6300dwt Le Infinity – Bitumen Carrier

Version 6

|  |  |
| --- | --- |
| **1.** | **GENERAL INFORMATION** |
| 1.1 | Date updated: |  17th February 2025 |
| 1.2 | Vessel’s name (IMO number): |  6300dwt Le Infinity(1065875) |
| 1.2b | Is the vessel owner/manager a member of INTERTANKO? If yes, please provide IMO number of the Member organization | No |
| 1.3 | Vessel’s previous name(s) and date(s) of change: |  NA |
| 1.4 | Date delivered/Builder (where built): |  2025 / Zhejiang Zhenxing |
| 1.5 | Flag/Port of Registry: |  Malaysia / Port Kelang |
| 1.6 | Call sign/MMSI: |  9 M W S 7 / 533130716 |
| 1.7 | Vessel’s contact details (satcom/fax/email etc.) |  TBN |
| 1.8 | Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC): |  Asphalt Carrier/Chemical /Oil Tanker |
| 1.8a | If other type of vessel, please specify: |  - |
| 1.9 | Type of hull: |  Independent Tank |
| **Ownership and Operation** |
| 1.10 | Registered owner - Full style: IMO Number | MAY TANKER SDN BHD Unit 809, Block C, Kelana SquareNo. 11, Jalan SS 7/26, Kelana Jaya47301 Petaling Jaya, Selangor, MalaysiaTel: + 603-74918138Fax: + 603-74918137E-mail: operation@maytanker.com |
| 1.11 | Technical operator - Full style: | MAY MARITIME SERVICES SDN BHDUnit 809, Block C, Kelana SquareNo. 11, Jalan SS 7/26, Kelana Jaya47301 Petaling Jaya, Selangor, MalaysiaTel: + 603-74918138Fax: + 603-74918137E-mail: operation@maymaritime.com |
| 1.12 | Commercial operator - Full style: | MAY TANKER SDN BHD Unit 809, Block C, Kelana SquareNo. 11, Jalan SS 7/26, Kelana Jaya47301 Petaling Jaya, Selangor, MalaysiaTel: + 603-74918138Fax: + 603-74918137E-mail: operation@maytanker.com |
| 1.13 | Disponent owner - Full style: |  N/A |
| **Insurance** |
| 1.14 | P & I Club - Full Style: |  THE SHIPOWNERS’ MUTUAL PROTECTION AND INDEMNITY ASSOCIATION (LUXEMBOURG) 9 TEMASEK BOULEVARD SUNTEC TOWER TWO #22-02 SINGAPORE 038989 |
| 1.15 | P & I Club pollution liability coverage/expiration date: |  1 Billion USD |  Feb 20, 2026 |
| 1.16 | Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter) | GREAT EASTERN GENERAL INSURANCE (MALAYSIA) BERHAD (102249-P)Level 18, Menara Great Eastern, 303, Jalan Ampang, 50450 Kuala LumpurGeneral Line: (603) 4259 888 Fax: (603) 4813 0055Customer Service Careline: 1300 1300 88Website: [www.greateasterngeneral.com](http://www.greateasterngeneral.com) |
| 1.17 | Hull & Machinery insured value/expiration date: | 50M RM | 23 Dec, 2025 |
| **Classification** |
| 1.18 | Classification society: |  CHINA CLASSIFICATION SOCIETY |
| 1.18a | Is Classification Society an IACS member? |  Yes |
| 1.19 | Class notation: | ★ CSA Oil Tanker / Asphalt Carrier（Independent Tank, Maximum Cargo Temperature≤200℃）, Double Hull; F.P.＞60℃; PSPC(B); Ice Class B; Loading Computer (S，I，D); ESP★ CSM BRC,G-ECO(CD17，BWM(T)) |
| 1.20 | Does the vessel have any open conditions of Class? If yes List all open conditions | No |
| 1.20a | Does the vessel have any Memoranda of Class? If yes, list details | No |
| 1.21 | If classification society changed, name of previous and date of change: |  NO |
| 1.22 | Does the vessel have ice class? If yes, state what level: |  Ice Class B |
| 1.23 | Date/place of last dry-dock: |  New build |
| 1.24 | Date next dry dock due/next annual survey due:  | MM 2027 |  MM 2026 |
| 1.25 | Date of last special survey/next special survey due: |  N/A | 2030 |
| 1.26 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: |  No |
| **Dimensions** |
| 1.27 | Length overall (LOA): | 109.7 mtrs |

|  |  |  |
| --- | --- | --- |
| 1.28 | Length between perpendiculars (LBP): |  104.0 mtrs |
| 1.29 | Extreme breadth (Beam): |  17.0 mtrs |
| 1.30 | Moulded depth: |  8.7 mtrs |
| 1.31 | Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: |  33.70 mtrs  | 27.50 mtrs  |
| 1.32 | Distance bridge front to center of manifold: |  43.050 Mtrs |
| 1.33 | Bow to center manifold (BCM)/Stern to center manifold (SCM): |  57.100 mtrs | 52.600 mtrs |
| 1.34 | Parallel body distances | Lightship | Normal Ballast | Summer Dwt |
| Forward to mid-point manifold: | 19.60 mtrs | 24.70 Mtrs | 28.70 mtrs |
| Aft to mid-point manifold: | 19.50 mtrs | 24.40 Mtrs | 28.60 mtrs |
| Parallel body length: | 39.10 mtrs | 49.10 Mtrs | 58.30 mtrs |
| **Tonnages** |
| 1.35 | Net Tonnage: |  1806  |
| 1.36 | Gross Tonnage/Reduced Gross Tonnage (if applicable): |  5350  |  N/A |
| 1.37 | Suez Canal Tonnage - Gross (SCGT)/Net (SCNT): |  N/A |  N/A |
| 1.38 | Is vessel fitted for transit of Panama canal? Panama Canal Net Tonnage (PCNT): |  N/A |
| **Loadline Information** |
| 1.39 | Loadline | Freeboard | Draft | Deadweight | Displacement |
| Summer: | 2.010 mtrs | 6.700 mtrs | 6599.8 MT |  9516.0 MT |
| Winter: | 2.150 mtrs | 6.560 mtrs | 6369.2 MT |  9285.4 MT |
| Tropical: | 1.870 mtrs | 6.840 mtrs | 6831.1 MT |  9747.3 MT |
| Normal loaded condition: | 2.031 mtrs | 6.679 mtrs | 6599.8 MT | 9516.0 MT |
| Lightship: | 6.325 mtrs  | 2.385 mtrs | - |  2916.2 MT |
| Normal Ballast Condition: | 4.475 mtrs | 4.235 mtrs | 2721.6 MT | 5637.8 MT |
| Segregated Ballast Condition: | -  | - | - |  - |
| 1.40 | FWA/TPC at summer draft: |  115 mm |  5274.3 MT |
| 1.41 | Have multiple deadweights been assigned? If yes, list all assigned deadweights: |  No |
| 1.42 | Constant (excluding fresh water): |  TBN |
| 1.43 | What is the company guidelines for Under Keel Clearance (UKC) for this vessel? |  |
| 1.44 | What is the max height of mast above waterline (air draft) | Full Mast | Collapsed Mast |
| Summer deadweight: |  26.80 mtrs |  20.65 |
| Normal ballast: |  28.70 mtrs |  22.50 |
| Lightship: |  30.10 mtrs |  23.94 |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **2.** | **CERTIFICATES** | **Issued** | **Last Annual** | **Last Intermediate** | **Expires** |
| 2.1 | Safety Equipment Certificate (SEC): | MMM 2025 |  |  |  |
| 2.2 | Safety Radio Certificate (SRC): | MMM 2025 |  |  |  |
| 2.3 | Safety Construction Certificate (SCC): | MMM 2025 |  |  |  |
| 2.4 | International Loadline Certificate (ILC): | MMM 2025 |  |  |  |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | MMM 2025 |  |  |  |
| 2.6 | International Ship Security Certificate (ISSC): | MMM 2025 | **-** |  |  |
| 2.7 | Maritime Labour Certificate (MLC): | MMM 2025 | **-** |  |  |
| 2.8 | Minimum Safe Manning Certificate (MSM) | MMM 2025 | - | - |  |
| 2.9 | ISM Safety Management Certificate (SMC): | MMM 2025 | **-** |  |  |
| 2.10 | Document of Compliance (DOC): | MMM 2025 |  |  |  |
| 2.11 | USCG Certificate of Compliance(USCGCOC): | N/A | N/A |  |  |
| 2.12 | Civil Liability Convention (CLC) 1992 Certificate: | MMM 2025 | - |  |  |
| 2.13 | Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate: | MMM 2025 | - |  |  |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| 2.14 | Liability for the Removal of Wrecks Certificate (WRC): | MMM 2025 | - |  |  |
| 2.15 | U.S. Certificate of Financial Responsibility (COFR): | N/A | N/A | N/A |  |
| 2.16 | Certificate of Class (COC): | MMM 2025 |  |  |  |
| 2.17 | Certificate of Registry (COR) | MMM 2025 | - | - |  |
| 2.18 | International Sewage Pollution Prevention Certificate (ISPPC): | MMM 2025 |  |  |  |
| 2.19 | Certificate of Fitness (COF): | N/A | N/A | N/A | N/A |
| 2.20 | International Energy Efficiency Certificate (IEEC): | MMM 2025 | N/A |  | N/A |
| 2.21 | International Air Pollution Prevention Certificate (IAPPC): | MMM 2025 |  |  |  |
| 2.22 | Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) | MMM 2025 | - | - |  |
| 2.23 | Does the vessel have an International Ballast Water Management Certificate? If no, then describe how ship complies with the "International Convention for the Control and Management of Ships' Ballast Water and Sediments"?: | YES |
| **Documentation** |
| 2.24 | Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract: |  YES |
| 2.25 | Does vessel have in place a Drug and Alcohol Policy complying with OCIMF guidelines for Control of Drugs and Alcohol Onboard Ship? |  YES |
| 2.26 | Is the ITF Special Agreement on board (if applicable)? |  N/A |
| 2.27 | ITF Blue Card expiry date (if applicable): |  N/A |

|  |  |
| --- | --- |
| **3.** | **CREW** |
| 3.1 | Nationality of Master: |  Indonesian |
| 3.2 | Number and nationality of Officers: | 10 |  Indonesian |
| 3.3 | Number and nationality of Crew: | 7 |  Indonesian,  |
| 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:No – direct under owner May Maritime Service Sdn BhdAddress as above para 1.11 |

|  |  |
| --- | --- |
| **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: |  N/A |
| 4.3 | Oil Spill Response Organization (OSRO) - Full style: |  N/A |
| 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): |  NO |
| 5.2 | Can the ship comply with the ICS Helicopter Guidelines? |  NO |
| 5.2.1 | If Yes, state whether winching or landing area provided: | N/A |
| 5.2.2 | If Yes, what is the diameter of the circle provided: | N/A |

|  |  |
| --- | --- |
| **6.** | **COATING/ANODES** |
| 6.1 | Cargo tanks: NO Anodes Fitted : N/A |
| Ballast tanks: YES, EpoxyAnodes Fitted: YES |

|  |  |
| --- | --- |
| **7.** | **BALLAST** |
| 7.1 | Ballast Handling DataWBT Tank capacity 300.00m3,Prime mover type is Non explosion proof motor |
| **Ballast Water Management Systems (BWMS)** |
| 7.2 | Does the vessel comply with D1 or D2 performance standards? | D2 |
| 7.3 | Does the vessel have a Ballast Water Treatment System (BWTS) fitted? | Yes |
| 7.4 | What type of BWTS fitted? If other system fitted, please advise: | Filter+UV |
| 7.5 | Name of manufacturer of BWTS: | Shanghai Cyeco Environmental Technology Co., Ltd |
| 7.6 | Does the BWTS have IMO type approval? | Yes |
| 7.7 | Is the BWTS of a USCG approved type? |  NA |

|  |  |
| --- | --- |
| **8.** | **CARGO – Chem** |
| **Double Hull Vessels** |
| 8.1 | Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated: |  YES, Solid |
| **Tank Capacities** |
| 8.2 | Cargo Tank Capacities at 98% Full - Centre: N/ATotal Centre: N/ACargo Tank Capacities at 98% Full - Wing: 6290.095 m3Total Wing : 4Deck Tank Capacities at 98% Full: N/ATotal Deck: N/A |
| 8.2.1 | Capacity (98%) of each natural segregation with double valve (specify tanks): | No. 1 P&S 655.285×2 m3 642.179×2 98% No. 2 P&S 860.947×2 m3 843.728×2 98%No. 3 P&S 865.371×2 m3 848.064×2 98%No. 4 P&S 879.750×2 m3 862.155×2 98% |
| 8.2.2 | IMO class (Oil/Chemical Ship Type 1, 2 or 3): | : N/A |
| 8.3 | Slops tank capacities (98%): No. 3 P&S 848.064×2Total: |
| **Cargo Handling and Pumping Systems** |
| 8.4 | How many grades/products can vessel load/discharge with double valve segregation: |  1 Grade |
| 8.4.1 | State type of cargo containment (integral, independent, gravity or pressure tanks): |  Independent |
| 8.5 | Are there any cargo tank filling restrictions?If yes, specify number of slack tanks, max s.g., ullage restrictions etc.: |  NO |
| 8.6 | Max loading rate for homogenous cargo | With VECS | Without VECS |
| Loaded per manifold connection: | 500m³/h | 500m³/h |

|  |
| --- |
| **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 |
|  | Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves? |  |
| 8.9.2 | Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations: |  N/A |
| 8.10 | Number of portable gauging units (example- MMC) on board: | N/A |
| **Vapor Emission Control System (VECS)** |
| 8.11 | Is a vapour return system (VRS) fitted? |  Yes |
|  | If fitted, is vapour line return manifold in compliance with OCIMF Guidelines? | Yes |
|  | If fitted, how many vapor return segregations can the vessel maintain simultaneously? | N/A |
|  | Does the ship possess Vapour Emission Control (VEC) Certification? If yes, state the issuing authority | No |
| 8.12 | Number/size of VECS manifolds (per side): | 2 | DN200 |
| 8.13 | Number/size/type of VECS reducers: | 4-DN250/200,2-DN200/200 |
| **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: 2 Lines each, Stbd and Portside / 350 mm for cargo oil pipeline2 Lines each, Stbd and Portside / 200 mm for VCS pipeline |
| 8.15.1 | Is the vessel fitted with a fixed common line ? |  No |
|  | What is the number of common cargo connections per side? | N/A |
|  | What is the size of common cargo connections? | N/A |
| 8.16 | What type of valves are fitted at manifold? If other, specify: |  Oil tanker gate valve |
| 8.17 | What is the material/rating of the manifold: |  Steel |
| 8.18 | Distance between cargo manifold centers: |  1.5m |
| 8.19 | Distance ships rail to manifold: |  2.85m |
| 8.20 | Distance manifold to ships side: |  3.15m |
| 8.21 | Top of rail to center of manifold: |  1.62m |
| 8.22 | Distance main deck to center of manifold: |  ~4.3m |
| 8.23 | Spill tank grating to center of manifold: |  0.9m |
| 8.24 | Manifold height above the waterline in normal ballast/at SDWT condition: |  6.30m | 8.72m |
| 8.25 | Number/size/type of reducers: | 4-DN350/250,2-DN350/100,2-DN350/150,2-DN350/200 |
| 8.26 | Is vessel fitted with a stern manifold? If yes, state size: | No |
| **Heating** |
| 8.27 | Provide details of Heating Coils/Heat ExchangersTwo layer heating coils/ The lower layer is ~150mm above tank bottom, the upper layer is ~500mm above tank bottom. |
| 8.27.1 | Is a Thermal Oil Heating system fitted? If yes, identify tanks? | Yes, all cargo tank fitted |
| 8.28 | Maximum temperature cargo can be loaded/maintained: | 220℃ | 220℃ |
| 8.28.1 | Minimum temperature cargo can be loaded/maintained: | 145 deg Celicius | 145 deg Celicius |
| **Inert Gas** |
| 8.29 | Is an Inert Gas System (IGS) fitted/operational? |  No |

|  |  |  |
| --- | --- | --- |
| 8.30 | Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: |  NA |
| 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: |  1 |
| 8.32 | Cargo Pump Data:CJH-500CB , Capacity 500 m³/h，0.95MPa，2set |
| 8.33 | Is at least one emergency portable cargo pump provided? | N/A |
| **Tank Cleaning Systems** |
| 8.34 | Is tank cleaning equipment fixed in cargo tanks? | No |
| 8.35 | Is portable tank cleaning equipment provided? | N/A |
| 8.36 | Tank washing pump capacity: | N/A |
| 8.37 | Is a washing water heater fitted? If yes is it operational and state max washing water temperature: | N/A |
| 8.38 | What is the maximum number of machines that can be operated at their designed max pressure? | N/A |
| **Other Deck Equipment** |
| 8.39 | Is vessel fitted with a remote cargo tank temperature monitoring system. If yes, is it operational? | Yes |
| 8.40 | Is vessel fitted with a remote cargo tank pressure monitoring system. If yes, is it operational? | Yes |
| 8.41 | Is vessel fitted with a cargo tank drier. If yes is it operational and state capacity: | No |
| 8.42 | Is vessel fitted with a cargo cooling system. If yes is it operational and state tanks applicable: | No |
| 8.43 | Is steam available on deck? | No |

|  |  |
| --- | --- |
| **9.** |  |
| 9.1 | Provide details for Mooring Ropes, Wires, Tails and Shackles |
|

| **Type**  | **Location and Identity**  | **Material**  | **Diameter/size**  | **Length**  | **LDBF(100-105 % of SDMBL (Tonnes))**  | **TDBF(125-130 % of SDMBL (Tonnes)**  | **SWL (tonnes)**  | **WLL (tonnes) (50-55% of Max LDBF)**  | **Certificate No.**  | **Installed Date**  | **Reversed Date**  | **Renewal2 Date**  | **Status of line/tail**  | **Condition of line/tail**  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 1# | Bow P.1 | Polypropylene | 48 | 180 | 28.58 | 36.01 | 27.7 | 13.85 |  |  |  |  |  |  |
| 2# | Bow P.2 | Polypropylene | 48 | 180 | 28.58 | 36.01 | 27.7 | 13.85 |  |  |  |  |  |  |
| 3# | Bow P.3 | Polypropylene | 48 | 180 | 28.58 | 36.01 | 27.7 | 13.85 |  |  |  |  |  |  |
| 4# | Bow P.4 | Polypropylene | 48 | 180 | 28.58 | 36.01 | 27.7 | 13.85 |  |  |  |  |  |  |
| 5# | Aft P.1 | Polypropylene | 48 | 180 | 28.58 | 36.01 | 27.7 | 13.85 |  |  |  |  |  |  |
| 6# | Aft P.2 | Polypropylene | 48 | 180 | 28.58 | 36.01 | 27.7 | 13.85 |  |  |  |  |  |  |
| 7# | Aft P.3 | Polypropylene | 48 | 180 | 28.58 | 36.01 | 27.7 | 13.85 |  |  |  |  |  |  |
| 8# | Aft P.4 | Polypropylene | 48 | 180 | 28.58 | 36.01 | 27.7 | 13.85 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

 |
| 9.2 | Details of winches and brake testing including rendering loads |
| BHC ; 26,8 T, BRC : 22,8 T |
| 9.3 | Provide Details of Mooring bollards and bitts |

|  |
| --- |
| Forward station : 6 bollard, SWL : 27.7 tAft station : 6 bollard, SWL : 27.7 t |
| 9.4 | **Provide details of Mooring Fairleads/Chocks** |
| Mooring chocks SWL : 27.7 t |
| **Anchors/Emergency Towing System** |
| 9.5 | Number of shackles on port/starboard cable: |  8/7 |
| 9.6 | Type/SWL of Emergency Towing system forward: |  Bitts |  66.0 Tones |
| 9.7 | Type/SWL of Emergency Towing system aft: |  Bitts | 66.0 Tones |
| 9.8 | What is size of closed chock and/or fairleads of enclosed type on stern | BC360, 770×670 |
| **Escort Tug** |
| 9.9 | What is SWL of closed chock and/or fairleads of enclosed type on stern: |  25 t |
| 9.10 | What is SWL of bollard on poop deck suitable for escort tug: |  25 t |
| **Lifting Equipment/Gangway** |
| 9.11 | Derrick/Crane description (Number, SWL and location): |  1 Crane / SWL 5 Tons |
| 9.12 | Accommodation ladder direction: |  Accommodation to bwd |
| 9.13 | Does vessel have a portable gangway? If yes, state length: |  N/A |
| **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)’:? |  N/A |
| 9.15 | If fitted, how many chain stoppers: |  N/A |
| 9.16 | Details of Bow chain stoppers:  |
| 9.17 | Distance between the bow fairlead and chain stopper/bracket: |  N/A |
| 9.18 | Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size: |  N/A |

|  |  |
| --- | --- |
| **10.** | **PROPULSION** |
| 10.1 | Speed | Maximum | Economical |
| Ballast speed: | 11 Knots | 9.0 Knots |
| Laden speed: | 10 Knots | 8.0 Knots |
| 10.2 | What type of fuel is used for main propulsion? If other, then specify |  LSFO & MGO |
|  | What type of fuel is used for generating plant |  LSFO & MGO |
| 10.3 | Bunker Tank Capacities:Fuel Oil : 364.638 m3 / @100% Diesel Oil : 128.678 m3 /@100 %If other, then specify |
| 10.4 | Is vessel fitted with fixed or controllable pitch propeller(s): |  FIXED |
| 10.5 | Engines | No | Capacity | Make/Type |
| Main engine: | 1 | 2647kw@240rpm | 4 cycle single acting,airless injection,trunk piston type low NOx diesel engine with turbocharger and air cooler |
| Aux engine: | 3 | 400kw |  |
| Power packs: | - | N/A | - |
| Boilers: | 1+2 |  | One exhaust thermal oil heater for ME, two fuel thermal oil heater for cargo oil |

|  |
| --- |
| **Bow/Stern Thruster** |
| 10.6 | What is brake horse power of bow thruster (if fitted): | 250 Kw |
| 10.7 | What is brake horse power of stern thruster (if fitted): |  N/A |
| **Environmental/Emissions** |
| 10.8 | Does the vessel have an EEDI Rating number? If yes then provide EEDI rating: |  13.2 g-CO2/ton.mile |
|  | If No then provide reason: |  |
|  | Is the EEDI rating verified by Class, 3rd Party or Owner? |  |
| 10.9 | Does the vessel have an EEXI Rating number? If yes then provide EEXI rating | 13.2 g-CO2/ton.mile |
|  | If No then provide reason: |  |
|  | Is the EEXI rating verified by Class, 3rd Party or Owner? |  CCS  |
| 10.10 | Does the vessel have a CII Rating number? If yes then provide CII rating: | N/A |
|  | If No then provide reason | EEXI provide by class |
|  | Is the CII rating verified by Class, 3rd Party or Owner? |  |
| 10.11 | Does the vessel have an EIV Rating number? If yes then provide EIV rating | N/A |
|  | If No then provide reason |  |
|  | Is the EIV rating verified by Class, 3rd Party or Owner? |  |
| 10.12 | What is the ships NOx control level (Tier I, Tier II, and Tier III)? | Tier III |
|  | List of equipment fitted for NOx Tier III achievement for all engines (LP Selective catalytic reduction, HP Selective catalytic reduction, Exhaust gas recirculation, Alternative fuel etc...) | LP Selective catalytic reduction |
| **Exhaust Gas Cleaning System/Scrubber** |
| 10.13 | Does the vessel use an Exhaust Gas Cleaning System? |  NO |
| 10.14 | What is the type of scrubber fitted as part of the EGCS onboard? |  NA |

|  |  |
| --- | --- |
| **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: |  3.5M |
| 11.3 | Date/place of last STS operation: |  N/A |
| 11.4 | Does the vessel have a ship specific STS plan: | Yes |

|  |  |
| --- | --- |
| **12.** | **RECENT OPERATIONAL HISTORY** |
| 12.1 | Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last): | Last - Bitumen2nd Last - Bitumen 3rd Last - Bitumen |
| 12.2 | Has ship been involved in a pollution, grounding, collision or allision incident during the past 12 months? If yes, provide details:Pollution : No, N/AGrounding : No, N/ACasualty : No, N/ACollision : No, N/A |
| 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 |
| 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.* |  |
| 12.6 | Date/Place last SIRE inspection: | ENOC 27 Aug 2024 / Ho Chi Minh, Vietnam |
| 12.6.1 | Date/Place last CDI inspection: |  N/A |
| 12.7 | Additional information relating to features of the ship or operational characteristics: |  N/A |

Revised 2024 (INTERTANKO/Q88.com)