

<b>1.</b>	<b>GENERAL INFORMATION</b>		
1.1	Date updated:	May 30, 2023	
1.2	Vessel's name (IMO number):	Alpine Marina (9451692)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered/Builder (where built):	Jul 08, 2010/Hyundai Mipo Dockyard Co,Ltd	
1.5	Flag/Port of Registry:	Marshall Islands/Majuro	
1.6	Call sign/MMSI:	V7UK3/538003966	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: VoIP +302112344386 Fax: n/a Email: master.alpinemarina@gtmailplus.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	
<b>Ownership and Operation</b>			
1.10	Registered owner - Full style:	Tornado Navigation Inc AJELTAKE ROAD, AJELTAKE ISLAND, MAJURO, MARSHALL ISLANDS MH 96960 Company IMO 5568884 Marshall Islands	
1.11	Technical operator - Full style:	Oxygen Maritime Management Inc. 8, Xenofontos str. 105-57, Athens IMO Nr 5712247 Greece Tel: +302103258200 /+306940285236 Fax: n/a Telex: n/a Email: operations@oxygenmaritime.com Company IMO#: 5712247	
1.12	Commercial operator - Full style:	ST Shipping and Transport Pte Ltd. 18 Hanover Square, London W1S 1JY, UK United Kingdom Tel: +44 207 412 3305 Fax: +4420774123498 Telex: 264136 SHINC G Email: operations@stshipping.com	
1.13	Disponent owner - Full style:	ST Shipping and Transport Pte Ltd. 18 Hanover Square, London W1S 1JY, UK Tel: +44 207 412 3305 Fax: +4420774123498 Telex: 264136 SHINC G Email: operations@stshipping.com	
<b>Insurance</b>			
1.14	P & I Club - Full Style:	The West of England Ship Owners Mutual Insurance Association (Luxembourg) 31 Grand-Rue, L-1661 Luxembourg BP 841, L-2018 Luxembourg G.D. Luxembourg Tel: +352 4700671 Fax: +352 225253 Email: mail@westpandi.com	
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000 US\$	Feb 20, 2024
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	Norwegian & London Market. CR NORDIC, Fortunen 1, N-5013 Bergen, Norway	
1.17	Hull & Machinery insured value/expiration date:	27,000,000 US\$	Nov 29, 2023
<b>Classification</b>			
1.18	Classification society:	Lloyds Register	
1.19	Class notation:	LR, +100A1, DOUBLE HULL OIL AND CHEMICAL TANKER, SHIP TYPE 3 IN ASSOCIATION WITH APPROVED LISTS OF DEFINED CARGOES, CSR, ESP,*IWS,LI, Shipright(ACS(B)) +LMC, UMS, IGS, DESCRIPTIVE NOTES COW(LR),ETA, IHM,	

		PART HIGHER TENSILE STEEL, SBT(LR), SHIPRIGHT (BWMP(S), MPMS,SERS, SCM			
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No n/a			
1.21	If classification society changed, name of previous and date of change:	, Not Applicable			
1.22	Does the vessel have ice class? If yes, state what level:	No, N/A			
1.23	Date/place of last dry-dock:	Sep 30, 2020/Zhoushan - China			
1.24	Date next dry dock due/next annual survey due:	Jul 07, 2025	Jul 08, 2023		
1.25	Date of last special survey/next special survey due:	Sep 30, 2020	Jul 07, 2025		
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	No, not applicable yet			
<b>Dimensions</b>					
1.27	Length overall (LOA):	183.17 Metres			
1.28	Length between perpendiculars (LBP):	174.00 Metres			
1.29	Extreme breadth (Beam):	32.23 Metres			
1.30	Moulded depth:	18.80 Metres			
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	48.87 Metres	0 Metres		
1.32	Distance bridge front to center of manifold:	57.25 Metres			
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):	91.67 Metres	91.50 Metres		
1.34	Parallel body distances	Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:	38.83 Metres	43.50 Metres	43.55 Metres	
	Aft to mid-point manifold:	15.68 Metres	35.82 Metres	54.64 Metres	
	Parallel body length:	54.51 Metres	79.32 Metres	98.19 Metres	
<b>Tonnages</b>					
1.35	Net Tonnage:	12,052.00			
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):	29,155.00	22,706		
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):	30,557.67	26,120.23		
1.38	Panama Canal Net Tonnage (PCNT):	24,251			
<b>Loadline Information</b>					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.613 Metres	12.215 Metres	46,162 Metric Tonnes	56,300 Metric Tonnes
	Winter:	6.867 Metres	11.961 Metres	44,833 Metric Tonnes	54,971 Metric Tonnes
	Tropical:	6.359 Metres	12.469 Metres	47,472 Metric Tonnes	57,610 Metric Tonnes
	Lightship:	16.07 Metres	2.73 Metres	-	10,138 Metric Tonnes
	Normal Ballast Condition:	12.08 Metres	6.72 Metres	18,637 Metric Tonnes	28,775 Metric Tonnes
	Segregated Ballast Condition:	12.08 Metres	6.72 Metres	18,637 Metric Tonnes	28,775 Metric Tonnes
1.40	FWA/TPC at summer draft:	271 Millimetres		51.96 Metric Tonnes	
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	Yes Dwt 44.999 Draft 11.991m Freeboard 6.837m Dwt 39.999 Draft 11.022m Freeboard 7.806m Dwt 34.999 Draft 10.042m Freeboard 8.786m Dwt 29.999 Draft 9.043m Freeboard 9.785m			
1.42	Constant (excluding fresh water):				
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	1) Min UKC at open sea: The UKC to exceed 50% of the vessels current maximum static draft and no further UKC calculations required.  2) Min UKC for sailing in confined waters, excluding Channels, Fairways and alongside a terminal:			

		<p>Where the UKC is less than 50% of the vessels current maximum static draft the vessel shall maintain a minimum UKC of 10% of the current maximum static draft not falling short of 1.0m, after taking into account applicable dynamic factors.</p> <p>3) Min UKC for sailing within port limit in Channels and Fairways:</p> <p>Whilst Underway the minimum UKC required is 1.5% of the moulded breadth of the vessel, but not less than 0.6m, after taking into account applicable dynamic factors.</p> <p>4) Min UKC whilst moored at Sea Island Terminals / SBM / Open Locations:</p> <p>Minimum UKC of 15% of the current maximum static draft not falling short of 1.5m, after taking into account applicable dynamic factors.</p> <p>5) Min UKC whilst berth alongside a terminal or at CBM:</p> <p>1.5% of the moulded breadth of the vessel, not falling short of 0.3m, after taking into account applicable dynamic factors.</p>	
1.44	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Summer deadweight:	36.872 Metres	0 Metres
	Normal ballast:	40.99 Metres	0 Metres
	Lightship:	46.299 Metres	0 Metres

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	Aug 17, 2022	Sep 06, 2022		Jul 07, 2025
2.2	Safety Radio Certificate (SRC):	Sep 30, 2020	Sep 06, 2022		Jul 07, 2025
2.3	Safety Construction Certificate (SCC):	Sep 30, 2020	Sep 06, 2022		Jul 07, 2025
2.4	International Loadline Certificate (ILC):	Sep 30, 2020	Sep 06, 2022		Jul 07, 2025
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Sep 30, 2020	Sep 06, 2022		Jul 07, 2025
2.6	International Ship Security Certificate (ISSC):	Jan 07, 2021		Oct 13, 2022	Oct 30, 2024
2.7	Maritime Labour Certificate (MLC):	Oct 13, 2022	N/A	Not Applicable	Oct 30, 2024
2.8	ISM Safety Management Certificate (SMC):	Jan 07, 2021	Not Applicable	Oct 13, 2022	Oct 30, 2024
2.9	Document of Compliance (DOC):	Apr 15, 2020	Sep 26, 2022		Jun 30, 2023
2.10	USCG Certificate of Compliance (USCGCOC):	Jul 06, 2022			Jul 06, 2024
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Feb 20, 2023	N/A	N/A	Feb 20, 2024
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 20, 2023	N/A	N/A	Feb 20, 2024
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Feb 20, 2023	N/A	N/A	Feb 20, 2024
2.14	U.S. Certificate of Financial Responsibility (COFR):	Jun 27, 2021	N/A	N/A	Jun 27, 2024
2.15	Certificate of Class (COC):	Jul 25, 2022	Sep 06, 2022		Jul 07, 2025
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Sep 30, 2020	N/A	N/A	Jul 07, 2025
2.17	Certificate of Fitness (COF):	Feb 22, 2021	Sep 06, 2022		Jul 07, 2025
2.18	International Energy Efficiency Certificate (IEEC):	Jul 09, 2013	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Sep 30, 2020	Sep 06, 2022		Jul 07, 2025
<b>Documentation</b>					
2.20	Owner warrant that vessel is member of ITOPIF 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 (DRY VESSEL'S POLICY)
2.22	Is the ITF Special Agreement on board (if applicable)?				N/A (n/a following IBF CBA agreement)

		procedures & rules)
2.23	ITF Blue Card expiry date (if applicable):	

<b>3.</b>	<b>CREW</b>	
3.1	Nationality of Master:	Georgian
3.2	Number and nationality of Officers:	9 Georgian, Ukrainian
3.3	Number and nationality of Crew:	15 Georgian, 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: Oxygen Maritime Management Inc 8, Xenofontos str. 105-57, Athens Greece Tel: +30 210 3253200 Fax: +30 210 3212230 Telex: Not Applicable Email: contact@oxygenmaritime.com Ratings: COSMOS MARINE MANAGMENT SA 74, Epaminondos Str., 176 74 Kallithea, Athens, Greece Tel: +302109409771 Fax: +302109409770 Telex: 214346 - 214347 COSM Email: mail@cosmosmarine.com

<b>4.</b>	<b>FOR USA CALLS</b>	
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 Oil Pollution Services 818 Town and Country Blvd., Suite 200 Houston, TX 77024, USA  Tel: +1 281 606 4818 / +1 985 781 0804 Email: commandcenter@wittobriens.com
4.3	Oil Spill Response Organization (OSRO) - Full style:	(NRC) National Response Center 3500 Sunrise Highway, Great River, NY 11739 USA Tel: +1 631 224 9141 +1 877 8804672 Fax: +1 631 224 9086 Email: iocdo@nrcc.com
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:	Resolve Marine Group Inc 1510 SE 17th St., Suite 400 Fort Lauderdale FL33316 Tel: +19547648700 Fax: +9547648724 Email: opa90@resolvemarine.com / emx@resolvemarine.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:	5.00 Metres

<b>6.</b>	<b>COATING/ANODES</b>				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Phenolic Epoxy (Hempadur 15500)	Whole Tank	No
	Ballast tanks:	Yes	Epoxy		Yes
	Slop tanks:	Yes	Phenolic Epoxy (Hempadur 15500)	Whole Tank	No

<b>7.</b>	<b>BALLAST</b>				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	SUBMERGED CENTRAFUGAL	900 Cu. Metres/Hour	25 Metres
	Ballast Eductors:	1	Water driven	175 Cu. Metres/Hour	

<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	52,132.60 Cu. Metres
8.2.1	Capacity (max% per company policy: 98%, 97%, 96% or 95%) of each natural segregation with double valve (specify tanks):	98% of all cargo tanks 1P:3327.8 - 1S:3327.8 2P:4613.1 - 2S: 4613.1 3P:4689.4 - 3S:4689.4 4P:4689.4 - 4S:4689.4 5P:4681.0 - 5S:4681.0 6P:4065.6 - 6S:4065.6	
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):	IMO 3	
8.3	Number of slop tanks and total cubic capacity (max% per company policy: 98%, 97%, 96% or 95%):	2 slops	1,050.60 Cu. Metres
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	Group 1 1 P&S 6655.6 m3 Group 2 2 P&S 9226.2 m3 Group 3 3 P&S 9378.8 m3 Group 4 4 P&S 9378.8 m3 Group 5 5 P&S 9362.0 m3 Group 6 6 P&S 8131.2 m3 Slops P&S 1050.6 m3	
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:	139.70 Cu. Metres	
<b>SBT Vessels</b>			
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	21,509.50 Cu. Metres	48.30 %
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.:	Yes Sloshing restrictions for cargoes with S.G over 1.025	
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:		1,780 Cu. Metres/Hour
	Loaded simultaneously through all manifolds:		3,600.00 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:	Radar	
	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:	3	
<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:	12x16 - 2 pcs	
<b>Venting</b>			
8.14	State what type of venting system is fitted:	INDIVIDUAL P/V VALVES	
<b>Cargo Manifolds and Reducers</b>			
8.15	Total number/size of cargo manifold connections on each side:	7/300.00 Millimetres	
8.16	What type of valves are fitted at manifold:	Butterfly	
8.17	What is the material/rating of the manifold:	SS / SUS316L/2	

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 Millimetres		
8.19	Distance ships rail to manifold:	4,350 Millimetres		
8.20	Distance manifold to ships side:	4,600.00 Millimetres		
8.21	Top of rail to center of manifold:	750 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:	14.23 Metres	8.71 Metres	
8.25	Number/size/type of reducers:	12 x 300/400mm (12/16") 2 x 200/400mm (8/16") 7 x 200/300mm (8/12") 6 x 250/300mm (10/12") 6 x 300/300mm (12/12") ANSI		
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:	Heating Coils	Yes	SS
	Slop Tanks:	Heating Coils	Yes	SS
8.28	Maximum temperature cargo can be loaded/maintained:	73.9 °C / 165.0 °F		57.222 °C / 135 °F
8.28.1	Minimum temperature cargo can be loaded/maintained:			

#### Inert Gas and Crude Oil Washing

8.29	Is an Inert Gas System (IGS) fitted/operational?	Yes/Yes
8.29.1	Is a Crude Oil Washing (COW) installation fitted/operational?	Yes/Yes
8.30	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	IG Generator

#### 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	SUBMERGED CENTRIFUGAL SUBMERGED CENTRIFUGAL	600 M3/HR 300 M3/HR	125 Meters 125 Meters 125 Meters
	Cargo Eductors:				
	Stripping:	1	Diaphragm	10 Cu. Metres/Hour	
8.33	Is at least one emergency portable cargo pump provided?	Yes			

#### 9. MOORING

9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4 (both wires and ropes are on drums)	28 Millimetres	GSWR	200 Metres	51 Metric Tonnes
	Main deck fwd:	4	28 Millimetres	GSWR	200 Metres	51 Metric Tonnes
	Main deck aft:	2	28 Millimetres	GSWR	200 Metres	51 Metric Tonnes
	Poop deck:	6	28 Millimetres	GSWR	200 Metres	51 Metric Tonnes
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	64 Millimetres	PP mixed	11 Metres	65 Metric Tonnes
	Main deck fwd:	4	64 Millimetres	PP mixed	11 Metres	65 Metric Tonnes
	Main deck aft:	2	64 Millimetres	PP mixed	11 Metres	65 Metric Tonnes
	Poop deck:	6	64 Millimetres	PP mixed	11 Metres	65 Metric Tonnes
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4 (both wires and ropes are on drums)	52 Millimetres	PP mixed	220 Metres	52 Metric Tonnes
	Main deck fwd:	4	56 Millimetres	PP mixed	220 Metres	54 Metric Tonnes

	Main deck aft:	2	56 Millimetres	PP mixed	220 Metres	53.50 Metric Tonnes
	Poop deck:	6	56 Millimetres	PP mixed	220 Metres	53.50 Metric Tonnes
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	1	56 Millimetres	PP mixed	220 Metres	53.50 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	40.80 Metric Tonnes	Hand Operated Friction Band Brake
	Main deck fwd:	2	Double Drums	Hydraulic	40.80 Metric Tonnes	Hand Operated Friction Band Brake
	Main deck aft:	1	Double Drums	Hydraulic	40.80 Metric Tonnes	Hand Operated Friction Band Brake
	Poop deck:	3	Double Drums	Hydraulic	40.80 Metric Tonnes	Hand Operated Friction Band Brake
9.6	Bits, closed chocks/fairleads	No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks	
	Forecastle:	4	51 Metric Tonnes	6	51 Metric Tonnes	
	Main deck fwd:	4	51 Metric Tonnes	13	51 Metric Tonnes	
	Main deck aft:	2	51 Metric Tonnes	6	51 Metric Tonnes	
	Poop deck:	10	51 Metric Tonnes	5	51 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:	TONGUE TYPE			200 Metric Tonnes	
9.9	Type/SWL of Emergency Towing system aft:	ESCORT PULL BACK SYSTEM			100 Metric Tonnes	
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern	600 x 450 mm				

#### Escort Tug

9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:	100.00 Metric Tonnes				
9.11	What is SWL of bollard on poop deck suitable for escort tug:	100.00 Metric Tonnes				

#### Lifting Equipment/Gangway

9.12	Derrick/Crane description (Number, SWL and location):	Cranes: 1 x 10.00 Tonnes Mid Manifold, serving both sides				
9.13	Accommodation ladder direction:	Aft				
	Does vessel have a portable gangway? If yes, state length:	Yes, 12 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			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:	3,000.00 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				

#### 10. PROPULSION

10.1	Speed	Maximum	Economical
	Ballast speed:	14.00 Knots (WSNP)	12.00 Knots (WSNP)
	Laden speed:	13.50 Knots (WSNP)	12.00 Knots (WSNP)
10.2	What type of fuel is used for main propulsion/generating plant:	Other (specify) (VLSFO RMG380 as per last ISO8217 in force)	VLSFO RMG380 as per last ISO8217 in force (LSMGO DMA 0.1% ISO 8217 while in ECA)
10.3	Type/Capacity of bunker tanks:	Fuel Oil: 1,097 Cu. Metres Diesel Oil: Gas Oil: 441 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	8,598 Kilowatt	Hyundai-B&W, 6S50MC-C7
	Aux engine:	3	780 Kilowatt	HYUNDAI HIMSEN 5H21/32
	Power packs:	4		2-Electric 2-Diesel / Framo
	Boilers:	1	18.00 Metric Tonnes/Hour	KANGRIM
<b>Bow/Stern Thruster</b>				
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,	
<b>Emissions</b>				
10.8	Main engine IMO NOx emission standard:		Tier I	
10.9	Energy Efficiency Design Index (EEDI) rating number:			

<b>11.</b>	<b>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:		7 Metres	
11.3	Date/place of last STS operation:		23 May 2022 / SUAPE,BRAZIL	

<b>12.</b>	<b>RECENT OPERATIONAL HISTORY</b>			
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):		Last : Low Sulphur Diesel acctn Glencore, Galena Park Houston to St.Lucia 2nd L: Diesel Oil acctn Seariver, Beaumont to Mejillones & Iquique 3rd L: UMS acctn Shell, Houston to San Jose, Quetzal & Acajutla	
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, na 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:		Jul 07, 2022 / Galveston ,USA	
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)*: <i>* "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>		To the best of Owners knowledge, vessel not unacceptable by Iplom, Koch, Shell, Chevron, Repsol	
12.6	Date/Place of last SIRE inspection:		Mar 18, 2023 / Acajutla / El Salvador by IPLOM	
12.7	Additional information relating to features of the ship or operational characteristics:			

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