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|--------------------------------|---|---|--|
| 1. | GENERAL INFORMATION | | |
| 1.1 | Date updated: | Oct 07, 2020 | |
| 1.2 | Vessel's name (IMO number): | Guardians (9165451) | |
| 1.3 | Vessel's previous name(s) and date(s) of change: | Bitten Theresa (Sep 13, 2019) Emilia Theresa (Aug 11, 2003) | |
| 1.4 | Date delivered / Builder (where built): | Aug 12, 1998 / Tuzla Gemini Endustrisis AS, Tuzla Turkey | |
| 1.5 | Flag / Port of Registry: | Panama / Panama | |
| 1.6 | Call sign / MMSI: | H9SD / 354409000 | |
| 1.7 | Vessel's contact details (satcom/fax/email etc.): | Tel: +44 1322788301 / +44 1322788396 / +44 2039913625 | |
| | | Fax: Not Applicable | |
| | | Email: master@mtguardians.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: | Spiranti Trading Ltd. 3301 Chetumal Str., Belize City, Belize Belize Tel: +380503956731 | |
| 1.11 | Technical operator - Full style: | Technostroy LLC Office 14, 20, Transportna Str., Chornomorsk, Odessa region, Ukraine, 6800 Ukraine Tel: +380503956731 Email: ops@tehnomar.com; tech@tehnomar.com Company IMO#: 6119148 | |
| 1.12 | Commercial operator - Full style: | Valsa Holding LTD Kinyras 3, Gloria House, Flat/Office 203 8011, Paphos, Cyprus. Registration number: 6119148 Cyprus Tel: +380503956731 Telex: mngmt@valsaco.com | |
| 1.13 | Disponent owner - Full style: | Valsa Holding LTD Kinyras 3, Gloria House, Flat/Office 203 8011, Paphos, Cyprus. Registration Number: 392439 Tel: +380503956731 Email: mngmt@valsaco.com | |
| Insurance | | | |
| 1.14 | P & I Club - Full Style: | SKULD Skuld Oslo 1, P.O. Box, 1376 Vika, N-0114 Oslo, Norway Radhusgaten 27,0158 Oslo. Tel: +4795292200 Tel: +4795292200 | |
| 1.15 | P & I Club pollution liability coverage / expiration date: | 1,000,000,000 US\$ | |
| 1.16 | Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter) | TURK P VE I SIGORTA AS Muhittin Üstündag Cad. No:21 34718 Kosuyolu-Kadıköy/Istanbul Tel: +90 216 545 0300 Fax: +90 216 545 0301 | |
| 1.17 | Hull & Machinery insured value / expiration date: | 2,750,000 US\$ | |
| Classification | | | |
| 1.18 | Classification society: | Bureau Veritas | |
| 1.19 | Class notation: | 1 HULL MACH Oil tanker ESP; Chemical tanker ESP; Unrestricted navigation; Ice III; AUT-UMS | |
| 1.20 | Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details: | No NO | |

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| 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: | Yes, Ice Class III |
| 1.23 | Date / place of last dry-dock: | |
| 1.24 | Date next dry dock due / next annual survey due: | |
| 1.25 | Date of last special survey / next special survey due: | |
| 1.26 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | Yes, 2 |

Dimensions

| | | | | |
|------|--|-----------|----------------|------------|
| 1.27 | Length overall (LOA): | | 106.30 m | |
| 1.28 | Length between perpendiculars (LBP): | | 96.30 m | |
| 1.29 | Extreme breadth (Beam): | | 16.00 m | |
| 1.30 | Moulded depth: | | 7.25 m | |
| 1.31 | Keel to masthead (KTM) / Keel to masthead (KTM) in collapsed condition, if applicable: | 22.95 m | m | |
| 1.32 | Distance bridge front to center of manifold: | | 31.00 m | |
| 1.33 | Bow to center manifold (BCM) / Stern to center manifold (SCM): | 56.00 m | 50.00 m | |
| 1.34 | Parallel body distances: | Lightship | Normal Ballast | Summer Dwt |
| | Forward to mid-point manifold: | 19.50 m | 23.00 m | 33.60 m |
| | Aft to mid-point manifold: | 19.50 m | 19.00 m | 29.00 m |
| | Parallel body length: | 39 m | 42 m | 62.60 m |

Tonnages

| | | | |
|------|--|----------|----------|
| 1.35 | Net Tonnage: | | 1,587.00 |
| 1.36 | Gross Tonnage / Reduced Gross Tonnage (if applicable): | 3,356.00 | 0 |
| 1.37 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | 3,346.62 | 2,985.99 |
| 1.38 | Panama Canal Net Tonnage (PCNT): | | |

Loadline Information

| | | | | | |
|------|--|-----------|-----------|---|--------------|
| 1.39 | Loadline | Freeboard | Draft | Deadweight | Displacement |
| | Summer: | 1.53 m | 5.73 m | 5,527.00 MT | 7,426.00 MT |
| | Winter: | 1.65 m | 5.61 m | 5,334.00 MT | 7,253.00 MT |
| | Tropical: | 1.41 m | 5.85 m | 5,701.00 MT | 7,600.00 MT |
| | Lightship: | 5.67 m | 1.60 m | Not Applicable | 1,899.00 MT |
| | Normal Ballast Condition: | 3.81 m | 3.46 m | 2,412.00 MT | 4,309.00 MT |
| | Segregated Ballast Condition: | 0.00 m | 3.46 m | 2,412.00 MT | 4,309.00 MT |
| 1.40 | FWA/TPC at summer draft: | | 119.00 mm | | 14.38 MT |
| 1.41 | Does vessel have multiple SDWT? If yes, please provide all assigned loadlines: | | No | | |
| 1.42 | Constant (excluding fresh water): | | | | MT |
| 1.43 | What is the company guidelines for Under Keel Clearance (UKC) for this vessel? | | | Open waters min 5.0 meters Confined waters min 0.5 meters | |
| 1.44 | What is the max height of mast above waterline (air draft) | | Full Mast | Collapsed Mast | |
| | Summer deadweight: | | 17.22 m | 0 m | |
| | Normal ballast: | | 19.00 m | 0 m | |
| | Lightship: | | 21.35 m | 0 m | |

| 2. | CERTIFICATES | Issued | Last Annual | Last Intermediate | Expires |
|------|--|--------|-------------|-------------------|---------|
| 2.1 | Safety Equipment Certificate (SEC): | | | | |
| 2.2 | Safety Radio Certificate (SRC): | | | | |
| 2.3 | Safety Construction Certificate (SCC): | | | | |
| 2.4 | International Loadline Certificate (ILC): | | | | |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | | | | |
| 2.6 | International Ship Security Certificate (ISSC): | | | | |
| 2.7 | Maritime Labour Certificate (MLC): | | | | |
| 2.8 | ISM Safety Management Certificate (SMC): | | | | |
| 2.9 | Document of Compliance (DOC): | | | | |
| 2.10 | USCG Certificate of Compliance (USCGCOC): | | | | |
| 2.11 | Civil Liability Convention (CLC) 1992 Certificate: | | | | |
| 2.12 | Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate: | | | | |
| 2.13 | Liability for the Removal of Wrecks Certificate (WRC): | | | | |
| 2.14 | U.S. Certificate of Financial Responsibility (COFR): | | | | |
| 2.15 | Certificate of Class (COC): | | | | |
| 2.16 | International Sewage Pollution Prevention | | | | |

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|------|---|--|--|--|--|
| | Certificate (ISPPC) | | | | |
| 2.17 | Certificate of Fitness (COF): | | | | |
| 2.18 | International Energy Efficiency Certificate (IEEC): | | | | |
| 2.19 | International Air Pollution Prevention Certificate (IAPPC): | | | | |

Documentation

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| 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): | Not Applicable |

3. CREW

| | | |
|-----|---|---|
| 3.1 | Nationality of Master: | Ukrainian |
| 3.2 | Number and nationality of Officers: | 7 Ukrainian |
| 3.3 | Number and nationality of Crew: | 6 Ukrainian |
| 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: | <p>Officers: DGERELA Maritie Agency Office 14, 2/6 Observatorniy Lane, Odessa,65014 Ukraine Tel: +380 48 7771718, 737 Fax: +380 48232 66 81 Telex: N/A Email: dgerela@dgerela.com Web: www.dgerela.com</p> <p>Crew: DGERELA Maritie Agency Office 14, 2/6 Observatorniy Lane, Odessa,65014 Ukraine</p> |

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? | N/A |
| 4.2 | Qualified individual (QI) - Full style: | Not Applicable |
| 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 ISO9002 |
| 5.2 | Can the ship comply with the ICS Helicopter Guidelines? | N/A |

| | | | |
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| 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: | | 0.00 m |
| 6. COATING/ANODES | | | |
| Tank Coating | | | |
| 6.1 | Tank Coating | Coated | Type To What Extent Anodes |
| | Cargo tanks: | Yes | Epoxy Whole Tank No |
| | Ballast tanks: | Yes | Whole Tank Good Yes |
| | Slop tanks: | Yes | Epoxy Whole Tank No |
| 7. BALLAST | | | |
| 7.1 | Pumps: | No. | Type Capacity At What Head (sg=1.0) |
| | Ballast Pumps: | 2 | Centrifugal 225 m3/hr 0 m |
| | Ballast Eductors: | 1 | Other 100 m3/hr 0 m |
| 8. CARGO-OIL/CHEMICAL | | | |
| 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 5,636 m3 |
| 8.2.1 | Capacity (98%) of each natural segregation with double valve (specify tanks): | | Seg#1: 1828 m3 (1+3 p/s) Seg#2: 2115 m3 (4+5 p/s) Seg#3: 1652 m3 (2+6 p/s) Seg#9: 768.71 m3 (Seg#10: 612.99 m3 (Seg#11: 616.62 m3 (Seg#12: 626.32 m3 (Seg#13: 624.55 m3 () |
| 8.2.2 | IMO class (Oil/Chemical Ship Type 1, 2 or 3): | | 2 |
| 8.3 | Number of slop tanks and total cubic capacity (98%): | | 2 48 m3 |
| 8.3.1 | Specify segregations which slops tanks belong to and their capacity with double valve: | | |
| 8.3.2 | Residual/Retention oil tank(s) capacity (98%), if applicable: | | m3 |
| SBT Vessels | | | |
| 8.3.3 | What is total SBT capacity and percentage of SDWT vessel can maintain? | | 2,302.00 m3 43.00 % |
| 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: | | 3 |
| 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 Less than 98 filling.,Maxium gravity 1.54 |
| 8.6 | Max loading rate for homogenous cargo | | With VECS Without VECS |
| | Loaded per manifold connection: | | m3/hr 750 m3/hr |
| | Loaded simultaneously through all manifolds: | | m3/hr 1,300.00 m3/hr |
| 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 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: | Yes, | |
| 8.10 | Number of portable gauging units (example- MMC) on board: | | 3 |
| 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): | 1 | 200 mm |
| 8.13 | Number / size / type of VECS reducers: | | |
| Venting | | | |
| 8.14 | State what type of venting system is fitted: | P/V valves | |
| Cargo Manifolds and Reducers | | | |
| 8.15 | Total number / size of cargo manifold connections on each side: | 3 / 203.00 mm | |
| 8.15.1 | Does the vessel have a Common Line Manifold connection? If yes, describe: | No | |
| 8.16 | What type of valves are fitted at manifold: | Butterfly | |
| 8.17 | What is the material/rating of the manifold: | Stainless Steel / | |
| 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: | 1,100.00 mm | |
| 8.19 | Distance ships rail to manifold: | 1,500.00 mm | |
| 8.20 | Distance manifold to ships side: | 2,000.00 mm | |
| 8.21 | Top of rail to center of manifold: | 0.00 mm | |
| 8.22 | Distance main deck to center of manifold: | 2,000.00 mm | |
| 8.23 | Spill tank grating to center of manifold: | 1,500.00 mm | |
| 8.24 | Manifold height above the waterline in normal ballast / at SDWT condition: | 5.80 m | 3.50 m |
| 8.25 | Number / size / type of reducers: | 2 x 400/300mm (16/12") 2 x 400/400mm (16/16") 2 x 400/500mm (16/20") 1 x 400/550mm (16/22") ANSI | |
| 8.26 | Is vessel fitted with a stern manifold? If yes, state size: | No, 0.00 mm | |
| Heating | | | |
| 8.27 | Cargo / slop tanks fitted with a cargo heating system? | Type | Coiled |
| | Cargo tanks: | Coils | Yes |
| | Slop tanks: | | SS |

| | | |
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| 8.27.1 | Is a Thermal Oil Heating system fitted? If yes, identify tanks?: | , |
| 8.28 | Maximum temperature cargo can be loaded / maintained: | 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? | No / N/A |
| 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: | |
| 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: | 3 | | | |
| 8.32 | Pumps: | No. | Type | Capacity | At What Head (sg=1.0) |
| | Cargo Pumps: | 2 1 | Screw Screw | 530 M3/HR 350 M3/HR | |
| | Cargo Eductors: | 0 | | 0 m3/hr | 0 m |
| | Stripping: | 1 | Other | 28 m3/hr | 0 m |
| 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: | 0.00 m3/hr |
| 8.37 | Is a washing water heater fitted? If yes is it operational and state max washing water temperature: | Yes, Yes 95.00 °C |
| 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, , m3/hr |
| 8.42 | Is vessel fitted with a cargo cooling system. If yes is it operational and state tanks applicable: | , , |
| 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 mm | | 0.00 m | 0.00 MT |
| | Main deck fwd: | 0 | 0.00 mm | | 0.00 m | 0.00 MT |
| | Main deck aft: | 0 | 0.00 mm | | 0.00 m | 0.00 MT |
| | Poop deck: | 0 | 0.00 mm | | 0.00 m | 0.00 MT |
| 9.2 | Wire tails | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 0 | 0.00 mm | | 0.00 m | 0.00 MT |

| | | | | | | |
|--|--|----------|--------------|-----------------------------------|---|-------------------|
| | Main deck fwd: | 0 | 0.00 mm | | 0.00 m | 0.00 MT |
| | Main deck aft: | 0 | 0.00 mm | | 0.00 m | 0.00 MT |
| | Poop deck: | 0 | 0.00 mm | | 0.00 m | 0.00 MT |
| 9.3 | Ropes (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 2 | 44.00 mm | Composite Yarns Polyester-Poliver | 220.00 m | 36.00 MT |
| | Main deck fwd: | 0 | 0.00 mm | | 0.00 m | 0.00 MT |
| | Main deck aft: | 0 | 0.00 mm | | 0.00 m | 0.00 MT |
| | Poop deck: | 2 | 44.00 mm | Composite Yarns Polyester-Poliver | 220.00 m | 36.10 MT |
| 9.4 | Other lines | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 4 | 44.00 mm | Composite Yarns Polyester-Poliver | 220.00 m | 36.00 MT |
| | Main deck fwd: | 0 | 0.00 mm | | 0.00 m | 0.00 MT |
| | Main deck aft: | 1 | 44.00 mm | Composite Yarns Polyester-Poliver | 220 m | 36.00 MT |
| | Poop deck: | 3 | 44.00 mm | Composite Yarns Polyester-Poliver | 220 m | 36.00 MT |
| 9.5 | Winches | No. | No. Drums | Motive Power | Brake Capacity | Type of Brake |
| | Forecastle: | 1 | Double Drums | Electric | 22.00 MT | |
| | Main deck fwd: | 0 | | | 0.00 MT | |
| | Main deck aft: | 0 | | | 0.00 MT | |
| | Poop deck: | 1 | Double Drums | Electric | 22.00 MT | |
| 9.6 | Bits, closed chocks/fairleads | No. Bits | SWL Bits | No. Closed Chocks | SWL Closed Chocks | |
| | Forecastle: | 6 | 0 MT | 3 | 50 MT | |
| | Main deck fwd: | 2 | 0 MT | 2 | 50 MT | |
| | Main deck aft: | 2 | MT | 2 | 50 MT | |
| | Poop deck: | 6 | MT | 3 | 50 MT | |
| Anchors/Emergency Towing System | | | | | | |
| 9.7 | Number of shackles on port / starboard cable: | | | | 8 / 9 | |
| 9.8 | Type / SWL of Emergency Towing system forward: | | | | N/A | 0 MT |
| 9.9 | Type / SWL of Emergency Towing system aft: | | | | N/A | 0 MT |
| 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: | | | | 50.00 MT | |
| 9.11 | What is SWL of bollard on poop deck suitable for escort tug: | | | | 50.00 MT | |
| Lifting Equipment/Gangway | | | | | | |
| 9.12 | Derrick / Crane description (Number, SWL and location): | | | | Derricks: 0.00 Tonnes, Cranes: 1 x 1.00 Tonnes Center | |
| 9.13 | Accommodation ladder direction: | | | | | |

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| | Does vessel have a portable gangway? If yes, state length: | Yes | 6 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)'? | No | |
| 9.15 | If fitted, how many chain stoppers: | 0 | |
| 9.16 | State type / SWL of chain stopper(s): | na | 0.00 MT |
| 9.17 | What is the maximum size chain diameter the bow stopper(s) can handle: | 0.00 mm | |
| 9.18 | Distance between the bow fairlead and chain stopper/bracket: | 0.00 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: | N/A 0 | |
| 10. PROPULSION | | | |
| 10.1 | Speed | Maximum | Economical |
| | Ballast speed: | 10.50 Kts (WSNP) | 9.50 Kts (WSNP) |
| | Laden speed: | 10 Kts (WSNP) | 9 Kts (WSNP) |
| 10.2 | What type of fuel is used for main propulsion / generating plant: | 180 cst HFO | Marine Gas Oil |
| 10.3 | Type / Capacity of bunker tanks: | Fuel Oil: 242.47 m3 Diesel Oil: 0 m3 Gas Oil: 45 m3 | |
| 10.4 | Is vessel fitted with fixed or controllable pitch propeller(s): | Controllable | |
| 10.5 | Engines | No | Capacity |
| | Main engine: | 1 | 1,960 Kw |
| | Aux engine: | 2 | 330 Kw |
| | Power packs: | | m3/hr |
| | Boilers: | 2 | 3.13 MT/Hr |
| | | | CLAYTON BELGIUM EHO-204-2M COMBI |
| Bow/Stern Thruster | | | |
| 10.6 | What is brake horse power of bow thruster (if fitted): | Yes, 402.30 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: | | |
| 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)? | N/A | |
| 11.2 | What is maximum outreach of cranes / derricks outboard of the ship's side: | 4.00 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: | |
| 12.4 | Any outstanding deficiencies as reported by any Port State Control? If yes, provide details: | No NIL |
| 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> | Contact owner for details. |
| 12.6 | Date / place of last SIRE inspection: | |
| 12.6.1 | Date / place of last CDI inspection: | |
| 12.7 | Additional information relating to features of the ship or operational characteristics: | |