

1. GENERAL INFORMATION			
1.1	Date updated:	Jan 21, 2022	
1.2	Vessel's name (IMO number):	PVT Oriana (9444168)	
1.3	Vessel's previous name(s) and date(s) of change:	Tiger Singapore (Nov 02, 2021) SC NINGBO (Jan 18, 2021)	
1.4	Date delivered/Builder (where built):	Mar 02, 2009/21ST CENTURY SHIPBUILDINGCO., LTD.TONGYOUNG, KOREA	
1.5	Flag/Port of Registry:	Viet Nam/SAI GON	
1.6	Call sign/MMSI:	XVZO7/574005560	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: 02873025668 Fax: Email: pvtoriana@pvtranshn-fleet.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Other (Product Carrier)	
1.9	Type of hull:	Double Hull	
Ownership and Operation			
1.10	Registered owner - Full style:	PETROVIETNAM TRANSPORTATION CORPORATION 02ND FLOOR, PVFCCO TOWER, NO. 43 MAC DINH CHI STREET, DA KAO WARD, DISTRICT 1, HO CHI MINH CITY Viet Nam Tel: +842839111301 Email: info@pvtrans.com	
1.11	Technical operator - Full style:	PHUONG DONG VIET TRANSPORTATION OIL J.S.C 08TH FLOOR, CITILIGHT TOWER, NO. 45 VO THI SAU STREET, DA KAO WARD, DISTRICT 1, HO CHI MINH CITY Viet Nam Tel: +842862911281/82/8 Fax: +842862911280 Email: SAFETY@PVOILSHIPPING.VN Company IMO#: 5356851	
1.12	Commercial operator - Full style:	PETROVIETNAM TRANSPORTATION HANOI JSC 5TH FLR, ORIENTAL TOWER, 324 TAY SON STR, NGA TU SO WARD, DONGDA DIST, HANOI Viet Nam Tel: +84 4 35563646 Email: DRY@PVTRANS.COM	
1.13	Disponent owner - Full style:	PETROVIETNAM TRANSPORTATION HANOI JSC 5TH FLR, ORIENTAL TOWER, 324 TAY SON STR, NGA TU SO WARD, DONGDA DIST, HANOI, VIETNAM Tel: +84435563646 Email: DRY@PVTRANS.COM	
Insurance			
1.14	P & I Club - Full Style:	The United Kingdom Mutual Steam Ship Assurance Association Limited 90 Fenchurch street, London EC3M 4ST, England. Tel: +44(0)2072834646 Fax: +44(0)2076219761 Email: underwriting.ukclub@thomasmiller.com Web: www.ukpandi.com	
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000 US\$	Feb 20, 2022
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	PVI INSURANCE CORPORATION Floor 24, PVI Tower, Block VP@ Yen Hoa, Yen Hoa Commute, Cau Giay District, Hanoi, Vietnam. Tel: +842437335588 Fax: +842437336284	
1.17	Hull & Machinery insured value/expiration date:	7,340,000 US\$	Nov 01, 2022
Classification			
1.18	Classification society:	American Bureau of Shipping	
1.19	Class notation:	CSA: Chemical/Oil Tanker; Double hull; F.P.<=60; Type 2; Loading Computer(S.I.D); ESP; In-water survey; CSM: AUT-0; 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:			China Classification Society, Nov 02, 2021	
1.22	Does the vessel have ice class? If yes, state what level:			No,	
1.23	Date/place of last dry-dock:			Feb 27, 2019/YUANYE SHIPYARD, ZHOUZHAN, CHINA	
1.24	Date next dry dock due/next annual survey due:			Feb 26, 2024	Jan 18, 2023
1.25	Date of last special survey/next special survey due:			Mar 02, 2019	Mar 01, 2024
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:			No,	
Dimensions					
1.27	Length overall (LOA):			128.60 Metres	
1.28	Length between perpendiculars (LBP):			120.40 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:			40.83 Metres	
1.32	Distance bridge front to center of manifold:			40 Metres	
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):			61 Metres	67.60 Metres
1.34	Parallel body distances	Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:	21.70 Metres	27 Metres	37.70 Metres	
	Aft to mid-point manifold:	27 Metres	34.80 Metres	48.50 Metres	
	Parallel body length:	49.60 Metres	59.20 Metres	71.10 Metres	
Tonnages					
1.35	Net Tonnage:			4,117	
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):			8,539	7,013
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):			8,981.84	6,807.83
1.38	Panama Canal Net Tonnage (PCNT):				
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.81 Metres	8.71 Metres	13,057 Metric Tonnes	17,472 Metric Tonnes
	Winter:	2.93 Metres	8.53 Metres	12,630 Metric Tonnes	17,045 Metric Tonnes
	Tropical:	2.63 Metres	8.90 Metres	13,478 Metric Tonnes	17,893 Metric Tonnes
	Lightship:	8.95 Metres	2.58 Metres	-	4,415 Metric Tonnes
	Normal Ballast Condition:	5.78 Metres	5.75 Metres	6,313 Metric Tonnes	10,728 Metric Tonnes
	Segregated Ballast Condition:	5.78 Metres	5.75 Metres	6,313 Metric Tonnes	10,728 Metric Tonnes
1.40	FWA/TPC at summer draft:			188 Millimetres	22.94 Metric Tonnes
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			Yes	
1.42	Constant (excluding fresh water):			150 Metric Tonnes	
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?			<p>In deep coastal water/Ocean passages: twice maximum summer draft.</p> <p>Shallow coastal waters/Port waters: At least 1 meter or 10% of deepest draft, whichever is greater.</p> <p>At berth: At least 0.30m for vessel beam up to 20.0m; 1.5% of ship's beam for vessel with beam over 20.0m.</p> <p>SBM/CBM: At least 1m or 10% of deepest draft, whichever is greater.</p> <p>On ECDIS: In CATZOC A1/A2 maintain 10% maximum draft, In CATZOC B maintain 15% maximum draft, In CATZOC C/D maintain 20% maximum draft, In CATZOC U: reference should be made to other source to determine the proper UKC.</p>	
1.44	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Summer deadweight:			32.12 Metres	0 Metres
	Normal ballast:			32.40 Metres	0 Metres

Lightship:	38.25 Metres	0 Metres
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2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	Nov 25, 2021	Jan 18, 2021		Apr 25, 2022
2.2	Safety Radio Certificate (SRC):	Nov 25, 2021	Jan 18, 2021		Apr 25, 2022
2.3	Safety Construction Certificate (SCC):	Nov 25, 2021	Jan 18, 2021		Apr 25, 2022
2.4	International Loadline Certificate (ILC):	Nov 25, 2021	Jan 18, 2021		Feb 01, 2024
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Nov 25, 2021	Jan 18, 2021		Apr 25, 2022
2.6	International Ship Security Certificate (ISSC):	Nov 25, 2021	Not Applicable	Not Applicable	May 25, 2022
2.7	Maritime Labour Certificate (MLC):	Nov 25, 2021	N/A		May 25, 2022
2.8	ISM Safety Management Certificate (SMC):	Nov 25, 2021	Not Applicable	Not Applicable	May 25, 2022
2.9	Document of Compliance (DOC):	Dec 28, 2018	Mar 22, 2021		Feb 10, 2024
2.10	USCG Certificate of Compliance(USCGCOC):		Not Applicable		
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Nov 09, 2021	N/A	N/A	Feb 20, 2022
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Nov 09, 2021	N/A	N/A	Feb 20, 2022
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Nov 08, 2021	N/A	N/A	Feb 20, 2022
2.14	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable	N/A	N/A	
2.15	Certificate of Class (COC):	Nov 25, 2021	Jan 18, 2021		Apr 25, 2022
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Nov 25, 2021	N/A	N/A	Apr 25, 2022
2.17	Certificate of Fitness (COF):	Nov 25, 2021	Jan 18, 2021		Apr 25, 2022
2.18	International Energy Efficiency Certificate (IEEC):	Nov 25, 2021	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Nov 25, 2021	Jan 18, 2021		Apr 25, 2022

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):	

3.	CREW
3.1	Nationality of Master: Vietnamese
3.2	Number and nationality of Officers: 8 Vietnamese
3.3	Number and nationality of Crew: 12 Vietnamese
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: 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): Yes ISO9001:2008
5.2	Can the ship comply with the ICS Helicopter Guidelines? N/A
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:	
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6. COATING/ANODES					
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	JOTUN TANKGUARD	Whole Tank	No
	Ballast tanks:	Yes	EPOXY	Whole Tank	Yes
	Slop tanks:	Yes	EPOXY	Whole Tank	No

7. BALLAST					
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	350 Cu. Metres/Hour	15 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	13,388.604 Cu. Metres
8.2.1	Capacity (max% per company policy: 98%, 97%, 96% or 95%) of each natural segregation with double valve (specify tanks):			98% 1P/927.493/ONE GRADE, 1S/928.066/ONE GRADE 2P/1099.337/ONE GRADE, 2S/1099.683/ONE GRADE 3P/1205.933/ONE GRADE, 3S/1206.206/ONE GRADE 4P/1206.469/ONE GRADE, 4S/1206.104/ONE GRADE 5P/1206.534/ONE GRADE, 5S/1206.899/ONE GRADE 6P/1048.207/ONE GRADE, 6S/1047.669/ONE GRADE SLOP-P/343.860 AND SLOP-S/344.118	
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	687.979 Cu. Metres
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:			NA	
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:			9.80 Cu. Metres	
SBT Vessels					
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?			5,457.85 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:			13	
8.4.1	State type of cargo containment (integral, independent, gravity or pressure tanks):			2G (Integral Gravity)	
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:			Yes DESIGN S.G. 1.45	
8.6	Max loading rate for homogenous cargo			With VECS	Without VECS
	Loaded per manifold connection:				320 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)?	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:	,		
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:	2/6x8/ANSI		
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:	14/150.00 Millimetres (14 / 13 X 6inch, 1 X 12 inch (Common line))/300 Millimetres (150/300)		
8.15.1	Does the vessel have a Common Line Manifold connection? If yes, describe:	YES 12 Inches, All tanks can be connected to Common Manifold.		
8.16	What type of valves are fitted at manifold:	Butterfly vlave		
8.17	What is the material/rating of the manifold:	stainless steel sus304L/ANSI		
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:	685.00 Millimetres		
8.19	Distance ships rail to manifold:	3,600.00 Millimetres		
8.20	Distance manifold to ships side:	3,700.00 Millimetres		
8.21	Top of rail to center of manifold:	1,665.00 Millimetres		
8.22	Distance main deck to center of manifold:	2,800 Millimetres		
8.23	Spill tank grating to center of manifold:	840 Millimetres		
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:	8.577 Metres	5.612 Metres	
8.25	Number/size/type of reducers:	6 x 150/200mm (6/8") 2 x 200/300mm (8/12") 2 x 250/200mm (10/8") 1 x 150/100mm (6/4") ANSI		
8.26	Is vessel fitted with a stern manifold? If yes, state size:	Yes, 300 Millimetres		
Heating				
8.27	Cargo/slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo Tanks:	STEAM	Yes	SS
	Slop Tanks:	STEAM	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	80 °C / 176 °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/		
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:	4		
8.32	Pumps	No.	Type	Capacity
				At What Head (sg=1.0)
	Cargo Pumps:			
	Cargo Eductors:			
	Stripping:			

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:	80 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?	5
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:	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

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	52 Millimetres	SUPPER FLEX (Polypropylene&Polyester mixed)	200 Metres	53 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	52 Millimetres	SUPPER FLEX (Polypropylene&Polyester mixed)	200 Metres	53 Metric Tonnes
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	52 Millimetres	SUPPER FLEX (Polypropylene&Polyester mixed)	200 Metres	53 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	52 Millimetres	SUPPER FLEX (Polypropylene&Polyester mixed)	200 Metres	53 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drum	Hydraulic	16 Metric Tonnes	
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	Double Drum	Hydraulic	15 Metric Tonnes	
9.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		4	33 Metric Tonnes	4	33 Metric Tonnes
	Main deck fwd:		4	33 Metric Tonnes	4	33 Metric Tonnes
	Main deck aft:		2	33 Metric Tonnes	2	33 Metric Tonnes
	Poop deck:		6	33 Metric Tonnes	6	33 Metric Tonnes
9.7 Anchors/Emergency Towing System						
9.7	Number of shackles on port/starboard cable:					10/10

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		
Escort Tug			
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:		64 Metric Tonnes
9.11	What is SWL of bollard on poop deck suitable for escort tug:		33 Metric Tonnes
Lifting Equipment/Gangway			
9.12	Derrick/Crane description (Number, SWL and location):	Cranes: 1 x 10 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)':?		Yes
9.15	If fitted, how many chain stoppers:	1	
9.16	State type/SWL of chain stopper(s):	TONGUE	100 Metric Tonnes
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:		60 Millimetres
9.18	Distance between the bow fairlead and chain stopper/bracket:		270 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:	13.30 Knots (WSNP)	13 Knots (WSNP)
	Laden speed:	12.50 Knots (WSNP)	12 Knots (WSNP)
10.2	What type of fuel is used for main propulsion/generating plant:	IFO 380 CST	IFO380CST
10.3	Type/Capacity of bunker tanks:	Fuel Oil: 674.76 Cu. Metres Diesel Oil: 76.82 Cu. Metres Gas Oil:	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):	Fixed	
10.5	Engines	No	Capacity
	Main engine:	1	4,440 Kilowatt
	Aux engine:	3	550 Kilowatt
	Power packs:	3	
	Boilers:	1	12 Metric Tonnes/Hour
			MAN B&W 6S35MC-MK7
			6N18L-EV
			FRAMO
			MISSION XW
Bow/Stern Thruster			
10.6	What is brake horse power of bow thruster (if fitted):	Yes, 500 bhp	
10.7	What is brake horse power of stern thruster (if fitted):	No,	
Emissions			
10.8	Main engine IMO NOx emission standard:		
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 Liquefied Gas, as applicable)?		Yes
11.2	What is maximum outreach of cranes/derricks outboard of the ship's side:		3.50 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):	V1704,BASEOIL V1703,DOCKING V1702:BENZENE AND BASE OIL V1701: PX V1615: BASE OIL AND MEG 2017-3-31 / MUMBAI,INDIA	
12.2	Has vessel been involved in a pollution, grounding, serious casualty, unscheduled repair or	Pollution: No,	

	collision incident during the past 12 months? If yes, provide details:	Grounding: No, Casualty: No, Repair: No, Collision: No,
12.3	Date and place of last Port State Control inspection:	Dec 01, 2021 / KUALA TANJUNG, INDONESIA
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)*: <i>* "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	
12.6	Date/Place of last SIRE inspection:	/
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 an updated copy if this is not the latest version.