

1.	GENERAL INFORMATION	
1.1	Date updated:	17/07/2025
1.2	Vessel's name (IMO number):	TREND (9477177)
1.3	Vessel's previous name(s) and date(s) of change:	MT KOLIN 9 and 01.07.2024
1.4	Date delivered/Builder (where built):	20 March 2008 / Zhenxing Ship Bulding, Zhejiang, China
1.5	Flag/Port of Registry:	TOGO / LOME
1.6	Call sign/MMSI:	5VJB5 / 671 446 100
1.7	Vessel's contact details (satcom/fax/email etc.):	Trend@SkyFile.com
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Oil Tanker (IMO TYPE II)
1.9	Type of hull:	Double Hull
Ownership and Operation		
1.10	Registered owner - Full style:	SAIF SHIPS & BOATS TRADING L.L.C Almamzar Tower, Alzarooni Building 3, office 111, Dubai UAE T: +971557485638 Email: md@safe-port.net
1.11	Technical operator - Full style:	VERITAL MARINE SERVICES L.L.C OFFICE 1801-11, 18th FLOOR, ONTARIO TOWER . Dubai United Arab Emirates T: +97142403337 Email: vmsinfo@verital.ae
floor	Commercial operator - Full style:	SAIF SHIPS & BOATS TRADING L.L.C Almamzar Tower, Alzarooni Building 3, office 111, Dubai UAE T: +971557485638 Email: md@safe-port.net
1.13	Disponent owner - Full style:	Same as above
Insurance		
1.14	P & I Club - Full Style:	MS AMLIN MARINE NV POSTAL ADDRESS: P.O.BOX 30152 3001 DD ROTTERDAM VISITING ADDRESS: BEURSPLEIN37 3011 AA ROTTERDAM THE NETHELANDS EMAIL: marineinfo@msamlin.com INTERNET: www.msamlin.com
1.15	P & I Club pollution liability coverage/expiration date:	500,000,000 US \$ APRIL 21, 2026
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	AL SAQR
1.17	Hull & Machinery insured value/expiration date:	6 MILLION US \$ APRIL 21, 2026
Classification		
1.18	Classification society:	LR (Lloyd's Register)
1.19	Class notation:	100A1 Double Hull Oil Tanker, ESP, LI, Hull, Mach
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No
1.21	If classification society changed, name of previous and date of change:	N/A
1.22	Does the vessel have ice class? If yes, state what level:	N/A
1.23	Date/place of last dry-dock:	02 FEBRUARY 2024/Turkey
1.24	Date next dry dock due/next annual survey due:	02 FEBRUARY 2027 02Feb 2025

1.25	Date of last special survey/next special survey due:	02 FEBRUARY 2024	01 Feb 2029
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	N/A	
Dimensions			
1.27	Length overall (LOA):	118.0 Metres	
1.28	Length between perpendiculars (LBP):	110.0 Metres	
1.29	Extreme breadth (Beam):	17.60 Metres	
1.30	Moulded depth:	9.00 Metres	
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	32.80 Metres	N/A
1.32	Distance bridge front to center of manifold:	47.10 Metres	
1.33	Bow to centre manifold (BCM)/Stern to centre manifold (SCM):	45.60 Metres	72.40 Metres
1.34	Parallel body distances	Lightship	Normal Ballast
	Forward to mid-point manifold:	21.45 M	21.45 M
	Aft to mid-point manifold:	11.05 M	11.05 M
	Parallel body length:	32.50 M	32.50 M
Tonnages			
1.35	Net Tonnage:	2272	
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):	5036	N/A
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):	5800.09	4591.15
1.38	Panama Canal Net Tonnage (PCNT):	N/A	
Loadline Information			
1.39	Loadline	Freeboard	Draft
	Summer:	2.412 M	6.60 M
	Winter:	2.550 M	6.46 M
	Tropical:	2.274 M	6.74 M
	Lightship:	6.262 M	1.94 M
	Normal Ballast Condition:	4.700 M	4.28 M
	Segregated Ballast Condition:	4.800 M	4.15 M
1.40	FWA/TPC at summer draft:	141.00 MM	17.80 MT
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned load lines:	NO	
1.42	Constant (excluding fresh water):	16 MT	
1.43	What are the company guidelines for Under Keel Clearance (UKC) for this vessel?	OPEN SEA: 50% of Deepest Draft SHALLOW WATER: 10% of Deepest Draft BERTH & TERMINAL: 10% of Deepest Draft	
1.44	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Summer deadweight:	26.2 M	N/A
	Normal ballast:	28.52 M	N/A
	Lightship:	30.86 M	N/A

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	30.06.2025	N/A	N/A	01.02.2029
2.2	Safety Radio Certificate (SRC):	25.07.2024	12.05.2025	N/A	01.02.2029
2.3	Safety Construction Certificate (SCC):	30.06.2025	N/A	N/A	01.02.2029
2.4	International Load line Certificate (ILC):	25.07.2024	12.05.2025	N/A	01.02.2029
2.5	International Oil Pollution Prevention Certificate (IOPPC):	15.11.2024	N/A	N/A	01.02.2029
2.6	International Ship Security Certificate (ISSC):	20.02.2025	N/A	N/A	31.01.2030
2.7	Maritime Labour Certificate (MLC):	20.02.2025	N/A	N/A	31.01.2030
2.8	ISM Safety Management Certificate (SMC):	20.02.2025	N/A	N/A	31.01.2030

2.9	Document of Compliance (DOC):	08.02.2024	N/A	N/A	07.02.2030
2.10	USCG Certificate of Compliance (USCGCOC):	N/A	N/A	N/A	N/A
2.11	Civil Liability Convention (CLC) 1992 Certificate:	21.04.2025	N/A	N/A	21.04.2026
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	21.04.2025	N/A	N/A	21.04.2026
2.13	Liability for the Removal of Wrecks Certificate (WRC):	21.04.2025	N/A	N/A	21.04.2026
2.14	U.S. Certificate of Financial Responsibility (COFR):	N/A	N/A	N/A	N/A
2.15	Certificate of Class (COC):	25.07.2024	12.05.2025	N/A	01.02.2029
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	25.07.2024	N/A	N/A	01.02.2029
2.17	Certificate of Fitness (COF):	N/A	N/A	N/A	N/A
2.18	International Energy Efficiency Certificate (IEEC):	25.07.2024	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	25.07.2024	12.05.2025	N/A	01.02.2029

Documentation

2.20	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:	N/A
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)?	Nil
2.23	ITF Blue Card expiry date (if applicable):	N/A

3. CREW

3.1	Nationality of Master:	Indian
3.2	Number and nationality of Officers:	5 Indian / ALGERIAN / BANGLADESH
3.3	Number and nationality of Crew:	12 Indian / Indonesian/ Tanzanian
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:	NO N/A

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):	No
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
5.2.2	If Yes, what is the diameter of the circle provided:	N/A

6.	COATING/ANODES				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Epoxy	Whole Tank	Zinc
	Ballast tanks:	Yes	Epoxy	Whole Tank	Zinc
	Slop tanks:	Yes	Epoxy	Whole Tank	Zinc

7.	BALLAST				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Electric	2 X 200 M3/HR	N/A
	Ballast Eductors:	N/A	N/A	N/A	N/A

8.	CARGO				
Double Hull Vessels					
8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:			Yes, Perforated	
Cargo Tank Capacities					
8.2	Number of cargo tanks and total cubic capacity (98%): (excluding two slop tanks)			5 / 8014.782 M3	
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):			All individual lines.	
				Port	Stbd
				NO. 1	590.297 M3
				NO. 2	888.274 M3
				NO. 3	961.916 M3
				NO. 4	794.465 M3
				NO. 5	770.368 M3
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):			2	
8.3	Number of slop tanks and total cubic capacity (98%):			2	
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:			Group 3 / 263.271 M3	
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:			N/A	
SBT Vessels					
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?			2852.49 MT	
8.3.4	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:			40%	
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:			3 GRADE	
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:			No	
8.6	Max loading rate for homogenous cargo			With VECS	
	Loaded per manifold connection:			Without VECS	
	Loaded simultaneously through all manifolds:			NA	
	Loaded simultaneously through all manifolds:			700 M3/HR	
	Loaded simultaneously through all manifolds:			750 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?			No	
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)?			Portable MMC restricted type	

	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:	No		
8.10	Number of portable gauging units (example- MMC) on board:	4		
Vapor Emission Control System (VECS)				
8.11	Is a Vapour Emission Control System (VECS) fitted?	Yes		
8.12	Number/size of VECS manifolds (per side):	2	8 Inches	
8.13	Number/size/type of VECS reducers:	2 NOS 12 INCHES / 1 NOS 8"		
Venting				
8.14	State what type of venting system is fitted:	P/V Valve		
Cargo Manifolds and Reducers				
8.15	Total number/size of cargo manifold connections on each side:	3		
8.16	What type of valves are fitted at manifold:	Butterfly		
8.17	What is the material/rating of the manifold:	Mild 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:	3300 MM		
8.19	Distance ships rail to manifold:	4330 MM		
8.20	Distance manifold to ships side:	4430 MM		
8.21	Top of rail to center of manifold:	1250 MM		
8.22	Distance main deck to center of manifold:	1600 MM		
8.23	Spill tank grating to center of manifold:	DIP Trays Port & STBD.		
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:	6390 MM	4070 MM	
8.25	Number/size/type of reducers:	12x8"(3PCS)/12x10"(3PCS)/12x6"(4 PCS)		
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 Heating Coil	Yes	Mild Steel
	Slop Tanks:	Steam Heating Coil	Yes	Mild Steel
8.27.1	Is a Thermal Oil Heating system fitted? If yes, identify tanks?	N/A		
8.28	Maximum temperature cargo can be loaded/maintained:	70 C		
8.28.1	Minimum temperature cargo can be loaded/maintained:	0 C		
Inert Gas and Crude Oil Washing				
8.29	Is an Inert Gas System (IGS) fitted/operational?	N/A		
8.29.1	Is a Crude Oil Washing (COW) installation fitted/operational?	N/A		
8.30	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	N/A		
8.30.1	If nitrogen generator, specify the applicable flow rate for each of the designed purity modes:	N/A		
Cargo Pumps				
8.31	How many cargo pumps can be run simultaneously at full capacity:	2		
8.32	Pumps	No.	Type	Capacity
	Cargo Pumps:	2	Screw Pump	2 x 700 M3/HR
	Cargo Eductors:	N/A	N/A	N/A
	Stripping:	1	Screw Pump	1 X 218 M3/HR
8.33	Is at least one emergency portable cargo pump provided?	N/A		

9. MOORING						
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	N/A				
	Main deck fwd:	N/A				
	Main deck aft:	N/A				
	Poop deck:	N/A				
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	N/A				
	Main deck fwd:	N/A				
	Main deck aft:	N/A				
	Poop deck:	N/A				
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	72 MM		220	55 T
	Main deck fwd:	N/A	N/A			
	Main deck aft:	N/A	N/A			
	Poop deck:	3	64 MM		220	55 T
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	72 MM		220 Meters	29.54 T
	Main deck fwd:	N/A				
	Main deck aft:	N/A				
	Poop deck:	3	72 MM		220 Meters	29.54 T
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	1	2		20 T	
	Main deck fwd:	N/A	N/A		N/A	
	Main deck aft:					
	Poop deck:	2	2		20 T	
9.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		4	32 T	4/2	20 T
	Main deck fwd:		1P-1S	32 T	1P-1S	20 T
	Main deck aft:		1P-1S	32 T	1P	20 T
	Poop deck:		6	32 T	6/2	20 T
Anchors/Emergency Towing System						
9.7	Number of shackles on port/starboard cable:				8/8	
9.8	Type/SWL of Emergency Towing system forward:				1 BITT	81 T
9.9	Type/SWL of Emergency Towing system aft:					81 T
Escort Tug						
9.10	What is size/SWL of closed chock and/or fairleads of enclosed type on stern:				32 MT	
9.11	What is SWL of bollard on poop deck suitable for escort tug:				32 T	373.6 KN
Lifting Equipment/Gangway						
9.12	Derrick/Crane description (Number, SWL and location):				1 CRANE / 0,9 T STBD FRAME 102/103 FWD OF CARGO MANIFOLD	
9.13	Accommodation ladder direction:				Towards Aft	
	Does vessel have a portable gangway? If yes, state length:				Yes, 18 M	
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	State type/SWL of chain stopper(s):				N/A	
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:				N/A	
9.18	Distance between the bow fairlead and chain stopper/bracket:				N/A	

9.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	N/A
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10.	PROPULSION			
10.1	Speed		Maximum	Economical
	Ballast speed:		10 Knots	9 Knots
	Laden speed:		9-10 Knots	8-9 Knots
10.2	What type of fuel is used for main propulsion/generating plant:		VLSFO	MGO
10.3	Type/Capacity of bunker tanks:		VLSFO 399.44 M3 %100 MDO/MGO 96.44 M3 100	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):		Fixed	
10.5	Engines	No	Capacity	Make/Type
	Main engine:	1	4300 HP	YANMAR, 8N330-SN
	Aux engine:	2	254 kw @ 1800 rpm	Chongqing Cummin
	Power packs:	N/A		
	Boilers:	1	LSK 6 - 0.7.	vertical oil-fired auxiliary boiler, Qingdao marine boiler works co. ltd

Bow/Stern Thruster				
10.6	What is brake horse power of bow thruster (if fitted):		N/A	
10.7	What is brake horse power of stern thruster (if fitted):		N/A	

Emissions				
10.8	Main engine IMO NOx emission standard:		Tier 1, Reg.13.3	
10.9	Energy Efficiency Design Index (EEDI) rating number:		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 Liquefied Gas, as applicable)?		Yes	
11.2	What is maximum outreach of cranes/derricks outboard of the ship's side:		17.6 M Radius of Crane	
11.3	Date/place of last STS operation:		07-01-2025	

12.	RECENT OPERATIONAL HISTORY			
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):		VLSFO VLSFO VLSFO	
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:		No	
12.3	Date and place of last Port State Control inspection:		07/10/2024 Greece	
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:		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.		Maxcom Petroli S.p.A.	
12.6	Date/Place of last SIRE inspection:		22/05/2022 KEPEZ/TURKEY	
12.6.1	Date/Place of last CDI inspection:		N/A	
12.7	Additional information relating to features of the ship or operational characteristics:		N/A	

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