

1.	GENERAL INFORMATION			
1.1	Date updated:		Dec 07, 2024	
1.2	Vessel's name (IMO number):		C.MIGHTY/9422158	
1.3	Vessel's previous name(s) and date(s) of change:		NA	
1.4	Year Build/Builder (where built):		2010/ HYUNDAI SAMHO HEAVY INDUSTRIES CO. LTD. - SAMHO, SOUTH KOREA	
1.5	Flag/Port of Registry:		Panama/Panama	
1.6	Call sign/MMSI:		3EYW4/357245000	
1.7	Vessel's contact details (satcom/fax/email etc.):		NA	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):		Oil Tanker	
1.9	Type of hull:		Double Hull	
Ownership and Operation				
1.10	Registered owner - Full style:		SK SHIPPING - SEOUL, SOUTH KOREA	
1.11	Technical operator - Full style:		SK SHIPMANAGEMENT - PUSAN, SOUTH KOREA	
1.12	Commercial operator - Full style:		EMPIRE SHIPPING VOF Operational Address: Martin Benku Square 16, Bratislava - Staré Mesto District 811 07, Slovakia Tel: +31 (63) 525 0457 Email: logistics@empireshippingnl.com, master@empireshippingnl.com	
1.13	Disponent owner - Full style:		EMPIRE SHIPPING VOF Operational Address: Martin Benku Square 16, Bratislava - Staré Mesto District 811 07, Slovakia Tel: +31 (63) 525 0457 Email: logistics@empireshippingnl.com, master@empireshippingnl.com	
Insurance				
1.14	P & I Club - Full Style:		NORTH OF ENGLAND The Quayside, Newcastle upon Tyne, NE1 3DU UK	
1.15	P & I Club pollution liability coverage/expiration date:		1,000,000,000 US\$	Not Applicable
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)		Willis Limited 51 Lime Street London EC3M 7DQ United Kingdom	
1.17	Hull & Machinery insured value/expiration date:		110,000,000 US\$	Not Applicable
Classification				
1.18	Classification society:		AMERICAN BUREAU OF SHIPPING	
1.19	Class notation:		100A1 Double Hull Oil Tanker, Ship Type 2 and Ship Type 3, ESP, *IWS, LI † LMC IGS UMS COW, ShipRight (SCM, VECS, BWMP (S, F, T), IHM-EU+)	
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:		No N/A	
1.21	If classification society changed, name of previous and date of change:		Not Applicable	
1.22	Does the vessel have ice class? If yes, state what level:		No,	
1.23	Date/place of last dry-dock:		Not Applicable	

1.24	Date next dry dock due/next annual survey due:			Not Applicable	Not Applicable
1.25	Date of last special survey/next special survey due:			Not Applicable	Not Applicable
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:				
Dimensions					
1.27	Length overall (LOA):			336 Metres	
1.28	Length between perpendiculars (LBP):			321 Metres	
1.29	Extreme breadth (Beam):			60 Metres	
1.30	Moulded depth:			19.44 Metres	
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:			47.48 Metres	Metres
1.32	Distance bridge front to center of manifold:			56.80 Metres	
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):			92.22 Metres	90.99 Metres
1.34	Parallel body distances		Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:		21.58 Metres	43.74 Metres	44.14 Metres
	Aft to mid-point manifold:		16.61 Metres	34.94 Metres	54.43 Metres
	Parallel body length:		38.19 Metres	78.68 Metres	98.57 Metres
Tonnages					
1.35	Net Tonnage:			38,266.00	
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):			38,266.00	38,261
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):			38,147.00	38,265.61
1.38	Panama Canal Net Tonnage (PCNT):			38,265.00	
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.059 Metres	9.841 Metres	313,875 Metric Tonnes	161,830 Metric Tonnes
	Winter:	6.325 Metres	9.475 Metres	313,875 Metric Tonnes	161,830 Metric Tonnes
	Tropical:	5.793 Metres	9.007 Metres	313,875 Metric Tonnes	161,830 Metric Tonnes
	Lightship:	16.52 Metres	2.33 Metres	-	161,830 Metric Tonnes
	Normal Ballast Condition:	11.82 Metres	6.60 Metres	313,875 Metric Tonnes	161,830 Metric Tonnes
	Segregated Ballast Condition:	11.82 Metres	6.60 Metres	313,875 Metric Tonnes	161,830 Metric Tonnes
1.40	FWA/TPC at summer draft:			720 Millimetres	161,830 Metric Tonnes
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			Yes 47128.00 50004 44999 34977 40000	
1.42	Constant (excluding fresh water):			550 Metric Tonnes	
1.43	What is the company guideline for Under Keel Clearance (UKC) for this vessel?			Alongside berths: 0.3 metres Approaches: 0.6 metres Coastal waters: 20 % of the vessels draught Ocean passages: 100 % of the vessels draught	
1.44	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Summer deadweight:			30.739 Metres	0 Metres
	Normal ballast:			30.57 Metres	0 Metres
	Lightship:			30.15 Metres	0 Metres
2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	Not Applicable	Not Applicable		Not Applicable
2.2	Safety Radio Certificate (SRC):	Not Applicable	Not Applicable		Not Applicable

2.3	Safety Construction Certificate (SCC):	Not Applicable	Not Applicable		Not Applicable
2.4	International Loadline Certificate (ILC):	Not Applicable	Not Applicable		Not Applicable
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Not Applicable	Not Applicable		Not Applicable
2.6	International Ship Security Certificate (ISSC):	Not Applicable	Not Applicable	Not Applicable	Not Applicable
2.7	Maritime Labour Certificate (MLC):	Not Applicable	N/A		Not Applicable
2.8	ISM Safety Management Certificate (SMC):	Not Applicable	Not Applicable	Not Applicable	Not Applicable
2.9	Document of Compliance (DOC):	Not Applicable	Not Applicable		Not Applicable
2.10	USCG Certificate of Compliance (USCGCOC):	Not Applicable	Not Applicable		Not Applicable
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Not Applicable	N/A	N/A	Not Applicable
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Not Applicable	N/A	N/A	Not Applicable
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Not Applicable	N/A	N/A	Not Applicable
2.14	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable	N/A	N/A	Not Applicable
2.15	Certificate of Class (COC):	Not Applicable	Not Applicable		Not Applicable
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Not Applicable	N/A	N/A	Not Applicable
2.17	Certificate of Fitness (COF):	Not Applicable			
2.18	International Energy Efficiency Certificate (IEEC):	Not Applicable	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Not Applicable			Not Applicable

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:		Danish
3.2	Number and nationality of Officers:	9	Indian, Danish, Lithuanian
3.3	Number and nationality of Crew:	12	Filipino, Indian
3.4	What is the common working language onboard:		English
3.5	Do officers speak and understand English?		Yes
3.6	If Officers/ratings employed by a manning agency - Full style:	Officers: See registered owner	Ratings: See registered owner

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:	ECM Maritime Services, LLC Mr. Michael Minogue 1 Selleck Street 5th Floor - Suite 511 Norwalk, CT 06855, USA
4.3	Oil Spill Response Organization (OSRO) - Full style:	National Response Corporation 3500 Sunrise Highway; Building 200, Suite 200 Great River, NY 11739
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:	T&T Salvage, LLC 8717 Humble Westfield Road Humble, TX 77338, USA.

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:	Metres

6.	COATING/ANODES				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Epoxy	Deck head to 3m below & Bottom to 0.5m upwards	No
	Ballast tanks:	Yes	Epoxy	Fully	Yes
	Slop tanks:	Yes	PURE EPOXY	Whole Tank	Yes

7.	BALLAST				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	750 m3/hr	25 Metres
	Ballast Eductors:	0	N/A	m3/hr	Metres

8.	CARGO		
Double Hull Vessels			
8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:	Yes, Solid	
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:	14	51,906.80 m3
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 6763.8 m3 (1 PORT AND STBD) Seg#2: 9138.8 m3 (2 PORT AND STBD) Seg#3: 9317.6 m3 (3 PORT AND STBD) Seg#4: 9317.6 m3 (4 PORT AND STBD) Seg#5: 9300.8 m3 (5 PORT AND STBD) Seg#6: 8068.2 m3 (6 PORT AND STBD) Seg#7: 1174.8 m3 (SLOP P & S)	
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):	2,3	
8.3	Number of slop tanks and total cubic capacity (98%):	2	1,174.80 m3
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	3 SEG	
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:	102.90 m3	
SBT Vessels			
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	23,892.70 m3	48.98 %
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:	7	
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	Yes 1.5 S.G. , 66 pct	
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:	m3/hr	1,800 m3/hr
	Loaded simultaneously through all manifolds:	m3/hr	3,600.00 m3/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? If no, specify which ones are not calibrated:			Yes,	
	What type of fixed closed tank gauging system is fitted:			Radar	
	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, VAPOUR LOCK MMC: AFT, MID, FWD	
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	400.10 Millimetres
8.13	Number/size/type of VECS reducers:			2x20x12"	
Venting					
8.14	State what type of venting system is fitted:			VENT RISER + HIGH VELOCITY PV VALVES	
Cargo Manifolds and Reducers					
8.15	Total number/size of cargo manifold connections on each side:			3/500 Millimetres	
8.16	What type of valves are fitted at manifold:			Butterfly	
8.17	What is the material/rating of the manifold:			Cast Steel	
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:			2,100 Millimetres	
8.19	Distance ships rail to manifold:			4,200 Millimetres	
8.20	Distance manifold to ships side:			4,200 Millimetres	
8.21	Top of rail to center of manifold:			510 Millimetres	
8.22	Distance main deck to center of manifold:			2,000 Millimetres	
8.23	Spill tank grating to center of manifold:			715 Millimetres	
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:			19.20 Metres	9.40 Metres
8.25	Number/size/type of reducers:			6 x 609.6/406.4mm(24/16") 3 x 609.6/304.8mm(24/12") 3 x 609.6/254mm (24/10") 3 x 609.6/203.2mm (24/8") 2 x 609.6/508mm (24/20") ANSI	
8.26	Is vessel fitted with a stern manifold? If yes, state size:			No,	
Heating					
8.27	Cargo/slop tanks fitted with a cargo heating system?		Type	Coiled	Material
	Cargo Tanks:		STEAM	Yes	SS
	Slop Tanks:		STEAM	Yes	STPG 370S (Carbon Steel)
8.28	Maximum temperature cargo can be loaded/maintained:			70.0 °C / 158.0 °F	70 °C / 158 °F
8.28.1	Minimum temperature cargo can be loaded/maintained:				
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:			Flue Gas	
Cargo Pumps					
8.31	How many cargo pumps can be run simultaneously at full capacity:			4	
8.32	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	3	Centrifugal	4100 M3/HR	135Meters 135Meters 135Meters
	Cargo Eductors:	2	Liquid Jet Pump	460Cu. Metres/Hour	25 Metres
	Stripping:	1	Reciprocating	260Cu. Metres/Hour	135 Metres
8.33	Is at least one emergency portable cargo pump provided?				
9.	MOORING				

9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	50.10 Millimetres	POLYESTER	10 Metres	100.00Metric Tonnes
	Main deck fwd:	4	50.10 Millimetres	POLYESTER	10 Metres	100.00Metric Tonnes
	Main deck aft:	2	50.10 Millimetres	POLYESTER	10 Metres	100.00Metric Tonnes
	Poop deck:	6	50.10 Millimetres	POLYESTER	10 Metres	100.00Metric Tonnes
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	30 Millimetres	HMPE (High Modulus Poly Ethylene)	260 Metres	80.50 Metric Tonnes
	Main deck fwd:	4	30 Millimetres	HMPE (High Modulus Poly Ethylene)	260 Metres	80.50 Metric Tonnes
	Main deck aft:	2	30 Millimetres	HMPE (High Modulus Poly Ethylene)	260 Metres	80.50 Metric Tonnes
	Poop deck:	6	30 Millimetres	HMPE (High Modulus Poly Ethylene)	260 Metres	80.50 Metric Tonnes
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	70 Millimetres	8 Strand Polypropylene	210 Metres	80.00 Metric Tonnes
	Main deck fwd:	3	70Millimetres	8 Strand Polypropylene	210 Metres	80.00 Metric Tonnes
	Main deck aft:	3	70 Millimetres	8 Strand Polypropylene	210 Metres	80.00 Metric Tonnes
	Poop deck:	3	70 Millimetres	8 Strand Polypropylene	210 Metres	80.00 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	65.00MetricTonnes	Band brake
	Main deck fwd:	2	Double Drums	Hydraulic	65.00MetricTonnes	Band brake
	Main deck aft:	1	Double Drums	Hydraulic	65.00MetricTonnes	Band brake
	Poop deck:	3	Double Drums	Hydraulic	65.00MetricTonnes	Band brake
9.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		5	87 Metric Tonnes	6	80 Metric Tonnes
	Main deck fwd:		6	87 Metric Tonnes	8	80 Metric Tonnes
	Main deck aft:		3	87 Metric Tonnes	5	80 Metric Tonnes
	Poop deck:		5	87 Metric Tonnes	8	80 Metric Tonnes
Anchors/Emergency Towing System						
9.7	Number of shackles on port/starboard cable:				12/11	
9.8	Type/SWL of Emergency Towing system forward:				KETA-45F CHAFING CHAIN	341 Metric Tonnes
9.9	Type/SWL of Emergency Towing system aft:				KETSP-40A	200 Metric Tonnes
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern				1150 x 500 x 1125	
Escort Tug						
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:				200 Metric Tonnes	
9.11	What is SWL of bollard on poop deck suitable for escort tug:				200 Metric Tonnes	
Lifting Equipment/Gangway						
9.12	Derrick/Crane description (Number, SWL and location):				Cranes: 1 x 15.00 Tonnes Derricks Onboard 1 x 0.1 tons 1 x 0.2 tons 3 Cranes Onboard 1 x 15 tons (center) 1 x 5 tons (port) 1 x 2 tons (starboard)	
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:	2	
9.16	State type/SWL of chain stopper(s):	TONGUE SM490	300 Metric Tonnes
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:	70 Millimetres	
9.18	Distance between the bow fairlead and chain stopper/bracket:	3.00 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 Not Applicable	

10.	PROPULSION			
10.1	Speed		Maximum	Economical
	Ballast speed:			
	Laden speed:			
10.2	What type of fuel is used for main propulsion/generating plant:		VLSFO, ULSFO, LSMGO	VLSFO, ULSFO, LSMGO
10.3	Type/Capacity of bunker tanks:		Fuel Oil: 2,541 Cu. Metres Diesel Oil: 0 Cu. Metres Gas Oil: 497.90 Cu. Metres	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):		None	
10.5	Engines	No	Capacity	Make/Type
	Main engine:	1	12,000 Kilowatt	HYUNDAI MAN B&W 5G70ME-C9.5
	Aux engine:	3	3,000 Kilowatt	
	Power packs:			
	Boilers:	2	30 Metric Tonnes/Hour	
Bow/Stern Thruster				
10.6	What is brake horse power of bow thruster (if fitted):		No,	
10.7	What is brake horse power of stern thruster (if fitted):		No,	
Emissions				
10.8	Main engine IMO NOx emission standard:			
10.9	Energy Efficiency Design Index (EEDI) rating number:		2.0	

11.	SHIP TO SHIP TRANSFER		
11.1	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquified Gas, as applicable)?	Yes	
11.2	What is maximum outreach of cranes/derricks outboard of the ship’s side:	7.50 Metres	
11.3	Date/place of last STS operation:	Not Applicable	

12.	RECENT OPERATIONAL HISTORY		
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):		
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: No, Collision: No, n/a	
12.3	Date and place of last Port State Control inspection:		Not Applicable
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)*: * "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.		Not Applicable
12.6	Date/Place of last SIRE inspection:		Not Applicable
12.7	Additional information relating to features of the ship or operational characteristics:		