

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

**Version 5**

<b>1.</b>	<b>GENERAL INFORMATION</b>		
1.1	Date updated:	Feb 19, 2019	
1.2	Vessel's name (IMO number):	Thornton (9445643)	
1.3	Vessel's previous name(s) and date(s) of change:	Mayfair (Aug 23, 2018) Marida Magnolia (Aug 04, 2016) Sichem Hamburg (Jun 27, 2008)	
1.4	Date delivered/Builder (where built):	Jun 27, 2008/JINSE SHIP BUILDING CO. LTD., PUSAN, SOUTH KOREA	
1.5	Flag/Port of Registry:	Marshall Islands/Majuro	
1.6	Call sign/MMSI:	V7PL4/538007089	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +870 773 800 903 Fax: Email: thornton@amosconnect.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Chemical	
1.9	Type of hull:	Double Hull	
<b>Ownership and Operation</b>			
1.10	Registered owner - Full style:	UML Mayfair Limited Portland House, Ground Floor 69-71 Wembley Hill Road Wembley, Middlesex HA9 8BU United Kingdom United Kingdom Tel: +44 (0) 207 299 9550 Fax: N/A Email: operations@unionmaritime.com	
1.11	Technical operator - Full style:	Medallion Marine Pvt. Ltd. LOTUS STAR, 3RD FLOOR, PLOT NO. D-5, ROAD NO. 20, MAROL MIDC, ANDHERI EAST, MUMBAI, MAHARASHTRA 400093, INDIA Tel: +91 22 62830400 Fax: +91 22 62830433 Email: sqe@medallionmarine.com Company IMO#: 5583501	
1.12	Commercial operator - Full style:	Union Commercial Services LTD. 7 Portman Mews South London United Kingdom W1H 6AY United Kingdom Tel: +44 (0) 207 299 9550 Email: operations@unionmaritime.com	
1.13	Disponent owner - Full style:	Tune Chemical Tankers (UK) 7 Portman Mews South London United Kingdom W1H 6AY Tel: +44 (0) 207 299 9550 Fax: N/A Email: operations@unionmaritime.com	
<b>Insurance</b>			
1.14	P & I Club - Full Style:	WEST OF ENGLAND	
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000 US\$	Feb 20, 2020
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	Kite Warren & Wilson	
1.17	Hull & Machinery insured value/expiration date:	9,600,000 US\$	Jul 01, 2019
<b>Classification</b>			
1.18	Classification society:	American Bureau of Shipping	
1.19	Class notation:	A1, Chemical Carrier, Oil Carrier, ESP, E,	

		+AMS, +ACCU, IMO 2			
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:	Not Applicable, Not Applicable			
1.22	Does the vessel have ice class? If yes, state what level:	No, Not Applicable			
1.23	Date/place of last dry-dock:	Jun 23, 2018/Dakar, Senegal			
1.24	Date next dry dock due/next annual survey due:	Jun 25, 2023	Jun 25, 2019		
1.25	Date of last special survey/next special survey due:	Jun 24, 2018	Jun 25, 2023		
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	No,			
<b>Dimensions</b>					
1.27	Length overall (LOA):	127.90 Metres			
1.28	Length between perpendiculars (LBP):	119.70 Metres			
1.29	Extreme breadth (Beam):	20.40 Metres			
1.30	Moulded depth:	11.50 Metres			
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	38.72 Metres	0 Metres		
1.32	Distance bridge front to center of manifold:	39.75 Metres			
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):	55.75 Metres	63.95 Metres		
1.34	Parallel body distances	Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:	21.25 Metres	27.89 Metres	32.95 Metres	
	Aft to mid-point manifold:	24.37 Metres	31.99 Metres	37.80 Metres	
	Parallel body length:	45.62 Metres	59.88 Metres	70.75 Metres	
<b>Tonnages</b>					
1.35	Net Tonnage:	4,055			
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):	8,505	0		
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):	9,915.36	6,992.56		
1.38	Panama Canal Net Tonnage (PCNT):	7,189			
<b>Loadline Information</b>					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.76 Metres	8.76 Metres	13,273.06 Metric Tonnes	17,482.67 Metric Tonnes
	Winter:	2.94 Metres	8.58 Metres	12,853.02 Metric Tonnes	17,062.60 Metric Tonnes
	Tropical:	2.58 Metres	8.95 Metres	13,695.08 Metric Tonnes	17,904.69 Metric Tonnes
	Lightship:	9.11 Metres	2.42 Metres	-	4,209.61 Metric Tonnes
	Normal Ballast Condition:	5.95 Metres	5.58 Metres	6,296.85 Metric Tonnes	10,506.46 Metric Tonnes
	Segregated Ballast Condition:	5.80 Metres	5.73 Metres	6,608.19 Metric Tonnes	10,817.80 Metric Tonnes
1.40	FWA/TPC at summer draft:			189 Millimetres	23.12 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?				
1.44	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Summer deadweight:			29.96 Metres	0 Metres
	Normal ballast:			33.14 Metres	0 Metres
	Lightship:			36.30 Metres	0 Metres

<b>2.</b>	<b>CERTIFICATES</b>	<b>Issued</b>	<b>Last Annual</b>	<b>Last Intermediate</b>	<b>Expires</b>
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2.1	Safety Equipment Certificate (SEC):	Aug 23, 2018			Jun 24, 2023
2.2	Safety Radio Certificate (SRC):	Aug 23, 2018			Jun 25, 2023
2.3	Safety Construction Certificate (SCC):	Aug 23, 2018			Jun 25, 2023
2.4	International Loadline Certificate (ILC):	Aug 23, 2018			Jun 25, 2023
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Aug 23, 2018			Jun 25, 2023
2.6	International Ship Security Certificate (ISSC):	Aug 23, 2018	Not Applicable	Not Applicable	Jan 28, 2022
2.7	Maritime Labour Certificate (MLC):	Jan 29, 2017	N/A		Jan 28, 2022
2.8	ISM Safety Management Certificate (SMC):	Aug 23, 2018	Not Applicable	Not Applicable	Jan 21, 2022
2.9	Document of Compliance (DOC):	Feb 19, 2017	Mar 07, 2018		Dec 13, 2021
2.10	USCG Certificate of Compliance(USCGCOC):		Not Applicable		
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Feb 20, 2019	N/A	N/A	Feb 20, 2020
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 20, 2019	N/A	N/A	Feb 20, 2020
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	
2.15	Certificate of Class (COC):	Aug 23, 2018			Jun 25, 2023
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Aug 23, 2018	N/A	N/A	Jun 25, 2023
2.17	Certificate of Fitness (COF):	Aug 23, 2018			Jun 25, 2023
2.18	International Energy Efficiency Certificate (IEEC):	Aug 23, 2018	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Aug 23, 2018			Jun 25, 2023

#### Documentation

2.20	Owner warrant that vessel is member of ITOFP 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):			

<b>3.</b>	<b>CREW</b>			
3.1	Nationality of Master:			Indian
3.2	Number and nationality of Officers:	9		Indian
3.3	Number and nationality of Crew:	10		Indian and Nigerian
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: Medallion Marine Pvt Ltd. LOTUS STAR, 3RD FLOOR, PLOT NO. D-5, ROAD NO. 20, MAROL MIDC, ANDHERI EAST, MUMBAI, MAHARASHTRA 400093, INDIA Tel: +91 22 62830400 Fax: +91 22 62830433 Email: crewing@medallionmarine.com	Ratings: Medallion Marine Pvt Ltd. and UM Crewing Services Nigeria Ltd. Medallion Marine Pvt Ltd. LOTUS STAR, 3RD FLOOR, PLOT NO. D-5, ROAD NO. 20, MAROL MIDC, ANDHERI EAST, MUMBAI, MAHARASHTRA 400093, INDIA and New 25 B Marine Road, Apapa, Lagos, Nigeria. Tel: +91 22 62830400 Fax: +91 22 62830433 Email: crewing@medallionmarine.com / manning@betaships.com	

<b>4.</b>	<b>FOR USA CALLS</b>			
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:			

4.3	Oil Spill Response Organization (OSRO) - Full style:	
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:	

<b>5.</b>	<b>SAFETY/HELICOPTER</b>	
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:	
5.2.2	If Yes, what is the diameter of the circle provided:	

<b>6.</b>	<b>COATING/ANODES</b>				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Phenolic Epoxy	Whole Tank	No
	Ballast tanks:	Yes	Epoxy	Whole Tank	Yes
	Slop tanks:	Yes	Phenolic Epoxy	Whole Tank	

<b>7.</b>	<b>BALLAST</b>				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	350 Cu. Metres/Hour	2.50 Metres
	Ballast Eductors:			0 Cu. Metres/Hour	0 Metres

<b>8.</b>	<b>CARGO</b>				
<b>Double Hull Vessels</b>					
8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:				Yes, Solid
<b>Cargo Tank Capacities</b>					
8.2	Number of cargo tanks and total cubic capacity (98%):	12			13,241.01 Cu. Metres
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 924.345 m3 (1P) Seg#2: 924.586 m3 (1S) Seg#3: 970.394 m3 (2P) Seg#4: 975.715 m3 (2S) Seg#5: 1201.965 m3 (3P) Seg#6: 1205.017 m3 (3S) Seg#7: 1203.518 m3 (4P) Seg#8: 1206.611 m3 (4S) Seg#9: 1270.729 m3 (5P) Seg#10: 1267.655 m3 (5S) Seg#11: 1045.035 m3 (6P) Seg#12: 1045.441 m3 (6S) Seg#13: 342.968 m3 (Slop-P) Seg#14: 342.086 m3 (Slop-S)			
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			685.054 Cu. Metres
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	Double Valve Segregation / 685.054 Cu. Metres			
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:	14.58 Cu. Metres			
<b>SBT Vessels</b>					
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	5,212.31 Cu. Metres			40.25 %

8.3.4	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:	Yes	
<b>Cargo Handling and Pumping Systems</b>			
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.:	No	
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:	200 Cu. Metres/Hour	200 Cu. Metres/Hour
	Loaded simultaneously through all manifolds:	1,200 Cu. Metres/Hour	1,200 Cu. Metres/Hour
<b>Cargo Control Room</b>			
8.7	Is ship fitted with a Cargo Control Room (CCR)?	Yes	
8.8	Can tank innage/ullage be read from the CCR?	Yes	
<b>Gauging and Sampling</b>			
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 )?	Restricted	
	What type of fixed closed tank gauging system is fitted:	RADAR GAUGES	
	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,	
8.10	Number of portable gauging units (example- MMC) on board:	2	
<b>Vapor Emission Control System (VECS)</b>			
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:	2 / 200 mm / ANSI	
<b>Venting</b>			
8.14	State what type of venting system is fitted:	P/V VALVES	
<b>Cargo Manifolds and Reducers</b>			
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 / 1 X 300 mm	
8.16	What type of valves are fitted at manifold:	MANUAL BUTTERFLY	
8.17	What is the material/rating of the manifold:	Stainless 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:	800 Millimetres	
8.19	Distance ships rail to manifold:	3,400 Millimetres	
8.20	Distance manifold to ships side:	3,400 Millimetres	
8.21	Top of rail to center of manifold:	1,070 Millimetres	
8.22	Distance main deck to center of manifold:	2,570 Millimetres	
8.23	Spill tank grating to center of manifold:	1,510 Millimetres	
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:	8.62 Metres	5.46 Metres
8.25	Number/size/type of reducers:	1 x 400/300mm (16/12") 1 x 300/300mm (12/12") 2 x 300/250mm (12/10") 2 x 300/200mm (12/8") 1 x 300/150mm (12/6") (2 x 250/150mm (10/6"), 2 x 200/150mm (8/6"), 1 x 200/125mm (8/5"), 1 x 200/100mm (8/4"), 1 x 150/125mm (6/5"), 1 x	

				150/100mm (6/4"), 1 x 125/100mm (5/4") ANSI
8.26	Is vessel fitted with a stern manifold? If yes, state size:			No,
<b>Heating</b>				
8.27	Cargo/slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo Tanks:	Deck heater type		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	80 °C / 176 °F
8.28.1	Minimum temperature cargo can be loaded/maintained:		N/A	
<b>Inert Gas and Crude Oil Washing</b>				
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/
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:			
<b>Cargo Pumps</b>				
8.31	How many cargo pumps can be run simultaneously at full capacity:			4
8.32	Pumps	No.	Type	Capacity
	Cargo Pumps:	12	Centrifugal	300 M3/HR
		2	Centrifugal	100 M3/HR
	Cargo Eductors:		Not Applicable	0 Metres
	Stripping:		Not Applicable	0 Metres
8.33	Is at least one emergency portable cargo pump provided?			Yes
<b>Tank Cleaning Systems</b>				
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:			100 Cu. Metres/Hour
8.37	Is a washing water heater fitted? If yes is it operational and state max washing water temperature:			Yes, 80 Degrees Celsius
8.38	What is the maximum number of machines that can be operated at their designed max pressure?			6
<b>Other Deck Equipment</b>				
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:			No,
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?			Yes

<b>9.</b>	<b>MOORING</b>					
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0				
	Main deck fwd:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Poop deck:	0				
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0		Not Applicable		
	Main deck fwd:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes

	Poop deck:	0		Not Applicable		
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	48 Millimetres	Polypropylene / Polyester	220 Metres	46 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Poop deck:	4	48 Millimetres	Polypropylene / Polyester	220 Metres	46 Metric Tonnes
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	48 Millimetres	Polypropylene / Polyester	220 Metres	46 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	3	48 Millimetres	Polypropylene / Polyester	220 Metres	46 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	4	Double Drums	Hydraulic	41 Metric Tonnes	
	Main deck fwd:	0	Not Applicable		0 Metric Tonnes	
	Main deck aft:	0	Not Applicable		0 Metric Tonnes	
	Poop deck:	4	Double Drums	Hydraulic	41 Metric Tonnes	
9.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		4	33 Metric Tonnes	7	33 Metric Tonnes
	Main deck fwd:		4	33 Metric Tonnes	4	33 Metric Tonnes
	Main deck aft:		2	33 Metric Tonnes	4	33 Metric Tonnes
	Poop deck:		8	33 Metric Tonnes	7	33 Metric Tonnes

#### Anchors/Emergency Towing System

9.7	Number of shackles on port/starboard cable:				10/10	
9.8	Type/SWL of Emergency Towing system forward:				Tongue Type	100 Metric Tonnes
9.9	Type/SWL of Emergency Towing system aft:					0 Metric Tonnes
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern					310 x 260

#### Escort Tug

9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:					46 Metric Tonnes
9.11	What is SWL of bollard on poop deck suitable for escort tug:					46 Metric Tonnes

#### Lifting Equipment/Gangway

9.12	Derrick/Crane description (Number, SWL and location):					Cranes: 1 x 10 Tonnes Main Deck (Near M/F)
9.13	Accommodation ladder direction:					Lowering to Aft
	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:					1
9.16	State type/SWL of chain stopper(s):				TONGUE TYPE	100 Metric Tonnes
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:					54 Millimetres
9.18	Distance between the bow fairlead and chain stopper/bracket:					3,800 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
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	Ballast speed:	14.50 Knots (WSNP)	13 Knots (WSNP)
	Laden speed:	13.62 Knots (WSNP)	12 Knots (WSNP)
10.2	What type of fuel is used for main propulsion/generating plant:	IFO 380	IFO 380
10.3	Type/Capacity of bunker tanks:	Fuel Oil: 574.30 Cu. Metres Diesel Oil: 0 Cu. Metres Gas Oil: 96.277 Cu. Metres	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):		
10.5	Engines	No	Capacity
	Main engine:	1	4,440 Kilowatt
	Aux engine:	3	511.50 Kilowatt
	Power packs:	3	1.242 Cu. Metres
	Boilers:	1	12 Metric Tonnes/Hour
<b>Bow/Stern Thruster</b>			
10.6	What is brake horse power of bow thruster (if fitted):	Yes, 400 bhp	
10.7	What is brake horse power of stern thruster (if fitted):	No, 0 bhp	
<b>Emissions</b>			
10.8	Main engine IMO NOx emission standard:	16.10	
10.9	Energy Efficiency Design Index (EEDI) rating number:	N/A	

<b>11.</b>	<b>SHIP TO SHIP TRANSFER</b>		
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:	5.80 Metres	
11.3	Date/place of last STS operation:	11 OCT 208	

<b>12.</b>	<b>RECENT OPERATIONAL HISTORY</b>		
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	Please ask Owners for details	
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, Repairs in Eng room - Sept2010 completed after E/R boiler fire Collision: No,	
12.3	Date and place of last Port State Control inspection:	Jan 22, 2019 / Douala	
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:	Nov 10, 2018 / Lagos	
12.6.1	Date/Place of last CDI inspection:	/	
12.7	Additional information relating to features of the ship or operational characteristics:		

Revised 2018 ([INTERTANKO/Q88.com](http://www.intertanko.com))

Form completed on <http://www.q88.com/integration.aspx> Please email [support@q88.com](mailto:support@q88.com) an updated copy if this is not the latest version.

To the best of Owners knowledge all information is true and given without any guarantee