



INTERTANKO TANKER CHARTERING QUESTIONNAIRE 88

Version 4

| | | | |
|------------------------------|---|--|---------------------|
| 1. VESSEL DESCRIPTION | | | |
| 1.1 | Date updated: | November 28 , 2016 | |
| 1.2 | Vessel's name (IMO number): | M/T ULAYA (9439321) | |
| 1.3 | Vessel's previous name(s) and date(s) of change: | RED OAK (October 31, 2016) | |
| 1.4 | Date delivered / Builder (where built): | Feb 06, 2009 / 21 Century Shipyard | |
| 1.5 | Flag / Port of Registry: | THAILAND / BANGKOK | |
| 1.6 | Call sign / MMSI: / Official no. | HSB 5769 / 567 533 000 / 5900 03679 | |
| 1.7 | Vessel's contact details (satcom/fax/email etc.): | Tel: +66 61 419 5712 / +66 81 200 9709 FBB Tel : +870 773 246 222 Email: mtulaya.ama@gmail.com / mtulaya@hmcmail.com | |
| 1.8 | Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC): | Oil and Chemical Tanker | |
| 1.9 | Type of hull: | Double Hull | |
| Classification | | | |
| 1.10 | Classification society: | NK | |
| 1.11 | Class notation: | Oil/ Chemical Carrier, IMO Chemicals II and III, | |
| 1.12 | Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details: | No N/A | |
| 1.13 | If classification society changed, name of previous and date of change: | ABS , 10 November 2016 | |
| 1.14 | IMO type, if applicable: | 2 | |
| 1.15 | Does the vessel have ice class? If yes, state what level: | No, | |
| 1.16 | Date / place of last dry-dock: | Nov 10, 2016 / Laemchabang, Thailand | |
| 1.17 | Date next dry dock due / next annual survey due: | Feb, 2019 | Nov , 2017 |
| 1.18 | Date of last special survey / next special survey due: | Mar 27, 2014 | Feb 06, 2019 |
| 1.19 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | No, N/A | |
| 1.20 | Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date? | N/A | |
| Dimensions | | | |
| 1.21 | Length overall (LOA): | 128.60 Metres | |
| 1.22 | Length between perpendiculars (LBP): | 120.40 Metres | |
| 1.23 | Extreme breadth (Beam): | 20.40 Metres | |
| 1.24 | Moulded depth: | 11.50 Metres | |
| 1.25 | Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: | 41.00 Metres | 41 Metres |
| 1.26 | Bow to center manifold (BCM) / Stern to center manifold (SCM): | 60.80 Metres | 67.80 Metres |
| 1.27 | Distance bridge front to center of manifold: | 39.00 Metres | |
| 1.28 | Parallel body distances | Lightship | Normal Ballast |
| | Forward to mid-point manifold: | 21.00 Metres | 26.70 Metres |
| | Aft to mid-point manifold: | 26.00 Metres | 34.00 Metres |
| | Parallel body length: | 47 Metres | 60.70 Metres |
| 1.29 | FWA/TPC at summer draft: | 188.00 Millimetres | 21.00 Metric Tonnes |
| 1.30 | Constant (excluding fresh water): | | |
| 1.31 | What is the company guidelines for Under Keel Clearance (UKC) for this vessel? | 1. On transit from sea buoy to the berth or vice-versa: min UKC 1mtr. 2. Moored on the berth: UKC more than 0.5mtrs. 3. Open sea: min UKC of twice the maximum draft of the vessel after making allowances for increase in draft due the vessels movement in the prevailing sea conditions. 4. Coastal waters: min UKC of 3mtrs. after taking in to account increase in draft due to the vessel rolling and pitching. | |
| 1.32 | What is the max height of mast above waterline (air draft) | Full Mast | Collapsed Mast |



| | | | |
|--------------------------------|--|--|----------|
| | Lightship: | 38.504 Metres | 0 Metres |
| | Normal ballast: | 35.44 Metres | 0 Metres |
| | At loaded summer deadweight: | 32.286 Metres | 0 Metres |
| Tonnages | | | |
| 1.33 | Net Tonnage: | | 4,117.00 |
| 1.34 | Gross Tonnage / Reduced Gross Tonnage (if applicable): | 8,539.00 | 7,013 |
| 1.35 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | 8,991.24 | 7,217.61 |
| 1.36 | Panama Canal Net Tonnage (PCNT): | | 7,217.00 |
| Ownership and Operation | | | |
| 1.37 | Registered owner - Full style: | AMA MARINE PUBLIC CO.,LTD. 33/4 The 9 th Towers, Room # TNA02, 33 rd Floor, Tower A, Rama 9 Road, Huaykwang, Bangkok 10310 Tel: +66 2 001 2801-2 Fax: +66 2 001 2800 Telex: Not Applicable Email: operations@amamarine.co.th Company IMO#: 1716371 | |
| | Technical operator - Full style: | AMA MARINE PUBLIC CO.,LTD. 33/4 The 9 th Towers, Room # TNA02, 33 rd Floor, Tower A, Rama 9 Road, Huaykwang, Bangkok 10310 Tel: +66 2 001 2801-2 Fax: +66 2 001 2800 Telex: Not Applicable Email: technical@amamarine.co.th Web: www.amamarine.co.th Company IMO#: 1716371 | |
| 1.39 | Commercial operator - Full style: | | |
| 1.40 | Disponent owner - Full style: | | |

| 2. | CERTIFICATION | Issued | Last Annual | Expires |
|------|--|-------------|----------------|-------------|
| 2.1 | Safety Equipment Certificate (SEC): | 10 Nov 2016 | - | 09 Nov 2017 |
| 2.2 | Safety Radio Certificate (SRC): | 10 Nov 2016 | - | 09 Nov 2017 |
| 2.3 | Safety Construction Certificate (SCC): | 11 Nov 2016 | - | 10 Apr 2017 |
| 2.4 | International Loadline Certificate (ILC): | 11 Nov 2016 | - | 10 Apr 2017 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | 9 Nov 2016 | 9 Nov 2016 | 8 Nov 2021 |
| 2.6 | ISM Safety Management Certificate (SMC): | 9 Nov 2016 | 9 Nov 2016 | 8 May 2017 |
| 2.7 | Document of Compliance (DOC): | 11 Jul 2016 | NA | 10 Jul 2021 |
| 2.8 | USCG Certificate of Compliance (COC): | | NA | |
| 2.9 | Civil Liability Convention (CLC) 1992 Certificate: | 31 Oct 2016 | - | 20 Feb 2017 |
| 2.10 | Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate: | 31 Oct 2016 | | 20 Feb 2017 |
| 2.11 | Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate: | 8 Nov 2016 | Not Applicable | 7 May 2017 |
| 2.12 | U.S. Certificate of Financial Responsibility (COFR): | | NA | |
| 2.13 | Certificate of Class (COC): | 10 nov 2016 | 10 Nov 2016 | 9 Apr 2017 |
| 2.14 | International Sewage Pollution Prevention Certificate (ISPPC): | 9 Nov 2016 | 9 Nov 2016 | 8 Nov 2017 |
| 2.15 | Certificate of Fitness (COF): | 28 Nov 2016 | 9 Nov 2016 | 25 Nov 2017 |
| 2.16 | International Energy Efficiency Certificate (IEEC): | 9 Nov 2016 | 9 Nov 2016 | - |
| 2.17 | International Ship Security Certificate (ISSC): | 9 Nov 2016 | 9 Nov 2016 | 8 May 2017 |
| 2.18 | International Air Pollution Prevention Certificate (IAPPC): | 9 Nov 2016 | 9 Nov 2016 | 8 Nov 2017 |
| 2.19 | Maritime Labour Certificate (MLC): | 9 Nov 2016 | 9 Nov 2016 | 8 Nov 2017 |

Documentation



| | | |
|------|--|-----|
| 2.20 | Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract: | Yes |
| 2.21 | Does vessel have in place a Drug and Alcohol Policy complying with OCIMF guidelines for Control of Drugs and Alcohol Onboard Ship? | Yes |
| 2.22 | Is the ITF Special Agreement on board (if applicable)? | N/A |
| 2.23 | ITF Blue Card expiry date: | |

| | | |
|-----------|---|----------------|
| 3. | CREW | |
| 3.1 | Nationality of Master: | Thai |
| 3.2 | Number and Nationality of Officers: | 9 Thai |
| 3.3 | Number and Nationality of Crew: | 13Thai |
| 3.4 | What is the common working language onboard: | English & Thai |
| 3.5 | Do officers speak and understand English? | Yes |
| 3.6 | If Officers/Crew employed by a Manning Agency - Full style: | |

| | | |
|-----------|---|-----|
| 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: | |
| 4.3 | Oil Spill Response Organization (OSRO) - Full style: | |

| | | | | | |
|-----------|-----------------------------------|--|--|--|--|
| 5. | CARGO AND BALLAST HANDLING | | | | |
|-----------|-----------------------------------|--|--|--|--|

| | | | | | |
|----------------------------|--|--|--|--|--|
| Double Hull Vessels | | | | | |
|----------------------------|--|--|--|--|--|

| | | |
|-----|--|------------|
| 5.1 | Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated: | Yes, Solid |
|-----|--|------------|

| | | | | | |
|-----------------------------|--|--|--|--|--|
| Loadline Information | | | | | |
|-----------------------------|--|--|--|--|--|

| 5.2 | Loadline | Freeboard | Draft | Deadweight | Displacement |
|-----|---------------------------|--------------|--------------|--------------------------|--------------------------|
| | Summer: | 3.037 Metres | 8.714 Metres | 13,019.808 Metric Tonnes | 16,949.968 Metric Tonnes |
| | Winter: | 3.214 Metres | 8.533 Metres | 12,659.25 Metric Tonnes | 17,111.83 Metric Tonnes |
| | Tropical: | 2.86 Metres | 8.895 Metres | 13,500.53 Metric Tonnes | 17,953.11 Metric Tonnes |
| | Lightship: | 9.03 Metres | 2.496 Metres | Not Applicable | 4,452.58 Metric Tonnes |
| | Normal Ballast Condition: | 5.75 Metres | 5.776 Metres | 6,482.00 Metric Tonnes | 10,934.58 Metric Tonnes |

| | | |
|-----|--|-------------------|
| 5.3 | Does vessel have multiple SDWT? If yes, please provide all assigned loadlines: | No / 13,019.808mt |
|-----|--|-------------------|

| | | |
|------------------------------|--|--|
| Cargo Tank Capacities | | |
|------------------------------|--|--|

| | | |
|-----|---|----------------------|
| 5.4 | Number of cargo tanks and total cubic capacity (98%): | 13,393.98 Cu. Metres |
|-----|---|----------------------|

| | | |
|-----|---|--|
| 5.5 | Capacity (98%) of each natural segregation with double valve (specify tanks): | Seg#1: 927.252 m3 (Nr. 1 port) Seg#2: 928.025 m3 (Nr. 1 starboard) Seg#3: 1101.266 m3 (Nr. 2 port) Seg#4: 1100.573 m3 (Nr. 2 starboard) Seg#5: 1206.432 m3 (Nr. 3 port) Seg#6: 1206.887 m3 (Nr. 3 starboard) Seg#7: 1207.341 m3 (Nr. 4 port) Seg#8: 1206.796 m3 (Nr. 4 starboard) Seg#9: 1206.704 m3 (Nr. 5 port) Seg#10: 1206.614 m3 (Nr. 5 starboard) Seg#11: 1047.996 m3 (Nr. 6 port) Seg#12: 1048.086 m3 (Nr. 6 starboard) Seg#13: 343.583 m3 (Slop port) Seg#14: 343.411 m3 (Slop starboard) |
|-----|---|--|



| | | | |
|---|--|---------------------|--------------------------|
| 5.6 | Number of slop tanks and total cubic capacity (98%): | | 686.99 Cu. Metres |
| 5.7 | Specify segregations which slops tanks belong to and their capacity with double valve: | | |
| 5.8 | Residual/Retention oil tank(s) capacity (98%), if applicable: | | |
| 5.9 | Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT): | SBT | |
| SBT Vessels | | | |
| 5.10 | What is total SBT capacity and percentage of SDWT vessel can maintain? | 5,277.19 Cu. Metres | 57.62 % |
| 5.11 | Does vessel meet the requirements of MARPOL Annex I Reg 18.2: | Yes | |
| Cargo Handling and Pumping Systems | | | |
| 5.12 | How many grades/products can vessel load/discharge with double valve segregation: | | 14 |
| 5.13 | Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.: | Yes 98% | |
| 5.14 | Pumps | No. | Type |
| | Cargo Pumps: | 12 | Centrifugal |
| | | 2 | Centrifugal |
| | | 1 | Centrifugal |
| | Cargo Eductors: | 0 | |
| | Stripping: | 0 | |
| | Ballast Pumps: | 2 | Centrifugal |
| | Ballast Eductors: | | |
| 5.15 | Max loading rate for homogenous cargo per manifold connection: | | 1,200 Cu. Metres/Hour |
| 5.16 | Max loading rate for homogenous cargo loaded simultaneously through all manifolds: | | 1,920.00 Cu. Metres/Hour |
| 5.17 | How many cargo pumps can be run simultaneously at full capacity: | | 6 or 4 + 2 ballast pumps |
| Cargo Control Room | | | |
| 5.18 | Is ship fitted with a Cargo Control Room (CCR)? | | Yes |
| 5.19 | Can tank innage / ullage be read from the CCR? | | Yes |
| Gauging and Sampling | | | |
| 5.20 | Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6? | | Yes |
| 5.21 | What type of fixed closed tank gauging system is fitted: | | Radar |
| 5.22 | Number of portable gauging units (example- MMC) on board: | | 3 |
| 5.23 | Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial: | | Yes, All |
| 5.24 | Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations: | | Yes, |
| 5.25 | Is gauging system certified and calibrated? If no, specify which ones are not calibrated: | | Yes, |
| Vapor Emission Control System (VECS) | | | |
| 5.26 | Is a Vapour Emission Control System (VECS) fitted? | | Yes |
| 5.27 | Number/size of VECS manifolds (per side): | 1 | 200 Millimetres |
| 5.28 | Number / size / type of VECS reducers: | | |
| Venting | | | |
| 5.29 | State what type of venting system is fitted: | | PV valves |
| Cargo Manifolds and Reducers | | | |
| 5.30 | Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'? | | Yes |
| 5.31 | Total number / size of cargo manifold connections on each side: | | 12 / 150.00 Millimetres |
| 5.32 | What type of valves are fitted at manifold: | | Butterfly |
| 5.33 | What is the material/rating of the manifold: | | Stainless steel / |
| 5.34 | Does the vessel have a Common Line Manifold connection? If yes, describe: | | |
| 5.35 | Distance between cargo manifold centers: | | 700.00 Millimetres |
| 5.36 | Distance ships rail to manifold: | | 3,967.00 Millimetres |
| 5.37 | Distance manifold to ships side: | | 3,967.00 Millimetres |
| 5.38 | Top of rail to center of manifold: | | 1,100.00 Millimetres |
| 5.39 | Distance main deck to center of manifold: | | 2,086.00 Millimetres |
| 5.40 | Spill tank grating to center of manifold: | | 224.00 Millimetres |



| | | | |
|------|--|---|-------------|
| 5.41 | Manifold height above the waterline in normal ballast / at SDWT condition: | 8.71 Metres | 5.55 Metres |
| 5.42 | Number / size / type of reducers: | 1 x 300/250mm (12/10") 2 x 300/200mm (12/8") 3 x 250/150mm (10/6") 2 x 150/300mm (6/12") 2 x 150/200mm (6/8") ANSI | |
| 5.43 | Is vessel fitted with a stern manifold? If yes, state size: | Yes, 200.00 Millimetres | |

Heating

| | | | | |
|------|--|--------------------|----------------|----------|
| 5.44 | Cargo / slop tanks fitted with a cargo heating system? | Type | Coiled | Material |
| | Cargo Tanks: | Heat exchangers | | SS |
| | Slop Tanks: | | | |
| 5.45 | Maximum temperature cargo can be loaded / maintained: | 80.0 °C / 176.0 °F | 75 °C / 167 °F | |
| 5.46 | Minimum temperature cargo can be loaded / maintained: | | | |

Coating / Anodes

| | | | | | |
|------|----------------|--------|---------------------------------|----------------|--------|
| 5.47 | Tank Coating | Coated | Type | To What Extent | Anodes |
| | Cargo tanks: | Yes | Phenolic Epoxy, Sigma Phenguard | Whole Tank | No |
| | Ballast tanks: | Yes | Tar Epoxy | Whole Tank | Yes |
| | Slop tanks: | Yes | epoxy | Whole Tank | |

6. INERT GAS AND CRUDE OIL WASHING

| | | |
|-----|--|--------------|
| 6.1 | Is a Crude Oil Washing (COW) installation fitted / operational? | No / No |
| 6.2 | Is an Inert Gas System (IGS) fitted / operational? | Yes / Yes |
| 6.3 | Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: | IG Generator |

7. MOORING

| 7.1 | Wires (on drums) | No. | Diameter | Material | Length | Breaking Strength |
|-----|------------------|-----|-------------------|--------------------------|---------------------|---------------------|
| | Forecastle: | 0 | 0.00 Millimetres | Not Applicable | 0.00 Metres | 0.00 Metric Tonnes |
| | Main deck fwd: | 0 | 0.00 Millimetres | Not Applicable | 0.00 Metres | 0.00 Metric Tonnes |
| | Main deck aft: | 0 | 0.00 Millimetres | Not Applicable | 0.00 Metres | 0.00 Metric Tonnes |
| | Poop deck: | 0 | 0.00 Millimetres | Not Applicable | 0.00 Metres | 0.00 Metric Tonnes |
| 7.2 | Wire tails | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 0 | 0.00 Millimetres | Not Applicable | 0.00 Metres | 0.00 Metric Tonnes |
| | Main deck fwd: | 0 | 0.00 Millimetres | Not Applicable | 0.00 Metres | 0.00 Metric Tonnes |
| | Main deck aft: | 0 | 0.00 Millimetres | Not Applicable | 0.00 Metres | 0.00 Metric Tonnes |
| | Poop deck: | 0 | 0.00 Millimetres | Not Applicable | 0.00 Metres | 0.00 Metric Tonnes |
| 7.3 | Ropes (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 4 | 50.00 Millimetres | Polyester/Polyprop mixed | 200.00 Metres | 33.00 Metric Tonnes |
| | Main deck fwd: | 0 | 0.00 Millimetres | Not Applicable | 0.00 Metres | 0.00 Metric Tonnes |
| | Main deck aft: | 0 | | Not Applicable | 0.00 Metres | 0.00 Metric Tonnes |
| | Poop deck: | 4 | 50.00 Millimetres | Polyester/Polyprop mixed | 200.00 Metres | 33.00 Metric Tonnes |
| 7.4 | Other lines | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 3 | 40.00 Millimetres | PP MIXED TYPE | 220.00 Metres | 33.00 Metric Tonnes |
| | Main deck fwd: | 0 | 0.00 Millimetres | 0 | 0.00 Metres | 0.00 Metric Tonnes |
| | Main deck aft: | 0 | 0.00 Millimetres | Not Applicable | 0.00 Metres | 0.00 Metric Tonnes |
| | Poop deck: | 3 | 40.00 Millimetres | PP MIXED TYPE | 220.00 Metres | 33.00 Metric Tonnes |
| 7.5 | Winches | No. | No. Drums | Motive Power | Brake Capacity | Type of Brake |
| | Forecastle: | 2 | Double Drums | Hydraulic | 50.00 Metric Tonnes | |
| | Main deck fwd: | 0 | N/A | N/A | 0 Metric Tonnes | |



| | | | | | |
|--|---|---|--------------|--|-------------------------------------|
| | Main deck aft: | 0 | N/A | N/A | 0.00 Metric Tonnes |
| | Poop deck: | 2 | Double Drums | Hydraulic | 50.00 Metric Tonnes |
| 7.6 | Bitts, closed chocks/fairleads | | No. Bitts | SWL Bitts | No. Closed Chocks SWL Closed Chocks |
| | Forecastle: | | 4 | | |
| | Main deck fwd: | | 2 | | |
| | Main deck aft: | | 2 | | |
| | Poop deck: | | 9 | | |
| Anchors/Emergency Towing System | | | | | |
| 7.7 | Number of shackles on port / starboard cable: | | | | 10 / 10 |
| 7.8 | Type / SWL of Emergency Towing system forward: | | | Ch. stopper | 100 Metric Tonnes |
| 7.9 | Type / SWL of Emergency Towing system aft: | | | Not Applicable | 0 Metric Tonnes |
| Escort Tug | | | | | |
| 7.10 | What is size / SWL of closed chock and/or fairleads of enclosed type on stern: | | | Not Applicable | 33.00 Metric Tonnes |
| 7.11 | What is SWL of bollard on poop deck suitable for escort tug: | | | | 33.00 Metric Tonnes |
| Bow/Stern Thruster | | | | | |
| 7.12 | What is brake horse power of bow thruster (if fitted): | | | Yes, 580.00 bhp | |
| 7.13 | What is brake horse power of stern thruster (if fitted): | | | , | |
| Single Point Mooring (SPM) Equipment | | | | | |
| 7.14 | 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 |
| 7.15 | If fitted, how many chain stoppers: | | | 1 | |
| 7.16 | State type / SWL of chain stopper(s): | | | Tongue | 100.00 Metric Tonnes |
| 7.17 | What is the maximum size chain diameter the bow stopper(s) can handle: | | | | 54.00 Millimetres |
| 7.18 | Distance between the bow fairlead and chain stopper/bracket: | | | | 2,676.00 Millimetres |
| 7.19 | Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size: | | | Yes Not Applicable | |
| Lifting Equipment | | | | | |
| 7.20 | Derrick / Crane description (Number, SWL and location): | | | Derricks: 0.00 Tonnes, Cranes: 1 x 10.00 Tonnes Midship | |
| 7.21 | What is maximum outreach of cranes / derricks outboard of the ship's side: | | | | 5.20 Metres |
| Ship To Ship Transfer (STS) / Helicopter Operations | | | | | |
| 7.22 | Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquefied Gas, as applicable)? | | | | Yes |
| 7.23 | Can the ship comply with the ICS Helicopter Guidelines? If Yes, state whether winching or landing area provided and diameter of the circle provided: | | | N/A, | |

| | | | | | |
|---------------|---|----|--|--|-----------|
| 8. | MISCELLANEOUS | | | | |
| Engine | | | | | |
| 8.1 | Speed | | | Maximum | Economic |
| | Ballast speed: | | | | |
| | Laden speed: | | | | |
| 8.2 | What type of fuel is used for main propulsion / generating plant: | | | IFO 380 | HFO |
| 8.3 | Type / Capacity of bunker tanks: | | | Fuel Oil: 674.225 Cu. Metres Diesel Oil: 76.821 Cu. Metres Gas Oil: 0 Cu. Metres | |
| 8.4 | Is vessel fitted with fixed or controllable pitch propeller(s): | | | Fixed | |
| 8.5 | Engines | No | | Capacity | Make/Type |
| | Main engine: | | | | |
| | Aux engine: | 3 | | | |
| | Power packs: | | | | |
| | Boilers: | 1 | | 12.00 Metric Tonnes/Hour | |



| Emissions | | | |
|----------------------------|--|---|--------------|
| 8.6 | Main engine IMO NOx emission standard: | | |
| 8.7 | Energy Efficiency Design Index (EEDI) rating number: | | NA |
| Insurance | | | |
| 8.8 | P & I Club - Full Style: | SKULD Assuranceforeningen SKULD (Gjensidig), P.O. Box, 1376 Vika, N-0114 Oslo, Norway, and SKULD Mutual Protection and Indemnity Association (Bermuda) Ltd Email : N/A | |
| 8.9 | P & I Club pollution liability coverage / expiration date: | 500,000,000 US\$ | Feb 20, 2017 |
| 8.10 | Hull & Machinery insured by - Full Style: | Dhipaya Insurance Public Company Limited | |
| 8.11 | Hull & Machinery insured value / expiration date: | 325,000,000 BHT | 6 Oct 2017 |
| Recent Operational History | | | |
| 8.12 | Date and place of last Port State Control inspection: | Aug 04, 2016 / Bangkok, Thailand | |
| 8.13 | Any outstanding deficiencies as reported by any Port State Control? If yes, provide details: | No No deficiencies | |
| 8.14 | Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description: | Pollution: No, Not Applicable Grounding: No, Not Applicable Casualty: No, Not applicable Collision: No, Not Applicable | |
| 8.15 | Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last): | 1st. Singapore to Bangkok – U91 R 2nd. Singapore to Bangkok – U95 3rd. Singapore to Sapangar Bay- Jet.U95,AGO | |
| 8.16 | Date/place of last STS operation: | | |
| Vetting | | | |
| 8.17 | Date of last SIRE inspection: | Jul 15, 2016 | |
| 8.18 | Date of last CDI inspection: | Jul 09, 2015 | |
| 8.19 | 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> | | |
| Additional Information | | | |
| 8.20 | Additional information relating to features of the ship or operational characteristics: | NA | |

Rev 2015 ([INTERTANKO](http://www.intertanko.com) / [Q88.com](http://www.q88.com))

Form completed on <http://www.q88.com/integration.aspx> Please email support@q88.com an updated copy if this is not the latest version.