

1.	GENERAL INFORMATION		
1.1	Date updated:	Jun 16, 2023	
1.2	Vessel's name (IMO number):	Unique Infinity (9540833)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered / Builder (where built):	May 21, 2013 / Onomichi Dockyard Co. Ltd, Onomichi City, Hirsoshima Prefecture, Japan	
1.5	Flag / Port of Registry:	Hong Kong / Hong Kong	
1.6	Call sign / MMSI:	VRLY6 / 477631400	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: V-SAT: + 852 58034918 / FBB:+ 870 773408216 Fax: +870783019224 Email: Unique.Infinity@univan.amosconnect.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:	Beta Navigation Limited 1802, Harbour Centre, 25 Harbour Road, Wanchai, Hong Kong Hong Kong Tel: +85228274828 Fax: +85228270018 Telex: Not applicable Email: shipmgt@uniqueship.com Web: Not Applicable	
1.11	Technical operator - Full style:	Anglo-Eastern Tanker Management (Hong Kong) Limited 17/F, Kingston International Centre, Kowloon Bay, Kowloon, 19 Wang Chiu Road, Hong Kong Hong Kong Tel: +852 39407000 Fax: +852 28612419 Telex: NA Email: vetting.aetmhk@angloeastern.com Company IMO#: 0104949	
1.12	Commercial operator - Full style:	Mercuria Shipping PTE Ltd 12 Marina View, 26-01, Asia Square Tower 2, Singapore (018961) Singapore Tel: +65 6416 3518 Fax: Not applicable Telex: Not applicable Email: Uniqueinfinity.Ops@mercuria.com	
1.13	Disponent owner - Full style:	Dampskibsselskabet NORDEN A/S Strandvejen 52, DK-2900 Hellerup Denmark Tel: +45 3315 0451 Fax: Not applicable Telex: Not applicable Email: ops.tank@norden.com Web: Not applicable	
Insurance			
1.14	P & I Club - Full Style:	Steamship Mutual Underwriting Association Limited C/O Hong Kong Branch which is authorised by the Hong Kong Insurance Authority Room 1901 Jubilee Centre 18 Fenwick Street Wanchai Hong Kong Incorporated with limited liability in England & Wales Tel: (+852) 2838 2722 Web: www.steamshipmutual.com	
1.15	P & I Club pollution liability coverage / expiration date:	1,000,000,000 US\$	Feb 20, 2024
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	Mitsui Sumitomo insurance Company, Tokyo 11-1, Kanda Surugadai 3-Chome, Chiyoda-ku, Tokyo 101-8011, Japan Email : mcl.hull@ms-ins.com Tel: +81 3 3259 3593 Fax: +81 3 3293 2187	
1.17	Hull & Machinery insured value / expiration date:	28,000,000 US\$	Jan 01, 2024
Classification			

1.18	Classification society:		Nippon Kaiji Kyokai		
1.19	Class notation:		NS*/ MNS* (CSR, TOB/CT II&III, PSPC-WBT) (ESP)(IWS)(PSCM)(1HM)(BWTS)		
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:		No NONE		
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, Not Applicable		
1.23	Date / place of last dry-dock:		May 16, 2018 / Shekou, China		
1.24	Date next dry dock due / next annual survey due:		May 15, 2023	May 20, 2023	
1.25	Date of last special survey / next special survey due:		May 16, 2018	May 20, 2023	
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		No, (Not Applicable)		
Dimensions					
1.27	Length overall (LOA):		182.50 m		
1.28	Length between perpendiculars (LBP):		175.00 m		
1.29	Extreme breadth (Beam):		32.26 m		
1.30	Moulded depth:		19.05 m		
1.31	Keel to masthead (KTM) / Keel to masthead (KTM) in collapsed condition, if applicable:		47.73 m	0 m (Not Applicable)	
1.32	Distance bridge front to center of manifold:		56.96 m		
1.33	Bow to center manifold (BCM) / Stern to center manifold (SCM):		88.70 m	93.80 m	
1.34	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:	37.00 m	41.00 m	41.00 m	
	Aft to mid-point manifold:	30.00 m	41.00 m	50.00 m	
	Parallel body length:	67 m	82 m	91 m	
Tonnages					
1.35	Net Tonnage:		13,762.00		
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		29,479.00	23,811	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		30,637.57	27,168.02	
1.38	Panama Canal Net Tonnage (PCNT):		24,469.00		
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	7.00 m	12.082 m	44,997.00 MT	55,745.00 MT
	Winter:	7.00 m	12.082 m	44,997.00 MT	55,745.00 MT
	Tropical:	7.00 m	12.082 m	44,997.00 MT	55,745.00 MT
	Lightship:	16.42 m	2.66 m	Not Applicable	10,748.00 MT
	Normal Ballast Condition:	11.96 m	7.13 m	20,413.00 MT	31,161.00 MT
	Segregated Ballast Condition:	11.96 m	7.13 m	20,413.00 MT	31,161.00 MT
1.40	FWA/TPC at summer draft:		269.00 mm	51.68 MT	
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:		Yes 44997.0 34997 39995 49996 50378		
1.42	Constant (excluding fresh water):		340 MT		
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?		Pilotage Waters / Channels / Fairways / Rivers: 10% of static draft Coastal Waters : 20% of static draft Open Waters : 50% of static draft Alongside or engaged in mooring and unmooring operation : 1.5% of vessel's extreme breadth or 0.3 m whichever is greater CBM,SBM : Not less than 20% of vessel's static draft At anchor Unprotected water :20% of vessel's static draft At anchor		

		Protected /Sheltered waters :10% of vessel's static draft			
1.44	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast	
	Summer deadweight:		35.648 m	0 m	
	Normal ballast:		40.70 m	0 m	
	Lightship:		45.07 m	0 m	
2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	May 16, 2018	Apr 07, 2022	Feb 23, 2021	May 20, 2023
2.2	Safety Radio Certificate (SRC):	May 16, 2018	Apr 07, 2022	Feb 23, 2021	May 20, 2023
2.3	Safety Construction Certificate (SCC):	May 16, 2018	Apr 07, 2022	Feb 23, 2021	May 20, 2023
2.4	International Loadline Certificate (ILC):	Jun 05, 2023			May 20, 2028
2.5	International Oil Pollution Prevention Certificate (IOPPC):	May 16, 2018	Apr 07, 2022	Feb 23, 2021	May 20, 2023
2.6	International Ship Security Certificate (ISSC):	Apr 24, 2020	Not Applicable	Aug 05, 2021	Sep 01, 2023
2.7	Maritime Labour Certificate (MLC):	Apr 21, 2020	Not Applicable	Jul 21, 2021	Jul 17, 2023
2.8	ISM Safety Management Certificate (SMC):	Apr 24, 2020	Not Applicable	Aug 05, 2021	Sep 01, 2023
2.9	Document of Compliance (DOC):	Sep 02, 2021	Aug 31, 2022		Oct 23, 2026
2.10	USCG Certificate of Compliance (USCGCOC):	Oct 29, 2022			Oct 29, 2024
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Feb 20, 2023	Not Applicable	Not Applicable	Feb 20, 2024
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 20, 2023	Not Applicable	Not Applicable	Feb 20, 2024
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Feb 20, 2023	Not Applicable	Not Applicable	Feb 20, 2024
2.14	U.S. Certificate of Financial Responsibility (COFR):	May 21, 2022	Not Applicable	Not Applicable	May 21, 2025
2.15	Certificate of Class (COC):	Oct 10, 2019	Apr 07, 2022	Feb 23, 2021	May 20, 2023
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	May 16, 2018	Not Applicable	Not Applicable	May 20, 2023
2.17	Certificate of Fitness (COF):	Oct 10, 2019	Apr 07, 2022	Feb 23, 2021	May 20, 2023
2.18	International Energy Efficiency Certificate (IEEC):	Jun 24, 2013	Not Applicable	Not Applicable	Not Applicable
2.19	International Air Pollution Prevention Certificate (IAPPC):	Jun 08, 2020	Apr 07, 2022	Feb 23, 2021	May 20, 2023
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):		May 20, 2023 (MNOG affiliate of ITF.)		
3.	CREW				
3.1	Nationality of Master:		Indian		
3.2	Number and nationality of Officers:		8	Indian	
3.3	Number and nationality of Crew:		12	Indian	
3.4	What is the common working language onboard:		ENGLISH		
3.5	Do officers speak and understand English:		Yes		
3.6	If Officers/Crew employed by a Manning Agency - Full style:		<p>Officers: Anglo-Eastern Tanker Management (Hong Kong) Ltd 17/F Kingston International Centre 19 Wang Chiu Road, Kowloon Bay, Kowloon Hong Kong Tel: +852 39407000 Fax: +852 28612419 Telex: NA Email: operations.aetmhc@angloeastern.com Web: www.angloeastern.com</p> <p>Crew: Same as that for officers</p>		
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:		<p>O BRIEN RESPONSE MANAGEMENT INC 818 Town and Country Blvd., Suite 200 Houston, TX 77024, USA Tel: +1-281-606-4818 Fax: +1 985 781 0580 Telex: 49617361 OOPS UI Email: commandcenter@wittobriens.com Web: Not Applicable</p>		
4.3	Oil Spill Response Organization (OSRO) - Full style:		<p>National Response Corporation 3500 SUNRISE HIGHWAY,SUITE T103 GREAT RIVER,NY 11739,USA Tel: +1 631 224 9141 Fax: +1 631 224 9086 Telex: Not Applicable Email: iocdo@nrcc.com Web: Not Applicable</p>		
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:		<p>RESOLVE MARINE GROUP , INC. CORPORATE HEADQUARTERS 1510 SE 17TH ST., SUITE 400 FORT LAUDERDALE , FL 33316 Tel: +1-954-764-8700 Fax: +1-954-764-8724 Telex: Not Applicable Email: opa90@resolvemarine.com</p>		
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 IMO Resolution A.741(18)		
5.2	Can the ship comply with the ICS Helicopter Guidelines?		No		
5.2.1	If Yes, state whether winching or landing area provided:				
5.2.2	If Yes, what is the diameter of the circle provided:		0 m		
6.	COATING/ANODES				
Tank Coating					
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Pure Epoxy	Whole Tank	No
	Ballast tanks:	Yes			Yes
	Slop tanks:	Yes	Chugoku Marine Paints. Pure Epoxy EPICON T - 500	Whole Tank	N/A

7.	BALLAST				
7.1	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Framo	800 m3/hr	25 m
	Ballast Eductors:	1	Water jet eductor	190 m3/hr	5 m
8.	CARGO-OIL/CHEMICAL				
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%):			14 Including Slops	51,987.10 m3
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):			Seg#1: 7004.5 m3 (1W) Seg#2: 9035.5 m3 (2W) Seg#3: 9153.7 m3 (3W) Seg#4: 9166.7 m3 (4W) Seg#5: 9153.7 m3 (5W) Seg#6: 8473 m3 (6W)	
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):				
8.3	Number of slop tanks and total cubic capacity (98%):			2	1,948.90 m3
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:			Slop P - 847.1 Slop S- 1101.8	
8.3.2	Residual/Retention oil tank(s) capacity (98%), if applicable:			241.90 m3	
SBT Vessels					
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?			18,900.50 m3	37.50 %
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:			6	
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 CARGO DENSITY IN FULL LOAD CONDITION IS 0.8773T/CU.M, MAX CARGO DENSITY IN ANY CONDITION IS 1.6 T/CU.M	
8.6	Max loading rate for homogenous cargo			With VECS	Without VECS
	Loaded per manifold connection:			1,505.50 m3/hr	1,756.00 m3/hr
	Loaded simultaneously through all manifolds:			3,000 m3/hr	3,000 m3/hr
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, Not Applicable	
	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	
	Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves?:			Yes, No	
	Are overfill (high) alarms fitted? 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:			No (One for individual tank), N/A	
8.10	Number of portable gauging units (example- MMC) on board:			3	

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	304.80 mm	
8.13	Number / size / type of VECS reducers:		2 (12" x 12") 2 (12 x 16")		
Venting					
8.14	State what type of venting system is fitted:		High velocity P/V valves		
Cargo Manifolds and Reducers					
8.15	Total number / size of cargo manifold connections on each side:		6 / 300.00 mm (Cargo: 300 Millimeters (12"))Slop: 250.0 Millimeters (10"))		
8.15.1	Does the vessel have a Common Line Manifold connection? If yes, describe:		Not Applicable		
8.16	What type of valves are fitted at manifold:		Butterfly		
8.17	What is the material/rating of the manifold:		SUS316LTP / Not Applicable		
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 mm		
8.19	Distance ships rail to manifold:		4,600.00 mm		
8.20	Distance manifold to ships side:		4,600.00 mm		
8.21	Top of rail to center of manifold:		650.00 mm		
8.22	Distance main deck to center of manifold:		2,100.00 mm		
8.23	Spill tank grating to center of manifold:		900.00 mm		
8.24	Manifold height above the waterline in normal ballast / at SDWT condition:		14.05 m	8.07 m	
8.25	Number / size / type of reducers:		6 x 300/400mm (12/16") 5 x 300/250mm (12/10") 6 x 300/200mm (12/8") 1 x 250/400mm (10/16") 1 x 250/200mm (10/8") ANSI (1 Nos of reducer: Dia from 350mm to 300mm.)		
8.26	Is vessel fitted with a stern manifold? If yes, state size:		No, 0 mm		
Heating					
8.27	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material	
	Cargo tanks:	Steam	Yes	SS	
	Slop tanks:	Steam	Yes	SUS316L-E	
8.27.1	Is a Thermal Oil Heating system fitted? If yes, identify tanks?:		No,Not Applicable		
8.28	Maximum temperature cargo can be loaded / maintained:		75.0 Â°C / 167.0 Â°F	60 Â°C / 140 Â°F	
8.28.1	Minimum temperature cargo can be loaded / maintained:				
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:		Not Applicable		
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 1 1	Hyd. Submerged Hyd. Submerged Hyd. Sunbmerged TANK CLEANING PUMP Hyd. Submerged	600 M3/HR 300 M3/HR 150 M3/HR 120 M3/HR 100 M3/HR	
	Cargo Eductors:	0	N/A	0 m3/hr	0 m
	Stripping:	0	N/A	0 m3/hr	0 m

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 m3/hr	
8.37	Is a washing water heater fitted? If yes is it operational and state max washing water temperature:				Yes, Yes 80.00 Å°C	
8.38	What is the maximum number of machines that can be operated at their designed max pressure?				2	
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, m3/hr	
8.42	Is vessel fitted with a cargo cooling system. If yes is it operational and state tanks applicable:				No, N/A, Not Applicable	
8.43	Is steam available on deck?				Yes	
9.	MOORING					
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm		m	MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:		mm		m	MT
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm		m	MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:		mm		m	MT
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4 (2+2)	51 mm	Polypropylene + Polyester mix	220.00 m	45 MT (3nos. - 45.0 T 1no. - 46.0 T)
	Main deck fwd:	4	51 mm	Polypropylene + Polyester mix	220.00 m	45 MT
	Main deck aft:	2	51 mm	Polypropylene + Polyester mix	220.00 m	45 MT
	Poop deck:	6	51 mm	Polypropylene + Polyester mix	220.00 m	45 MT
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	52 mm (2 NOS 52 MM 1 NO 51 MM)	Polyester + Polypropylene mix	220 m	55.40 MT (2 NOS 55.4 T 1 NO 45.0 T)
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:	2	52 mm	Polyester + Polypropylene mix	220 m	55.40 MT
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double drum	Hydraulic	27 MT	Manual
	Main deck fwd:	2	Double drum	Hydraulic	27 MT	Manual
	Main deck aft:	1	Double drum	Hydraulic	27 MT	Manual
	Poop deck:	3	Double drum	Hydraulic	27 MT	Manual
9.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks

	Forecastle:	4	64 MT	6	64 MT (2- 64 mt + 4- 45 mt)
	Main deck fwd:	8	92 MT (4- 92 mt + 4- 64 mt)	16	92 MT (4- 92 mt + 4- 64 mt + 8- 58.5 mt)
	Main deck aft:	4	92 MT (2- 92 mt + 2- 64mt)	8	92 MT (2- 92 mt + 2- 64 mt + 4- 58.5 mt)
	Poop deck:	8	64 MT	14	64 MT (8- 64 mt + 6- 58.5 mt)
Anchors/Emergency Towing System					
9.7	Number of shackles on port / starboard cable:			11 / 11	
9.8	Type / SWL of Emergency Towing system forward:			Chain stopper and cable	200 MT
9.9	Type / SWL of Emergency Towing system aft:			Pick up gear ETS	200 MT
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern:			600 x 450	
Escort Tug					
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:			200.00 MT	
9.11	What is SWL of bollard on poop deck suitable for escort tug:			200.00 MT	
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 m
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	200.00 MT
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:			76.00 mm	
9.18	Distance between the bow fairlead and chain stopper/bracket:			3.03 m	
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 Not Applicable	
10. PROPULSION					
10.1	Speed			Maximum	Economical
	Ballast speed:			16.20 Kts (WSNP)	13 Kts (WSNP)
	Laden speed:			15.20 Kts (WSNP)	12.50 Kts (WSNP)
10.2	What type of fuel is used for main propulsion / generating plant:			IFO 380CST	
10.3	Type / Capacity of bunker tanks:			Fuel Oil: 1,997.90 m3 Diesel Oil: 491.90 m3 Gas Oil: 0 m3	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):			Fixed	
10.5	Engines	No		Capacity	Make/Type
	Main engine:	1		9,480 Kw	Mitsui Man B&W 6S50MC-C
	Aux engine:	3		880 Kw	YANMAR 6N2IAL-SW
	Power packs:	4		3,600 m3/hr	Frank Mohns / CCC5004
	Boilers:	1		16.00 MT/Hr	Aalborg OM16 / Water tube type
Bow/Stern Thruster					
10.6	What is brake horse power of bow thruster (if fitted):			No, 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 (14.4 gms/kw/hr)	

10.9	Energy Efficiency Design Index (EEDI) rating number:	KB13EE0016-EEDI
11.	SHIP TO SHIP TRANSFER	
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:	6.30 m
11.3	Date/place of last STS operation:	12th May 2020, Lome Offshore TOGO
12.	RECENT OPERATIONAL HISTORY	
12.1	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	
12.2	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:	Pollution: No, Not Applicable Grounding: No, Not Applicable Casualty: No, Not Applicable Repair: No, Not Applicable Collision: No, Not Applicable
12.3	Date and place of last Port State Control inspection:	Oct 29, 2022 / HOMER , ALASKA , U.S.A.
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No NONE
12.5	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: <i>**"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	ENOC, CHEVRON, IMT, BP, PHILLIPS 66 , CHEVRON,PHILLIPS 66
12.6	Date / place of last SIRE inspection:	Mar 11, 2023 / VUDA, FIJI ISLANDS
12.6.1	Date / place of last CDI inspection:	N/A
12.7	Additional information relating to features of the ship or operational characteristics:	

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