

1.	GENERAL INFORMATION		
1.1	Date updated:	Mar 20, 2024	
1.2	Vessel's name (IMO number):	Ararat (9171187)	
1.3	Vessel's previous name(s) and date(s) of change:	Ice Condor (June 30,2023) Green Forest (Oct 26, 2012) IVAN KRUZENSHTERN (Dec 05, 2007) Magas (Apr 24, 2006)	
1.4	Date delivered/Builder (where built):	Jul 18, 2000/Admiralty Shipyard, St.-Petersburg, Russia	
1.5	Flag/Port of Registry:	Russian Federation/Astrakhan	
1.6	Call sign/MMSI:	UENT/273434350	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: + +7(954)105-20-11 Mob: +7-921-734-0017 Email: ararat@marsatmail.com Managers: crew@ruspetrol.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Other (crude oil/product carrier and chemical tanker)	
1.9	Type of hull:	Double Hull	
Ownership and Operation			
1.10	Registered owner - Full style:	RP-BUNKER Limited Liability Company, City of Yaroslavl, Nab. Portovaya, 68, office 1, room 12, Russia, 150001 Tel: +7 961 005500 Email: rp-shipping@yandex.ru	
1.11	Technical operator - Full style:	RP-BUNKER Limited Liability Company, City of Yaroslavl, Nab. Portovaya, 68, office 1, room 12, Russia, 150001 Tel: +7 960 194-14-04 Email: karlin@ruspetrol.com	
1.12	Commercial operator - Full style:	RP-BUNKER Limited Liability Company, City of Yaroslavl, Nab. Portovaya, 68, office 1, room 12, Russia, 150001 Tel: +7 9217340058 Email: medvedev.aa@ruspetrol.com	
1.13	Disponent owner - Full style:	RP-BUNKER Limited Liability Company, City of Yaroslavl, Nab. Portovaya, 68, office 1, room 12, Russia, 150001 Tel: +7 961 005500 Email: rp-shipping@yandex.ru , info@ruspetrol.com web: www.ruspetrol.com	
Insurance			
1.14	P & I Club - Full Style:	ALFASTRAKHOVANIE PLC	
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000 US\$	Aug 10, 2023
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	ALFASTRAKHOVANIE PLC 31b, Shabolovka st., Moscow, Russia, 115162 Tel: +7 495 788 0999 Fax: +7 495 641 4114	
1.17	Hull & Machinery insured value/expiration date:	15,500,000 US\$	Aug 10, 2023
Classification			
1.18	Classification society:	Russian Maritime Register	
1.19	Class notation:	KM(*) UL (at d<9.0 m) L1 (at d<9.77m) AUT1 oil/chemical tanker type 3 (ESP) Equipped with Single Point Mooring and Bow Loading System from dot terminal	
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or	No	

	class recommendations? If yes, give details:	n/a			
1.21	If classification society changed, name of previous and date of change:	RMRS, Dec 29, 2023			
1.22	Does the vessel have ice class? If yes, state what level:	Yes, Finnish-Swedish IA Super at d<9.0m & IA at d<9.77m			
1.23	Date/place of last dry-dock:	Dec 20, 2020/Zhoushan, China			
1.24	Date next dry dock due/next annual survey due:	Dec 20, 2023	Oct 18, 2021		
1.25	Date of last special survey/next special survey due:	Dec 20, 2020	Jul 18, 2025		
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	Yes, 1 (rating LEVEL 1 for CAP-HULL and rating GRADE 1 for CAP-MACHINERY/CARGO SYSTEM)			
Dimensions					
1.27	Length overall (LOA):	157.40 Metres			
1.28	Length between perpendiculars (LBP):	147.20 Metres			
1.29	Extreme breadth (Beam):	24.54 Metres			
1.30	Moulded depth:	13.40 Metres			
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	43.90 Metres	43.90 Metres		
1.32	Distance bridge front to center of manifold:	44.10 Metres			
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):	79.70 Metres	77.70 Metres		
1.34	Parallel body distances	Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:	45.00 Metres	46.00 Metres	53.00 Metres	
	Aft to mid-point manifold:	21.00 Metres	20.00 Metres	36.00 Metres	
	Parallel body length:	57.50 Metres	66.70 Metres	89 Metres	
Tonnages					
1.35	Net Tonnage:	6,326.00			
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):	13,846.00	11,324		
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):	14,007.89	10,772.22		
1.38	Panama Canal Net Tonnage (PCNT):	11,556.00			
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.64 Metres	9.77 Metres	19,787 Metric Tonnes	27,502 Metric Tonnes
	Winter:	3.64 Metres	9.77 Metres	19,787 Metric Tonnes	27,502 Metric Tonnes
	Tropical:	3.64 Metres	9.77 Metres	19,787 Metric Tonnes	27,502 Metric Tonnes
	Lightship:	9.85 Metres	3.55 Metres	-	7,715.00 Metric Tonnes
	Normal Ballast Condition:	7.40 Metres	6.00 Metres	8,364.00 Metric Tonnes	16,079.00 Metric Tonnes
	Segregated Ballast Condition:	7.40 Metres	6.00 Metres	8,364.00 Metric Tonnes	16,079.00 Metric Tonnes
1.40	FWA/TPC at summer draft:	210.00 Millimetres		32.06 Metric Tonnes	
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	No N/A			
1.42	Constant (excluding fresh water):	200 Metric Tonnes			
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	<p>MIN UKC AT OPEN SEA: The UKC to exceed 50% of the vessel's current maximum static draft and no further UKC calculations required</p> <p>MIN UKC FOR SAILING IN CONFINED WATERS, EXCLUDING CHANNELS, FAIRWAYS AND ALONGSIDE A TERMINAL: Where the UKC is</p>			

		<p>less than 50% of the vessel's current maximum static draft the vessel shall maintain a minimum UKC of 10% of the current maximum static draft not falling short of 1.0m, after taking into account applicable dynamic factors</p> <p>MIN UKC FOR SAILING IN CHANNELS AND FAIRWAYS: Whilst "Underway" the minimum UKC required is 1.5% of the moulded breadth of the vessel, but not less than 0.6m, after taking into account applicable dynamic factors</p> <p>MIN UKC WHILST MOORED AT SEA ISLAND TERMINALS/SBM/OPEN LOCATIONS: Minimum UKC of 15% of the current maximum static draft not falling short of 1.5m, after taking into account applicable dynamic factors</p> <p>MIN UKC WHILST BERTH ALONGSIDE A TERMINAL OR AT CBM: 1.5% of the moulded breadth of vessel, not falling short of 0.3m, after taking into account applicable dynamic factors</p>	
1.44	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Summer deadweight:	27.23 Metres	0 Metres
	Normal ballast:	37.90 Metres	0 Metres
	Lightship:	40.35 Metres	0 Metres

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	Dec 20, 2020	Aug 15, 2023	Aug 15, 2023	Jul 18, 2025
2.2	Safety Radio Certificate (SRC):	Dec 20, 2020	Aug 15, 2023	Aug 15, 2023	Jul 18, 2025
2.3	Safety Construction Certificate (SCC):	Dec 20, 2020	Aug 15, 2023	Aug 15, 2023	Jul 18, 2025
2.4	International Loadline Certificate (ILC):	Dec 20, 2020	Aug 15, 2023		Dec 20, 2025
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Oct 01, 2020	Aug 15, 2023	Aug 15, 2023	Jun 02, 2024
2.6	International Ship Security Certificate (ISSC):	Dec 21, 2020	Not Applicable	Aug 15, 2023	Jun 21, 2024
2.7	Maritime Labour Certificate (MLC):	Dec 20, 2020	N/A	Aug 15, 2023	Feb 13, 2029
2.8	ISM Safety Management Certificate (SMC):	Dec 21, 2020	Not Applicable	Aug 15, 2023	Jun 21, 2024
2.9	Document of Compliance (DOC):	Nov 23, 2017	Aug 15, 2023		Nov 22, 2024
2.10	USCG Certificate of Compliance(USCGCOC):		Not Applicable	Not Applicable	
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Feb 14, 2020	N/A	N/A	Feb 20, 2025
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 14, 2020	N/A	N/A	Feb 20, 2025
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Feb 16, 2021	N/A	N/A	Aug 10, 2024
2.14	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable	N/A	N/A	Not Applicable
2.15	Certificate of Class (COC):	Dec 20, 2020	Aug 15, 2023	Aug 15, 2023	Jul 18, 2025

2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Dec 20, 2020	N/A	N/A	Jul 18, 2025
2.17	Certificate of Fitness (COF):	Dec 20, 2020	Not Applicable	Not Applicable	Dec 18, 2025
2.18	International Energy Efficiency Certificate (IEEC):	Aug 31, 2017	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Dec 20, 2020	Aug 15, 2023	Aug 15, 2023	Jul 18, 2025
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 (if applicable):				

3.	CREW				
3.1	Nationality of Master:				Russian
3.2	Number and nationality of Officers:	8			Russian
3.3	Number and nationality of Crew:	12			Russian
3.4	What is the common working language onboard:				Russian
3.5	Do officers speak and understand English?				Yes
3.6	If Officers/ratings employed by a manning agency - Full style:	Officers: Not applicable (direct employment)			Ratings: Not applicable (direct employment)

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:				Not Applicable
4.3	Oil Spill Response Organization (OSRO) - Full style:				Not Applicable
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:				

5.	SAFETY/HELICOPTER				
5.1	Is the vessel operated under a Quality Management System? If Yes, what type of system? (ISO9001 or IMO Resolution A.741(18) as amended):				Yes 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:				
5.2.2	If Yes, what is the diameter of the circle provided:				

6.	COATING/ANODES				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Epoxy	Whole Tank	No
	Ballast tanks:	Yes	Whole Tank	Full	Yes
	Slop tanks:	Yes	Epoxy	Whole Tank	No

7.	BALLAST				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	600 Cu. Metres/Hour	30 Metres

Ballast Eductors:	1	Other	100 Cu. Metres/Hour	8 Metres
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8.	CARGO			
Double Hull Vessels				
8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:	No,		
Cargo Tank Capacities				
8.2	Number of cargo tanks and total cubic capacity (max% per company policy: 98%, 97%, 96% or 95%) excluding slops tanks:	8	22,232.82 Cu. Metres	
8.2.1	Capacity (max% per company policy: 98%, 97%, 96% or 95%) of each natural segregation with double valve (specify tanks):	Seg#1: 4781.8 m3 (No.1 + No.2) Seg#2: 6209 m3 (No.3 + No.4) Seg#3: 6234 m3 (No.5 + No.6) Seg#4: 5007.98 m3 (No.7 + No.8)		
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):	3		
8.3	Number of slop tanks and total cubic capacity (max% per company policy: 98%, 97%, 96% or 95%):	2	600.30 Cu. Metres	
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:			
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:			
SBT Vessels				
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	8,593.00 Cu. Metres	42.00 %	
8.3.4	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:	Yes		
Cargo Handling and Pumping Systems				
8.4	How many grades/products can vessel load/discharge with double valve segregation:	4		
8.4.1	State type of cargo containment (integral, independent, gravity or pressure tanks):			
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	Yes No more than 2 cargo tanks partly filled during voyage		
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS	
	Loaded per manifold connection:		1,200 Cu. Metres/Hour	
	Loaded simultaneously through all manifolds:		4,000.00 Cu. Metres/Hour	
Cargo Control Room				
8.7	Is ship fitted with a Cargo Control Room (CCR)?	Yes		
8.8	Can tank innage/ullage be read from the CCR?	Yes		
Gauging and Sampling				
8.9	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:	Yes,		
	What type of gauging system as per IBC 13.1 is fitted (Open/Restricted/Closed)?	Closed		
	What type of fixed closed tank gauging system is fitted:	Radar		
	Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves?	Yes,		
	Are high level alarms fitted to the cargo tanks? If Yes, indicate whether to all tanks or partial:	Yes, All		
8.9.1	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?	Yes		
8.9.2	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:	Yes, Kongsberg (Autronica)		
8.10	Number of portable gauging units (example- MMC) on board:	2		
Vapor Emission Control System (VECS)				
8.11	Is a vapour return system (VRS) fitted?	Yes		
8.12	Number/size of VECS manifolds (per side):	2	300 Millimetres	
8.13	Number/size/type of VECS reducers:			
Venting				
8.14	State what type of venting system is fitted:	HIGH VELOCITY / PV Valves Full Flow		

Cargo Manifolds and Reducers				
8.15	Total number/size of cargo manifold connections on each side:			4/300.00 Millimetres
8.15.1	Does the vessel have a Common Line Manifold connection? If yes, describe:			n/a
8.16	What type of valves are fitted at manifold:			Butterfly
8.17	What is the material/rating of the manifold:			Steel/n/a
8.17.1	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?			Yes
8.18	Distance between cargo manifold centers:			1,500.00 Millimetres
8.19	Distance ships rail to manifold:			4,280.00 Millimetres
8.20	Distance manifold to ships side:			4,700.00 Millimetres
8.21	Top of rail to center of manifold:			420.00 Millimetres
8.22	Distance main deck to center of manifold:			1,820.00 Millimetres
8.23	Spill tank grating to center of manifold:			950.00 Millimetres
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:			9.20 Metres 5.45 Metres
8.25	Number/size/type of reducers:			1 x 300/400mm (12/16") 1 x 300/350mm (12/14") 4 x 300/250mm (12/10") 4 x 300/200mm (12/8") 2 x 300/150mm (12/6") DIN
8.26	Is vessel fitted with a stern manifold? If yes, state size:			No, 0.00 Millimetres
Heating				
8.27	Cargo/slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo Tanks:	Heating coils	Yes	SS
	Slop Tanks:	Heating coils	Yes	SS
8.27.1	Is a Thermal Oil Heating system fitted? If yes, identify tanks?			,
8.28	Maximum temperature cargo can be loaded/maintained:			70.0 °C / 158.0 °F 66 °C / 150.8 °F
8.28.1	Minimum temperature cargo can be loaded/maintained:			-10.0 °C / 14.0 °F
Inert Gas and Crude Oil Washing				
8.29	Is an Inert Gas System (IGS) fitted/operational?			Yes/Yes
8.29.1	Is a Crude Oil Washing (COW) installation fitted/operational?			Yes/Yes
8.30	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:			IG Generator
8.30.1	If nitrogen generator, specify the applicable flow rate for each of the designed purity modes:			
Cargo Pumps				
8.31	How many cargo pumps can be run simultaneously at full capacity:			
8.32	Pumps	No.	Type	Capacity At What Head (sg=1.0)
	Cargo Pumps:	4	Screw	600 M3/HR
	Cargo Eductors:			
	Stripping:	1	Reciprocating	24 Cu. Metres/Hour
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:			150.00 Cu. Metres/Hour
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?			4
Other Deck Equipment				
8.39	Is vessel fitted with a remote cargo tank temperature monitoring system. If yes, is it operational?			Yes,
8.40	Is vessel fitted with a remote cargo tank pressure monitoring system. If yes, is it operational?			Yes,

8.41	Is vessel fitted with a cargo tank drier. If yes is it operational and state capacity:	No,
8.42	Is vessel fitted with a cargo cooling system. If yes is it operational and state tanks applicable:	,
8.43	Is steam available on deck?	Yes

9. MOORING						
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0.00 Millimetres		0.00 Metres	0.00 Metric Tonnes
	Main deck fwd:	0	0.00 Millimetres		0.00 Metres	0.00 Metric Tonnes
	Main deck aft:	0	0.00 Millimetres		0.00 Metres	0.00 Metric Tonnes
	Poop deck:	0	0.00 Millimetres		0.00 Metres	0.00 Metric Tonnes
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0.00 Millimetres		0.00 Metres	0.00 Metric Tonnes
	Main deck fwd:	0	0.00 Millimetres		0.00 Metres	0.00 Metric Tonnes
	Main deck aft:	0	0.00 Millimetres		0.00 Metres	0.00 Metric Tonnes
	Poop deck:	0	0.00 Millimetres		0.00 Metres	0.00 Metric Tonnes
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	56.00 Millimetres	Mixed Polyester	220.00 Metres	53.00 Metric Tonnes
	Main deck fwd:	0	0.00 Millimetres		0.00 Metres	0.00 Metric Tonnes
	Main deck aft:	0	0.00 Millimetres		0.00 Metres	0.00 Metric Tonnes
	Poop deck:	4	56.00 Millimetres	Mixed Polyester	220.00 Metres	53.00 Metric Tonnes
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	56.00 Millimetres	Mixed Polyester	220.00 Metres	53.00 Metric Tonnes
	Main deck fwd:	0	0.00 Millimetres		0.00 Metres	0.00 Metric Tonnes
	Main deck aft:	0	0.00 Millimetres		0.00 Metres	0.00 Metric Tonnes
	Poop deck:	2	56.00 Millimetres	Mixed Polyester	220.00 Metres	53.00 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	32.00 Metric Tonnes	
	Main deck fwd:	0			0.00 Metric Tonnes	
	Main deck aft:	0			0.00 Metric Tonnes	
	Poop deck:	2	Double Drums	Hydraulic	32.00 Metric Tonnes	
9.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		6	68 Metric Tonnes	6	68 Metric Tonnes
	Main deck fwd:		2	68 Metric Tonnes	4	68 Metric Tonnes
	Main deck aft:		2	68 Metric Tonnes	4	68 Metric Tonnes
	Poop deck:		5	68 Metric Tonnes	8	68 Metric Tonnes

Anchors/Emergency Towing System		
9.7	Number of shackles on port/starboard cable:	10/11
9.8	Type/SWL of Emergency Towing system forward:	Maritime pushness 200 Metric Tonnes
9.9	Type/SWL of Emergency Towing system aft:	Maritime pushness 100 Metric Tonnes
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern	620 / 400

Escort Tug		
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:	200.00 Metric Tonnes
9.11	What is SWL of bollard on poop deck suitable for escort tug:	200.00 Metric Tonnes

Lifting Equipment/Gangway	
9.12	Derrick/Crane description (Number, SWL and location): Derricks: 0.00 Tonnes, Cranes: 1 x 10.00 Tonnes Center

9.13	Accommodation ladder direction:	
	Does vessel have a portable gangway? If yes, state length:	
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)'?:?	Yes
9.15	If fitted, how many chain stoppers:	1
9.16	State type/SWL of chain stopper(s):	Tongue type 200.00 Metric Tonnes
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:	76.00 Millimetres
9.18	Distance between the bow fairlead and chain stopper/bracket:	3,500.00 Metres
9.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	Yes 0

10.	PROPULSION		
10.1	Speed	Maximum	Economical
	Ballast speed:	13.00 Knots (WSNP)	12.00 Knots (WSNP)
	Laden speed:	12 Knots (WSNP)	11.00 Knots (WSNP)
10.2	What type of fuel is used for main propulsion/generating plant:	IFO 180 or LSMGO (SECA)	IFO 180 or LSMGO (SECA)
10.3	Type/Capacity of bunker tanks:	Fuel Oil: 1,082 Cu. Metres Diesel Oil: 128.07 Cu. Metres Gas Oil: 0 Cu. Metres	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):	Controllable	
10.5	Engines	No	Capacity
	Main engine:	1	8,580 Kilowatt Bryansk, Engineering Works
	Aux engine:	3	852 Kilowatt Wartsila
	Power packs:	0	0 Cu. Metres/Hour n/a
	Boilers:	2	8.00 Metric Tonnes/Hour Aalborg
Bow/Stern Thruster			
10.6	What is brake horse power of bow thruster (if fitted):	Yes, 876.00 bhp	
10.7	What is brake horse power of stern thruster (if fitted):	No, 0.00 bhp	
Emissions			
10.8	Main engine IMO NOx emission standard:	Tier I	
10.9	Energy Efficiency Design Index (EEDI) rating number:		

11.	SHIP TO SHIP TRANSFER	
11.1	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquefied Gas, as applicable)?	Yes
11.2	What is maximum outreach of cranes/derricks outboard of the ship's side:	5.75 Metres
11.3	Date/place of last STS operation:	Sept 25, 2023 at Obskaya guba

12.	RECENT OPERATIONAL HISTORY	
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	DIESEL / DIESEL / DT – A – K5
12.2	Has vessel been involved in a pollution, grounding, serious casualty, unscheduled repair or collision incident during the past 12 months? If yes, provide details:	Pollution: No, n/a Grounding: No, n/a Casualty: No, n/a Repair: Yes, A new Bow Loading System

		<p>installation took place at Bremerhaven, (Germany) shipyard from Nov 24, 2015 to Dec 17, 2015. This was arranged by the vessel's Time Charterers to accommodate their new infrastructure requirements of a fully automated SPM mooring & loading tower where our vessel was constantly calling for loading operations under the subject Time Charter. Modification is permanent and to the satisfaction of both classification societies of the vessel (NK and RS).</p> <p>Additionally a new hose handling winch for modernization of the Bow Loading System installed on Oct 26, 2017 at Szczecin (Poland) to the satisfaction of the classification society (RS).</p> <p>Collision: No,</p>
12.3	Date and place of last Port State Control inspection:	Jan 10, 2024 / Arkhangelsk, Russia
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No n/a
12.5	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: <i>* "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	Lukoil / Rightship / KMG / ENI / MTM / Gazprom / Primorsk / P66
12.6	Date/Place of last SIRE inspection:	Jan 20, 2021 / JNPT, India
12.6.1	Date/Place of last CDI inspection:	N/A
12.7	Additional information relating to features of the ship or operational characteristics:	Chemical notation "chemical tanker type 3" assigned on Dec 17, 2019. CERTIFIED TO OPERATE IN POLAR WATERS IN LOW AIR TEMPERATURE WITH POLAR SERVICE TEMPERATURE – 40 DEG.C AND WITHOUT ANY RESTRICTION FOR HIGH LATITUDES.

Revised 2018 ([INTERTANKO/Q88.com](http://www.intertanko.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.