INTERTANKO CHARTERING QUESTIONNAIRE 88 – OIL/CHEMICAL

Version 6

1.	**GENERAL INFORMATION**	
1.1	Date updated:	
1.2	Vessel's name (IMO number):	Oratank (9336713)
1.2b	Is the vessel owner/manager a member of INTERTANKO? If yes, please provide IMO number of the Member organization	Yes, 0243438
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable
1.4	Date delivered/Builder (where built):	Jan 10, 2008/Desan Shipyard, Tuzla/Istanbul
1.5	Flag/Port of Registry:	Denmark/Svendborg
1.6	Call sign/MMSI:	OXPJ2/220516000
1.7	Vessel's contact details (satcom/fax/email etc.)	Tel: 422051610 / 422051611 Fax: Not Applicable Email: oratank@mhsimonsen.com
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Other
1.8a	If other type of vessel, please specify:	Product carrier
1.9	Type of hull:	Double Hull

Ownership and Operation		
1.10	Registered owner - Full style: IMO Number	Rederiet M.H. Simonsen ApS Christiansmindevej 76, DK-5700 Svendborg, Denmark Denmark Tel: +45 62203633 Fax: N/A Telex: NA Email: mhs@mhsimonsen.com Web: www.mhsimonsen.com IMO: 243438
1.11	Technical operator - Full style:	Rederiet M.H. Simonsen ApS Christiansmindevej 76, DK-5700 Svendborg, Denmark Denmark Tel: +45 62202033 Fax: N/A Telex: N/A Email: mhs@mhsimonsen.com Web: www.mhsimonsen.com Company IMO#: 243438
1.12	Commercial operator - Full style:	M.H.Simonsen ApS Christansmindevej 76, DK 5700 Svendborg, Denmark Denmark Tel: +45 62202033 Fax: N/A Telex: NA Email: sc@simchart.com Web: www.mhsimonsen.com
1.13	Disponent owner - Full style:	Rederiet M.H.Simonsen ApS Christiansmindevej 76 5700 Svendborg Denmark Tel: +45 6220 2033 Fax: n/a Telex: 0 Email: mhs@mhsimonsen.com Web: www.mhsimonsen.com

Insurance		
1.14	P & I Club - Full Style:	The Britannia Steam Ship Insurance Association Limited If other P&I - specify:
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000 US$

1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	CODAN		
1.17	Hull & Machinery insured value/expiration date:		16,000,000 US$	
Classification				
1.18	Classification society:		Bureau Veritas	
1.18a	Is Classification Society an IACS member?		Yes	
1.19	Class notation:		Oil tanker; Chemical tanker; ESP; Unrestricted navigation; AUT-UMS; Ice class 1A, MON-SHAFT	
1.20	Does the vessel have any open conditions of Class? If yes List all open conditions No			
1.20a	Does the vessel have any Memoranda of Class? If yes, list details No			
	Memoranda of Class		**Issue Date**	
1.21	If classification society changed, name of previous and date of change:		DNV, Feb 09, 2018	
1.22	Does the vessel have ice class? If yes, state what level:		Yes, 1A	
1.23	Date/place of last dry-dock:			
1.24	Date next dry dock due/next annual survey due:			
1.25	Date of last special survey/next special survey due:			
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		Yes, 1	
Dimensions				
1.27	Length overall (LOA):			106.20 Metres
1.28	Length between perpendiculars (LBP):			100.70 Metres
1.29	Extreme breadth (Beam):			15.60 Metres
1.30	Moulded depth:			7.80 Metres
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:		30.80 Metres	
1.32	Distance bridge front to center of manifold:			36.20 Metres
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):		57.60 Metres	48.60 Metres
1.34	Parallel body distances	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	16.00 Metres	30.00 Metres	37.00 Metres
	Aft to mid-point manifold:	16.00 Metres	34.00 Metres	38.00 Metres
	Parallel body length:	32.00 Metres	64.00 Metres	75.00 Metres
Tonnages				
1.35	Net Tonnage:			1,495.00
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):		3,691.00	3,051
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):		0	0

1.38	Is vessel fitted for transit of Panama canal? Panama Canal Net Tonnage (PCNT):				No, 0
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.51 Metres	6.30 Metres	4,900.82 Metric Tonnes	7,437.60 Metric Tonnes
	Winter:	1.65 Metres	6.17 Metres	4,716.97 Metric Tonnes	7,253.77 Metric Tonnes
	Tropical:	0 Metres	0 Metres	0 Metric Tonnes	0 Metric Tonnes
	Normal loaded condition:	1.51 Metres	6.30 Metres	4,901.00 Metric Tonnes	7,437.60 Metric Tonnes
	Lightship:	5.41 Metres	2.39 Metres	-	2,536.78 Metric Tonnes
	Normal Ballast Condition:	3.27 Metres	4.54 Metres	2,322.98 Metric Tonnes	4,858.00 Metric Tonnes
	Segregated Ballast Condition:	3.27 Metres	4.54 Metres	2,322.98 Metric Tonnes	4,858.00 Metric Tonnes
1.40	FWA/TPC at summer draft:			131.00 Millimetres	14.00 Metric Tonnes
1.41	Have multiple deadweights been assigned? If yes, list all assigned deadweights:			No Assigned DWT 1: Assigned DWT 2: Assigned DWT 3: Assigned DWT 4: Assigned DWT 5:	
1.42	Constant (excluding fresh water):				50 Metric Tonnes
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?			5 meters during sea voyage 0,5 meters in shallow Waters 0,5 meters during harbour approach 0,5 meters alongside	
1.44	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Summer deadweight:			24.50 Metres	0 Metres
	Normal ballast:			27.00 Metres	0 Metres
	Lightship:			28.41 Metres	0 Metres

2.	**CERTIFICATES**	**Issued**	**Last Annual**	**Last Intermediate**	**Expires**
2.1	Safety Equipment Certificate (SEC):				
2.2	Safety Radio Certificate (SRC):				
2.3	Safety Construction Certificate (SCC):				
2.4	International Loadline Certificate (ILC):				
2.5	International Oil Pollution Prevention Certificate (IOPPC):				
2.6	International Ship Security Certificate (ISSC):				
2.7	Maritime Labour Certificate (MLC):				
2.8	Minimum Safe Manning Certificate (MSM)				
2.9	ISM Safety Management Certificate (SMC):				
2.10	Document of Compliance (DOC):				
2.11	USCG Certificate of Compliance(USCGCOC):				
2.12	Civil Liability Convention (CLC) 1992 Certificate:				
2.13	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:				
2.14	Liability for the Removal of Wrecks Certificate (WRC):				
2.15	U.S. Certificate of Financial Responsibility (COFR):				
2.16	Certificate of Class (COC):				
2.17	Certificate of Registry (COR)				

2.18	International Sewage Pollution Prevention Certificate (ISPPC):				
2.19	Certificate of Fitness (COF):				
2.20	International Energy Efficiency Certificate (IEEC):				
2.21	International Air Pollution Prevention Certificate (IAPPC):				
2.22	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE)				
2.23	Does the vessel have an International Ballast Water Management Certificate? If no, then describe how ship complies with the "International Convention for the Control and Management of Ships' Ballast Water and Sediments"?:			Yes,	
Documentation					
2.24	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:			Yes	
2.25	Does vessel have in place a Drug and Alcohol Policy complying with OCIMF guidelines for Control of Drugs and Alcohol Onboard Ship?			Yes	
2.26	Is the ITF Special Agreement on board (if applicable)?			N/A	
2.27	ITF Blue Card expiry date (if applicable):			Not Applicable	

3.	**CREW**		
3.1	Nationality of Master:		Danish
3.2	Number and nationality of Officers:	6	Danish, Polish
3.3	Number and nationality of Crew:		

Nationality	Count
Lithuania	1
Poland	2
Latvia	1
Ukraine	1

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:	

Company Name	Address	Phone	Fax	Email
Rederiet M. H. Simonsen ApS	Christiansmindevej 76, 5700 Svendborg, DK	+45 62202033	0	crew@mhsimonsen.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?	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:	

5.	**SAFETY/HELICOPTER**	
5.1	Is the vessel operated under a Quality Management System? If Yes, what type of system?	Yes

	(ISO9001 or IMO Resolution A.741(18) as amended):	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 Cargo tanks:

Tank ID	Tank PSC	Tank Type	Constr	Coated Y/N	Coating Type	Extent	Condition	Date	Insp date	Insp Freq
7	S	2g	Mild Steel	Yes	Marineline	Full Tank	Good			Annual
6	S	2g	Mild Steel	Yes	Marineline	Full Tank	Good			Annual
5	P	2g	Mild Steel	Yes	Marineline	Full Tank	Good			Annual
4	S	2g	Mild Steel	Yes	Marineline	Full Tank	Good			Annual
7	P	2g	Mild Steel	Yes	Marineline	Full Tank	Good			Annual
1	P	Slop	Mild Steel	Yes	Marineline	Full Tank	Good			Annual
1	S	2g	Mild Steel	Yes	Marineline	Full Tank	Good			Annual
3	S	2g	Mild Steel	Yes	Marineline	Full Tank	Good			Annual
4	P	2g	Mild Steel	Yes	Marineline	Full Tank	Good			Annual
6	P	2g	Mild Steel	Yes	Marineline	Full Tank	Good			Annual
2	P	2g	Mild Steel	Yes	Marineline	Full Tank	Good			Annual
3	P	2g	Mild Steel	Yes	Marineline	Full Tank	Good			Annual
2	S	2g	Mild Steel	Yes	Marineline	Full Tank	Good			Annual
5	S	2g	Mild Steel	Yes	Marineline	Full Tank	Good			Annual

Anodes Fitted : No

Ballast tanks:

ID	Coated?	Type	Extent	Condition	Coating date	Insp date	Insp freq
WB TK 5 S	Yes	Epoxy	Full Tank	Good			Annual
WB TK 1 S	Yes	Epoxy	Full Tank	Good			Annual
WB TK 1 P	Yes	Epoxy	Full Tank	Good			Annual
WB TK 7 S	Yes	Epoxy	Full Tank	Good			Annual
WB TK 5 P	Yes	Epoxy	Full Tank	Good			Annual
WB TK 2 P	Yes	Epoxy	Full Tank	Good			Annual
WB TK 4 S	Yes	Epoxy	Full Tank	Good			Annual
WB TK 3 S	Yes	Epoxy	Full Tank	Good			Annual
WB TK 4 P	Yes	Epoxy	Full Tank	Good			Annual
WB TK 7 P	Yes	Epoxy	Full Tank	Good			Annual
WB TK 3 P	Yes	Epoxy	Full Tank	Good			Annual
WB TK 6 P	Yes	Epoxy	Full Tank	Good			Annual
WB TK 2 S	Yes	Epoxy	Full Tank	Good			Annual

Forepeak	Yes	Epoxy	Full Tank	Good			Annual
WB TK 6 S	Yes	Epoxy	Full Tank	Good			Annual

Anodes Fitted: Yes

7. BALLAST

7.1 Ballast Handling Data

Number	Type	Prime mover type	Capacity (m3/hr)	Head (bar)
1	Centrifugal	Electric	350.00	30.00
2	Centrifugal	Electric	350.00	30.00

Ballast Water Management Systems (BWMS)

7.2	Does the vessel comply with D1 or D2 performance standards?	D2
7.3	Does the vessel have a Ballast Water Treatment System (BWTS) fitted?	Yes
7.4	What type of BWTS fitted? If other system fitted, please advise:	UV Light,
7.5	Name of manufacturer of BWTS:	Alfa Laval
7.6	Does the BWTS have IMO type approval?	Yes
7.7	Is the BWTS of a USCG approved type?	Yes

8. CARGO –Oil/ Chem

Double Hull Vessels

8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:	Yes, Solid

Tank Capacities

8.2 Cargo Tank Capacities at 98% Full - Centre:

Total Centre: 0 Cu. Metres

Cargo Tank Capacities at 98% Full - Wing:

Tank Number	Capacity (m3)	P/S
3	592.30	Port
1	149.73	Port
6	306.03	Stbd
2	315.06	Stbd
6	303.47	Port
5	586.30	Port
7	327.59	Port
1	149.82	Stbd
3	589.84	Stbd
4	369.75	Port
7	327.08	Stbd
2	317.02	Port
5	589.78	Stbd
4	372.15	Stbd

Total Wing: 5,295.92 Cu. Metres

Deck Tank Capacities at 98% Full:

	Total Deck:		
8.2a	Grand Total Cubic Capacity (98%) (centre + wing tanks)	5,295.92 Cu. Metres	
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 299.22 m3 (1 P/S) Seg#2: 631.61 m3 (2 P/S) Seg#3: 1183,00 m3 (3 P/S) Seg#4: 742.25 m3 (4 P/S) Seg#5: 1174.53 m3 (5 P/S) Seg#6: 609,76 m3 (6 P/S) Seg#7: 656,38 m3 (7 P/S)	
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):	IMO 2	
8.3	Slops tank capacities (98%):		

Tank Number	Capacity (m3)	P/S
1	153.23	Port

Total: 209.00 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:	0 Cu. Metres	
Cargo Handling and Pumping Systems			
8.4	How many grades/products can vessel load/discharge with double valve segregation:	3	
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 MAX. LOADING/UNLOADING RATE OF EACH TANK IS 500 m3/h. MAX. SPECIFIC GRAVITY OF CARGOES IS 1,54 t/m3	
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:	600 Cu. Metres/Hour	600 Cu. Metres/Hour
	Loaded simultaneously through all manifolds:	900 Cu. Metres/Hour	900.00 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, NA	
	What type of gauging system as per IBC 13.1 is fitted (Open/Restricted/Closed)?	Closed	
	Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves?	Yes, No	
	Are high level alarms fitted to the cargo tanks? If high level alarms are fitted, are the high level alarms fitted to all cargo tanks?	Yes, Yes	
8.9.1	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:	N/A, NA	
8.10	Number of portable gauging units (example- MMC) on board:	3	
Vapor Emission Control System (VECS)			
8.11	Is a vapour return system (VRS) fitted?	Yes	
	If fitted, is vapour line return manifold in compliance with OCIMF Guidelines?	Yes	
	If fitted, how many vapor return segregations can the vessel maintain simultaneously?	1	
	Does the ship possess Vapour Emission Control (VEC) Certification? If yes, state the issuing authority	Yes, BV	
8.12	Number/size of VECS manifolds (per side):	1	150 Millimetres
8.13	Number/size/type of VECS reducers:	NA	
Venting			
8.14	State what type of venting system is fitted:	Independent PV Valves	
Cargo Manifolds and Reducers			

8.15	Total number/size of cargo manifold connections on each side: No.: 3 Size:		

Manifold	PCS	Size	Unit	Pressure Rating	Unit PR	Standard
3	P	8	Inches	7	Bar	DIN
2	S	8	Inches	7	Bar	DIN
3	S	8	Inches	7	Bar	DIN
1	P	8	Inches	7	Bar	DIN
1	S	8	Inches	7	Bar	DIN
2	P	8	Inches	7	Bar	DIN

8.15.1	Is the vessel fitted with a fixed common line ?	No	
	What is the number of common cargo connections per side?		
	What is the size of common cargo connections?		
8.16	What type of valves are fitted at manifold? If other, specify:	Butterfly,	
8.17	What is the material/rating of the manifold:	Stainless Steel/8 inch	
8.17.1	Does the cargo manifold arrangement comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?	Yes	
8.18	Distance between cargo manifold centers:	1,040.00 Millimetres	
8.19	Distance ships rail to manifold:	2,350.00 Millimetres	
8.20	Distance manifold to ships side:	3,450.00 Millimetres	
8.21	Top of rail to center of manifold:	600.00 Millimetres	
8.22	Distance main deck to center of manifold:	1,700.00 Millimetres	
8.23	Spill tank grating to center of manifold:	900.00 Millimetres	
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:	6.00 Metres	3.20 Metres
8.25	Number/size/type of reducers:	None (4”DIN x 6”DIN 1 pcs 4”DIN x 6”DIN vaupor return 1 pcs For 6”DIn x 8”DIN 6 pcs 8”DIN x 8”ANSI 1 pcs 8”DIN x 12”ANSI 1 pcs 8"DIN x 6"ANSI 150 DIN 1 pcs)	
8.26	Is vessel fitted with a stern manifold? If yes, state size:	Yes, 100.00 Millimetres	
Heating			
8.27	Provide details of Heating Coils/Heat Exchangers		
8.27.1	Is a Thermal Oil Heating system fitted? If yes, identify tanks?	No,	
8.28	Maximum temperature cargo can be loaded/maintained:	85.0 °C / 185.0 °F	85 °C / 185 °F
8.28.1	Minimum temperature cargo can be loaded/maintained:		
Inert Gas			
8.29	Is an Inert Gas System (IGS) fitted/operational?	No/Yes	
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:	3
8.32	Cargo Pump Data:	

Pump Identity	Pump Location	Type	Type of prime mover	Capacity	At what head?
1-2-3	Pumproom	Screw	Electric	350.00	80.00

8.33	Is at least one emergency portable cargo pump provided?	No
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:	60.00 Cu. Metres/Hour
8.37	Is a washing water heater fitted? If yes is it operational and state max washing water temperature:	Yes, Yes 90.00 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, 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:	No, N/A
8.42	Is vessel fitted with a cargo cooling system. If yes is it operational and state tanks applicable:	No, N/A
8.43	Is steam available on deck?	Yes

9.	
9.1	Provide details for Mooring Ropes, Wires, Tails and Shackles
9.2	Details of winches and brake testing including rendering loads
9.3	Provide Details of Mooring bollards and bitts

9.4	**Provide details of Mooring Fairleads/Chocks**		
Anchors/Emergency Towing System			
9.5	Number of shackles on port/starboard cable:	8.00/9.00	
9.6	Type/SWL of Emergency Towing system forward:	0	0 Metric Tonnes
9.7	Type/SWL of Emergency Towing system aft:	0	0 Metric Tonnes
9.8	What is size of closed chock and/or fairleads of enclosed type on stern		NA
Escort Tug			
9.9	What is SWL of closed chock and/or fairleads of enclosed type on stern:		50.00 Metric Tonnes
9.10	What is SWL of bollard on poop deck suitable for escort tug:		80.00 Metric Tonnes
Lifting Equipment/Gangway			
9.11	Derrick/Crane description (Number, SWL and location):	Cranes: 1 x 5.00 Tonnes Center	
9.12	Accommodation ladder direction:		Aft
9.13	Does vessel have a portable gangway? If yes, state length:		Yes, 7 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:	0	
9.16	Details of Bow chain stoppers:		
9.17	Distance between the bow fairlead and chain stopper/bracket:		0 Metres
9.18	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	Yes NA	

10.	**PROPULSION**			
10.1	Speed		Maximum	Economical
	Ballast speed:		15 Knots (WSNP)	12.50 Knots (WSNP)
	Laden speed:		14 Knots (WSNP)	11.80 Knots (WSNP)
10.2	What type of fuel is used for main propulsion? If other, then specify		MGO,	
	What type of fuel is used for generating plant		MDO	
10.3	Bunker Tank Capacities: If other, then specify			
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):		Controllable	
10.5	Engines	No	Capacity	Make/Type
	Main engine:	1	3,250 Kilowatt	MAN B&W 5L35MC
	Aux engine:	3	342 Kilowatt	Volvo Penta TAMD 165A-A
	Power packs:	2	160 Cu. Metres/Hour	Damcos
	Boilers:	2	2.50 Metric Tonnes/Hour	NA
Bow/Stern Thruster				
10.6	What is brake horse power of bow thruster (if fitted):		Yes, 505.00 bhp	
10.7	What is brake horse power of stern thruster (if fitted):		No, 0 bhp	
Environmental/Emissions				

10.8	Does the vessel have an EEDI Rating number? If yes then provide EEDI rating:	No, NA
	If No then provide reason:	The ship is exempt under regulation 20.1 as it not a new ship as defined in regulation 2.23
	Is the EEDI rating verified by Class, 3rd Party or Owner?	
10.9	Does the vessel have an EEXI Rating number? If yes then provide EEXI rating	Yes, 14.40
	If No then provide reason:	
	Is the EEXI rating verified by Class, 3rd Party or Owner?	Class
10.10	Does the vessel have a CII Rating number? If yes then provide CII rating:	No,
	If No then provide reason	Vessel is below 5000 GT
	Is the CII rating verified by Class, 3rd Party or Owner?	
10.11	Does the vessel have an EIV Rating number? If yes then provide EIV rating	No,
	If No then provide reason	
	Is the EIV rating verified by Class, 3rd Party or Owner?	
10.12	What is the ships NOx control level (Tier I, Tier II, and Tier III)?	Tier I
	List of equipment fitted for NOx Tier III achievement for all engines (LP Selective catalytic reduction, HP Selective catalytic reduction, Exhaust gas recirculation, Alternative fuel etc...)	
Exhaust Gas Cleaning System/Scrubber		
10.13	Does the vessel use an Exhaust Gas Cleaning System?	No
10.14	What is the type of scrubber fitted as part of the EGCS onboard?	

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:	3 Metres
11.3	Date/place of last STS operation:	Contact Charterer for information
11.4	Does the vessel have a ship specific STS plan:	Yes

12.	**RECENT OPERATIONAL HISTORY**	
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	Contact Charterer for information
12.2	Has ship been involved in a pollution, grounding, collision or allision incident during the past 12 months? If yes, provide details: No	
12.3	Date and place of last Port State Control inspection:	
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.*	Contact owners for details
12.6	Date/Place last SIRE inspection:	
12.6.1	Date/Place last CDI inspection:	
12.7	Additional information relating to features of the ship or operational characteristics:	