1.	**GENERAL INFORMATION**		
1.1	Date updated:	Apr 03, 2020	
1.2	Vessel's name (IMO number):	Fairchem Edge (9788954)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered / Builder (where built):	Feb 24, 2017 / Fukouka Shipbuilding Co., Ltd Japan	
1.5	Flag / Port of Registry:	Marshall Islands / MAJURO	
1.6	Call sign / MMSI:	V7EC4 / 538007270	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: 16464669416	
		Fax:	
		Email: v7ec4@skyfile.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:	Eurus Maritime S.A. Samuel Lewis Ave And 53rd Street Panama 5, Republic of Panama Japan Tel: +81-3-3435-5477 Fax: +81-3-3434-8479 Email: mtd@fairfieldjapan.com Web: www.fairfieldjapan.com	
1.11	Technical operator - Full style:	Anglo Eastern Shipmanagement (Singapore) PTE LTD 200, Cantonment Road, #16-02, South Point, Singapore 089763. Singapore Tel: +65 62243119 Fax: +65 62243995 Email: ops.c@angloeastern.com Web: www.angloeastern.com Company IMO#: 1200051	
1.12	Commercial operator - Full style:	Fairfield Chemical Carriers Inc 21 River Road, 2nd Floor, Wilton CT 06897, USA United States Tel: +1 203 761 1147 Fax: +1 203 761 1227 Email: ops@fairfieldchemical.com Web: www.fairfieldchemical.com	
1.13	Disponent owner - Full style:	Fairfield Chemical Carriers Inc 21 River Road, 2nd Floor, Wilton CT 06897, USA United States Tel: +1 203 761 1147 Fax: +1 203 761 1227 Email: ops@fairfieldchemical.com Web: www.fairfieldchemical.com	
Insurance			
1.14	P & I Club - Full Style:	JAPAN CLUB 2-15-14, Nihonbashi-Ningyocho, Chuoh-Ku, Tokyo 103-0013, Japan Tel: +81 336627213 Fax: +81 33627107 Web: www.piclub.or.jp	
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)	Tokyo Marine & Nichido Fire Insurance Co., Ltd. 2-1, Marunuochi, Chiyodoku, Tokyo 100-8050	
1.17	Hull & Machinery insured value / expiration date:	28,500,000 US$	Apr 01, 2021
Classification			
1.18	Classification society:	Nippon Kaiji Kyokai	
1.19	Class notation:	NS* (Tanker, Oils-Flashpoint on and below 60 degC and Chemicals Type II & III, PSPC-WBT)(ESP)(IWS)(BWTS),IHM, MNS*	
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:	,	

1.22	Does the vessel have ice class? If yes, state what level:			No,	
1.23	Date / place of last dry-dock:			Not Applicable /	
1.24	Date next dry dock due / next annual survey due:			Feb 23, 2022	
1.25	Date of last special survey / next special survey due:			Not Applicable	Feb 23, 2022
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:			No,	
Dimensions					
1.27	Length overall (LOA):				146.50 m
1.28	Length between perpendiculars (LBP):				138 m
1.29	Extreme breadth (Beam):				24 m
1.30	Moulded depth:				13.10 m
1.31	Keel to masthead (KTM) / Keel to masthead (KTM) in collapsed condition, if applicable:			38.562 m	m
1.32	Distance bridge front to center of manifold:				44 m
1.33	Bow to center manifold (BCM) / Stern to center manifold (SCM):			75.00 m	71.50 m
1.34	Parallel body distances:		Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:		18.524 m	22.161 m	22.161 m
	Aft to mid-point manifold:		18.111 m	24.225 m	33.379 m
	Parallel body length:		33.365 m	46.386 m	55.54 m
Tonnages					
1.35	Net Tonnage:				6,284
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):			11,917	9,926
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):			12,350.34	10,591.14
1.38	Panama Canal Net Tonnage (PCNT):				10,023
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.404 m	9.732 m	19,946.36 MT	25,524.72 MT
	Winter:	3.606 m	9.53 m	19,348.07 MT	24,926.43 MT
	Tropical:	3.202 m	9.934 m	20,546.94 MT	26,125.30 MT
	Lightship:	10.702 m	2.434 m	Not Applicable	5,578.36 MT
	Normal Ballast Condition:	7.521 m	5.615 m	8,214.04 MT	13,792.40 MT
	Segregated Ballast Condition:	m	m	MT	MT
1.40	FWA/TPC at summer draft:			215 mm	29.68 MT
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			No	
1.42	Constant (excluding fresh water):				150 MT
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?			1. Open waters - 50 m or 7 times draft whichever is greater 2. Coastal waters - 100 % of vessel static draft 3. Shallow water - 10% of Static draft after considering for squat, heel, list etc. 4. Berth - 0.36 m	
1.44	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Summer deadweight:			28.83 m	0 m
	Normal ballast:			32.033 m	0 m
	Lightship:			36.054 m	0 m

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	May 09, 2017	Jan 18, 2019		Feb 23, 2022
2.2	Safety Radio Certificate (SRC):	May 09, 2017	Feb 19, 2020	Feb 19, 2020	Feb 23, 2022
2.3	Safety Construction Certificate (SCC):	May 09, 2017	Feb 19, 2020	Feb 19, 2020	Feb 23, 2022

2.4	International Loadline Certificate (ILC):	May 09, 2017	Feb 19, 2020	Feb 19, 2020	Feb 23, 2022
2.5	International Oil Pollution Prevention Certificate (IOPPC):	May 09, 2017	Feb 19, 2020	Feb 19, 2020	Feb 23, 2022
2.6	International Ship Security Certificate (ISSC):	Jul 09, 2017			Jul 09, 2022
2.7	Maritime Labour Certificate (MLC):	Jul 09, 2017	Not Applicable		Jul 09, 2022
2.8	ISM Safety Management Certificate (SMC):	Jul 09, 2017			Jul 09, 2022
2.9	Document of Compliance (DOC):	Sep 26, 2018	Aug 29, 2019	Not Applicable	Jul 27, 2023
2.10	USCG Certificate of Compliance (USCGCOC):	Jun 10, 2019			Jun 10, 2021
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Feb 20, 2020	Not Applicable	Not Applicable	Feb 20, 2021
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 20, 2020	Not Applicable	Not Applicable	Feb 20, 2021
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Feb 20, 2020	Not Applicable	Not Applicable	Feb 20, 2021
2.14	U.S. Certificate of Financial Responsibility (COFR):	Mar 08, 2020	Not Applicable	Not Applicable	Mar 08, 2023
2.15	Certificate of Class (COC):	May 09, 2017	Feb 19, 2020	Feb 19, 2020	Feb 23, 2022
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	May 09, 2017	Not Applicable	Not Applicable	Feb 23, 2022
2.17	Certificate of Fitness (COF):	May 09, 2017	Feb 19, 2020	Feb 19, 2020	Feb 23, 2022
2.18	International Energy Efficiency Certificate (IEEC):	May 09, 2017	Not Applicable	Not Applicable	Not Applicable
2.19	International Air Pollution Prevention Certificate (IAPPC):	May 09, 2017	Feb 19, 2020	Feb 19, 2020	Feb 23, 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):	Feb 23, 2022

3.	**CREW**		
3.1	Nationality of Master:	Indian	
3.2	Number and nationality of Officers:	11	Indian, Ukrainian
3.3	Number and nationality of Crew:	12	INDIAN
3.4	What is the common working language onboard:	ENGLISH	
3.5	Do officers speak and understand English:	Yes	
3.6	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Anglo Eastern Ship Management (India) Pvt Ltd 303, 3rd Floor, Leela Business Park, Andheri - Kurla Road, Andheri (East), Mumbai 400059 Tel: +912261124600 Fax: +912261124650 Email: aeblo.c@angloeastern.com Web: www.angloeastern.com Crew:	

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 Inc 305 Harper Drive Moorestown, New Jersey USA 08057 Tel: +1 703 683 4700 Fax: +1 856 642 3945 Email: info@chgms.com Web: www.gallaghermarine.com
4.3	Oil Spill Response Organization (OSRO) - Full style:	National Response Corporation 3500 Sunrise Hwy Great River, New York 11739-1001 United States Tel: +1 (631) 224 9141 Fax: +1 (631) 224 9082 Email: iocdo@nrcc.com Web: www.nrcc.com
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:	T&T SALVAGE, LLC 8717, HUMBLE WESTFIELD ROAD, HUMBLE, TX 77338 Tel: +17135340700 Email: vesselresponse@ttsalvage.com Web: www.ttsportal.com

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:	m

6.	**COATING/ANODES**				
Tank Coating					
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes (All cargo tanks are SUS 316 L cladded.)	SUS 316 L	Whole Tank	N/A
	Ballast tanks:	Yes	EPOXY	Whole Tank	Yes
	Slop tanks:	Yes (Two Slop Tanks (10 P and 10S) are SUS 316L cladded.)	SUS 316L	Whole Tank	N/A

7.	**BALLAST**				
7.1	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Electric Driven Centrifugal	300 m3/hr	35 m
	Ballast Eductors:	1	Centrifugal	10 m3/hr	m

8.	**CARGO-OIL**		
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%):	20	0 m3
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):	21833.362	
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	m3
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	1162.360	

8.3.2	Residual/Retention oil tank(s) capacity (98%), if applicable:		54.592 m3
SBT Vessels			
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	6,815.98 m3	35.03 %
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:		20
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	Yes Load Density 1.50, For S.G upto1.5, there are no restrictions on filling of any tanks. S.G above 1.5 cargos to be partially loaded in cargo and slop tanks with filling limitation not to exceed load density.	
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:	333 m3/hr (1W, 5W, 9W, & 10W - 333CU.MTRS/HR 2W, 3W, 4W, 6W, 7W, & 8W - 476 CU.MTRS/HR)	333 m3/hr (1W, 5W, 9W, & 10W - 333CU.MTRS/HR 2W, 3W, 4W, 6W, 7W, & 8W - 476 CU.MTRS/HR)
	Loaded simultaneously through all manifolds:	1,200 m3/hr	1,200 m3/hr (Max load rate 1200 cub/hr considering deballasting and stripping through BWTS.)
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, Nippon Kaiji Kyokai	
	What type of fixed closed tank gauging system is fitted:	Floating	
	Are overfill (high) alarms fitted? 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 Emission Control System (VECS) fitted?	Yes	
8.12	Number/size of VECS manifolds (per side):	2	150 mm
8.13	Number / size / type of VECS reducers:	2 Nos / 150 mm / SUS 316L	
Venting			
8.14	State what type of venting system is fitted:	High velocity P/V valves	
Cargo Manifolds and Reducers			
8.15	Total number / size of cargo manifold connections on each side:	20 / 150 mm	
8.16	What type of valves are fitted at manifold:	Butterfly	
8.17	What is the material/rating of the manifold:	SUS 316L / 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:		400 mm
8.19	Distance ships rail to manifold:		4,400 mm
8.20	Distance manifold to ships side:		4,600 mm
8.21	Top of rail to center of manifold:		750 mm
8.22	Distance main deck to center of manifold:		2,336 mm

8.23	Spill tank grating to center of manifold:				655 mm
8.24	Manifold height above the waterline in normal ballast / at SDWT condition:			9.80 m	5.755 m
8.25	Number / size / type of reducers:			2 x 150/100mm (6/4") 2 x 150/125mm (6/5") 2 x 200/150mm (8/6") 1 x 250/150mm (10/6") 1 x 300/150mm (12/6") ANSI	
8.26	Is vessel fitted with a stern manifold? If yes, state size:			No, mm	
Heating					
8.27	Cargo / slop tanks fitted with a cargo heating system?		Type	Coiled	Material
	Cargo tanks:		Steam Heating	Yes	SS
	Slop tanks:		Steam Heating	Yes	SUS 316L
8.28	Maximum temperature cargo can be loaded / maintained:			80.0 Â°C / 176.0 Â°F	80 Â°C / 176 Â°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:			Nitrogen Generator	
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 8	SUBMERGED CENTRIFUGAL PUMP SUBMERGED CENTRIFUGAL PUMP	300 M3/HR 200 M3/HR	115 Meters 115 Meters
	Cargo Eductors:			m3/hr	m
	Stripping:			m3/hr	m
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:		mm		m	MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:		mm		m	MT
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm		m	MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:		mm		m	MT
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	50 mm	Polyester / Polypropylene	227 m	38 MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:	4	50 mm	Polyester / Polypropylene	227 m	38 MT
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	50 mm	Polyester / Polypropylene	227 m	38 MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT

	Poop deck:	4	50 mm	Polyester / Polypropylene	227 m	38 MT
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	29.20 MT	Mechanical Screw
	Main deck fwd:				MT	
	Main deck aft:				MT	
	Poop deck:	2	Double Drums	Hydraulic	29.20 MT	Mechanical Screw
9.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		6	76 MT (76 T / 38 T)	11	64 MT (200 T / 64 T / 38 T)
	Main deck fwd:		6	76 MT (76 T / 38 T / 16 T)	6	45 MT (45 T / 16 T)
	Main deck aft:		4	76 MT (76 T / 38 T / 25 T)	4	45 MT (45 T / 25 T)
	Poop deck:		8	76 MT (76 T / 38 T)	11	64 MT (64 T / 45 T)
Anchors/Emergency Towing System						
9.7	Number of shackles on port / starboard cable:				10.50 / 10.50	
9.8	Type / SWL of Emergency Towing system forward:					MT
9.9	Type / SWL of Emergency Towing system aft:					MT
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern:					
Escort Tug						
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:					MT
9.11	What is SWL of bollard on poop deck suitable for escort tug:					MT
Lifting Equipment/Gangway						
9.12	Derrick / Crane description (Number, SWL and location):				Cranes: 1 x 10 Tonnes Centre	
9.13	Accommodation ladder direction:					Aft
	Does vessel have a portable gangway? If yes, state length:				Yes	8.80 m
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 MT
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:					76 mm
9.18	Distance between the bow fairlead and chain stopper/bracket:					3 m
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:				15 Kts (WSNP)	14 Kts (WSNP)
	Laden speed:				14 Kts (WSNP)	13 Kts (WSNP)
10.2	What type of fuel is used for main propulsion / generating plant:				HFO 380 CST	HFO 380 CST
10.3	Type / Capacity of bunker tanks:				Fuel Oil: 820.30 m3 Diesel Oil: 172.72 m3 Gas Oil: m3	
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 Kw	MAN B&W 6S42MC7.1
	Aux engine:			3	560 Kw	YANMAR 6EY18AL
	Power packs:			3	1,218 m3	FRAMO
	Boilers:			1	18,000 MT/Hr	HADA

Bow/Stern Thruster		
10.6	What is brake horse power of bow thruster (if fitted):	Yes, 860 bhp
10.7	What is brake horse power of stern thruster (if fitted):	No, bhp
Emissions		
10.8	Main engine IMO NOx emission standard:	Tier II
10.9	Energy Efficiency Design Index (EEDI) rating number:	7.07
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:	2 m
11.3	Date/place of last STS operation:	
12.	**RECENT OPERATIONAL HISTORY**	
12.1	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	
12.2	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:	Pollution: No, Grounding: No, Casualty: No, Repair: No, Collision: No,
12.3	Date and place of last Port State Control inspection:	Sep 27, 2019 / Barranquilla , Colombia
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)*: **"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.*	Contact owner for details.
12.6	Date / place of last SIRE inspection:	Nov 12, 2019 / FOS, FRANCE
12.7	Additional information relating to features of the ship or operational characteristics:	None