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):	Rekon (9489584)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered/Builder (where built):	Jun 20, 2013/SELAY DENIZCILIK - TURKEY	
1.5	Flag/Port of Registry:	Malta/Valetta	
1.6	Call sign/MMSI:	9HA3129/229176000	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +870773141162 Fax: NA Email: rekon@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:	Dylan Maritime. 1 LLC Cayman Corporate Centre 27Hospital Road, George Town, Grand Cayman KY1-9008 Cayman 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 Turkey Tel: +90 216 3264437 Fax: +90 216 4285157 Email: office@densatankers.com Web: www.densatankers.com Company IMO#: 5057958	
1.12	Commercial operator - Full style:	Borealis Tanker Kiralama AS Sahrayicedid Mah. Halk Sokak Siddiklar Is Merkezi No: 52/8 TR 34734 Kadikoy/ISTANBUL Turkey Tel: +902163563577 Fax: +902163570134 Telex: NA Email: chartering@borealistankers.com Web: www.borealistankers.com	
1.13	Disponent owner - Full style:	Iceberg Tankers Ltd 60 Nevis Street, St John Antigua-Barbuda	
Insurance			
1.14	P & I Club - Full Style:	THE LONDON P&I CLUB 50 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)	Allianz Global Corporate & Specialty SE French Branch Tour Allianz One Case courrier S902 1 cours Michelet – CS 30051 92076 Paris La Défense Cedex Tel: +33.1.58.85.19.73	
1.17	Hull & Machinery insured value/expiration date:	10,500,000 US$	Feb 06, 2023
Classification			
1.18	Classification society:	Bureau Veritas	
1.19	Class notation:	Oil Tanker ESP, Chemical Tanker ESP, Unrestricted Navigation, AVM-APS, AUT-UMS, MON-SHAFT, CLEANSHIP4, Ice Class 1C, INWATERSURVEY, VCS, IG	
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No NA	
1.21	If classification society changed, name of previous and date of change:	,	

1.22	Does the vessel have ice class? If yes, state what level:			Yes, 1C	
1.23	Date/place of last dry-dock:			Aug 08, 2017/TUZLA, TURKEY	
1.24	Date next dry dock due/next annual survey due:			Jun 20, 2023	Sep 20, 2022
1.25	Date of last special survey/next special survey due:			Apr 11, 2018	Jun 20, 2023
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:			No,	
Dimensions					
1.27	Length overall (LOA):				121.62 Metres
1.28	Length between perpendiculars (LBP):				112.17 Metres
1.29	Extreme breadth (Beam):				16 Metres
1.30	Moulded depth:				8 Metres
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:			32.50 Metres	32.50 Metres
1.32	Distance bridge front to center of manifold:				33 Metres
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):			65.72 Metres	55.90 Metres
1.34	Parallel body distances		Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:		15 Metres	24 Metres	38 Metres
	Aft to mid-point manifold:		17 Metres	24 Metres	23 Metres
	Parallel body length:		32 Metres	48 Metres	61 Metres
Tonnages					
1.35	Net Tonnage:				2,041
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):			4,310	4,310
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):			4,526.41	3,678.48
1.38	Panama Canal Net Tonnage (PCNT):				
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.683 Metres	6.33 Metres	6,239 Metric Tonnes	8,932 Metric Tonnes
	Winter:	1.815 Metres	6.21 Metres	6,022 Metric Tonnes	8,715 Metric Tonnes
	Tropical:	1.551 Metres	6.47 Metres	6,457 Metric Tonnes	9,150 Metric Tonnes
	Lightship:	5.83 Metres	2.17 Metres	-	2,693 Metric Tonnes
	Normal Ballast Condition:	3.75 Metres	4.26 Metres	3,027 Metric Tonnes	5,743 Metric Tonnes
	Segregated Ballast Condition:	3.75 Metres	4.26 Metres	3,027 Metric Tonnes	5,743 Metric Tonnes
1.40	FWA/TPC at summer draft:			136 Millimetres	16.14 Metric Tonnes
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			Yes	
1.42	Constant (excluding fresh water):				95 Metric Tonnes
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?			Deep Water Passage; The depth counters more than 20 metres outside of the port limits / sea buoys shall be considered as Deep Water. In deep water passage, the minimum UKC will be at least 20 % of the current maximum static draft. Shallow Water & Confined Water Passage. Shallow Water passage; The depth counters less than 20 meters shall be considered as Shallow Water passage. In Shallow water & Confined Water, the UKC will be at least 10% of the current maximum static draft. UKC While at Terminal or Berth The UKC will be %1.5 of the vessel breadth, but will not be less than 30 cm in any case. UKC While at SBM / CBM (Conventional Buoy Mooring) The Minimum UKC will be	

		maintained 20% of the current maximum static draft during SBM / CBM operation. Minimum Upper Clearance Minimum Upper Clearance must not be less than 1 meter	
1.44	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Summer deadweight:	26.17 Metres	0 Metres
	Normal ballast:	28.25 Metres	0 Metres
	Lightship:	30.33 Metres	0 Metres

2.	**CERTIFICATES**	**Issued**	**Last Annual**	**Last Intermediate**	**Expires**
2.1	Safety Equipment Certificate (SEC):	Apr 11, 2018	Mar 27, 2021		Jun 20, 2023
2.2	Safety Radio Certificate (SRC):	Apr 11, 2018	Mar 27, 2021		Jun 20, 2023
2.3	Safety Construction Certificate (SCC):	Apr 11, 2018	Mar 27, 2021		Jun 20, 2023
2.4	International Loadline Certificate (ILC):	Apr 11, 2018	Mar 27, 2021		Jun 20, 2023
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Apr 11, 2018	Mar 27, 2021		Jun 20, 2023
2.6	International Ship Security Certificate (ISSC):	Jan 12, 2022			Mar 29, 2027
2.7	Maritime Labour Certificate (MLC):	Jan 12, 2022	N/A		Mar 29, 2027
2.8	ISM Safety Management Certificate (SMC):	Jan 12, 2022			Mar 29, 2027
2.9	Document of Compliance (DOC):	Feb 07, 2019	Apr 21, 2021		Feb 09, 2024
2.10	USCG Certificate of Compliance(USCGCOC):				
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Feb 20, 2022	N/A	N/A	Feb 20, 2023
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 20, 2022	N/A	N/A	Feb 20, 2023
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Feb 20, 2022	N/A	N/A	Feb 20, 2023
2.14	U.S. Certificate of Financial Responsibility (COFR):		N/A	N/A	
2.15	Certificate of Class (COC):	Apr 11, 2018	Mar 27, 2021	Aug 19, 2020	Jun 20, 2023
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Apr 11, 2018	N/A	N/A	Jun 20, 2023
2.17	Certificate of Fitness (COF):	Apr 11, 2018	Mar 27, 2021		Jun 20, 2023
2.18	International Energy Efficiency Certificate (IEEC):	Jun 20, 2013	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Apr 11, 2018	Mar 27, 2021		Jun 20, 2023
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)?			Yes	
2.23	ITF Blue Card expiry date (if applicable):			Dec 31, 2022	

3.	**CREW**		
3.1	Nationality of Master:		Turkish
3.2	Number and nationality of Officers:	6	Turkish, Indian, Georgian
3.3	Number and nationality of Crew:	8	5 Indian 3 Turkish
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. CAYIR CAD. NEHIR PLAZA NO:9 KAT:7 DA:28 34752 ATASEHIR-ISTANBUL-TURKEY Tel: +90 216 3264437 Fax: +90 216 4285157 Email: office@densatankers.com Web: www.densatankers.com	Ratings: DENSA TANKER ISLETMECILIGI LTD.STI ICERENKOY MAH. CAYIR CAD. NEHIR PLAZA NO:9 KAT:7 DA:28 34752 ATASEHIR-ISTANBUL-TURKEY Tel: +90 216 3264437 Fax: +90 216 4285157 Email: office@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	N/A

	been approved by official USCG letter?	
4.2	Qualified individual (QI) - Full style:	
4.3	Oil Spill Response Organization (OSRO) - Full style:	
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):	
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	MARINLINE	Whole Tank	No
	Ballast tanks:	Yes	EPOXY	Whole Tank	No
	Slop tanks:	No	MARINE LINE	Whole Tank	No

7.	**BALLAST**				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	250 Cu. Metres/Hour	3 Metres
	Ballast Eductors:	1	Other	95 Cu. Metres/Hour	3 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:	12	7,069.812 Cu. Metres
8.2.1	Capacity (max% per company policy: 98%, 97%, 96% or 95%) of each natural segregation with double valve (specify tanks):	1p-449.364 1s-449.673 2p-581.552 2s-578.870 3p-655.105 3s-653.615 4p-658.452 4s-656.472 5p-656.414 5s-654.878 6p-535.290 6s-540.128	
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	142.614 Cu. Metres
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	Slop p and slop s are segregated from rest of cargo system Slop P&S capacity-142.614 CBM	
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:		14.98 Cu. Metres
SBT Vessels			
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	2,794.32 Cu. Metres	41.90 %
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:		12	
8.4.1	State type of cargo containment (integral, independent, gravity or pressure tanks):		1G (Independent Gravity)	
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:		Yes Yes Loading upto cargo density 1.54 max.	
8.6	Max loading rate for homogenous cargo		With VECS	Without VECS
	Loaded per manifold connection:			550 Cu. Metres/Hour
	Loaded simultaneously through all manifolds:			1,800 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)?		CLOSED	
	What type of fixed closed tank gauging system is fitted:		Radar	
	Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves?		No,	
	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:		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	200 Millimetres
8.13	Number/size/type of VECS reducers:		1 NO. - 6" X 8 "	
Venting				
8.14	State what type of venting system is fitted:		Individual	
Cargo Manifolds and Reducers				
8.15	Total number/size of cargo manifold connections on each side:		14/150 Millimetres	
8.15.1	Does the vessel have a Common Line Manifold connection? If yes, describe:		1 X 250 MM ON EACH SIDE , DIN 250 , SS	
8.16	What type of valves are fitted at manifold:		Butterfly	
8.17	What is the material/rating of the manifold:		SS/DIN 150	
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:		700 Millimetres	
8.19	Distance ships rail to manifold:		1,985 Millimetres	
8.20	Distance manifold to ships side:		2,215 Millimetres	
8.21	Top of rail to center of manifold:		1,768 Millimetres	
8.22	Distance main deck to center of manifold:		2,717 Millimetres	
8.23	Spill tank grating to center of manifold:		1,410 Millimetres	
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:		6.647 Metres	4.40 Metres
8.25	Number/size/type of reducers:		1 x 254/203mm (10/8") 2 x 203.2/152.4mm (8/6") 1 x 203.2/152.4mm (8/6") 1 x 203.2/203.2mm (8/8") 1 x 254/254mm (10/10") ANSI / DIN	
8.26	Is vessel fitted with a stern manifold? If yes, state size:		Yes, 200 Millimetres	
Heating				
8.27	Cargo/slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo Tanks:	HOT WATER PRESSURE SYSTEM	Yes	SS
	Slop Tanks:	HOT WATER PRESSURE SYSTEM	Yes	SS
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	

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?			N/A/N/A	
8.30	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:			Nitrogen Generator	
8.30.1	If nitrogen generator, specify the applicable flow rate for each of the designed purity modes:			500 CBM	
Cargo Pumps					
8.31	How many cargo pumps can be run simultaneously at full capacity:				6
8.32	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	12	Centrifugal	200 M3/HR	100 Meters
	Cargo Eductors:				
	Stripping:				
8.33	Is at least one emergency portable cargo pump provided?				
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:			210 Cu. Metres/Hour	
8.37	Is a washing water heater fitted? If yes is it operational and state max washing water temperature:			Yes,	
8.38	What is the maximum number of machines that can be operated at their designed max pressure?			4	
Other Deck Equipment					
8.39	Is vessel fitted with a remote cargo tank temperature monitoring system. If yes, is it operational?			Yes, Yes	
8.40	Is vessel fitted with a remote cargo tank pressure monitoring system. If yes, is it operational?			Yes, Yes	
8.41	Is vessel fitted with a cargo tank drier. If yes is it operational and state capacity:			Yes,	
8.42	Is vessel fitted with a cargo cooling system. If yes is it operational and state tanks applicable:			No,	
8.43	Is steam available on deck?			Yes	

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:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	40 Millimetres	Polyester & polypropylene	200 Metres	35.06 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	40 Millimetres	Polyester & polypropylene	200 Metres	35.06 Metric Tonnes
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	40 Millimetres	Polyester & polypropylene	200 Metres	35.06 Metric Tonnes
	Main deck fwd:					
	Main deck aft:	2	40 Millimetres	Polyester & polypropylene	200 Metres	35.06 Metric Tonnes
	Poop deck:					
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	31 Metric Tonnes	

	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	Double Drums	Hydraulic	31 Metric Tonnes	
9.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		6	40 Metric Tonnes	11	40 Metric Tonnes
	Main deck fwd:		2	40 Metric Tonnes	6	40 Metric Tonnes
	Main deck aft:		6	40 Metric Tonnes	6	40 Metric Tonnes
	Poop deck:		5	40 Metric Tonnes	8	40 Metric Tonnes
Anchors/Emergency Towing System						
9.7	Number of shackles on port/starboard cable:				9/10	
9.8	Type/SWL of Emergency Towing system forward:					
9.9	Type/SWL of Emergency Towing system aft:					
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern				600 X 450	
Escort Tug						
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:				60 Metric Tonnes	
9.11	What is SWL of bollard on poop deck suitable for escort tug:				60 Metric Tonnes	
Lifting Equipment/Gangway						
9.12	Derrick/Crane description (Number, SWL and location):				Cranes: 1 x 5 Tonnes CENTER Stern Cranes :1 X 2 Tonnes STARBOARD	
9.13	Accommodation ladder direction:					
	Does vessel have a portable gangway? If yes, state length:				Yes, 8 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:					
9.16	State type/SWL of chain stopper(s):					
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:					
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 Knots (WSNP)	11.50 Knots (WSNP)
	Laden speed:			12 Knots (WSNP)	10.50 Knots (WSNP)
10.2	What type of fuel is used for main propulsion/generating plant:			MGO	MGO
10.3	Type/Capacity of bunker tanks:			Fuel Oil: Diesel Oil: Gas Oil: 336 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		2,999 Kilowatt	CATTERPILLAR MAK 9M -25 ,4S / 2970 KW
	Aux engine:	3		492 Kilowatt	CATTERPILLAR C18
	Power packs:				
	Boilers:	2		2,000 Metric Tonnes/Hour	WATER
Bow/Stern Thruster					
10.6	What is brake horse power of bow thruster (if fitted):			Yes, 350 bhp	
10.7	What is brake horse power of stern thruster (if fitted):			No,	
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)?	Yes
11.2	What is maximum outreach of cranes/derricks outboard of the ship's side:	1 Metres
11.3	Date/place of last STS operation:	09 MARCH 2017, MANILA, PHILIPPINES

12.	RECENT OPERATIONAL HISTORY	
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	Commercial manager will be declare
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, Grounding: No, Casualty: No, Repair: No, NO Collision: No,
12.3	Date and place of last Port State Control inspection:	Sep 28, 2021 / FOS SUR MER, France
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No
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:	Dec 04, 2021 / BATUMI, GEORGIA
12.6.1	Date/Place of last CDI inspection:	Jan 11, 2022 / GEMLIK,TURKEY
12.7	Additional information relating to features of the ship or operational characteristics:	