INTERTANKO CHARTERING QUESTIONNAIRE 88 - OIL **Version 5**

1.	**GENERAL INFORMATION**		
1.1	Date updated:	May 31, 2020	
1.2	Vessel's name (IMO number):	Seapacis (9304356)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered/Builder (where built):	Sep 09, 2005/Namura Shipyard	
1.5	Flag/Port of Registry:	Hong Kong/Hong Kong	
1.6	Call sign/MMSI:	VRBE2/477999500	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: + 1-778-654-2187;+ 1 505 318-1744; +1 505 295 0187;+1 505 295 2009 Fax: Email: seapacis@amosconnect.com	
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	
Ownership and Operation			
1.10	Registered owner - Full style:	SEAWAY NAVIGATION LIMITED 68th Floor, Room 6810-11. The CENTER, No.99 Queens Road, Central, Hong Kong Hong Kong Tel: 852 2877 9189 Fax: 852 2868 4014 Telex: Not Applicable Email: hongkong@vallesfleet.com Web: www.vallessteamship.com	
1.11	Technical operator - Full style:	Valles Steamship (Canada) Limited Suite 1160, Guinness Tower, 1055 West Hastings Street, B.C. Canada, V6E 2E9 Canada Tel: 1 604 687 3288 Fax: 1 604 697 0833 Telex: Not Applicable Email: vancouver@vallesfleet.com Web: www.vallessteamship.com Company IMO#: 0540689	
1.12	Commercial operator - Full style:	Penfield Marine LLC 200 Pequot ave. Southport CT 06890 United States Tel: +12032748400 Fax: +12032748409 Telex: N/A Email: operations@penfieldmarine.com Web: www.penfieldmarine.com	
1.13	Disponent owner - Full style:	Penfield Tankers (Aframax) LLC Trust Company Complex, Ajeltake Road, Ajeltake Island, Majuro, Marshall Island MH 96960 Tel: +1 (203) 274-8400 Fax: +1 (203) 274-8409 Email: operations@penfieldmarine.com Web: www.penfieldmarine.com	
Insurance			
1.14	P & I Club - Full Style:	The Britannia Steam ship Insurance Association Limited Britannia P & I Regis House 45 King William Street London EC4R 9AS Tel: +44 (0) 20 7407 3588 Fax: +44 (0) 20 7403 3942 Email: +44 (0) 20 7407 3588	
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000 US$	Feb 20, 2021
1.16	Hull & Machinery insured by - Full Style:	Arthur J Gallagher UK Ltd	

	(Specify broker or leading underwriter)			
1.17	Hull & Machinery insured value/expiration date:		21,000,000 US$	Jun 15, 2020
Classification				
1.18	Classification society:		American Bureau of Shipping	
1.19	Class notation:		+A1, Oil Carrier, E, +AMS, +ACCU, SH, SHCM	
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:		No N/A	
1.21	If classification society changed, name of previous and date of change:		N/A, Not Applicable	
1.22	Does the vessel have ice class? If yes, state what level:		No, NA	
1.23	Date/place of last dry-dock:		Jun 27, 2018/Rijeka, Croatia	
1.24	Date next dry dock due/next annual survey due:		Sep 17, 2020	Jul 03, 2020
1.25	Date of last special survey/next special survey due:		Sep 17, 2015	Sep 17, 2020
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		No,	
Dimensions				
1.27	Length overall (LOA):			241.03 Metres
1.28	Length between perpendiculars (LBP):			232 Metres
1.29	Extreme breadth (Beam):			42 Metres
1.30	Moulded depth:			21.20 Metres
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:		48.242 Metres	
1.32	Distance bridge front to center of manifold:			84.40 Metres
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):		118.90 Metres	122.00 Metres
1.34	Parallel body distances	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	55.02 Metres	61.75 Metres	61.75 Metres
	Aft to mid-point manifold:	34.21 Metres	45.23 Metres	54.87 Metres
	Parallel body length:	89.227 Metres	106.985 Metres	119.22 Metres
Tonnages				
1.35	Net Tonnage:			32,667
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):		56,489	44,508
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):		59,108.95	55,483.46

1.38	Panama Canal Net Tonnage (PCNT):				0
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.287 Metres	14.953 Metres	105,747 Metric Tonnes	122,122 Metric Tonnes
	Winter:	6.598 Metres	14.642 Metres	102,936 Metric Tonnes	119,311 Metric Tonnes
	Tropical:	5.976 Metres	15.264 Metres	108,564 Metric Tonnes	124,939 Metric Tonnes
	Lightship:	18.80 Metres	2.44 Metres	-	16,375 Metric Tonnes
	Normal Ballast Condition:	14.09 Metres	7.15 Metres	37,807 Metric Tonnes	54,182 Metric Tonnes
	Segregated Ballast Condition:	14.06 Metres	7.18 Metres	38,028 Metric Tonnes	54,403 Metric Tonnes
1.40	FWA/TPC at summer draft:			336 Millimetres	90.50 Metric Tonnes
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			Yes 105,747 98,997 89.996 84.994 78,995	
1.42	Constant (excluding fresh water):				300 Metric Tonnes
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?			1. Ocean Passage – When water depths are less than or equal to twice the static draft - 50% of deepest static draft 2. Coastal / Shallow Water Passages - 20% of deepest static draft 3. Port Approaches, Buoyed channels in areas at or near entrance to ports & estuaries - 10% of deepest static draft 4. Whilst alongside the berth / Fairways inside ports (shallow waters) /Pilotage Waters - 1.5% of vessel beam or 0.30M whichever is greater 5. Whilst at SBM/CBM moorings - 20% of deepest static draft 6. At Anchor – Unprotected Waters - 20% of deepest static draft 7. At Anchor – Protected / Sheltered Waters - 10% of deepest static draft	
1.44	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Summer deadweight:			33.289 Metres	0 Metres
	Normal ballast:			40.24 Metres	0 Metres
	Lightship:			44.072 Metres	0 Metres

2.	**CERTIFICATES**	**Issued**	**Last Annual**	**Last Intermediate**	**Expires**
2.1	Safety Equipment Certificate (SEC):	Mar 24, 2016	Jul 03, 2019	Jun 27, 2018	Sep 08, 2020
2.2	Safety Radio Certificate (SRC):	Sep 17, 2015	Jul 03, 2019	Jun 27, 2018	Sep 08, 2020
2.3	Safety Construction Certificate (SCC):	Sep 17, 2015	Jul 03, 2019	Jun 27, 2018	Sep 08, 2020
2.4	International Loadline Certificate (ILC):	Sep 17, 2015	Jul 03, 2019	Jun 27, 2018	Sep 08, 2020
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jun 27, 2018	Jul 03, 2019	Jun 27, 2018	Sep 08, 2020
2.6	International Ship Security Certificate (ISSC):	Sep 08, 2015	Not Applicable	Jun 14, 2018	Nov 30, 2020
2.7	Maritime Labour Certificate (MLC):	Nov 16, 2018	N/A	None	Jun 28, 2023
2.8	ISM Safety Management Certificate (SMC):	Sep 08, 2015	Not Applicable	Jun 14, 2018	Nov 30, 2020

2.9	Document of Compliance (DOC):	Mar 21, 2017	Jul 04, 2019		Apr 22, 2022
2.10	USCG Certificate of Compliance (USCGCOC):	Oct 01, 2019	Oct 01, 2019		Oct 01, 2021
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Dec 24, 2019	N/A	N/A	Feb 20, 2021
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Dec 24, 2019	N/A	N/A	Feb 20, 2021
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Dec 25, 2019	N/A	N/A	Feb 20, 2021
2.14	U.S. Certificate of Financial Responsibility (COFR):	Sep 09, 2017	N/A	N/A	Sep 09, 2020
2.15	Certificate of Class (COC):	Jun 27, 2018	Jul 03, 2019	None	Sep 08, 2020
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Jun 27, 2018	N/A	N/A	Sep 08, 2020
2.17	Certificate of Fitness (COF):	Not Applicable	Not Applicable		Not Applicable
2.18	International Energy Efficiency Certificate (IEEC):	Jul 16, 2013	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Sep 17, 2015	Jul 03, 2019	Jun 27, 2018	Sep 08, 2020
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):				Aug 31, 2020

3.	**CREW**			
3.1	Nationality of Master:			Indian
3.2	Number and nationality of Officers:		10	Indian, Chinese
3.3	Number and nationality of Crew:		13	Indian
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: OCS SERVICES (INDIA) PVT. Ltd. 407-411 Oberoi Chambers II, 645/646 New Link Road, Andheri (W), Mumbai 400,053, India Tel: +91 22 66409000 Email: vallescrew@ocs.services Tel: +91 22 66409000 Fax: 91-22-26744330 Telex: Not Applicable Email: vallescrew@ocs.services		Ratings: OCS SERVICES (INDIA) PVT. Ltd. 407-411 Oberoi Chambers II, 645/646 New Link Road, Andheri (W), Mumbai 400,053, India Tel: +91 22 66409000 Fax: 91-22-26744330 Email: vallescrew@ocs.services Tel: +91 22 66409000 Fax: 91-22-26744330 Telex: Not Applicable Email: vallescrew@ocs.services

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 Response Management Inc (OOPS) 186 Princeton-Hightsown Road Building 3B West Windsor, NJ 08550 USA Tel: 1-985-781-0804 Fax: 1-609-781-0580 Telex: 49617361 OOPS UI Email: emergency@oopsusa.com
4.3	Oil Spill Response Organization (OSRO) - Full style:		Marine Spill Response Corporation (MSRC) 220 Spring Street, Suite 500 Herndon, VA 20170 Tel: 1 703 326 5600 Fax: 1 703 326 5660
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:		T & T Salvage, LLC

		3110 Pasadena Freeway, Pasadena Tx 77503 Tel: Tel: +1 281 446 4010 Email: info@ttsalvage.com

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?	Yes
5.2.1	If Yes, state whether winching or landing area provided:	Winching
5.2.2	If Yes, what is the diameter of the circle provided:	5.00 Metres

6.	**COATING/ANODES**				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	High Build Coal Tar Epoxy	Slop tanks-Fully coated, 1W - 6W: Partial coating	No
	Ballast tanks:	Yes	Epoxy	Complete	Yes
	Slop tanks:	Yes	High build coal tar epoxy	Whole Tank	No

7.	**BALLAST**				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	1,800 Cu. Metres/Hour	30 Metres
	Ballast Eductors:	1	Venturi	300 Cu. Metres/Hour	20 Metres

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%):	1P/S, 2P/S, 3P/S, 4P/S, 5P/S, 6P/S	113,307.40 Cu. Metres (98 %)
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 40106 m3 (1P/S, 4P/S, SLOP P/S) Seg#2: 39229 m3 (2P/S, 6P/S) Seg#3: 40486 m3 (3P/S, 5P/S)	
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):	N/A	
8.3	Number of slop tanks and total cubic capacity (98%):	2	6,315.20 Cu. Metres
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	Seg#1	
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:		0 Cu. Metres
SBT Vessels			
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	38,596.40 Cu. Metres	37.40 %
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:		3
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	No Not Applicable	
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:	3,163.10 Cu. Metres/Hour	3,080 Cu. Metres/Hour
	Loaded simultaneously through all manifolds:	9,489.20 Cu.	9,489.20 Cu.

			Metres/Hour	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 fixed closed tank gauging system is fitted:		SAAB TANK RADAR	
	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:			4
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	400 Millimetres
8.13	Number/size/type of VECS reducers:		2 Nos / 16"x12"/ ANSI 1 No / 16"x10"/ANSI	
Venting				
8.14	State what type of venting system is fitted:		Mast riser on IG line and independent High vent valves for COTs	
Cargo Manifolds and Reducers				
8.15	Total number/size of cargo manifold connections on each side:		3/400 Millimetres	
8.16	What type of valves are fitted at manifold:		Manual Butterfly Valves	
8.17	What is the material/rating of the manifold:		Carbon Steel/1.65 MPA	
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:			2,500 Millimetres
8.19	Distance ships rail to manifold:			4,600 Millimetres
8.20	Distance manifold to ships side:			4,600 Millimetres
8.21	Top of rail to center of manifold:			870 Millimetres
8.22	Distance main deck to center of manifold:			1,847 Millimetres
8.23	Spill tank grating to center of manifold:			900 Millimetres
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:		16.06 Metres	8.28 Metres
8.25	Number/size/type of reducers:		6 x 450/400mm (18/16") 3 x 400/300mm (16/12") 3 x 400/250mm (16/10") 3 x 400/200mm (16/8") 1 x 300/200mm (12/8") ANSI	
8.26	Is vessel fitted with a stern manifold? If yes, state size:		N/A,	
Heating				
8.27	Cargo/slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo Tanks:	heating coils	Yes	Other
	Slop Tanks:	Heating coils	Yes	Aluminium Brass
8.28	Maximum temperature cargo can be loaded/maintained:		74.0 °C / 165.2 °F	57 °C / 134.6 °F
8.28.1	Minimum temperature cargo can be loaded/maintained:		0.0 °C / 32.0 °F	
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?		Yes/Yes	
8.30	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:		Flue Gas	
Cargo Pumps				
8.31	How many cargo pumps can be run simultaneously at full capacity:			3

8.32	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	3	Centrifugal	2500 M3/HR	135 Meters 135 Meters 135 Meters
	Cargo Eductors:	1	Venturi	480 Cu. Metres/Hour	25 Metres
	Stripping:	1	Reciprocating	200 Cu. Metres/Hour	135 Metres
8.33	Is at least one emergency portable cargo pump provided?			N/A	

9.	**MOORING**					
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	34 Millimetres	GSWR	305 Metres	82.30 Metric Tonnes
	Main deck fwd:	4	34 Millimetres	GSWR	305 Metres	82.30 Metric Tonnes
	Main deck aft:	2	34 Millimetres	GSWR	305 Metres	82.30 Metric Tonnes
	Poop deck:	6	34 Millimetres	GSWR	305 Metres	82.30 Metric Tonnes
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	64 Millimetres	Euroflex	11 Metres	103 Metric Tonnes
	Main deck fwd:	4	64 Millimetres	Euroflex	11 Metres	103 Metric Tonnes
	Main deck aft:	2	64 Millimetres	Euroflex	11 Metres	103 Metric Tonnes
	Poop deck:	6	64 Millimetres	Euroflex	11 Metres	103 Metric Tonnes
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0				
	Main deck fwd:			0		
	Main deck aft:	0				
	Poop deck:	0				
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	72 Millimetres	PP/PES	220 Metres	129.50 Metric Tonnes
	Main deck fwd:	2	72 Millimetres	PP/PES	220 Metres	129.50 Metric Tonnes
	Main deck aft:	3	72 Millimetres	PP/PES	220 Metres	129.50 Metric Tonnes
	Poop deck:	5	72 Millimetres	Bexcoline	220 Metres	116.70 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Dbl	Hydraulic	51 Metric Tonnes	Manual
	Main deck fwd:	2	Dbl	Hydraulic	51 Metric Tonnes	Manual
	Main deck aft:	1	Dbl	Hydraulic	51 Metric Tonnes	Manual
	Poop deck:	3	Dbl	Hydraulic	51 Metric Tonnes	Manual
9.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		4	78 Metric Tonnes	4	63 Metric Tonnes
	Main deck fwd:		8	78 Metric Tonnes	4	63 Metric Tonnes
	Main deck aft:		4	78 Metric Tonnes	2	58 Metric Tonnes
	Poop deck:		4	78 Metric Tonnes	8	63 Metric Tonnes
Anchors/Emergency Towing System						
9.7	Number of shackles on port/starboard cable:				13/13	
9.8	Type/SWL of Emergency Towing system forward:				Posidonia SRL	250 Metric Tonnes
9.9	Type/SWL of Emergency Towing system aft:				Tateno-Kashiwa	200 Metric Tonnes
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern					350mm x 600mm
Escort Tug						

9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:	200 Metric Tonnes
9.11	What is SWL of bollard on poop deck suitable for escort tug:	200 Metric Tonnes
Lifting Equipment/Gangway		
9.12	Derrick/Crane description (Number, SWL and location):	Cranes: 1 x 15 Tonnes Center
9.13	Accommodation ladder direction:	Aft
	Does vessel have a portable gangway? If yes, state length:	Yes, 15 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)'?	Yes
9.15	If fitted, how many chain stoppers:	2
9.16	State type/SWL of chain stopper(s):	Tongue Type / 250 Metric Tonnes
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:	90 Millimetres
9.18	Distance between the bow fairlead and chain stopper/bracket:	2.90 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:		14.25 Knots (WSNP)	12.50 Knots (WSNP)
	Laden speed:		14.00 Knots (WSNP)	12.00 Knots (WSNP)
10.2	What type of fuel is used for main propulsion/generating plant:		VLSFO	VLSFO
10.3	Type/Capacity of bunker tanks:		Fuel Oil: 2,156.30 Cu. Metres Diesel Oil: 0 Cu. Metres Gas Oil: 938.20 Cu. Metres	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):		Fixed	
10.5	Engines	No	Capacity	Make/Type
	Main engine:	1	12,240 Kilowatt	MAN B&W 6S60MC(Mark 6)
	Aux engine:	3	600 Kilowatt	DAIHATSU 5 DK-20 (ENGINE) TAIYO
	Power packs:	0	0 Cu. Metres	
	Boilers:	1	50 Metric Tonnes/Hour	MITSUBISHI MAC 50 B
Bow/Stern Thruster				
10.6	What is brake horse power of bow thruster (if fitted):		No,	
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:		N/A	

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:	5.50 Metres (Ships crane not certified for Personnel transfer.)
11.3	Date/place of last STS operation:	15th April 2020, SW Pass Ltrg Area

12.	**RECENT OPERATIONAL HISTORY**	
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	Last: Maya Crude

		2nd Last: Isthumus Crude 3rd Last: Maya Crude
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, Not Applicable Collision: No,
12.3	Date and place of last Port State Control inspection:	Jan 24, 2020 / Pajaritos, Mexico
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No None
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.*	SHELL / BP / LUKOIL / TAM / TOTAL / REPSOL / OMV / ENI / STATOIL
12.6	Date/Place of last SIRE inspection:	Mar 16, 2020 / Port Arthur, USA
12.7	Additional information relating to features of the ship or operational characteristics:	Not Applicable

Form completed on http://www.q88.com/integration.aspx Please email 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