**KEOYOUNG PIONEERINTERTANKO CHARTERING QUESTIONNAIRE 88 - OIL/CHEMICAL Version 5**

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| --- | --- |
| **1.** | **GENERAL INFORMATION** |
| 1.1 | Date updated: | 18th JUNE 2024 |
| 1.2 | Vessel’s name (IMO number): | LUCKY CHEMIST (9686742) |
| 1.3 | Vessel’s previous name(s) and date(s) of change: | STI TRIBECA, 24th MAR 2024 |
| 1.4 | Date delivered/Builder (where built): | JAN 02 2015 / SPP Shipbuilding Co. Ltd. (South Korea)  |
| 1.5 | Flag/Port of Registry: | PANAMA / PANAMA |
| 1.6 | Call sign/MMSI: | 3E5168 / 352003512 |
| 1.7 | Vessel’s contact details (satcom/fax/email etc.): | Tel: 870 773 150 948Fax: 870 783 200 139Email: ctlc@kssfleet.com |
| 1.8 | Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC): | Product carrier |
| 1.9 | Type of hull: | Double Hull |
| **Ownership and Operation** |
| 1.10 | Registered owner - Full style: | CT LUCKY SHIPPING S.A.Tel: +82 2 3702 2715Fax: +82 2 733 4103Email: TK@kssline.com |
| 1.11 | Technical operator - Full style: | KSS LINE LTD.8TH FLOOR , KAL BUILDING , # 146, JUNGANG – DAERO,JUNGGU,BUSAN , KOREATel: +82 51 600 2927Fax: +82 51 462 8287Email: sq2@kssline.comWeb: https://www.kssline.com/Company IMO#: 1138807 |
| 1.12 | Commercial operator - Full style: | NA |
| 1.13 | Disponent owner - Full style: | Vitol International Shipping Pte. Ltd.Guoco Midtown, 128 Beach Road #28-01, Singapore 189773 |
| **Insurance** |
| 1.14 | P & I Club - Full Style: | Steamship Mutual Underwriting Association Limited |
| 1.15 | P & I Club pollution liability coverage/expiration date: | 1,000,000,000 US$ | Feb 20, 2025 |
| 1.16 | Hull & Machinery insured by - Full Style:(Specify broker or leading underwriter) | Hyundai Marine & fIre Insurance Co.,Ltd.163 Sejong-daero, Jongno-gu, Hyundai building Seoul, South KoreaTel: +82 2 732 5656 |
| 1.17 | Hull & Machinery insured value/expiration date: | 34,408,000 US$ | Jun 01, 2025 |
| **Classification** |
| 1.18 | Classification society: |  KR & DNV |
| 1.19 | Class notation: | KRS1 OIL/CHEMICAL TANKER(DOUBLE HULL) 'ESP' (FBC) (CSR) PRODUCT/II & III 2G /1.025 SG(IBC) SeaTrust(HCM) CLEAN1 IWS IHM PSPC CEmS-EGC LG LI EQ-SPMKRM1 UMA BWT VEC2 STCM IGS COW |
| 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: | N/A  |
| 1.22 | Does the vessel have ice class? If yes, state what level: | No |
| 1.23 | Date/place of last dry-dock: | Jan 19, 2020/HRDD Shipyard in China  |
| 1.24 | Date next dry dock due/next annual survey due: | Jan 02, 2025  | Jan 02, 2025  |
| 1.25 | Date of last special survey/next special survey due: | Jan 19, 2020  | Jan 02, 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 m  |
| 1.28 | Length between perpendiculars (LBP): | 174.00 m  |
| 1.29 | Extreme breadth (Beam):  | 32.20 m |
| 1.30 | Moulded depth: | 19.10 m  |
| 1.31 | Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: | Abt. 48.10 m | Abt 48.10 m |
| 1.32 | Distance bridge front to center of manifold: | 58.33 m |
| 1.33 | Bow to center manifold (BCM)/Stern to center manifold (SCM): | 89.69 Metres | 93.31 Metres |
| 1.34 | Parallel body distances | Lightship | Normal Ballast | Summer Dwt |
| Forward to mid-point manifold: | 29.83 Metres | 33.06 Metres | 33.20 Metres |
| Aft to mid-point manifold: | 12.01 Metres | 36.00 Metres | 58.002 Metres |
| Parallel body length: | 41.84 Metres | 69.06 Metres | 91.202 Metres |
| **Tonnages** |
| 1.35 | Net Tonnage: | 13,771.00  |
| 1.36 | Gross Tonnage/Reduced Gross Tonnage (if applicable): | 29,806 | 23,126 |
| 1.37 | Suez Canal Tonnage - Gross (SCGT)/Net (SCNT): | 31,607.08 | 27,182.37 |
| 1.38 | Panama Canal Net Tonnage (PCNT): | 24,767.00 |
| Loadline Information |
| 1.39 | Loadline | Freeboard | Draft | Deadweight | Displacement |
| Summer: | 5.84 m | 13.287 m | 49,990 MT | 60,758.60 MT |
| Winter: | 6.089 m | 13.038 m | 48,681.40 MT | 59,450.00 MT |
| Tropical: |  |  |  |  |
| Lightship: | 16.101 m | 3.026 m | - | 10,768.6 MT |
| Normal Ballast Condition: | 11.485 m | 7.642 m | 21,327.5 MT | 32,096.1 MT |
| Segregated Ballast Condition: | 11.528 m | 7.599 m | 21140.2MT | 31,908.8 MT |
| 1.40 | FWA/TPC at summer draft: | 289mm | 54.29 t/cm |
| 1.41 | Does vessel have multiple SDWT? If yes, please provide all assigned loadlines: | Yes, 49,990MT (Summer Draft 13.287m)44,990MT (Summer Draft 12.330m)39,990MT (Summer Draft 11.363m/Freeboard 7.764m, Displacement 50,758.60MT)34,990MT (Summer Draft 10.385m)29,990MT (Summer Draft 9.391m) |
| 1.42 | Constant (excluding fresh water): | 211.6 MT  |
| 1.43 | What is the company guidelines for Under Keel Clearance (UKC) for this vessel? | 1. Alongside a safe berth – 0.50 m2. Pilotage – rivers and channels transits – 10% of the ship’s deepest draft.3. Open shallow waters ind. Port approaches – 10% of the ship’s deepest draft.4. Ocean – deep water passages – 100% of the ship’s deepest draft. |
| 1.44 | What is the max height of mast above waterline (air draft) | Full Mast | Collapsed Mast |
| Summer deadweight: | Abt. 34.814 m |  |
| Normal ballast: | Abt. 38 m |  |
| Lightship: | Abt. 45.12 m |  |
|  |  |  |  |  |
| **2.** | **CERTIFICATES** | **Issued** | **Last Annual** | **Last Intermediate** | **Expires** |
| 2.1 | Safety Equipment Certificate (SEC): | 29-Mar-2024 |  |  | 02-Jan-2025 |
| 2.2 | Safety Radio Certificate (SRC): | 01-Apr-2024 |  |  | 02-Jan-2025 |
| 2.3 | Safety Construction Certificate (SCC): | 24-Mar-2024 |  |  | 02-Jan-2025 |
| 2.4 | International Loadline Certificate (ILC): | 24-Mar-2024 |  |  | 02-Jan-2025 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | 01-Apr-2024 |  |  | 02-Jan-2025 |
| 2.6 | International Ship Security Certificate (ISSC): | 23-Mar-2024 |  |  | 22-Sep-2024 |
| 2.7 | Maritime Labour Certificate (MLC): | 23-Mar-2024 |  |  | 22-Sep-2024 |
| 2.8 | ISM Safety Management Certificate (SMC): | 24-Mar-2024 |  |  | 23-Sep-2024 |
| 2.9 | Document of Compliance (DOC): | 16-Nov-2023 | 19-Sep-2023 |  | 16-Nov-2025 |
| 2.10 | USCG Certificate of Compliance(USCGCOC): | N/A | N/A | N/A | N/A |
| 2.11 | Civil Liability Convention (CLC) 1992 Certificate: | 13-Feb-2024 | N/A |  | 20-Feb-2025 |
| 2.12 | Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate: | 13-Feb-2024 | N/A |  | 20-Feb-2025 |
| 2.13 | Liability for the Removal of Wrecks Certificate (WRC): | 13-Feb-2024 | N/A |  | 20-Feb-2025 |
| 2.14 | U.S. Certificate of Financial Responsibility (COFR): | N/A | N/A | N/A | N/A |
| 2.15 | Certificate of Class (COC): | 24-Mar-2024 |  |  | 23-Aug-2024 |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC): | 12-Apr-2024 |  |  | 02-Jan-2025 |
| 2.17 | Certificate of Fitness (COF): | 24-Mar-2024 |  |  | 02-Jan-2025 |
| 2.18 | International Energy Efficiency Certificate (IEEC):  | 01-Apr-2024 | N/A |  | - |
| 2.19 | International Air Pollution Prevention Certificate (IAPPC): | 24-Mar-2024 |  |  | 02-Jan-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): | N/A |
|  |  |  |  |  |
| **3.** | **CREW** |
| 3.1 | Nationality of Master: | Republic of KOREA |
| 3.2 | Number and nationality of Officers: | 10 + 2 cadets  | Master, C/O, 2/O-B, 2/O-C, C/E, 1/E, 2/E-B : KoreanOthers Indonesian |
| 3.3 | Number and nationality of Crew: | 13 | Indonesia, Philippines |
| 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: 1. PT. LAUTAN JAYA HASANA -> for IndonesianPERKANTORAN PLASA PASIFIK BLOK A4 No.79, BOULEVER BARAT RAYA KELAPA GADING, JAKARTA UTARA (14240), INDONESIA TEL : +62-21-2945-1280 FAX : +62-21-4584-0656 E-Mail : mail@ljh.co.id
2. PT. INKOR DUNIA SAMUDERAJl. Arteri kelapa gading, No.16, 02/04, Kelapa gading barat,Jakarta utara, 14240, IndonesiaT. +62-21-2957-4546~8 / M. +62-878-7894-0537Internet phone : +82-70-8848-3471E-mail (Common): inkor@inkormarine.com (Team) crewing@inkor.co.id / crewinginkor@gmail.com
 | Ratings: 1. PT. LAUTAN JAYA HASANA -> for IndonesianPERKANTORAN PLASA PASIFIK BLOK A4 No.79, BOULEVER BARAT RAYA KELAPA GADING, JAKARTA UTARA (14240), INDONESIA TEL : +62-21-2945-1280 FAX : +62-21-4584-0656 E-Mail : mail@ljh.co.id
2. FOSCON SM KOREA CO., LTD.

CREW MANAGEMENT | SHIPPING AGENCY SERVICES S.W.IM – REPRESENTATIVE DIRECTOR IN KOREA OFFICE 203ho, JangHo bldg.,1196-1, Choryang-dong, Dong-gu, Busan, Korea +82 10 4191 4958, 070-4837-1123  foscon@foscon.com.ph (Group) | swim@fosconsm.com (Personal) fosconsm@fosconsm.com (Group-1)  marketing@foscon.com.ph (Group-2) http://www.fosconship.com |
|  |  |  |  |  |
| **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 / IMO Resolution A.741(18), ISO 9001, ISO 14001, 45001 |
| 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: | 4.80 Metres |
|  |  |  |  |  |
| **6.** | **COATING/ANODES** |
| 6.1 | Tank Coating | Coated | Type | To What Extent | Anodes |
| Cargo tanks: | Yes | Phenolic Expoxy | Whole Tank | No |
| Ballast tanks: | Yes | Epoxy | Whole Tank | No |
| Slop tanks: | Yes | Phenolic Expoxy | Whole Tank | No |
|  |  |  |
| **7.** | **BALLAST** |
| 7.1 | Pumps | No. | Type | Capacity | At What Head (sg=1.0) |
| Ballast Pumps: | 2 | Centrifugal | 750 m3/hr | 30 MTH |
| Ballast Eductors: | - | - | - | - |
|  |  |  |  |  |
| **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 | Abt. 51,765.10 m3 |
| 8.2.1 | Capacity (98%) of each natural segregation with double valve (specify tanks): | Seg#1: Abt. 6149.7 m3 (NO.1 C.O.TK(P), NO.1 C.O.TK(S))Seg#2: Abt. 9066.01 m3 (NO.2 C.O.TK(P), NO.2 C.O.TK(S))Seg#3: Abt. 9449.1 m3 (NO.3 C.O.TK(P), NO.3 C.O.TK(S))Seg#4: Abt. 9445.1 m3 (NO.4 C.O.TK(P), NO.4 C.O.TK(S))Seg#5: Abt. 9395.9 m3 (NO.5 C.O.TK(P), NO.5 C.O.TK(S))Seg#6: Abt. 8259.1 m3 (NO.6 C.O.TK(P), NO.6 C.O.TK(S)) |
| 8.2.2 | IMO class (Oil/Chemical Ship Type 1, 2 or 3): | IMO II & III |
| 8.3 | Number of slop tanks and total cubic capacity (98%): | 2 | Abt. 1190.591 m3 |
| 8.3.1 | Specify segregations which slops tanks belong to and their capacity with double valve: | Slop manifold(HOMO) has connected to each Slop tank with double valve separationSlop (P) - 1700.986m3 (98%)Slop (S) – 1443.736m3(98%) |
| 8.3.2 | Residual/retention oil tank(s) capacity (98%), if applicable: | Abt. 166.9 m3 |
| **SBT Vessels** |
| 8.3.3 | What is total SBT capacity and percentage of SDWT vessel can maintain? | 22606.9 m3 | 45.2% |
| 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.: | YesMaximum S.G. 1.53 t/m3. Maximum tank filling including slops 67.0%. Maximum tank filling including slops 98% basis S.G 1.025 t/m3 |
| 8.6 | Max loading rate for homogenous cargo | With VECS | Without VECS |
| Loaded per manifold connection: | 1,400 Cu. Metres/Hour | 1,624 Cu. Metres/Hour |
| Loaded simultaneously through all manifolds: | 3,600 Cu. Metres/Hour | 3,600 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 |
|  | 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? | 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: | No |
| 8.10 | Number of portable gauging units (example- MMC) on board: | Tank gauging device 3EA |
| **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 | 300 Millimetres |
| 8.13 | Number/size/type of VECS reducers: | 4 pcs 12” x 12”, 2 pcs 12” x 16”, mild steel |
| **Venting** |
| 8.14 | State what type of venting system is fitted: | Individual PV valves |
| **Cargo Manifolds and Reducers** |
| 8.15 | Total number/size of cargo manifold connections on each side: | 8 EA6EAx300mm Cargo Lines1EAx200mm Cargo/Slop Line1EAx350mm Common Line |
| 8.15.1 | Does the vessel have a Common Line Manifold connection? If yes, describe: | YES, CAN BE INTERCONNECTED TO ALL 1-6 M’FOLD & SLOPS. Also connected to one booster pump line but booster pump is not fitted o/b |
| 8.16 | What type of valves are fitted at manifold: | Butterfly  |
| 8.17 | What is the material/rating of the manifold: | SUS316L / ANSI 150PSI  |
| 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: | 700 mm |
| 8.22 | Distance main deck to center of manifold: | 2,100.00 mm  |
| 8.23 | Spill tank grating to center of manifold: | 900 mm |
| 8.24 | Manifold height above the waterline in normal ballast/at SDWT condition: | Abt. 13.94 m | Abt. 7.94 m |
| 8.25 | Number/size/type of reducers: | 12 x 400/300mm (16/12") 2 x 400/200mm (16/8") 6 x 200/300mm (8/12") 6 x 250/300mm (10/12") 6 x 300/300mm (12/12") (1 x 300/200 (12/8''), 1 x 250/200 (10/8''), 1 x 200/200 (8/8")) |
| 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: | Framo cargo heater HE430  | No | SS |
| Slop Tanks: | Heating Coils | Yes | SUS 316L |
| 8.27.1 | Is a Thermal Oil Heating system fitted? If yes, identify tanks? | No |
| 8.28 | Maximum temperature cargo can be loaded/maintained: | 75.0 °C / 167.0 °F | 60 °C / 140 °F |
| 8.28.1 | Minimum temperature cargo can be loaded/maintained: | 0.0 °C / 32.0 °F | 0.0 °C / 32.0 °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? | N/A |
| 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: | N/A |
| **Cargo Pumps** |
| 8.31 | How many cargo pumps can be run simultaneously at full capacity: | 6 of cargo pumps |
| 8.32 | Pumps | No. | Type | Capacity | At What Head (sg=1.0) |
| Cargo Pumps:Cargo pump Slop pump R.O.T | 1221 | FRAMO, Submerged, centrifugal, Hydraulic motor | 600 M3/HR300 M3/HR100 M3/HR | 125 mlc |
| Cargo Eductors: | NA | NA | NA | NA |
| Stripping: | NA | NA |  |  |
| 8.33 | Is at least one emergency portable cargo pump provided? | Yes (one set) |
| **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 Cu. Metres/Hour |
| 8.37 | Is a washing water heater fitted? If yes is it operational and state max washing water temperature: | Yes, Seawater 80 °C |
| 8.38 | What is the maximum number of machines that can be operated at their designed max pressure? | 6 |
| **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: | Yes,9,000 Cu. Metres/Hour |
| 8.42 | Is vessel fitted with a cargo cooling system. If yes is it operational and state tanks applicable: | No |
| 8.43 | Is steam available on deck? | Yes |
|  |  |  |  |  |
| **9.** | **MOORING** |
| 9.1 | Wires (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| Forecastle: |  |
| Main deck fwd:  |
| Main deck aft:  |
| Poop deck: |
| 9.2 | Wire tails | No. | Diameter | Material | Length | Breaking Strength |
| Forecastle: | 4 | 70 Millimetres | Nylon Rope | 11 Metres | 95.00 Metric Tonnes |
| Main deck fwd:  | 4 | 70 Millimetres | Nylon Rope | 11 Metres | 95.00 Metric Tonnes |
| Main deck aft:  | 2 | 70 Millimetres | Nylon Rope | 11 Metres | 95.00 Metric Tonnes |
| Poop deck: | 6 | 70 Millimetres | Nylon Rope | 11 Metres | 95.00 Metric Tonnes |
| 9.3 | Ropes (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| Forecastle:  | 4 | 28.00 Millimetres | High Modulus | 220.00 Metres | 67.00 Metric Tonnes |
| Main deck fwd: | 4 | 28.00 Millimetres | High Modulus | 220.00 Metres | 67.00 Metric Tonnes |
| Main deck aft: | 2 | 28.00 Millimetres | High Modulus | 220.00 Metres | 67.00 Metric Tonnes |
| Poop deck:  | 6 | 28.00 Millimetres | High Modulus | 220.00 Metres | 67.00 Metric Tonnes |
| 9.4 | Other lines | No. | Diameter | Material | Length | Breaking Strength |
| Forecastle:  | 2 | 56.00 Millimetres | Signal B5 Yarn and High Performace Polyester | 220.00 Metres | 67.10 Metric Tonnes |
| Main deck fwd:  |  |
| Main deck aft:  |
| Poop deck:  | 2 | 56.00 Millimetres | Signal B5 Yarn and High Performace Polyester | 220.00 Metres | 67.10 Metric Tonnes |
| 9.5 | Winches | No. | No. Drums | Motive Power | Brake Capacity | Type of Brake |
| Forecastle: | 2 | Dbl | Hydraulic | 40.20 Metric Tonnes (Rendering Point 60%) | Manual |
| Main deck fwd: | 2 | Dbl | Hydraulic | 40.20 Metric Tonnes (Rendering Point 60%) | Manual |
| Main deck aft: | 1 | Dbl | Hydraulic | 40.20 Metric Tonnes (Rendering Point 60%) | Manual |
| Poop deck: | 2 | Trip | Hydraulic | 40.20 Metric Tonnes (Rendering Point 60%) | Manual |
| 9.6 | Bitts, closed chocks/fairleads | No. Bitts | SWL Bitts | No. Closed Chocks | SWL Closed Chocks |
| Forecastle: | 6 | 67.00 Metric Tonnes | 8 | 67.00 Metric Tonnes |
| Main deck fwd | 40 | 4x92MT, 16x25MT, 20x67MT | 14 | 67.00 Metric Tonnes |
| Main deck aft | 6 | 67.00 Metric Tonnes | 10 | 67.00 Metric Tonnes |
| Poop deck: | 8 | 67.00 Metric Tonnes | 19 | 67.00 Metric Tonnes |
| **Anchors/Emergency Towing System** |
| 9.7 | Number of shackles on port/starboard cable: | Port:11 shots, Stbd:12 shots |
| 9.8 | Type/SWL of Emergency Towing system forward: | KETA-45F  | 204 Metric Tonnes |
| 9.9 | Type/SWL of Emergency Towing system aft: | KETSP-40A  | 204 Metric Tonnes |
| **Escort Tug** |
| 9.10 | What is size/SWL of closed chock and/or fairleads of enclosed type on stern: | 204 Metric Tonnes |
| 9.11 | What is SWL of bollard on poop deck suitable for escort tug: | 204 Metric Tonnes |
| **Lifting Equipment/Gangway** |
| 9.12 | Derrick/Crane description (Number, SWL and location): | Cranes: 1 x 10 TonnesMidship 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 tons |
| 9.17 | What is the maximum size chain diameter the bow stopper(s) can handle: | 76 mm |
| 9.18 | Distance between the bow fairlead and chain stopper/bracket: | 3.50 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 |
|  |  |  |  |  |
| **10.** | **PROPULSION**  |
| 10.1 | Speed | Maximum | Economical |
| Ballast speed: | 14 Knots (WSNP) (Consumption for M/E: 25 MT) | 12 Knots (WSNP) (Consumption for M/E: 18.5 MT) |
| Laden speed: | 14 Knots (WSNP) (Consumption for M/E: 28 MT)  | 12 Knots (WSNP) (Consumption for M/E: 20.5 MT) |
| 10.2 | What type of fuel is used for main propulsion/generating plant: |  | IFO/LSMGO |
| 10.3 | Type/Capacity of bunker tanks: | Fuel Oil: 1,242.30 Cu. MetresDiesel Oil: 102.50 Cu. MetresGas Oil: 212.20 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 | 7,500 Kilowatt | HYUNDAI-MAN B & W |
| Aux engine:  | 3 | 960 Kilowatt | STX/6L23/30H |
| Power packs: | 4 | 425 Cu. Metres/Hour | CUMMINS, INC./KTA19-DM1 (2 diesel & 2 hydrolic) |
| Boilers: | 2 | 18.00 Metric Tonnes/Hour | AUX(KANGRIM/PB0301AS12) & COMP(KANGRIM/PCZZZZ044) |
| **Bow/Stern Thruster** |
| 10.6 | What is brake horse power of bow thruster (if fitted): | Not fitted |
| 10.7 | What is brake horse power of stern thruster (if fitted): | Not fitted |
| **Emissions** |
| 10.8 | Main engine IMO NOx emission standard: | Tier II |
| 10.9 | Energy Efficiency Design Index (EEDI) rating number: | 4.2642 |
|  |  |  |  |  |
| **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: | None |
|  |  |  |  |  |
| **12.** | **RECENT OPERATIONAL HISTORY**  |
| 12.1 | Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last): | ULP 91 RON + Gasoil 10ppm // Gasoil 500 ppm // Gasoil 10 ppm |
| 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,Collision: No |
| 12.3 | Date and place of last Port State Control inspection: | 24th Mar 2024 / Subic, Philippines |
| 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.* | None |
| 12.6 | Date/Place of last SIRE inspection: | PETRON on 12th APR 2024at Bataan, Philippines |
| 12.6.1 | Date/Place of last CDI inspection: | None |
| 12.7 | Additional information relating to features of the ship or operational characteristics: | No |

Revised 2018 ([INTERTANKO](http://www.intertanko.com/)/[Q88.com](http://www.q88.com/web_ad.asp?ad=Q88-V4.1))

Form completed on http://www.q88.com/integration.aspx Please email support@q88.com an updated copy if this is not the latest version.