

1.	GENERAL INFORMATION		
1.1	Date updated:	November 12, 2018	
1.2	Vessel's name (IMO number):	Bardon (9359595)	
1.3	Vessel's previous name(s) and date(s) of change:	Moor (Jan 26, 2016) Liquid Elegance (Sep 24, 2007) Brovig Sea (Jun 25, 2007) Songa Sapphire (Mar 16, 2006)	
1.4	Date delivered/Builder (where built):	Mar 16, 2006/Sam-Ho Shipbuilding, Tongyong, S.Korea	
1.5	Flag/Port of Registry:	Marshall Islands/Majuro	
1.6	Call sign/MMSI:	V7RS7/538006825	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: FBB500: +870 773 801 959 (Master cabin, Bridge, CCR); FBB150: +870 773 409 006 (Bridge only). Fax: FBB500: +870 783 403 524 ; FBB150 +870 773 409 006 Email: bardon@super-hub.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Oil Tanker/Product carrier	
1.9	Type of hull:	Double Hull	
Ownership and Operation			
1.10	Registered owner - Full style:	Bardon Solutions Inc. Trust Company Complex, Ajeltake Road, Ajeltake Island, Majuro, Marshall Islands MH96960, Republic of the Marshall Islands Tel: N/A Fax: N/A Telex: N/A Email: shipping@castlelake.com	
1.11	Technical operator - Full style:	Columbia Shipmanagement (Singapore) Pte. Ltd. 9 Temasek Boulevard #20-03, Suntec Tower 2, Singapore 038989 Singapore Tel: +65 6248 3676 Fax: +65 6732-3769 Email: csm-vetting@csmcy.com Company IMO#: 5900858	
1.12	Commercial operator - Full style:	Streamline Tankers GMBH STREAMLINE TANKERS GMBH Grosse Elbstrasse 275 22767 Hamburg, Germany Germany Tel: +49 40 413 5875-0 Fax: +49 40 413 5875-25 Email: ops@streamline-tankers.com	
1.13	Disponent owner - Full style:	N/A N/A Tel: N/A Fax: N/A Telex: N/A Email: N/A Web: N/A	
Insurance			
1.14	P & I Club - Full Style:	STANDARD Tel: +44 20 3320 8888 Email: pandi.london@ctplc.com	
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000 US\$	Feb 20, 2019
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	Marsh Brokers Limited	

		Tel: + 35725878100 Tel: + 35725878100 Fax: +357 25 355869			
1.17	Hull & Machinery insured value/expiration date:	9,000,000 US\$			
Classification					
1.18	Classification society:	Germanischer Lloyd			
1.19	Class notation:	1A1 Tanker for Oil and Chemicals			
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No Nil			
1.21	If classification society changed, name of previous and date of change:	Det Norske Veritas, Feb 25, 2008			
1.22	Does the vessel have ice class? If yes, state what level:	N/A, NA			
1.23	Date/place of last dry-dock:	Apr 13, 2016/Klaipeda, Lithuania			
1.24	Date next dry dock due/next annual survey due:	Apr 13, 2021	May 12, 2019		
1.25	Date of last special survey/next special survey due:	Apr 13, 2016	Apr 13, 2021		
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	No,			
Dimensions					
1.27	Length overall (LOA):	127.20 Metres			
1.28	Length between perpendiculars (LBP):	119.00 Metres			
1.29	Extreme breadth (Beam):	20.43 Metres			
1.30	Moulded depth:	11.50 Metres			
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	38.10 Metres	0 Metres		
1.32	Distance bridge front to center of manifold:	41.15 Metres			
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):	59.60 Metres	67.60 Metres		
1.34	Parallel body distances	Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:	25.00 Metres	30.00 Metres	35.00 Metres	
	Aft to mid-point manifold:	25.00 Metres	30.00 Metres	38.30 Metres	
	Parallel body length:	67.80 Metres	61.80 Metres	71.80 Metres	
Tonnages					
1.35	Net Tonnage:	4,030.00			
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):	8,450.00	6,942		
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):	82,114.83	75,187.61		
1.38	Panama Canal Net Tonnage (PCNT):	7,144.00			
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.81 Metres	8.70 Metres	12,901.00 Metric Tonnes	17,232.00 Metric Tonnes
	Winter:	2.99 Metres	8.51 Metres	12,460.00 Metric Tonnes	16,791.00 Metric Tonnes
	Tropical:	2.63 Metres	8.87 Metres	13,290.00 Metric Tonnes	17,620.00 Metric Tonnes
	Lightship:	9.03 Metres	2.47 Metres	-	4,276.00 Metric Tonnes
	Normal Ballast Condition:	6.73 Metres	4.77 Metres	4,450.00 Metric Tonnes	8,776.00 Metric Tonnes
	Segregated Ballast Condition:	6.73 Metres	4.77 Metres	4,450.00 Metric Tonnes	8,776.00 Metric Tonnes
1.40	FWA/TPC at summer draft:	188.00 Millimetres		22.93 Metric Tonnes	
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	No			
1.42	Constant (excluding fresh water):	237 Metric Tonnes			
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	10% berth/15% confined waters/25% open sea			

1.44	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Summer deadweight:	29.40 Metres	0 Metres
	Normal ballast:	32.00 Metres	0 Metres
	Lightship:	35.63 Metres	0 Metres

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	Sep 10, 2018	Jun 21, 2018		Mar 16, 2021
2.2	Safety Radio Certificate (SRC):	May 12, 2018	May 12, 2018		Mar 16, 2021
2.3	Safety Construction Certificate (SCC):	May 12, 2018	May 12, 2018		Mar 16, 2021
2.4	International Loadline Certificate (ILC):	May 12, 2018	May 12, 2018		Mar 16, 2021
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Sep 10, 2018	May 12, 2018		Mar 16, 2021
2.6	International Ship Security Certificate (ISSC):	Aug 22, 2017		Jan 18, 2017	Oct 30, 2022
2.7	Maritime Labour Certificate (MLC):	Jun 10, 2018	N/A		Jul 22, 2023
2.8	ISM Safety Management Certificate (SMC):	Aug 22, 2017	Aug 22, 2017	Aug 22, 2017	Oct 30, 2022
2.9	Document of Compliance (DOC):	Jan 12, 2015	Jan 18, 2018	Jan 18, 2018	Dec 07, 2019
2.10	USCG Certificate of Compliance(USCGCOC):	Sep 30, 2016	Sep 30, 2017		Sep 30, 2018
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Feb 06, 2018	N/A	N/A	Feb 20, 2019
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 06, 2018	N/A	N/A	Feb 20, 2019
2.13	Liability for the Removal of Wrecks Certificate (WRC):		N/A	N/A	
2.14	U.S. Certificate of Financial Responsibility (COFR):	Jan 21, 2016	N/A	N/A	Jan 21, 2019
2.15	Certificate of Class (COC):	May 12, 2018	May 12, 2018		Mar 16, 2021
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Mar 19, 2016	N/A	N/A	Mar 16, 2021
2.17	Certificate of Fitness (COF):	May 12, 2018	May 12, 2018		Mar 16, 2021
2.18	International Energy Efficiency Certificate (IEEC):	May 12, 2018	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Sep 10, 2018	May 12, 2018		Mar 16, 2021

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):	

3.	CREW		
3.1	Nationality of Master:		Georgian
3.2	Number and nationality of Officers:	8	Ukrainian, Romanian, Latvian, Filipino
3.3	Number and nationality of Crew:	9	Filipino
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: Columbia Shipmanagement (Singapore) 9 Temasek Boulevard, #20-03 Suntec Tower Two, Singapore 038989 Tel: +65 6732 4144 Fax: +65 6732 3769 Email: shipmanagement@csmg.com	Ratings: Columbia Shipmanagement(Singapore) Pte.Ltd. 9 Temasek Boulevard #20-03, Suntec Tower 2 Singapore 038989 Tel: +65 6248 3670 Fax: +65 6732 3769 Email: shipmanagement@csmg.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?	Yes

4.2	Qualified individual (QI) - Full style:	O'Brien's Oil Pollution Service O'BRIEN'S RESPONSE MANAGEMENT New Jersey Office 103 MORGAN LANE, SUITE 103 Plainsboro, NJ 08536, USA Telephone: +1-609-275-9600 (During Normal Business Hours, Monday - Friday) Email: vrp@wittobriens.com Tel: +1-985-781-0804 Fax: +1 985 781 0580 Telex: 49617361 OOPS UI Email: commandcenter@oopsusa.com
4.3	Oil Spill Response Organization (OSRO) - Full style:	National Response Corp 3500 Sunrise Highway , Suite T-103 Great River , NY 11739 Tel: +1 631 224 9141 Fax: +1 631 224 9086 Email: iocdo@nrcc.com
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:	
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	Sigma Phenolic Finish Epoxy	Whole Tank	No
	Ballast tanks:	Yes	Sigma Phenolic Finish Epopxy	Whole Tank	Yes
	Slop tanks:	Yes	Sigma Phenolic Finish 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	25 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 (98%):	12	13,073.70 Cu. Metres
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg1:928.394 (1P) Seg2:928.394 (1S) Seg3:967.741 (2P) Seg4:954.452 (2S) Seg5:1201.129 (3P) Seg6:1208.921 (3S) Seg7:1206.738 (4P)	

		Seg8:1205.134 (4S) Seg9:1195.812 (5P) Seg10:1201.999 (5S) Seg11:1037.303 (6P) Seg12:1037.303 (6 S) Seg13: 697.323 (slop p+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	698.80 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:	10 Cu. Metres	
SBT Vessels			
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	5,216.00 Cu. Metres	41.00 %
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:	13	
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 80 percent with specific gravity 1.8	
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:		477 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:	Floating, magnetic	
	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:	Yes,	
8.10	Number of portable gauging units (example- MMC) on board:	2	
Vapor Emission Control System (VECS)			
8.11	Is a Vapour Emission Control System (VECS) fitted?	Yes	
8.12	Number/size of VECS manifolds (per side):	2	250 Millimetres
8.13	Number/size/type of VECS reducers:		
Venting			
8.14	State what type of venting system is fitted:	High Velocity P/V Valves	
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, one common line, 300 Millimetres	
8.16	What type of valves are fitted at manifold:	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:	365.00 Millimetres	

8.19	Distance ships rail to manifold:			3,960.00 Millimetres	
8.20	Distance manifold to ships side:			4,000.00 Millimetres	
8.21	Top of rail to center of manifold:			1,140.00 Millimetres	
8.22	Distance main deck to center of manifold:			2,720.00 Millimetres	
8.23	Spill tank grating to center of manifold:			860.00 Millimetres	
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:			8.90 Metres	5.53 Metres
8.25	Number/size/type of reducers:			2 x 300/150mm (12/6") 2 x 150/100mm (6/4") 2 x 300/200mm (12/8") 2 x 200/150mm (8/6") 2 x 300/254mm (12/10") ANSI	
8.26	Is vessel fitted with a stern manifold? If yes, state size:			Yes, 300.00 Millimetres	
Heating					
8.27	Cargo/slop tanks fitted with a cargo heating system?	Type	Coiled	Material	
	Cargo Tanks:	Heating coils	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	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/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/hrs (For padding only)	
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:	12	Centrifugal	350 M3/HR	110 Meters
		2	Centrifugal	100 M3/HR	110 Meters
		1	Centrifugal	70 M3/HR	110 Meters
					110 Meters
					110 Meters
					110 Meters
					110 Meters
					70 Meters
	Cargo Eductors:	0	N/A	0 Cu. Metres/Hour	0 Metres
	Stripping:	0	N/A	0 Cu. Metres/Hour	0 Metres
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:			100.00 Cu. Metres/Hour	
8.37	Is a washing water heater fitted? If yes is it operational and state max washing water temperature:			Yes, 80.00 Degrees Celsius	
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,	
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:			N/A		
	Main deck fwd:			N/A		
	Main deck aft:			N/A		
	Poop deck:			N/A		
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:			N/A		
	Main deck fwd:			N/A		
	Main deck aft:			N/A		
	Poop deck:			N/A		
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	52.00 Millimetres	Estalon Karat Maxi	220.00 Metres	57 Metric Tonnes
	Main deck fwd:			N/A		
	Main deck aft:			N/A		
	Poop deck:	4	52.00 Millimetres	Estalon Karat Maxi	220.00 Metres	57 Metric Tonnes
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	52.00 Millimetres	Estalon Karat Maxi	220.00 Metres	57 Metric Tonnes
	Main deck fwd:	1	52.00 Millimetres	Estalon Karat Maxi	220 Metres	57 Metric Tonnes
	Main deck aft:	1	52.00 Millimetres	Estalon Karat Maxi	220 Metres	57 Metric Tonnes
	Poop deck:	4	52 Millimetres	Estalon Karat Maxi	220.00 Metres	57 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	32.00 Metric Tonnes	
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	Double Drums	Hydraulic	32.00 Metric Tonnes	
9.6	Bits, closed chocks/fairleads	No. Bits		SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:	6		26 Metric Tonnes	6	42 Metric Tonnes (Forecastle: 11 1-64mt / 2-45mt / 2-57mt / 6-42 mt)
	Main deck fwd:	4		20 Metric Tonnes	4	42 Metric Tonnes
	Main deck aft:	2		20 Metric Tonnes	2	42 Metric Tonnes
	Poop deck:	6		26 Metric Tonnes	6	42 Metric Tonnes (Poop deck: 11 1-64mt / 2-45mt / 2-57mt / 6-42 mt)

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:	

Escort Tug

9.10	What is size/SWL of closed chock and/or fairleads of enclosed type on stern:	61.00 Metric Tonnes
9.11	What is SWL of bollard on poop deck suitable for escort tug:	26.00 Metric Tonnes

Lifting Equipment/Gangway

9.12	Derrick/Crane description (Number, SWL and location):	Cranes: 1 x 10.00 Tonnes Mid ship crane SWL 10T /
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		Midship Provision Crane SWL 2.1T / Aft/Stbd
9.13	Accommodation ladder direction:	Aft
	Does vessel have a portable gangway? If yes, state length:	Yes,
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:	N/A

10.	PROPULSION		
10.1	Speed	Maximum	Economical
	Ballast speed:	13.50 Knots (WSNP)	12 Knots (WSNP)
	Laden speed:	13 Knots (WSNP)	11.50 Knots (WSNP)
10.2	What type of fuel is used for main propulsion/generating plant:	380 cSt Fuel	380 cSt Fuel
10.3	Type/Capacity of bunker tanks:	Fuel Oil: 680 Cu. Metres Diesel Oil: 72 Cu. Metres Gas Oil: 0 Cu. Metres	
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	558 Kilowatt
	Power packs:	3	220 Cu. Metres
	Boilers:	1	

Bow/Stern Thruster		
10.6	What is brake horse power of bow thruster (if fitted):	Yes, 544.00 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 Liquefied Gas, as applicable)?	Yes
11.2	What is maximum outreach of cranes/derricks outboard of the ship's side:	5.00 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):	Last: Jet, Gasoil, Crude Palm Oil. 2nd: Gasoline 95R, Gasoil, Gasoline 88R,

		Crude Palm Oil. 3rd last: Gasoil, Gasoline 88R, Jet, Gasoline 95R, Crude Palm Oil.
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, n/a Grounding: No, Casualty: No, Repair: No, Collision: No, n/a
12.3	Date and place of last Port State Control inspection:	July 09, 2018 / Santo Tomas De Castilla
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No n/a
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>	CDI, PORT STATE, MAXCOM Petroli Spa, ENOC, LUKOIL, ERG, REPSOL, SHELL, TOTAL
12.6	Date/Place of last SIRE inspection:	LUKOIL - Sep 15, 2018 / Belize City
12.6.1	Date/Place of last CDI inspection:	CDI - Jan 22, 2018 / Barranquilla
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.