

<b>1.</b>	<b>GENERAL INFORMATION</b>		
1.1	Date updated:	Nov 15, 2022	
1.2	Vessel's name (IMO number):	Torm Eric (9304590)	
1.3	Vessel's previous name(s) and date(s) of change:	Njord Eric (Jan 16, 2016) St. Gabriel (Apr 25, 2014)	
1.4	Date delivered/Builder (where built):	Jan 04, 2006/STX Shipbuilding Co Ltd, Jinhae, Korea	
1.5	Flag/Port of Registry:	Singapore/Singapore	
1.6	Call sign/MMSI:	9V2426/564875000	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +870 773 935 362 / +852 5808 5173 Fax: + 870 765 117 882 Email: master.TormEric@fleetmail.inmarsat.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Oil Tanker (PETROLEUM / CHEMICAL OIL TANKER)	
1.9	Type of hull:	Double Hull	
<b>Ownership and Operation</b>			
1.10	Registered owner - Full style:	TORM SINGAPORE PTE. LTD. 6 BATTERY ROAD #27-02 SINGAPORE 049909 Singapore Tel: +65 6534 3431 Telex: Not Applicable	
1.11	Technical operator - Full style:	Fleet Management Limited 27/F South Island Place 8 Wong Chuk Hang Road, Wong Chuk Hang, Hong Kong Hong Kong Tel: +852 2298 8300 Fax: +852 2528 1550 Email: fleet-hk-vetting@fleetship.com Web: www.fleetship.com Company IMO#: 1601573	
1.12	Commercial operator - Full style:	TORM A/S Tuborg Havnevej 18, DK-2900 Hellerup, DENMARK +65 68 91 97 33, +1 203 602 6839, +45 39 17 93 88 Denmark Tel: +65 68 91 97 33 Fax: +45 39 17 91 19 Email: OPERATIONS@TORM.COM	
1.13	Disponent owner - Full style:	TORM A/S Tuborg Havnevej 18, DK-2900 Hellerup Denmark Tel: +65 68 91 97 33 Fax: +45 39 17 91 19 Email: OPERATIONS@TORM.COM	
<b>Insurance</b>			
1.14	P & I Club - Full Style:	BRITANNIA REGIS HOUSE,45 KING WILLIAM STREET, LONDON EC4R 9AN UNITED KINGDOM Tel: +44 (0)20 7407 3588 Fax: +44 (0)20 7403 3942	
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)	ALLIANZ GLOBAL CORPORATE & SPECIALTY SE P.O.BOX 60 01 65,22201 HAMBURG. GERMANY. Tel: +49 40 3617-4477 Fax: +49 40 3617-82669	
1.17	Hull & Machinery insured value/expiration date:	25,900,000 US\$	May 31, 2023
<b>Classification</b>			
1.18	Classification society:	Det Norske Veritas	
1.19	Class notation:	+1A1 Tanker for Chemicals and Oil E0 ESP	

		HL(1.055) TMON VCS-2			
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No			
1.21	If classification society changed, name of previous and date of change:	, Not Applicable			
1.22	Does the vessel have ice class? If yes, state what level:	No, N/A			
1.23	Date/place of last dry-dock:	Jan 19, 2021/ZHOUSHAN,CHINA			
1.24	Date next dry dock due/next annual survey due:	Jan 04, 2026	Jan 04, 2023		
1.25	Date of last special survey/next special survey due:	Jan 19, 2021	Jan 04, 2024		
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	Yes, 1			
<b>Dimensions</b>					
1.27	Length overall (LOA):	183.00 Metres			
1.28	Length between perpendiculars (LBP):	173.90 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:	47.774 Metres			
1.32	Distance bridge front to center of manifold:	57.227 Metres			
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):	92.073 Metres	90.927 Metres		
1.34	Parallel body distances	Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:	25.70 Metres	43.50 Metres	46.20 Metres	
	Aft to mid-point manifold:	28.20 Metres	46.80 Metres	55.80 Metres	
	Parallel body length:	53.90 Metres	90.30 Metres	102.00 Metres	
<b>Tonnages</b>					
1.35	Net Tonnage:	13,602.00			
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):	30,091.00	22,821		
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):	30,437.43	25,529.81		
1.38	Panama Canal Net Tonnage (PCNT):	24,909.00			
<b>Loadline Information</b>					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.227 Metres	12.873 Metres	49,999.00 Metric Tonnes	60,096.60 Metric Tonnes
	Winter:	6.495 Metres	12.618 Metres	48,559.10 Metric Tonnes	58,656.69 Metric Tonnes
	Tropical:	5.959 Metres	13.154 Metres	51,342.82 Metric Tonnes	61,440.47 Metric Tonnes
	Lightship:	16.426 Metres	2.68 Metres	-	10,097.60 Metric Tonnes
	Normal Ballast Condition:	11.80 Metres	7.33 Metres	22,028.90 Metric Tonnes	32,126.50 Metric Tonnes
	Segregated Ballast Condition:	11.79 Metres	7.34 Metres	21,758.10 Metric Tonnes	31,855.70 Metric Tonnes
1.40	FWA/TPC at summer draft:			289 Millimetres	51.88 Metric Tonnes
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	Yes 49999T, 44999T, NOT SET, NOT SET.			
1.42	Constant (excluding fresh water):	300 Metric Tonnes			
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	<p>The minimum allowable UKC :</p> <p>A) Ocean and Coastal Passages outside Shallow waters Minimum UKC requirement (based on Dynamic Draft) : At least the vessels maximum static draft.</p> <p>B) In Shallow Waters (waters where a UKC at least equal to the ships maximum static draft cannot be maintained) , Rivers / Port waters, SBM / CBM Moorings and at Anchor</p> <p>Minimum UKC requirement (based on Dynamic Draft) :</p>			

		10 per cent of ship's maximum static draft or ONE meter, or as per local / port requirement , whichever is greater.	
		C)At Berth:	
		Minimum UKC requirement (based on Dynamic Draft) : The greater of 1.5% of the ships extreme Breadth or 0.30 meters, or local / port requirement.	
1.44	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Summer deadweight:	34.888 Metres	0 Metres
	Normal ballast:	40.43 Metres	0 Metres
	Lightship:	45.07 Metres	0 Metres

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	Dec 09, 2021	Mar 14, 2022		Jan 04, 2026
2.2	Safety Radio Certificate (SRC):	Dec 09, 2021	Dec 09, 2021		Jan 04, 2026
2.3	Safety Construction Certificate (SCC):	Dec 09, 2021	Dec 09, 2021		Jan 04, 2026
2.4	International Loadline Certificate (ILC):	Dec 09, 2021	Dec 09, 2021		Jan 04, 2026
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Aug 04, 2022			Jan 04, 2026
2.6	International Ship Security Certificate (ISSC):	Feb 21, 2022			Sep 26, 2024
2.7	Maritime Labour Certificate (MLC):	Aug 21, 2021	N/A	Feb 21, 2022	Sep 01, 2024
2.8	ISM Safety Management Certificate (SMC):	Feb 21, 2022			Sep 26, 2024
2.9	Document of Compliance (DOC):	Apr 15, 2021	May 06, 2022		May 19, 2025
2.10	USCG Certificate of Compliance(USCGCOC):	Sep 16, 2021			Sep 16, 2023
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Feb 20, 2022	N/A	N/A	Feb 20, 2023
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 20, 2022	N/A	N/A	Feb 20, 2023
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Feb 20, 2022	N/A	N/A	Feb 20, 2023
2.14	U.S. Certificate of Financial Responsibility (COFR):	Jan 07, 2022	N/A	N/A	Jan 01, 2025
2.15	Certificate of Class (COC):	Dec 09, 2021			Jan 04, 2026
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Jan 24, 2022	N/A	N/A	Jan 04, 2026
2.17	Certificate of Fitness (COF):	Dec 09, 2021			Jan 04, 2026
2.18	International Energy Efficiency Certificate (IEEC):	Dec 09, 2021	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Dec 09, 2021			Jan 04, 2026

Documentation		
2.20	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:	Yes (20th February 2023)
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):	Aug 09, 2023

3.	CREW	
3.1	Nationality of Master:	Indian
3.2	Number and nationality of Officers:	10 Indian
3.3	Number and nationality of Crew:	13 Indian
3.4	What is the common working language onboard:	english
3.5	Do officers speak and understand English?	Yes
3.6	If Officers/ratings employed by a manning agency - Full style:	Officers: FLEET MANAGEMENT LTD. 27/F South Island Place 8 Wong Chuk Hang Road Tel: +852 2298 8300 Fax: +852 2528 1550 Email: Fleet-HK-Vetting@fleetship.com Web: www.fleetship.com Ratings: Fleet Management Ltd Same as officers Tel: Same as officers Fax: Same as officers Telex: - Email: Same as officers

<b>4.</b>	<b>FOR USA CALLS</b>		
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 Response Management Inc. 2929E Imperial Hwy Suite 290 Brea California 92821 USA Tel: +1-985-781-0804 Fax: +1-985-781-0580 Email: commandcenter@wittobriens.com	
4.3	Oil Spill Response Organization (OSRO) - Full style:	National Response Corporation 3500 Sunrise Highway, Suite 103, Great River, NY 11739, USA Tel: +1-631-224-9141 / +1-800-899-4672 Email: iocdo@nrcc.com	
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:	DONJON - SMIT 909 North Washington Street, Suite 300A Alexandria, Virginia 22314 USA. Tel: (703) 299-0081 Fax: (703) 299-0085 Web: www.donjon-smit.com	

<b>5.</b>	<b>SAFETY/HELICOPTER</b>		
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	IMO Resolution A.741(18)
5.2	Can the ship comply with the ICS Helicopter Guidelines?	Yes	
5.2.1	If Yes, state whether winching or landing area provided:	Winching	
5.2.2	If Yes, what is the diameter of the circle provided:	5.00 Metres	

<b>6.</b>	<b>COATING/ANODES</b>				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Pure Epoxy Interline 704	Whole Tank	No
	Ballast tanks:	Yes	Tar Free Epoxy Intergard 403	Whole Tank	Yes
	Slop tanks:	Yes	Pure Epoxy Interline 704	Whole Tank	No

<b>7.</b>	<b>BALLAST</b>				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	FRAMO	750 Cu. Metres/Hour	25 Metres
	Ballast Eductors:	1	EJECTOR	100 Cu. Metres/Hour	100 Metres

<b>8.</b>	<b>CARGO</b>			
<b>Double Hull Vessels</b>				
8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:	Yes, Solid		
<b>Cargo Tank Capacities</b>				
8.2	Number of cargo tanks and total cubic capacity (max% per company policy: 98%, 97%, 96% or 95%) excluding slops tanks:	14	52,105.90 Cu. Metres	
8.2.1	Capacity (max% per company policy: 98%, 97%, 96% or 95%) of each natural segregation with double valve (specify tanks):	Seg#1: 6149.163 m3 (1 C.O.T.(P/S)) Seg#2: 9246.061 m3 (2 C.O.T.(P/S)) Seg#3: 9408.739 m3 (3 C.O.T.(P/S)) Seg#4: 9407.590 m3 (4 C.O.T.(P/S)) Seg#5: 9406.408 m3 (5 C.O.T.(P/S)) Seg#6: 8487.972 m3 (6 C.O.T.(P/S)) Seg#7: 1369.7 m3 (Slop C.O.T.(P/S))		
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	1,369.70 Cu. Metres	
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	PORT/STBD 679.77 / 689.93 M3 EACH//DOUBLE VALVE SEGREGATION		

8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:	98.873 Cu. Metres	
<b>SBT Vessels</b>			
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	23,435.50 Cu. Metres	46.87 %
8.3.4	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:	Yes	
<b>Cargo Handling and Pumping Systems</b>			
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 Max filling height for :S.G = 1.53 (68.95% of cargo tank height) S.G = 1.45 (70.68% of cargo tank height)	
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:	1,520 Cu. Metres/Hour	1,830 Cu. Metres/Hour
	Loaded simultaneously through all manifolds:	4,560 Cu. Metres/Hour	4,560.00 Cu. Metres/Hour
<b>Cargo Control Room</b>			
8.7	Is ship fitted with a Cargo Control Room (CCR)?	Yes	
8.8	Can tank innage/ullage be read from the CCR?	Yes	
<b>Gauging and Sampling</b>			
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 GAUGING	
	What type of fixed closed tank gauging system is fitted:	Radar	
	Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves?	No, N/A	
	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 (One at Center of Tank for Gauging & One close to pump for Dipping. All Cargo tanks.), Radar Beam Centre, UTI Centre and Aft	
8.10	Number of portable gauging units (example- MMC) on board:	3	
<b>Vapor Emission Control System (VECS)</b>			
8.11	Is a vapour return system (VRS) fitted?	Yes (One Fwd of Bunker manifold & One Aft of Bunker Manifold. Each Side (P & S).)	
8.12	Number/size of VECS manifolds (per side):	2	350 Millimetres
8.13	Number/size/type of VECS reducers:	12" x 12" - 4 REDUCERS. ANSI 150 PSI. 12" x 16" - 2 REDUCERS. ANSI 150 PSI.	
<b>Venting</b>			
8.14	State what type of venting system is fitted:	INDIVIDUAL PV VALVES	
<b>Cargo Manifolds and Reducers</b>			
8.15	Total number/size of cargo manifold connections on each side:	7 (6 CARGO MANIFOLD + 1 SLOP MANIFOLD)/350.00 Millimetres (Manifold presantable Flange is 16".)	
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:	Mild steel coated with paint/ANSI150 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:	4,500.00 Millimetres	
8.20	Distance manifold to ships side:	4,600.00 Millimetres	
8.21	Top of rail to center of manifold:	4,500.00 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:	13.86 Metres	8.314 Metres
8.25	Number/size/type of reducers:	12 x 400/350mm (16/14")	

				2 x 400/200mm (16/8") 6 x 350/300mm (14/12") 6 x 350/250mm (14/10") 1 x 300/200mm (12/8") ANSI
8.26	Is vessel fitted with a stern manifold? If yes, state size:			No,
<b>Heating</b>				
8.27	Cargo/slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo Tanks:	Steam heating coil	Yes	SS
	Slop Tanks:	Steam heating coils	Yes	ss
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:		80.0 °C / 176.0 °F	80 °C / 176 °F
8.28.1	Minimum temperature cargo can be loaded/maintained:		-10.0 °C / 14.0 °F	
<b>Inert Gas and Crude Oil Washing</b>				
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:			
<b>Cargo Pumps</b>				
8.31	How many cargo pumps can be run simultaneously at full capacity:			6
8.32	Pumps	No.	Type	Capacity
	Cargo Pumps:	12 2	FRAMO FRAMO	600 M3/HR 300 M3/HR
	Cargo Eductors:	0		
	Stripping:			
8.33	Is at least one emergency portable cargo pump provided?			Yes
<b>Tank Cleaning Systems</b>				
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
<b>Other Deck Equipment</b>				
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:			No, N/A N/A
8.43	Is steam available on deck?			Yes

<b>9.</b>	<b>MOORING</b>					
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0				
	Main deck fwd:	0				
	Main deck aft:	0				
	Poop deck:	0				
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0				
	Main deck fwd:	0				
	Main deck aft:	0				

	Poop deck:	0				
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	48 Millimetres	PP & POLYSTER	220.00 Metres	51 Metric Tonnes
	Main deck fwd:	2	48 Millimetres	PP & POLYSTER	220.00 Metres	51 Metric Tonnes
	Main deck aft:	2	48 Millimetres	PP & POLYSTER	220.00 Metres	51 Metric Tonnes
	Poop deck:	4	48 Millimetres	PP & POLYSTER	220.00 Metres	51 Metric Tonnes
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	56.00 Millimetres	Polyester/Polysteel	220.00 Metres	51 Metric Tonnes
	Main deck fwd:	2	48 Millimetres	PP & POLYSTER	220.00 Metres	51 Metric Tonnes
	Main deck aft:	1	48 Millimetres	PP & POLYSTER	220 Metres	51 Metric Tonnes
	Poop deck:	2	56.00 Millimetres	Polyester/Polysteel	220.00 Metres	51 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	30.12 Metric Tonnes (Brake Rendering Capacity)	Hydraulic
	Main deck fwd:	1	Double Drums	Hydraulic	30.12 Metric Tonnes (Brake Rendering Capacity)	Hydraulic
	Main deck aft:	1	Double Drums	Hydraulic	30.12 Metric Tonnes (Brake Rendering Capacity)	Hydraulic
	Poop deck:	2	Double Drums	Hydraulic	30.12 Metric Tonnes (Brake Rendering Capacity)	Hydraulic
9.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		6	67 Metric Tonnes	9	67 Metric Tonnes
	Main deck fwd:		6	67 Metric Tonnes	12	67 Metric Tonnes
	Main deck aft:		4	67 Metric Tonnes	10	67 Metric Tonnes
	Poop deck:		8	67 Metric Tonnes	12	67 Metric Tonnes
<b>Anchors/Emergency Towing System</b>						
9.7	Number of shackles on port/starboard cable:				11/12	
9.8	Type/SWL of Emergency Towing system forward:				FORWARD EMERGENCY TOWING SYSTEM, TONGUE TYPE	200 Metric Tonnes
9.9	Type/SWL of Emergency Towing system aft:				AFT EMERGENCY TOWING SYSTEM WITH ESCORTING PULL BACK SYSTEM	200 Metric Tonnes
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern				600x450	
<b>Escort Tug</b>						
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:				200.00 Metric Tonnes	
9.11	What is SWL of bollard on poop deck suitable for escort tug:				200.00 Metric Tonnes	
<b>Lifting Equipment/Gangway</b>						
9.12	Derrick/Crane description (Number, SWL and location):				Derricks: 0.00 Tonnes, Cranes: 1 x 15.00 Tonnes Center	
9.13	Accommodation ladder direction:				Aft	
	Does vessel have a portable gangway? If yes, state length:				Yes, 13.79 Metres	
<b>Single Point Mooring (SPM) Equipment</b>						
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	200.00 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:				3.40 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 600x450	

<b>10.</b>	<b>PROPULSION</b>		
10.1	Speed		Maximum Economical
	Ballast speed:	13.50 Knots (WSNP)	12.50 Knots (WSNP)
	Laden speed:	13.00 Knots (WSNP)	12.50 Knots (WSNP)
10.2	What type of fuel is used for main propulsion/generating plant:	VLSFO & LSMGO	VLSFO & LSMGO
10.3	Type/Capacity of bunker tanks:	Fuel Oil: 1,568.70 Cu. Metres Diesel Oil: 121.20 Cu. Metres Gas Oil: 114.50 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	9,619.5283 Kilowatt STX MAn B&W / 6S 50 MC
	Aux engine:	3	960 Kilowatt STX MAN B&W / 6L23/30H
	Power packs:	4	0.794 Cu. Metres/Hour Framo
	Boilers:	1	1.80 Metric Tonnes/Hour Kangrim
<b>Bow/Stern Thruster</b>			
10.6	What is brake horse power of bow thruster (if fitted):	No, 0.00 bhp	
10.7	What is brake horse power of stern thruster (if fitted):	No, 0.00 bhp	
<b>Emissions</b>			
10.8	Main engine IMO NOx emission standard:	Tier I	
10.9	Energy Efficiency Design Index (EEDI) rating number:	The ship is exempt under regulation 20.1 as it is not a new ship as defined in reg 2.23	

<b>11.</b>	<b>SHIP TO SHIP TRANSFER</b>		
11.1	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquefied 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:	05th Jan,2022 Lome, Togo	

<b>12.</b>	<b>RECENT OPERATIONAL HISTORY</b>		
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	As per charterers	
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, Grounding: No, Casualty: No, Repair: No, Not Applicable Collision: No,	
12.3	Date and place of last Port State Control inspection:	Sep 16, 2021 / 16 SEPT,2021 , LONGBEACH ,USA	
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.	Neste	
12.6	Date/Place of last SIRE inspection:	Aug 04, 2022 / Malaysia Kampung Tanjung Langsat [MYTLA]	
12.6.1	Date/Place of last CDI inspection:	/	
12.7	Additional information relating to features of the ship or operational characteristics:		

Revised 2018 ([INTERTANKO/Q88.com](http://www.intertanko.com))

Form completed on <http://www.q88.com/integration.aspx> Please email [support@q88.com](mailto:support@q88.com) an updated copy if this is not the latest version.

"To the best of owners knowledge all information is true and given without any guarantee."