**INTERTANKO TANKER CHARTERING QUESTIONNAIRE 88** **Version 4**

| | | | | |
|---|---|---|---|---|
| **1.** | **VESSEL DESCRIPTION** | | | |
| 1.1 | Date updated: | | Jun 19, 2017 | |
| 1.2 | Vessel's name (IMO number): | | Sidra Ras Laffan (9339648) | |
| 1.3 | Vessel's previous name(s) and date(s) of change: | | Alam Cergas (Dec 21, 2007) | |
| 1.4 | Date delivered / Builder (where built): | | Jun 20, 2007 / Dalian Shipbuilding Industry Co. Ltd | |
| 1.5 | Flag / Port of Registry: | | Liberia / MONROVIA | |
| 1.6 | Call sign / MMSI: | | A8OT6 / 636 013 705 | |
| 1.7 | Vessel's contact details (satcom/fax/email etc.): | | Tel: +870 773 140 235<br>Fax:<br>Email: Sidra.raslaffan@woqodmarine.com.qa | |
| 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 | |
| **Classification** | | | | |
| 1.10 | Classification society: | | Lloyds Register | |
| 1.11 | Class notation: | | LRS +100A1 Double Hull Oil & Chem, Tanker type 3 Veg. oil only, ESP, Shipright (FDA, SDA, CM) *IES, SPM, LI, +LMC, IGS, UMS, Shipright (SM, SERS, BWMP (F,S+F)), COW, SBT, ETA | |
| 1.12 | Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details: | | No | |
| 1.13 | If classification society changed, name of previous and date of change: | | New Construction, | |
| 1.14 | IMO type, if applicable: | | 3 | |
| 1.15 | Does the vessel have ice class? If yes, state what level: | | No, | |
| 1.16 | Date / place of last dry-dock: | | Jul 03, 2012 / RAS LAFFAN | |
| 1.17 | Date next dry dock due / next annual survey due: | | Sep 19, 2017 | Sep 19, 2017 |
| 1.18 | Date of last special survey / next special survey due: | | Jun 20, 2012 | Sep 19, 2017 |
| 1.19 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | | No, | |
| 1.20 | Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date? | | N/A | |
| **Dimensions** | | | | |
| 1.21 | Length overall (LOA): | | | 171.20 Metres |
| 1.22 | Length between perpendiculars (LBP): | | | 163.40 Metres |
| 1.23 | Extreme breadth (Beam): | | | 27.42 Metres |
| 1.24 | Moulded depth: | | | 17.31 Metres |
| 1.25 | Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: | | 44.70 Metres | |
| 1.26 | Bow to center manifold (BCM) / Stern to center manifold (SCM): | | 83.30 Metres | 87.90 Metres |
| 1.27 | Distance bridge front to center of manifold: | | | 51.70 Metres |
| 1.28 | Parallel body distances | Lightship | Normal Ballast | Summer Dwt |
| | Forward to mid-point manifold: | 35.21 Metres | 39.18 Metres | 49.28 Metres |
| | Aft to mid-point manifold: | 17.16 Metres | 34.57 Metres | 58.04 Metres |
| | Parallel body length: | 52.37 Metres | 70.13 Metres | 107.32 Metres |
| 1.29 | FWA/TPC at summer draft: | | 264.00 Millimetres | 41.50 Metric Tonnes |
| 1.30 | Constant (excluding fresh water): | | | 100 Metric Tonnes |
| 1.31 | What is the company guidelines for Under Keel Clearance (UKC) for this vessel? | | Ocean passages - 20% of the deepest draft<br>Fairways - 15% of the deepest draft<br>Inside ports/Canals- 10% of the deepest draft<br><br>Whilst Moored (Berth/SBM/CBM)- 1.5% of the ship's extreme breadth or 0.3m | |
| 1.32 | What is the max height of mast above waterline (air draft) | | Full Mast | Collapsed Mast |
| | Lightship: | | 41.73 Metres | 0 Metres |
| | Normal ballast: | | 37.65 Metres | 0 Metres |
| | At loaded summer deadweight: | | 32.81 Metres | 0 Metres |
| **Tonnages** | | | | |
| 1.33 | Net Tonnage: | | | 9,431.00 |

| | | | |
|---|---|---|---|
| 1.34 | Gross Tonnage / Reduced Gross Tonnage (if applicable): | 22,184.00 | |
| 1.35 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | 23,621.64 | 20,439.95 |
| 1.36 | Panama Canal Net Tonnage (PCNT): | | 18,492.00 |
| **Ownership and Operation** | | | |
| 1.37 | Registered owner - Full style: | Sidra Ras Laffan Shipping Company<br>C/O: Qatar Fuel (Woqod)<br>P.O.Box 7777<br>Doha, Qatar.<br>Qatar<br>Tel: +974 40217910<br>Fax: +974 44309301<br>Email: MARINEDEPARTMENT@woqod.com.qa<br>Web: www.woqod.com.qa | |
| 1.38 | Technical operator - Full style: | WOQOD MARINE SERVICES<br>17th Floor, Woqod Tower, West Bay,<br>P.O.Box 7777,<br>Doha, Qatar.<br>Qatar<br>Tel: +974 40217910<br>Fax: +974 44309301<br>Email: MARINEDEPARTMENT@woqod.com.qa<br>Company IMO#: 5534922 | |
| 1.39 | Commercial operator - Full style: | WOQOD MARINE SERVICES<br>P.O.Box 7777, Doha, Qatar.<br>Qatar<br>Tel: +974 40217910<br>Fax: +974 44309301<br>Email: MARINEDEPARTMENT@woqod.com.qa<br>Web: www.woqod.com.qa | |
| 1.40 | Disponent owner - Full style: | | |

| **2.** | **CERTIFICATION** | **Issued** | **Last Annual** | **Expires** |
|---|---|---|---|---|
| 2.1 | Safety Equipment Certificate (SEC): | Jun 17, 2017 | | Sep 19, 2017 |
| 2.2 | Safety Radio Certificate (SRC): | Jun 17, 2017 | | Sep 19, 2017 |
| 2.3 | Safety Construction Certificate (SCC): | Jul 02, 2012 | Sep 05, 2016 | Jun 19, 2017 |
| 2.4 | International Loadline Certificate (ILC): | Jun 17, 2017 | | Sep 19, 2017 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | Jun 17, 2017 | | Sep 19, 2017 |
| 2.6 | ISM Safety Management Certificate (SMC): | Nov 22, 2015 | None | Nov 21, 2020 |
| 2.7 | Document of Compliance (DOC): | Aug 11, 2015 | Aug 31, 2016 | Aug 10, 2020 |
| 2.8 | USCG Certificate of Compliance (COC): | | | |
| 2.9 | Civil Liability Convention (CLC) 1992 Certificate: | Feb 20, 2017 | Not Applicable | Feb 20, 2018 |
| 2.10 | Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate: | Feb 20, 2017 | Not Applicable | Feb 20, 2018 |
| 2.11 | Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate: | Mar 22, 2017 | Not Applicable | Sep 21, 2017 |
| 2.12 | U.S. Certificate of Financial Responsibility (COFR): | | Not Applicable | |
| 2.13 | Certificate of Class (COC): | Jun 17, 2017 | | Sep 19, 2017 |
| 2.14 | International Sewage Pollution Prevention Certificate (ISPPC): | Jun 17, 2017 | Not Applicable | Jun 19, 2022 |
| 2.15 | Certificate of Fitness (COF): | Jun 17, 2017 | | Sep 19, 2017 |
| 2.16 | International Energy Efficiency Certificate (IEEC): | Jul 12, 2015 | Not Applicable | Not Applicable |
| 2.17 | International Ship Security Certificate (ISSC): | Nov 22, 2015 | None | Nov 21, 2020 |
| 2.18 | International Air Pollution Prevention Certificate (IAPPC): | Jun 17, 2017 | | Jun 19, 2022 |
| 2.19 | Maritime Labour Certificate (MLC): | Aug 26, 2013 | Not Applicable | May 25, 2018 |
| **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)? | | N/A | |
| 2.23 | ITF Blue Card expiry date: | | | |

| | | |
|---|---|---|
| **3.** | **CREW** | |
| 3.1 | Nationality of Master: | Pakistani |
| 3.2 | Number and Nationality of Officers: | 13<br>Pakistani, Burmese, Egyptian, Jordanian |
| 3.3 | Number and Nationality of Crew: | 14<br>Indian, Burmese, Pakistan, Sudanese, Ethiopian, Nepali |
| 3.4 | What is the common working language onboard: | ENGLISH |
| 3.5 | Do officers speak and understand English? | Yes |
| 3.6 | If Officers/Crew employed by a Manning Agency - Full style: | Officers:<br>Hausbau Marine Co.<br>P. O. Box: 1298,<br>Post Code. 11821<br>Amman, Jordan<br>Tel: +962 6 5820 805<br>Fax: +962 6 5820 767<br>Email: mpd@hausbaumarine.com<br><br>Crew:<br>Hausbau Marine Co.<br>P. O. Box: 1298,<br>Post Code. 11821<br>Amman, Jordan<br>Tel: +962 6 5820805<br>Fax: +962 6 5820767<br>Email: mpd@hausbaumarine.com |

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| **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: | |

| | | | | | |
|---|---|---|---|---|---|
| **5.** | **CARGO AND BALLAST HANDLING** | | | | |
| **Double Hull Vessels** | | | | | |
| 5.1 | Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated: | | | Yes, Solid | |
| **Loadline Information** | | | | | |
| 5.2 | Loadline | Freeboard | Draft | Deadweight | Displacement |
| | Summer: | 5.42 Metres | 11.89 Metres | 34,671.00 Metric Tonnes | 43,730.00 Metric Tonnes |
| | Winter: | 5.67 Metres | 11.64 Metres | 33,602.00 Metric Tonnes | 42,661.00 Metric Tonnes |
| | Tropical: | 5.18 Metres | 12.13 Metres | 35,368.00 Metric Tonnes | 44,697.00 Metric Tonnes |
| | Lightship: | 14.34 Metres | 2.97 Metres | Not Applicable | 0.00 Metric Tonnes |
| | Normal Ballast Condition: | 10.14 Metres | 7.17 Metres | 15,921.00 Metric Tonnes | 24,980.00 Metric Tonnes |
| 5.3 | Does vessel have multiple SDWT? If yes, please provide all assigned loadlines: | | | No | |
| **Cargo Tank Capacities** | | | | | |
| 5.4 | Number of cargo tanks and total cubic capacity (98%): | | | | 0 Cu. Metres |
| 5.5 | Capacity (98%) of each natural segregation with double valve (specify tanks): | | | | |
| 5.6 | Number of slop tanks and total cubic capacity (98%): | | | 2 | 0 Cu. Metres |
| 5.7 | Specify segregations which slops tanks belong to and their capacity with double valve: | | | | |
| 5.8 | Residual/Retention oil tank(s) capacity (98%), if applicable: | | | | |
| 5.9 | Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT): | | | SBT | |
| **SBT Vessels** | | | | | |

| | | | | | |
|---|---|---|---|---|---|
| 5.10 | What is total SBT capacity and percentage of SDWT vessel can maintain? | | | 15,949.70 Cu. Metres | 47.00 % |
| 5.11 | Does vessel meet the requirements of MARPOL Annex I Reg 18.2: | | | Yes | |
| **Cargo Handling and Pumping Systems** | | | | | |
| 5.12 | How many grades/products can vessel load/discharge with double valve segregation: | | | | 6 |
| 5.13 | Are there any cargo tank filling restrictions?<br>If yes, specify number of slack tanks, max s.g., ullage restrictions etc.: | | | No<br>Nil | |
| 5.14 | Pumps | No. | Type | Capacity | At What Head (sg=1.0) |
| | Cargo Pumps: | | | | |
| | Cargo Eductors: | | | | |
| | Stripping: | | | | |
| | Ballast Pumps: | 2 | Framo 300-3 | 1,000 Cu. Metres/Hour | 25 Metres |
| | Ballast Eductors: | | | | |
| 5.15 | Max loading rate for homogenous cargo per manifold connection: | | | | |
| 5.16 | Max loading rate for homogenous cargo loaded simultaneously through all manifolds: | | | | 4,608.00 Cu. Metres/Hour |
| 5.17 | How many cargo pumps can be run simultaneously at full capacity: | | | | |
| **Cargo Control Room** | | | | | |
| 5.18 | Is ship fitted with a Cargo Control Room (CCR)? | | | Yes | |
| 5.19 | Can tank innage / ullage be read from the CCR? | | | Yes | |
| **Gauging and Sampling** | | | | | |
| 5.20 | Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6? | | | Yes | |
| 5.21 | What type of fixed closed tank gauging system is fitted: | | | Radar | |
| 5.22 | Number of portable gauging units (example- MMC) on board: | | | | 2 |
| 5.23 | Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial: | | | Yes, All | |
| 5.24 | Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations: | | | , | |
| 5.25 | Is gauging system certified and calibrated? If no, specify which ones are not calibrated: | | | Yes, | |
| **Vapor Emission Control System (VECS)** | | | | | |
| 5.26 | Is a Vapour Emission Control System (VECS) fitted? | | | Yes | |
| 5.27 | Number/size of VECS manifolds (per side): | | | 2 | 400 Millimetres |
| 5.28 | Number / size / type of VECS reducers: | | | | |
| **Venting** | | | | | |
| 5.29 | State what type of venting system is fitted: | | | High Velocity P/V | |
| **Cargo Manifolds and Reducers** | | | | | |
| 5.30 | Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'? | | | Yes | |
| 5.31 | Total number / size of cargo manifold connections on each side: | | | 6 / 400 Millimetres | |
| 5.32 | What type of valves are fitted at manifold: | | | Butterfly | |
| 5.33 | What is the material/rating of the manifold: | | | MS / | |
| 5.34 | Does the vessel have a Common Line Manifold connection? If yes, describe: | | | | |
| 5.35 | Distance between cargo manifold centers: | | | | 2,000.00 Millimetres |
| 5.36 | Distance ships rail to manifold: | | | | 4,000.00 Millimetres |
| 5.37 | Distance manifold to ships side: | | | | 4,600.00 Millimetres |
| 5.38 | Top of rail to center of manifold: | | | | 600.00 Millimetres |
| 5.39 | Distance main deck to center of manifold: | | | | 1,950.00 Millimetres |
| 5.40 | Spill tank grating to center of manifold: | | | | 900.00 Millimetres |
| 5.41 | Manifold height above the waterline in normal ballast / at SDWT condition: | | | 12.09 Metres | 7.37 Metres |
| 5.42 | Number / size / type of reducers: | | | None<br>ANSI | |
| 5.43 | Is vessel fitted with a stern manifold? If yes, state size: | | | No, | |
| **Heating** | | | | | |
| 5.44 | Cargo / slop tanks fitted with a cargo heating system? | | Type | Coiled | Material |
| | Cargo Tanks: | | Steam | Yes | Mildsteel |
| | Slop Tanks: | | Steam | Yes | MS |
| 5.45 | Maximum temperature cargo can be loaded / maintained: | | | | |
| 5.46 | Minimum temperature cargo can be loaded / maintained: | | | | |

| Coating / Anodes | | | | | |
|---|---|---|---|---|---|
| 5.47 | Tank Coating | Coated | Type | To What Extent | Anodes |
| | Cargo tanks: | Yes | Epoxy, Sidmagard | Whole Tank | No |
| | Ballast tanks: | Yes | Epoxy | Whole | Yes |
| | Slop tanks: | Yes | Epoxy | Whole Tank | No |

| 6. | INERT GAS AND CRUDE OIL WASHING | |
|---|---|---|
| 6.1 | Is a Crude Oil Washing (COW) installation fitted / operational? | Yes / Yes |
| 6.2 | Is an Inert Gas System (IGS) fitted / operational? | Yes / Yes |
| 6.3 | Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: | IG Generator |

| 7. | MOORING | | | | | |
|---|---|---|---|---|---|---|
| 7.1 | Wires (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | | | | | |
| | Main deck fwd: | | | | | |
| | Main deck aft: | | | | | |
| | Poop deck: | | | | | |
| 7.2 | Wire tails | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | | | | | |
| | Main deck fwd: | | | | | |
| | Main deck aft: | | | | | |
| | Poop deck: | | | | | |
| 7.3 | Ropes (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 6 | 56.00 Millimetres | Polymix Polyester 50/50 | 220.00 Metres | 80.30 Metric Tonnes |
| | Main deck fwd: | 2 | 56.00 Millimetres | Polymix Polyester 50/50 | 220.00 Metres | 80.30 Metric Tonnes |
| | Main deck aft: | 2 | 56.00 Millimetres | Polymix Polyester 50/50 | 220.00 Metres | 63.00 Metric Tonnes |
| | Poop deck: | 5 | 56.00 Millimetres | Polymix Polyester 50/50 | 220.00 Metres | 63.00 Metric Tonnes |
| 7.4 | Other lines | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 1 | 56.00 Millimetres | Polymix Polyester 50/50 | 220.00 Metres | 80.30 Metric Tonnes |
| | Main deck fwd: | | | | | |
| | Main deck aft: | | | | | |
| | Poop deck: | 1 | 56.00 Millimetres | Polymix Polyester 50/50 | 220.00 Metres | 80.30 Metric Tonnes |
| 7.5 | Winches | No. | No. Drums | Motive Power | Brake Capacity | Type of Brake |
| | Forecastle: | 3 | Double Drums | Hydraulic | 50.00 Metric Tonnes | |
| | Main deck fwd: | 1 | Double Drums | Hydraulic | 50.00 Metric Tonnes | |
| | Main deck aft: | 1 | Double Drums | Hydraulic | 50.00 Metric Tonnes | |
| | Poop deck: | 3 | Double Drums | Hydraulic | 50.00 Metric Tonnes | |
| 7.6 | Bitts, closed chocks/fairleads | | No. Bitts | SWL Bitts | No. Closed Chocks | SWL Closed Chocks |
| | Forecastle: | | 6 | | | |
| | Main deck fwd: | | 1 | | | |
| | Main deck aft: | | 2 | | | |
| | Poop deck: | | 8 | | | |
| **Anchors/Emergency Towing System** | | | | | | |
| 7.7 | Number of shackles on port / starboard cable: | | | | 12 / 11 | |
| 7.8 | Type / SWL of Emergency Towing system forward: | | | | Chafing Chain | 200 Metric Tonnes |
| 7.9 | Type / SWL of Emergency Towing system aft: | | | | Tubular Strong Point | 200 Metric Tonnes |
| **Escort Tug** | | | | | | |
| 7.10 | What is size / SWL of closed chock and/or fairleads of enclosed type on stern: | | | | 600 | 116.00 Metric Tonnes |
| 7.11 | What is SWL of bollard on poop deck suitable for escort tug: | | | | | 64.00 Metric Tonnes |
| **Bow/Stern Thruster** | | | | | | |
| 7.12 | What is brake horse power of bow thruster (if fitted): | | | | No, | |
| 7.13 | What is brake horse power of stern thruster (if fitted): | | | | No, | |
| **Single Point Mooring (SPM) Equipment** | | | | | | |
| 7.14 | 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 | |

| | | | |
|---|---|---|---|
| 7.15 | If fitted, how many chain stoppers: | 1 | |
| 7.16 | State type / SWL of chain stopper(s): | Tongue Type | 200.00 Metric Tonnes |
| 7.17 | What is the maximum size chain diameter the bow stopper(s) can handle: | | 76.00 Millimetres |
| 7.18 | Distance between the bow fairlead and chain stopper/bracket: | | |
| 7.19 | Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size: | Yes<br>600 | |
| **Lifting Equipment** | | | |
| 7.20 | Derrick / Crane description (Number, SWL and location): | Cranes: 1 x 10.00 Tonnes<br>center | |
| 7.21 | What is maximum outreach of cranes / derricks outboard of the ship's side: | | 5.00 Metres |
| **Ship To Ship Transfer (STS) / Helicopter Operations** | | | |
| 7.22 | Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquified Gas, as applicable)? | Yes | |
| 7.23 | Can the ship comply with the ICS Helicopter Guidelines? If Yes, state whether winching or landing area provided and diameter of the circle provided: | Yes, Winching<br>5.00 Metres | |

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| **8.** | **MISCELLANEOUS** | | | | |
| **Engine** | | | | | |
| 8.1 | Speed | | | Maximum | Economic |
| | Ballast speed: | | | 12 Knots (WSNP) | 11 Knots (WSNP) |
| | Laden speed: | | | 11.50 Knots (WSNP) | 10 Knots (WSNP) |
| 8.2 | What type of fuel is used for main propulsion / generating plant: | | | HFO 380 CST | HFO 380 CST |
| 8.3 | Type / Capacity of bunker tanks: | | | Fuel Oil: 1,479 Cu. Metres<br>Diesel Oil: 176 Cu. Metres<br>Gas Oil: | |
| 8.4 | Is vessel fitted with fixed or controllable pitch propeller(s): | | | Fixed | |
| 8.5 | Engines | | No | Capacity | Make/Type |
| | Main engine: | | 1 | 7,150 Kilowatt | MAN B&W 5S50MC |
| | Aux engine: | | 3 | | |
| | Power packs: | | 3 | | FRAMO |
| | Boilers: | | 1 | 18.00 Metric Tonnes/Hour | |
| **Emissions** | | | | | |
| 8.6 | Main engine IMO NOx emission standard: | | | Tier II | |
| 8.7 | Energy Efficiency Design Index (EEDI) rating number: | | | | |
| **Insurance** | | | | | |
| 8.8 | P & I Club - Full Style: | SKULD<br>P.O.Box 1376<br>Vika No-0114<br>Oslo, Norway<br>Tel: +47 22002200<br>Fax: +47 85028302<br>Email: oslo2@skuld.com<br>Web: www.skuld.com | | | |
| 8.9 | P & I Club pollution liability coverage / expiration date: | | | 1,000,000,000 US$ | Feb 20, 2018 |
| 8.10 | Hull & Machinery insured by - Full Style: | QATAR INSURANCE COMPANY<br>P.O. Box 666- Tamin St<br>West Bay - Doha<br>Qatar<br>Tel: +974 4496 2222<br>Fax: +974 4483 1569 | | | |
| 8.11 | Hull & Machinery insured value / expiration date: | | | 20,000,000 US$ | Dec 31, 2018 |
| **Recent Operational History** | | | | | |
| 8.12 | Date and place of last Port State Control inspection: | | | Jan 11, 2017 / Mombasa, Kenya | |
| 8.13 | Any outstanding deficiencies as reported by any Port State Control? If yes, provide details: | | | No | |
| 8.14 | Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description: | | | Pollution: No,<br>Grounding: No,<br>Casualty: No,<br>Collision: No, | |
| 8.15 | Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last): | | | HFO / HFO / HFO | |

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|---|---|---|
| | | |
| 8.16 | Date/place of last STS operation: | SOHAR, June 2017 |
| **Vetting** | | |
| 8.17 | Date of last SIRE inspection: | Feb 24, 2017 |
| 8.18 | Date of last CDI inspection: | N/A |
| 8.19 | Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*:<br>* *"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.* | SHELL, TASWEEQ, ENOC |
| **Additional Information** | | |
| 8.20 | Additional information relating to features of the ship or operational characteristics: | |

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Form completed on http://www.q88.com/integration.aspx Please email support@q88.com an updated copy if this is not the latest version.

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