

1.	GENERAL INFORMATION		
1.1	Date updated:	Jan 21, 2022	
1.2	Vessel's name (IMO number):	Pvt Dawn (9414307)	
1.3	Vessel's previous name(s) and date(s) of change:	Asavari (Feb 01, 2021)	
1.4	Date delivered/Builder (where built):	Jul 24, 2009/Sekwang Heavy Industries, Co. Ltd., Ulsan, S.Korea	
1.5	Flag/Port of Registry:	Panama/Panama	
1.6	Call sign/MMSI:	3FF09/373428000	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +15054456440 Fax: Email: dawn@pvoilshipping.commbox.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Oil Tanker (Product Carrier)	
1.9	Type of hull:	Double Hull	
Ownership and Operation			
1.10	Registered owner - Full style:	THANG LONG MARITIME JOINT STOCK COMPANY The Mezzanine Floor, PVFCCo, No. 43 Mac Dinh Chi Street, Da Kao Ward, District 1, Ho Chi Minh City Viet Nam Tel: (+8428) 38279968 Fax: (+8428) 38279969 Telex: Not Applicable Email: pvtransvt@pvtrans.com	
1.11	Technical operator - Full style:	Phuong Dong Viet Transportation Oil J.S.C 08th Floor, Citilight Tower, No. 45 Vo Thi Sau Street, Da Kao Ward, District 1, Ho Chi Minh City, Vietnam. Viet Nam Viet Nam Tel: +84.28.62911281/82/8 Fax: +84.28.62911280 Email: safety@pvoilshipping.vn Web: www.pvoilshipping.vn Company IMO#: 5356851	
1.12	Commercial operator - Full style:	THANG LONG MARITIME JOINT STOCK COMPANY The Mezzanine Floor, PVFCCo, No. 43 Mac Dinh Chi Street, Da Kao Ward, District 1, Ho Chi Minh City Viet Nam Tel: (+8428) 38279968 Fax: (+8428) 38279969 Email: operations@tlmarine.vn	
1.13	Disponent owner - Full style:	N/A N/A Tel: N/A Fax: N/A Telex: N/A Email: N/A Web: N/A	
Insurance			
1.14	P & I Club - Full Style:	SWEDISH CLUB P.O. Box 171, SE-401 22 Gothenburg, Sweden. Tel: +4631638400 Email: swedish.club@swedishclub.com Web: www.swedishclub.com	
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000 US\$	Feb 20, 2022
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	Hai Phong National Aviation Insurance Company Floor 15th, Geleximco Building, 36 Hoang Cau, Dong Da, Ha Noi Tel: +8424 6276 5555 Fax: +8424 6276 5556	
1.17	Hull & Machinery insured value/expiration date:	6,080,000 US\$	Feb 19, 2022
Classification			
1.18	Classification society:	DNV GL	
1.19	Class notation:		
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or	No	

	class recommendations? If yes, give details:				
1.21	If classification society changed, name of previous and date of change:			Indian Register of Shipping, Mar 01, 2021	
1.22	Does the vessel have ice class? If yes, state what level:			No, N/A	
1.23	Date/place of last dry-dock:			Jan 03, 2019/Dubai	
1.24	Date next dry dock due/next annual survey due:			Jan 02, 2022 Oct 23, 2022	
1.25	Date of last special survey/next special survey due:			Jul 24, 2019 Jul 23, 2024	
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:			No,	
Dimensions					
1.27	Length overall (LOA):			128.90 Metres	
1.28	Length between perpendiculars (LBP):			120.40 Metres	
1.29	Extreme breadth (Beam):			20.40 Metres	
1.30	Moulded depth:			11.80 Metres	
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:			41.15 Metres N/A	
1.32	Distance bridge front to center of manifold:			43.53 Metres	
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):			58.45 Metres 69.50 Metres	
1.34	Parallel body distances	Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:	15.91 Metres	23.63 Metres	28.37 Metres	
	Aft to mid-point manifold:	31.78 Metres	36.45 Metres	41.79 Metres	
	Parallel body length:	47.681 Metres	60.081 Metres	70.15 Metres	
Tonnages					
1.35	Net Tonnage:			3,914.00	
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):			8,625.00 0	
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):			9,223.34 7,389.55	
1.38	Panama Canal Net Tonnage (PCNT):			7,289.00	
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.112 Metres	8.688 Metres	13,094.18 Metric Tonnes	17,473.47 Metric Tonnes
	Winter:	3.293 Metres	8.507 Metres	12,603.27 Metric Tonnes	17,053.27 Metric Tonnes
	Tropical:	2.931 Metres	8.869 Metres	13,444.44 Metric Tonnes	17,894.44 Metric Tonnes
	Lightship:	9.33 Metres	2.47 Metres	-	4,379.292 Metric Tonnes
	Normal Ballast Condition:	5.77 Metres	6.03 Metres	6,587.927 Metric Tonnes	10,967.219 Metric Tonnes
	Segregated Ballast Condition:	5.90 Metres	5.90 Metres	6,713.00 Metric Tonnes	11,163.00 Metric Tonnes
1.40	FWA/TPC at summer draft:			181.00 Millimetres	23.24 Metric Tonnes
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			No Loadline certificate no. n1566372-5-III A corresponding to deadweight 13094 MT	
1.42	Constant (excluding fresh water):			283.419 Metric Tonnes	
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?			In deep coastal water/Ocean passages: twice maximum summer draft. Shallow coastal waters/Port waters: At least 1 meter or 10% of deepest draft, whichever is greater. At berth: At least 0.30m for vessel beam up to 20.0m; 1.5% of ship's beam for vessel with beam over 20.0m. SBM/CBM: At least 1m or 10% of deepest draft, whichever is greater. On ECDIS: In CATZOC A1/A2 maintain 10% maximum draft, In CATZOC B maintain 15% maximum draft, In CATZOC C/D maintain 20% maximum draft, In CATZOC U: reference should be made to other source to determine the proper UKC.	
1.44	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Summer deadweight:			32.462 Metres	0 Metres

Normal ballast:	35.38 Metres	0 Metres
Lightship:	38.68 Metres	0 Metres

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	Mar 10, 2021			Jul 23, 2024
2.2	Safety Radio Certificate (SRC):	Mar 10, 2021			Jul 23, 2024
2.3	Safety Construction Certificate (SCC):	Mar 10, 2021			Jul 23, 2024
2.4	International Loadline Certificate (ILC):	Apr 20, 2021			Jul 23, 2024
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Mar 10, 2021	Jul 04, 2021		Jul 23, 2024
2.6	International Ship Security Certificate (ISSC):	Sep 08, 2021			Sep 02, 2026
2.7	Maritime Labour Certificate (MLC):	Sep 09, 2021	N/A		Sep 02, 2026
2.8	ISM Safety Management Certificate (SMC):	Sep 09, 2021			Sep 02, 2026
2.9	Document of Compliance (DOC):	Aug 20, 2020	Mar 19, 2021		Apr 23, 2025
2.10	USCG Certificate of Compliance(USCGCOC):	Not Applicable	Not Applicable		Not Applicable
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Jun 21, 2021	N/A	N/A	Feb 20, 2022
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Jun 21, 2021	N/A	N/A	Feb 20, 2022
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Jun 21, 2021	N/A	N/A	Feb 20, 2022
2.14	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable	N/A	N/A	Not Applicable
2.15	Certificate of Class (COC):	Sep 25, 2021	Sep 25, 2021		Jul 23, 2024
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Mar 10, 2021	N/A	N/A	Jul 23, 2024
2.17	Certificate of Fitness (COF):	Apr 22, 2021			Jul 23, 2024
2.18	International Energy Efficiency Certificate (IEEC):	Mar 10, 2021	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Mar 10, 2021	Jul 04, 2021		Jul 23, 2024

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):	

3.	CREW
3.1	Nationality of Master: Vietnamese
3.2	Number and nationality of Officers: 8 Vietnamese
3.3	Number and nationality of Crew: 12 Vietnamese
3.4	What is the common working language onboard: English/Vietnamese
3.5	Do officers speak and understand English? Yes
3.6	If Officers/ratings employed by a manning agency - Full style: Officers: N/A Ratings: 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? No
4.2	Qualified individual (QI) - Full style:
4.3	Oil Spill Response Organization (OSRO) - Full style:
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:

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:	
5.2.2	If Yes, what is the diameter of the circle provided:	

6.	COATING/ANODES				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Advance Polymer (Marine Line)	Full	No
	Ballast tanks:	Yes	Epoxy	Full	Yes
	Slop tanks:	Yes	Advance Polymer Marine Line 784	Whole Tank	No

7.	BALLAST				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Framo Submersible	350 Cu. Metres/Hour	25 Metres
	Ballast Eductors:	1	Venturi	10 Cu. Metres/Hour	1 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 (max% per company policy: 98%, 97%, 96% or 95%) excluding slops tanks:			12	13,289.40 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: 827.558 m3 (1P) Seg#2: 840.038 m3 (1S) Seg#3: 1150.270 m3 (2P) Seg#4: 1149.884 m3 (2S) Seg#5: 1219.286 m3 (3P) Seg#6: 1221.563 m3 (3S) Seg#7: 1218.080 m3 (4P) Seg#8: 1218.908 m3 (4S) Seg#9: 1222.786 m3 (5P) Seg#10: 1216.585 m3 (5S) Seg#11: 1001.731 m3 (6P) Seg#12: 1002.683 m3 (6S) Seg#13: 686.924 m3 (SLOPS)	
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):			2,3	
8.3	Number of slop tanks and total cubic capacity (max% per company policy: 98%, 97%, 96% or 95%):			2	686.924 Cu. Metres
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:			NA	
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:			10.045 Cu. Metres	
SBT Vessels					
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?			5,470.52 Cu. Metres	42 %
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:			13	
8.4.1	State type of cargo containment (integral, independent, gravity or pressure tanks):			2G (Integral Gravity)	
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:			Yes For cargo of density > 1.45 Mt/m3 - No filling height restrictions for sloshing damage except 1P/S which restriction is 10% to 40%	
8.6	Max loading rate for homogenous cargo			With VECS	Without VECS
	Loaded per manifold connection:			375 Cu. Metres/Hour	375 Cu. Metres/Hour
	Loaded simultaneously through all manifolds:			1,500 Cu. Metres/Hour	1,500 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)?	CLOSED		
	What type of fixed closed tank gauging system is fitted:	Float Gauge		
	Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves?	No, No		
	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:	2		
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	200 Millimetres	
8.13	Number/size/type of VECS reducers:	2 x 4"/8" 1 x 6"/8" 1 x 8"/8" 3 x 8"/10" 2 x 8"/12"		
Venting				
8.14	State what type of venting system is fitted:	PV Valve		
Cargo Manifolds and Reducers				
8.15	Total number/size of cargo manifold connections on each side:	13/150.00 Millimetres		
8.15.1	Does the vessel have a Common Line Manifold connection? If yes, describe:	yes, fitted 2 manifolds, 300 mm & 200 mm		
8.16	What type of valves are fitted at manifold:	Manual Butterfly valve		
8.17	What is the material/rating of the manifold:	Stainless steel 304/ANSI		
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:	695.00 Millimetres		
8.19	Distance ships rail to manifold:	3,920.00 Millimetres		
8.20	Distance manifold to ships side:	4,100.00 Millimetres		
8.21	Top of rail to center of manifold:	3,830.00 Millimetres		
8.22	Distance main deck to center of manifold:	2,200.00 Millimetres		
8.23	Spill tank grating to center of manifold:	1,000.00 Millimetres		
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:	8.60 Metres	5.31 Metres	
8.25	Number/size/type of reducers:	1 x 100/200mm (4/8") 1 x 150/150mm (6/6") 1 x 150/200mm (6/8") 2 x 150/250mm (6/10") 1 x 200/200mm (8/8") (12"X 6" = 1/ 6" x 4" = 1/ 6" x 5" = 3/ 5" x 10" = 1/ 10" x 12" = 2/ 4" x 5" = 1/ 8" x 12" = 3/ 8" x 4" = 4/ 8" x 5" = 1 8" x 10" = 1) ANSI		
8.26	Is vessel fitted with a stern manifold? If yes, state size:	Yes, 250.00 Millimetres		
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
8.27.1	Is a Thermal Oil Heating system fitted? If yes, identify tanks?	No,		
8.28	Maximum temperature cargo can be loaded/maintained:	80.0 °C / 176.0 °F	80 °C / 176 °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?			No/N/A	
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:			N/A	
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:	12 2	Framo Submersible Framo Submersible	300 M3/HR 100 M3/HR	110 Meters 110 Meters 110 Meters 110 Meters 110 Meters 110 Meters 110 Meters
	Cargo Eductors:	0	N/A	0 Cu. Metres/Hour	
	Stripping:	0	N/A	0 Cu. Metres/Hour	
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:			100.00 Cu. Metres/Hour	
8.37	Is a washing water heater fitted? If yes is it operational and state max washing water temperature:			Yes, Yes 80.00 Degrees Celsius	
8.38	What is the maximum number of machines that can be operated at their designed max pressure?			5	
Other Deck Equipment					
8.39	Is vessel fitted with a remote cargo tank temperature monitoring system. If yes, is it operational?			Yes, Yes	
8.40	Is vessel fitted with a remote cargo tank pressure monitoring system. If yes, is it operational?			Yes, Yes	
8.41	Is vessel fitted with a cargo tank drier. If yes is it operational and state capacity:			No, N/A	
8.42	Is vessel fitted with a cargo cooling system. If yes is it operational and state tanks applicable:			No, N/A NA	
8.43	Is steam available on deck?			Yes	

9.	MOORING					
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0.00 Millimetres	Not Applicable	0.00 Metres	0.00 Metric Tonnes
	Main deck fwd:	0	0.00 Millimetres	Not Applicable	0.00 Metres	0.00 Metric Tonnes
	Main deck aft:	0	0.00 Millimetres	Not Applicable	0.00 Metres	0.00 Metric Tonnes
	Poop deck:	0	0.00 Millimetres	Not Applicable	0.00 Metres	0.00 Metric Tonnes
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0.00 Millimetres	0	0.00 Metres	0.00 Metric Tonnes
	Main deck fwd:	0	0.00 Millimetres	0	0.00 Metres	0.00 Metric Tonnes
	Main deck aft:	0	0.00 Millimetres	0	0.00 Metres	0.00 Metric Tonnes
	Poop deck:	0	0.00 Millimetres	0	0.00 Metres	0.00 Metric Tonnes
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	40.00 Millimetres	Polyester/PP mixed	220.00 Metres	34.00 Metric Tonnes
	Main deck fwd:	0	0.00 Millimetres			
	Main deck aft:	0	0.00 Millimetres	Not Applicable	0.00 Metres	0.00 Metric Tonnes
	Poop deck:	4	40.00 Millimetres	Polyester/PP mixed	220.00 Metres	34.00 Metric Tonnes
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	40.00 Millimetres	Polyester/PP mixed	220.00 Metres	34.00 Metric Tonnes
	Main deck fwd:	0				

	Main deck aft:	0				
	Poop deck:	4	40.00 Millimetres	Polyester/PP mixed	220.00 Metres	34.00 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	4	Double Drums	Hydraulic	20.40 Metric Tonnes	
	Main deck fwd:	0	N/A		0.00 Metric Tonnes	
	Main deck aft:	0	N/A	N/A	0.00 Metric Tonnes	
	Poop deck:	4	Double	Hadraulic	20.40 Metric Tonnes	
9.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		6	2 Nos - 64MT, 4 nos - 34 MT	7	1nos - 200MT, 6 nos - 34MT
	Main deck fwd:		8	2nos - 64 MT, 2 Nos -45 MT, 2 nos - 34 MT, 2 nos - 25MT	12	2nos - 64 MT, 2 Nos -45 MT, 4 nos - 34 MT, 4 nos - 25MT
	Main deck aft:		6	2nos - 25mt, 2nos-34MT, 2nos -45MT	10	6nos - 25 MT, 4 Nos -34 MT
	Poop deck:		8	2nos - 45 MT, 6 nos - 34 MT	11	34 Metric Tonnes (1nos -64MT, 2nos - 45 MT, 8nos - 34MT)

Anchors/Emergency Towing System

9.7	Number of shackles on port/starboard cable:				10/10	
9.8	Type/SWL of Emergency Towing system forward:				Tongue type	200 Metric Tonnes
9.9	Type/SWL of Emergency Towing system aft:				Na	0 Metric Tonnes
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern					0

Escort Tug

9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:					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 Cranes: 1 x 10.0 Tonnes, Crane for stern manifold has 1 No. With SWL 2.10 MT.	
9.13	Accommodation ladder direction:					Aft
	Does vessel have a portable gangway? If yes, state length:					Yes, 10.50 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:					3,700.00 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 600x450	

10. PROPULSION

10.1	Speed				Maximum	Economical
	Ballast speed:				13.00 Knots (WSNP)	12.00 Knots (WSNP)
	Laden speed:				13.00 Knots (WSNP)	12.00 Knots (WSNP)
10.2	What type of fuel is used for main propulsion/generating plant:				VLSFO, Sulphur content less than 0.5%	VLSFO, Sulphur content less than 0.5%
10.3	Type/Capacity of bunker tanks:				Fuel Oil: 640.17 Cu. Metres Diesel Oil: 78.39 Cu. Metres Gas Oil: 0 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	4,440 Kilowatt	STX MAN B&W, 6S35MC-MK7
Aux engine:	3	600 Kilowatt	YANMAR, 6EY18AL
Power packs:	3	1.485 Cu. Metres/Hour	FRAMO
Boilers:	1	12 Metric Tonnes/Hour	SAACKE

Bow/Stern Thruster

10.6	What is brake horse power of bow thruster (if fitted):	Yes, 536.409 bhp
10.7	What is brake horse power of stern thruster (if fitted):	No, 0.00 bhp

Emissions

10.8	Main engine IMO NOx emission standard:	Tier I
10.9	Energy Efficiency Design Index (EEDI) rating number:	

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:	5.80 Metres
11.3	Date/place of last STS operation:	contact Owner/Operator for information

12. RECENT OPERATIONAL HISTORY

12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	contact Owner/Operator for information
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, NA Casualty: No, NA Repair: No, Not Applicable Collision: No, NA
12.3	Date and place of last Port State Control inspection:	Dec 01, 2021 / MYKLA
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No NA
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.	VIVO ENERGY, BIECO, SHELL, ADNOC, ENOC, RIGHTSHIP, BP, PETRONAS...
12.6	Date/Place of last SIRE inspection:	Oct 08, 2021 / PENDERANG - MALAYSIA
12.6.1	Date/Place of last CDI inspection:	/
12.7	Additional information relating to features of the ship or operational characteristics:	NIL

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.