



# TANKER BILL OF LADING B/L No. MP-9386RU



Shipped on board in apparent good order and condition by (shipper) **"Angarsk Petrochemical Company, JSC"**

on board the tanker **MOSKOVSKY PROSPECT** at the port of **UST LUGA**

whereof **LARRY HIRSHOWITZ** is the Master, to be delivered to the port of **ROTTERDAM-NETHERLAND**

Consignee/Order of **XPETROLEUM RESOURCES INC**

A quantity in bulk said by the shipper to be:

COMMODITY	
QUANTITY	
(Name of Product)	
(lbs/tons/barrels/gallons)	
JET FUEL A1	1M, BBL

The quantity, measurement, weight, gauge, quality, nature and value and actual condition of the cargo unknown to the Vessel and the Master, to be delivered at the port of discharge or so near thereto as the Vessel can safely get, always afloat upon prior payment of freight as agreed.

This shipment is carried under and pursuant to the terms of the Charter dated **May 22 2019**  
Month Day Year

At **RUSSIAN FEDERATION** between **OOO HIMTERMINAL**

and **"Angarsk Petrochemical Company, JSC"** as Charterer, and all the terms (including Arbitration Clause) whatsoever of the said Charter except the rate and payment of freight specified therein apply to and govern the rights of the parties concerned in this shipment. Copy of the Charter may be obtained from the Shipper or Charterer.

If this Bill of Lading is a document of title to which the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, or similar legislation giving statutory effect to the International Convention for the Unification of Certain Rules relating to Bills of Lading at Brussels of August 25, 1924, "(the Hague Rules) or the Hague Rules as amended by the protocol signed at Brussels on 23<sup>rd</sup> February 1968 (the Hague/Visby Rules)" applies by reason of the port of loading or discharge being in territory in which the said Act or other similar legislation is in force, this Bill of Lading shall have effect subject to the provisions of the said Act or other similar legislation, as the case may be, which shall be deemed incorporated herein, and nothing herein contained shall be deemed a surrender by the carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act or other similar legislation. If any term of this Bill of Lading is repugnant to the said Act or other similar legislation as so incorporated, such terms shall be void to that extent but no further. The contract of carriage evidenced by this Bill of Lading is between the shipper, consignee and/or owner of the cargo and the owner or demise charterer of the vessel named herein to carry the cargo described above. It is understood and agreed that, other than said shipowner or demise charter, no person, firm or corporation or other legal entity whatsoever, is or shall be deemed to be liable with respect to the shipment as carrier, bailee or otherwise in contract or in tort. If, however, it shall be adjudged that any other than said shipowner or demise charterer is carrier or bailee of said shipment or under any responsibility with respect thereto, all limitations of or exonerations from liability and all defenses provided by law or by the terms of the contract of carriage shall be available to such other. The New Jason, Both-to-Blame Collision and Himalaya clauses are incorporated herewith.

In Witness Whereof, the Master has signed **THREE (3)** Bills of Lading of this tenor and date, one of which being accomplished, the others will be void.

Dated at **PORT UST LUGA** this **22** day of **May** year **2019**

\* PORT ROTTERDAM, NETHERLAND  
NOTIFY PARTY: XPETROLEUM RESOURCES INC





# TANKER BILL OF LADING B/L No. MP-9376RU

Shipped on board in apparent good order and condition by (shipper) **"Angarsk Petrochemical Company, JSC"**

on board the tanker **MOSKOVSKY PROSPECT** at the port of **UST LUGA**  
whereof **LARRY HIRSHOWITZ** is the Master, to be delivered to the port of **ROTTERDAM-NETHERLAND**



Consignee/Order of **XPETROLEUM RESOURCES INC**

A quantity in bulk said by the shipper to be:

COMMODITY  
QUANTITY  
(Name of Product)  
(lbs/tons/barrels/gallons)  
AVIATION KEROSENE JP54 **1M BBL**

The quantity, measurement, weight, gauge, quality, nature and value and actual condition of the cargo unknown to the Vessel and the Master, to be delivered at the port of discharge or so near thereto as the Vessel can safely get, always afloat upon prior payment of freight as agreed.

This shipment is carried under and pursuant to the terms of the Charter dated **May 22 2019**  
Month Day Year

At **RUSSIAN FEDERATION** between **OOO HIMTERMINAL**

and **"Angarsk Petrochemical Company, JSC"** as Charterer, and all the terms (including Arbitration Clause) whatsoever of the said Charter except the rate and payment of freight specified therein apply to and govern the rights of the parties concerned in this shipment. Copy of the Charter may be obtained from the Shipper or Charterer.

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In Witness Whereof, the Master has signed **THREE (3)** Bills of Lading of this tenor and date, one of which being accomplished, the others will be void.

Dated at **PORT UST LUGA** this **22** day of **May** year 2019

\* PORT ROTTERDAM, NETHERLAND  
NOTIFY PARTY: XPETROLEUM RESOURCES INC





## TANKER BILL OF LADING B/L No. MP-8346RU

Shipped on board in apparent good order and condition by (shipper) "Angarsk Petrochemical Company, JSC"

on board the tanker **MOSKOVSKY PROSPECT** at the port of **UST LUGA**  
whereof **LARRY HIRSHOWITZ** is the Master, to be delivered to the port **ROTTERDAM-NETHERLAND**  
Consignee/Order of **XPETROLEUM RESOURCES INC**

A quantity in bulk said by the shipper to be:

COMMODITY  
QUANTITY  
(Name of Product)  
(lbs/tons/barrels/gallons)  
AVIATION KEROSENE JP54 **1M BBL**

The quantity, measurement, weight, gauge, quality, nature and value and actual condition of the cargo unknown to the Vessel and the Master, to be delivered at the port of discharge or so near thereto as the Vessel can safely get, always afloat upon prior payment of freight as agreed.

This shipment is carried under and pursuant to the terms of the Charter dated **May 22 2019**  
Month Day Year

At **RUSSIAN FEDERATION** between **XPETROLEUM RESOURCES INC**

and "Angarsk Petrochemical Company, JSC" as Charterer, and all the terms (including Arbitration Clause) whatsoever of the said Charter except the rate and payment of freight specified therein apply to and govern the rights of the parties concerned in this shipment. Copy of the Charter may be obtained from the Shipper or Charterer.

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In Witness Whereof, the Master has signed **THREE (3)** Bills of Lading of this tenor and date, one of which being accomplished, the others will be void.

Dated at **PORT UST LUGA** this **22** day of **MAY** year 2019

\* PORT ROTTERDAM, NETHERLAND  
NOTIFY PARTY: XPETROLEUM RESOURCES INC



OOO HIMTERMINAL  
DIRECTOR: ZELENOV MIHAIL NIKOLAEVICH





BULK OIL MANIFEST OF TANKSHIP: **"MOSKOVSKY PROSPEKT"**

MASTER: **LARRY HIRSHOWITZ**

FROM UST LUGA PORT, RUSSIA TO: **ROTTERDAM PORT, NETHERLANDS**

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	<u>GROSS</u>	<u>NET</u>
US BARRELS	<b>1,000,000</b>	<b>950,575</b>
LONG TONS	<b>129,882</b>	<b>110,760</b>
METRIC TONS	<b>116,811</b>	<b>102,790</b>

GRADE: **AVIATION KEROSENE JP54**

CONSIGNORS: **Angarsk Petrochemical Company, JSC**

CONSIGNEE: **XPETROLEUM RESOURCES INC**

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Dated at UST LUGA PORT, RUSSIA this 22 day of MAY, 2019



  
\_\_\_\_\_  
OOO HIMTERMINAL  
DIRECTOR: ZELENOV MIHAIL NIKOLAEVICH



\_\_\_\_\_  
Angarsk Petrochemical Company, JSC



# ЛИЦЕНЗИЯ

Д 0000261

Регистрационный номер ПФ50023711-7733718878-39134-Н

Министерство Промышленности и Энергетики РФ

(наименование регистрирующего органа)  
разрешает осуществление

ДОБЫЧА И ЭКСПОРТИРОВАНИЕ НЕФТЕПРОДУКТОВ

На основании приказа Минпромэнерго России  
от 20 мая 2004 г. № 1-ЛЦ


Условия осуществления данного вида деятельности  
указаны на обороте

Лицензия выдана  
"Angarsk Petrochemical Company, JSC"



Срок действия лицензии

по 19 мая 2020

  
(подпись)

Христенко В.Б.  
(Ф. И. О.)

Идентификационный номер налогоплательщика

7702657960

# Ленинградский Инспекция Лаборатория

19, ул. Марата, Санкт-Петербург, Ленинградская область,  
Россия, 191025

Тел / факс: +7 (903) 6699531

E-MAIL: Leningradsky@lab.ru



## Паспорт Качества

№ 856711

Сертификат соответствия:

Наименование продукта, марка:

Дата: «\_22\_»\_05\_2019

JP54

Номер резерв RUJETFUELA1» ROTTERDAM (LAB ANALYSIS TEST REPORT)

Номер партии: Bulk Valid for One Year

Количество \_\_\_\_\_

Паспорт завода: \_\_\_\_\_ «Кириши»

Сертификат соответствия № С-  
RU.AЯ02.B.40339 г.

Продукция изготовлена под  
контролем системы менеджмента  
качества, сертифицированной на  
соответствие требованиям ISO 3001.  
Сертификат BVC № RU789872:  
Angarsk Petrochemical Company, JSC

PROPERTIEST	UNIT	RESULT	TEST-IP	METHOD	ASTM
<b>ADDITIVES</b>					
<b>ANTIOXIDANT IN HYDRO PROCESSED FUEL</b>	<b>MG/1</b>	<b>MIN</b>	<b>17</b>		
<b>ANTIOXIDANT NON HYDRO PROCESSED FUEL</b>	<b>MG/1</b>	<b>MAX</b>	<b>24</b>		
<b>STATTIC DISSIPATER FIRST DOPING ASA-3</b>	<b>MG/1</b>	<b>MIN</b>	<b>24</b>		
<b>COMBUSTION PROPERTIES</b>					
<b>SMOKE POLINT</b>	<b>M1/LKG</b>	<b>MIN</b>	<b>18.4</b>		<b>D4808</b>
<b>SPECIFIC ENERGY, NET</b>	<b>MM</b>	<b>MIN</b>	<b>19</b>		<b>D1322</b>
<b>LUMINOMITTER NUMBER</b>		<b>MIN</b>	<b>45</b>		<b>D1740</b>
<b>NAPHTHALENES</b>	<b>%VOLUME</b>	<b>MAX</b>	<b>3</b>		<b>D1840</b>
<b>COMPOSITION</b>					
<b>TOTAL ACCIDITY</b>	<b>MGKOH/G</b>	<b>MAX</b>	<b>0.01</b>	<b>354</b>	<b>D3242</b>
<b>AROMATICS</b>	<b>%VOL</b>	<b>MAX</b>	<b>22</b>	<b>158</b>	<b>DL318</b>
<b>SULPHUR, TOTAL</b>	<b>%MASS</b>	<b>MAX</b>	<b>0.30</b>	<b>107</b>	<b>D126/2622</b>

<b>SULPHUR, MERCAPTAIN</b>	<b>%MASS</b>	<b>MAX</b>	<b>0.003</b>	<b>342</b>	<b>D3227</b>
<b>DOCTOR, TEST</b>				<b>30</b>	<b>D4952</b>
<b>VOLATILITY</b>					
<b>INITIAL BOILING POINT</b>	<b>CENTIGRAA DE</b>	<b>MAX</b>	<b>REPORT</b>	<b>123</b>	<b>D96</b>
<b>10%VOL AT C</b>			<b>240</b>		
<b>20%VOL AT C</b>			<b>REPORT</b>		
<b>50%VOL AT C</b>			<b>REPORT</b>		
<b>80%VOL AT C</b>			<b>REPORT</b>		
<b>END POINT</b>	<b>CENTIGRAD E</b>	<b>MAX</b>	<b>300</b>		
<b>RECOVERED RESIDUALS LOSS</b>	<b>%VOL</b>	<b>MAX</b>	<b>1.5</b>		
<b>LOSS</b>	<b>%VOL</b>	<b>MAX</b>	<b>1.5</b>		
<b>FLASH POINT</b>	<b>CENTIGRAD E</b>	<b>MAX</b>	<b>42</b>	<b>170/303</b>	<b>D5F(3828)</b>

The results shown in this test report specifically refer to the sample(s) tested as received unless otherwise stated. All tests have been performed using the latest revision of the methods indicated, unless specifically marked otherwise on the report. Precision parameters apply in the determination of the above results. Users of the data shown on this report should refer to the latest published revisions of jet fuel a1; ISO 4259 and Appendix E of IP Standard Methods for Analysis and Testing when utilizing the test data to determine conformance with any specification or process requirement. This Test Report is issued under the Company's General Conditions of Service. Attention is drawn to the limitations of liability, indemnification and jurisdictional issues defined therein. This report shall not be reproduced except in full, without the written approval of the laboratory.

лаборант / Senior Laboratory Technician

Mrs. Alena Karkovna \_\_\_\_\_

ГОСТ 'R' ЭКСПЕРТ/GOST R EXPERT



**"OOO "HIMTERMINAL" SHIPPING'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88(Q88)**

<b>1.</b>	<b>VESSELEDESCRIPTION</b>		
1.1	Date updated:	May 21, 2019	
1.2	Vessel's name:	GOLDEN PEARL	
1.3	IMO number:	9470375	
1.4	Vessel's previous name(s) and date (s) of change:	GOLDEN PEARL (2018, Hong Kong) GOLDE (2018, Hong Kong)	
1.5	Built:	2013	
1.6	Builder (where built):	PIPAVAV SHIPYARD - RAJULA, INDIA	
1.7	Flag:	Marshall Islands	
1.8	Port of Registry:	HONG KONG	
1.9	Call sign/MMSI:	V7RF7/538008053	
1.10	Vessel's satcom phone number:	Via "OOO "HIMTERMINAL"	
	Vessel's fax number:	Via ""OOO "HIMTERMINAL""	
	Vessel's telex number:	Via ""OOO "HIMTERMINAL""	
	Vessel's email address:	freight@himterminal.ru	
1.11	Type of vessel:	Bulk Carrier	
1.12	Type of hull:	Double Bottom	
<b>Classification</b>			
1.13	Classification society:	LLOYD'S SHIPPING REGISTER	
1.14	Classnotation:	NS* (TANKER, OIL-FLASPOINT ON AND BELOW 60C), ESP, LI, LMC, UMS. IGS (PS-DA & FA). MNS*	
1.15	If Classification society changed, name of previous society:	N/A	
1.16	If Classification society changed, date of change:	Not Applicable	
1.17	IMO type, if applicable:		
1.18	Does the vessel have ice class? If yes, state what level:	No	
1.19	Date/place of last dry-dock:	N/A	N/A
1.20	Date next dry dock due	N/A	
1.21	Date of last special survey/next survey due:	N/A	N/A
1.22	Date of last annual survey:		
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	N/A	
1.24	Does the vessel have a statement of compliance issued under the provisions	N/A	
<b>Dimensions</b>			
1.25	Length Over All (LOA):	248.84 Meters	
1.26	Length Between Perpendiculars (LBP):	242.97 Meters	
1.27	Extreme breadth (Beam):	43.99 Meters	
1.28	Moulded depth:	20.80 Meters	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	48.67	Meters
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	121.41	115.59
1.31	Distance bridge front to center of manifold:	76.19 Meters	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	44.53	64.81
	Aft to mid-point manifold:	31.95	45.58
	Parallel body length:	76.48	110.39
1.33	FWA at summer draft/TPC immersion at summer draft:	331	66.30 Metric
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	46.241	0.000
	Normal ballast:	42.41	0.000
	At loaded summer dead weight:	46228 t	0.000
<b>Tonnages</b>			
1.35	Net Tonnage:	35,100 t	
1.36	Gross Tonnage	61990 t	
1.37	Suez Canal Tonnage -Gross (SCGT)/Net (SCNT):	42,631.27	39,065.64



1.38	Panama Canal Net Tonnage (PCNT) :				
<b>Loadline Information</b>					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.20 Meters	15 Meters	114,439 Metric Tons	133,193.50 Metric Tons
	Winter:	6.667 Meters	14.168 Meters	72,997 Metric Tons	86,085 Metric Tons
	Tropical:	6.065 Meters	14.77 Meters	77,004 Metric Tons	90,092 Metric Tons
	Lightship:	18.406 Meters	2.429 Meters		13.088 Metric Tons
	Normal Ballast Condition:	14.575 Meters	6.26 Meters	21,930 Metric Tons	35,018 Metric Tons
1.40	Does vessel have multiple SDWT?				Yes
1.41	If yes, what is the maximum assigned dead weight?				74,997 Metric Tons
<b>Ownership and Operation</b>					
1.42	Registered owner- Full style:			"OOO "HIMTERMINAL"	
1.43	Technical operator- Full style:			N/A	
1.44	Commercial operator- Full style:			"OOO "HIMTERMINAL" Address: 603003, Nizhny Novgorod Nizhny Novgorod, Svobody street, 63, Russia Federation Tele: +7(499) 298 1352 Fax: +7(929) 657 9473	
1.45	Disponent owner- Full style:			"OOO "HIMTERMINAL" Address: 692939, Primor g Finding Street Port, d 64, Primorsky Krai, Russia Federation Tele: +7(499) 298 1352 Fax: +7(929) 657 9473 E-mail: freight@himterminal.ru	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Jan 14, 2013	Mar 21, 2014	Mar 21, 2015
2.2	Safety Radio Certificate:	Jan 14, 2013	Mar 21, 2014	Mar 21, 2015
2.3	Safety Construction Certificate:	Jan 14, 2013	Mar 21, 2014	Mar 21, 2015
2.4	Loadline Certificate:	Jan 14, 2013	Mar 21, 2014	Mar 21, 2015
2.5	International Oil Pollution Prevention Certificate (IOPPC) :	Jan 10, 2013	Mar 21, 2014	Mar 21, 2015
2.6	Safety Management Certificate (SMC) :	Jan 14, 2013	Not Applicable	Apr 10, 2015
2.7	Document of Compliance (DOC) :		Not Applicable	Nov 28, 2015
2.8	USCG (specify: COC, LOC or COI) :	Not Applicable	Not Applicable	Not Applicable
2.9	Civil Liability Convention Certificate (CLC) :	Nov 20, 2013		Nov 20, 2015
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC) :			Nov 20, 2015
2.11	U.S. Certificate of Financial Responsibility (COFR) :	Not Applicable		
2.12	Certificate of Fitness (Chemicals) :	Not Applicable		
2.13	Certificate of Fitness (Gas) :	Not Applicable		
2.14	Certificate of Class:		Aug 18, 2014	
2.15	International Ship Security Certificate (ISSC) :	Oct 16, 2013		Oct 16, 2015
2.16	International Sewage Pollution Prevention Certificate (ISPPC)			
2.17	International Air Pollution Prevention Certificate (IAPP):	May 10, 2013	May 10, 2014	Mar 10, 2015
<b>Documentation</b>				
2.18	Does vessel have all updated publications as listed in the			Yes

	Questionnaire, Chapter2- Question2.24, as applicable:	
2.19	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this	Yes
<b>3.</b>	<b>CREWMANAGEMENT</b>	
3.1	Nationality of Master:	Russia Federation
3.2	Nationality of Officers:	Nepal and Russian
3.3	Nationality of Crew:	Multinationals
3.4	If Officers/Crew employed by a Manning Agency- Full style:	Officers: "OOO "HIMTERMINAL" Address: 692939, Primor g Finding Street Port, d 64, Primorsky Krai, Russia Federation Tele: +7(499) 298 1352 Fax: +7(929) 657 9473 E-mail: freight@himterminal.ru Crew: "OOO "HIMTERMINAL" Address: 692939, Primor g Finding Street Port, d 64, Primorsky Krai, Russia Federation Tele: +7(499) 298 1352 Fax: +7(929) 657 9473 E-mail: freight@himterminal.ru
3.5	What is the common working language on board:	English
3.6	Do officers speak and understand English:	Yes
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:	
<b>4.</b>	<b>HELICOPTERS</b>	
4.1	Can the ship comply with the ICS Helicopter Guide lines:	Yes
4.2	If Yes, state whether winching or landing area provided:	Winching
<b>5.</b>	<b>FOR USA CALLS</b>	
5.1	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter:	Yes
5.2	Qualified individual(QI)-Full style:	"OOO "HIMTERMINAL"
5.3	Oil Spill Response Organization (OSRO)-Fullstyle:	N/A
5.4	Has technical operator signed the SCIA/C-TPAT agreement with US customs concerning drug smuggling:	Yes
<b>6.</b>	<b>CARGO AND BALLAST HANDLING</b>	
<b>Double Hull Vessels</b>		
6.1	Is vessel fitted with center line bulkhead in all cargo tanks:	Yes
6.2	If Yes, is bulkhead solid or perforated:	Solid
<b>Cargo Tank Capacities</b>		
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	
6.4	Total cubic capacity(98%,excluding slop tanks):	0 m3
6.5	Slop tank(s) capacity (98%):	2,785.80 m3
6.6	Residual/Retention oil tank(s)capacity(98%), if applicable:	202.62 M3
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean	SBT
<b>SBT Vessels</b>		
6.8	What is total capacity of SBT?	25,896.90 M3

6.9	What percentage of SDWT can vessel maintain with SBT only:	35.40%	
6.10	Does vessel meet the requirements of MARPOL Annex I Reg18.2: (previously Reg13.2)	Yes	
<b>Cargo Handling</b>			
6.11	How many grades/products can vessel load/discharge with double valve segregation:	3	
6.12	Maximum loading rate for homogenous cargo per manifold	2,873 m3/hr	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	8,619 m3/hr	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	N/A	
<b>Pumping Systems</b>			
6.15	Pumps:	No.	Type
	Cargo:	3	Centrifugal
	Stripping:	1	Reciprocal
	Eductors:	1	Niikura FCD-ER-200N
	Ballast:	2	Centrifugal
			Capacity
			2000 M3/HR
			200 m3/hr
			300 m3/hr
			2,500 m3/hr
6.16	How many cargo pumps can be run simultaneously at full capacity:	6000	
<b>Cargo Control Room</b>			
6.17	Is ship fitted with a Cargo Control Room (CCR):	Yes	
6.18	Can tank innage/ullage be read from the CCR:	Yes	
<b>Gauging and Sampling</b>			
6.19	Can ship operate under closed conditions in accordance with ISGOTT:	Yes	
6.20	What type of fixed closed tank gauging system is fitted:	Floating	
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	yes, all tanks	
<b>Vapor Emission Control</b>			
6.22	Is a vapor return system (VRS) fitted:	Yes	
6.23	Number/size of VRS manifolds (per side):	2	400 Millimeters
<b>Venting</b>			
6.24	State what type of venting system is fitted:	Common Line	
<b>Cargo Manifolds</b>			
6.25	Does vessel comply with the latest edition of the OCIMF Recommendations for Oil Tanker Manifolds and Associated Equipment':	Yes	
6.26	What is the number of cargo connections per side:	3	
6.27	What is the size of cargo connections:	400 Millimeters	
6.28	What is the material of the manifold:	Steel	
<b>Manifold Arrangement</b>			
6.29	Distance between cargo manifold centers:	2,500 Millimeters	
6.30	Distance ships rail to manifold:	4,410 Millimeters	
6.31	Distance manifold to ships side:	4,600 Millimeters	
6.32	Top of rail to center of manifold:	940 Millimeters	
6.33	Distance main deck to center of manifold:	2.090 Millimeters	
6.34	Manifold height above the waterline in normal ballast/ at SDWT condition:	16.65 Meters	8.24 Meters
6.35	Number/size reducers:	3 x 400/300mm (16/12") 3 x 400/250mm (16/10") 3 x 400/200mm (16/8")	
<b>Stern Manifold</b>			
6.36	Is vessel fitted with astern manifold:	No	
6.37	If stern manifold fitted, state size:	Millimeters	
<b>Cargo Heating</b>			
6.38	Type of cargo heating system?	Steam Heating Coil	
6.39	If fitted, are all tanks coiled?	No	
6.40	If fitted, what is the material of the heating coils :	Stainless Steel	

6.41	Maximum temperature cargo can be loaded/maintained:		
<b>Tank Coating</b>			
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type To What Extent
	Cargo tanks:	Yes	Epoxy Whole tank
	Ballast tanks:	Yes	Modified Epoxy WholeTank
	Sloptanks:	Yes	WholeTank
6.43	If fitted, what type of anodes are used:	Zinc	

7.	<b>INERTGAS AND CRUDE OIL WASHING</b>		
7.1	Is an Inert Gas System(IGS)fitted:	Yes	
7.2	Is IGS supplied by flue gas, inert gas(IG)generator and/or nitrogen:	Flue Gas	
7.3	Is a Crude Oil Washing (COW) installation fitted:	Yes	

8.	<b>MOORING</b>					
8.1	Mooringwires(ondrums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	30 Millimeters		250 Meters	63.80 Metric Tons
	Main deck fwd:	2	30 Millimeters		250 Meters	63.80 Metric Tons
	Main deck aft:	2	30 Millimeters		250 Meters	63.80 Metric Tons
	Poop deck:	6	30 Millimeters		250 Meters	63.80 Metric Tons
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	60 Millimeters	Fiber	11 Meters	81,42 Metric Tons
	Main deck fwd:	2	60 Millimeters	Fiber	11 Meters	81,42 Metric Tons
	Main deck aft:	2	60 Millimeters	Fiber	11 Meters	81,42 Metric Tons
	Poop deck:	6	60 Millimeters	Fiber	11 Meters	81,42 Metric Tons
8.3	Mooringropes(ondrums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		Millimeters		Meters	Metric Tons
	Main deck fwd:		Millimeters		Meters	Metric Tons
	Main deck aft:		Millimeters		Meters	Metric Tons
	Poop deck:		Millimeters		Meters	Metric Tons
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		Millimeters		Meters	Metric Tons
	Main deck fwd:		Millimeters		Meters	Metric Tons
	Main deck aft:		Millimeters		Meters	Metric Tons
	Poop deck:		Millimeters		Meters	Metric Tons
8.5	Mooring winches			No	#Drums	Brake Capacity
	Forecastle:			3	DoubleDrums	47.90 Metric Tons
	Main deck fwd:			1	DoubleDrums	47.90 Metric Tons
	Main deck aft:			1	DoubleDrums	47.90 Metric Tons
	Poop deck:			2	DoubleDrums	47.90 Metric Tons
8.6	Mooring bitts				No	SWL
	Forecastle:				4	92 Metric Tons
	Main deck fwd:				2	64 Metric Tons
	Main deck aft:				2	64 Metric Tons
	Poop deck:				8	92 Metric Tons
8.7	Closed chocks and/or fair leads of enclosed type				No	SWL
	Forecastle:				4	64 Metric Tons
	Main deck fwd:				14	40 Metric Tons
	Main deck aft:				14	40 Metric Tons
	Poop deck:				8	40 Metric Tons
<b>Emergency Towing System</b>						
8.8	Type/SWL of Emergency Towing system forward:				ETS4000FSR-SJ	200 Metric Tons
8.9	Type/SWL of Emergency Towing system aft:				ETS4000FSR-SJ	200 Metric Tons
<b>Anchors</b>						

8.10	Number of shackles on port cable:	12	
8.11	Number of shackles on starboard cable:	12	
<b>Escort Tug</b>			
8.12	What is SWL and size of closed chock and/or fair leads of enclosed type on stern:	64 Metric Tones	80 Millimeters
8.13	What is SWL of bollard on poop deck suitable for escort tug:	92 Metric Tones	
<b>Bow/Stern Thruster</b>			
8.14	What is brake horsepower of bow thruster (if fitted):		Kw
8.15	What is brake horsepower of stern thruster (if fitted):		Kw
<b>Single Point Mooring (SPM) Equipment</b>			
8.16	Does vessel comply with the latest edition of OCIMF' Recommendations for Equipment Employed in the Mooring of Vessel at Single Point Moorings (SPM)':	Yes	
8.17	Is vessel fitted with chain stopper(s):	Yes	
8.18	How many chain stopper(s) are fitted:	1	
8.19	State type of chain stopper(s) fitted:	Pawl	
8.20	Safe Working Load (SWL) of chain stopper(s):		200 Metric Tones
8.21	What is the maximum size chain diameter the bow stopper(s)		76 Millimeters
8.22	Distance between the bow fair lead and chain stopper/bracket:		3,600 Millimeters
8.23	Is bow chock and/or fair lead of enclosed type of OCIMF recommended size	Yes	
<b>Lifting Equipment</b>			
8.24	Derrick/ Crane description (Number, SWL and location):	Cranes: 1x15 Tons,	
8.25	What is maximum outreach of cranes/derricks outboard of the ship's side:	727 Meters	
<b>Ship To Ship Transfer (STS)</b>			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To	Yes	

9.	<b>MISCELLANEOUS</b>		
<b>Engine Room</b>			
9.1	What type of fuel is used for main propulsion?	IFO 380 CST	
9.2	What type of fuel issued in the generating plant?	IFO & DFO	
9.3	Capacity of bunker tanks-IFO and MDO/MGO:	2,492.10 CU.m3	148.80 m3 0.000 m3
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	
<b>Insurance</b>			
9.5	P&I Club-Full Style:	N/A	
9.6	P&I Club coverage-pollution liability coverage:	3,500,000.00 US\$	