

<b>1. GENERAL INFORMATION</b>	
1.1	Date updated: Sep 16, 2020
1.2	Vessel's name (IMO number): Seaclipper (9570101)
1.3	Vessel's previous name(s) and date(s) of change: Not Applicable
1.4	Date delivered/Builder (where built): Oct 21, 2013/Guangzhou Shipyard Intl Co. Ltd - China
1.5	Flag/Port of Registry: Hong Kong/Hong Kong
1.6	Call sign/MMSI: VRME9/477519100
1.7	Vessel's contact details (satcom/fax/email etc.): Tel: +870773154450 Fax: +870783201993 Email: seaclipper@vallesfleet.ca
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
<b>Ownership and Operation</b>	
1.10	Registered owner - Full style: CRAWFORD ENTERPRISES INC. C/O VALLES STEAMSHIP CO. LTD, Room 6810-11, 68th Floor, The Center, 99 Queen's Road Central Hong Kong Tel: +852-2877-9189 Fax: +852-2868-4014 Telex: 73336 Email: hongkong@vallesfleet.com
1.11	Technical operator - Full style: Valles Steamship (Canada) Ltd Valles Steamship (Canada) Ltd Suite 1160, Guinness Tower,1055 West Hastings Street,Vancouver,B.C.Canada,V6E 2E9 Canada Tel: +1-604-687-3288 Fax: + 1-604-687-0833 Telex: 04-507594 Email: vancouver@vallesfleet.com Company IMO#: 0540689
1.12	Commercial operator - Full style: Chartering and Shipping Services SA (CSSA) World Trade center 1, P.O Box 170, 1215 Geneva 15, Switzerland Switzerland Tel: +41 22 710 1809 Fax: + 41 229200671 Telex: (045) 415 015 csp ch Email: productshipping@totsa.com
1.13	Disponent owner - Full style: Chartering and Shipping Services SA (CSSA) World Trade center 1, P.O Box 170, 1215 Geneva 15, Switzerland Tel: +41 22 710 13 79 Fax: + 41 229200671 Telex: (045) 415 015 csp ch Email: productshipping@totsa.com
<b>Insurance</b>	
1.14	P & I Club - Full Style: THE STANDARD CLUB ASIA LTD. 140 Cecil Street, # 15-00 PIL Building, Singapore 069540 Tel: +6565062896 Email: p&i.singapore@ctcplc.com Web: www.standard-club.com
1.15	P & I Club pollution liability coverage/expiration date: 1,000,000,000 US\$ Feb 20, 2021
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter) Arthur J Gallagher The Walbrook Building 25 Walbrook London EC4N 8AW Tel: +44 (0)20 7204 6295 Fax: Tim_Sullivan@ajg.com
1.17	Hull & Machinery insured value/expiration date: 28,000,000 US\$ Jun 15, 2021
<b>Classification</b>	
1.18	Classification society: DNV GL

1.19	Class notation:		1A1 Tanker for Oil BIS CSR E0 ESP SPM TMON VCS(2)		
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:		No		
1.21	If classification society changed, name of previous and date of change:		N/A, Not Applicable		
1.22	Does the vessel have ice class? If yes, state what level:		No,		
1.23	Date/place of last dry-dock:		Sep 25, 2018/GDANSK, POLAND		
1.24	Date next dry dock due/next annual survey due:		Oct 21, 2023	Oct 21, 2020	
1.25	Date of last special survey/next special survey due:		Sep 25, 2018	Oct 21, 2023	
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		No,		
<b>Dimensions</b>					
1.27	Length overall (LOA):		183.20 Metres		
1.28	Length between perpendiculars (LBP):		176.97 Metres		
1.29	Extreme breadth (Beam):		32.20 Metres		
1.30	Moulded depth:		18.20 Metres		
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:		47.63 Metres		
1.32	Distance bridge front to center of manifold:		57.07 Metres		
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):		91.88 Metres	91.32 Metres	
1.34	Parallel body distances	Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:	39.24 Metres	50.39 Metres	50.39 Metres	
	Aft to mid-point manifold:	43.51 Metres	48.27 Metres	62.76 Metres	
	Parallel body length:	82.751 Metres	98.567 Metres	113.15 Metres	
<b>Tonnages</b>					
1.35	Net Tonnage:		14,058		
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):		30,302	23,983	
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):		31,136	26,924.78	
1.38	Panama Canal Net Tonnage (PCNT):		25,200		
<b>Loadline Information</b>					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	5.89 Metres	12.32 Metres	48,554.20 Metric Tonnes	60,623.80 Metric Tonnes
	Winter:	6.15 Metres	12.06 Metres	47,134.50 Metric Tonnes	59,204.10 Metric Tonnes
	Tropical:	5.63 Metres	12.57 Metres	49,977.30 Metric Tonnes	62,046.90 Metric Tonnes
	Lightship:	15.27 Metres	2.94 Metres	-	12,069.60 Metric Tonnes
	Normal Ballast Condition:	11.29 Metres	6.92 Metres	19,681.20 Metric Tonnes	31,750.80 Metric Tonnes
	Segregated Ballast Condition:	10.84 Metres	7.37 Metres	22,212.60 Metric Tonnes	34,282.20 Metric Tonnes
1.40	FWA/TPC at summer draft:		274 Millimetres	55.28 Metric Tonnes	
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:		Yes 48554 MT 41999 MT 39999 MT 34999 MT 29999 MT		
1.42	Constant (excluding fresh water):		74 Metric Tonnes		
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?		Ocean Passage: 50% of Deepest Static Draft Coastal / Shallow Waters: 20% of Deepest Static Draft Port Approaches, Buoyed channels near port entrance: 10% of Deepest Static Draft Fairways inside ports / Whilst Alongside the Berth / Pilotage waters: 1.5% of vessel beam or 0.30m whichever is greater Whilst at SBM/CBM moorings: 20% of Deepest Static Draft		

		At anchor - Unprotected waters - 20% of Deepest Static Draft At anchor - Protected waters - 10% of Deepest Static Draft
1.44	What is the max height of mast above waterline (air draft)	Full Mast      Collapsed Mast
	Summer deadweight:	35.31 Metres      0 Metres
	Normal ballast:	40.23 Metres      0 Metres
	Lightship:	44.69 Metres      0 Metres

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	Oct 07, 2019	Oct 07, 2019		Oct 21, 2023
2.2	Safety Radio Certificate (SRC):	Sep 25, 2018	Oct 07, 2019		Oct 21, 2023
2.3	Safety Construction Certificate (SCC):	Sep 25, 2018	Oct 07, 2019		Oct 21, 2023
2.4	International Loadline Certificate (ILC):	Sep 25, 2018	Oct 07, 2019		Oct 21, 2023
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Sep 25, 2018	Oct 07, 2019		Oct 21, 2023
2.6	International Ship Security Certificate (ISSC):	Dec 08, 2018	Not Applicable	Not Applicable	Feb 07, 2024
2.7	Maritime Labour Certificate (MLC):	Nov 15, 2018	N/A	Not Applicable	Oct 20, 2023
2.8	ISM Safety Management Certificate (SMC):	Dec 08, 2018	Not Applicable	Not Applicable	Feb 07, 2024
2.9	Document of Compliance (DOC):	Mar 21, 2017	Jul 03, 2020		Apr 22, 2022
2.10	USCG Certificate of Compliance (USCGCOC):	Aug 09, 2018	Aug 15, 2019	Not Applicable	Aug 09, 2020
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Dec 24, 2019	N/A	N/A	Feb 20, 2021
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Dec 24, 2019	N/A	N/A	Feb 20, 2021
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Dec 25, 2019	N/A	N/A	Feb 20, 2021
2.14	U.S. Certificate of Financial Responsibility (COFR):	Sep 05, 2019	N/A	N/A	Sep 05, 2022
2.15	Certificate of Class (COC):	Sep 25, 2018	Oct 07, 2019	Not Applicable	Oct 21, 2023
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Sep 25, 2018	N/A	N/A	Oct 21, 2023
2.17	Certificate of Fitness (COF):	Not Applicable	Not Applicable	Not Applicable	Not Applicable
2.18	International Energy Efficiency Certificate (IEEC):	Sep 25, 2018	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Sep 25, 2018	Oct 07, 2019	Not Applicable	Oct 21, 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):	

3.	CREW		
3.1	Nationality of Master:		Indian
3.2	Number and nationality of Officers:	10	Indian
3.3	Number and nationality of Crew:	16	Indian
3.4	What is the common working language onboard:		English
3.5	Do officers speak and understand English?		Yes
3.6	If Officers/ratings employed by a manning agency - Full style:	Officers: OCS SERVICES ( INDIA ) PVT. LTD. 407-411, OBEROI CHAMBERS II, 645-646, NEW LINK ROAD, ANDHERI (WEST), MUMBAI - 400053, INDIA. Tel: +91-22-66409000 Fax: +91-22-26743300 Telex: 01183115NTBY.IN Email: vallescrew@ocs.services	Ratings: OCS SERVICES ( INDIA ) PVT. LTD 407-411, OBEROI CHAMBERS II, 645-646, NEW LINK ROAD, ANDHERI (WEST), MUMBAI - 400053, INDIA. Tel: +91-22-26744447/48 Fax: +91-22-26743300 Telex: 01183115NTBY.IN Email: vallescrew@ocs.services

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:	O'Briens Response Management 185 Princeton- Highstown Road, Bldg 3B West Windsor , NJ

		08550 USA Tel: +1-985-781-0804 Fax: +1-985-781-0580 Email: commandcenter@obriensrm.com
4.3	Oil Spill Response Organization (OSRO) - Full style:	Marine Spill Response Corporation 455 Spring Park Place, Suite 200 , Herndon , VA 20170 Tel: 1-732-417-0175 Fax: 1-732-417-0097 Email: mpa@mpaz.org
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:	T&T SALVAGE, LLC 3110 Pasadena Freeway, Pasadena, TX 77503 Tel: +1 713 534 0700 Email: vesselresponse@ttsalvage.com Web: www.ttsalvage.com

<b>5.</b>	<b>SAFETY/HELICOPTER</b>	
5.1	Is the vessel operated under a Quality Management System? If Yes, what type of system? (ISO9001 or IMO Resolution A.741(18) as amended):	Yes IMO Resolution A.741(18)
5.2	Can the ship comply with the ICS Helicopter Guidelines?	Yes
5.2.1	If Yes, state whether winching or landing area provided:	Winching
5.2.2	If Yes, what is the diameter of the circle provided:	5 Metres

<b>6.</b>	<b>COATING/ANODES</b>				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	PHENOLIC EPOXY	Full	No
	Ballast tanks:	Yes	Epoxy	Full	Yes
	Slop tanks:	Yes	Phenolic Epoxy	Whole Tank	No

<b>7.</b>	<b>BALLAST</b>				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	MARFLEX MDPC-400	1,000 Cu. Metres/Hour	25 Metres
	Ballast Eductors:	1	Water driven	150 Cu. Metres/Hour	1.80 Metres

<b>8.</b>	<b>CARGO</b>			
<b>Double Hull Vessels</b>				
8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:	Yes, Solid		
<b>Cargo Tank Capacities</b>				
8.2	Number of cargo tanks and total cubic capacity (max% per company policy: 98%, 97%, 96% or 95%) excluding slops tanks:	12 cargo tanks excluding slop tanks	51,187.42 Cu. Metres	
8.2.1	Capacity (max% per company policy: 98%, 97%, 96% or 95%) of each natural segregation with double valve (specify tanks):	Seg#1: 6910.201 m3 ((No 1 Wings)) Seg#2: 9746.149 m3 (( No 2 Wings)) Seg#3: 8650.884 m3 ((No 3 Wings)) Seg#4: 8630.679 m3 ((No 4 Wings)) Seg#5: 8639.775 m3 ((No 5 Wings)) Seg#6: 8609.731 m3 ((No 6 Wings)) Seg#7: 2331.738 m3 (Slop Port tank) Seg#8: 2834.750 m3 (Slop Stbd Tank)		
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):	N/A		
8.3	Number of slop tanks and total cubic capacity (max% per company policy: 98%, 97%, 96% or 95%):	2	5,166.488 Cu. Metres	
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	Slop tanks have individual cargo line. Capacity of slops with double valve segregation is 5166.488 m3		
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:	491.149 Cu. Metres		
<b>SBT Vessels</b>				
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	21,059.60 Cu. Metres	43.40 %	
8.3.4	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:	Yes		
<b>Cargo Handling and Pumping Systems</b>				

8.4	How many grades/products can vessel load/discharge with double valve segregation:	7		
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	No Not Applicable		
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS	
	Loaded per manifold connection:		2,483 Cu. Metres/Hour	
	Loaded simultaneously through all manifolds:		5,880 Cu. Metres/Hour	
<b>Cargo Control Room</b>				
8.7	Is ship fitted with a Cargo Control Room (CCR)?	Yes		
8.8	Can tank innage/ullage be read from the CCR?	Yes		
<b>Gauging and Sampling</b>				
8.9	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:	Yes,		
	What type of fixed closed tank gauging system is fitted:	Rosemount Tank Radar gauging system		
	Are high level alarms fitted to the cargo tanks? If Yes, indicate whether to all tanks or partial:	Yes, All		
8.9.1	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?	Yes		
8.9.2	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:	Yes, Type: Hermetic UTI / Locations : Middle and Aft		
8.10	Number of portable gauging units (example- MMC) on board:	4		
<b>Vapor Emission Control System (VECS)</b>				
8.11	Is a vapour return system (VRS) fitted?	Yes		
8.12	Number/size of VECS manifolds (per side):	2	300 Millimetres	
8.13	Number/size/type of VECS reducers:	12"x16" - 2 12"x12" - 4 12"x10" - 1 12"x8" - 1 12"x6" - 1		
<b>Venting</b>				
8.14	State what type of venting system is fitted:	Mast riser & PV Valves		
<b>Cargo Manifolds and Reducers</b>				
8.15	Total number/size of cargo manifold connections on each side:	7/350 Millimetres		
8.16	What type of valves are fitted at manifold:	Manual butterfly valve		
8.17	What is the material/rating of the manifold:	SUS 304/SUS 304		
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 Millimetres		
8.19	Distance ships rail to manifold:	4,430 Millimetres		
8.20	Distance manifold to ships side:	4,600 Millimetres		
8.21	Top of rail to center of manifold:	800 Millimetres		
8.22	Distance main deck to center of manifold:	2,100 Millimetres		
8.23	Spill tank grating to center of manifold:	900 Millimetres		
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:	12.98 Metres	7.69 Metres	
8.25	Number/size/type of reducers:	12 x 350/400mm (14/16") 3 x 350/300mm (14/12") 3 x 350/250mm (14/10") 3 x 350/200mm (14/8") 2 x 250/400mm (10/16") ANSI		
8.26	Is vessel fitted with a stern manifold? If yes, state size:	No,		
<b>Heating</b>				
8.27	Cargo/slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo Tanks:	Heat Exchangers for 1~6wgs and Steam coils in Slop	No	SS
	Slop Tanks:	Heating Coils	Yes	Stainless Steel
8.28	Maximum temperature cargo can be loaded/maintained:	65.0 °C / 149.0 °F		65 °C / 149 °F
8.28.1	Minimum temperature cargo can be loaded/maintained:			
<b>Inert Gas and Crude Oil Washing</b>				
8.29	Is an Inert Gas System (IGS) fitted/operational?	Yes/Yes		

8.29.1	Is a Crude Oil Washing (COW) installation fitted/operational?			Yes/Yes		
8.30	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:			IG Generator		
<b>Cargo Pumps</b>						
8.31	How many cargo pumps can be run simultaneously at full capacity:				7	
8.32	Pumps	No.	Type	Capacity	At What Head (sg=1.0)	
	Cargo Pumps:	12	MARFLEX MDPC-200	550 M3/HR	120 Meters	
		2		300 M3/HR	120 Meters	
		1	MARFLEX MDPD-150	70 M3/HR	120 Meters	
			MARFLEX MDPD-80		120 Meters	
	Cargo Eductors:		N/A		120 Meters	
	Stripping:		N/A		60 Meters	
8.33	Is at least one emergency portable cargo pump provided?			Yes		

<b>9.</b>	<b>MOORING</b>					
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:			Not Applicable		
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:			Not Applicable		
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:			Not Applicable		
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:			Not Applicable		
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	48 Millimetres	EUROFLEX	220 Metres	59.40 Metric Tonnes
	Main deck fwd:	2	48 Millimetres	EUROFLEX	220 Metres	59.40 Metric Tonnes
	Main deck aft:	2	48 Millimetres	EUROFLEX	220 Metres	59.40 Metric Tonnes
	Poop deck:	4	48 Millimetres	EUROFLEX	220 Metres	59.40 Metric Tonnes
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	48 Millimetres	EUROFLEX	220 Metres	59.40 Metric Tonnes
	Main deck fwd:			Not Applicable		
	Main deck aft:					
	Poop deck:	4	48 Millimetres	EUROFLEX	220 Metres	59.40 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Dbf	Hydraulic	52.50 Metric Tonnes	Spindle brake band
	Main deck fwd:	1	Dbf	Hydraulic	52.50 Metric Tonnes	SPINDLE BRAKE BAND
	Main deck aft:	1	Dbf	Hydraulic	52.50 Metric Tonnes	SPINDLE BRAKE BAND
	Poop deck:	2	Dbf	Hydraulic	52.50 Metric Tonnes	SPINDLE BRAKE BAND
9.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		5	64 Metric Tonnes	8	53 Metric Tonnes
	Main deck fwd:		3	64 Metric Tonnes	4	53 Metric Tonnes
	Main deck aft:		3	64 Metric Tonnes	4	53 Metric Tonnes
	Poop deck:		8	64 Metric Tonnes	6	53 Metric Tonnes

<b>Anchors/Emergency Towing System</b>						
9.7	Number of shackles on port/starboard cable:				12/12	
9.8	Type/SWL of Emergency Towing system forward:				PAWL TYPE CHAIN CABLE STOPPER	204 Metric Tonnes
9.9	Type/SWL of Emergency Towing system aft:				STORAGE DRUM	204 Metric Tonnes
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern				W1810 x D600 x H900	

<b>Escort Tug</b>			
9.10.2	What is 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:	200 Metric Tonnes	
<b>Lifting Equipment/Gangway</b>			
9.12	Derrick/Crane description (Number, SWL and location):	Cranes: 1 x 10 Tonnes Center	
9.13	Accommodation ladder direction:	Aft	
	Does vessel have a portable gangway? If yes, state length:	Yes, 20 Metres	
<b>Single Point Mooring (SPM) Equipment</b>			
9.14	Does the vessel meet the recommendations in the latest edition of OCIMF 'Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings (SPM)'?	Yes	
9.15	If fitted, how many chain stoppers:	1	
9.16	State type/SWL of chain stopper(s):	TONGUE	204 Metric Tonnes
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:	76 Millimetres	
9.18	Distance between the bow fairlead and chain stopper/bracket:	2.90 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 Not Applicable	

<b>10. PROPULSION</b>			
10.1	Speed	Maximum	Economical
	Ballast speed:	14.25 Knots (WSNP)	10 Knots (WSNP)
	Laden speed:	14 Knots (WSNP)	10 Knots (WSNP)
10.2	What type of fuel is used for main propulsion/generating plant:	VLSFO / LSMGO	VLSFO / LSMGO
10.3	Type/Capacity of bunker tanks:	Fuel Oil: 1,505.09 Cu. Metres Diesel Oil: Gas Oil: 709.70 Cu. Metres	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):		
10.5	Engines	No	Capacity
	Main engine:	1	9,480 Kilowatt
	Aux engine:	3	960 Kilowatt
	Power packs:	0	
	Boilers:	1	25 Metric Tonnes/Hour
			MAN B&W - Model 6S50MC-C Mark 7 MAN B&W - Model 6L23/30H Aalborg Misson OL Type
<b>Bow/Stern Thruster</b>			
10.6	What is brake horse power of bow thruster (if fitted):	No,	
10.7	What is brake horse power of stern thruster (if fitted):	No,	
<b>Emissions</b>			
10.8	Main engine IMO NOx emission standard:	Tier II	
10.9	Energy Efficiency Design Index (EEDI) rating number:	NA	

<b>11. SHIP TO SHIP TRANSFER</b>			
11.1	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquefied Gas, as applicable)?	Yes	
11.2	What is maximum outreach of cranes/derricks outboard of the ship's side:	5.90 Metres	
11.3	Date/place of last STS operation:	10th July 2020, Offshore Lome	

<b>12. RECENT OPERATIONAL HISTORY</b>			
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	Last- Unleaded Gasoline 95/TOTSA/ Brofjorden ~ New York 2nd Last- Gasoline/TOTSA/Antwerp~ Lome~ Luanda. 3rd Last-Reformate, Alkylate, LCCS/ TOTSA/ Antwerp~ Amsterdam.	
12.2	Has vessel been involved in a pollution, grounding, serious casualty, unscheduled repair or collision incident during the past 12 months? If yes, provide details:	Pollution: No, Grounding: No, Casualty: No,	

		Repair: No, Not Applicable Collision: No,
12.3	Date and place of last Port State Control inspection:	Nov 22, 2019 / Monrovia, Liberia
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)*: <i>* "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	P66, Luke Oil, Equinor, BP, TAM, Shell, Chevron, STATOIL
12.6	Date/Place of last SIRE inspection:	Sep 04, 2020 / NEW JERSEY, USA
12.7	Additional information relating to features of the ship or operational characteristics:	

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

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

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