INTERTANKO CHARTERING QUESTIONNAIRE 88 - OIL/CHEMICAL **Version 5**

1.	**GENERAL INFORMATION**		
1.1	Date updated:	Mar 22, 2022	
1.2	Vessel's name (IMO number):	Densa Defne (9297204)	
1.3	Vessel's previous name(s) and date(s) of change:	Thun Goliath (Mar 21, 2022) Bro Goliath (Dec 05, 2012) Mareld (Aug 23, 2007)	
1.4	Date delivered/Builder (where built):	Dec 01, 2004/Selah Shipyard, Turkey	
1.5	Flag/Port of Registry:	Malta/Valletta	
1.6	Call sign/MMSI:	9HA5639/229922000	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: 871 761 133 727 Fax: Email: densadefne@gtships.com	
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:	DEFNE TANKERS LTD TRUST COMPANY COMPLEX AJELTAKE ROAD AJELTAKE ISLAND, MAJURO MH 96960 MARSHALL ISLAND Marshall Islands	
1.11	Technical operator - Full style:	DENSA TANKER ISLETMECILIGI LTD.STI ICERENKOY MAH. CAYIR CAD. NEHIR PLAZA NO:9 KAT:7 DA:28 34752 ATASEHIR - ISTANBUL Turkey Tel: + 90 216 327 44 37 Fax: + 90 216 428 51 57 Email: office@densatankers.com Company IMO#: 5057958	
1.12	Commercial operator - Full style:	MONTE SARASA TRADE CORP. TRUST COMPANY COMPLEX AJELTAKE ROAD AJELTAKE ISLAND, MAJURO MH 96960 MARSHALL ISLAND Marshall Islands Email: operation@montesarasa.com	
1.13	Disponent owner - Full style:	N/A	
Insurance			
1.14	P & I Club - Full Style:	LONDON THE LONDON P&I CLUB 50th LEMAN STREET LONDON E1 8HQ UK Tel: +44 (0)20 7772 8000 Fax: +44 (0)20 7772 8200 Email: LONDON@LONDONPANDI.COM Web: WWW.LONDONPANDI.COM	
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000 US$	Feb 20, 2023
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	Turk P ve I Sigorta A.S. Muhittin Üstündag Cad. No:21 34718 Kosuyolu / Kadiköy / Istanbul Tel: +90 216 545 03 00 Fax: +90 216 545 03 01	
1.17	Hull & Machinery insured value/expiration date:	5,000,000 US$	Mar 23, 2023
Classification			
1.18	Classification society:	Lloyds Register	
1.19	Class notation:	100A1, Double Hull Oil and Chemical Tanker Ship Type 2, SG 1.54, ESP, LI, EP (bar above) LMC,IGS,UMS, Propulsion Machinery Redundancy Limited. Descriptive Note: ShipRight (SCM, 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	
1.21	If classification society changed, name of previous and date of change:	Bureau Veritas, Aug 03, 2010	

1.22	Does the vessel have ice class? If yes, state what level:			No, N/A	
1.23	Date/place of last dry-dock:			May 21, 2019/Falkenberg	
1.24	Date next dry dock due/next annual survey due:			May 16, 2022	Feb 28, 2021
1.25	Date of last special survey/next special survey due:			Sep 18, 2019	Nov 29, 2024
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:			Yes, 1	
Dimensions					
1.27	Length overall (LOA):				119.10 Metres
1.28	Length between perpendiculars (LBP):				111.60 Metres
1.29	Extreme breadth (Beam):				16.90 Metres
1.30	Moulded depth:				8.40 Metres
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:			34.00 Metres	0 Metres
1.32	Distance bridge front to center of manifold:				35.20 Metres
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):			59.60 Metres	59.50 Metres
1.34	Parallel body distances		Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:		30.10 Metres	30.80 Metres	32.90 Metres
	Aft to mid-point manifold:		28.70 Metres	29.40 Metres	35.00 Metres
	Parallel body length:		58.80 Metres	60.20 Metres	68.60 Metres
Tonnages					
1.35	Net Tonnage:				2,245.00
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):			4,745.00	3,909
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):				3,629.00
1.38	Panama Canal Net Tonnage (PCNT):				4,047.00
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.66 Metres	6.77 Metres	7,108.40 Metric Tonnes	9,951.60 Metric Tonnes
	Winter:	1.80 Metres	6.63 Metres	6,874.20 Metric Tonnes	9,717.40 Metric Tonnes
	Tropical:	1.52 Metres	6.91 Metres	7,348.30 Metric Tonnes	10,191.50 Metric Tonnes
	Lightship:	6.23 Metres	2.20 Metres	-	2,843.20 Metric Tonnes
	Normal Ballast Condition:	3.99 Metres	4.44 Metres	3,360.20 Metric Tonnes	6,203.30 Metric Tonnes
	Segregated Ballast Condition:	4.07 Metres	4.36 Metres	3,278.03 Metric Tonnes	6,121.20 Metric Tonnes
1.40	FWA/TPC at summer draft:			144.00 Millimetres	16.85 Metric Tonnes
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			No	
1.42	Constant (excluding fresh water):				
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?			in port 10% vessels draft but never less then 0.6 mtr, at sea 50% of vessels draft but never less then 3.5 mtr.	
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:			29.00 Metres	0 Metres
	Lightship:			31.80 Metres	0 Metres

2.	**CERTIFICATES**	**Issued**	**Last Annual**	**Last Intermediate**	**Expires**
2.1	Safety Equipment Certificate (SEC):	Sep 18, 2019	Feb 19, 2021	Nov 30, 2019	Nov 29, 2024
2.2	Safety Radio Certificate (SRC):	Sep 18, 2019	Feb 12, 2021	Nov 30, 2019	Nov 29, 2024
2.3	Safety Construction Certificate (SCC):	Sep 18, 2019	Feb 12, 2021	Nov 30, 2019	Nov 29, 2024
2.4	International Loadline Certificate (ILC):	Sep 06, 2019	Feb 12, 2021	Nov 30, 2019	Nov 29, 2024
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Feb 09, 2019	Feb 12, 2021	Nov 30, 2020	Nov 29, 2022
2.6	International Ship Security Certificate (ISSC):	Feb 24, 2018	Not Applicable	Feb 19, 2021	Mar 16, 2023
2.7	Maritime Labour Certificate (MLC):		N/A		
2.8	ISM Safety Management Certificate (SMC):				

2.9	Document of Compliance (DOC):	Feb 07, 2019	Apr 21, 2021		Feb 09, 2024
2.10	USCG Certificate of Compliance(USCGCOC):	Not Applicable	Not Applicable		
2.11	Civil Liability Convention (CLC) 1992 Certificate:		N/A	N/A	
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:		N/A	N/A	
2.13	Liability for the Removal of Wrecks Certificate (WRC):		N/A	N/A	
2.14	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable	N/A	N/A	Not Applicable
2.15	Certificate of Class (COC):	Sep 07, 2019	Feb 12, 2021	Nov 30, 2019	Nov 29, 2024
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Sep 07, 2019	N/A	N/A	Nov 29, 2024
2.17	Certificate of Fitness (COF):	Sep 07, 2019	Feb 02, 2019		Nov 29, 2024
2.18	International Energy Efficiency Certificate (IEEC):	Oct 30, 2014	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Sep 07, 2019	Feb 12, 2021	Nov 30, 2019	Nov 29, 2024
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):			Permanent	

3.	**CREW**		
3.1	Nationality of Master:		Turkish
3.2	Number and nationality of Officers:	6	Turkish, Indian
3.3	Number and nationality of Crew:	10	Turkish, Indian and Georgia
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: DENSA TANKER ISLETMECILIGI LTD.STI ICERENKOY MAH. ÇAYIR CAD. NEHIR PLAZA NO:9 KAT:7 DA:28 34752 ATASEHIR-ISTANBUL-TURKEY Tel: +90 216 3264437 Fax: +90 216 4285157 Telex: Not Applicable Email: office@densatankers.com Web: www.densatankers.com	Ratings: DENSA TANKER ISLETMECILIGI LTD.STI ICERENKOY MAH. ÇAYIR CAD. NEHIR PLAZA NO:9 KAT:7 DA:28 34752 ATASEHIR-ISTANBUL-TURKEY Tel: +90 216 3264437 Fax: +90 216 4285157 Email: crew@densatankers.com Web: www.densatankers.com

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:	NA Tel: NA
4.3	Oil Spill Response Organization (OSRO) - Full style:	NA Tel: NA
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:	Winching
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	Epoxy	Whole Tank	No
	Slop tanks:	Yes	Epoxy	Whole Tank	N/A

7.	**BALLAST**				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Electric Driven	250 Cu. Metres/Hour	
	Ballast Eductors:	1	Low Pressure Type	20 Cu. Metres/Hour	

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:	12	7,558.96 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: 824.92 m3 (1s+p) Seg#2: 1472.34 m3 (2 s+p) Seg#3: 1267.95 m3 (3 s+p) Seg#4: 1567.24 m3 (4 s+p) Seg#5: 1268.18 m3 (5 s+p) Seg#6: 1158.32 m3 (6 s+p)	
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):	2	
8.3	Number of slop tanks and total cubic capacity (max% per company policy: 98%, 97%, 96% or 95%):	2	304 Cu. Metres
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	N/A	
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?	2,991.20 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:	14	
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 mAX 80C, MAX LOADING RATE 400CBM/HR, MAX SG OF CARGOES 1.54 T/CNM	
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:		450 Cu. Metres/Hour
	Loaded simultaneously through all manifolds:		1,200.00 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)?		
	What type of fixed closed tank gauging system is fitted:	SAAB 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:	No, No, only 1 point aft part.	
8.10	Number of portable gauging units (example- MMC) on board:	4	
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	150 Millimetres
8.13	Number/size/type of VECS reducers:		Nil	
Venting				
8.14	State what type of venting system is fitted:		high velocity pressure/vacuum valve system	
Cargo Manifolds and Reducers				
8.15	Total number/size of cargo manifold connections on each side:		14/150.00 Millimetres (Vessel also has a10"/250mm common line manifold available with single connection per side)	
8.15.1	Does the vessel have a Common Line Manifold connection? If yes, describe:		Yes 10 inches ANSI 300	
8.16	What type of valves are fitted at manifold:		Butterfly	
8.17	What is the material/rating of the manifold:		STAINLESS STEEL 316l/	
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:		430.00 Millimetres	
8.19	Distance ships rail to manifold:		2,760.00 Millimetres	
8.20	Distance manifold to ships side:		3,030.00 Millimetres	
8.21	Top of rail to center of manifold:		880.00 Millimetres	
8.22	Distance main deck to center of manifold:		2,130.00 Millimetres	
8.23	Spill tank grating to center of manifold:		880.00 Millimetres	
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:		6.28 Metres	3.76 Metres
8.25	Number/size/type of reducers:		2 x 152/203mm (6/8") 2 x 152/254mm (6/10") 2 x 254/305mm (10/12") 2 x 254/203mm (10/8") 2 x 254/152mm (10/6") 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:	HOT WATER	Yes	SS
	Slop Tanks:			
8.27.1	Is a Thermal Oil Heating system fitted? If yes, identify tanks?		,	
8.28	Maximum temperature cargo can be loaded/maintained:		80.0 °C / 176.0 °F	66 °C / 150.8 °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?		No/N/A	
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:		6 cargo pumps	

8.32	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	12 1 2	Centrifugal Centrifugal Centrifugal	200 M3/HR 70 M3/HR 60 M3/HR	110 Meters 110 Meters 110 Meters 110 Meters 110 Meters 110 Meters 110 Meters 110 Meters
	Cargo Eductors:		N/A		
	Stripping:		N/A		

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:	70.00 Cu. Metres/Hour
8.37	Is a washing water heater fitted? If yes is it operational and state max washing water	Yes,

	temperature:	80.00 Degrees Celsius
8.38	What is the maximum number of machines that can be operated at their designed max pressure?	6
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:	Yes, 1,500.00 Cu. Metres/Hour
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?	No

9.	**MOORING**					
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:			Not Applicable		
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:			Not Applicable		
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:			Not Applicable		
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:			Not Applicable		
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	44.00 Millimetres	PP/PE BI-CONSTITUENT FIBER	220.00 Metres	32.00 Metric Tonnes
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:	4	44.00 Millimetres	PP/PE BI-CONTITUENT FIBER	220.00 Metres	32.00 Metric Tonnes
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	44.00 Millimetres	Signal BS Yarn & High Performance Polyester	220.00 Metres	32.00 Metric Tonnes
	Main deck fwd:	2	44.00 Millimetres	Signal BS Yarn & High Performance Polyester	220.00 Metres	32.00 Metric Tonnes
	Main deck aft:	2	44.00 Millimetres	Signal BS Yarn & High Performance Polyester	220.00 Metres	32.00 Metric Tonnes
	Poop deck:	2	44.00 Millimetres	Signal BS Yarn & High Performance Polyester	220.00 Metres	32.00 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	4	sgl	Hydraulic	19.30 Metric Tonnes	
	Main deck fwd:		N/A	N/A		
	Main deck aft:		N/A	N/A		
	Poop deck:	4	Sgl	Hydraulic	19.30 Metric Tonnes	
9.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		6	40 Metric Tonnes	5	40 Metric Tonnes
	Main deck fwd:		2	25 Metric Tonnes	2	25 Metric Tonnes
	Main deck aft:		2	25 Metric Tonnes	2	25 Metric Tonnes
	Poop deck:		6	25 Metric Tonnes	3	25 Metric Tonnes
Anchors/Emergency Towing System						
9.7	Number of shackles on port/starboard cable:				9/9	
9.8	Type/SWL of Emergency Towing system forward:				Not Applicable	
9.9	Type/SWL of Emergency Towing system aft:				Not Applicable	

9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern	
Escort Tug		
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:	25.00 Metric Tonnes
9.11	What is SWL of bollard on poop deck suitable for escort tug:	25.00 Metric Tonnes
Lifting Equipment/Gangway		
9.12	Derrick/Crane description (Number, SWL and location):	Cranes: 1 x 3.00 Tonnes MIDSHIP
9.13	Accommodation ladder direction:	
	Does vessel have a portable gangway? If yes, state length:	Yes, 7 Metres
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)':?	No
9.15	If fitted, how many chain stoppers:	0
9.16	State type/SWL of chain stopper(s):	Not Applicable / 0.00 Metric Tonnes
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:	
9.18	Distance between the bow fairlead and chain stopper/bracket:	0.00 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

10.	**PROPULSION**			
10.1	Speed		Maximum	Economical
	Ballast speed:		13.50 Knots (WSNP)	
	Laden speed:		12 Knots (WSNP)	
10.2	What type of fuel is used for main propulsion/generating plant:		Low Sulphur Marine Gasoil	MGO
10.3	Type/Capacity of bunker tanks:		Fuel Oil: 420.17 Cu. Metres Diesel Oil: 64.30 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	Make/Type
	Main engine:	1	3,840 Kilowatt	MAN 8 L 32/40
	Aux engine:	3	523 Kilowatt	MAN D 2842 LE 301
	Power packs:			
	Boilers:	2	61.00 Metric Tonnes/Hour	PWT/DWE
Bow/Stern Thruster				
10.6	What is brake horse power of bow thruster (if fitted):		Yes, 600.00 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 Liquified Gas, as applicable)?	No
11.2	What is maximum outreach of cranes/derricks outboard of the ship's side:	4.35 Metres
11.3	Date/place of last STS operation:	

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, NA Grounding: No, NA Casualty: No, Repair: No, Collision: No, NA
12.3	Date and place of last Port State Control inspection:	Nov 22, 2019 / Gothenburg

12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No No Deficiencies.
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.*	
12.6	Date/Place of last SIRE inspection:	/
12.6.1	Date/Place of last CDI inspection:	N/A
12.7	Additional information relating to features of the ship or operational characteristics:	

Revised 2018 (INTERTANKO/Q88.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.