

OIL

Version 5

<b>1.</b>	<b>GENERAL INFORMATION</b>		
1.1	Date updated:	Nov 01, 2019	
1.2	Vessel's name (IMO number):	Seaodyssey (9740419)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered/Builder (where built):	Jan 18, 2017/GUANGZHOU SHIPYARD INTERNATIONAL COMPANY LIMITED	
1.5	Flag/Port of Registry:	Hong Kong / Hong Kong	
1.6	Call sign/MMSI:	VRPG6 / 477913400	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: 870 773 303 041 Fax: 870 783 304 527 Email: seaodyssey@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:	GRAND WORLD OCEAN LIMITED 68th Floor, Room 6810-11, The Center, No.99 Queens Road Central, Hong Kong Tel: +852 2877 9189 Fax: +852 2868 4014 Telex: N/A Email: hongkong@vallesfleet.com	
1.11	Technical operator - Full style:	Valles Steamship (Canada) Ltd. SUITE 1160, GUINNESS TOWER, 1055 WEST HASTINGS STREET, VANCOUVER, V6E 2E9, B.C. 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:	CSSA Chartering and Shipping Services SA World Trade Centre 1, P.O.Box 170, 1215 Geneva 15 Airport, Switzerland. Tel: +41 22 710 16 31 Fax: +41 22 92 007 38 Telex: (045) 415 020 csc ch Email: productshipping@totsa.com	
1.13	Disponent owner - Full style:	CSSA Chartering and Shipping Services SA World Trade Centre 1, P.O.Box 170, 1215 Geneva 15 Airport, Switzerland Tel: +41 22 710 18 09 Fax: +41 22 92 006 71 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: +65 062896 Email: pandi.singapore@ctplc.com Web: www.standard-club.com	
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)	ARTHUR J GALLAGHER (AS BROKER) THE WALBROOK BUILDING, 25 WALBROOK, LONDON EC4N 8AW LONDON Tel: +44 (0) 20 7204 6295	
1.17	Hull & Machinery insured value/expiration date:	46,400,000 US\$	Jun 15, 2020
<b>Classification</b>			
1.18	Classification society:	American Bureau of Shipping	
1.19	Class notation:	+ A1 Oil CARRIER, E, CPS, PMA, + AMS, +ACCU, VEC-L, CSR, POT, UWILD, CPP, ESP, SPMA, AB-CM, CRC, GP, TCM,	

				ENVIRO, BWT,RES	
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	
1.23	Date/place of last dry-dock:			NA / NA	
1.24	Date next dry dock due/next annual survey due:			Jan 17, 2020	Jan 18, 2020
1.25	Date of last special survey/next special survey due:				Jan 18, 2022
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:			No	
Dimensions					
1.27	Length overall (LOA):			249.99 Metres	
1.28	Length between perpendiculars (LBP):			245.36 Metres	
1.29	Extreme breadth (Beam):			44.00 Metres	
1.30	Moulded depth:			21.50 Metres	
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:			50.517 Metres	N/A
1.32	Distance bridge front to center of manifold:			74.54 Metres	
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):			125.09 Metres	124.90 Metres
1.34	Parallel body distances	Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:	43.40 Metres	51.80 Metres	52.56 Metres	
	Aft to mid-point manifold:	36.90 Metres	49.60 Metres	61.34 Metres	
	Parallel body length:	80.30 Metres	101.40 Metres	113.90 Metres	
Tonnages					
1.35	Net Tonnage:			34,237.00	
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):			64,092.00	51,288
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):			66,154	60,216
1.38	Panama Canal Net Tonnage (PCNT):			52,640	
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	7.788 Metres	13.75 Metres	99,993 Metric Tonnes	121,052 Metric Tonnes
	Winter:	8.074 Metres	13.464 Metres	97,149 Metric Tonnes	118,208 Metric Tonnes
	Tropical:	7.502 Metres	14.036 Metres	102,844 Metric Tonnes	123,903 Metric Tonnes
	Lightship:	18.51 Metres	3.03 Metres	-	21,059 Metric Tonnes
	Normal Ballast Condition:	14.04 Metres	7.50 Metres	40,486 Metric Tonnes	61,545 Metric Tonnes
	Segregated Ballast Condition:	14.04 Metres	7.50 Metres	40,486 Metric Tonnes	61,545 Metric Tonnes
1.40	FWA/TPC at summer draft:			303 Millimetres	99.55 Metric Tonnes
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			Yes 113176 MTS 109991 MTS 99993 MTS 89998 MTS 84991MTS	
1.42	Constant (excluding fresh water):			250 Metric Tonnes	
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?			Ocean Passage: 50% of Deepest Draft Coastal / Shallow Waters: 20% of Deepest Draft Port Approaches, Buoyed channels in areas at or near entrance to ports &	

		estuaries : 10% of Deepest Draft Whilst alongside the berth, Fairways inside ports (shallow waters) / Pilotage Waters : 1.5% of vessel beam or 0.30M whichever is greater Whilst at SBM/CBM moorings: 20% of Deepest Draft At Anchor – Unprotected Waters : 20% of Deepest Draft At Anchor – Protected / Sheltered Waters :10% of Deepest Draft	
1.44	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Summer deadweight:	36.767 Metres	0 Metres
	Normal ballast:	41.52 Metres	0 Metres
	Lightship:	47.487 Metres	0 Metres

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	Jan 24, 2019	Jan 24, 2019		Jan 17, 2022
2.2	Safety Radio Certificate (SRC):	Jan 18, 2017	Jan 24, 2019		Jan 17, 2022
2.3	Safety Construction Certificate (SCC):	Jan 18, 2017	Jan 24, 2019		Jan 17, 2022
2.4	International Loadline Certificate (ILC):	Jan 18, 2017	Jan 24, 2019		Jan 17, 2022
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Feb 19, 2018	Jan 24, 2019		Jan 17, 2022
2.6	International Ship Security Certificate (ISSC):	Jul 07, 2017	Not Applicable	Not Applicable	Jul 06, 2022
2.7	Maritime Labour Certificate (MLC):	Nov 16, 2018	N/A		Jul 06, 2022
2.8	ISM Safety Management Certificate (SMC):	Jul 07, 2017	Not Applicable	Not Applicable	Jul 06, 2022
2.9	Document of Compliance (DOC):	Mar 21, 2017	Jul 04, 2019		Apr 22, 2022
2.10	USCG Certificate of Compliance (USCGCOC):		Not Applicable		
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Dec 19, 2018	N/A	N/A	Feb 20, 2020
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Dec 19, 2018	N/A	N/A	Feb 20, 2020
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Dec 24, 2018	N/A	N/A	Feb 20, 2020
2.14	U.S. Certificate of Financial Responsibility (COFR):	Sep 15, 2019	N/A	N/A	Sep 15, 2022
2.15	Certificate of Class (COC):	Feb 23, 2017	Jan 24, 2019		Jan 17, 2022
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Apr 25, 2019	N/A	N/A	Jan 17, 2022
2.17	Certificate of Fitness (COF):	Not Applicable			
2.18	International Energy Efficiency Certificate (IEEC):	Jan 18, 2017	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Jan 18, 2017	Jan 24, 2019		Jan 17, 2022

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):	AUG 31, 2020

3.	CREW	
3.1	Nationality of Master:	Indian
3.2	Number and nationality of Officers:	12 Indian / Hongkong Chinese
3.3	Number and nationality of Crew:	14 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	Officers: OCS Services (India) Pvt Ltd Ratings: OCS Services (India) Pvt Ltd

	style:	407-411, Oberoi Chambers II, 645/646, New Link Road, Andheri (West), Mumbai-400 053, India. Tel: +91-22- 66409000/01/06 Fax: +91-22-26743300 Telex: 011-83115 NTBY IN Email: vallescrew@oilfieldcs.com	407-411, Oberoi Chambers II, 645/646, New Link Road, Andheri (West), Mumbai-400 053, India. Tel: +91-22- 66409000/01/06 Fax: +91-22-26743300 Telex: 011-83115 NTBY IN Email: vallescrew@oilfieldcs.com
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<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'Brien's Response Management 818 Town and Country Blvd, Suite 200, Houston, Texas 77024 USA Tel: +1 281 606 4818 Email: <a href="mailto:commandcenter@wittobriens.com">commandcenter@wittobriens.com</a>	
4.3	Oil Spill Response Organization (OSRO) - Full style:	Marine Spill Response Corporation 220 Spring Street Suite 500, Herndon, VA 20170 USA. Tel: +1 732 417 0175 Fax: +1 732 417 0097 Email: <a href="mailto:notifications@msrc.org">notifications@msrc.org</a> / <a href="mailto:ampd@msrc.org">ampd@msrc.org</a>	
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:	T&T Salvage, LLC 8717 Humble Westfield Road. Humble, TX 77338 Tel: +1 713 534 0700 Email: <a href="mailto:info@ttsalvage.com">info@ttsalvage.com</a> Web: <a href="http://www.ttsalvage.com">www.ttsalvage.com</a>	

<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?	No	
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	FULL COAT	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	CENTRIFUGAL	2,000 M3 / Hour	35 Metres
	Ballast Eductors:	2	VENTURI	350 M3 / Hour	25 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%):		12120,623.23 M3
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):		Seg#1: 38989.2 m3 (1P/S, 5P/S) Seg#2: 40414.0 m3 (2P/S, 6P/S) Seg#3: 21894.2 m3 (3P/S, SL(P)) Seg#4: 24981.7 m3 (4P/S, SL(S))

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 (98%):	2	5,656.02 M3
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	Seg#3: 21894.2 m3 (3P/S, SL(P)) Seg#4: 24981.7 m3 (4P/S, SL(S))	
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:	469.80 M3	
SBT Vessels			
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	40,919.10 M3	40.49 %
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:	4	
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	N/A	
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:	4,042 M3 / Hour	2,969 M3 / Hour
	Loaded simultaneously through all manifolds:	16,170.00 M3/Hour	11,875.00 M3 /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 fixed closed tank gauging system is fitted:	KROHNE SKARPENORD TANK 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:	Yes / UTI VAPOUR LOCKS, VARIOUS LOCATIONS ON DECK	
8.10	Number of portable gauging units (example- MMC) on board:	4	
Vapor Emission Control System (VECS)			
8.11	Is a vapour return system (VRS) fitted?	Yes	
8.12	Number/size of VECS manifolds (per side):	2	400 Millimetres
8.13	Number/size/type of VECS reducers:	2 (18 x 12') EACH SIDE	
Venting			
8.14	State what type of venting system is fitted:	Mast riser on IG line and independent PV vent valves for COTs	
Cargo Manifolds and Reducers			
8.15	Total number/size of cargo manifold connections on each side:	4/400 Millimetres	
8.16	What type of valves are fitted at manifold:	MANUAL BUTTERFLY VALVE	
8.17	What is the material/rating of the manifold:	STEEL / ANSI 150	
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:	2,520 Millimetres	
8.19	Distance ships rail to manifold:	4,600 Millimetres	
8.20	Distance manifold to ships side:	4,600 Millimetres	
8.21	Top of rail to center of manifold:	777 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:	16.14 Metres	9.888 Metres
8.25	Number/size/type of reducers:	4 x 400/300mm (16/12") 4 x 400/250mm (16/10") 4 x 400/200mm (16/8") 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:			STEAM HEATING COILS	Yes	SS
	Slop Tanks:			STEAM HEATING COILS	Yes	SS
8.28	Maximum temperature cargo can be loaded/maintained:				73.9 °C / 165.0 °F	62.8 °C / 145.04 °F
8.28.1	Minimum temperature cargo can be loaded/maintained:				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?				Yes/Yes	
8.30	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:				Flue Gas	
Cargo Pumps						
8.31	How many cargo pumps can be run simultaneously at full capacity:				4	
8.32	Pumps	No.	Type	Capacity	At What Head (sg=1.0)	
	Cargo Pumps:	4	Centrifugal	2500 M3 / Hour	130 Meters	
	Cargo Eductors:	1	VENTURI	400 M3 / Hour	25 Metres	
	Stripping:	1	Positive Displacement	250 M3 / Hour	130 Metres	
8.33	Is at least one emergency portable cargo pump provided?				N/A	

9.	MOORING					
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	32 Millimetres	STEEL(GSWR)	305 Metres	69 Metric Tonnes
	Main deck fwd:	4	32 Millimetres	STEEL(GSWR)	305 Metres	69 Metric Tonnes
	Main deck aft:	2	32 Millimetres	STEEL(GSWR)	305 Metres	69 Metric Tonnes
	Poop deck:	6	32 Millimetres	STEEL(GSWR)	305 Metres	69 Metric Tonnes
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	70 / 60 Millimetres	2-PD WALL / 2-EUROFLEX	11 Metres	89 Metric Tonnes
	Main deck fwd:	4	70 / 60 Millimetres	2- PD WALL / 2- EUROFLEX	11 Metres	89 Metric Tonnes
	Main deck aft:	2	70 / 60 Millimetres	PD WALL / EUROFLEX	11 Metres	89 Metric Tonnes
	Poop deck:	6	60 Millimetres	EUROFLEX	11 Metres	89 Metric Tonnes
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	62 Millimetres	PD WALL	220 Metres	70.50 Metric Tonnes
	Main deck fwd:	4	56 Millimetres	Polyolefin Polyester	220 Metres	78.40 Metric Tonnes
	Main deck aft:	4 / 2	56 / 68 Millimetres	Polyolefin Polyester / OCEAN MOORFLEX	220 Metres	78.40 / 91.80 Metric Tonnes
	Poop deck:	4	62 Millimetres	PD WALL	220 Metres	70.50 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	DOUBLE	Hydraulic	55.27 Metric Tonnes	MANUAL

	Main deck fwd:	2	DOUBLE	Hydraulic	55.27 Metric Tonnes	MANUAL
	Main deck aft:	1	DOUBLE	Hydraulic	55.27 Metric Tonnes	MANUAL
	Poop deck:	2	TRIPLE	Hydraulic	55.27 Metric Tonnes	MANUAL
9.6	Bitts, closed chocks/fairleads	No. Bitts		SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:	6		75 Metric Tonnes	8	75 Metric Tonnes
	Main deck fwd:	6		92 Metric Tonnes	16	75 Metric Tonnes
	Main deck aft:	4		92 Metric Tonnes	8	75 Metric Tonnes
	Poop deck:	8		75 Metric Tonnes	14	75 Metric Tonnes

#### Anchors/Emergency Towing System

9.7	Number of shackles on port/starboard cable:	13/13	
9.8	Type/SWL of Emergency Towing system forward:	CHAFE CHAIN	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	600 x 450	

#### Escort Tug

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:	204 Metric Tonnes				

#### Lifting Equipment/Gangway

9.12	Derrick/Crane description (Number, SWL and location):	Cranes: 2 x 15 Tonnes PORT AND STBD MIDSHIP				
9.13	Accommodation ladder direction:	Aft				
	Does vessel have a portable gangway? If yes, state length:	Yes, 22 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:	2	
9.16	State type/SWL of chain stopper(s):	TONGUE TYPE	250 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:	3.35 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 600 X 450	

10.	PROPULSION			
10.1	Speed		Maximum	Economical
	Ballast speed:		14.50 Knots (WSNP)	12.50 Knots (WSNP)
	Laden speed:		14 Knots (WSNP)	12 Knots (WSNP)
10.2	What type of fuel is used for main propulsion/generating plant:		HFO / MGO	HFO & MGO
10.3	Type/Capacity of bunker tanks:		Fuel Oil: 2,822.50 Cu. Metres Diesel Oil: 255.04 Cu. Metres Gas Oil: 806.76 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	11,494 Kilowatt	MAN B&W-6G60ME-C9
	Aux engine:	3	1,050 Kilowatt	MAN DIESEL AND TURBO / 6L23/30H Mk2
	Power packs:	2		HATLAPA HYDRAULIC
	Boilers:	3	62 Metric	AALBORG MISSION

			Tonnes/Hour	OL
Bow/Stern Thruster				
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,	
Emissions				
10.8	Main engine IMO NOx emission standard:		Tier II	
10.9	Energy Efficiency Design Index (EEDI) rating number:		3.053	

<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 Liquified Gas, as applicable)?		Yes	
11.2	What is maximum outreach of cranes/derricks outboard of the ship's side:		9.50 Metres	
11.3	Date/place of last STS operation:		31/03/2019, NIPAH NTAA INDONESIA	

<b>12.</b>	<b>RECENT OPERATIONAL HISTORY</b>			
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):		CURRENT : NAPHTHA / MARUBENI / QATAR to JAPAN ( KASHIMA / CHITA/CHIBA) LAST : NAPHTHA / MARUBENI / QATAR to JAPAN (SAKAI/CHITA) 2nd LAST : GAS OIL / AMPOL / TIANJIN, CHINA to BOTANY BAY , AUSTRALIA 3rd LAST: NAPHTHA / BP / RUWAIS + FUJAIRAH, / MAILIAO, TAIWAN + DAESAN, KOREA	
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:		Jul 10, 2019 / Tianjin, China	
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>		TOTAL - 17/02/2019 CONOCO PHILLIPS - 23/11/2018 TOTAL - 20 / 08 / 2018 SHELL - 06/05/2018 CHEVRON - 26/10/2017 BP - 18/05/2017	
12.6	Date/Place of last SIRE inspection:		September 29, 2019 / TAM / CHITA, JAPAN.	
12.7	Additional information relating to features of the ship or operational characteristics:		NONE	

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