2INTERTANKO’S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 ( Q88)

|  |  |
| --- | --- |
| **1.** | **VESSEL DESCRIPTION** |
| 1.1 | Date updated: | 11 Mar 2024 |
| 1.2 | Vessel’s name (IMO number) : | LG ASPHALT 2 (9826885) |
| 1.3 | Vessel’s previous name (s) and date (s) of change: | 9826885 |
| 1.4 | Date delivered / Builder (where built) : | 06TH OCTOBER 2017 |
| 1.5 | Flag / Port of Registry : | Malaysia / Port Kelang |
| 1.6 | Call sign / MMSI : | 9 M W S 7 / 533130716 |
| 1.7 | Vessel’s contact details (satcom/fax/email etc.) : | LG.Asphalt2@stationsatcommail.com / Ph +601787679976 |
| 1.8 | Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC): | Oil Tanker / Asphalt Tanker |
| 1.9 | Type of hull: | Double Hull |
| **Ownership and Operation** |
| 1.10 | Registered owner – Full style | MAY TANKER SDN BHD Unit 809, Block C, Kelana SquareNo. 11, Jalan SS 7/26, Kelana Jaya47301 Petaling Jaya, Selangor, MalaysiaTel: + 603-74918138Fax: + 603-74918137E-mail: operation@maytanker.com |
| 1.11 | Technical operator – Full style: | MAY MARITIME SERVICES SDN BHDUnit 809, Block C, Kelana SquareNo. 11, Jalan SS 7/26, Kelana Jaya47301 Petaling Jaya, Selangor, MalaysiaTel: + 603-74918138Fax: + 603-74918137E-mail: operation@maymaritime.com |
| 1.12 | Commercial operator – Full style : | MAY TANKER SDN BHD Unit 809, Block C, Kelana SquareNo. 11, Jalan SS 7/26, Kelana Jaya47301 Petaling Jaya, Selangor, MalaysiaTel: + 603-74918138Fax: + 603-74918137E-mail: operation@maytanker.com |
| 1.13 | Disponent owner – Full style :  | N/A |
| **Insurance** |
| 1.14 | P & I Club – Full style | THE SHIPOWNERS’ MUTUAL PROTECTION AND INDEMNITY ASSOCIATION (LUXEMBOURG) 9 TEMASEK BOULEVARD SUNTEC TOWER TWO #22-02 SINGAPORE 038989 |
| 1.15 | P&I Club pollution liability coverage / expiration date : | 1 Billion USD | Feb 20, 2025 |
| 1.16 | Hull & Machinery insured by – Full Style : | GREAT EASTERN GENERAL INSURANCE (MALAYSIA) BERHAD (102249-P)Level 18, Menara Great Eastern, 303, Jalan Ampang, 50450 Kuala LumpurGeneral Line: (603) 4259 888 Fax: (603) 4813 0055Customer Service Careline: 1300 1300 88Website: [www.greateasterngeneral.com](http://www.greateasterngeneral.com) |
| 1.17 | Hull & Machinery insured valve / expiration date |  RM 16,830,000 | 23 December 2024 |
| **Classification** |
| 1.18 | Classification society : | CHINA CLASSIFICATION SOCIETY |
| 1.19 | Class notation |  CSM MCC:BRC:BWMS |
| 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 society and date of change : | NO |
| 1.22 | Does the vessel have ice class? If yes, state what level: | NO |
| 1.23 | Date / place of last dry – dock: | NEW BUILD |
| 1.24 | Date next dry-dock due / next annual survey due :: | 27-09-2027 | 27-09-2024 |
| 1.25 | Date of last special / next special survey due: | 15-09-2022 | 27-09-2027 |
| 1.26 | If ship has Condition Assessment Program ( CAP ), what is the latest Overall rating: | N/A |
| **Dimensions** |
| 1.27 | Length overall (LOA) : |  99.5 mtrs |
| 1.28 | Length Between Perpendiculars ( LBP ): |  94.5 mtrs |
| 1.29 | Extreme breadth ( Beam ): |  18.6 mtrs |
| 1.30 | Moulded depth: |  9.00 mtrs |
| 1.31 | Keel to Masthead (KTM) / Keel to masthead (KTM) in collapsed condition (if applicable): | 32.00 mtrs  | N/A |
| 1.32 | Bow to center manifold (BCM) / Stern to Center Manifold ( SCM ); | 47.200 mtrs | 52.300 mtrs |
| 1.33 | Distance bridge front to center front to center of manifold |  24.85 Mtrs |
| 1.34 | Parallel body distance | Light Ship | Normal Ballast | Summer DWT |
|  | Forward to mid-point manifold | 20030 mtrs | 26.60 Mtrs | 28.70 mtrs |
|  | Aft to mid-point manifold | 22.40 mtrs | 25.90 Mtrs | 29.40 mtrs |
|  | Parallel body length: | 42.70 mtrs | 52.50 Mtrs | 56.10 mtrs |
| **Tonnages-**  |
| 1.35 | Net Tonnage: | 1515.00 MT |
| 1.36 | Gross Tonnage / Reduced Gross Tonnage ( if applicable ) : |  5051.00 MT | NA |
| 1.37 | Suez Canal Tonnage – Gross (SCGT) / Net ( SCNT ): | N/A | NA |
| 1.38 | Panama Canal Net Tonnage ( PCNT ): | N/A |
| **Load Line Information** |
| 1.39 | Load Line | Freeboard | Draft | Deadweight | Displacement |
|  | Summer: | 3.200 mtrs | 5.800 mtrs | 5274.3 MT |  8051.9 MT |
|  | Winter: | 3.303 mtrs | 5.697 mtrs | 5074.5 MT |  7852.1 MT |
|  | Tropical: | 3.079 mtrs | 5.921 mtrs | 5475.0 MT |  8252.6 MT |
|  | Lightship: | 6.689 mtrs  | 2.311 mtrs | - |  2777.6 MT |
|  | Normal Ballast Condition: | 5.357mtrs | 3.643 mtrs | 1911.3 MT | 4688.9 MT |
|  | Segregated Ballast Condition : | YES |  |  |  |
| 1.40 | FWA / TPC at summer draft: |  115 mm |  5274.3 MT |
| 1.41 | Does vessel have multiple SDWT? If Yes, provide all assigned loadlines : | N/A |
| 1.42 | Constant (excluding fresh water) : | 160 T |
| 1.43 | What is the company guidelines for Under Keel Clearance (UKC) for this vessel? | * **Ocean Passage**: 20 % of the maximum draft or 3.0 metre whichever the higher.
* **On Fairway Passage outside port limit**: 15 % of the maximum draft or 1.0 metre whichever the higher.
* **On Fairway Passage inside port limit**: 10% of the maximum draft or 0.5 metre whichever the higher.
* **Alongside Berth**: 10 % of the maximum draft or 0.5 metre whichever the higher.
 |
| 1.44 | What is the max height of mast above water line (air draft): | Full Mast | Collapsed Mast |
|  | Light Ship: | 29.689 mtrs | N/A |
|  | Normal Ballast: | 28.357 mtrs | N/A |
|  | At loaded summer deadweight: | 26.20 mtrs | N/A |
|  |  |  |
| **2.** | **CERTIFICATION** | **Issued** | **Last Annual****Or Intermediate** | **Expires** |
| 2.1 | Safety Equipment Certificate (SEC) : | 15 Sept 2022 | 04 August 2023 | 27 Sept 2027 |
| 2.2 | Safety radio Certificate (SRC) : | 15 Sept 2022 | 04 August 2023 | 27 Sept 2027 |
| 2.3 | Safety Construction Certificate (SCC) : | 15 Sept 2022 | 04 August 2023 | 27 Sept 2027 |
| 2.4 | Load line Certificate (ILC) : | 15 Sept 2022 | 04 August 2023 | 27 Sept 2027 |
| 2.5 | International Oil Pollution PreventionCertificate ( IOPPC ) | 15 Sept 2022 | 04 August 2023 | 27 Sept 2027 |
| 2.6 | International Ship Security Certificate ( ISSC ) : | 15 Sept 2022 | - | 14 Sept 2027 |
| 2.7 | Maritime Labour Convention (MLC) | 15 Sept 2022 | - | 14 Sept 2027 |
| 2.8 | Safety Management Certificate ( SMC ) | 15 Sept 2022 | - | 14 Sept 2027 |
| 2.9 | Document of Compliance ( DOC ) | 30 JULY 2020 | - | 30 July 2025 |
| 2.10 | USCG CERTIFICATE OF Compliance (USCGCOC) : | N/A | N/A | N/A |
| 2.11 | Civil Liability Convention (CLC) 1992 Certificate: | 17 Feb 2024 | - | 20 Feb 2025 |
| 2.12 | Civil Liability for Bunker Oil PollutionDamage Convention (CLBC) Certificate: | 17 Feb 2024 | - | 20 Feb 2025 |
| 2.13 | Liability for the Removal of Wrecks Certificate (WRC) | 17 Feb 2024 | - | 20 Feb 2025 |
| 2.14 | U.S. Certificate of Financial Responsibility(COFR): | N/A | N/A | N/A |
| 2.15 | Certificate of Class (COC) | 15 Sept 2022 | 04 August 2023 | 27 Sept 2027 |
| 2.16 | International Sewage Pollution PreventionCertificate (ISPPC) : | 15 Sept 2022 | 04 August 2023 | 27 Sept 2027 |
| 2.17 | Certificate Of Fitness (COF) : | N/A | N/A | N/A |
| 2.18 | International Energy Efficiency Certificate (IEEC) : | 28 Sept 2017 | N/A | N/A |
| 2.19 | International Air Pollution Certificate (IAPPC) : | 15 Sept 2012 | 04 August 2023 | 27 Sept 2027 |
| **Documentation** |
| 2.20 | Owner warrant that vessel is member of ITOPF and will remain so forThe entire duration of this voyage / contract : |  | YES |
| 2.21 | Does vessel have in place a Drug ad Alcohol Policy complying with OCIMFGuidelines 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 : |  | N/A |
|  |  |  |
| **3.** | **CREW** |
| 3.1 | Nationality Of Master : | INDONESIAN |
| 3.2 | Number and Nationality Of Officers: | 8 INDONESIAN & 1 MYANMAR |
| 3.3 | Number and Nationality Of Crew : | 7 INDONESIAN & 1 MALAYSIAN |
| 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 : | May Maritime Service Sdn BhdAddress as above para 1.11 |
|  |
| **4.** | **FOR USA CALLS** |  |
| 4.1 | Has the vessel Operator submitted a Vessel Spill Response Plan to The US CoastGuard which has been approved by official USCG Letter? | N/A |
| 4.2 | Qualified individual (QI) – Full style : | N/A |  |
| 4.3 | Oil Spill Respone Organization (OSRO) – Full style | N/A |  |
| 4.4 | Salvage and Marine Firefighting Service (SMFF) – Full Style : | N/A |  |
|  |  |  |  |
| **5.** | **Safety / Helicopter** |
| 5.1 | Is this vessel operated under a Quality Management System? If Yes, what type of system?(ISO09001 or IMO Resolution A.741(18) as amended): | YES,IMO Resolution A.741/(18) as Amended |
| 5.2 | Can the ship comply with the ICS Helicopter Guidelines? | NO |
| 5.2.1 | If Yes, state whether winching or landing area provided : | NO |
| 5.2.2 | If Yes, what is the diameter of the circle provided : | NO |
|  |  |  |
| **6.** | **Coating / Anodes** |
| 6.1 | Tank Coating | Coated | Type | To What Extend | Anodes |
|  | Cargo Tanks : | N/A |  |  |  |
|  | Ballast Tanks : | Yes | High Solid Epoxy | Whole Taks | Zinc Anode |
|  | Slop Tanks : | N/A |  | N/A |  |
| **7.** | **Ballast** |
| 7.1 | Pumps | No. | Type | Capacity | At what Head (sg = 1.0) |
|  | Ballast Pumps | 1 | Vertical Centrifugal | 250 Cu. Metres/Hour |  Metres |
|  | Ballast Eductors : | N/A |  |  |  |
|  |  |  |  |
| **8.** | **CARGO AND BALLAST HANDLING** |
| HANDLING 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%) : | 4 | 4,731.401 M3 |
| 8.2.1 | Capacity ( 98%) of each natural segregation with double valve( specify tanks ) | No. 1 P&S 1,151.676 M3 1,128,642 98% No. 2 P&S 1,200.061 M3 1,176.060 98%No. 3 P&S 1,210.060 M3 1,185.859 98%No. 4 P&S 1,266.163 M3 1,240.840 98% |
| 8.3 | Number of slop tanks and total cubic capacity (98%) | N/A |  |
| 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: | NA |  |  |
| **SBT Vessels** |  |  |
| 8.3.3 | What is total SBT capacity and percentage of SDWT vessel ca maintan? | 1,720.60 M3 |  | 33 % |
| 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 : | 1 |  |  |
| 8.5 | Are there any cargo tank filling restrictions?If Yes, specicy number of slack tanks, max s.g., ullage restriction etc : | NO |  |  |
| 8.6 | Max loading rate for homogenous cargo per manifold connection: | With VECS | Without VECS |
|  | Loaded per manifold conection : | NA |  500 Cu.M/Hours |
|  | Loaded simultaneously through all manifolds | NA |  500 Cu.M/Hours |
| **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, Saab Radar, Final Ullage by Sounding |
| **Gauging and Sampling** |  |  |  |
| 8.9 | Is gauging system certified and calibrated? If yes, specify which ones are not calibrated : | Yes |
|  | What type of fixed closed tank gauging system is fitted: | SAAB Radar |  |
|  | Are high level alarms fitted to the cargo tanks? If Yes, indicate whether to all tanks or partial: | 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: | NA |
| **Vapor Emission Control :** |
| 8.11 | Is a vapour Emission Control System ( VECS) fitted?: | NO |
| 8.12 | Number/size of VECS manifolds ( per side ): | N/A |  |
| 8.13 | Number / size / type of VECS reducers : | N/A |
| **Venting** |
| 8.14 | State what type of venting system is fitted : | Common Vent |
| **Cargo Manifolds and Reducers** |
| 8.15 | Total number / size of cargo manifold connections on each side : | 2 Lines each, Stbd and Portside / 250 milimetres |
| 8.16 | What type of valve are fitted at manifold: | Gate Valve |
| 8.17 | What is the material of the manifold: | STEE |
| 8.17.1 | Does vessel comply with the latest edition of the OCIMF Recommendations for OilTankers Manifold and Associated Equipment: | Yes |
| 8.18 | Distance between cargo manifold centers: |  970 mm |
| 8.19 | Distance ships rail to manifold : | 3,020 mm |
| 8.20 | Distance manifold to ships side: |  3,670 mm |
| 8.21 | Top of Rail to center of manifold : |  3,200 mm |
| 8.22 | Distance main deck to center of manifold : | 1,300 mm |
| 8.23 | Spill tanks grating to centre of manifold : |  920 mM |
| 8.24 | Manifold height above the waterline in normal ballast / at SDWT condition: |  6,400 M |  4.300 M |
| 8.25 | Number / size / type of reducers | CARGO2/300mm – 250mm3/300mm – 200mm3/300mm – 150mm1/300mm – 250nn ANSI 3001/300mm – 200mm ANSI 300 |
| 8.26 | Is vessel fitted with a stern manifold ? If Yes, state size : | No |
| **Heating** |  |
| 8.27 | Cargo / slop tanks fitted with a cargo heating system? | Type | Coiled | Material |
|  | Cargo Tanks : | Heating coils | Yes | STPG 38/SCH 160 |
|  | Slop Tanks : | N/A | N/A | N/A |
| 8.28 | Maximum temperature cargo can be loaded / maintained : | 200 deg Celsius | MILD STEEL |
| 8.28.1 | Minimum temperature cargo can be loaded / maintained : | 145 deg Celicius | MILD STEEL |
| **inert gas and crude oil washing** |
| 8.29 | Is an Inert Gas System ( IGS ) fitted / operational? | NA |
| 8.30 | Is a Crude Oil Washing (COW) installation fitted / operational? | NA |
| 8.31 | Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: | NA |
| **Cargo Pump** |
| 8.31 | How many cargo pumps can be run simultaneously at full capacity : |  |
| 8.32 | Pumps ; | No. | Type | Capacity | At What Head (sg=1.0) |
|  | Cargo Pump : | 2 | Gear Pump | 500 CuM/hrs  | Metres |
|  | Cargo Eductors : |  | - |  Cu. Metres/Hour | Metres |
|  | Stripping : |  | - |  Cu. Metres/Hour | Metres |
| 8.33 | Is at least one emergency cargo pump provided? YES |  |
|  |  |  |  |  |
| **9.** | **MOORING** |
| 9.1 | Wires (on drums) | No | Diameter | Material | Length | Breaking strength |
|  | Forecastles: | NA | Milimetres |  | Metres | Metric Tones |
|  | Main Deck fwd: | NA | Milimetres |  | Metres | Metric Tones |
|  | Main Deck aft: | NA | Milimetres |  | Metres | Metric Tones |
|  | Poop deck: | NA | Milimetres |  | Metres | Metric Tones |
| 9.2 | Wire tails | No | Diameter | Material | Length | Breaking strength |
|  | Forecastle: | NA |  Milimetres |  | Metres | Metric Tones |
|  | Main deck fwd: | NA |  Milimetres |  | Metres | Metric Tones |
|  | Main deck aft: | NA |  Milimetres |  | Metres | Metric Tones |
|  | Poop deck: | NA |  Milimetres |  | Metres | Metric Tones |
| 9.3 | Ropes(on drums) | No | Diameter | Material | Length | Breaking strength |
|  | Forecastle: | 4 | 60 Milimetres | Mix Rope | 180 Metres | 48 Metric Tones |
|  | Main deck fwd: | NA |  Milimetres |  |  Metres |  Metric Tones |
|  | Main deck aft: | NA |  Milimetres |  |  Metres |  Metric Tones |
|  | Poop deck: | 2 | 60 Milimetres | Mix Rope | 200 Metres | 48 Metric Tones |
| 9.4 | Other lines | No | Diameter | Material | Length | Breaking strength |
|  | Forecastle: | 2 | 56 Milimetres | Synthetic rope | 220 Metres | 48 Metric Tones |
|  | Main deck fwd: | NA |  Milimetres |  |  Metres |  Metric Tones |
|  | Main deck aft: | NA |  Milimetres |  |  Metres |  Metric Tones |
|  | Poop deck: | 4 | 60 Milimetres | Synthetic rope | 220 Metres | 48 Metric Tones |
| 9.5 | Winches | No | No Drums | Motive Power | Brake Capacity | Type of Brake |
|  | Forecastle: | 2 | 2 |  | 33 Tones |  |
|  | Main deck fwd: | Na |  |  | Metric Tones |  |
|  | Main deck aft: | Na |  |  | Metric Tones |  |
|  | Poop deck: | 2 | 2 | Single Drum | 329.6 Tones |  |
| 9.6 | Bitts, closed chocks/fairleads : | No. Bitts | SWL Bitts | No. Closed Chocks | SWL Closed Chocks |
|  | Forecastle: | 4 | 2 x 25 T & 2 x 32 T | 4 |  | 21.00 Metric Tones |
|  | Main deck fwd: | 2 | 2 x 25 T |  |  |  Metric Tones |
|  | Main deck aft: | 2 | 2 x 25 T |  |  |  Metric Tones |
|  | Poop deck: | 4 | 2 x 25 T & 2 x 32 T | 6 |  | 23.00 Metric Tones |
| **Anchors/Emergency Towing System** |
| 9.7 | Number of shackles on por / starboard cable | 8/7 |
| 9.8 | Type / SWL of Emergency Towing system forward: | Bitts | 50 Metric Tones |
| 9.9 | Type / SWL of Emergency Towing system aft: | Bitts | 50 Metric Tones |
| **Escort Tug** |
| 9.10 | What is SWL and size of closed chock and/or fairleads of enclosed Type of stern: | N/A | N/A |
| 9.11 | What is SWL of bollard on poop deck suitable for escort tug: | N/A |
| **Lifting Equipment** |
| 9.12 | Derrick / crane description ( Number, SWL and location ): |  1 x 0.98 T on Main Deck |
| 9.13 | Accomodation ladder direction : | Accommodation area / aft to fwd |
|  | 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 or Equipment Employed in the Bow Mooring of Conventional Tankers at Singel Point Moorings (SPM)’: | N/A |
| 9.15 | If fitted, how many chain stoppers : | N/A |  |
| 9.16 | State Type / SWL of chain stopper (s): | N/A | N/A |
| 9.17 | What is the maximum size chain diameter the bow stopper(s) can handle: | N/A |  |  |
| 9.18 | Distance between the bow fairlead and chain stopper/bracket: | N/A |
| 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 |  Minimum |
|  | Ballast Speed: | 11 Knots | 9.0 Knots |
|  | Laden Speed: | 10 Knots | 8.0 Knots |
| 10.2 | What type of fuel is used for mai propulsion / generating plant: | LSFO & MGO | LSFO & MGO |
| 10.3 | Type / Capacity of bunker tanks: | Fuel Oil : P=135.8 M3 S=135.8M3 / @100% Diesel Oil : P=25,5 M3 S=55,2 M3 /@100 % |
| 10.4 | Is vessel fitted with fixed or controllable pitch propeller(s): | FIXED |
| 10.5 | Engines |  No |  Capacity |  Make / Type |
|  | Main Engine: | 1 | 1920 Kilowatt | Zichai Boyang ZC8270ZL-6 |
|  | Alux Engie: | 3 | @300 Kilowatt | Zhicai BoyangZ6170ZLD |
|  | Power packs : | - | N/A | - |
|  | Boiler: | 2 | 1200 Kw | Marine Thermal Oil HeaterQXC 100-L |
|  |  |  |  |  |
|  |  |  |  |  |
| **Bow /Stern Thruster** |
| 10.6 | What is brake horse power of bow thruster ( if fitted ): | N/A |  |  |
| 10.7 | What is brake horse power of stern thruster ( if fitted ): | N/A |  |  |
| **Emissions** |
| 10.8 | Main engine IMO NOx emission standart : | REQ 13 of ANNEX VI |
| 10.9 | Energy Efficiency Design Index (EEDI) rating number | - |
|  |  |  |  |  |  |
| **11.** | **Ship tp Ship Transfer** |
| 11.1 | Does vessel comply with recommendations contained in OCIMF / ICS Ship tp Ship Transfer Guide (Petroleum, Chemicals or Liquified Gas, as applicable)? | Yes |
| 11.2 | What in maximum outreach of cranes/derricks outboard of the ship’s sider: | 3.5 M |
| 11.3 | Date / Place of last STS operation: | No |
|  |  |  |
| **12.** | **Recent Operational History** |
| 12.1 | Last three cargoes / charterers / voyages ( Last / 2nd Last / 3rd Last ): | AsphaltAsphaltAsphalt |
| 12.2 | Has vessel been involved in a pollution, grounding, serious casualty orCollision incident during the past 12 months? If yes, full description: | Pollution : No, N/AGrounding : No, N/ACasualty : No, N/ACollision : No, N/A |
| 12.3 | Date and place of last Port State Control Inspection : | 26 Feb 2024 /Nansha, China |
| 12.4 | Any outstanding deficiencies as reported by any Port state Control? If yes, Provide | NO |
| 12.5 | Recent oil company inspections/screenings (To the best of owners Knowledge and without guarantee of acceptance for future business)\*:\*“approvals” are no longer given by Oil Majors and ships are Accepted for the voyage on a case by case basis. | SHELL SIRE 22 Sep 2023 at Gresik, IndonesiaSRC Terminal Inspection on 13th Dec 2023BIECO SIRE 25 Mar 2023 at Parepare, Indonesia |
| 12.6 | Date / Place of last SIRE Inspection : | SHELL SIRE 22 Sep 2023 at Gresik, Indonesia |
| 12.7 | Additional information relating to features of the ship or operational characteristics : | N/A |

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