

ANNEX 1

FUNDAMENTAL VESSEL SPECS REQUIREMENTS

No.	Contents	Specifications
I.	General Information	
1.1	Type of vessel	Crude oil or/and oil Tanker
1.2	Ship size	100.000 - 120.000 DWT
1.3	Age of vessel	≤ 15 years (from the delivery date to the expected final laycan date)
1.4	Where built	Japan or South Korea shipyards or Southeast Asian shipyards operating under Korean or Japanese investment and management standards or Major Chinese shipyards owned or affiliated with leading shipbuilding groups such as CSSC, COSCO Shipping Heavy Industry, or equivalent entities
1.5	Type of hull	Double Hull
1.6	Classification	IACS
1.7	Ice Class type	Not acceptable
1.8	CII rating number	Minimum band C in 2025
1.9	Single Point Mooring (SPM) Equipment	Fitted
II	CARGO SYSTEM	
2.1	Number of cargo grades can vessel load/discharge with double valve segregation:	≥3 Groups
2.2	Loading rate for homogenous cargo per manifold connection	≥3.500 CBM
2.3	Loading rate for homogenous cargo loaded simultaneously through all manifolds	≥10.500 CBM
2.4	Number of Cargo pump	≥3
2.5	Cargo Hose Handling Crane/derrick	≥ 15 metric tons
2.6	COW/fix tank cleaning machine	Equipped
2.7	Heating coils in cargo tanks	Equipped
2.8	Max Cargo temperature can be maintained	Not Below 149 Deg F
III	BALLAST SYSTEM	
3.1	Type of ballast tank	SBT
3.2	BWST	To be approved by USCG
IV	MACHINERIES	
4.1	ME manufacturer's country	EU/G7/Japan/Korea or under license
4.2	GE maker & manufacturer's country	EU/G7/Japan/Korea or under license
4.3	Boiler maker	EU/G7/Japan/Korea or under license
- All Vessel/ship owners/technical/commercial managers will be not acceptable, if: + Appearing in blacklists or any sanction lists issued by UK, US, EU, UN, Uani Lists; and/or + Vessel P&I wasn't belonging to IG Club; and/or + Vessels that have sustained serious damage to the main engine, gearbox, auxiliary engines, intermediate/propeller shaft, or cargo pump system, or that have suffered major incidents such as collision, grounding, fire, explosion, hull buckling, or significant structural damage to cargo or ballast tanks resulting in a “condition” notation in the vessel’s class status/print out at the time of evaluation will not be considered.		