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

1.	**GENERAL INFORMATION**		
1.1	Date updated:	Oct 11, 2022	
1.2	Vessel's name (IMO number):	Ardmore Seahawk (9708239)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered/Builder (where built):	Nov 16, 2015/SPP Ship Building Co. Ltd	
1.5	Flag/Port of Registry:	Marshall Islands/Majuro	
1.6	Call sign/MMSI:	V7JZ8/538006132	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +1 929 425 3136 Fax: Email: aseahawk@skyfile.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:	Sea 214 Leasing Co.Limited 46/F, Champion Tower, 3 Garden Road, Central Hong Kong Hong Kong Tel: +353212409500 Fax: +353212409501 Telex: N/A Email: commercialoperations@ardmoreshipping.com Web: www.ardmoreshipping.com	
1.11	Technical operator - Full style:	Anglo Ardmore Ship Management Limited 17/F Kingston International Centre 19 Wang Chiu Road, Kowloon Bay, Kowloon, Hong Kong Hong Kong Tel: +852 3940 7000 Telex: N/A Email: vetting@angloardmore.com Web: NA Company IMO#: 5993395	
1.12	Commercial operator - Full style:	Ardmore Shipping (Bermuda) Limited 69 Pits Bay Road Ground Floor Pembroke, HM08 Bermuda Tel: +65 91180031 Email: commercialoperations@ardmoreshipping.com Web: www.ardmoreshipping.com	
1.13	Disponent owner - Full style:	Ardmore MR Pool LLC Trust Company Complex Ajeltake Road Ajeltake Island Majuro MH 96960 Marshall Islands Tel: +65 63299400 Fax: N/A Telex: N/A Email: commercialoperations@ardmoreshipping.com Web: www.ardmoreshipping.com	
Insurance			
1.14	P & I Club - Full Style:	WEST OF ENGLAND Tower Bridge Court 226 Tower Bridge Road London SE1 2UP Tel: +44 20 7716 6000 Fax: +44 20 7716 6100 Email: mail@westpandi.com Web: www.westpandi.com	
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000 US$	Feb 20, 2023
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	Dashwood Brewer & Phipps Ltd Ed Broking LLP 2 Minster Court London EC3R 7PD	

		UK www.dashwood.co.uk Tel: Tel: +44(0)207626371 Fax: Fax: +44(0)2072834175		
1.17	Hull & Machinery insured value/expiration date:		Contact owners for details	Jul 01, 2023
Classification				
1.18	Classification society:		Lloyds Register	
1.19	Class notation:		+100A1, Double Hull Oil and Chemical Tanker, Ship Type 2 and Ship Type 3, CSR, ESP, ShipRight (CM, ACS(B)), *IWS, LI, SPM4, +LMC, IGS, UMS, with descriptive notes COW(LR), ETA, Part Higher Tensile Steel, ShipRight (BWMP(S, T), IHM, SCM, SERS).	
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:		No NA	
1.21	If classification society changed, name of previous and date of change:		New Construction, Not Applicable	
1.22	Does the vessel have ice class? If yes, state what level:		No, NA	
1.23	Date/place of last dry-dock:		Nov 17, 2020/SINGAPORE	
1.24	Date next dry dock due/next annual survey due:		Nov 15, 2025	Nov 15, 2021
1.25	Date of last special survey/next special survey due:		Nov 17, 2020	Nov 15, 2025
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		No,	
Dimensions				
1.27	Length overall (LOA):			183.00 Metres
1.28	Length between perpendiculars (LBP):			174.00 Metres
1.29	Extreme breadth (Beam):			32.20 Metres
1.30	Moulded depth:			19.10 Metres
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:		48.45 Metres	
1.32	Distance bridge front to center of manifold:			58.40 Metres
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):		89.90 Metres	93.10 Metres
1.34	Parallel body distances	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	26.08 Metres	33.78 Metres (corresponding to midship draft 7.6m)	33.88 Metres
	Aft to mid-point manifold:	23.58 Metres	39.96 Metres (corresponding to midship draft 7.6m)	56.66 Metres
	Parallel body length:	48.66 Metres	73.74 Metres (corresponding to midship draft 7.6m)	90.48 Metres
Tonnages				
1.35	Net Tonnage:			13,751
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):		29,737	23,009
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):		31,223	26,631

1.38	Panama Canal Net Tonnage (PCNT):				24,764
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	5.847 Metres	13.28 Metres	49,999 Metric Tonnes	60,776.80 Metric Tonnes
	Winter:	6.123 Metres	13.004 Metres	48,555.10 Metric Tonnes	59,332.90 Metric Tonnes
	Tropical:	5.571 Metres	13.556 Metres	51,448.48 Metric Tonnes	62,226.28 Metric Tonnes
	Lightship:	16.103 Metres	3.024 Metres	-	10,777.80 Metric Tonnes
	Normal Ballast Condition:	11.64 Metres	7.487 Metres	20,712.10 Metric Tonnes	31,489.90 Metric Tonnes
	Segregated Ballast Condition:	11.521 Metres	7.606 Metres	21,276.80 Metric Tonnes	32,054.60 Metric Tonnes
1.40	FWA/TPC at summer draft:			290 Millimetres	52.40 Metric Tonnes
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			Yes 49,999 / 44,999 / 39,999 / 34,999 / 29,999	
1.42	Constant (excluding fresh water):				211 Metric Tonnes
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?			After making allowance for factors like squat, swell, change of water density, list, heel and prevailing weather conditions including other variables such as allowance due to, siltation and reduced depths over pipelines and Ice accretion.: A. While Underway: 1.Pilotage waters, Channels, Fairways, Rivers.: 10% of static draft. 2.Coastal Waters when transiting at distance less than 25NM from coastline : 20% of Max Static Draft. 3.Open Waters When transiting more than or equal to 25 NM from coastline: 50% of static draft. B. While In Port 1. Alongside / Engaged in mooring or un-mooring.: 1.5% of Vessel's Extreme Breadth or 0.3m, whichever is greater. 2. CBM, SBM : not less than 20% of vessels static draft. 3a.At Anchor Unprotected Waters : 20 % of vessels static draft. 3b.At Anchor Protected/ Sheltered Waters : 10 % of vessels static draft. *** If Local requirements (charterers, port, canal authorities) have rules that are stricter than the above criteria then adhere to such higher UKC allowances.	
1.44	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Summer deadweight:			35.17 Metres	0 Metres
	Normal ballast:			40.844 Metres	0 Metres
	Lightship:			42.593 Metres	0 Metres

2.	**CERTIFICATES**	**Issued**	**Last Annual**	**Last Intermediate**	**Expires**
2.1	Safety Equipment Certificate (SEC):	Mar 18, 2021	Nov 29, 2021	Not Applicable	Nov 15, 2025
2.2	Safety Radio Certificate (SRC):	Nov 17, 2020	Nov 29, 2021	Not Applicable	Nov 15, 2025
2.3	Safety Construction Certificate (SCC):	Nov 17, 2020	Nov 29, 2021	Not Applicable	Nov 15, 2025
2.4	International Loadline Certificate (ILC):	Nov 17, 2020	Nov 29, 2021		Nov 15, 2025
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Nov 17, 2020	Nov 29, 2021	Not Applicable	Nov 15, 2025

2.6	International Ship Security Certificate (ISSC):	Mar 19, 2021	Not Applicable		Apr 13, 2026
2.7	Maritime Labour Certificate (MLC):	Mar 19, 2021	N/A		Apr 13, 2026
2.8	ISM Safety Management Certificate (SMC):	Mar 19, 2021	Not Applicable		Apr 13, 2026
2.9	Document of Compliance (DOC):	Sep 02, 2021	Aug 31, 2022		Oct 23, 2026
2.10	USCG Certificate of Compliance(USCGCOC):	Sep 11, 2022	Not Applicable	Not Applicable	Sep 11, 2024
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Feb 17, 2022	N/A	N/A	Feb 20, 2023
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 17, 2022	N/A	N/A	Feb 20, 2023
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Feb 17, 2022	N/A	N/A	Feb 20, 2023
2.14	U.S. Certificate of Financial Responsibility (COFR):	Nov 16, 2021	N/A	N/A	Nov 16, 2024
2.15	Certificate of Class (COC):	Nov 17, 2020	Not Applicable	Not Applicable	Nov 15, 2025
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Nov 17, 2020	N/A	N/A	Nov 15, 2025
2.17	Certificate of Fitness (COF):	Dec 09, 2020	Nov 29, 2021	Not Applicable	Nov 15, 2025
2.18	International Energy Efficiency Certificate (IEEC):	Nov 16, 2015	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Nov 17, 2020	Nov 29, 2021		Nov 15, 2025
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):			Nov 15, 2023	

3.	**CREW**		
3.1	Nationality of Master:		Indian
3.2	Number and nationality of Officers:	9	Indian
3.3	Number and nationality of Crew:	11	Indian
3.4	What is the common working language onboard:		English
3.5	Do officers speak and understand English?		Yes (NA)
3.6	If Officers/ratings employed by a manning agency - Full style:	Officers: Anglo Ardmore Ship Management Limited 17/F Kingston International Centre 19 Wang Chiu Road, Kowloon Bay, Kowloon, Hong Kong Tel: +852 3940 7000 Telex: NA Email: operations@angloardmore.com Web: NA	Ratings: Anglo Ardmore Ship Management Limited 17/F Kingston International Centre 19 Wang Chiu Road, Kowloon Bay, Kowloon, Hong Kong Tel: +852 3940 7000 Fax: +852 2861 2419 Telex: NA Email: operations@angloardmore.com Web: NA

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:	O'Brien's Response Management 818 Town and Country Blvd., Suite 200 Houston, TX 77024 Office: +1 (281) 606-4854 24Hr: +1 (281) 606-4818 24Hr (alternate): +1(985) 781-0804 Email: commandcenter@wittobriens.com Tel: +1 (281) 606-4818 Fax: +1 985 781 0580 Telex: 49617361 OOPS UI Email: commandcenter@wittobriens.com Web: www.obriensrm.com
4.3	Oil Spill Response Organization (OSRO) - Full style:	National Response Corporation 3500 Sunrise Highway, Building 200, Suite 200, Great River, NY 11739, USA Tel: +1-631-224-9141 Fax: +1-631-224-9086 Email: iocdo@nrcc.com

		Web: www.nrcc.com
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:	RESOLVE MARINE GROUP INC 1510 SE 17th Street, Suite 400 Fort Lauderdale, FL 33316 Tel: +1-954-764-8700 Fax: +1-954-764-8724 Email: opa90@resolvemarine.com Web: WWW.RESOLVEMARINE.COM

5.	**SAFETY/HELICOPTER**	
5.1	Is the vessel operated under a Quality Management System? If Yes, what type of system? (ISO9001 or IMO Resolution A.741(18) as amended):	Yes ISO 9001:2008
5.2	Can the ship comply with the ICS Helicopter Guidelines?	Yes
5.2.1	If Yes, state whether winching or landing area provided:	Winching
5.2.2	If Yes, what is the diameter of the circle provided:	5.00 Metres

6.	**COATING/ANODES**				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Phenolic Epoxy	100%	No
	Ballast tanks:	Yes	Epoxy	100%	Yes
	Slop tanks:	Yes	Phenolic Epoxy	Whole Tank	No

7.	**BALLAST**				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	FRAMO SB 300	750 Cu. Metres/Hour	30 Metres
	Ballast Eductors:	1	Ballast Sea Water Driven	100 Cu. Metres/Hour	30 Metres

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 (max% per company policy: 98%, 97%, 96% or 95%) excluding slops tanks:	12	51,736.92 Cu. Metres
8.2.1	Capacity (max% per company policy: 98%, 97%, 96% or 95%) of each natural segregation with double valve (specify tanks):	98%, Capacity Seg No.1W - 6143.90 cbm Seg No.2W - 9059.10 cbm Seg No.3W - 9448.00 cbm Seg No.4W - 9442.80 cbm Seg No.5W - 9392.10 cbm Seg No.6W - 8255.40 cbm Total Capacity: 51,741.1 Cu. Metres	
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):	2,3	
8.3	Number of slop tanks and total cubic capacity (max% per company policy: 98%, 97%, 96% or 95%):	2	1,194.10 Cu. Metres
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	Seg No.7, Slop wings , 1194.20 cbm	
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:	157.90 Cu. Metres	
SBT Vessels			
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	22,420.10 Cu. Metres	45.96 %
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:	7	
8.4.1	State type of cargo containment (integral, independent, gravity or pressure tanks):	2G (Integral Gravity)	
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	Yes 1) All cargo tanks are designed for 100% filling at 1.025 S.G and there are no sloshing restrictions 2) All cargo tanks are designed for max	

		SG 1.53 under slack loading condition => 66% of the tank height 3)The filling restrictions for intermediate SGs shall be in accordance with the following formula => % (percentage of filling height)=(1.025 x 100) / X (where x = intermediate S.G)		
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS	
	Loaded per manifold connection:	1,520 Cu. Metres/Hour	1,851 Cu. Metres/Hour	
	Loaded simultaneously through all manifolds:	4,560 Cu. Metres/Hour	4,560 Cu. Metres/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, N/A		
	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 Gauge		
	Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves?	No,		
	Are high level alarms fitted to the cargo tanks? If Yes, indicate whether to all tanks or partial:	Yes, All		
8.9.1	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?	Yes		
8.9.2	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:	Yes, Vapor Lock System. Fwd, Mid and aft		
8.10	Number of portable gauging units (example- MMC) on board:	4		
Vapor Emission Control System (VECS)				
8.11	Is a vapour return system (VRS) fitted?	Yes		
8.12	Number/size of VECS manifolds (per side):	2	300 Millimetres	
8.13	Number/size/type of VECS reducers:	2 Nos. 12 X 16 SS		
Venting				
8.14	State what type of venting system is fitted:	Individual tank High velocity vent valve & Common Mast riser		
Cargo Manifolds and Reducers				
8.15	Total number/size of cargo manifold connections on each side:	7/350.00 Millimetres		
8.15.1	Does the vessel have a Common Line Manifold connection? If yes, describe:	All 7 Manifolds are connected by a common Manifold crossover with double valve segregation for each line		
8.16	What type of valves are fitted at manifold:	Manually operated Butterfly Valves		
8.17	What is the material/rating of the manifold:	Stainless Steel/SUS316L / ANSI 150 PSI		
8.17.1	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?	Yes		
8.18	Distance between cargo manifold centers:	2,000.00 Millimetres		
8.19	Distance ships rail to manifold:	4,600.00 Millimetres		
8.20	Distance manifold to ships side:	4,600.00 Millimetres		
8.21	Top of rail to center of manifold:	600.00 Millimetres		
8.22	Distance main deck to center of manifold:	2,100.00 Millimetres		
8.23	Spill tank grating to center of manifold:	900.00 Millimetres		
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:	13.713 Metres	7.92 Metres	
8.25	Number/size/type of reducers:	6 x 200/350mm (8/14") 6 x 250/350mm (10/14") 6 x 300/350mm (12/14") 1 x 200/250mm (8/10") 1 x 200/300mm (8/12") ANSI (12 x 400/350mm (16"/14"))		
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:	Heating Coils	Yes	SS
	Slop Tanks:	Heating Coils	Yes	SS

8.27.1	Is a Thermal Oil Heating system fitted? If yes, identify tanks?			No,		
8.28	Maximum temperature cargo can be loaded/maintained:			80.0 °C / 176.0 °F	70 °C / 158 °F	
8.28.1	Minimum temperature cargo can be loaded/maintained:			15.0 °C / 59.0 °F	15.0 °C / 59.0 °F	
Inert Gas and Crude Oil Washing						
8.29	Is an Inert Gas System (IGS) fitted/operational?			Yes/Yes		
8.29.1	Is a Crude Oil Washing (COW) installation fitted/operational?			Yes/Yes		
8.30	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:			IG Generator		
8.30.1	If nitrogen generator, specify the applicable flow rate for each of the designed purity modes:					
Cargo Pumps						
8.31	How many cargo pumps can be run simultaneously at full capacity:			6		
8.32	Pumps	No.	Type	Capacity	At What Head (sg=1.0)	
	Cargo Pumps:	12 2 1	Submerged Centrifugal Centrifugal	600 M3/HR 300 M3/HR 100 M3/HR		
	Cargo Eductors:	0		0 Cu. Metres/Hour	0 Metres	
	Stripping:	0		0 Cu. Metres/Hour	0 Metres	
8.33	Is at least one emergency portable cargo pump provided?			Yes		
Tank Cleaning Systems						
8.34	Is tank cleaning equipment fixed in cargo tanks?			Yes		
8.35	Is portable tank cleaning equipment provided?			Yes		
8.36	Tank washing pump capacity:			120.00 Cu. Metres/Hour		
8.37	Is a washing water heater fitted? If yes is it operational and state max washing water temperature:			Yes, Yes 75.00 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:			No, N/A		
8.42	Is vessel fitted with a cargo cooling system. If yes is it operational and state tanks applicable:			N/A, N/A		
8.43	Is steam available on deck?			Yes		

9.	**MOORING**					
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 Millimetres	NA	0 Metres	0 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	NA	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	NA	0 Metres	0 Metric Tonnes
	Poop deck:	0	0 Millimetres	NA	0 Metres	0 Metric Tonnes
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 Millimetres	NA	0 Metres	0 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	NA	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	NA	0 Metres	0 Metric Tonnes
	Poop deck:	0	0 Millimetres	NA	0 Metres	0 Metric Tonnes
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	62 Millimetres	Mixed polyolefins (B5 yarn) and HT PES	220.00 Metres	67.00 Metric Tonnes (All ropes of same breaking strength)
	Main deck fwd:	4	62 Millimetres	Mixed polyolefins (B5 yarn) and HT PES	220.00 Metres	67 Metric Tonnes (All ropes of same breaking strength)
	Main deck aft:	2	62 Millimetres	Mixed polyolefins (B5 yarn) and HT PES	220.00 Metres	67 Metric Tonnes (All ropes of same breaking strength)
	Poop deck:	6	62 Millimetres	Mixed polyolefins (B5 yarn) and HT PES	220 Metres	67.00 Metric Tonnes (All ropes of same breaking strength)
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength

	Forecastle:	3	52.00 Millimetres (2 lines 52 mm, 1 line 62 mm)	Polyester/polyolefin (2 lines Polyester/polyolefin, 1 line Mixed polyolefins (B5 yarn) and HT PES)	220.00 Metres	69.40 Metric Tonnes (2 lines 69.4 MT, 1 line 67 MT)
	Main deck fwd:	0	0 Millimetres	NA	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	NA	0 Metres	0 Metric Tonnes
	Poop deck:	2	52 Millimetres	Polyester/polyolefin	220 Metres	69.40 Metric Tonnes (All ropes of same breaking strength)
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drum	Hydraulic	53.60 Metric Tonnes	Mechanical
	Main deck fwd:	2	Double Drum	Hydraulic	53.60 Metric Tonnes	Mechanical
	Main deck aft:	1	Double Drum	Hydraulic	53.60 Metric Tonnes	Mechanical
	Poop deck:	2	Triple Drum	Hydraulic	53.60 Metric Tonnes	Mechanical
9.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		6	92 Metric Tonnes	8	67 Metric Tonnes (2 X 67 Tons 2 X 92 Tons, Universal Lead: 4X67 Tons)
	Main deck fwd:		8	64 Metric Tonnes (2 X 64 Tons & 6X67 Tons)	16	64 Metric Tonnes (2 X 64 Tons & 14X67 Tons)
	Main deck aft:		4	67 Metric Tonnes (2 X 67 Tons & 2 X 92 Tons)	8	67 Metric Tonnes (6 X 67 Tons & 2 X 92 Tons)
	Poop deck:		8	64 Metric Tonnes (6 X 64 Tons & 2 X 67 Tons)	18	64 Metric Tonnes (6 X 64 Tons, 6 X 67 Tons, Universal: 6 X 67 Tons)
Anchors/Emergency Towing System						
9.7	Number of shackles on port/starboard cable:				11/12	
9.8	Type/SWL of Emergency Towing system forward:				Tongue Type O-SM200F	204 Metric Tonnes
9.9	Type/SWL of Emergency Towing system aft:				Reel Type C-SM200A	204 Metric Tonnes
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern				1100 mm X 500 mm X 1100 mm	
Escort Tug						
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:				204.00 Metric Tonnes	
9.11	What is SWL of bollard on poop deck suitable for escort tug:				204.00 Metric Tonnes	
Lifting Equipment/Gangway						
9.12	Derrick/Crane description (Number, SWL and location):				Cranes: 1 x 10.00 Tonnes Centre	
9.13	Accommodation ladder direction:				Aft	
	Does vessel have a portable gangway? If yes, state length:				Yes, 15 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:				1	
9.16	State type/SWL of chain stopper(s):				Tongue type	204.00 Metric Tonnes
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:				76.00 Millimetres	
9.18	Distance between the bow fairlead and chain stopper/bracket:				3.00 Metres	
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 NA	

10.	**PROPULSION**			
10.1	Speed		Maximum	Economical
	Ballast speed:		Contact Owners for Details	Contact Owners for Details
	Laden speed:		Contact Owners for Details	Contact Owners for Details
10.2	What type of fuel is used for main propulsion/generating plant:		VLSFO and LSMGO	VLSFO and LSMGO
10.3	Type/Capacity of bunker tanks:		Fuel Oil: 903.30 Cu. Metres Diesel Oil: 0 Cu. Metres Gas Oil: 390.80 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	7,240 Kilowatt	STX = MAN B&W 6S50ME-B9.2
	Aux engine:	3	900 Kilowatt	YANMAR = 6EY22ALW
	Power packs:	4 Sets (2 x Diesel Driven & 2 x Electric Driven)	3.224 Cu. Metres/Hour	FRAMO Cummins Diesel Engines
	Boilers:	2	19.20 Metric Tonnes/Hour	SPP Shipbuilding MW-18T & SPP Shipbuilding MC-1.2T
Bow/Stern Thruster				
10.6	What is brake horse power of bow thruster (if fitted):		No, 0 bhp	
10.7	What is brake horse power of stern thruster (if fitted):		No, 0 bhp	
Emissions				
10.8	Main engine IMO NOx emission standard:		Tier II	
10.9	Energy Efficiency Design Index (EEDI) rating number:		Attained EEDI = 4.1096	

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:	8.90 Metres
11.3	Date/place of last STS operation:	Nipah / 05th June 2020

12.	**RECENT OPERATIONAL HISTORY**	
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	1st Last - Gasoline /BP SINGAPORE PTE LTD / VOY 32 / Zhoushan - Singapore - Kwinana 2nd Last-Naphtha / RONGTONG / VOY 31 / FUJAIRAH - NINGBO, China 3rd Last -UMS / OQ TRADING / VOY 30/ SOHAR, OMAN - KANDLA, INDIA
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:	Pollution: No, NA Grounding: No, NA Casualty: No, NA Repair: No, Collision: No, NA
12.3	Date and place of last Port State Control inspection:	Apr 04, 2022 / CADIZ, SPAIN
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No NA
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.*	
12.6	Date/Place of last SIRE inspection:	Jul 23, 2022 / India Kandla [INIXY]
12.6.1	Date/Place of last CDI inspection:	N/A

12.7	Additional information relating to features of the ship or operational characteristics:	NA