| | | |
|---|---|---|
| **1.** | **GENERAL INFORMATION** | |
| 1.1 | Date updated: | Jan 05, 2026 |
| 1.2 | Vessel's name (IMO number): | Permian Lady (9729269) |
| 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: | Not Applicable |
| 1.4 | Date delivered/Builder (where built): | Apr 14, 2016/Hyundai Mipo Dockyard |
| 1.5 | Flag/Port of Registry: | Singapore/Singapore |
| 1.6 | Call sign/MMSI: | 9V3146/566506000 |
| 1.7 | Vessel's contact details (satcom/fax/email etc.): | Tel: +65 31594533 / +30 2112344537 / +1 9542482528<br>Fax:<br>Email: permianlady@infinitymail.eu |
| 1.8 | Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC): | Gas |
| 1.8a | If other type of vessel, please specify: | |
| 1.9 | Type of hull: | Double Bottom |
| **Ownership and Operation** | | |
| 1.10 | Registered owner - Full style:<br>IMO Number | Fourth LPG Ship Pte Ltd<br>456, Alexandra Road,<br>#21-01 Fragrance Empire Building,<br>Singapore 119962.<br><br>Singapore<br>Tel: +30 210 62 81 100<br>Fax: +30 210 62 81 126<br>Email: lpg.ops@bmc.gr; p.zavlagas@bmc.gr<br>IMO: 5889535 |
| 1.11 | Technical operator - Full style: | WESTERN SHIPPING PTE LTD<br>456. Alexandra Road,<br>#21-01 Fragrance Empire Building,<br>Singapore 119962<br>Singapore<br>Tel: +65 6221 9377<br>Fax: +65 6224 7344<br>Email: operations@westship.com.sg<br>Web: www.westernshipping.sg<br>Company IMO#: 1224793 |
| 1.12 | Commercial operator - Full style: | Argyll Shipping Ltd<br>MERCHANT HOUSE, PARSONAGE SQUARE, STATION ROAD,<br>DORKING, SURREY, UK RH4 1UP<br>United Kingdom<br>Tel: +44 1306 640008<br>Email: tankers@argyllshipping.com |
| 1.13 | Disponent owner - Full style: | |
| **Insurance** | | |
| 1.14 | P & I Club - Full Style: | The United Kingdom Mutual Steam Ship Assurance Association Limited /<br>Thomas Miller P&I (Europe) Ltd,<br>90, Fenchurch Street, London, EC3M 4ST<br><br>Tel: +44 0 20 7283 4646<br>Fax: +44 0 20 7621 9761<br>Email: underwriting.ukclub@thomasmiller.com<br>Web: www.ukpandi.com |

| | | | | |
|---|---|---|---|---|
| | | If other P&I - specify: | | |
| 1.15 | P & I Club pollution liability coverage/expiration date: | | 1,000,000,000 US$ | Feb 20, 2026 |
| 1.16 | Hull & Machinery insured by - Full Style: | CAMBIASO RISSO MARINE S.P.A<br>CORSO ANDREA PODESTA 1<br>16128 GENOA - ITALY<br>Tel: +3901057141<br>Fax: +390105714374/375 | | |
| 1.17 | Hull & Machinery insured value/expiration date: | | 54,000,000 US$ | Apr 30, 2026 |
| **Classification** | | | | |
| 1.18 | Classification society: | | Lloyds Register | |
| 1.18a | Is Classification Society an IACS member? | | Yes | |
| 1.19 | Class notation: | | +100A1, Liquefied Gas Carrier, Ship Type 2G, Anhydrous ammonia, 1,3-Butadiene, Butane (ISO and normal), Butylene, Propane, Commercial Propane (maximum 8.0 mole % ethane in the liquid phase), Propylene, Vinyl Chloride Monomer, Dimethyl Ether (DME), Crude C4 in Independent Tanks Type A, Maximum SG 0.70, Partial Loading VCM with Maximum SG 0.97, Maximum Vapour Pressure 0.25 bar g at sea and 0.45 bar g in harbour, Minimum Cargo Temperature minus 55C, Ship Right (ACS(B), SDA, FDA, CM), *IWS, LI, ECO(IHM, EEDI-1), ETA, +LMC, UMS, +Lloyds RMC (LG), ShipRight(BWMP(T,S), SERS, SCM) | |
| 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: | | , | |
| 1.22 | Does the vessel have ice class? If yes, state what level: | | No, | |
| 1.23 | Date/place of last dry-dock: | | Jul 25, 2021 / Lisnave (Setubal) Portugal | |
| 1.24 | Date next dry dock due/next annual survey due: | | Apr 13, 2026 | Apr 13, 2026 |
| 1.25 | Date of last special survey/next special survey due: | | Jul 25, 2021 | Apr 13, 2026 |
| 1.26 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | | No, | |
| **Dimensions** | | | | |
| 1.27 | Length overall (LOA): | | | 179.87 Metres |
| 1.28 | Length between perpendiculars (LBP): | | | 172 Metres |
| 1.29 | Extreme breadth (Beam): | | | 28.44 Metres |
| 1.30 | Moulded depth: | | | 18.20 Metres |
| 1.31 | Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: | | 47.75 Metres | |
| 1.32 | Distance bridge front to center of manifold: | | | 56.32 Metres |
| 1.33 | Bow to center manifold (BCM)/Stern to center manifold (SCM): | | 88.60 Metres | 91.27 Metres |
| 1.34 | Parallel body distances | Lightship | Normal Ballast | Summer Dwt |
| | Forward to mid-point manifold: | 26.18 Metres | 33.44 Metres | 38.21 Metres |
| | Aft to mid-point manifold: | 25.13 Metres | 35.29 Metres | 46.09 Metres |

| | | | | | |
|---|---|---|---|---|---|
| | Parallel body length: | | 51.31 Metres | 68.73 Metres | 84.30 Metres |
| **Tonnages** | | | | | |
| 1.35 | Net Tonnage: | | | | 7,543 |
| 1.36 | Gross Tonnage/Reduced Gross Tonnage (if applicable): | | | 25,144 | |
| 1.37 | Suez Canal Tonnage - Gross (SCGT)/Net (SCNT): | | | 27,346.80 | 23,255.74 |
| 1.38 | Is vessel fitted for transit of Panama canal? Panama Canal Net Tonnage (PCNT): | | | | Yes, 20,922 |
| **Loadline Information** | | | | | |
| 1.39 | Loadline | Freeboard | Draft | Deadweight | Displacement |
| | Summer: | 7.781 Metres | 10.419 Metres | 28,372 Metric Tonnes | 39,827 Metric Tonnes |
| | Winter: | 7.998 Metres | 10.202 Metres | 27,400 Metric Tonnes | 38,855 Metric Tonnes |
| | Tropical: | 7.564 Metres | 10.636 Metres | 29,353 Metric Tonnes | 40,808 Metric Tonnes |
| | Normal loaded condition: | 8.40 Metres | 9.95 Metres | 24,761 Metric Tonnes | 36,216 Metric Tonnes |
| | Lightship: | 14.77 Metres | 3.43 Metres | - | 11,455 Metric Tonnes |
| | Normal Ballast Condition: | 11.70 Metres | 6.50 Metres | 11,699 Metric Tonnes | 23,154 Metric Tonnes |
| | Segregated Ballast Condition: | 11.70 Metres | 6.50 Metres | 11,699 Metric Tonnes | 23,154 Metric Tonnes |
| 1.40 | FWA/TPC at summer draft: | | | 221 Millimetres | 45.16 Metric Tonnes |
| 1.41 | Have multiple deadweights been assigned? If yes, list all assigned deadweights: | | | No<br>Assigned DWT 1:<br>Assigned DWT 2:<br>Assigned DWT 3:<br>Assigned DWT 4:<br>Assigned DWT 5: | |
| 1.42 | Constant (excluding fresh water): | | | | 855 Metric Tonnes |
| 1.43 | What is the company guidelines for Under Keel Clearance (UKC) for this vessel? | | | In open waters (when charted depths are more than 20 Meters) UKC should not be less than 4.00 meters after allowing for squat at full sea speed or at intended speed.<br>Near shore passages, coastal waters (distance of less than 50 nautical miles from the nearest land and/or average charted depth is 20 meters or less) UKC should not be less than 3.00 meters or as per local regulations, which is greater, after allowing for squat at the intended maximum speed.<br>Approaches to SBM/ CBM and while remaining moored at SBM/CBM UKC should not be less than 1.00 meters or as per local regulations, which is greater, after allowing for squat at the intended maximum approach speed.<br>Within harbour limits-approaches to berth under pilotage UKC should not be less than one point five percent (1.5%) of the vessel's extreme breadth or 0.60 meters or in compliance with local regulations, which is greater, after allowing for squat at the intended maximum speed.<br>Alongside berths, stationary, under all tidal conditions UKC should not be less | |

| | | | |
|---|---|---|---|
| | | than 0.30 meters or in compliance with local regulations, which is greater.<br>At anchorages the UKC should not be less than 50% of the vessels static draft after calculation of all parameters, except squat.<br>Transit of Canals - in accordance with local regulations. | |
| 1.44 | What is the max height of mast above waterline (air draft) | Full Mast | Collapsed Mast |
| | Summer deadweight: | 37.331 Metres | 0 Metres |
| | Normal ballast: | 41.25 Metres | 0 Metres |
| | Lightship: | 44.32 Metres | 0 Metres |

| 2. | CERTIFICATES | Issued | Last Annual | Last Intermediate | Expires |
|---|---|---|---|---|---|
| 2.1 | Safety Equipment Certificate (SEC): | Jul 13, 2023 | May 07, 2025 | | Apr 13, 2026 |
| 2.2 | Safety Radio Certificate (SRC): | Jul 25, 2021 | Apr 08, 2025 | | Apr 13, 2026 |
| 2.3 | Safety Construction Certificate (SCC): | Jul 25, 2021 | May 07, 2025 | Apr 19, 2024 | Apr 13, 2026 |
| 2.4 | International Loadline Certificate (ILC): | Apr 01, 2021 | Apr 08, 2025 | | Apr 13, 2026 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | Apr 01, 2021 | Apr 08, 2025 | | Apr 13, 2026 |
| 2.6 | International Ship Security Certificate (ISSC): | May 04, 2024 | Not Applicable | | May 03, 2029 |
| 2.7 | Maritime Labour Certificate (MLC): | May 04, 2024 | N/A | | May 03, 2029 |
| 2.8 | Minimum Safe Manning Certificate (MSM) | Jan 22, 2024 | | N/A | |
| 2.9 | ISM Safety Management Certificate (SMC): | May 04, 2024 | | | May 03, 2029 |
| 2.10 | Document of Compliance (DOC): | Dec 16, 2025 | | | Dec 28, 2030 |
| 2.11 | USCG Certificate of Compliance(USCGCOC): | May 30, 2025 | | | May 30, 2027 |
| 2.12 | Civil Liability Convention (CLC) 1992 Certificate: | Not Applicable | N/A | N/A | Not Applicable |
| 2.13 | Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate: | Feb 20, 2025 | N/A | N/A | Feb 20, 2026 |
| 2.14 | Liability for the Removal of Wrecks Certificate (WRC): | Feb 20, 2025 | N/A | N/A | Feb 20, 2026 |
| 2.15 | U.S. Certificate of Financial Responsibility (COFR): | Apr 14, 2025 | N/A | N/A | Apr 14, 2028 |
| 2.16 | Certificate of Class (COC): | Mar 29, 2024 | May 07, 2025 | Apr 19, 2024 | Apr 13, 2026 |
| 2.17 | Certificate of Registry (COR) | Mar 06, 2020 | N/A | N/A | |
| 2.18 | International Sewage Pollution Prevention Certificate (ISPPC): | Apr 01, 2021 | N/A | N/A | Apr 13, 2026 |
| 2.19 | Certificate of Fitness (COF) (Chemical): | | | | |
| 2.20 | Certificate of Fitness (COF) (Gas): | May 13, 2022 | May 07, 2025 | Apr 19, 2024 | Apr 13, 2026 |
| 2.21 | Noxious Liquids Substance Certificate (NLS) | | | | |
| 2.22 | International Energy Efficiency Certificate (IEEC): | May 08, 2023 | N/A | N/A | N/A |
| 2.23 | International Air Pollution Prevention Certificate (IAPPC): | Apr 08, 2025 | Apr 08, 2025 | | Apr 13, 2026 |
| 2.24 | 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** | | | | | |
| 2.25 | Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract: | | | Yes | |
| 2.26 | Does vessel have in place a Drug and Alcohol Policy complying with OCIMF guidelines for Control of Drugs and Alcohol Onboard Ship? | | | Yes | |
| 2.27 | Is the ITF Special Agreement on board (if applicable)? | | | Yes | |
| 2.28 | ITF Blue Card expiry date (if applicable): | | | May 31, 2026 | |

| 3. | CREW |
|---|---|

| | | |
|---|---|---|
| 3.1 | Nationality of Master: | Filipino |
| 3.2 | Number and nationality of Officers: | Indian, Filipino, Russian |
| 3.3 | Number and nationality of Crew: | |

| Nationality | Count |
|---|---|
| Philippines | 8 |

| | | |
|---|---|---|
| 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:

| Company Name | Address | Phone | Fax | Email |
|---|---|---|---|---|
| Western Shipping Southeast Asia Inc. | 1810 Prestige Tower F. Ortigas Jr. Avenue Ortigas Center Pasig City, Philippines 1605 | +632 6364697 | +632 6364691 | WSSEAI.Info@westship.com.sg |
| HANZA MARINE MANAGEMENT LTD. | PILS STREET 6, RIGALV - 1050, LATVIA | +37 1 6722 2980 | +37 1 6782 0091 | info@hmm.lv |
| Western Crew Management Services (India) Pvt Ltd | Office No 1217 The Summit Business Bay Off Andheri Kurla Road, Andheri (East). Mumbai 400069 | +91 22 69009700 | | wcmsindia@westship.com.sg |

Ratings:

| Company Name | Address | Phone | Fax | Email |
|---|---|---|---|---|
| Western Shipping Southeast Asia Inc. | 1810 Prestige Tower F. Ortigas Jr. Avenue Ortigas Center Pasig City, Philippines 1605 | +632 6364697 | +632 6364691 | WSSEAI.Info@westship.com.sg |

| | | |
|---|---|---|
| **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<br>Gallagher Marine Systems (USA)<br>305 Harper Drive<br>Moorestown, New Jersey 08057<br><br>Tel: +1 703 683 4700<br>Fax: +1 856 642 3945<br>Email: info@chgms.com |
| 4.3 | Oil Spill Response Organization (OSRO) - Full style: | National Response Corporation<br>National Response Corp. (NARCO)<br>3500 Sunrise Highway; Building 200, Suite 200<br>Great River, NY 11739<br><br>Tel: Main Phone: +1 631 224 9141<br><br>Alt. Phone: +1 877 880 4672 (U<br>Fax: +1 631 224 9082<br>Email: IOCDO@NRCC.com |
| 4.4 | Salvage and Marine Firefighting Services (SMFF) - Full Style: | T&T Salvage, LLC<br>T&T Salvage, LLC<br>4020 Flowserve Way<br>Pasadena, TX 77503<br><br>Tel: +1 713 534 0700<br>Email: vesselresponse@ttsalvage.com<br>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<br>ISO9002 |
| 5.2 | Can the ship comply with the ICS Helicopter Guidelines? | Yes |
| 5.2.1 | If Yes, state whether winching or landing area provided: | Winching |
| 5.2.2 | If Yes, what is the diameter of the circle provided: | 5 Metres |

**6. COATING/ANODES**

6.1 Cargo tanks:

| Tank ID | Tank PSC | Tank Type | Constr | Coated Y/N | Coating Type | Extent | Condition | Date | Insp date | Insp Freq |
|---|---|---|---|---|---|---|---|---|---|---|
| CT 1 | P | | Other | No | | Full Tank | Good | | | 30 Months |
| CT 1 | S | | Other | No | | Full Tank | Good | | | 30 Months |
| CT 2 | P | | Other | No | | Full Tank | Good | | | 30 Months |
| CT 2 | S | | Other | No | | Full Tank | Good | | | 30 Months |
| CT 3 | P | | Other | No | | Full Tank | Good | | | 30 Months |
| CT 3 | S | | Other | No | | Full Tank | Good | | | 30 Months |
| Deck Tk | P | | Other | No | | Full Tank | Good | | | 30 Months |
| Deck Tk | S | | Other | No | | Full Tank | Good | | | 30 Months |

Anodes Fitted : No

Ballast tanks:

| ID | Coated? | Type | Extent | Condition | Coating date | Insp date | Insp freq |
|---|---|---|---|---|---|---|---|
| Fore Peak TK | Yes | Epoxy | Full Tank | Good | Mar 18, 2016 | May 19, 2025 | Biannual |
| FWD Deep WBT (P) | Yes | Epoxy | Full Tank | Good | Mar 18, 2016 | Jun 07, 2025 | Biannual |
| FWD Deep WBT (S) | Yes | Epoxy | Full Tank | Good | Mar 18, 2016 | May 12, 2025 | Biannual |
| No.1 WBT (P) | Yes | Epoxy | Full Tank | Good | Mar 18, 2016 | Feb 24, 2025 | Biannual |
| No.1 WBT (S) | Yes | Epoxy | Full Tank | Good | Mar 18, 2016 | Feb 24, 2025 | Biannual |
| No.2 WBT (P) | Yes | Epoxy | Full Tank | Good | Mar 18, 2016 | Jan 29, 2025 | Biannual |
| No.2 WBT (S) | Yes | Epoxy | Full Tank | Good | Mar 18, 2016 | Jan 29, 2025 | Biannual |
| No.3 WBT (P) | Yes | Epoxy | Full Tank | Good | Mar 18, 2016 | Jan 28, 2025 | Biannual |
| No.3 WBT (S) | Yes | Epoxy | Full Tank | Good | Mar 18, 2016 | Jan 28, 2025 | Biannual |
| No.4 WBT (P) | Yes | Epoxy | Full Tank | Good | Mar 18, 2016 | Jan 18, 2025 | Biannual |
| No.4 WBT (S) | Yes | Epoxy | Full Tank | Good | Mar 18, 2016 | Jan 18, 2025 | Biannual |
| After Peak TK | Yes | Epoxy | Full Tank | Good | Mar 18, 2016 | Feb 08, 2025 | Biannual |

Anodes Fitted: No

**7. BALLAST**

7.1 Ballast Handling Data

| Number | Type | Prime mover type | Capacity (m3/hr) | Head (bar) |
|---|---|---|---|---|
| 1 | Centrifugal | Electric | 500 | 0.40 |
| 2 | Centrifugal | Electric | 500 | 0.40 |

**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: | Other (specify), Electrocatalysis Ultra treatment |
| 7.5 | Name of manufacturer of BWTS: | Qingdao Headway Technology Co Ltd |
| 7.6 | Does the BWTS have IMO type approval? | Yes |
| 7.7 | Is the BWTS of a USCG approved type? | Yes |

| | | | |
|---|---|---|---|
| **8.** | **CARGO-LPG** | | |
| 8.1 | Does the vessel comply with GC/IGC Code requirements? | Yes | |
| 8.2 | What is the minimum/maximum permissible tank pressure? | 0.25 Kp/Sq. Centimetre | 0.45 Kp/Sq. Centimetre |
| 8.3 | What is the minimum permissible tank temperature? | -55 Degrees Celsius | |
| 8.4 | State any limitations regarding partially filled cargo tanks | | |
| 8.5 | List the products which the ship is certified to carry | AMMONIA ANHYDROUS,BUTADIENE,BUTANE,BUTYLENES,BUTANE-PROPANE MIXTURES,PROPANE,PROPYLENE,VINYL CHLORIDE,Other (Specify) | |
| 8.5.1 | If other, then specify | Dimethyl ether, Mixed C4 | |
| 8.6 | Cargo Tank Capacities | | |

| Tank Number | Tank Location (Multi-select) | Capacity @ 98% | Capacity @ 100% |
|---|---|---|---|
| 1 | Port | 5738.42 | 5831.27 |
| 1 | Stbd | 5738.53 | 5831.38 |
| 2 | Port | 6842.58 | 6957.95 |
| 2 | Stbd | 6844.96 | 6960.39 |
| 3 | Port | 6115.97 | 6216.52 |
| 3 | Stbd | 6116.45 | 6217.01 |

Total Cargo Tank Capacities M3 98%: 37,396.91 Cu. Metres

Total Cargo Tank Capacities M3 100%: 38,014.52 Cu. Metres

| | | | |
|---|---|---|---|
| 8.7 | Capacity (98%) of each natural segregation with double valve (specify tanks): | System I ( Tank 1) : 11484 m3<br>System II ( Tank 2 & 3) : 25892 m3<br><br>System I (Tank 2) : 13689 m3<br>System II ( Tank 1 & 3) : 23687 m3<br><br>System I ( Tank 3) : 12203 m3<br>System II ( Tank 1 & 2) : 25173 m3 | |
| 8.8 | Independent high level shut down system - Shut down level % | 99 % | |
| 8.9 | Deck tank(s) capacity (98%): | Ammonia: 150.60 Cu. Metres<br>Butane: 350.90 Cu. Metres<br>Propane: 350.90 Cu. Metres | |
| 8.10 | IGC Ship Type? What type and of what material are the cargo tanks constructed? | 2G, LOW TEMPERATURE CARBON MANGANESE STEEL | |
| 8.11 | Heating medium of cargo heaters/vapourisers | Sea water | |
| 8.12 | Maximum allowable relief valve setting (MARVS) | 0.45 Bar Gauge | |
| 8.13 | Maximum allowable relief valve setting for deck tanks. | 18.20 Bar Gauge | |
| 8.14 | Capacity of cargo heaters and vapourisers | 460 Kilowatt | Propane: 3,500 Cu. Metres/Hour Vapor<br>Ammonia:<br>Nitrogen: |
| 8.15 | What is total SBT capacity and percentage of SDWT vessel can maintain? | 13,062.60 Cu. Metres | 47 % |
| 8.16 | Is the ship shore link provided? If yes, does it comply with SIGTTO guidelines | Yes | Yes |
| **Reliquification Plant** | | | |
| 8.17 | Number and capacity of compressors: | 3 | 440 Cu. Metres/Hour |
| 8.18 | Manufacturer/type of compressors: | BURCKHARDT AG 3K-140-3P / Reciprocating | |
| 8.19 | Coolant type: | Seawater | |
| 8.20 | Max % Ethane the re-liquefaction plant can handle: | 5 % | |

| | | | |
|---|---|---|---|
| **Cargo Handling and Pumping Systems** | | | |
| 8.21 | What is the maximum number of grades that can be loaded/carried/discharged simultaneously with complete segregation and without risk of contamination? | 2 | |
| 8.22 | What is the number of products that can be conditioned by reliquefication simultaneously? | 2 | |
| 8.23 | Are there any cargo tank filling restrictions?<br>If yes, specify number of slack tanks, max s.g., ullage restrictions etc.: | Yes, For Vinyl Chloride Monomer with max SG 0.97 - partial filling of cargo tanks is permitted up to 70% of total tank volume. For other cargoes with SG up to 0.70 the maximum filling limits are 98% excluding tank domes. | |
| 8.24 | Loading Rate from Refrigerated Storage: | With Vapour Return | Without Vapour Return |
| | Butane: | | |
| | Ammonia: | | |
| | Propane: | | |
| | Other*: | | |
| | *State other storage: | Butane 1600 Mt/Hr/1200Mt/Hr, Ammonia 1850 Mt/Hr /1400Mt/Hr, Propane 1400 Mt/Hr/ 1060 Mt/Hr | |
| 8.25 | Max loading rate for homogenous cargo per manifold (without vapour return): | 2,760 Cu. Metres/Hour | |
| **Cargo Control Room** | | | |
| 8.26 | Is ship fitted with a Cargo Control Room (CCR)? | Yes | |
| 8.27 | Can tank innage/ullage/pressure/temperature/reliquefication plant status be read from the CCR? | Innage/Ullage: Yes<br>Pressure: Yes<br>Temperature: Yes<br>Plant Status: Yes | |

| | | | | |
|---|---|---|---|---|
| **Gauging and Sampling** | | | | |
| 8.28 | Gauges: | Manufacturer | Type | Rated Accuracy |
| | Level gauges: | HENRI SYSTEM | Float | 0.03 % |
| | Temperature gauges: | MEIYO ELECTRIC CO. LTD | RESISTANCE BULB | 0.90 % |
| | Pressure gauges: | ASAHI GAUGE MFG. CO. LTD | BOURDON TYPE | 0.40 % |
| 8.29 | Sampling connection type and size: | | Screw | 20 Millimetres |

| | | | |
|---|---|---|---|
| **Cargo Manifolds and Reducers** | | | |
| 8.30 | Do manifold arrangements comply with SIGTTO standards? | Yes | |
| 8.31 | What type of valves are fitted at manifold: | Butterfly | |
| 8.32 | Cargo Manifold Dimensions: | A: 1,304 Millimetres<br>B: 696 Millimetres<br>C: 2,696 Millimetres<br>D: 4,696 Millimetres<br>E:<br>F:<br>G:<br>H: | |
| 8.33 | Distance manifold to ships side: | 4.17 Metres | |
| 8.34 | Distance manifold height above uppermost continuous deck: | 1,830 Millimetres | |
| 8.35 | Manifold height above light/load waterline: | 13.53 Metres | 9.61 Metres |
| 8.36 | Distance from rail of compressor room/platform to presentation flanges: | | |
| 8.37 | Distance from deck of compressor room/platform to center of manifold: | | |

8.38 Reducers:

| Number | Standard | Size (mm) | Length (mm) | Shape | Pressure Rating (bar) |
|---|---|---|---|---|---|
| 1 | ANSI Class 300 | 300x350 | 500 | Straight | 25 |
| 2 | ANSI Class 300 | 300x400 | 500 | Straight | 25 |
| 3 | ANSI Class 300 | 300x300 | 500 | Straight | 25 |
| 4 | ANSI Class 300 | 300x250 | 500 | Straight | 25 |
| 5 | ANSI Class 300 | 300x200 | 500 | Straight | 25 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 6 | ANSI Class 300 | 300x150 | 500 | Straight | 25 |
| 7 | ANSI Class 300 to 150 | 300 #300 x 400#150 | 500 | Straight | 25 |
| 8 | ANSI Class 300 to 150 | 300 #300 x 350#150 | 500 | Straight | 25 |
| 9 | ANSI Class 300 to 150 | 300 #300 x 300#150 | 500 | Straight | 25 |
| 10 | ANSI Class 300 to 150 | 300 #300 x 250#150 | 500 | Straight | 25 |
| 11 | ANSI Class 300 to 150 | 300 #300 x 200#150 | 500 | Straight | 25 |
| 12 | ANSI Class 300 to 150 | 300 #300 x 150#150 | 500 | Straight | 25 |
| 13 | Other | 200x250 #150 | 500 | Straight | 25 |
| 14 | Other | 200x200 #150 | 500 | Straight | 25 |
| 15 | Other | 200x150 #150 | 500 | Straight | 25 |
| 16 | Other | 200x100 #150 | 500 | Straight | 25 |

| | | |
|---|---|---|
| | If other, then specify | |
| 8.39 | Reducers additional comments: | 2 x 300/400mm (12"/16") ANSI<br>2 x 300/350mm (12"/14") ANSI<br>2 x 300/300mm (12"/12") ANSI<br>2 x 300/250mm (12"/10") ANSI<br>2 x 300/200mm (12"/8") ANSI |

8.40 Pipe flanges:

| Pipe Flange letter | Duty | Rating (bar) | Size | Raised/Flat face |
|---|---|---|---|---|
| A | CARGO LIQUID | 20.68 | 300 | Raised |
| B | CARGO VAPOUR | 10.34 | 200 | Raised |

| | | |
|---|---|---|
| 8.41 | Are local pressure gauges fitted outboard of the manifold valves? | Yes |

Provide Make and Model of Reliquification Plant:

| Make | Model | Capacity (MT/Day) |
|---|---|---|
| Burckhardt Compression AG | Labyrinth Piston | 1913 |
| Burckhardt Compression AG | Labyrinth Piston | 1089 |
| Burckhardt Compression AG | Labyrinth Piston | 469 |

**IG Plant/Nitrogen**

| | | |
|---|---|---|
| 8.42 | Main IG Plant - Type of system: | Oil Fired |
| 8.43 | Capacity of Main IG Plant: | 3,500 Cu. Metres/Hour |
| 8.44 | Type of fuel used: | GO |
| 8.45 | Composition if Main IG Plant | Percent |
| | Oxygen: | 1 % |
| | CO2: | 14 % |
| | IG-NOx: | 0.0001 % |
| | IG-N2: | 85 % |
| 8.46 | Is vessel fitted with an Auxilliary or Nitrogen Plant? If yes, state type of system: | Inert gas generation system, IG |
| | If other type, specify | |
| | Capacity of system: | 3,500 Cu. Metres/Hour |
| 8.47 | Lowest dew point achievable: | -40 Degrees Celsius |
| 8.48 | Nitrogen liquid storage capacity: | |

**Cargo Pumps**

| | | | | | | |
|---|---|---|---|---|---|---|
| 8.49 | How many cargo pumps can be run simultaneously at full capacity: | | | | 6 | |
| 8.50 | Discharging: | Type if Cargo Pumps | No. of pumps per tank | Rate per pump (m3/hr) | At delivery head (mlc) | Maximum Density |
| | Cargo Pumps | Centrifugal | 2 | 460 Cu. Metres/Hour | 130 Metres Liquid Column | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | Booster Pumps | Centrifugal | 1 | 460 Cu. Metres/Hour | 130 Metres Liquid Column | |
| **Cargo Re-Heater/Vaporiser** | | | | | | |
| 8.51 | Cargo re-heaters/vaporizers: | | | | LPG Heater/ Vaporizer | Vaporizer |
| | | | | Type: | Shell | Seawater |
| | | | | Heating medium: | Seawater | Other |
| **Hydrate control System** | | | | | | |
| 8.52 | Type of hydrate control depressant provided onboard? If other, then specify | | | | | Other, Glycol |

| **9.** | **MOORING** |
|---|---|
| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ropes | 1 | 25% H.T POLYESTER - 75% H.T.POLYOLEFIN | 52 mm | 220 m | 51 T | | 51 | 26.75 | 227929 | Nov 22, 2024 | Not Applicable | Nov 21, 2029 | In Use | Suitable |
| Ropes | 2 | 25% H.T POLYESTER - 75% POLYOLEFIN | 52 mm | 220m | 51 T | | 51 T | 26.75 T | 227934 | Nov 22, 2024 | Not Applicable | Nov 21, 2029 | In Use | Suitable |
| Ropes | 3 | 25% H.T POLYESTER - 75% POLYOLEFIN | 52 mm | 220 m | 51 T | | 51 T | 26.75 T | 246310 | Nov 22, 2024 | Not Applicable | Nov 21, 2029 | In Use | Suitable |
| Ropes | 4 | 25% H.T POLYESTER - 75% POLYOLEFIN | 52 mm | 220 m | 51 T | | 51 T | 26.75 T | 246309 | Nov 22, 2024 | Not Applicable | Nov 21, 2029 | In Use | Suitable |
| Ropes | 5 | 25% H.T POLYESTER - 75% POLYOLEFIN | 52 mm | 220 m | 51 T | | 51 T | 26.75 T | 246308 | Nov 22, 2024 | Not Applicable | Nov 21, 2029 | In Use | Suitable |
| Ropes | 6 | 25% H.T POLYESTER - 75% H.T.POLYOLEFIN | 52 mm | 220 m | 51 T | | 51 T | 26.75 T | 246307 | Nov 22, 2024 | Not Applicable | Nov 21, 2029 | In Use | Suitable |
| Ropes | 7 | 25% H.T. POLYESTER - 75 % POLYOLEFIN | 52 mm | 220 m | 51 T | | 51 T | 26.75 T | 246306 | Nov 22, 2024 | Not Applicable | Nov 21, 2029 | In Use | Suitable |
| Ropes | 8 | 25% H.T POLYESTER - 75% H.T.POLYOLEFIN | 52 mm | 220 m | 51 T | | 51 T | 26.75 T | 246305 | Nov 22, 2024 | Not Applicable | Nov 21, 2029 | In Use | Suitable |
| Ropes | 9 | 25% H.T POLYESTER - 75% H.T.POLYOLEFIN | 52 mm | 220 m | 51 T | | 51 T | 26.75 T | 246304 | Nov 22, 2024 | Not Applicable | Nov 21, 2029 | In Use | Suitable |
| Ropes | 10 | 25% H.T POLYESTER - 75% H.T.POLYO | 52 mm | 220 m | 51 T | | 51 T | 26.75 T | 246303 | Nov 22, 2024 | Not Applicable | Nov 21, 2029 | In Use | Suitable |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | LEFIN | | | | | | | | | | | |
| Ropes | 11 | 25% H.T POLYESTER - 75% H.T.POLYOLEFIN | 52 mm | 220 m | 51 T | | 51 T | 26.75 T | 246221 | Nov 22, 2024 | Not Applicable | Nov 21, 2029 | In Use | Suitable |
| Ropes | 12 | 25% H.T POLYESTER - 75% H.T.POLYOLEFIN | 52 mm | 220 m | 51 T | | 51 T | 25.5 T | 227939 | Nov 22, 2024 | Not Applicable | Nov 21, 2029 | In Use | Suitable |
| Ropes | 13 | 25% H.T POLYESTER - 75% H.T.POLYOLEFIN | 52 mm | 220 m | 51 T | | 51 T | 26.75 T | 227938 | Nov 22, 2024 | Not Applicable | Nov 21, 2029 | In Use | Suitable |
| Ropes | 14 | 25% H.T POLYESTER - 75% H.T.POLYOLEFIN | 52 mm | 220 m | 51 T | | 51 T | 26.75 T | 227937 | Nov 22, 2024 | Not Applicable | Nov 21, 2029 | In Use | Suitable |
| Ropes | 15 | 25% H.T POLYESTER - 75% H.T.POLYOLEFIN | 52 mm | 220 m | 51 T | | 51 T | 26.75 T | 227936 | Nov 22, 2024 | Not Applicable | Nov 21, 2029 | In Use | Suitable |
| Ropes | 16 | 25% H.T POLYESTER - 75% H.T.POLYOLEFIN | 52 mm | 220 m | 51 T | | 51 T | 26.75 T | 227935 | Nov 22, 2024 | Not Applicable | Nov 21, 2029 | In Use | Suitable |

9.2 Details of winches and brake testing including rendering loads

| Mooring winch Location | Split Drum | Motive Power | Remote Operational controls | Heaving power | Hauling Speed | Type of Brake | Designed Brake Max holding load (ISO) (80% of SDMB | Operational brake holding load (60% of SDMBL) | Date of last brake test | Brake Rendering load | Frequency of testing brakes |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Yes | Hydraulic | No | 51 Ts | 0.25 m/s | Manual | 40.8 | 30.6 | Feb 19, 2025 | 30.6 | Annually |
| 2 | Yes | Hydraulic | No | 51 Ts | 0.25 m/s | Manual | 40.8 | 30.6 | Feb 19, 2025 | 30.6 | Annually |
| 3 | Yes | Hydraulic | No | 51 Ts | 0.25 m/s | Manual | 40.8 | 30.6 | Feb 19, 2025 | 30.6 | Annually |
| 4 | Yes | Hydraulic | No | 51 Ts | 0.25 m/s | Manual | 40.8 | 30.6 | Feb 19, 2025 | 30.6 | Annually |
| 6 | Yes | Hydraulic | No | 51 Ts | 0.25 m/s | Manual | 40.8 | 30.6 | Feb 19, 2025 | 30.6 | Annually |
| 7 | Yes | Hydraulic | No | 51 Ts | 0.25 m/s | Manual | 40.8 | 30.6 | Feb 19, 2025 | 30.6 | Annually |
| 8 | Yes | Hydraulic | No | 51 | 0.25 m/s | Manual | 40.8 | 30.6 | Feb 19, 2025 | 30.6 | Annually |
| 5 | Yes | Hydraulic | No | 51 | 0.25 | Manual | 40.8 | 30.6 | Feb 19, 2025 | 30.6 | Annually |

9.3 Provide Details of Mooring bollards and bitts

| Location | Identity No | Certificate Number | Size (mm) | SWL (tonnes) |
|---|---|---|---|---|
| Forecastle | 1 | BL-F01P | 350 | 51 |
| Forecastle | 2 | BL-F02S | 350 | 51 |
| Forecastle | 3 | BL-F03P | 500 | 64 |
| Forecastle | 4 | BL-F04S | 500 | 64 |
| Forecastle | 5 | BL-F05P | 450 | 51 |
| Forecastle | 6 | BL-F06S | 450 | 51 |
| Forecastle | 7 | BL-F07P | 450 | 51 |
| Forecastle | 8 | BL-F08S | 450 | 51 |
| Maindeck Forward (Port) | 9 | BL-D01P | 500 | 55 |
| Maindeck Forward (Stbd) | 10 | BL-D02S | 500 | 55 |
| Maindeck Forward (Port) | 11 | BL-D03P | 550 | 51 |

| | | | | |
|---|---|---|---|---|
| Poop Deck (Port) | 12 | BL-D04S | 550 | 51 |
| Maindeck Forward (Port) | 13 | BL-D05P | 315 | 25 |
| Maindeck Forward (Stbd) | 14 | BL-D06S | 315 | 25 |
| Maindeck Forward (Port) | 15 | BL-D07P | 315 | 25 |
| Maindeck Forward (Stbd) | 16 | BL-D08S | 315 | 25 |
| Maindeck Forward (Port) | 17 | BL-D09P | 400 | 51 |
| Maindeck Forward (Stbd) | 18 | BL-D10S | 400 | 51 |
| Maindeck Forward (Port) | 19 | BL-D11P | 550 | 51 |
| Maindeck Forward (Stbd) | 20 | BL-D12S | 550 | 51 |
| Maindeck Forward (Port) | 21 | BL-D13P | 400 | 51 |
| Maindeck Forward (Stbd) | 22 | BL-D14S | 400 | 51 |
| Maindeck Forward (Port) | 23 | BL-D15P | 400 | 51 |
| Maindeck Forward (Stbd) | 24 | BL-D16S | 400 | 51 |
| Poop Deck (Port) | 25 | BL-E01P | 500 | 64 |
| Poop Deck (Stbd) | 26 | BL-E02S | 500 | 90 |
| Poop Deck (Port) | 27 | BL-E03P | 450 | 64 |
| Poop Deck (Stbd) | 28 | BL-E04S | 450 | 64 |
| Poop Deck (Port) | 29 | BL-N01P | 450 | 64 |
| Poop Deck (Stbd) | 30 | BL-N02S | 450 | 64 |
| Poop Deck (Port) | 31 | BL-N03P | 500 | 90 |
| Poop Deck (Stbd) | 32 | BL-N04S | 500 | 90 |

9.4 **Provide details of Mooring Fairleads/Chocks**

| Type | Location | Identity No | Certificate | Size (mm) | SWL (tonnes) | Modifications | If yes, are modifications class approved? |
|---|---|---|---|---|---|---|---|
| Panama type | Forecastle | 1 | PC-F01P | 400 | 90 | No | |
| Closed chock | Forecastle | 10 | CC-F06S | 400 | 51 | No | |
| Closed chock | Forecastle | 11 | CC-F07P | 400 | 51 | No | |
| Closed chock | Forecastle | 12 | CC-F08S | 400 | 51 | No | |
| Closed chock | Forecastle | 13 | BC-F01P | 600 | 204 | No | |
| Panama type | Maindeck Forward (Port) | 14 | PC-D01P | 400 | 90 | No | |
| Panama type | Maindeck Forward (Stbd) | 15 | PC-D02S | 400 | 90 | No | |
| Closed chock | Maindeck Forward (Port) | 16 | CC-D01P | 400 | 51 | No | |
| Closed chock | Maindeck Forward (Stbd) | 17 | CC-D02S | 400 | 51 | No | |
| Panama type | Forecastle | 2 | PC-F02S | 400 | 90 | No | |
| Panama type | Forecastle | 3 | PC-F03P | 360 | 64 | No | |
| Panama type | Forecastle | 4 | PC-F04S | 360 | 64 | No | |
| Closed chock | Forecastle | 5 | CC-F01P | 400 | 51 | No | |
| Closed chock | Forecastle | 6 | CC-F02S | 400 | 51 | No | |
| Closed chock | Forecastle | 7 | CC-F03P | 400 | 64 | No | |
| Closed chock | Forecastle | 8 | CC-F04S | 400 | 64 | No | |
| Closed chock | Forecastle | 9 | CC-F05P | 400 | 51 | No | |
| Closed chock | Maindeck Forward (Port) | 18 | CC-D03P | 400 | 51 | No | |
| Closed chock | Maindeck Forward (Stbd) | 19 | CC-D04S | 400 | 51 | No | |
| Closed chock | Maindeck Forward (Port) | 20 | CC-D05P | 500 | 51 | No | |
| Closed chock | Maindeck Forward (Stbd) | 21 | CC-D06S | 500 | 51 | No | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Closed chock | Maindeck Forward (Port) | 22 | CC-D07P | 400 | 25 | No | |
| Closed chock | Maindeck Forward (Stbd) | 23 | CC-D08S | 400 | 25 | No | |
| Closed chock | Maindeck Forward (Port) | 24 | CC-D09P | 400 | 25 | No | |
| Closed chock | Maindeck Forward (Stbd) | 25 | CC-D10S | 400 | 25 | No | |
| Closed chock | Maindeck Forward (Port) | 26 | CC-D11P | 400 | 51 | No | |
| Closed chock | Maindeck Forward (Stbd) | 27 | CC-D12S | 400 | 51 | No | |
| Closed chock | Maindeck Forward (Port) | 28 | CC-D13P | 400 | 51 | No | |
| Closed chock | Maindeck Forward (Stbd) | 29 | CC-D14S | 400 | 51 | No | |
| Closed chock | Maindeck Forward (Port) | 30 | CC-D15P | 400 | 51 | No | |
| Closed chock | Maindeck Forward (Stbd) | 31 | CC-D16S | 400 | 51 | No | |
| Closed chock | Maindeck Forward (Port) | 32 | CC-D17P | 400 | 51 | No | |
| Closed chock | Maindeck Forward (Stbd) | 33 | CC-D18S | 400 | 51 | No | |
| Closed chock | Maindeck Forward (Port) | 34 | CC-D19P | 400 | 51 | No | |
| Closed chock | Maindeck Forward (Stbd) | 35 | CC-D20S | 400 | 51 | No | |
| Closed chock | Maindeck Forward (Port) | 36 | CC-D21P | 400 | 51 | No | |
| Closed chock | Maindeck Forward (Stbd) | 37 | CC-D22S | 400 | 51 | No | |
| Closed chock | Maindeck Forward (Port) | 38 | CC-D23P | 400 | 51 | No | |
| Closed chock | Poop Deck (Stbd) | 39 | CC-D24S | 400 | 15 | No | |
| Closed chock | Maindeck Forward (Port) | 40 | CC-D25P | 400 | 51 | No | |
| Closed chock | Maindeck Forward (Stbd) | 41 | CC-D26S | 400 | 51 | No | |
| Panama type | Poop Deck (Port) | 42 | CC-E01P | 400 | 90 | No | |
| Panama type | Poop Deck (Stbd) | 43 | CC-E02S | 400 | 90 | No | |
| Panama type | Poop Deck (Port) | 44 | CC-E03P | 360 | 64 | No | |
| Panama type | Poop Deck (Stbd) | 45 | CC-E04S | 360 | 64 | No | |
| Panama type | Poop Deck (Port) | 46 | CC-N01P | 400 | 90 | No | |
| Panama type | Poop Deck (Stbd) | 47 | CC-N02S | 400 | 90 | No | |
| Closed chock | Poop Deck (Port) | 48 | CC-N03P | 400 | 51 | No | |
| Closed chock | Poop Deck (Stbd) | 49 | CC-N04S | 400 | 51 | No | |
| Closed chock | Poop Deck (Port) | 50 | CC-N05P | 400 | 51 | No | |
| Closed chock | Poop Deck (Stbd) | 51 | CC-N06S | 400 | 51 | No | |
| Closed chock | Poop Deck (Port) | 52 | CC-N07P | 400 | 64 | No | |
| Closed chock | Poop Deck (Stbd) | 53 | CC-N08S | 400 | 64 | No | |
| Closed chock | Poop Deck (Port) | 54 | FS-N01P | 600 | 102 | No | |

**Anchors/Emergency Towing System**

| | | | |
|---|---|---|---|
| 9.5 | Number of shackles on port/starboard cable: | 11/12 | |
| 9.6 | Type/SWL of Emergency Towing system forward: | On Deck Type | 204 Metric Tonnes |
| 9.7 | Type/SWL of Emergency Towing system aft: | On Deck Type | 102 Metric Tonnes |
| 9.8 | What is size of closed chock and/or fairleads of enclosed type on stern | | 1160 x 504 |

**Escort Tug**

| | | |
|---|---|---|
| 9.9 | What is SWL of closed chock and/or fairleads of enclosed type on stern: | 102 Metric Tonnes |
| 9.10 | What is SWL of bollard on poop deck suitable for escort tug: | 102 Metric Tonnes |
| **Lifting Equipment/Gangway** | | |
| 9.11 | Derrick/Crane description (Number, SWL and location): | Cranes: 1 x 5 Tonnes<br>Hose Crane- Main Deck Center, on top of Deck House. SWL= 5.0 t Aft provision crane, starboard side at Navigational Deck, SWL = 4.0 t |
| 9.12 | Accommodation ladder direction: | Aft |
| 9.13 | Does vessel have a portable gangway? If yes, state length: | Yes, 16.10 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)':? | No |
| 9.15 | If fitted, how many chain stoppers: | 1 |
| 9.16 | Details of Bow chain stoppers: | |

| Location/Number of Bow Chain Stopper | Type | Operation | SWL | Min Size of Chain | Max size of Chain |
|---|---|---|---|---|---|
| Port | Tongue | Manual | 204 | 456mmx273.6mm | 619mmx(330-304)mm |

| | | |
|---|---|---|
| 9.17 | Distance between the bow fairlead and chain stopper/bracket: | 3.60 Metres |
| 9.18 | 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: | 15.00 Knots (WSNP) | 12.50 Knots (WSNP) |
| | Laden speed: | 15.00 Knots (WSNP) | 12.00 Knots (WSNP) |
| 10.2 | What type of fuel is used for main propulsion? If other, then specify | Other (specify) (VLSFO & LSMGO), | |
| | What type of fuel is used for generating plant | VLSFO & LSMGO | |
| 10.3 | Bunker Tank Capacities: | | |

| Tank Name | Bunker Type | Tank Type | Capacity | Max Pressure |
|---|---|---|---|---|
| NO.1 HFO PORT | HFO | Main Bunker Tank | 228.4 | 0.0 |
| NO.2 HFO PORT | HFO | Main Bunker Tank | 287 | 0.0 |
| NO.1 HFO STBD | HFO | Main Bunker Tank | 441 | 0.0 |
| NO.2 HFO STBD | HFO | Main Bunker Tank | 383.4 | 0.0 |
| MDO/MGO STOR.TK PORT | MDO | Main Bunker Tank | 159.3 | 0.0 |
| MDO/MGO STOR.TK STBD | MDO | Main Bunker Tank | 159.3 | 0.0 |
| NO.1 HFO SETT TK | HFO | Settling Tank | 39.2 | 0.0 |
| NO.2 HFO SETT TK | HFO | Settling Tank | 39.2 | 0.0 |
| NO.1 HFO SERV.TK | HFO | Service Tank | 39.2 | 0.0 |
| NO.2 HFO SERV.TK | HFO | Service Tank | 39.2 | 0.0 |
| NO.1 MDO/MGO SERV.TK | MDO | Service Tank | 20.6 | 0.0 |
| NO.2 MDO/MGO SERV.TK | MDO | Service Tank | 19.9 | 0.0 |

| | | | | |
|---|---|---|---|---|
| | 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 | 7,860 Kilowatt | HYUNDAI -MAN B&W,6S50ME-B-9.3 |
| | Aux engine: | 3 | 1,320 Kilowatt | HYUNDAI HIMSEN 6H21/32 |
| | Power packs: | | | |
| | Boilers: | 1 | 3.50 Metric Tonnes/Hour | ALFA LAVAL AALBORG |

| | | |
|---|---|---|
| **Bow/Stern Thruster** | | |
| 10.6 | What is brake horse power of bow thruster (if fitted): | N/A, |
| 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: | Yes, 7.37 |
| | If No then provide reason: | |
| | Is the EEDI rating verified by Class, 3rd Party or Owner? | Class |
| 10.9 | Does the vessel have an EEXI Rating number? If yes then provide EEXI rating | Yes, 7.24 |
| | If No then provide reason: | |
| | Is the EEXI rating verified by Class, 3rd Party or Owner? | Class |
| 10.10 | Does the vessel have a CII Rating number? If yes then provide CII rating: | Yes, A |
| | If No then provide reason | |
| | Is the CII rating verified by Class, 3rd Party or Owner? | Class |
| 10.11 | Does the vessel have an EIV Rating number? If yes then provide EIV rating | No, |
| | 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 II |
| | 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...) | Alternative fuel |
| | If other, then specify | |
| **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? | |

| | | |
|---|---|---|
| **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: | 5.00 Metres |
| 11.3 | Date/place of last STS operation: | 20-Nov-2025 OPL Laconia, Greece |
| 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 Voyage Cargo tank : P-P-P // Marcus Hook - OPL Laconia Bay, Greece<br><br>2nd Last Voyage: Cargo tanks: P-B-B // Targa, Houston, Tx - Jorf Lasfar, Morocco + Tanger Med, Morocco<br><br>3rd last Voyage: Cargo tanks: B-B-B // GEOGAS, Freeport Tx- off Dakar, Senegal |
| 12.2 | Has ship been involved in a pollution, grounding, collision or allision incident during the past 12 months? If yes, provide details:<br>No | |

| | | |
|---|---|---|
| 12.3 | Date and place of last Port State Control inspection: | May 30, 2025, Houston, Texas |
| 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)*:<br>* *"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.* | ENOC, P66, Equinor, Maxcom, Total |
| 12.6 | Date/Place last SIRE inspection: | Oct 16, 2025 / Jorf Lasfar, Morocco |
| 12.6.1 | Date/Place last CDI inspection: | May 30, 2025 / Houston, USA |
| 12.7 | Additional information relating to features of the ship or operational characteristics: | The cargo tanks center bulkhead valves should be kept closed in order to assure the stability. Not more than 50% of the valves should be open at any one time if it used for leveling.<br>ESD System: Assembly unit in CCR.<br>ESD Pendent Maker: Flemming<br>Type : PTB 00 ATEX 1002 |