15 Metric Tones
8.7	Closed chock and/ or fairlead	of en	closed type :	Forecastle :	No.	SWL
			4	20 Metric Tones		
	Main deck fwd :				2	15 Metric Tones
				Main deck aft :	2	15 Metric Tones
				Poop deck :	4	20 Metric Tones
EMERG	SENCY TOWING SYSTEM					
8.8	Type / SWL of Emergency Tow		•		Towing Fire Wire	54 Metric Tones
8.9	Type / SWL of Emergency Tow	ing s	ystem aft :		Towing Fire Wire	54 Metric Tones
ANCHO						
8.10	Number of shackles on port ca					7
8.11	Number of shackles on starbo	ard c	able :			8
ESCOR	•					
8.12	What is SWL and size of closed	d cho	ck and / or fairleads	of enclosed type	15 Metric Tones	255 x 60 Millimeters
	on stern :					
8.13	What is SWL of bollard on poo	p de	ck suitable for escor	t tug :		15 Metric Tones
•	STERN THRUSTER					Γ
8.14	What is brake horse power of bow thruster (if fitted):				N/A	0 Kilowatt
8.15	What is brake horse power of				N/A	0 Kilowatt
SINGLE POINT MOORING (SPM) EQUIPMENT						
8.16						
	for Equipment Employed in the Mooring of Vessel at Single Point					
0.1=	Moorings (SPM)':					
8.17						N/A
8.18	How many chain stopper(s) ar					0
8.19	State type of chain stopper(s)					Tongue
8.20	Safe type of chain stopper(s) f	itted	:			0 Metric Tones

8.21	Safe Working Load (SWL) of chain stopper (s):	0 Millimeters				
8.22	Distance between the bow fairlead and chain stopper/bracket :	0 Millimeters				
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended	N/A				
	size (600mm x 450 mm)? if not, give details of size :					
LIFTIN	LIFTING EQUIPMENT					
8.24	Derrick / crane description (Number, SWL and location):	Derricks: 1 x 0.6 Tones, boat dk stb /				
		Cranes: 2 x 0.9 Tones, main dk Port/Stbd				
8.25	What is maximum outreach of cranes/derricks outboard of the ships side :	2 Meters / 2 Meters				
SHIP T	SHIP TO SHIP TRANSFER (STS)					
8.26	Does vessel comply with recommendation contained in OCIMF/ICS Ship	Voc				
	To Ship Transfer Guide (Petroleum or Liquified Gas, as applicable)	Yes				

9.	MISCELLANEOUS			
ENGINE	ROOM			
9.1	What type of fuel is used for main propulsion ?	MFO 180		
9.2	What type of fuel is used in the generating plant?	MDO or MGO		
9.3	Capacity of bunker tanks – IFO and MDO/MGO ?	605.89 Cu. Meters	60.12 Cu. Meters	
			0 Cu. Meters	
INSURA	NCE			
9.5	P & I Club – Full Style :	THE SHIPOWNERS' MU	TUAL P & I	
		ASSOCIATION		
9.6	P & I Club coverage – pollution liability coverage :	1000000000 US\$		
PORT ST	ATE CONTROL			
9.7	Date and place of last Port State Control inspection :	Dec 9, 2014	1 / Imabari	
9.8	Any outstanding deficiencies as reported by any Port State Control:	N/A		
9.9	If yes, provide details :	N/A		
RECENT	OPERATIONAL HISTORY			
9.10	Has vessel been involved in a pollution, grounding, serious casualty or	Pollution : No,		
	collision incident during the past 12 month? If yes, full description :	Grounding: No,		
		Serious casualty : No,		
		Collision: no,		
9.11	Last three cargoes / charterers / voyages (Last / 2 <sup>nd</sup> Last / 3 <sup>rd</sup> Last):			
Vetting				
9.12	Date/Place of last SIRE inspection :	Oct 28, 2015 / Port Dicl	kson	
9.13	Date/Place of last CDI Inspection :	Apr 25, 2015 / Anyer		
9.14	Recent Oil company inspections/screening (To the best of owners	MOH, CDI		
	knowledge and without guarantee of acceptance for future business)*			
	:			
	*blanket "approvals" are no longer given by Oil Majors and ships are			
	accepted for the voyage on a case by case basis.			

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