1.	**GENERAL INFORMATION**		
1.1	Date updated:	Jul 06, 2020	
1.2	Vessel's name (IMO number):	Maersk Erik (9316608)	
1.3	Vessel's previous name(s) and date(s) of change:	NORD FAST (Dec 04, 2014) FD NORD FAST (Jul 31, 2010) NORD FAST (Jan 25, 2009)	
1.4	Date delivered/Builder (where built):	Jan 07, 2008/SLS Shipbuilding Co. Ltd. - South Korea	
1.5	Flag/Port of Registry:	Singapore/singapore	
1.6	Call sign/MMSI:	9V8750/564182000	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +65 3158 7266 / +65 3158 7267 / +65 3158 7268 Fax: + 870783260697 Email: master@erik.maersktankers.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	
Ownership and Operation			
1.10	Registered owner - Full style:	MAERSK TANKERS SINGAPORE PTE LTD 39 Robinson Road, #15-01, Robinson Point, Singapore 068911 Singapore Tel: +45 23296858 Fax: Not Applicable Telex: Not Applicable Email: marine@maersktankers.com Web: www.maersktankers.com	
1.11	Technical operator - Full style:	Maersk Tankers A/S Holmbladsgade 133 2300 Copenhagen S Denmark Tel: +45 23296858 Fax: Not Applicable Telex: Not Applicable Email: marine@maersktankers.com Web: www.maersktankers.com Company IMO#: 5676362	
1.12	Commercial operator - Full style:	Handytankers K/S as agent to (Disponent) Owners Holmbladsgade 133 2300 Copenhagen S Denmark Tel: +45 8987 0118 Fax: Not Applicable Telex: Not Applicable Email: operations@maersktankers.com Web: www.maersktankers.com	
1.13	Disponent owner - Full style:	N/A Email: NA Web: NA	
Insurance			
1.14	P & I Club - Full Style:	GARD Gard P. & I. (Bermuda) Ltd. Norwegian Branch Kittelsbuktveien 31 4836 Arendal Norway Tel: +47 37 01 91 00 Fax: +47 37 02 48 10 Email: companymail@gard.no	
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)	GARD AS PO Box 31 NO 4809 Arendal Norway Tel: +47 37 01 91 00 Fax: +44 37 02 48 10	

1.17	Hull & Machinery insured value/expiration date:			13,250,000 US$	Dec 31, 2020
Classification					
1.18	Classification society:			American Bureau of Shipping	
1.19	Class notation:			A1, Chemical Carrier, Oil Carrier, ESP, AMS, ACCU, SH, IHM	
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:			No NO	
1.21	If classification society changed, name of previous and date of change:			DNV GL, Dec 06, 2014	
1.22	Does the vessel have ice class? If yes, state what level:			No, Not Applicable	
1.23	Date/place of last dry-dock:			Dec 05, 2017/Tuzla, Turkey	
1.24	Date next dry dock due/next annual survey due:			Jan 07, 2023	
1.25	Date of last special survey/next special survey due:			Dec 05, 2017	Jan 07, 2023
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:			No,	
Dimensions					
1.27	Length overall (LOA):				176.00 Metres
1.28	Length between perpendiculars (LBP):				169.65 Metres
1.29	Extreme breadth (Beam):				31.00 Metres
1.30	Moulded depth:				17.20 Metres
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:			46.00 Metres	0 Metres
1.32	Distance bridge front to center of manifold:				53.60 Metres
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):			88.90 Metres	87.00 Metres
1.34	Parallel body distances		Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:		27.00 Metres	44.00 Metres	44.00 Metres
	Aft to mid-point manifold:		37.00 Metres	49.00 Metres	53.00 Metres
	Parallel body length:		63 Metres	93 Metres	97 Metres
Tonnages					
1.35	Net Tonnage:				9,975.00
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):			25,382.00	19,216
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):			27,873.86	22,421.39
1.38	Panama Canal Net Tonnage (PCNT):				21,118.00
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.11 Metres	11.11 Metres	40,083.00 Metric Tonnes	48,983.00 Metric Tonnes
	Winter:	6.114 Metres	11.10 Metres	40,083 Metric Tonnes	48,982 Metric Tonnes
	Tropical:	6.114 Metres	11.10 Metres	40,083 Metric Tonnes	48,982 Metric Tonnes
	Lightship:	14.88 Metres	2.35 Metres	-	8,899.00 Metric Tonnes
	Normal Ballast Condition:	10.31 Metres	6.84 Metres	19,544.00 Metric Tonnes	28,443.00 Metric Tonnes
	Segregated Ballast Condition:	10.31 Metres	6.84 Metres	19,544.00 Metric Tonnes	28,443.00 Metric Tonnes
1.40	FWA/TPC at summer draft:			247.00 Millimetres	49.60 Metric Tonnes
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			Yes 40083.00 34999	
1.42	Constant (excluding fresh water):				430 Metric Tonnes
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?			1. When alongside, at anchor or at SBM/CBM within a protected harbour area. Min. UKC to apply is 0.30 m or allowance for one degree list, whichever is greater. (NOT ok according to CHEVRON, min 0.6 m required) As soon as possible after berthing, hand lead soundings should be taken around the vessel to confirm the depth alongside, unless recent reliable soundings are available that exclude any	

		possibility that the vessel may stand on the bottom. 2. Approaches, Anchorages and SBM/CBM outside harbour areas, Confined waters, and buoyed channels. Min. UKC should be 0.90 m or allowance for three degrees list; whichever is greater. The Master may proceed to the destination with less than the above minimum underkeel clearance only after a further assessment and on the advice of the applicable pilot, together with the concurrence of Marine Operations. 3. Deep Sea, while underway during open sea navigation. When laying off courses for large vessels consideration shall be given to ensure the greatest possible depth of water for the vessels track and, whenever possible, such vessels shall follow recommended routes. Min. UKC should be 50% of the vessels draught or a minimum of 3.5 m., whichever is the greater. Emphasis is placed on the importance of considering all the variable factors listed above.	
1.44	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Summer deadweight:	34.89 Metres	0 Metres
	Normal ballast:	38.10 Metres	0 Metres
	Lightship:	43.65 Metres	0 Metres

2.	**CERTIFICATES**	**Issued**	**Last Annual**	**Last Intermediate**	**Expires**
2.1	Safety Equipment Certificate (SEC):	Dec 06, 2017	Feb 25, 2020		Jan 07, 2023
2.2	Safety Radio Certificate (SRC):	Dec 06, 2017	Feb 11, 2020		Jan 07, 2023
2.3	Safety Construction Certificate (SCC):	Dec 06, 2017	Feb 11, 2020		Jan 07, 2023
2.4	International Loadline Certificate (ILC):	Dec 06, 2017	Dec 06, 2017		Jan 07, 2023
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Dec 06, 2017	Feb 11, 2020		Jan 07, 2023
2.6	International Ship Security Certificate (ISSC):	Feb 26, 2020	Not Applicable		Apr 16, 2025
2.7	Maritime Labour Certificate (MLC):	Feb 26, 2020	N/A		Apr 16, 2025
2.8	ISM Safety Management Certificate (SMC):	Feb 26, 2020	Not Applicable		Apr 16, 2025
2.9	Document of Compliance (DOC):	Nov 06, 2019			Nov 17, 2024
2.10	USCG Certificate of Compliance(USCGCOC):	May 01, 2014	May 01, 2012	Not Applicable	
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Apr 17, 2020	N/A	N/A	Feb 20, 2021
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Apr 17, 2020	N/A	N/A	Feb 20, 2021
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Apr 17, 2020	N/A	N/A	Feb 20, 2021
2.14	U.S. Certificate of Financial Responsibility (COFR):	Sep 28, 2017	N/A	N/A	Sep 28, 2020
2.15	Certificate of Class (COC):	Dec 06, 2017	Feb 11, 2020		Jan 07, 2023
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Dec 06, 2017	N/A	N/A	Jan 07, 2023
2.17	Certificate of Fitness (COF):	Sep 21, 2018	Feb 11, 2020		Jan 07, 2023
2.18	International Energy Efficiency Certificate (IEEC):	Dec 06, 2014	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Dec 06, 2017	Feb 11, 2020		Jan 07, 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):			Jun 30, 2020	

3.	**CREW**

3.1	Nationality of Master:		Ukrainian
3.2	Number and nationality of Officers:	8	Romanian, Ukrainian, Polish, Indian
3.3	Number and nationality of Crew:	9	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: Maersk Tankers Singapore Pte Ltd 3, HarbourFront Place #12-01 HarbourFront Tower 2 Singapore 099254. Reg No: 197800504W Tel: +65-63183256 Telex: Not Applicable Email: crew1@maersktankers.com	Ratings: Jebsens Maritime Inc 6th Floor Ri Rance Corporate Center 1, 2017 Fuentes St. corner San Pedro St., Block 2 Aseana City 1702, Paranaque City, Philippines Tel: +63 917 868 5802 Fax: N/A Telex: N/A Email: marinehrmnl@abojeb.com.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 Gallagher Marine Systems 100 Century Parkway, Suite 130 Mt. Laurel, NJ 08054 Tel: +1 856 642 2091 Fax: +1 856 642 3945 Email: info@chgms.com
4.3	Oil Spill Response Organization (OSRO) - Full style:	Not Applicable
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 ISO 14001:2015
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	PHENOLIC EPOXY (SIGMA PHENGUARD FINISH 7436)	WHOLE	No
	Ballast tanks:	Yes	Epoxy	WHOLE	No
	Slop tanks:	Yes	PHENOLIC/EPOXY	Whole Tank	No

7.	**BALLAST**				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	800 Cu. Metres/Hour	25 Metres
	Ballast Eductors:				

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%):	12	42,847 Cu. Metres
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 5182 m3 (1 wing) Seg#2: 7508 m3 (2 wing) Seg#3: 7687 m3 (3 wing)	

		Seg#4: 7687 m3 (4 wing) Seg#5: 7687 m3 (5 wing) Seg#6: 7096 m3 (6 wing)	
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 (98%):	2	1,912.94 Cu. Metres
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	Slop tanks are are 7th Parcel	
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:	64 Cu. Metres	
SBT Vessels			
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	20,652.27 Cu. Metres	51.50 %
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:	7	
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 MAX ALLOWABLE CARGO S.G 1.5 T/M3, UP TO 66%	
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:	1,500 Cu. Metres/Hour	1,500 Cu. Metres/Hour (Max. loading rate of 1500 cbm/hr is for cargo manifolds nos.1 to 6, including Slop manifold. Max. loading rate of 3000 cbm/hrs is only for 18" Common line Manifold(s).)
	Loaded simultaneously through all manifolds:	3,000 Cu. Metres/Hour	3,000.00 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:	Radar	
	Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves?	Yes, 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:	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	305 Millimetres
8.13	Number/size/type of VECS reducers:	Presentation flange: 10" Reducers: 1) 10 x 12"= 4 Nos 2) 10 x 16" = 2 Nos	
Venting			
8.14	State what type of venting system is fitted:	HIGH VELOCITY VALVES	
Cargo Manifolds and Reducers			
8.15	Total number/size of cargo manifold connections on each side:	9/300.00 Millimetres	
8.15.1	Does the vessel have a Common Line Manifold connection? If yes, describe:	2 (two) common lines of 18" each located at centre of manifold area	
8.16	What type of valves are fitted at manifold:	Butterfly	
8.17	What is the material/rating of the manifold:	STAINLESS STEEL SUS 316L/ANSI B 16.5	
8.17.1	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker	Yes	

	Manifolds and Associated Equipment'?				
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:				701.00 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:			12.49 Metres	8.21 Metres
8.25	Number/size/type of reducers:			5 x 450/400mm (18/16") 3 x 450/300mm (18/12") 3 x 450/250mm (18/10") 3 x 450/200mm (18/8") 12 x 400/300mm (16/12") ANSI	
8.26	Is vessel fitted with a stern manifold? If yes, state size:			Yes, 450.00 Millimetres	
Heating					
8.27	Cargo/slop tanks fitted with a cargo heating system?		Type	Coiled	Material
	Cargo Tanks:		COILS	Yes	SS
	Slop Tanks:		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:			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	
8.29.1	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	
8.30.1	If nitrogen generator, specify the applicable flow rate for each of the designed purity modes:				
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 1	Centrifugal Centrifugal CENTRIFUGAL - PORTABLE	500 M3/HR 200 M3/HR 150 M3/HR	125 Meters 125 Meters 70 Meters
	Cargo Eductors:				
	Stripping:				
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 70.00 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, 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	
8.43	Is steam available on deck?			Yes	

9.	**MOORING**					
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0				
	Main deck fwd:	0				

	Main deck aft:	0				
	Poop deck:	0				
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0				
	Main deck fwd:	0				
	Main deck aft:	0				
	Poop deck:	0				
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	64.00 Millimetres	Mixed PP + PE	220.00 Metres	73.00 Metric Tonnes
	Main deck fwd:	2	64.00 Millimetres	Mixed PP + PE	220.00 Metres	81.00 Metric Tonnes
	Main deck aft:	2	64.00 Millimetres	Mixed PP + PE	220.00 Metres	81.00 Metric Tonnes
	Poop deck:	4	64.00 Millimetres	Mixed PP + PE	220.00 Metres	81.00 Metric Tonnes
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	64.00 Millimetres	Mixed PP + PE	220.00 Metres	67.60 Metric Tonnes
	Main deck fwd:	0				
	Main deck aft:	0				
	Poop deck:	2	64.00 Millimetres	Mixed PP + PE	220.00 Metres	67.60 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	41.70 Metric Tonnes	Manual band brake
	Main deck fwd:	1	DOUBLE DRUM	Hydraulic	41.70 Metric Tonnes	Manual band brake
	Main deck aft:	1	DOUBLE DRUM	Hydraulic	41.70 Metric Tonnes	Manual band brake
	Poop deck:	2	DOUBLE DRUM	Hydraulic	41.70 Metric Tonnes	Manual band brake
9.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		6	55 Metric Tonnes	8	64 Metric Tonnes
	Main deck fwd:		6	31.20 Metric Tonnes	12	35 Metric Tonnes
	Main deck aft:		6	31.20 Metric Tonnes	12	35 Metric Tonnes
	Poop deck:		10	55 Metric Tonnes	11	46 Metric Tonnes
Anchors/Emergency Towing System						
9.7	Number of shackles on port/starboard cable:				11/12	
9.8	Type/SWL of Emergency Towing system forward:				CHAIN AND STRONG POINT	200 Metric Tonnes
9.9	Type/SWL of Emergency Towing system aft:				STORAGE SPLIT	100 Metric Tonnes
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern					400 x 270 mm
Escort Tug						
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:					114.00 Metric Tonnes
9.11	What is SWL of bollard on poop deck suitable for escort tug:					110.00 Metric Tonnes
Lifting Equipment/Gangway						
9.12	Derrick/Crane description (Number, SWL and location):				Derricks: 0.00 Tonnes, Cranes: 1 x 10.00 Tonnes CENTER	
9.13	Accommodation ladder direction:					Aft
	Does vessel have a portable gangway? If yes, state length:					Yes, 15 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:					3.30 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	

10.	**PROPULSION**			
10.1	Speed		Maximum	Economical
	Ballast speed:		15 Knots (WSNP)	12 Knots (WSNP)
	Laden speed:		15 Knots (WSNP)	12 Knots (WSNP)
10.2	What type of fuel is used for main propulsion/generating plant:		IFO380	MGO/HFO
10.3	Type/Capacity of bunker tanks:		Fuel Oil: 1,312 Cu. Metres Diesel Oil: 411 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	8,580 Kilowatt	STX engine co.Ltd. 6 S 50 MC - C
	Aux engine:	4	785 Kilowatt	STX / 6L23/30 H
	Power packs:	4		
	Boilers:	1	18,000.00 Metric Tonnes/Hour	Aalborg mission olmooel
Bow/Stern Thruster				
10.6	What is brake horse power of bow thruster (if fitted):		Yes, 1,300.00 bhp	
10.7	What is brake horse power of stern thruster (if fitted):		No,	
Emissions				
10.8	Main engine IMO NOx emission standard:		Tier I	
10.9	Energy Efficiency Design Index (EEDI) rating number:		SHIP IS EXEMPTED UNDER REGULATION 21.1 AS IT IS NOT A NEW SHIP DEFINED IN REGULATION 2.23	

11.	**SHIP TO SHIP TRANSFER**	
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:	3.00 Metres
11.3	Date/place of last STS operation:	Contact Commercial Operator for details

12.	**RECENT OPERATIONAL HISTORY**	
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	Go / Go / Vgo
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:	Jun 04, 2020 / Novorossiysk
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.*	LUKOIL, MAXCOM, POT, VIVA, GAZPROM, ENOC, SARAS, KOCH
12.6	Date/Place of last SIRE inspection:	Feb 07, 2020 / La Skhira
12.6.1	Date/Place of last CDI inspection:	N/A
12.7	Additional information relating to features of the ship or operational characteristics:	Aft manifold