**INTERTANKO CHARTERING QUESTIONNAIRE 88 - OIL/CHEMICAL Version 5**

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **1.** | **GENERAL INFORMATION** | | | | | | | | | | | |
| 1.1 | Date updated: | | | | | | | | | 28-Jul-2021 | | |
| 1.2 | Vessel’s name (IMO number): | | | | | | | | | VLADIMIR VELIKIY (9227455) | | |
| 1.3 | Vessel’s previous name(s) and date(s) of change: | | | | | | | | | RN KAVKAZ (08.06.2017), Seatriumph- 06.07.16 | | |
| 1.4 | Date delivered/Builder (where built): | | | | | | | | | Jan 30, 2002 / SAMHO HEAVY INDUSTRIES Co. Ltd | | |
| 1.5 | Flag/Port of Registry: | | | | | | | | | CYPRUS/LIMASSOL | | |
| 1.6 | Call sign/MMSI: | | | | | | | | | 5BVR5 / 210280000 | | |
| 1.7 | Vessel’s contact details (satcom/fax/email etc.): | | | | | | | | | Tel: +881677781420 (IRIDIUM)  Email: vladimir.velikiy@gtseamail.com | | |
| 1.8 | Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC): | | | | | | | | | Oil Tanker | | |
| 1.9 | Type of hull: | | | | | | | | | Double Hull | | |
| **Ownership and Operation** | | | | | | | | | | | | |
| 1.10 | Registered owner - Full style: | | | | | | | Elisburg Shipping Limited  Pavlou, LEDRA HOUSE, Agios Andreas, 1105 Nicosia, Cyprus | | | | |
| 1.11 | Technical operator - Full style: | | | | | | | INOK N.V.  ABTSDREEF 10A 2940 STABROEK BELGIUM Tel: 00.32.3.201.90.90  Email: shipman@inok-tm.com Company IMO#: 1858497 | | | | |
| 1.12 | Commercial operator - Full style: | | | | | | | Elisburg Shipping Limited  Pavlou, LEDRA HOUSE, Agios Andreas, 1105 Nicosia, Cyprus  c/o INOK NV | | | | |
| 1.13 | Disponent owner - Full style: | | | | | | | Elisburg Shipping Limited  Pavlou, LEDRA HOUSE, Agios Andreas, 1105 Nicosia, Cyprus  c/o INOK NV | | | | |
| **Insurance** | | | | | | | | | | | | |
| 1.14 | P & I Club - Full Style: | | | | | | | The London P&I Club, 50 Leman Street, London E1, 8HQ, UK | | | | |
| 1.15 | P & I Club pollution liability coverage/expiration date: | | | | | | | | | US$ 1,000,000,000 | | 20-Feb-2022 |
| 1.16 | Hull & Machinery insured by - Full Style:  (Specify broker or leading underwriter) | | | | | | | Alfastrakhovanie PJSC | | | | |
| 1.17 | Hull & Machinery insured value/expiration date: | | | | | | | | | 33 160 000 USD | | 19-Feb-2022 |
| **Classification** | | | | | | | | | | | | |
| 1.18 | Classification society: | | | | | | | | | Bureau Veritas | | |
| 1.19 | Class notation: | | | | | | | | | VeriSTAR-HULL, AUT-UMS, ALP, VCS-TRANSFER | | |
| 1.20 | Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details: | | | | | | | | | none | | |
| 1.21 | If classification society changed, name of previous and date of change: | | | | | | | | | American Bureau of Shipping 09.08.16 | | |
| 1.22 | Does the vessel have ice class? If yes, state what level: | | | | | | | | | n/a | | |
| 1.23 | Date/place of last dry-dock: | | | | | | | | | Mar,15 2020 / TUZLA SHIPYARD TURKEY | | |
| 1.24 | Date next dry dock due/next annual survey due: | | | | | | | | | Jan 31, 2022 | | Jan 31, 2022 |
| 1.25 | Date of last special survey/next special survey due: | | | | | | | | | Mar 17,2020 | | Jan 31, 2022 |
| 1.26 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | | | | | | | | | n/a | | |
| **Dimensions** | | | | | | | | | | | | |
| 1.27 | Length overall (LOA): | | | | | | | | | 274.19 Meters | | |
| 1.28 | Length between perpendiculars (LBP): | | | | | | | | | 264.00 Meters | | |
| 1.29 | Extreme breadth (Beam): | | | | | | | | | 50.00 Meters | | |
| 1.30 | Moulded depth: | | | | | | | | | 23.10 Meters | | |
| 1.31 | Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: | | | | | | | | | 51.60 Meters | | n/a |
| 1.32 | Distance bridge front to center of manifold: | | | | | | | | | 53,75 Meters | | |
| 1.33 | Bow to center manifold (BCM)/Stern to center manifold (SCM): | | | | | | | | | 135.75 Meters | | 138.25 Meters |
| 1.34 | Parallel body distances | | | | | | | Lightship | | Normal Ballast | | Summer Dwt |
| Forward to mid-point manifold: | | | | | | | 63 Meters | | 67.80 Meters | | 67.20 Meters |
| Aft to mid-point manifold: | | | | | | | 37 Meters | | 48.00 Meters | | 60.80 Meters |
| Parallel body length: | | | | | | | 100 Meters | | 115.80 Meters | | 128.00 Meters |
| **Tonnages** | | | | | | | | | | | | |
| 1.35 | Net Tonnage: | | | | | | | | | 53,710 | | |
| 1.36 | Gross Tonnage/Reduced Gross Tonnage (if applicable): | | | | | | | | | 84,598 | | 66,903 |
| 1.37 | Suez Canal Tonnage - Gross (SCGT)/Net (SCNT): | | | | | | | | | 84,859.06 | | 80,534.04 |
| 1.38 | Panama Canal Net Tonnage (PCNT): | | | | | | | | | n/a | | |
| Loadline Information | | | | | | | | | | | | |
| 1.39 | Loadline | | | Freeboard | | | | Draft | | Deadweight | | Displacement |
| Summer: | | | 6,471 Meters | | | | 16,629 Meters | | 159’990 Metric Tons | | 184’840 Metric Tons |
| Winter: | | | 6,779 Meters | | | | 16,321 Meters | | 155’715 Metric Tons | | 180’568 Metric Tons |
| Tropical: | | | 6,085 Meters | | | | 17,015 Meters | | 164’067 Metric Tons | | 188’917 Metric Tons |
| Lightship: | | | 20,469 Meters | | | | 2,73 Meters | |  | | 24’850 Metric Tons |
| Normal Ballast Condition: | | | 15,48 Meters | | | | 7,65 Meters | | 17’825 Metric Tons | | 78’519 Metric Tons |
| Segregated Ballast Condition: | | | 15,48 Meters | | | | 7,65 Meters | | 17’825 Metric Tons | | 78’519 Metric Tons |
| 1.40 | FWA/TPC at summer draft: | | | | | | | | | 368 Millimeters | | 122.72 Metric Tons |
| 1.41 | Does vessel have multiple SDWT? If yes, please provide all assigned loadlines: | | | | | | | | | Yes | | |
| 1.42 | Constant (excluding fresh water): | | | | | | | | | 450 Metric Tones | | |
| 1.43 | What is the company guidelines for Under Keel Clearance (UKC) for this vessel? | | | | | | | | | Open Sea - minimum one deepest draught of the vessel  Narrow Channels - 15% of the deepest draught  In Port Navigation - 10% of the deepest draught  Alongside Berth - Minimum 0,50 meter | | |
| 1.44 | What is the max height of mast above waterline (air draft) | | | | | | | | | Full Mast | | Collapsed Mast |
| Summer deadweight: | | | | | | | | | 34,932 Metres | | N/a |
| Normal ballast: | | | | | | | | | 46,60 Metres | | N/a |
| Lightship: | | | | | | | | | 48,87 Metres | | N/a |
|  |  | | | | | | |  | |  | |  |
| **2.** | **CERTIFICATES** | | | **Issued** | | | | **Last Annual** | | **Last Intermediate** | | **Expires** |
| 2.1 | Safety Equipment Certificate (SEC): | | | 23.07.2021 | | | | Apr23, 2021 | | n/a | | 31.01.2022 |
| 2.2 | Safety Radio Certificate (SRC): | | | 23.07.2021 | | | | Apr 23, 2021 | | n/a | | 31.01.2022 |
| 2.3 | Safety Construction Certificate (SCC): | | | 23.07.2021 | | | | Apr 23, 2021 | | n/a | | 31.01.2022 |
| 2.4 | International Loadline Certificate (ILC): | | | 23.07.2021 | | | | Apr 23, 2021 | | n/a | | 31.01.2022 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | | | 23.07.2021 | | | | Apr 23, 2021 | | n/a | | 31.01.2022 |
| 2.6 | International Ship Security Certificate (ISSC): | | | 23.07.2021 | | | | n/a | | n/a | | 23.01.2022 |
| 2.7 | Maritime Labour Certificate (MLC): | | | 23.07.2021 | | | | n/a | | n/a | | 23.01.2022 |
| 2.8 | ISM Safety Management Certificate (SMC): | | | 23.07.2021 | | | | n/a | | n/a | | 23.07.2022 |
| 2.9 | Document of Compliance (DOC): | | | 10.07.2021 | | | | n/a | | n/a | | 10.07.2022 |
| 2.10 | USCG Certificate of Compliance(USCGCOC): | | | n/a | | | | n/a | | n/a | | n/a |
| 2.11 | Civil Liability Convention (CLC) 1992 Certificate: | | | 28.07.2021 | | | | n/a | | n/a | | 20.02, 2022 |
| 2.12 | Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate: | | | 28.07.2021 | | | | n/a | | n/a | | 20.02, 2022 |
| 2.13 | Liability for the Removal of Wrecks Certificate (WRC): | | | 28.07.2021 | | | | n/a | | n/a | | 20.02, 2022 |
| 2.14 | U.S. Certificate of Financial Responsibility (COFR): | | | n/a | | | | n/a | | n/a | | n/a |
| 2.15 | Certificate of Class (COC): | | | 23.07.2021 | | | | Apr 23, 2021 | | n/a | | 31.01, 2022 |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC): | | | 23.07.2021 | | | | n/a | | n/a | | 31.01, 2022 |
| 2.17 | Certificate of Fitness (COF): | | | n/a | | | | n/a | | n/a | | n/a |
| 2.18 | International Energy Efficiency Certificate (IEEC): | | | 23.07.2021 | | | | n/a | | n/a | | n/a |
| 2.19 | International Air Pollution Prevention Certificate (IAPPC): | | | 23.07.2021 | | | | Apr 23, 2021 | | n/a | | 23.01.2022 |
| **Documentation** | | | | | | | | | | | | |
| 2.20 | Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract: | | | | | | | | | Yes | | |
| 2.21 | Does vessel have in place a Drug and Alcohol Policy complying with OCIMF guidelines for Control of Drugs and Alcohol Onboard Ship? | | | | | | | | | Yes | | |
| 2.22 | Is the ITF Special Agreement on board (if applicable)? | | | | | | | | | Yes | | |
| 2.23 | ITF Blue Card expiry date (if applicable): | | | | | | | | | n/a | | |
|  |  | | | | | | |  | |  | |  |
| **3.** | **CREW** | | | | | | | | | | | |
| 3.1 | Nationality of Master: | | | | | | | | | Russian | | |
| 3.2 | Number and nationality of Officers: | | | | | | | 9 | | Russian | | |
| 3.3 | Number and nationality of Crew: | | | | | | | 11 | | Russian | | |
| 3.4 | What is the common working language onboard: | | | | | | | | | English / Russian | | |
| 3.5 | Do officers speak and understand English? | | | | | | | | | Yes | | |
| 3.6 | If Officers/ratings employed by a manning agency - Full style: | | | | n/a | | | | | | | |
|  |  | | | | | | |  | |  | |  |
| **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? | | | | | | | | | n/a | | |
| 4.2 | Qualified individual (QI) - Full style: | | | | | | | n/a | | | | |
| 4.3 | Oil Spill Response Organization (OSRO) - Full style: | | | | | | | n/a | | | | |
| 4.4 | Salvage and Marine Firefighting Services (SMFF) - Full Style: | | | | | | | n/a | | | | |
|  |  | | | | | | |  | |  | |  |
| **5.** | **SAFETY/HELICOPTER** | | | | | | | | | | | |
| 5.1 | Is the vessel operated under a Quality Management System? If Yes, what type of system? (ISO9001 or IMO Resolution A.741(18) as amended): | | | | | | | | | **Yes / ISO 9001** | | |
| 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: | | | | | | | | | 6.50 Metres | | |
|  |  | | | | | | |  | |  | |  |
| **6.** | **COATING/ANODES** | | | | | | | | | | | |
| 6.1 | Tank Coating | | | Coated | | | | Type | | To What Extent | | Anodes |
| Cargo tanks: | | | Yes | | | | Tar epoxy | | 3 mtr under deck and 1 mtr from inner bottom, slop tanks fully coated | | n/a |
| Ballast tanks: | | | Yes | | | | Modified epoxy | | Whole tank | | Yes |
| Slop tanks: | | | Yes | | | | Tar epoxy | | Whole tank | | n/a |
|  |  |  | |
| **7.** | **BALLAST** | | | | | | | | | | | |
| 7.1 | Pumps | | | | | No. | | Type | | Capacity | | At What Head (sg=1.0) |
| Ballast Pumps: | | | | | 2 | | centrifugal | | 2500 Cu.M/Hour | | 30 mtrs |
| Ballast Eductors: | | | | | 1 | | Positive displacement | | 500 Cu.M/Hour | | 2,5 mtrs |
|  |  | | | | | | |  | |  | |  |
| **8.** | **CARGO** | | | | | | | | | | | |
| **Double Hull Vessels** | | | | | | | | | | | | |
| 8.1 | Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated: | | | | | | | | | Yes / Solid | | |
| **Cargo Tank Capacities** | | | | | | | | | | | | |
| 8.2 | Number of cargo tanks and total cubic capacity (98%): | | | | | | | | | 12 | | 173,947.10 Cu.Meter |
| 8.2.1 | Capacity (98%) of each natural segregation with double valve (specify tanks): | | | | | | | | | Seg#1: 58260 m3 (1,4, SLOPS P&S) Seg#2: 60909 m3 (2,5 P&S) Seg#3: 59204 m3 (3,6 P&S) | | |
| 8.2.2 | IMO class (Oil/Chemical Ship Type 1, 2 or 3): | | | | | | | | | n/a | | |
| 8.3 | Number of slop tanks and total cubic capacity (98%): | | | | | | | | | 2 | | 4,425.30 Cu.Meters |
| 8.3.1 | Specify segregations which slops tanks belong to and their capacity with double valve: | | | | | | | | | Seg#1: 58259.9M3 | | |
| 8.3.2 | Residual/retention oil tank(s) capacity (98%), if applicable: | | | | | | | | | 0 Cu.Meters | | |
| **SBT Vessels** | | | | | | | | | | | | |
| 8.3.3 | What is total SBT capacity and percentage of SDWT vessel can maintain? | | | | | | | | | 57,313.20 Cu.Meters | | 33% |
| 8.3.4 | Does vessel meet the requirements of MARPOL Annex I Reg 18.2: | | | | | | | | | Yes | | |
| **Cargo Handling and Pumping Systems** | | | | | | | | | | | | |
| 8.4 | How many grades/products can vessel load/discharge with double valve segregation: | | | | | | | | | 3 | | |
| 8.4.1 | State type of cargo containment (integral, independent, gravity or pressure tanks): | | | | | | | | | Integral | | |
| 8.5 | Are there any cargo tank filling restrictions?  If yes, specify number of slack tanks, max s.g., ullage restrictions etc.: | | | | | | | | | No | | |
| 8.6 | Max loading rate for homogenous cargo | | | | | | | | | With VECS | | Without VECS |
| Loaded per manifold connection: | | | | | | | | | 5600 Cu.M/Hour | | 5600 Cu.M/Hour |
| Loaded simultaneously through all manifolds: | | | | | | | | | 16800 Cu.M/Hour | | 16800 Cu.M/Hour |
|  |  | | | | | | | | |  | | |
| **Cargo Control Room** | | | | | | | | | | | | |
| 8.7 | Is ship fitted with a Cargo Control Room (CCR)? | | | | | | | | | Yes | | |
| 8.8 | Can tank innage/ullage be read from the CCR? | | | | | | | | | Yes | | |
| **Gauging and Sampling** | | | | | | | | | | | | |
| 8.9 | Is gauging system certified and calibrated? If no, specify which ones are not calibrated: | | | | | | | | | Yes | | |
|  | What type of gauging system as per IBC 13.1 is fitted (Open/Restricted/Closed )? | | | | | | | | | Closed | | |
|  | What type of fixed closed tank gauging system is fitted: | | | | | | | | | Radar (SAAB) | | |
|  | Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves? | | | | | | | | | **n/a** | | |
|  | Are high level alarms fitted to the cargo tanks? If Yes, indicate whether to all tanks or partial: | | | | | | | | | **Yes, all tanks** | | |
| 8.9.1 | Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6? | | | | | | | | | Yes | | |
| 8.9.2 | Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations: | | | | | | | | | Yes, all tanks | | |
| 8.10 | Number of portable gauging units (example- MMC) on board: | | | | | | | | | 4 | | |
| **Vapor Emission Control System (VECS)** | | | | | | | | | | | | |
| 8.11 | Is a Vapour Emission Control System (VECS) fitted? | | | | | | | | | Yes | | |
| 8.12 | Number/size of VECS manifolds (per side): | | | | | | | | | 2 | | 406 Millimetres |
| 8.13 | Number/size/type of VECS reducers: | | | | | | | | | 2 PORT / 2 STBD / 4(20”X16”) | | |
| **Venting** | | | | | | | | | | | | |
| 8.14 | State what type of venting system is fitted: | | | | | | | | | Individual High Velocity P/V valves & Main Mast Riser | | |
| **Cargo Manifolds and Reducers** | | | | | | | | | | | | |
| 8.15 | Total number/size of cargo manifold connections on each side: | | | | | | | | | 3 / 406.00 Millimetres | | |
| 8.15.1 | Does the vessel have a Common Line Manifold connection? If yes, describe: | | | | | | | | | No | | |
| 8.16 | What type of valves are fitted at manifold: | | | | | | | | | Butterfly | | |
| 8.17 | What is the material/rating of the manifold: | | | | | | | | | Cast steel / ANSI 150 | | |
| 8.17.1 | Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment’? | | | | | | | | | Yes | | |
| 8.18 | Distance between cargo manifold centers: | | | | | | | | | 3000 Millimeters | | |
| 8.19 | Distance ships rail to manifold: | | | | | | | | | 4600 Millimeters | | |
| 8.20 | Distance manifold to ships side: | | | | | | | | | 4600 Millimeters | | |
| 8.21 | Top of rail to center of manifold: | | | | | | | | | 545 Millimeters | | |
| 8.22 | Distance main deck to center of manifold: | | | | | | | | | 1910 Millimeters | | |
| 8.23 | Spill tank grating to center of manifold: | | | | | | | | | 910 Millimeters | | |
| 8.24 | Manifold height above the waterline in normal ballast/at SDWT condition: | | | | | | | | | 17,39 Meters | | 8,534 Meters |
| 8.25 | Number/size/type of reducers: | | | | | | | | | 3 x 600/500mm (24/20") 6 x 600/400mm (24/16") 3 x 600/300mm (24/12") 1 x 300/250mm (12/10") 1 x 250/150mm (10/6")  ANSI 150 | | |
| 8.26 | Is vessel fitted with a stern manifold? If yes, state size: | | | | | | | | | No | | |
| **Heating** | | | | | | | | | | | | |
| 8.27 | Cargo/slop tanks fitted with a cargo heating system? | | | | | | | Type | | Coiled | | Material |
| Cargo Tanks: | | | | | | | Coils | | yes | | **Steel** |
| Slop Tanks: | | | | | | | Coils | | yes | | Al-Brass |
| 8.27.1 | Is a Thermal Oil Heating system fitted? If yes, identify tanks? | | | | | | | | | n/a | | |
| 8.28 | Maximum temperature cargo can be loaded/maintained: | | | | | | | | | 65.0 °C / 149.0 °F | | 60 °C / 140 °F |
| 8.28.1 | Minimum temperature cargo can be loaded/maintained: | | | | | | | | | n/a | | n/a |
| **Inert Gas and Crude Oil Washing** | | | | | | | | | | | | |
| 8.29 | Is an Inert Gas System (IGS) fitted/operational? | | | | | | | | | Yes / Yes | | |
| 8.29.1 | Is a Crude Oil Washing (COW) installation fitted/operational? | | | | | | | | | Yes / Yes | | |
| 8.30 | Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: | | | | | | | | | Flue gas | | |
| 8.30.1 | If nitrogen generator, specify the applicable flow rate for each of the designed purity modes: | | | | | | | | | n/a | | |
| **Cargo Pumps** | | | | | | | | | | | | |
| 8.31 | How many cargo pumps can be run simultaneously at full capacity: | | | | | | | | | 3 | | |
| 8.32 | Pumps | | | No. | | | Type | | | Capacity | | At What Head (sg=1.0) |
| Cargo Pumps: | | | 3 | | | centrifugal | | | 4000 Cu.M/Hour | | 135 Mtrs |
| Cargo Eductors: | | | 1 | | | Positive displacement | | | 600 Cu.M/Hour | | 25 mtrs |
| Stripping: | | | 1 | | | Reciprocating | | | 300 Cu. Metres/Hour | | 135 Metres |
| 8.33 | Is at least one emergency portable cargo pump provided? | | | | | | | | | **N/A** | | |
| **Tank Cleaning Systems** | | | | | | | | | | | | |
| 8.34 | Is tank cleaning equipment fixed in cargo tanks? | | | | | | | | | **Yes** | | |
| 8.35 | Is portable tank cleaning equipment provided? | | | | | | | | | **NO** | | |
| 8.36 | Tank washing pump capacity: | | | | | | | | | **110 Cu. Metres/Hour** | | |
| 8.37 | Is a washing water heater fitted? If yes is it operational and state max washing water temperature: | | | | | | | | | **Yes / Yes**  **70 Degrees Celsius** | | |
| 8.38 | What is the maximum number of machines that can be operated at their designed max pressure? | | | | | | | | | **4** | | |
| **Other Deck Equipment** | | | | | | | | | | | | |
| 8.39 | Is vessel fitted with a remote cargo tank temperature monitoring system. If yes, is it operational? | | | | | | | | | **Yes / Yes** | | |
| 8.40 | Is vessel fitted with a remote cargo tank pressure monitoring system. If yes, is it operational? | | | | | | | | | **Yes / Yes** | | |
| 8.41 | Is vessel fitted with a cargo tank drier. If yes is it operational and state capacity: | | | | | | | | | **n/a** | | |
| 8.42 | Is vessel fitted with a cargo cooling system. If yes is it operational and state tanks applicable: | | | | | | | | | **n/a** | | |
| 8.43 | Is steam available on deck? | | | | | | | | | **Yes** | | |
|  |  | | | | | | |  | |  | |  |
| **9.** | **MOORING** | | | | | | | | | | | |
| 9.1 | Wires (on drums) | | No. | Diameter | | | | Material | | Length | | Breaking Strength |
| Forecastle: | | 4 | 38.00 Millimetres | | | | Gal. Steel | | 275 Meters | | 95 Metric Tonnes |
| Main deck fwd: | | 5 | 38.00 Millimetres | | | | Gal. Steel | | 275 Meters | | 95 Metric Tonnes |
| Main deck aft: | | 2 | 38.00 Millimetres | | | | Gal. Steel | | 275 Meters | | 95 Metric Tonnes |
| Poop deck: | | 7 | 38.00 Millimetres | | | | Gal. Steel | | 275 Meters | | 95 Metric Tonnes |
| 9.2 | Wire tails | | No. | Diameter | | | | Material | | Length | | Breaking Strength |
| Forecastle: | | 4 | 80 Millimetres | | | | NYLON | | 11.00 Metres | | 130.00 Metric Tonnes |
| Main deck fwd: | | 5 | 80 Millimetres | | | | NYLON | | 11.00 Metres | | 130.00 Metric Tonnes |
| Main deck aft: | | 2 | 80 Millimetres | | | | NYLON | | 11.00 Metres | | 130.00 Metric Tonnes |
| Poop deck: | | 7 | 80 Millimetres | | | | NYLON | | 11.00 Metres | | 130.00 Metric Tonnes |
| 9.3 | Ropes (on drums) | | No. | Diameter | | | | Material | | Length | | Breaking Strength |
| Forecastle: | | **4** | **55 Millimeters** | | | |  | | **220 Meters** | | **57 Metric Tons** |
| Main deck fwd: | | **2** | **55 Millimeters** | | | |  | | **220 Meters** | | **57 Metric Tons** |
| Main deck aft: | | **2** | **55 Millimeters** | | | |  | | **220 Meters** | | **57 Metric Tons** |
| Poop deck: | | **4** | **55 Millimeters** | | | |  | | **220 Meters** | | **57 Metric Tons** |
| 9.4 | Other lines | | No. | Diameter | | | | Material | | Length | | Breaking Strength |
| Forecastle: | | 3 | 80.00 Millimetres | | | | POLYESTER MULTIFILAMENT | | 220.00 Metres | | 90.00 Metric Tonnes |
| Main deck fwd: | |  |  | | | |  | |  | |  |
| Main deck aft: | |  |  | | | |  | |  | |  |
| Poop deck: | | 3 | 80.00 Millimetres | | | | POLYESTER MULTIFILAMENT | | 220.00 Metres | | 90.00 Metric Tonnes |
| 9.5 | Winches | | No. | No. Drums | | | | Motive Power | | Brake Capacity | | Type of Brake |
| Forecastle: | | 2 | Double Drums | | | | Hydraulic | | 57.40 Metric Tonnes | | MANUAL BAND BRAKE |
| Main deck fwd: | | 2 | 1XDouble Drums-1X Triple Drum | | | | Hydraulic | | 57.40 Metric Tonnes | | MANUAL BAND BRAKE |
| Main deck aft: | | 1 | Double Drums | | | | Hydraulic | | 57.40 Metric Tonnes | | MANUAL BAND BRAKE |
| Poop deck: | | 3 | 2xDouble Drums-1xTriple Drums | | | | Hydraulic | | 57.40 Metric Tonnes | | MANUAL BAND BRAKE |
| 9.6 | Bitts, closed chocks/fairleads | | | No. Bitts | | | | SWL Bitts | | No. Closed Chocks | | SWL Closed Chocks |
| Forecastle: | | | 4 | | | | 112 Metric Tonnes | | 8 | | 116 Metric Tonnes |
| Main deck fwd: | | | 8 | | | | 112 Metric Tonnes | | 18 | | 116 Metric Tonnes |
| Main deck aft: | | | 4 | | | | 112 Metric Tonnes | | 6 | | 116 Metric Tonnes |
| Poop deck: | | | 6 | | | | 112 Metric Tonnes | | 14 | | 116 Metric Tonnes |
| **Anchors/Emergency Towing System** | | | | | | | | | | | | |
| 9.7 | Number of shackles on port/starboard cable: | | | | | | | | | 13/ 13 | | |
| 9.8 | Type/SWL of Emergency Towing system forward: | | | | | | | | | KETA 40F (CHAIN STOPPER TONGUE TYPE WITH CHAFING CHAIN) | 200 Metric Tonnes | |
| 9.9 | Type/SWL of Emergency Towing system aft: | | | | | | | | | KETA 40A (FAIRLEAD AND STRONG POINT) | 200 Metric Tonnes | |
| **Escort Tug** | | | | | | | | | | | | |
| 9.10 | What is size/SWL of closed chock and/or fairleads of enclosed type on stern: | | | | | | | | | Fairlead & strong point 500 x 200 | 200.00 Metric Tonnes | |
| 9.11 | What is SWL of bollard on poop deck suitable for escort tug: | | | | | | | | | 200 Metric Tons | | |
| **Lifting Equipment/Gangway** | | | | | | | | | | | | |
| 9.12 | Derrick/Crane description (Number, SWL and location): | | | | | | | | | Cranes: 2 x 20.00 Tonnes  PORT/STARBOARD | | |
| 9.13 | Accommodation ladder direction: | | | | | | | | | **Aft** | | |
|  | Does vessel have a portable gangway? If yes, state length: | | | | | | | | | **Yes, 20 Metres** | | |
| **Single Point Mooring (SPM) Equipment** | | | | | | | | | | | | |
| 9.14 | Does the vessel meet the recommendations in the latest edition of OCIMF 'Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings (SPM)’:? | | | | | | | | | Yes | | |
| 9.15 | If fitted, how many chain stoppers: | | | | | | | | | 2 | | |
| 9.16 | State type/SWL of chain stopper(s): | | | | | | | | | Tongue | | 200 Metric Tons |
| 9.17 | What is the maximum size chain diameter the bow stopper(s) can handle: | | | | | | | | | 76 Millimeters | | |
| 9.18 | Distance between the bow fairlead and chain stopper/bracket: | | | | | | | | | 2750 Millimeters | | |
| 9.19 | Is bow chock and/or fairlead of enclosed type of OCIMF recommended size  (600mm x 450mm)? If not, give details of size: | | | | | | | | | Yes | | |
|  |  | | | | | | |  | |  | |  |
| **10.** | **PROPULSION** | | | | | | | | | | | |
| 10.1 | Speed | | | | | | | | | Maximum | | Economical |
| Ballast speed: | | | | | | | | | 15.5 | | 12 |
| Laden speed: | | | | | | | | | 15.0 | | 12 |
| 10.2 | What type of fuel is used for main propulsion/generating plant: | | | | | | | | | 380 CST | | 380 CST |
| 10.3 | Type/Capacity of bunker tanks: | | | | | | | | | Fuel Oil: 4,379.90 Cu. Metres  Diesel Oil: 181 Cu. Metres | | |
| 10.4 | Is vessel fitted with fixed or controllable pitch propeller(s): | | | | | | | | | **Fixed** | | |
| 10.5 | Engines | | | | | | | | No | Capacity | | Make/Type |
| Main engine: | | | | | | | | 1 | 18,881 Kilowatt | | HYUNDAI B &W 6S70 MC-C |
| Aux engine: | | | | | | | | 3 | 950 Kilowatt | | HYUNDAI B &W 5L28/32H |
| Power packs: | | | | | | | |  |  | |  |
| Boilers: | | | | | | | | 2 | 35,000.00 Kg/Hour | | MITSUBISHI, HAL35B |
| **Bow/Stern Thruster** | | | | | | | | | | | | |
| 10.6 | What is brake horse power of bow thruster (if fitted): | | | | | | | | | n/a | | |
| 10.7 | What is brake horse power of stern thruster (if fitted): | | | | | | | | | n/a | | |
| **Emissions** | | | | | | | | | | | | |
| 10.8 | Main engine IMO NOx emission standard: | | | | | | | | | **E3** | | |
| 10.9 | Energy Efficiency Design Index (EEDI) rating number: | | | | | | | | | **n/a** | | |
|  |  | | | | | | |  | |  | |  |
| **11.** | **SHIP TO SHIP TRANSFER** | | | | | | | | | | | |
| 11.1 | Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquified Gas, as applicable)? | | | | | | | | | Yes | | |
| 11.2 | What is maximum outreach of cranes/derricks outboard of the ship’s side: | | | | | | | | | 8,0 Meters | | |
| 11.3 | Date/place of last STS operation: | | | | | | | | | 28.06.2021 / Kavkaz | | |
|  |  | | | | | | |  | |  | |  |
| **12.** | **RECENT OPERATIONAL HISTORY** | | | | | | | | | | | |
| 12.1 | Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last): | | | | | | | | | Fuel Oil and VGO / Fuel Oil and VGO / Fuel Oil and VGO  STS Kavkaz | | |
| 12.2 | Has vessel been involved in a pollution, grounding, serious casualty, unscheduled repair or collision incident during the past 12 months? If yes, provide details: | | | | | | | | | No | | |
| 12.3 | Date and place of last Port State Control inspection: | | | | | | | | | 24.07.2021 / Kavkaz | | |
| 12.4 | Any outstanding deficiencies as reported by any Port State Control? If yes, provide details: | | | | | | | | | No | | |
| 12.5 | Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)\*:  \* *"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.* | | | | | | | | | OTEKO screening | | |
| 12.6 | Date/Place of last SIRE inspection: | | | | | | | | | N/A - change of flag/managers | | |
| 12.6.1 | Date/Place of last CDI inspection: | | | | | | | | | n/a | | |
| 12.7 | Additional information relating to features of the ship or operational characteristics: | | | | | | | | | n/a | | |

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