1.	**GENERAL INFORMATION**		
1.1	Date updated:	Mar 22, 2022	
1.2	Vessel's name (IMO number):	Usichem (9344344)	
1.3	Vessel's previous name(s) and date(s) of change:	ACACIA (Nov 09, 2016) ACACIA 1 (Oct 01, 2005)	
1.4	Date delivered/Builder (where built):	Nov 18, 2005/SELAH SHIPYARD	
1.5	Flag/Port of Registry:	Malta/VALETTA	
1.6	Call sign/MMSI:	9HHY8/215993000	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: 00 870 773 133 260 Fax: NA Email: usichem@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:	USI SHIPPING 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. ÇAYIR CAD. NEHIR PLAZA NO:9 KAT:7 DA:28 34752 ATASEHIR-ISTANBUL-TURKEY Turkey Tel: 00 90 216 327 44 37 Fax: 00 90 216 327 51 57 Email: office@densatankers.com Web: www.densatankers.com Company IMO#: 5057958	
1.12	Commercial operator - Full style:	MONTE SARASA TRADE CORP. TRUST COMPANY COMPLEX AJELTAKE ROAD MH 96960 AJELTAKE ISLAND Marshall Islands Email: operation@montesarasa.com	
1.13	Disponent owner - Full style:		
Insurance			
1.14	P & I Club - Full Style:	THE LONDON 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:	5,500,000 US$	Feb 06, 2023
Classification			
1.18	Classification society:	Bureau Veritas	
1.19	Class notation:	C oil tanker ESP;chemical tanker ESP;unrestricted navigation AUT-UMS; AVM-APS; CLEAN-SEA; INWATERSURVEY; VCS	
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, Dec 30, 2019	
1.22	Does the vessel have ice class? If yes, state what level:	No,	
1.23	Date/place of last dry-dock:	Dec 06, 2021/TUZLA	
1.24	Date next dry dock due/next annual survey due:	Nov 17, 2024	Nov 17, 2022
1.25	Date of last special survey/next special survey due:	Dec 07, 2021	Nov 17, 2026

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:			33.60 Metres	
1.32	Distance bridge front to center of manifold:				35.70 Metres
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):			58.70 Metres	60.40 Metres
1.34	Parallel body distances		Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:		15.40 Metres	18.90 Metres	23.80 Metres
	Aft to mid-point manifold:		21 Metres	23.10 Metres	30.80 Metres
	Parallel body length:		36.40 Metres	42 Metres	54.60 Metres
Tonnages					
1.35	Net Tonnage:				2,296
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):			4,798	
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):				4,113.50
1.38	Panama Canal Net Tonnage (PCNT):				
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.659 Metres	6.768 Metres	7,124.90 Metric Tonnes	9,951.60 Metric Tonnes
	Winter:	1.80 Metres	6.627 Metres	6,891.05 Metric Tonnes	9,717.72 Metric Tonnes
	Tropical:	1.518 Metres	6.909 Metres	7,364.82 Metric Tonnes	10,191.49 Metric Tonnes
	Lightship:	6.242 Metres	2.185 Metres	-	2,826.70 Metric Tonnes
	Normal Ballast Condition:	3.959 Metres	4.468 Metres	3,421.60 Metric Tonnes	6,248.30 Metric Tonnes
	Segregated Ballast Condition:				
1.40	FWA/TPC at summer draft:			141 Millimetres	16.83 Metric Tonnes
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			No	
1.42	Constant (excluding fresh water):				70 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:	26.832 Metres	0 Metres
	Normal ballast:	29.132 Metres	0 Metres
	Lightship:	31.415 Metres	0 Metres

2.	**CERTIFICATES**	**Issued**	**Last Annual**	**Last Intermediate**	**Expires**
2.1	Safety Equipment Certificate (SEC):	Dec 07, 2021	Dec 07, 2021	Dec 30, 2019	Nov 17, 2026
2.2	Safety Radio Certificate (SRC):	Dec 07, 2021	Dec 07, 2021	Dec 30, 2019	Nov 21, 2026
2.3	Safety Construction Certificate (SCC):	Dec 07, 2021	Dec 07, 2021	Dec 30, 2019	Nov 17, 2026
2.4	International Loadline Certificate (ILC):	Dec 07, 2021	Dec 07, 2021	Dec 30, 2019	Nov 17, 2026
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Mar 07, 2021	Dec 07, 2021	Dec 30, 2019	Nov 17, 2026
2.6	International Ship Security Certificate (ISSC):	May 10, 2018		Aug 09, 2020	Aug 09, 2022
2.7	Maritime Labour Certificate (MLC):	May 10, 2018	N/A		Aug 09, 2022
2.8	ISM Safety Management Certificate (SMC):	May 10, 2018		Aug 09, 2020	Aug 09, 2022
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):	Dec 07, 2021	Dec 07, 2021	Dec 30, 2019	Nov 17, 2026
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Dec 07, 2021	N/A	N/A	Nov 17, 2026
2.17	Certificate of Fitness (COF):	Dec 07, 2021	Dec 07, 2021	Dec 30, 2019	Nov 17, 2026
2.18	International Energy Efficiency Certificate (IEEC):	Dec 07, 2021	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Dec 07, 2021	Dec 07, 2021	Dec 30, 2019	Nov 17, 2026
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)?				
2.23	ITF Blue Card expiry date (if applicable):			Sep 05, 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:	9	4 TURKISH 5 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: 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: office@densatankers.com Web: www.densatankers.com	Ratings:

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?	N/A
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?	Yes
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	MARINELINE	Whole Tank	No
	Ballast tanks:	Yes	EPOXY	Whole Tank	No
	Slop tanks:	Yes	MARINELINE	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:				

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	7,819.45 Cu. Metres
8.2.1	Capacity (max% per company policy: 98%, 97%, 96% or 95%) of each natural segregation with double valve (specify tanks):	NO.1P 415.000 CBM NO.1S 415.000 CBM NO.2P 740.703 CBM NO.2S 740.703 CBM NO.3P 637.882 CBM NO.3S 637.882 CBM NO.4P 788.449 CBM NO.4S 788.449 CBM NO.5P 637.999 CBM NO.5S 637.999 CBM NO.6P 734.176 CBM NO.6S 734.176 CBM	
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	175.747 Cu. Metres
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:		
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:		19.80 Cu. Metres
SBT Vessels			
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	2,987.49 Cu. Metres	42 %
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):		
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:		
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:		445 Cu. Metres/Hour

	Loaded simultaneously through all manifolds:			400 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:		Radar	
	Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves?		,	
	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	150 Millimetres
8.13	Number/size/type of VECS reducers:			
Venting				
8.14	State what type of venting system is fitted:		Independent	
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:		YES – 250mm (10 inch ANSI) CONNECTED TO INDIVIDUAL CARGO TANK LINES BY ELBOWS	
8.16	What type of valves are fitted at manifold:		Butterfly	
8.17	What is the material/rating of the manifold:		SS/	
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:			458 Millimetres
8.19	Distance ships rail to manifold:			4,525 Millimetres
8.20	Distance manifold to ships side:			4,675 Millimetres
8.21	Top of rail to center of manifold:			1,074 Millimetres
8.22	Distance main deck to center of manifold:			2,900 Millimetres
8.23	Spill tank grating to center of manifold:			
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:		6.86 Metres	4.56 Metres
8.25	Number/size/type of reducers:		2 x 150/200mm (6/8") 2 x 250/150mm (10/6") 2 x 250/200mm (10/8") 1 x 250/300mm (10/12") 1 x 250/300mm (10/12")	
8.26	Is vessel fitted with a stern manifold? If yes, state size:		Yes, 250 Millimetres	
Heating				
8.27	Cargo/slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo Tanks:	HOT WATER	Yes	SS
	Slop Tanks:	HOT WATER	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	65 °C / 149 °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?		N/A/N/A	
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:			
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?				
8.35	Is portable tank cleaning equipment provided?				
8.36	Tank washing pump capacity:				
8.37	Is a washing water heater fitted? If yes is it operational and state max washing water temperature:			,	
8.38	What is the maximum number of machines that can be operated at their designed max pressure?				
Other Deck Equipment					
8.39	Is vessel fitted with a remote cargo tank temperature monitoring system. If yes, is it operational?			,	
8.40	Is vessel fitted with a remote cargo tank pressure monitoring system. If yes, is it operational?			,	
8.41	Is vessel fitted with a cargo tank drier. If yes is it operational and state capacity:			,	
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?				

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	55 Millimetres	Polypropylene + Polyester	200 Metres	45.20 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	55 Millimetres	Polypropylene + Polyester	200 Metres	45.20 Metric Tonnes
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	55 Millimetres	Polypropylene + Polyester	200 Metres	45.20 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	55 Millimetres	Polypropylene + Polyester	200 Metres	45.20 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	20 Metric Tonnes	MANUAL
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	Double Drums	Hydraulic	20 Metric Tonnes	MANUAL
9.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		8	16 Metric Tonnes	8	3 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					

	Poop deck:	8	16 Metric Tonnes	8	3 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:				
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				
Escort Tug					
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:			7 Metric Tonnes	
9.11	What is SWL of bollard on poop deck suitable for escort tug:			62.40 Metric Tonnes	
Lifting Equipment/Gangway					
9.12	Derrick/Crane description (Number, SWL and location):			Cranes: 1 x 3 Tonnes center	
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)':?				
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:			14.10 Knots (WSNP)	12.20 Knots (WSNP)
	Laden speed:			13.60 Knots (WSNP)	11.50 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: 484.30 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	1xMAK 8M32C FOUR STROKE 600RPM
	Aux engine:		3	532 Kilowatt	MAN D2842LE301
	Power packs:				
	Boilers:		1		THERMAL
Bow/Stern Thruster					
10.6	What is brake horse power of bow thruster (if fitted):			Yes, 600 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:	

12.	**RECENT OPERATIONAL HISTORY**	
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	1ST LAST : SUNFLOWEROIL /PAPAS OLIO JSC/ BALCHICK TO BARCELONA 2ND LAST :SOYABEEN OIL /Cargill

		International S.A. / BARCELONA TO BEJAIA 3RD LAST : OLIVE OIL/ PROTEINAS DEL OLIVO S.A. / CASABLANCA TO SEVILLE
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, She has not been involved in a pollution incident during the past 12 months. Grounding: No, She has not been involved in a grounding incident during the past 12 months. Casualty: No, She has not been in a serious casualty incident during the past 12 months. Repair: No, She has not been unscheduled repairs been carried out. Collision: No, She has not been involved in a collision during the past 12 months.
12.3	Date and place of last Port State Control inspection:	Aug 21, 2021 / BASSENS - 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:	Mar 16, 2022 / CASABLANCA, MORROCO
12.6.1	Date/Place of last CDI inspection:	Feb 06, 2022 / PIVDENNYI, UKRAINE
12.7	Additional information relating to features of the ship or operational characteristics:	