

VESSEL DESCRIPTION			
1.1	Date updated:	1 st May 2020	
1.2	Vessel's name:	KEJORA ONE	
1.3	IMO number:	9083378	
1.4	Vessel's previous name(s) and date(s) of change:	Ex.Nitsa / 6 April 2020	
1.5	Date delivered:	01 May 1995	
1.6	Builder (where built):	ASL Shipyard, Singapore	
1.7	Flag:	Malabo	
1.8	Port of Registry:	Equatorial Guinea	
1.9	Call sign:	3CQY	
1.10	Vessel's satcom phone number:	8821687940601	
	Vessel's fax number:	N.A.	
	Vessel's telex number:	N.A.	
	Vessel's email address:	N.A.	
1.11	Type of vessel:	Product Tanker. FP<60c	
1.12	Type of hull:	Single Hull	
Classification			
1.13	Classification society:	Maritime Survey Corporation	
1.14	Class notation:	100 A A, FP >60 DEG	
1.15	If Classification society changed, name of previous society:	Lloyd's Register	
1.16	If Classification society changed, date of change:	06/04/2020	
1.17	IMO type, if applicable:	N.A.	
1.18	Does the vessel have ice class? If yes, state what level:	No	
1.19	Date / place of last dry-dock:	19/03/2018	New West Coast Marine Pte Ltd Singapore
1.20	Date next dry dock due	05/04/2021	
1.21	Date of last special survey / next survey due:	02/03/2018	01/03/2023
1.22	Date of last annual survey:	31 Mar 2020	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	N.A.	
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.	
Dimensions			
1.25	Length Over All (LOA):	78.60 M	
1.26	Length Between Perpendiculars (LBP):	74.01 M	
1.27	Extreme breadth (Beam):	14.60 M	
1.28	Moulded depth:	7.00 M	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	26.00 M	N.A.
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	35.50 M	43.10 M
1.31	Distance bridge front to center of manifold:	26 M	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	15.00 M	16.00 M
	Aft to mid-point manifold:	15.00 M	16.00 M
	Parallel body length:	30.00 M	32.00 M
1.33	FWA at summer draft / TPC immersion at summer draft:	126 MM	10.20 MT
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	24.20 M	N/A M
	Normal ballast:	23.70 M	N/A M

At loaded summer deadweight:	20.10 M	N/A M
------------------------------	---------	-------

Tonnages

1.35	Net Tonnage:		
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	1979	N.A.
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	N.A	N.A.
1.38	Panama Canal Net Tonnage (PCNT):	N.A	

Loadline Information

1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	0.813 M	4.687 M	1998 MT	2678 MT
	Winter:	M	M	MT	MT
	Tropical:	0.725 M	4.869 M	2059 MT	2894 MT
	Lightship:	4.181 M	1.40 M	MT	680.01 MT
	Normal Ballast Condition:	3.232 M	2.35 M	392 MT	1220 MT
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?			N/A	

Ownership and Operation

1.42	Registered owner - Full style:	Central Blue Shipping Pte Ltd 66 Neil Road Singapore 088835
1.43	Technical operator - Full style:	Aesir Trading Pte Ltd 66 Neil Road Singapore 088835
1.44	Commercial operator - Full style:	Aesir Trading Pte Ltd ==Same as above==
1.45	Disponent owner - Full style:	NA

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	6 Apr 2020	30 Mar 2020	5 Apr 2021
2.2	Safety Radio Certificate:	6 Apr 2020	30 Mar 2020	5 Apr 2021
2.3	Safety Construction Certificate:	6 Apr 2020	30 Mar 2020	5 Apr 2021
2.4	Loadline Certificate:	6 Apr 2020	30 Mar 2020	5 Apr 2021
2.5	International Oil Pollution Prevention Certificate (IOPPC):	6 Apr 2020	30 Mar 2020	5 Apr 2021
2.6	Safety Management Certificate (SMC):	6 Apr 2020	30 Mar 2020	5 Apr 2021
2.7	Document of Compliance (DOC):	6 Apr 2020	30 Mar 2020	5 Apr 2021
2.8	USCG (specify: COC, LOC or COI): LOC	N.A.	N.A.	N.A.
2.9	Civil Liability Convention Certificate (CLC):	27 Apr 2020	21 Apr 2020	26 Apr 2021
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	27 Apr 2020	21 Apr 2020	26 Apr 2021
2.11	U.S. Certificate of Financial Responsibility (COFR):	N.A.	N.A.	N.A.
2.12	Certificate of Fitness (Chemicals):	N.A.	N.A.	N.A.
2.13	Certificate of Fitness (Gas):	N.A.	N.A.	N.A.
2.14	Certificate of Class:	6 Apr 2020	30 Mar 2020	26 Apr 2021
2.15	International Ship Security Certificate (ISSC):	6 Apr 2020	30 Mar 2020	5 Apr 2021
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	6 Apr 2020	30 Mar 2020	05 Apr 2021
2.17	International Air Pollution Prevention Certificate (IAPP):	6 Apr 2020	30 Mar 2020	5 Apr 2021

Documentation

2.18	Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable:	Yes
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:	Indonesia
3.2	Nationality of Officers:	Indonesia
3.3	Nationality of Crew:	Indonesia
3.4	If Officers/Crew employed by a Manning Agency - Full style:	No
3.5	What is the common working language onboard:	English & Indonesia
3.6	Do officers 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:	No
4.2	If Yes, state whether winching or landing area provided:	N.A
5.	FOR USA CALLS	
5.1	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter:	N.A
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	
Double Hull Vessels		
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	Yes
6.2	If Yes, is bulkhead solid or perforated:	Solid
Cargo Tank Capacities		
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	C.O.T. 1,2,6 (P/S)
6.4	Total cubic capacity (98%, excluding slop tanks):	4264.32 m3
6.5	Slop tank(s) capacity (98%):	153.69 m3
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	N.A.
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	N.A.
SBT Vessels		
6.8	What is total capacity of SBT?	N.A.
6.9	What percentage of SDWT can vessel maintain with SBT only:	N.A.
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)	Yes
Cargo Handling		
6.11	How many grades/products can vessel load/discharge with double valve segregation:	3 / Clean / Yes
6.12	Maximum loading rate for homogenous cargo per manifold connection:	450 cu.M / hour
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	900 cu.M / hour
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	N.A
Pumping Systems		

6.15	Pumps:	No.	Type	Capacity
	Cargo: 03	1 2	Screw Screw	400 Cu.M/Hour 700 Cu.M/Hour
	Stripping:	1	Centrifugal	40 Cu.M/Hour
	Eductors:	Nil	-	-
	Ballast:	1	Centrifugal	40 Cu.M/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:			
Cargo Control Room				
6.17	Is ship fitted with a Cargo Control Room (CCR):		YES	
6.18	Can tank innage / ullage be read from the CCR:		NO	
Gauging and Sampling				
6.19	Can ship operate under closed conditions in accordance with ISGOTT:		NO	
6.20	What type of fixed closed tank gauging system is fitted:		N/A	
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:		Yes, to all tanks	
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:		N.A.	
6.23	Number/size of VRS manifolds (per side):		N.A.	
Venting				
6.24	State what type of venting system is fitted:		P/V Valve	
Cargo Manifolds				
6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':		Yes	
6.26	What is the number of cargo connections per side:		3	
6.27	What is the size of cargo connections:		200/300 mm	
6.28	What is the material of the manifold:		Cast Steel	
Manifold Arrangement				
6.29	Distance between cargo manifold centers:		0.91 M	
6.30	Distance ships rail to manifold:		2.75 M	
6.31	Distance manifold to ships side:		3.05 M	
6.32	Top of rail to center of manifold:		0.55 M	
6.33	Distance main deck to center of manifold:		2 M	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:		7 M	3.20 M
6.35	Number / size reducers:		10 x 8" = 1. 10 x 6" = 1. 8 x 6" = 1. 6x4" = 1.	
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:		No	
6.37	If stern manifold fitted, state size:		N.A.	
Cargo Heating				
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 Coating				
6.42	Are cargo, ballast and slop tanks coated?		Coated	Type
	Cargo tanks:	Yes	Epoxy	To What Extent
	Ballast tanks:	Yes	Epoxy	Crown Only
	Slop tanks:	Yes	Epoxy	Whole
6.43	If fitted, what type of anodes are used:		N/A	
7.	INERT GAS AND CRUDE OIL WASHING			

7.1	Is an Inert Gas System (IGS) fitted:	No
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	N.A
7.3	Is a Crude Oil Washing (COW) installation fitted:	No

8. MOORING

8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	56 MM	PE	200 M	36 MT
	Main deck fwd:	N.A.	MM		M	MT
	Main deck aft:	N.A.	MM		M	MT
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	56 MM	PE	100 M	36 MT
	Main deck fwd:	N.A.	MM		M	MT
	Main deck aft:	N.A.	MM		M	MT
	Poop deck:	2	56 MM	PE	100 M	36 MT
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	56 MM	PE	200 M	36 MT
	Main deck fwd:	N.A.	MM		M	MT
	Main deck aft:	N.A.	MM		M	MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	48 MM	Mixed Ropes	200 M	43 MT
	Main deck fwd:	N.A.	MM		M	MT
	Main deck aft:	N.A.	MM		M	MT
	Poop deck:	2	65 MM	Poly Ropes	200 M	48 MT
8.5	Mooring winches	No.			# Drums	Brake Capacity
	Forecastle:	3			Drums	21 MT
	Main deck fwd:	N.A.				MT
	Main deck aft:	N.A.				MT
	Poop deck:	4			Drums	22 MT
8.6	Mooring bitts	No.				SWL
	Forecastle:	2				16 MT
	Main deck fwd:	2				16 MT
	Main deck aft:	2				16 MT
	Poop deck:	2				16 MT
8.7	Closed chocks and/or fairleads of enclosed type	No.				SWL
	Forecastle:	4				36 MT
	Main deck fwd:	2				36 MT
	Main deck aft:	2				36 MT
	Poop deck:	4				36 MT

Emergency Towing System

8.8	Type / SWL of Emergency Towing system forward:	N.A.
8.9	Type / SWL of Emergency Towing system aft:	N.A.

Anchors

8.10	Number of shackles on port cable:	9
8.11	Number of shackles on starboard cable:	8

Escort Tug

8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	N.A.	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:	N.A.	
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	334 BHP	KW
8.15	What is brake horse power of stern thruster (if fitted):	N.A.	
Single Point Mooring (SPM) Equipment			
8.16	Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)':	N/A	
8.17	Is vessel fitted with chain stopper(s):	N.A.	
8.18	How many chain stopper(s) are fitted:	N.A.	
8.19	State type of chain stopper(s) fitted:	N.A.	
8.20	Safe Working Load (SWL) of chain stopper(s):	N.A.	
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	N.A.	
8.22	Distance between the bow fairlead and chain stopper/bracket:	N.A.	
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	N.A.	
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	1 x 0.9tons @ Centre Line	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	max outreach/ outboard : 6 M (Length 24m, topping/slewing angle 40/60deg)	
Ship To Ship Transfer (STS)			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):	Yes	
9. MISCELLANEOUS			
Engine Room			
9.1	What type of fuel is used for main propulsion?	MGO / MGO	
9.2	What type of fuel is used in the generating plant?	MGO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:		MGO 168.1 Cu.M
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed	
Insurance			
9.5	P & I Club - Full Style:	Archipelago Insurance Limited	
9.6	P & I Club coverage - pollution liability coverage:	USD \$400000.00	
Port State Control			
9.7	Date and place of last Port State Control inspection:	N/A	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:	N/A	
Recent Operational History			
9.10	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:	Pollution: No Grounding: No Serious casualty: No Collision: No	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):		
Vetting			
9.12	Date/Place of last SIRE Inspection:	10 Aug 2017	
9.13	Date/Place of last CDI Inspection:	N.A/N.A	
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: <i>*Blanket "approvals" are no longer given by Oil Majors and ships are</i>	Universal Terminal 03/05/2016 Vopak Terminal 19/01/2016 Oil Tanking Terminal 07/09/2015	

accepted for the voyage on a case by case basis.

Version 3 ([INTERTANKO](#) / [Q88.com](#))