

1. GENERAL INFORMATION			
1.1	Date updated:	Jan 18, 2019	
1.2	Vessel's name (IMO number):	Eagle Bay (9374272)	
1.3	Vessel's previous name(s) and date(s) of change:	Ayesha (Jan 18,2019) Atlantic Hope (Mar 15, 2017)	
1.4	Date delivered/Builder (where built):	Feb 28, 2008/Hyundai Mipo Dockyard	
1.5	Flag/Port of Registry:	Singapore	
1.6	Call sign/MMSI:	9V6194/TBA	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: TBA Email: TBA	
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:	Eagle Bay Shipping Pte. Ltd. 20 McCallum Street, #16-01 Tokio Marine Centre Singapore 069046	
1.11	Technical operator - Full style:	Goodwood Ship Management Pte Ltd 20 Science Park Road, #02-34/36, Teletech Park, Singapore - 117674 Singapore Tel: +65 6500 4040 Fax: +65 6500 4050 Telex: 051 9407 4837 Email: ops@goodwoodship.com Web: www.goodwoodship.com Company IMO#: 5377747	
1.12	Commercial operator - Full style:	TBA	
1.13	Disponent owner - Full style:	TBA	
Insurance			
1.14	P & I Club - Full Style:	TBA	
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000 US\$	Feb 20, 2020
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	TBA	
1.17	Hull & Machinery insured value/expiration date:	18,000,000 US\$	TBA
Classification			
1.18	Classification society:	American Bureau of Shipping	
1.19	Class notation:	A1, CHEMICAL CARRIER, OIL CARRIER, AMS, ACCU, VEC, TCM, RRDA, ESP, UWILD	
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No NA	
1.21	If classification society changed, name of previous and date of change:	Korean Register, Aug 19, 2010	
1.22	Does the vessel have ice class? If yes, state what level:	No, NA	
1.23	Date/place of last dry-dock:	May 05, 2018/Yalova, Turkey	
1.24	Date next dry dock due/next annual survey due:	Feb 26, 2023	Feb 26, 2019
1.25	Date of last special survey/next special survey due:	May 05, 2018	Feb 26, 2023
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	No,	
Dimensions			

1.27	Length overall (LOA):				183.21 Metres
1.28	Length between perpendiculars (LBP):				174.00 Metres
1.29	Extreme breadth (Beam):				32.24 Metres
1.30	Moulded depth:				18.80 Metres
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:		47.48 Metres		
1.32	Distance bridge front to center of manifold:				56.75 Metres
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):		92.22 Metres		90.99 Metres
1.34	Parallel body distances		Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:		42.91 Metres	44.10 Metres	44.30 Metres
	Aft to mid-point manifold:		32.05 Metres	34.58 Metres	52.90 Metres
	Parallel body length:		74.96 Metres	78.68 Metres	
Tonnages					
1.35	Net Tonnage:				12,026.00
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):		29,266.00		22,103
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):		30,870.02		27,285.61
1.38	Panama Canal Net Tonnage (PCNT):				24,299.00
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.613 Metres	12.216 Metres	47,134 Metric Tonnes	56,286 Metric Tonnes
	Winter:				
	Tropical:				
	Lightship:	16.499 Metres	2.33 Metres	-	9,152.00 Metric Tonnes
	Normal Ballast Condition:	12.169 Metres	6.66 Metres	19,522.00 Metric Tonnes	28,674.00 Metric Tonnes
	Segregated Ballast Condition:	0.00 Metres	0.00 Metres	0.00 Metric Tonnes	0.00 Metric Tonnes
1.40	FWA/TPC at summer draft:				52.26 Metric Tonnes
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	<p>Yes</p> <p>Load line 1- Summer Dwt 47,134 MT, S.Draft 12.216 m (Active)</p> <p>Load line 2- Summer Dwt 44,999 MT, S .Draft 11.808 m</p> <p>Load line 3- Summer Dwt 39,999 MT, S .Draft 10.838 m</p> <p>Load line 4- Summer Dwt 34,999 MT, S. Draft 9.848 m</p>			
1.42	Constant (excluding fresh water):				200 Metric Tonnes
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	<p>On Ocean Passages and Open Sea Areas where the static UKC exceeds 50% of the vessels current maximum static draft, further UKC calculations are not required. Masters shall plan their voyages to avoid, where practical, transiting areas where the static UKC is less than 50% of the vessels maximum static draft.</p> <p>On Coastal Passages, in Confined or Shallow Waters, generally closer than 20 nautical miles from grounding line where the static UKC is less than 50% of the vessels current maximum static draft, the vessel shall maintain a minimum dynamic UKC of 10% of the</p>			

		<p>current maximum static draft i.e. after taking into account applicable physical and environmental factors and the anticipated Squat.</p> <p>In Fairways, Channels, Canals, Port Approaches generally within the jurisdiction or direction of a port authority or within port limits:-</p> <p>- Whilst underway, the minimum dynamic UKC requirement is 1.5% of the moulded breadth of the vessel, but not less than 0.3MTR whichever is greater, after taking into account applicable physical, environmental factors and Squat. When transiting channels or passing over bars, vessels may use the height of tide and time the transits appropriately to maintain the required UKC.</p> <p>- Whilst alongside a berth or at SBM/CBM mooring in sheltered locations, the minimum static UKC requirement is 1.5% of the moulded breadth of the vessel, but not less than 0.3MTR whichever is greater, after taking into consideration the depth of water at the lowest state of the tide. At offshore exposed locations when berthed or moored at SBM/CBM the minimum static UKC requirement is 10% of the vessels draft with a minimum of 0.6MTR whichever is greater. For discharge operations, vessel shall not rely upon the reduction in draft due to cargo discharge and must be able to maintain the minimum UKC when alongside berth or at SBM/CBM through the next low water period without discharging any cargo.</p>	
1.44	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Summer deadweight:	35.264 Metres	0 Metres
	Normal ballast:	40.82 Metres	0 Metres
	Lightship:	45.15 Metres	0 Metres

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	Jan 18, 2019	Not Applicable	Not Applicable	Feb 26, 2023
2.2	Safety Radio Certificate (SRC):	Jan 18, 2019	Not Applicable	Not Applicable	Feb 26, 2023
2.3	Safety Construction Certificate (SCC):	Jan 18, 2019	Not Applicable	Not Applicable	Feb 26, 2023
2.4	International Loadline Certificate (ILC):	Jan 18, 2019	Not Applicable	Not Applicable	Feb 26, 2023
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jan 18, 2019	Not Applicable	Not Applicable	Feb 26, 2023
2.6	International Ship Security Certificate (ISSC):	Jan 18, 2019	Not Applicable	Not Applicable	Jul 18, 2019
2.7	Maritime Labour Certificate (MLC):	Jan 18, 2019	Not Applicable	Not Applicable	Jul 18, 2019
2.8	ISM Safety Management Certificate (SMC):	Jan 18, 2019	Not Applicable	Not Applicable	Jul 18, 2019
2.9	Document of Compliance (DOC):	Aug 20, 2018	Not Applicable	Not Applicable	Sep 14, 2023
2.10	USCG Certificate of Compliance (USCGCOC):	Oct 14, 2017	Not Applicable	Not Applicable	Oct 14, 2019
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Jan 18, 2019	Not Applicable	Not Applicable	Feb 20, 2020
2.12	Civil Liability for Bunker Oil Pollution Damage	Jan 18, 2019	Not Applicable	Not Applicable	Feb 20, 2020

	Convention (CLBC) Certificate:				
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Jan 18, 2019	Not Applicable	Not Applicable	Feb 20, 2020
2.14	U.S. Certificate of Financial Responsibility (COFR):	TBC	Not Applicable	Not Applicable	TBC
2.15	Certificate of Class (COC):	Jan 18, 2019	Not Applicable	Not Applicable	Feb 26, 2023
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Jan 18, 2019	Not Applicable	Not Applicable	Feb 26, 2023
2.17	Certificate of Fitness (COF):	Jan 18, 2019	Not Applicable	Not Applicable	Feb 26, 2023
2.18	International Energy Efficiency Certificate (IEEC):	Jan 18, 2019	Not Applicable	Not Applicable	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Jan 18, 2019	Not Applicable	Not Applicable	Feb 26, 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)?			N/A	
2.23	ITF Blue Card expiry date (if applicable):			Dec 31, 2019	

3.	CREW				
3.1	Nationality of Master:			Indian	
3.2	Number and nationality of Officers:		11	Indian	
3.3	Number and nationality of Crew:		12	Filipino	
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: Goodwood Ship Management Pte. Ltd. 20 Science Park Road #02-34/36, Telectech Park, Singapore - 117674 Tel: +65 6500 4040 Fax: +65 6500 4050 Telex: N/A Email: fpd@goodwoodship.com Web: www.goodwoodship.com		Ratings: Trans Global Maritime Agency Inc. 3rd Floor, Planters products building, 109 Esteban street, Lagaspi Vilage, Makati City, 1229 Phillipines Tel: +63 2815 2048 Fax: +63 2817 6509 Telex: N/A Email: ships@trans-global.co.ph	

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:		Gallagher Marine Systems Inc 305 Harper Drive, Moorestown, New Jersey, USA - 08057 Tel: +1 703 683 4700 Fax: +1 856 642 3945 Email: info@chgms.com		
4.3	Oil Spill Response Organization (OSRO) - Full style:		National Response Corporation 3500 Sunrise Hwy Great River, New York 11739-1001 United States Tel: +1 631 224 9141 Email: iocdo@nrcc.com		
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:		RESOLVE SALVAGE & FIRE 1510 SE 17th Street, Suite 400 Fort Lauderdale, FL 33316 Tel: +1 954-764-8700 Email: info@resolvemarine.com Web: www.resolvemarine.com		

5.	SAFETY/HELICOPTER	
5.1	Is the vessel operated under a Quality Management System? If Yes, what type of system? (ISO9001 or IMO Resolution A.741(18) as amended):	Yes 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:	Na
5.2.2	If Yes, what is the diameter of the circle provided:	0 Metres

6.	COATING/ANODES				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Pure Epoxy, International Paints - Interline 704, Shades - THA 700, 702/703, Coating - Two Pack epoxy tank coating.	Whole Tank	No
	Ballast tanks:	Yes	epoxy	Whole Tank	Yes
	Slop tanks:	Yes	Pure Epoxy	Whole Tank	

7.	BALLAST				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	DEEPWELL SUBMERGED FRAMO P/P	750 Cu. Metres/Hour	25 Metres
	Ballast Eductors:	0		0 Cu. Metres/Hour	0 Metres

8.	CARGO				
Double Hull Vessels					
8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:			Yes, Solid	
Cargo Tank Capacities					
8.2	Number of cargo tanks and total cubic capacity (98%):				51,906.80 Cu. Metres
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):			Seg#1: 6763.7 m3 (1(P&S)) Seg#2: 9138.7 m3 (2(P&S)) Seg#3: 9317.6 m3 (3(P&S)) Seg#4: 9317.6 m3 (4(P&S)) Seg#5: 9300.8 m3 (5(P&S)) Seg#6: 8068.2 m3 (6(P&S)) Seg#7: 1174.8 m3 (Slop P & S)	
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):			3	
8.3	Number of slop tanks and total cubic capacity (98%):			2	1,174.80 Cu. Metres
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):				
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:			Yes If vessel is carrying cargo of specific gravity 1.550 then max filling level is 66%. For specific gravity between 1.025 and 1.55 the filling height has to be interpolated.	
8.6	Max loading rate for homogenous cargo			With VECS	Without VECS
	Loaded per manifold connection:				2,250 Cu. Metres/Hour (1834 m3 / Hour basis 07 m / sec with 04

			tanks open at any time.)
	Loaded simultaneously through all manifolds:		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)?		
	Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves?	No,	
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	300 Millimetres
8.13	Number/size/type of VECS reducers:	2 / 12 " x 16 " / ANSI 150 psi	
Venting			
8.14	State what type of venting system is fitted:	Common IG Line with separate High Velocity venting valves	
Cargo Manifolds and Reducers			
8.15	Total number/size of cargo manifold connections on each side:	6/400 Millimetres	
8.15.1	Does the vessel have a Common Line Manifold connection? If yes, describe:	Manifold crossovers are provided with spectacle blanks & double valves.	
8.16	What type of valves are fitted at manifold:	Butterfly	
8.17	What is the material/rating of the manifold:	Sus 316L/	
8.18	Distance between cargo manifold centers:	2,000.00 Millimetres	
8.19	Distance ships rail to manifold:	4,600.00 Millimetres	
8.20	Distance manifold to ships side:	4,600.00 Millimetres	
8.21	Top of rail to center of manifold:	650.00 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:	14.28 Metres	8.71 Metres
8.25	Number/size/type of reducers:	6 x 300/200mm (12/8") 6 x 300/250mm (12/10") 12 x 400/300mm (16/12") 1 x 200/250mm (8/10") 1 x 200/300mm (8/12") ANSI	
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
	Cargo Tanks:	Steam Deck Heaters	Material
	Slop Tanks:	Heating coils	Yes
8.27.1	Is a Thermal Oil Heating system fitted? If yes, identify tanks?	Na	
8.28	Maximum temperature cargo can be loaded/maintained:	70.0 °C / 158.0 °F	66 °C / 150.8 °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	
8.30	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:	Na	

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	Framo Framo	600 M3/HR 300 M3/HR	125 Metres 125 Metres
	Cargo Eductors:	0		0 Cu. Metres/Hour	0 Metres
	Stripping:	0		0 Cu. Metres/Hour	0 Metres
8.33	Is at least one emergency portable cargo pump provided?			Yes	
Tank Cleaning Systems					
8.34	Is tank cleaning equipment fixed in cargo tanks?			Yes	
8.35	Is portable tank cleaning equipment provided?			Yes	
8.36	Tank washing pump capacity:			120.00 Cu. Metres/Hour	
8.37	Is a washing water heater fitted? If yes is it operational and state max washing water temperature:			Yes, 80.00 Degrees Celsius	
8.38	What is the maximum number of machines that can be operated at their designed max pressure?			4	
Other Deck Equipment					
8.39	Is vessel fitted with a remote cargo tank temperature monitoring system. If yes, is it operational?			Yes, operational	
8.40	Is vessel fitted with a remote cargo tank pressure monitoring system. If yes, is it operational?			Yes, operational	
8.41	Is vessel fitted with a cargo tank drier. If yes is it operational and state capacity:			No,	
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:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck fwd:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Poop deck:	0	0 Millimetres		0 Metres	0 Metric Tonnes
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	60 Millimetres	PP/PES	11 Metres	89 Metric Tonnes
	Main deck fwd:	4	60 Millimetres	PP/PES	11 Metres	89 Metric Tonnes
	Main deck aft:	2	60 Millimetres	PP/PES	11 Metres	89 Metric Tonnes
	Poop deck:	6	60 Millimetres	PP/PES	11 Metres	89 Metric Tonnes
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	26.00 Millimetres	HMPE	200.00 Metres	54.00 Metric Tonnes
	Main deck fwd:	4	26.00 Millimetres	Cover(Polyester),Core(HMPE)	200.00 Metres	54.00 Metric Tonnes
	Main deck aft:	2	24.00 Millimetres	HMPE	200.00 Metres	54.00 Metric Tonnes

	Poop deck:	6	26.00 Millimetres	HMPE	200.00 Metres	54.00 Metric Tonnes
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	64.00 Millimetres	Polyester & Polypropylene mixed	220.00 Metres	74.60 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres			
	Poop deck:	2	64.00 Millimetres	Polyester and Polypropylene Mixed	220.00 Metres	74.60 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	37.0 Metric Tonnes	
	Main deck fwd:	2	Double Drums	Hydraulic	37.0 Metric Tonnes	
	Main deck aft:	1	Double Drums	Hydraulic	37.0 Metric Tonnes	
	Poop deck:	3	Double Drums	Hydraulic	37.0 Metric Tonnes	
9.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		5	52 Metric Tonnes	5	52 Metric Tonnes
	Main deck fwd:		4	52 Metric Tonnes	4	52 Metric Tonnes
	Main deck aft:		2	52 Metric Tonnes	4	52 Metric Tonnes
	Poop deck:		6	52 Metric Tonnes	10	52 Metric Tonnes

Anchors/Emergency Towing System

9.7	Number of shackles on port/starboard cable:	12/11				
9.8	Type/SWL of Emergency Towing system forward:	Chain stopper and Cable			200 Metric Tonnes	
9.9	Type/SWL of Emergency Towing system aft:	Pick up Gear ETS			100 Metric Tonnes	

Escort Tug

9.10	What is size/SWL of closed chock and/or fairleads of enclosed type on stern:	450	64.00 Metric Tonnes			
9.11	What is SWL of bollard on poop deck suitable for escort tug:	64.00 Metric Tonnes				

Lifting Equipment/Gangway

9.12	Derrick/Crane description (Number, SWL and location):	Cranes: 1 x 10.00 Tonnes center				
9.13	Accommodation ladder direction:	Port and Stbd leading to aft				
	Does vessel have a portable gangway? If yes, state length:	Yes, 10 mtrs,				

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 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:	3,800.00 Metres				
9.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	Yes 0				

10.	PROPULSION				
10.1	Speed	Maximum			Economical

	Ballast speed:		14 Knots (WSNP)	12.50 Knots (WSNP)
	Laden speed:		14 Knots (WSNP)	12.50 Knots (WSNP)
10.2	What type of fuel is used for main propulsion/generating plant:		IFO 380	IFO 380
10.3	Type/Capacity of bunker tanks:		Fuel Oil: 1130.1 Cu. Metres Marine Gas Oil: 391.1 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	9,480 Kilowatt	HYUNDAI B&W 6S 50MCC
	Aux engine:	3	780 Kilowatt	HYUNDAI 5H 21/32
	Power packs:	4		FRAMO -2 ELECTRIC AND 2 DIESEL
	Boilers:	1	18.00 Metric Tonnes/Hour	KANGRIM - WATER TUBE BOILER
Bow/Stern Thruster				
10.6	What is brake horse power of bow thruster (if fitted):		No, 0 bhp	
10.7	What is brake horse power of stern thruster (if fitted):		No, 0 bhp	
Emissions				
10.8	Main engine IMO NOx emission standard:		Not Applicable	
10.9	Energy Efficiency Design Index (EEDI) rating number:		NA	

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:		8.00 Metres	
11.3	Date/place of last STS operation:		19-Jan-2018, Lome	

12.	RECENT OPERATIONAL HISTORY			
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):		Last: UMS / SOCAR /Amsterdam – Lagos 2nd last: Naphtha / PETROBRAS /Skikda – Aratu 3rd last: Gasoil / MOTIVA ENTERPRISES /Port Arthur – Buenos Aires	
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, N/A Grounding: No, N/A Casualty: No, N/A Repair: No, Not applicable Collision: No, N/A	
12.3	Date and place of last Port State Control inspection:		May 21, 2018 / Novorossiysk, Russia	
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:		No 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.		SHELL	
12.6	Date/Place of last SIRE inspection:		Sep 16, 2018 / San Lorenzo	
12.6.1	Date/Place of last CDI inspection:		N/A	

12.7	Additional information relating to features of the ship or operational characteristics:	NA
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Revised 2018 ([INTERTANKO/Q88.com](http://www.intertanko.com))

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