**zINTERTANKO CHARTERING QUESTIONNAIRE 88 - OIL Version 5**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **1.** | **GENERAL INFORMATION** | | | | | | | |
| 1.1 | Date updated: | | | | | | 14th December 2024 | |
| 1.2 | Vessel’s name (IMO number): | | | | | | MERLION 27 (9537226) | |
| 1.3 | Vessel’s previous name(s) and date(s) of change: | | | | | | SENTEK 27 and 28th JUL 2022 | |
| 1.4 | Date delivered/Builder (where built): | | | | | | 02 NOV 2013/ Lianyungang Shenghua Shipbuilding & Repairing Co. Ltd. CHINA | |
| 1.5 | Flag/Port of Registry: | | | | | | SINGAPORE | |
| 1.6 | Call sign/MMSI: | | | | | | 9V2147 | |
| 1.7 | Vessel’s contact details (satcom/fax/email etc.): | | | | | | Tel: +65 8181 4925  Fax: N.A  Email: [Merlion27.mgm@gmail.com](mailto:Merlion27.mgm@gmail.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: | | | | SINGFAR TANKER PTE LTD  180 Kitchener Road, City Square Mall, #08-09  Singapore: 208539  Tel: +65 6550 2241  Fax: +65 6550 2243 Email: [shipmanagement@singfar.com.sg](mailto:shipmanagement@singfar.com.sg) | | | |
| 1.11 | Technical operator - Full style: | | | | MGM SHIP MANAGEMENT PTE LTD  180 Kitchener Road, City Square Mall, #08-09  Singapore: 208539  Tel: +65 6550 2241  Fax: +65 6550 2243 Email: [ship@mgmshipping.com](mailto:shipping@sentek.com.sg) | | | |
| 1.12 | Commercial operator - Full style: | | | | SFI ENERGY PTE LTD  180 Kitchener Road, City Square Mall, #08-09  Singapore: 208539  Tel: +65 6550 2241  Fax: +65 6550 2243 Email: [shipmanagement@singfar.com.sg](mailto:shipping@sentek.com.sg) | | | |
| 1.13 | Disponent owner - Full style: | | | | N.A | | | |
| **Insurance** | | | | | | | | |
| 1.14 | P & I Club - Full Style: | | | | NorthStandard Limited | | | |
| 1.15 | P & I Club pollution liability coverage/expiration date: | | | | | | 1,000,000,000 US$ | 20 FEB 2025 |
| 1.16 | Hull & Machinery insured by - Full Style:  (Specify broker or leading underwriter) | | | | LCH Lockton Pte Ltd | | | |
| 1.17 | Hull & Machinery insured value/expiration date: | | | | | | 2,400,000 SGD$ | 31 JULY 2027 |
| **Classification** | | | | | | | | |
| 1.18 | Classification society: | | | | | | RINA | |
| 1.19 | Class notation: | | | | | | Oil Tanker ESP-F.P>60° C | |
| 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: | | | | | | N.A | |
| 1.22 | Does the vessel have ice class? If yes, state what level: | | | | | | No, N.A | |
| 1.23 | Date/place of last dry-dock: | | | | | | 07 DEC 2023/ BATAM | |
| 1.24 | Date next dry dock due/next annual survey due: | | | | | | 10 OCT 2028 | 10 JAN 2025 |
| 1.25 | Date of last special survey/next special survey due: | | | | | | 08 OCT 2021 | 07 DEC 2026 |
| 1.26 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | | | | | | N.A | |
| **Dimensions** | | | | | | | | |
| 1.27 | Length overall (LOA): | | | | | | 68.40 Metres | |
| 1.28 | Length between perpendiculars (LBP): | | | | | | 62.98 Metres | |
| 1.29 | Extreme breadth (Beam): | | | | | | 12.80 Metres | |
| 1.30 | Moulded depth: | | | | | | 6.50 Metres | |
| 1.31 | Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: | | | | | | 23.80 Metres | |
| 1.32 | Distance bridge front to center of manifold: | | | | | | 16.93 Metres | |
| 1.33 | Bow to center manifold (BCM)/Stern to center manifold (SCM): | | | | | | 33.80 Metres | |
| 1.34 | Parallel body distances | | | | Lightship | | Normal Ballast | Summer Dwt |
| Forward to mid-point manifold: | | | | 9.42 Metres | | 11.12 Metres | 11.97 Metres |
| Aft to mid-point manifold: | | | | 10.85 Metres | | 14.67 Metres | 18.90 Metres |
| Parallel body length: | | | | 20.27 Metres | | 25.79 Metres | 30.87 Metres |
| **Tonnages** | | | | | | | | |
| 1.35 | Net Tonnage: | | | | | | 560 | |
| 1.36 | Gross Tonnage/Reduced Gross Tonnage (if applicable): | | | | | | 1589 | N.A |
| 1.37 | Suez Canal Tonnage - Gross (SCGT)/Net (SCNT): | | | | | | N.A | N.A |
| 1.38 | Panama Canal Net Tonnage (PCNT): | | | | | | N.A | |
| Loadline Information | | | | | | | | |
| 1.39 | Loadline | | Freeboard | | Draft | | Deadweight | Displacement |
| Summer: | | 1.709 Metres | | 4.80 Metres | | 1974.50 Metric Tonnes | 3104.40 Metric Tonnes |
| Winter: | | - | | - | | - | - |
| Tropical: | | 1.609 Metres | | 4.90 Metres | | 2050 Metric Tonnes | 3179.90 Metric Tonnes |
| Lightship: | | 4.598 Metres | | 1.911 Metres | | Not Applicable | 1129.90 Metric Tonnes |
| Normal Ballast Condition: | | 3.267 Metres | | 3.242 Metres | | Not Applicable | 1970.80 Metric Tonnes |
| Segregated Ballast Condition: | | 3.267 Metres | | 3.242 Metres | | Not Applicable | 1970.80 Metric Tonnes |
| 1.40 | FWA/TPC at summer draft: | | | | | | 109.00 Millimetres | 7.56 Metric Tonnes |
| 1.41 | Does vessel have multiple SDWT? If yes, please provide all assigned loadlines: | | | | | | No | |
| 1.42 | Constant (excluding fresh water): | | | | | | 100 MT | |
| 1.43 | What is the company guidelines for Under Keel Clearance (UKC) for this vessel? | | | | | | Anchor & Cargo Operations at anchorage at deepest static draft :  1 Meter  Underway on passage at deepest static draft:  1 Meter  Cargo Operations at terminal & wharfs at deepest static draft trim:  0.5 Meter  Ocean passage: 20% of Deepest Static Draft  Coastal Passages/ Fairways & Narrow Channels: 15% of Deepest Static Draft | |
| 1.44 | What is the max height of mast above waterline (air draft) | | | | | | Full Mast | Collapsed Mast |
| Summer deadweight: | | | | | | 19.00 Metres | 0 Metres |
| Normal ballast: | | | | | | 20.44 Metres | 0 Metres |
| Lightship: | | | | | | 22.23 Metres | 0 Metres |
|  |  | | | |  | |  |  |
| **2.** | **CERTIFICATES** | | **Issued** | | **Last Annual** | | **Last Intermediate** | **Expires** |
| 2.1 | Safety Equipment Certificate (SEC): | | 21 DEC 2023 | | Not Applicable | | Not Applicable | 10 OCT 2028 |
| 2.2 | Safety Radio Certificate (SRC): | | 28 SEP 2023 | | Not Applicable | | Not Applicable | 04 NOV 2028 |
| 2.3 | Safety Construction Certificate (SCC): | | 02 JAN 2024 | | Not Applicable | | Not Applicable | 10 OCT 2028 |
| 2.4 | International Loadline Certificate (ILC): | | 21 DEC 2023 | | Not Applicable | | Not Applicable | 10 OCT 2028 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | | 21 DEC 2023 | | Not Applicable | | Not Applicable | 10 OCT 2028 |
| 2.6 | International Ship Security Certificate (ISSC): | | 27 MAR 2024 | | Not Applicable | | Not Applicable | 07 APR 2029 |
| 2.7 | Maritime Labour Certificate (MLC): | | 27 MAR 2024 | | Not Applicable | | Not Applicable | 07 APR 2029 |
| 2.8 | ISM Safety Management Certificate (SMC): | | 27 MAR 2024 | | Not Applicable | | Not Applicable | 07 APR 2029 |
| 2.9 | Document of Compliance (DOC): | | 27 APR 2023 | | 31 JUL 2024 | | Not Applicable | 13 JUL 2026 |
| 2.10 | USCG Certificate of Compliance: | | Not Applicable | | Not Applicable | | Not Applicable | Not Applicable |
| 2.11 | Civil Liability Convention (CLC) 1992 Certificate: | | Not Applicable | | Not Applicable | | Not Applicable | Not Applicable |
| 2.12 | Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate: | | 17 JAN 2024 | | Not Applicable | | Not Applicable | 20 FEB 2025 |
| 2.13 | Liability for the Removal of Wrecks Certificate (WRC) | | 17 JAN 2024 | | Not Applicable | | Not Applicable | 20 FEB 2025 |
| 2.14 | U.S. Certificate of Financial Responsibility (COFR): | | Not Applicable | | Not Applicable | | Not Applicable | Not Applicable |
| 2.15 | Certificate of Class: | | 21 DEC 2023 | | Not Applicable | | Not Applicable | 10 OCT 2028 |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC): | | 21 DEC 2023 | | Not Applicable | | Not Applicable | 10 OCT 2028 |
| 2.17 | Certificate of Fitness (COF): | | Not Applicable | | Not Applicable | | Not Applicable | Not Applicable |
| 2.18 | International Energy Efficiency Certificate (IEEC): | | 07 DEC 2023 | | Not Applicable | | Not Applicable | Not Applicable |
| 2.19 | International Air Pollution Prevention Certificate (IAPPC): | | 21 DEC 2023 | | Not Applicable | | Not Applicable | 10 OCT 2028 |
| **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)? | | | | | | No | |
| 2.23 | ITF Blue Card expiry date (if applicable): | | | | | | Nil | |
|  |  | | | |  | |  |  |
| **3.** | **CREW** | | | | | | | |
| 3.1 | Nationality of Master: | | | | | | INDONESIAN | |
| 3.2 | Number and nationality of Officers: | | | | | 6 | INDONESIAN | |
| 3.3 | Number and nationality of ratings: | | | | | 5 | INDONESIAN / FILIPINO / MYANMAR | |
| 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: | | N.A | | | | N.A | |
|  |  | | | |  | |  |  |
| **4.** | **FOR USA CALLS** | | | | | | | |
| 4.1 | Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter? | | | | | | N.A | |
| 4.2 | Qualified individual (QI) - Full style: | | | | N.A | | | |
| 4.3 | Oil Spill Response Organization (OSRO) - Full style: | | | | N.A | | | |
| 4.4 | Salvage and Marine Firefighting Services (SMFF) - Full Style: | | | | N.A | | | |
|  |  | | | |  | |  |  |
| **5.** | **SAFETY/HELICOPTER** | | | | | | | |
| 5.1 | Is the vessel operated under a Quality Management System? If Yes, what type of system? (ISO9001 or IMO Resolution A.741(18) as amended) | | | | | | Yes  ISO 9001:2015 | |
| 5.2 | Can the ship comply with the ICS Helicopter Guidelines? | | | | | | N.A | |
| 5.2.1 | If Yes, state whether winching or landing area provided: | | | | | | N.A | |
| 5.2.2 | If Yes, what is the diameter of the circle provided: | | | | | | N.A | |
|  |  | | | |  | |  |  |
| **6.** | **COATING/ANODES** | | | | | | | |
| 6.1 | Tank Coating | | Coated | | Type | | To What Extent | Anodes |
| Cargo tanks: | | No | | - | | - | - |
| Ballast tanks: | | Yes | | Epoxy | | Whole Tank | - |
| Slop tanks: | | Yes | | Epoxy | | Whole Tank | - |
|  |  | | | |  | |  |  |
| **7.** | **BALLAST** | | | | | | | |
| 7.1 | Pumps | | | No. | Type | | Capacity | At What Head (sg=1.0) |
| Ballast Pumps: | | | 1 | Centrifugal | | 300 Cu. Metres/Hour | N.A |
| Ballast Eductors: | | | 0 | N.A | | N.A | N.A |
|  |  | | | |  | |  |  |
| **8.** | **CARGO-OIL** | | | | | | | |
| **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%): | | | | | | 8 | 2201.538 Cu. Meters |
| 8.2.1 | Capacity (98%) of each natural segregation with double valve (specify tanks): | | | | | | N.A | |
| 8.3 | Number of slop tanks and total cubic capacity (98%): | | | | | | 2 | 71.678 Cu. Meters |
| 8.3.1 | Specify segregations which slops tanks belong to and their capacity with double valve: | | | | | | N.A | |
| 8.3.2 | Residual/retention oil tank(s) capacity (98%), if applicable: | | | | | | N.A | |
| **SBT Vessels** | | | | | | | | |
| 8.3.3 | What is total SBT capacity and percentage of SDWT vessel can maintain? | | | | | | 936.70 Cu. Meters | 70 % |
| 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: | | | | | | 1 | |
| 8.5 | Are there any cargo tank filling restrictions?  If yes, specify number of slack tanks, max s.g., ullage restrictions etc.: | | | | | | N.A  Not Applicable | |
| 8.6 | Max loading rate for homogenous cargo | | | | | | With VECS | Without VECS |
| Loaded per manifold connection: | | | | | | N.A | 800 Cu. Metres/Hour |
| Loaded simultaneously through all manifolds: | | | | | | N.A | N.A |
| **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? | | | | | | No | |
| **Gauging and Sampling** | | | | | | | | |
| 8.9 | Is gauging system certified and calibrated? If no, specify which ones are not calibrated: | | | | | | Yes | |
|  | What type of fixed closed tank gauging system is fitted: | | | | | | N.A | |
|  | Are high level alarms fitted to the cargo tanks? If Yes, indicate whether to all tanks or partial: | | | | | | Yes, All C.O.T | |
| 8.9.1 | Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6? | | | | | | No | |
| 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: | | | | | | 2 | |
| **Vapor Emission Control System (VECS)** | | | | | | | | |
| 8.11 | Is a Vapour Emission Control System (VECS) fitted? | | | | | | N.A | |
| 8.12 | Number/size of VECS manifolds (per side): | | | | | | N.A | N.A |
| 8.13 | Number/size/type of VECS reducers: | | | | | | N.A | |
| **Venting** | | | | | | | | |
| 8.14 | State what type of venting system is fitted: | | | | | | PV | |
| **Cargo Manifolds and Reducers** | | | | | | | | |
| 8.15 | Total number/size of cargo manifold connections on each side: | | | | | | 2 / 250.00 Millimetres | |
| 8.16 | What type of valves are fitted at manifold: | | | | | | Gate Valve | |
| 8.17 | What is the material/rating of the manifold: | | | | | | Cast Steel | |
| 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: | | | | | | 940 Millimetres | |
| 8.19 | Distance ships rail to manifold: | | | | | | 2300 Millimetres | |
| 8.20 | Distance manifold to ships side: | | | | | | 3400 Millimetres | |
| 8.21 | Top of rail to center of manifold: | | | | | | 600 Millimetres | |
| 8.22 | Distance main deck to center of manifold: | | | | | | 1230 Millimetres | |
| 8.23 | Spill tank grating to center of manifold: | | | | | | 600 Millimetres | |
| 8.24 | Manifold height above the waterline in normal ballast/at SDWT condition: | | | | | | 4443 Metres | 6230Metres |
| 8.25 | Number/size/type of reducers: | | | | | | 2x 10’-8’, 2x 8’-6’ | |
| 8.26 | Is vessel fitted with a stern manifold? If yes, state size: | | | | | | No, 0 Millimetres | |
| **Heating** | | | | | | | | |
| 8.27 | Cargo/slop tanks fitted with a cargo heating system? | | | | Type | | Coiled | Material |
| Cargo Tanks: | | | | Nil | | Nil | Nil |
| Slop Tanks: | | | | Nil | | Nil | Nil |
| 8.28 | Maximum temperature cargo can be loaded/maintained: | | | | | | 70.0 °C / 158.0 °F | 38.0 °C / 134.96 °F |
| 8.28.1 | Minimum temperature cargo can be loaded/maintained: | | | | | | Nil | Nil |
| **Inert Gas and Crude Oil Washing** | | | | | | | | |
| 8.29 | Is an Inert Gas System (IGS) fitted/operational? | | | | | | N.A | |
| 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: | | | | | | Nil | |
| **Cargo Pumps** | | | | | | | | |
| 8.31 | How many cargo pumps can be run simultaneously at full capacity: | | | | | |  | |
| 8.32 | Pumps | | | No. | Type | | Capacity | At What Head (sg=1.0) |
| Cargo Pumps: | | | 2 | Gear Pump | | 500 Cu. Meters/Hour | N.A |
| Cargo Eductors: | | | 0 | N.A | | N.A | N.A |
| Stripping: | | | 1 | Gear Pump | | 60 Cu. Meters/Hour | N.A |
| 8.33 | Is at least one emergency portable cargo pump provided? | | | | | |  | |
|  |  | | | |  | |  |  |
| **9.** | **MOORING** | | | | | | | |
| 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: | 2 | 48 mm | | Maxi Rope | | 220 m | 26.40 MT |
| Main deck fwd: | 0 | - | | - | | - | - |
| Main deck aft: | 0 | - | | - | | - | - |
| Poop deck: | 2 | 48 mm | | Maxi Rope | | 220 m | 26.40 MT |
| 9.4 | Other lines | No. | Diameter | | Material | | Length | Breaking Strength |
| Forecastle: | 2 | 48 mm | | Maxi Rope | | 220 m | 26.40 MT |
| Main deck fwd: | 0 | - | | - | | - | - |
| Main deck aft: | 0 | - | | - | | - | - |
| Poop deck: | 2 | 48 mm | | Maxi Rope | | 220 m | 26.40 MT |
| 9.5 | Winches | No. | No. Drums | | Motive Power | | Brake Capacity | Type of Brake |
| Forecastle: | 2 | Double | | - | | 24MT | - |
| Main deck fwd: | 0 | - | | - | | - | - |
| Main deck aft: | 0 | - | | - | | - | - |
| Poop deck: | 2 | Single Drums | | - | | 24MT | - |
| 9.6 | Bitts, closed chocks/fairleads | | No. Bitts | | SWL Bitts | | No. Closed Chocks | SWL Closed Chocks |
| Forecastle: | | 4 | | 48.00 MT | | 4 Fairleads 1 Chocks | 48.00 MT |
| Main deck fwd: | | 2 | | 48.00 MT | | 2 Closed Chocks | 48.00 MT |
| Main deck aft: | | 2 | | 48.00 MT | | 2 Closed Chocks | 48.00 MT |
| Poop deck: | | 4 | | 48.00 MT | | 6 Fairleads 1 Chocks | 48.00 MT |
| **Anchors/Emergency Towing System** | | | | | | | | |
| 9.7 | Number of shackles on port/starboard cable: | | | | | | 1 × 8 / 1 × 7 | |
| 9.8 | Type/SWL of Emergency Towing system forward: | | | | | | N.A | N.A |
| 9.9 | Type/SWL of Emergency Towing system aft: | | | | | | N.A | N.A |
| **Escort Tug** | | | | | | | | |
| 9.10 | What is size/SWL of closed chock and/or fairleads of enclosed type on stern: | | | | | | 800 mm x 600 mm | 12.3 Metric Tonnes |
| 9.11 | What is SWL of bollard on poop deck suitable for escort tug: | | | | | | 12.3 Metric Tonnes | |
| **Lifting Equipment/Gangway** | | | | | | | | |
| 9.12 | Derrick/Crane description (Number, SWL and location): | | | | | | 1 × Crane at 20 KN Main Deck | |
| 9.13 | Accommodation ladder direction: | | | | | | N.A | |
|  | Does vessel have a portable gangway? If yes, state length: | | | | | | N.A | |
| **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)’? | | | | | | N.A | |
| 9.15 | If fitted, how many chain stoppers: | | | | | | N.A | |
| 9.16 | State type/SWL of chain stopper(s): | | | | | | N.A | N.A |
| 9.17 | What is the maximum size chain diameter the bow stopper(s) can handle: | | | | | | N.A | |
| 9.18 | Distance between the bow fairlead and chain stopper/bracket: | | | | | | N.A | |
| 9.19 | Is bow chock and/or fairlead of enclosed type of OCIMF recommended size  (600mm x 450mm)? If not, give details of size: | | | | | | No | |
|  |  | | | |  | |  |  |
| **10.** | **PROPULSION** | | | | | | | |
| 10.1 | Speed | | | | | | Maximum | Economical |
| Ballast speed: | | | | | | 11.90 knots | 8.6 knots |
| Laden speed: | | | | | | 11.90 knots | 8.6 knots |
| 10.2 | What type of fuel is used for main propulsion/generating plant: | | | | | | MGO | MGO |
| 10.3 | Type/Capacity of bunker tanks: | | | | | | MGO | |
| 10.4 | Is vessel fitted with fixed or controllable pitch propeller(s): | | | | | | Fixed | |
| 10.5 | Engines | | | | No | | Capacity | Make/Type |
| Main engine: | | | | 2 | | 540 KW | WEICHAI CW.6200ZC-5 MODEL 900 r/min |
| Aux engine: | | | | 2 | | 150 KW | DONG FENG G128 MODEL CCFJ150 J-W 1500 r/min |
| Power packs: | | | | 1 | | 64 KW | FEIJING MODEL CCFJ64Y 1500 r/min |
| Boilers: | | | | 0 | | Metric Tonnes/Hour | N.A |
| **Bow/Stern Thruster** | | | | | | | | |
| 10.6 | What is brake horse power of bow thruster (if fitted): | | | | | | - | |
| 10.7 | What is brake horse power of stern thruster (if fitted): | | | | | | No, 0 bhp | |
| **Emissions** | | | | | | | | |
| 10.8 | Main engine IMO NOx emission standard: | | | | | | Nil | |
| 10.9 | Energy Efficiency Design Index (EEDI) rating number: | | | | | | EXEMPT | |
|  |  | | | |  | |  |  |
| **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: | | | | | | 3 Metres | |
| 11.3 | Date/place of last STS operation: | | | | | | N.A | |
|  |  | | | |  | |  |  |
| **12.** | **RECENT OPERATIONAL HISTORY** | | | | | | | |
| 12.1 | Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last): | | | | | | N.A | |
| 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,  Collision: No, | |
| 12.3 | Date and place of last Port State Control inspection: | | | | | | N.A | |
| 12.4 | Any outstanding deficiencies as reported by any Port State Control? If yes, provide details: | | | | | | N.A | |
| 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.* | | | | | | Chevron | |
| 12.6 | Date/Place of last SIRE inspection: | | | | | | 16 JUL 2024 / Singapore | |
| 12.7 | Additional information relating to features of the ship or operational characteristics: | | | | | | N.A | |

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