INTERTANKO Chartering Questionnaire 88 – Oil and Chemical Cariant Version 6 February 2024

| | | | |
|---|---|---|---|
| **1** | **GENERAL INFORMATION** | | |
| 1.1 | Date updated: | | |
| 1.2 | Vessel's name (IMO number): | DING HENG 20 | 9934412 |
| 1.2b | Is the vessel owner/manager a member of INTERTANKO? If yes, please provide IMO number of the Member organization | NO | N/A |
| 1.3 | Vessel's previous name(s) and date(s) of change: | N/A | |
| 1.4 | Date delivered/Builder (where built): | 06/15/2022 | WUHU SHIPYARD CO.，LTD. |
| 1.5 | Flag/Port of Registry: | CHINA | SHANG HAI |
| 1.6 | Call sign/MMSI: | BOXF7 | 413319660 |
| 1.7 | Vessel's contact details (satcom/fax/email etc.): | MB: +86 13817460663<br>VOIP: 17499950732, 17499950733<br>FBB: +87077306270<br>Email: dingheng20@dh.bjles.net | |
| 1.8 | Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC): | OIL TANK/CHEMICAL | |
| 1.8a | If other type of vessel, please specify: | | |
| 1.9 | Type of hull: | DOUBLE HULL | |
| **Ownership and Operation** | | | |
| 1.10 | Registered owner - Full style:<br>IMO Number | ZHEJIANG ZHESHANG FINANCIAL LEASING CO.,LTD ROOM 202-55.TIANREN BUILDING, N0188 LIYI ROAD, NINGWEI STREET, XIAOSHAN DISTRICT, HANGZHOU, ZHEJIANG PROVICE | |
| 1.11 | Technical operator - Full style: | SHANGHAI DINGHENG SHIPPING TECHNOLOGY CO.,LTD<br>Registered address: Room 033, Area A, Building 10, No.199 Changjian Road, Baoshan District, Shanghai.<br>Operation address: Room 501,Building A, No.1, Lane 2889 Jin Ke Road, Shanghai, 201203, CHINA.<br>Tel: +86 21 61057390<br>Email: dhsh@dinghengshipping.com | |
| 1.12 | Commercial operator - Full style: | Rederiet mh Simonsen Aps<br>Christiansmindevej 76, 5700 Svendborg Denmark<br>Tel: +45 6220 2033<br>Fax: +45 6220 1033<br>Telex: 0<br>Email: sc@simchart.com<br>Web: www.simchart.com | |
| 1.13 | Disponent owner - Full style: | Rederiet mh Simonsen Aps<br>Christiansmindevej 76, 5700 Svendborg Denmark<br>Tel: +45 6220 2033<br>Fax: +45 6220 1033<br>Email: sc@simchart.com<br>Web: www.simchart.com | |
| **Insurance** | | | |
| 1.14 | P & I Club - Full Style: | THE WEST OF ENGLAND SHIP OWNERS MUTUAL INSURANCE ASSOCIATION (LUXEMBOURG) | |
| 1.15 | P & I Club pollution liability coverage/expiration date: | 1,000,000,000.00 USD | |
| 1.16 | Hull & Machinery insured by - Full Style:<br>(Specify broker or leading underwriter) | CHINA SHIPOWNER SMUTUALASSURANCEA SSOCIATION | |
| 1.17 | Hull & Machinery insured value/expiration date: | 14,538,119.00 USD | |
| **Classification** | | | |
| 1.18 | Classification society: | CCS | |
| 1.18a | Is Classification Society an IACS member? | YES | |
| 1.19 | Class notation: | CSA Chemical/Oil Tanker, Double Hull;F.P. ≤ 60°C; Type 2; Max. Cargo Density ( 1.25 t/m3); Max. Pressure 0.025 MPa; Max. Cargo Temperature 80 °C; Stainless Steel; PSPC(B); Ice Class B; i-Ship(N,M,E,I); Loading Computer (S, I, D); ESP; In-Water Survey<br>CSM AUT-0; VCS; SCM; CLEAN; BWMP; BWMS | |
| 1.20 | Does the vessel have any open conditions of Class? If yes List all open conditions | (N/A)<br>(N/A) | |
| 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: | | |
| 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: | N/A | |

**Dimensions**

| | | | |
|---|---|---|---|
| 1.27 | Length overall (LOA): | 111.98 Meters | |
| 1.28 | Length between perpendiculars (LBP): | 109.58 Meters | |
| 1.29 | Extreme breadth (Beam): | 17.60 Meters | |
| 1.30 | Moulded depth: | 8.90 Meters | |
| 1.31 | Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: | 33.500 Meters | N/A Meters |
| 1.32 | Distance bridge front to center of manifold: | 28.60 Meters | |
| 1.33 | Bow to center manifold (BCM)/Stern to center manifold (SCM): | 56.08 Meters | 55.90 Meters |

| | | | | |
|---|---|---|---|---|
| 1.34 | Parallel body distances | Lightship | Normal Ballast | Summer Dwt |
| | Forward to mid-point manifold: | 8.40 Meters | 9.80 Meters | 12.60 Meters |
| | Aft to mid-point manifold: | 12.60 Meters | 20.30 Meters | 27.30 Meters |
| | Parallel body length: | 21.00 Meters | 30.10 Meters | 39.90 Meters |

**Tonnages**

| | | | |
|---|---|---|---|
| 1.35 | Net Tonnage: | 2,140.00 MT | |
| 1.36 | Gross Tonnage/Reduced Gross Tonnage (if applicable): | 4,605.00 MT | N/A |
| 1.37 | Suez Canal Tonnage - Gross (SCGT)/Net (SCNT): | 5,110.30 MT | 3,926.24 MT |
| 1.38 | Is vessel fitted for transit of Panama canal? Panama Canal Net Tonnage (PCNT): | | MT |

**Loadline Information**

| | | | | | |
|---|---|---|---|---|---|
| 1.39 | Loadline | Freeboard | Draft | Deadweight | Displacement |
| | Summer: | 2.110 Meters | 6.790 Meters | 6,886.40 MT | 9,544.00 MT |
| | Winter: | 2.252 Meters | 6.648 Meters | 6,653.50 MT | 9,311.10 MT |
| | Tropical: | 1.968 Meters | 6.932 Meters | 7,119.90 MT | 9,777.50 MT |
| | Normal loaded condition: | 2.110 Meters | 6.790 Meters | 6,886.40 MT | 9,544.00 MT |
| | Lightship: | 6.690 Meters | 2.210 Meters | MT | 2,657.60 MT |
| | Normal Ballast Condition: | 5.361 Meters | 3.539 Meters | 1,873.40 MT | 4,531.00 MT |
| | Segregated Ballast Condition: | 4.620 Meters | 4.280 Meters | 2,984.80 MT | 5,642.40 MT |
| 1.40 | FWA/TPC at summer draft: | | | 145.00 mm | 16.42 MT |
| 1.41 | Have multiple deadweights been assigned? If yes, list all assigned deadweights: | | | null null | |
| 1.42 | Constant (excluding fresh water): | | | | 50.00 MT |
| 1.43 | What is the company guidelines for Under Keel Clearance (UKC) for this vessel? | SQM-04 Shipboard Operational Manual: 1. The Under Keel Clearance of the ship in open water: 2M or not less than 20% of the maximum draught, taking the large value, and considering the impact of the surge to the water depth to properly increase the depth of the rich water. 2. The ship is at the coast or in a narrow waterway: 1M or not less than 15% of the maximum draught, with a large value.In the port: 0.5M or not less than 2% ofthe breadth ofthe ship, whichever is greater. The minimum depth of the ship at anchor or mooring: 0.3M or not less than 1.5% of the breadth of the ship, whichever is greater. 3. If the Under Keel Clearance regulation and the company's requirements do not meet the company's requirements, thecaptain shall conduct risk assessment and report to the company's Ship Management Department. | | | |
| 1.44 | What is the max height of mast above waterline (air draft) | | | Full Mast | Collapsed Mast |
| | Summer deadweight: | | | 26.710 Meters | Meters |
| | Normal ballast: | | | 29.961 Meters | Meters |
| | Lightship: | | | 31.290 Meters | 2.210 Meters |

| 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 | Minimum Safe Manning Certificate (MSM) | | | | |
| 2.9 | ISM Safety Management Certificate (SMC): | | | | |
| 2.10 | Document of Compliance (DOC): | | | | |
| 2.11 | USCG Certificate of Compliance (USCGCOC): | | | | |
| 2.12 | Civil Liability Convention (CLC) 1992 Certificate: | | | | |
| 2.13 | Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate: | | | | |
| 2.14 | Liability for the Removal of Wrecks Certificate (WRC): | | | | |
| 2.15 | U.S. Certificate of Financial Responsibility (COFR): | | | | |
| 2.16 | Certificate of Class (COC): | | | | |
| 2.17 | Certificate of Registry (COR) | | | | |
| 2.18 | International Sewage Pollution Prevention Certificate (ISPPC) | | | | |
| 2.19 | Certificate of Fitness (COF): | | | | |
| 2.20 | International Energy Efficiency Certificate (IEEC): | | | | |
| 2.21 | International Air Pollution Prevention Certificate (IAPPC): | | | | |
| 2.22 | Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) | | | | |
| 2.23 | Does the vessel have an International Ballast Water Management Certificate? If no, then describehow 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)? | | | NO | |
| 2.27 | ITF Blue Card expiry date (if applicable): | | | N/A | |
| | | | | | |
| **3** | **CREW** | | | | |
| 3.1 | Nationality of Master: | | P.R CHINA | | |
| 3.2 | Number and nationality of Officers: | | 8 | P.R CHINA | |
| 3.3 | Number and nationality of Crew: | | 14 | P.R CHINA | |
| 3.4 | What is the common working language onboard: | | CHINESES+ENGLISH | | |
| 3.5 | Do officers speak and understand English? | | YES | | |
| 3.6 | If Officers/ratings employed by amanning agency - Full style: | Officers: | Officers:<br>SHANGHAI DINGHENG SHIPPING TECHNOLOGY CO., LTD<br>Room 501, Building A, No.1, Lane 2889 Jin Ke Road, Shanghai, P.R. China, 201203 Tel: +86-21-61057390<br>Fax: +86-21-61057385<br>Email: manning@dinghengshipping.com | | |
| | | Ratings: | Ratings:<br>SHANGHAI DINGHENG SHIPPING TECHNOLOGY CO., LTD<br>Room 501, Building A, No.1, Lane 2889 Jin Ke Road, Shanghai, P.R. China, 201203 Tel: +86-21-61057390<br>Fax: +86-21-61057385<br>Email: manning@dinghengshipping.com | | |
| | | | | | |
| **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? | | | NO | |
| 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: | N/A |

| | | |
|---|---|---|
| **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>IMO Resolution A.741 (18) |
| 5.2 | Can the ship comply with the ICS Helicopter Guidelines? | No |
| 5.2.1 | If Yes, state whether winching or landing area provided: | N/A<br>N/A |
| 5.2.2 | If Yes, what is the diameter of the circle provided: | N/A<br>N/A |

**6 COATING/ANODES**

Cargo Tank Coating

6.1

| Tank identification (1-50) | Tank identification (P,S,C) | Tank Type | Cargo tank construction | Cargo tanks coated? | Type of coating | Extend of coating | Condition of coating | Date when tank was coated | Date of last coating inspection by ship staff | Frequency of inspection |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | P | 2G | SS | YES | SS | Full Tank | Good | | | Annual |
| 1 | S | 2G | SS | YES | SS | Full Tank | Good | | | Annual |
| 2 | P | 2G | SS | YES | SS | Full Tank | Good | | | Annual |
| 2 | S | 2G | SS | YES | SS | Full Tank | Good | | | Annual |
| 3 | P | 2G | SS | YES | SS | Full Tank | Good | | | Annual |
| 3 | S | 2G | SS | YES | SS | Full Tank | Good | | | Annual |
| 4 | P | 2G | SS | YES | SS | Full Tank | Good | | | Annual |
| 4 | S | 2G | SS | YES | SS | Full Tank | Good | | | Annual |
| 5 | P | 2G | SS | YES | SS | Full Tank | Good | | | Annual |
| 5 | S | 2G | SS | YES | SS | Full Tank | Good | | | Annual |
| 6 | P | 2G | SS | YES | SS | Full Tank | Good | | | Annual |
| 6 | S | 2G | SS | YES | SS | Full Tank | Good | | | Annual |
| 7 | P | 2G | SS | YES | SS | Full Tank | Good | | | Annual |
| 7 | S | 2G | SS | YES | SS | Full Tank | Good | | | Annual |
| | | | | | | | | | | |

| | | |
|---|---|---|
| 6.1a | Are anodes fitted to the cargo tanks? | NO |

Ballast Tank Coating

6.2

| Ballast Tank identification | Are ballast tanks coated? | If yes, specify type of coating | If yes, specify to what extent | What is the condition of the ballast tank coating? | Specify date when tank was coated. | Date of last coating inspection by competent person | Frequency of Inspection |
|---|---|---|---|---|---|---|---|
| Fore Peak Tank | YES | Epoxy | Full Tank | Good | | | Annual |
| 1P | YES | Epoxy | Full Tank | Good | | | Annual |
| 1S | YES | Epoxy | Full Tank | Good | | | Annual |
| 2P | YES | Epoxy | Full Tank | Good | | | Annual |
| 2S | YES | Epoxy | Full Tank | Good | | | Annual |
| 3P | YES | Epoxy | Full Tank | Good | | | Annual |
| 3S | YES | Epoxy | Full Tank | Good | | | Annual |
| 4P | YES | Epoxy | Full Tank | Good | | | Annual |
| 4S | YES | Epoxy | Full Tank | Good | | | Annual |
| 5P | YES | Epoxy | Full Tank | Good | | | Annual |
| 5S | YES | Epoxy | Full Tank | Good | | | Annual |
| 6P | YES | Epoxy | Full Tank | Good | | | Annual |
| 6S | YES | Epoxy | Full Tank | Good | | | Annual |
| | | | | | | | |

| | | |
|---|---|---|
| 6.2a | Are anodes fitted to the ballast tanks? | YES |

**7 BALLAST**

Ballast Handling Data

7.1

| Number | Type-i.e. Screw, Centrifugal, Reciprocating, Other | Type ofprime mover -i.e. Stream, Electric, Hydraulic, Ohter | Capacity (Cu,m3/hr) | At what head? (Mtrs) |
|---|---|---|---|---|

| | | | | | |
|---|---|---|---|---|---|
| | 2 | Centrifugal | Electric | 200.00 | 30.00 |
| | 1 | ejector | Electric | 50.00 | 30.00 |
| | | | | | |

**Ballast Water Management System(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: | UV+Light/UV+Filter |
| 7.5 | Name of manufacturer of BWTS: | Shanghai Electric 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? | YES |

**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 |

**Tank Capacities**

Cargo Tank Capacities at 98% Full - Centre:

| Tank Number | Centre | Capacity @ 98%(Cu.Mtrs) |
|---|---|---|
| N/A | N/A | N/A |

Total Centre: Cu.M

Cargo Tank Capacities at 98% Full - Wing:

| Tank Number | Port/Stbd | Capacity @ 98%(Cu.Mtrs) |
|---|---|---|
| 1 | P | 369.903 m3 |
| 1 | S | 371.005 m3 |
| 2 | P | 558.200 m3 |
| 2 | S | 560.921 m3 |
| 3 | P | 652.003 m3 |
| 3 | S | 648.693 m3 |
| 4 | P | 163.204 m3 |
| 4 | S | 166.245 m3 |
| 5 | P | 665.263 m3 |
| 5 | S | 660.655 m3 |
| 6 | P | 658.594 m3 |
| 6 | S | 661.491 m3 |
| 7 | P | 681.919 m3 |
| 7 | S | 680.822 |

Total Wing: Deck Tank Capacities at 98%Full: Cu.M

Deck Tank Capacities at 98% Full:

| Deck Tank Number | Port/Centre/Stbd | Capacity @ 98%(Cu.Mtrs) |
|---|---|---|
| N/A | N/A | N/A |

Total Deck: Cu.M

| | | | |
|---|---|---|---|
| | Number of cargo tanks and total cubic capacity (98%): | 14 | 7,498.920 Cu.M |
| 8.2.1 | Capacity (98%) of each natural segregation with double valve (specify tanks): | Seg #1(1P&1S) 740.908 m3<br>Seg #2(2P&2S) 1119.121 m3<br>Seg #3(3P&3S) 1300.696 m3<br>Seg #4(4P&4S: SlopTank-W)329.449 m3<br>Seg #5 (5P) 665.263 m3<br>Seg #6 (5S) 660.655 m3<br>Seg #7(6P&6S) 1320.085 m3<br>Seg #8(7P&7S) 1362.741 m3 | |
| 8.2.2 | IMO class (Oil/Chemical Ship Type 1, 2 or 3): | Type 2 | |

Slops tank capacities (98%):

| Slop Tank Number | Port/Centre/Stbd | Capacity@98%(Cum.Mtrs) |
|---|---|---|
| 4 | P | 163.204 |
| 4 | S | 166.245 |

Total: 329.449 Cu.M

| | | | |
|---|---|---|---|
| **Cargo Handling and Pumping Systems** | | | |
| 8.4 | How many grades/products can vessel load/discharge with double valve segregation: | 8 | |
| 8.4.1 | State type of cargo containment (integral, independent, gravity or pressure tanks): | integral | |
| 8.5 | Are there any cargo tank filling restrictions? | Max. Cargo Density 1.25 t/m³, | |
| | If yes, specify number ofslack tanks, max s.g., ullage restrictions etc.: | Max. Cargo Density ( 1.25 t/m3);<br>Max. Pressure 0.025MPa;<br>Max. Cargo Temperature 80 °C | |
| 8.6 | Max loading rate for homogenous cargo | With VECS | Without VECS |
| | Loaded per manifold connection: | 370.80 Cu.M/Hr | 466.00 Cu.M/Hr |
| | Loaded simultaneously through all manifolds: | 2,389.60 Cu.M/Hr | 2,993.00 Cu.M/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? Ifno, specify which ones are not calibrated: | YES | |
| | | calibrated | |
| | 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? | Yes-independent HL/HHL alarm provided | |
| | | No-automatic closing of valves not provided. | |
| 8.9.2 | Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations: | YES | |
| | | Remote gauging and one ullage port each | |
| 8.10 | Number of portable gauging units (example- MMC) on board: | 2 | |
| **Vapor Emission Control System (VECS)** | | | |
| 8.11 | Is a Vapour Emission Control System (VECS) fitted? | YES | |
| | 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? | 2 | |
| | Does the ship possess Vapour Emission Control (VEC) Certification? If yes, state the issuing authority | YES;CCS | |
| 8.12 | Number/size of VECS manifolds (per side): | 2 | 150.00 mm |
| 8.13 | Number/size/type of VECS reducers: | 4,150mm-250mm(6"-10"),ANSI-SS<br>2,150mm-200mm(6"-8"),ANSI-SS | |
| **Venting** | | | |
| 8.14 | State what type of venting system is fitted: | Fixed, Individual tank high velocity venting/VAC Valves | |
| **Cargo Manifolds and Reducers** | | | |
| 8.15 | Total number/size of cargo manifold connections on each side: | NO. | Size |
| | | 2 x 150mm(6"),ANSI,SUS 316L;6 x 200mm(8"),ANSI,SUS 316L | |
| 8.15.1 | Is the vessel fitted with a fixed common line ? | YES | |
| | What is the number of common cargo connections per side? | 1 | |
| | What is the size of common cargo connections? | 200.00 mm | |
| 8.16 | What type of valves are fitted at manifold: | BUTTERFLY VALVE | |
| 8.17 | What is the material/rating of the manifold: | SUS 316L | ANSI |
| 8.18 | Distance between cargo manifold centers: | 560.00 mm | |
| 8.19 | Distance ships rail to manifold: | 3,940.00 mm | |
| 8.20 | Distance manifold to ships side: | 4,060.00 mm | |
| 8.21 | Top of rail to center of manifold: | 568.00 mm | |
| 8.22 | Distance main deck to center of manifold: | 2,080.00 mm | |
| 8.23 | Spill tank grating to center of manifold: | 930.00 mm | |
| 8.24 | Manifold height above the waterline in normal ballast/at SDWT condition: | 7.441 Meters | 4.190 Meter |
| 8.25 | Number/size/type of reducers: | Number | Size / Type |
| | | 4 | 8"-6" ANSI |
| | | 4 | 8"-4" ANSI |
| | | 4 | 8"-8" ANSI |

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| | | | | |
| 8.26 | Is vessel fitted with a stern manifold? If yes, state size: | N/A | | |

**Cargo Heating**

Provide details of Heating Coils/Heat Exchangers

| | Tank Identity | P/C/ S/ Deck tank/Other | Is tank heating provided by a heat exchanger? | Is the heat exchanger internal or external to the tank? | Does the tank have external heating ducts? | Does the tank have heating coils? | How many independent heating coil sets are fitted to the tank? | What is the height of the heating coils above the tank bottom? | What is the total heating surface area of the heating coils, per tank? | What is the ratio of the heating surface to the volume of the tank? | Are heating coils welded or coupled? | Material of heating coils | heating medium |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8.27 | 1 | P | NO | N/A | NO | YES | 2 | 150mm | 24.86 | 0.04 | welded | SS | Hot water |
| | 1 | S | NO | N/A | NO | YES | 2 | 150mm | 24.96 | 0.04 | welded | SS | Hot water |
| | 2 | P | NO | N/A | NO | YES | 2 | 150mm | 37.24 | 0.04 | welded | SS | Hot water |
| | 2 | S | NO | N/A | NO | YES | 2 | 150mm | 37.1 | 0.04 | welded | SS | Hot water |
| | 3 | P | NO | N/A | NO | YES | 2 | 150mm | 28.27 | 0.04 | welded | SS | Hot water |
| | 3 | S | NO | N/A | NO | YES | 2 | 150mm | 28.08 | 0.04 | welded | SS | Hot water |
| | 4 | P | NO | N/A | NO | YES | 2 | 150mm | 12.94 | 0.02 | welded | SS | Hot water |
| | 4 | S | NO | N/A | NO | YES | 2 | 150mm | 13.07 | 0.02 | welded | SS | Hot water |
| | 5 | P | NO | N/A | NO | YES | 2 | 150mm | 28.08 | 0.04 | welded | SS | Hot water |
| | 5 | S | NO | N/A | NO | YES | 2 | 150mm | 28.27 | 0.04 | welded | SS | Hot water |
| | 6 | P | NO | N/A | NO | YES | 2 | 150mm | 38.84 | 0.04 | welded | SS | Hot water |
| | 6 | S | NO | N/A | NO | YES | 2 | 150mm | 38.7 | 0.04 | welded | SS | Hot water |
| | 7 | P | NO | N/A | NO | YES | 2 | 150mm | 24.22 | 0.04 | welded | SS | Hot water |
| | 7 | S | NO | N/A | NO | YES | 2 | 150mm | 24.1 | 0.04 | welded | SS | Hot water |

| | | | |
|---|---|---|---|
| 8.27.1 | Is a Thermal Oil Heating system fitted? If yes, identify tanks? | NO | NIL |
| 8.28 | Maximum temperature cargo can be loaded/maintained: | 80.00 D. Celsius | 80.00 D. Celsius |
| 8.28.1 | Minimum temperature cargo can be loaded/maintained: | N/A | N/A |

**Inert Gas**

| | | | |
|---|---|---|---|
| 8.29 | Is an Inert Gas System (IGS) fitted/operational? | YES | YES |
| 8.29.1 | Is a Crude Oil Washing (COW) installation fitted/operational? | NO | N/A |
| 8.30 | Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: | nitrogen generator | |
| 8.30.1 | If nitrogen generator, specify the applicable flow rate for each of the designed purity modes: | 130 m3/hour @95% purity | |

**Cargo Pumps**

| | | |
|---|---|---|
| 8.31 | How many cargo pumps can be run simultaneously at full capacity: | 4 |

**Cargo Pump Data:**

| | Type | Prime Mover | Self-priming or draining | Capacity(m3/hr) | Max Normal Back Pressure | Max Back Pressure Head | Max RPM |
|---|---|---|---|---|---|---|---|
| 8.32 | Framo wdp 150 x12 | Electric | Self-priming | 250 | 6 | 110mlc | 2970 |
| | Framo wdp 100 x2 | Electric | Self-priming | 100 | 6 | 110mlc | 3150 |
| | WPP80 x 1(Portable Pump) | Electric | Self-priming | 70 | 6 | 70mlc | 4200 |
| | | | | | | | |

| | | | |
|---|---|---|---|
| 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: | 80.00 Cu.M/H | |
| 8.37 | Is a washing water heater fitted? If yes is it operational and state max washing water temperature: | Yes | |
| | | 80.00 Degrees Celsius | |
| 8.38 | What is the maximum number of machines that can be operated at their designed max pressure? | 8 | |
| **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 remotecargo 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: | Yes, | |
| | | 8000Cu.M/Hrs | |
| 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? | Yes | |

**9 MOORING**

Provide details for Mooring Ropes, Wires, Tails and Shackles

9.1

| Type | Location and identity | Material | Diameter / size (mm/tonnes) | Length (Mtrs/N/A) | 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 | Renewal 2 date | Status of line/tail | Condition of line/ tail |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ropes | Forecastle | Polyester/ Polypropylene | 60 | 200 | 24.2 | 30.3 | 24.2 | 12.1 | 2308102 | | | | In use | Suitable |
| Ropes | Forecastle | Polyester/ Polypropylene | 60 | 200 | 24.2 | 30.3 | 24.2 | 12.1 | 2308103 | | | | In use | Suitable |
| Ropes | Forecastle | Polyester/ Polypropylene | 60 | 200 | 24.2 | 30.3 | 24.2 | 12.1 | 2308104 | | | | In use | Suitable |
| Ropes | Forecastle | Polyester/ Polypropylene | 60 | 200 | 24.2 | 30.3 | 24.2 | 12.1 | 2406B722 | | | | In use | Suitable |
| Ropes | Poop Deck | Polyester/ Polypropylene | 60 | 200 | 24.2 | 30.3 | 24.2 | 12.1 | 2206A1041 | | | | In use | Suitable |
| Ropes | Poop Deck | Polyester/ Polypropylene | 60 | 200 | 24.2 | 30.3 | 24.2 | 12.1 | 2206A1042 | | | | In use | Suitable |
| Ropes | Poop Deck | Polyester/ Polypropylene | 60 | 200 | 24.2 | 30.3 | 24.2 | 12.1 | 2206A1043 | | | | In use | Suitable |
| Ropes | Poop Deck | Polyester/ Polypropylene | 60 | 200 | 24.2 | 30.3 | 24.2 | 12.1 | 2206A1044 | | | | In use | Suitable |
| Ropes | Forecastle | Polyester/ Polypropylene | 60 | 200 | 24.2 | 30.3 | 24.2 | 12.1 | 2206A1037 | | | | In use | Suitable |
| Ropes | Forecastle | Polyester/ Polypropylene | 60 | 200 | 24.2 | 30.3 | 24.2 | 12.1 | 2308106 | | | | In use | Suitable |
| Ropes | Forecastle | Polyester/ Polypropylene | 60 | 200 | 24.2 | 30.3 | 24.2 | 12.1 | 2206A1038 | | | | In use | Suitable |
| Ropes | Poop Deck | Polyester/ Polypropylene | 60 | 200 | 24.2 | 30.3 | 24.2 | 12.1 | 2206A1045 | | | | In use | Suitable |
| Ropes | Poop Deck | Polyester/ Polypropylene | 60 | 200 | 24.2 | 30.3 | 24.2 | 12.1 | 2308107 | | | | In use | Suitable |
| Ropes | Poop Deck | Polyester/ Polypropylene | 60 | 200 | 24.2 | 30.3 | 24.2 | 12.1 | 2206A1046 | | | | In use | Suitable |
| Ropes | Main Deck | Polyester/ Polypropylene | 60 | 200 | 24.2 | 30.3 | 24.2 | 12.1 | 2206A1039 | | | | In use | Suitable |
| Ropes | Main Deck | Polyester/ Polypropylene | 60 | 200 | 24.2 | 30.3 | 24.2 | 12.1 | 2206A1040 | | | | In use | Suitable |
| Ropes | Main Deck | Polyester/ Polypropylene | 60 | 200 | 24.2 | 30.3 | 24.2 | 12.1 | 2406B723 | | | | Spare | Suitable |
| Ropes | Main Deck | Polyester/ Polypropylene | 60 | 200 | 24.2 | 30.3 | 24.2 | 12.1 | 2406B724 | | | | Spare | Suitable |
| Ropes | Main | Polyester/ | 60 | 200 | 24.2 | 30.3 | 24.2 | 12.1 | 2406B725 | | | | Spare | Suitable |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | DeckPolypropylene | | | | | | | | | | | | |
| | Forecastle | Wire | 22 | 30 | 38.5 | 48.1 | 38.5 | 19.3 | NJ17W000326022-6-24 | 2022-6-28 | In use | Suitable | |
| Wire rope | Poop Deck | Wire | 22 | 30 | 38.5 | 48.1 | 38.5 | 19.3 | NJ17W000326022-6-24 | 2022-6-28 | In use | Suitable | |
| Wire rope | | | | | | | | | | | | | |

Details of winches and brake testing including rendering loads

| | Mooring winch Location | Split Drum | Motive Power | Remote Operating controls | Heaving power (Tonnes) | Hauling speed(m/s) | Type of brake | Designed brake max holding load (ISO) (80% of SDMBL) (Tonnes) | Operating brake holding load (60% of SDMBL) (Tonnes) | Date of last brake test | Brake rendering load (Tonnes) | Frequency of testing brakes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9.2 | Forward | YES | Electric | NO | 5.1 | 0.2 | Manual | 19.4 | 14.5 | | 14.96 | Yearly |
| | Forward | YES | Electric | NO | 5.1 | 0.2 | Manual | 19.4 | 14.5 | | 14.96 | Yearly |
| | Forward | YES | Electric | NO | 5.1 | 0.2 | Manual | 19.4 | 14.5 | | 14.96 | Yearly |
| | Forward | YES | Electric | NO | 5.1 | 0.2 | Manual | 19.4 | 14.5 | | 14.96 | Yearly |
| | Poop Deck | YES | Electric | NO | 5.1 | 0.2 | Manual | 19.4 | 14.5 | | 14.96 | Yearly |
| | Poop Deck | YES | Electric | NO | 5.1 | 0.2 | Manual | 19.4 | 14.5 | | 14.96 | Yearly |
| | Poop Deck | YES | Electric | NO | 5.1 | 0.2 | Manual | 19.4 | 14.5 | | 14.96 | Yearly |
| | Poop Deck | YES | Electric | NO | 5.1 | 0.2 | Manual | 19.4 | 14.5 | | 14.96 | Yearly |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | 24.2 | | | | | | | | | | |

Provide Details of Mooring bollards and bitts

| | Location | Identity NO. | Certificate Number | Size(mm) | SWL(tonnes) |
|---|---|---|---|---|---|
| 9.3 | Forecastle deck | | | | 25 |
| | Forecastle deck | | | | 25 |
| | Forecastle deck | | | | 25 |
| | Forecastle deck | | | | 25 |
| | Forecastle deck | | | | 60 |
| | Forecastle deck | | | | 60 |
| | Main deck port side | | | | 25 |
| | Main deck port side | | | | 25 |
| | Main deck port side | | | | 25 |
| | Main deck port side | | | | 25 |
| | Main deck starboard side | | | | 25 |
| | Main deck starboard side | | | | 25 |
| | Main deck starboard side | | | | 25 |
| | Main deck starboard side | | | | 25 |
| | Poop deck | | | | 25 |
| | Poop deck | | | | 25 |
| | Poop deck | | | | 60 |
| | Poop deck | | | | 60 |
| | | | | | |
| | | | | | |

Provide details of Mooring Fairleads/Chocks

| | Type | Location | Identity No. | Certificate | Size(mm) | SWL(tonnes) | Modifications | if yes, are modifications class approved? |
|---|---|---|---|---|---|---|---|---|
| 9.4 | chock | Forward center lead | | | 708x 738 x310 | 60 | | |
| | chock | Forecastle deck port | | | 720x 681x 310 | 25 | | |
| | chock | Forecastle deck starboard | | | | 25 | | |
| | chock | Forecastle deck port | | | 1500 x 1030x 450 | 25 | | |
| | chock | Forecastle deck starboard | | | 1500 x 1030x 450 | 25 | | |
| | Fairlead | Forecastle deck port | | | 1000x 800 x 200 | 25 | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Fairlead | Forecastle deck port | | | 1000x 800 x 200 | 25 | | |
| Fairlead | Forecastle deck starboard | | | 1000x 800 x 200 | 25 | | |
| Fairlead | Forecastle deck starboard | | | 1000x 800 x 200 | 25 | | |
| chock | Main deck port | | | 750 x 735 x 310 | 25 | | |
| chock | Main deck port | | | 750 x 735 x 310 | 25 | | |
| chock | Main deck port | | | 750 x 735 x 310 | 25 | | |
| chock | Main deck port | | | 750 x 735 x 310 | 25 | | |
| chock | Main deck starboard | | | 750 x 735 x 310 | 25 | | |
| chock | Main deck starboard | | | 750 x 735 x 310 | 25 | | |
| chock | Main deck starboard | | | 750 x 735 x 310 | 25 | | |
| chock | Main deck starboard | | | 750 x 735 x 310 | 25 | | |
| chock | Poop deck port | | | 750 x 735 x 310 | 25 | | |
| chock | Poop deck starboard | | | 750 x 735 x 310 | 25 | | |
| chock<br>Fairlead<br>Fairlead<br>Fairlead<br>Fairlead<br>Fairlead<br>Fairlead<br>Fairlead<br>Fairlead | Poop deck center lead<br>Poop deck<br>Poop deck<br>Poop deck<br>Poop deck<br>Poop deck<br>Poop deck<br>Poop deck<br>Poop deck | | | 708x 738 x310<br>1500 x 1030 x 485<br>1500 x 1030 x 485<br>1500 x 1030 x 485<br>1500 x 1030 x 485<br>720x 681x 310<br>720x 681x 310<br>720x 681x 310<br>720x 681x 310 | 60<br>25<br>25<br>25<br>25<br>25<br>25<br>25<br>25 | | |

| | | | |
|---|---|---|---|
| **Anchors/Emergency Towing System** | | | |
| 9.5 | Number of shackles on port/starboard cable: | 9 | 9 |
| 9.6 | Type/SWL of Emergency Towing system forward: | N/A | N/A MT |
| 9.7 | Type/SWL of Emergency Towing system aft: | N/A | N/A MT |
| 9.8 | What is size of closed chock and/or fairleads of enclosed type on stern: | φ260mmXφ310mm | 60Ton |
| **Escort Tug** | | | |
| 9.9 | What is size/SWL ofclosed chock and/or fairleads of enclosed type on stern: | 300mm | 25.000 MT |
| 9.10 | What is SWL of bollard on poop deck suitable for escort tug: | | 60.000 MT |
| **Lifting Equipment/Gangway** | | | |
| 9.11 | Derrick/Crane description (Number, SWL and location): | 1 5T Midship | |
| 9.12 | Accommodation ladder direction: | NO | |
| 9.13 | Does vessel have a portable gangway? If yes, state length: | YES ;8 Meters | |
| **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: | N/A | |
| 9.17 | Distance between the bow fairlead and chain stopper/bracket: | N/A | 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<br>N/A | |

| | |
|---|---|
| **10** | **PROPULSION** |

| | | | | |
|---|---|---|---|---|
| 10.1 | Speed | Maximum | | Economical |
| | Ballast speed: | 13.00 Knots | | 11.00 Knots |
| | Laden speed: | 12.00 Knots | | 10.40 Knots |
| 10.2 | What type of fuel is used for main propulsion/generating plant: | VLSFO | | LSMGO |
| 10.3 | Bunker Tank Capacities: | IFO | | 321.10 Cu.M |
| | | MGO | | 92.00 Cu.M |
| | If other, then specify | | | Cu.M |
| | | | | Cu.M |
| 10.4 | Is vessel fitted with fixed or controllable pitch propeller(s): | Fixed Pitch | | |
| 10.5 | Engines | No. | Capacity | Make/Type |
| | Main engine: | | KW | |
| | Aux engine: | 3 | 1,100.00 KW | GDF8230ZD(Guangzhou);1100kw x 1 ;810kw x 2 |
| | Power packs: | 4 | 1,020.00 KW | Framo/A4V250;332 x 3=996L/MIN |
| | Boilers: | 2 | KW | 三杰组合式废气锅炉 AUX,BOILER:GESAB/ TOH2900V40×1 E.H.G:GESAB/ EGH500V40×1 |
| **Bow/Stern Thruster** | | | | |
| 10.6 | What is brake horse power of bow thruster (if fitted): | | | 300.00 KW |
| 10.7 | What is brake horse power of stern thruster (if fitted): | | | KW |
| **Environmental/Emissions** | | | | |
| 10.8 | Does the vessel have an EEDI Rating number? If yes then provide EEDI rating: | N/A | | |
| | If No then provide reason: | N/A | | |
| | Is the EEDI rating verified by Class, 3rd Party or Owner? | N/A | | |
| 10.9 | Does the vessel have an EEXI Rating number? If yes then provide EEXI rating | N/A | | N/A |
| | If No then provide reason: | N/A | | |
| | Is the EEXI rating verified by Class, 3rd Party or Owner? | N/A | | |
| 10.10 | Does the vessel have a CII Rating number? If yes then provide CII rating: | N/A | | |
| | If No then provide reason | N/A | | |
| | Is the CII rating verified by Class, 3rd Party or Owner? | N/A | | |
| 10.11 | Does the vessel have an EIV Rating number? Ifyes then provide EIV rating | N/A | | |
| | If No then provide reason | N/A | | |
| | Is the EIV rating verified by Class, 3rd Party or Owner? | N/A | | |
| 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...) | N/A | | |
| **Exhaust Gas Cleaning System/Scrubber** | | | | |
| 10.13 | Does the vessel use an Exhaust Gas Cleaning System? | N/A | | |
| 10.14 | What is the type of scrubber fitted as part of the EGCS onboard? | N/A | | |

| | | | |
|---|---|---|---|
| **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 ofcranes/derricks outboard of the ship's side: | | 6.20 Meters |
| 11.3 | Date/place of last STS operation: | | |
| 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): | Contact owner for further information |

| | | | |
|---|---|---|---|
| 12.2 | Has vesselbeen involved in a pollution, grounding, serious casualty, unscheduled repair or collision incident during the past 12 months? If yes, provide details: | 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 | |
| | | | |
| 12.5 | Recent Oil company inspections/screenings (To the best of owners knowledge and without guaranteeofacceptance for future business) *:<br>* "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis. | Neste | |
| 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: | N/A | |

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"To the best of owners knowledge all information is true and given without any guarantee."