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

1.	**GENERAL INFORMATION**		
1.1	Date updated:	Dec 16, 2022	
1.2	Vessel's name (IMO number):	Ottoman Integrity (9530618)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered/Builder (where built):	Nov 28, 2011/HHI Ulsan S.Korea	
1.5	Flag/Port of Registry:	Turkey/Istanbul	
1.6	Call sign/MMSI:	TCZP2/271042520	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +870 773 060959 / +90 216 9001090 Fax: Email: integrity@gungen.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:	GUNGEN DENIZCILIK VE TICARET A.S. HALICI SOKAK NO:9 GOP 06700 ANKARA/TURKEY Turkey Tel: +90(312)455 35 35 Fax: +90(312)455 35 25 Email: vetting@gungen.com Web: www.gungen.com	
1.11	Technical operator - Full style:	GUNGEN DENIZCILIK VE TICARET A.S. HALICI SOKAK NO: 9 G.O.P. 06700 ANKARA - TURKEY Turkey Tel: +90(216) 556 56 56 Fax: +90 216 556 56 66 Telex: 44111 or 44666 Email: vetting@gungen.com Web: www.gungen.com Company IMO#: 1366389	
1.12	Commercial operator - Full style:	GÜNGEN DENIZCILIK VE TICARET ANONIM SIRKETI Halici Sokak. No:9 Gaziosmanpasa-06700 Ankara-TÜRKIYE Turkey Tel: +90(216) 556 56 56 Fax: +90 216 556 56 66 Email: tankerops@gungen.com Web: www.gungen.com	
1.13	Disponent owner - Full style:	GÜNGEN DENIZCILIK VE TICARET ANONIM SIRKETI GUNGEN DENIZCILIK VE TICARET ANONIM SIRKETI HALICI SOKAK NO.9 GOP ANKARA/TURKEY Tel: +90(312) 455 35 35 Fax: +90 (312) 455 35 25 Telex: 44111 or 44666 Email: vetting@gungen.com Tel: +90(216) 556 56 56 Fax: +90 216 556 56 66 Telex: Telex: 44111 or 44666 Email: tankerops@gungen.com Web: www.gungen.com	
Insurance			
1.14	P & I Club - Full Style:	UK P&I CLUB 90 Fenchurch Street London EC3M 4ST Tel: 0044 020 7283 4646 Email: underwriting.ukclub@thomasmiller.com	
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000 US$	Feb 20, 2023
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	Lockton Companies LLP The St Botolph Building | 138 Houndsditch | London | EC3A 7AG T: +44 (0)20 7933 2468 | M: +44 (0)7585881327 E: jack.farley@lockton.com	

		Tel: +44 (0)20 7933 2468		
1.17	Hull & Machinery insured value/expiration date:		75,000,000 US$	May 19, 2024
Classification				
1.18	Classification society:		Det Norske Veritas	
1.19	Class notation:		+1A1 Tanker for oil, BIS, BWM(T, E(s, f)), CCO, Clean, COAT1-PSPC(B), CSR, E0, ECA(SOx-A), ESP, OPP-F, Plus(1), SPM, TMON, VCS(2, B),	
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, N/A	
1.23	Date/place of last dry-dock:		Oct 14, 2021/Yalova, Turkey	
1.24	Date next dry dock due/next annual survey due:		Nov 28, 2026	Nov 28, 2026
1.25	Date of last special survey/next special survey due:		Oct 14, 2021	
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		No, N/A	
Dimensions				
1.27	Length overall (LOA):			269.19 Metres
1.28	Length between perpendiculars (LBP):			258.00 Metres
1.29	Extreme breadth (Beam):			46.03 Metres
1.30	Moulded depth:			24.40 Metres
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:		52.32 Metres	50.65 Metres
1.32	Distance bridge front to center of manifold:			91.00 Metres
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):		133.14 Metres	136.05 Metres
1.34	Parallel body distances	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	62.40 Metres	67.50 Metres	67.17 Metres
	Aft to mid-point manifold:	33.07 Metres	50.70 Metres	71.13 Metres
	Parallel body length:	95.47 Metres	118.20 Metres	138.30 Metres
Tonnages				
1.35	Net Tonnage:			48,515.00
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):		80,112.00	63,998
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):		82,226.60	77,137.83
1.38	Panama Canal Net Tonnage (PCNT):			74,311
Loadline Information				
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.924 Metres	17.516 Metres	149,999 Metric Tonnes	175,178 Metric Tonnes
	Winter:	7.28 Metres	17.16 Metres	146,048.00 Metric Tonnes	171,227.00 Metric Tonnes
	Tropical:	6.55 Metres	17.89 Metres	154,076.30 Metric Tonnes	179,255.30 Metric Tonnes
	Lightship:	21.38 Metres	3.06 Metres	-	25,179.00 Metric Tonnes
	Normal Ballast Condition:	15.90 Metres	9.05 Metres	54,465.00 Metric Tonnes	79,644.00 Metric Tonnes
	Segregated Ballast Condition:	15.78 Metres	8.66 Metres	55,614.00 Metric Tonnes	80,793.00 Metric Tonnes
1.40	FWA/TPC at summer draft:			398.00 Millimetres	109.98 Metric Tonnes
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			No	
1.42	Constant (excluding fresh water):				100 Metric Tonnes

1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	1-OCEAN AND OPEN WATERS: %15 OF SUMMER DRAUGHT 2-PORT LIMITS, APPROACHES, FAIRWAYS, CHANNELS, CANALS, RIVERS, SBM/CBM, WHILE ALONGSIDE: 1.5% OF MOULDED BREADTH OF THE VESSEL BUT NOT LESS THAN 0.7 METERS	
1.44	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Summer deadweight:	34.804 Metres	33.134 Metres
	Normal ballast:	41.10 Metres	39.43
	Lightship:	49.26 Metres	47.59 Metres

2.	**CERTIFICATES**	**Issued**	**Last Annual**	**Last Intermediate**	**Expires**
2.1	Safety Equipment Certificate (SEC):	Oct 14, 2021	Oct 14, 2021		Nov 28, 2026
2.2	Safety Radio Certificate (SRC):	Oct 14, 2021	Oct 14, 2021		Nov 28, 2026
2.3	Safety Construction Certificate (SCC):	Oct 14, 2021	Oct 14, 2021		Nov 28, 2026
2.4	International Loadline Certificate (ILC):	Oct 14, 2021	Oct 14, 2021		Nov 28, 2026
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Oct 14, 2021	Oct 14, 2021		Nov 28, 2026
2.6	International Ship Security Certificate (ISSC):	Oct 14, 2021	Not Applicable		Oct 14, 2026
2.7	Maritime Labour Certificate (MLC):	Jun 25, 2018	N/A	Oct 14, 2021	Jul 11, 2023
2.8	ISM Safety Management Certificate (SMC):	Oct 14, 2021	Not Applicable		Dec 14, 2026
2.9	Document of Compliance (DOC):	Jun 03, 2022	Jun 03, 2022		Apr 05, 2026
2.10	USCG Certificate of Compliance (USCGCOC):	Oct 17, 2019			Oct 17, 2021
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Feb 20, 2022	N/A	N/A	Feb 20, 2023
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 20, 2022	N/A	N/A	Feb 20, 2023
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Feb 20, 2022	N/A	N/A	Feb 20, 2023
2.14	U.S. Certificate of Financial Responsibility (COFR):	Sep 22, 2020	N/A	N/A	Sep 22, 2023
2.15	Certificate of Class (COC):	Oct 14, 2021	Oct 14, 2021	Not Applicable	Nov 28, 2026
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Oct 14, 2021	N/A	N/A	Nov 28, 2026
2.17	Certificate of Fitness (COF):	Not Applicable	Not Applicable		Not Applicable
2.18	International Energy Efficiency Certificate (IEEC):	Oct 14, 2021	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Oct 14, 2021		Not Applicable	Nov 28, 2026
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 (if applicable):				

3.	**CREW**		
3.1	Nationality of Master:		Turkish
3.2	Number and nationality of Officers:	8	Turkish
3.3	Number and nationality of Crew:	16	Turkish
3.4	What is the common working language onboard:		TURKISH, ENGLISH
3.5	Do officers speak and understand English?		Yes
3.6	If Officers/ratings employed by a manning agency - Full style:	Officers: see Registered Owner	Ratings: see Registered Owner

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:	ECM Maritime Services, LLC 1 Selleck Street – 1st Floor, Suite 1C Norwalk, CT 06855 Tel: +1.203.857.0444 or +1.281.464.3328 Fax: +1-203-857-0428 Email: QI@ecmmaritime.com
4.3	Oil Spill Response Organization (OSRO) - Full style:	Marine Spill Response Corp. (MSRC) 220 Spring Street, Suite 500 Herndon, VA 20170 Tel: +1-800-259-6772 or +1-703-326-5609 Fax: +1-703-326-5660
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 ISO 9001 and 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:	Landing
5.2.2	If Yes, what is the diameter of the circle provided:	13.00 Metres

6.	**COATING/ANODES**				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Pure Epoxy	Deck head to 3m below & Bottom to 0.5m upwards	No
	Ballast tanks:	Yes	Epoxy	Fully	Yes
	Slop tanks:	Yes	Pure Epoxy	Whole Tank	Yes

7.	**BALLAST**				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	2,500 Cu. Metres/Hour	70 Metres
	Ballast Eductors:	1	TEAMTEC-GOLAR	200 Cu. Metres/Hour	25 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 (max% per company policy: 98%, 97%, 96% or 95%) excluding slops tanks:	12	166,671 Cu. Metres
8.2.1	Capacity (max% per company policy: 98%, 97%, 96% or 95%) of each natural segregation with double valve (specify tanks):	Seg#1: 55217.0 m3 (1, 4 & Slops (P&S)) Seg#2: 58222.8 m3 (2, & 5) Seg#3: 56136.4 m3 (3, & 6)	
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):		
8.3	Number of slop tanks and total cubic capacity (max% per company policy: 98%, 97%, 96% or 95%):	2	2,905.40 Cu. Metres
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	1st, 2905.4 Cu. Metres	
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:		
SBT Vessels			
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	53,576.40 Cu.	34.70 %

		Metres	
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.:	Yes 1,025 kg/lt cargo density	
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:	7,720 Cu. Metres/Hour	7,720 Cu. Metres/Hour (7,720 cbm/h, with one manifold, 15,440 cbm/h, with two manifolds 17,000 cbm/h, with three manifolds)
	Loaded simultaneously through all manifolds:	17,000 Cu. Metres/Hour	17,000 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 fixed closed tank gauging system is fitted:	Radar beam type level gauge	
	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, 3 vapour locks, 1 each aft, mid and forward	
8.10	Number of portable gauging units (example- MMC) on board:	2	
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	406.40 Millimetres
8.13	Number/size/type of VECS reducers:		
Venting			
8.14	State what type of venting system is fitted:	VENT RISER + HIGH VELOCITY PV VALVES	
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:	Butterfly	
8.17	What is the material/rating of the manifold:	cast steel/B16.5	
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:	2,500.00 Millimetres	
8.19	Distance ships rail to manifold:	4,600.00 Millimetres	
8.20	Distance manifold to ships side:	4,600.00 Millimetres	
8.21	Top of rail to center of manifold:	780.00 Millimetres	
8.22	Distance main deck to center of manifold:	2,100.00 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:	18.04 Metres	9.02 Metres
8.25	Number/size/type of reducers:	6 x 609.6/406.4mm (24/16") 3 x 609.6/304.8mm (24/12") 3 x 609.6/254mm (24/10") 3 x 609.6/203.2mm (24/8") 2 x 609.6/508mm (24/20") ANSI	

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:		Steam	Yes	SS
	Slop Tanks:		Heating Coils	Yes	STPG 370S (Carbon Steel)
8.28	Maximum temperature cargo can be loaded/maintained:			66.0 °C / 150.8 °F	66 °C / 150.8 °F
8.28.1	Minimum temperature cargo can be loaded/maintained:			0.0 °C / 32.0 °F	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	4000 M3/HR	135 Meters 135 Meters 135 Meters
	Cargo Eductors:	2	TEAMTEC-GOLAR	450 Cu. Metres/Hour	25 Metres
	Stripping:	1	Reciprocating	250 Cu. Metres/Hour	135 Metres
8.33	Is at least one emergency portable cargo pump provided?				

9.	**MOORING**					
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:			Not Applicable		
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:			Not Applicable		
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	60.00 Millimetres	POLYESTER	11.00 Metres	110.00 Metric Tonnes
	Main deck fwd:	4	60.00 Millimetres	POLYESTER	11.00 Metres	110.00 Metric Tonnes
	Main deck aft:	2	60.00 Millimetres	POLYESTER	11.00 Metres	110.00 Metric Tonnes
	Poop deck:	6	60.00 Millimetres	POLYESTER	11.00 Metres	110.00 Metric Tonnes
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	34.00 Millimetres	HMPE (High Modulus Poly Ethylene)	280.00 Metres	83.90 Metric Tonnes
	Main deck fwd:	4	34.00 Millimetres	HMPE (High Modulus Poly Ethylene)	280.00 Metres	83.90 Metric Tonnes
	Main deck aft:	2	34.00 Millimetres	HMPE (High Modulus Poly Ethylene)	280.00 Metres	83.90 Metric Tonnes
	Poop deck:	6	34.00 Millimetres	HMPE (High Modulus Poly Ethylene)	280.00 Metres	83.90 Metric Tonnes
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength

	Forecastle:	2	72 Millimetres	8 Strand Polypropylene	220 Metres	86 Metric Tonnes
	Main deck fwd:	2	72 Millimetres	8 Strand Polypropylene	220 Metres	86 Metric Tonnes
	Main deck aft:	2	72 Millimetres	8 Strand Polypropylene	220 Metres	86 Metric Tonnes
	Poop deck:	2	72 Millimetres	8 Strand Polypropylene	220 Metres	86 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydaulic	50.30 Metric Tonnes	Band brake
	Main deck fwd:	2	Double Drums	Hydraulic	50.30 Metric Tonnes	Band brake
	Main deck aft:	1	Double Drums	Hydraulic	50.30 Metric Tonnes	Band brake
	Poop deck:	3	Double Drums	Hydraulic	50.30 Metric Tonnes	Band brake
9.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		5	92 Metric Tonnes	6	84 Metric Tonnes
	Main deck fwd:		4	92 Metric Tonnes	8	84 Metric Tonnes
	Main deck aft:		2	92 Metric Tonnes	4	84 Metric Tonnes
	Poop deck:		5	92 Metric Tonnes	8	84 Metric Tonnes
Anchors/Emergency Towing System						
9.7	Number of shackles on port/starboard cable:				13/14	
9.8	Type/SWL of Emergency Towing system forward:				KETA-45F CHAFING CHAIN	350 Metric Tonnes
9.9	Type/SWL of Emergency Towing system aft:				KETSP-40A	200 Metric Tonnes
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern					1160 x 504 x 1130
Escort Tug						
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:					200.00 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 15.00 Tonnes Derricks Onboard 1 x 0.1 tons 1 x 0.2 tons 3 Cranes Onboard 1 x 15 tons (center) 1 x 5 tons (port) 1 x 2 tons (starboard)	
9.13	Accommodation ladder direction:					Aft
	Does vessel have a portable gangway? If yes, state length:					Yes, 16 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 SM490	350 Metric Tonnes
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:					76 Millimetres
9.18	Distance between the bow fairlead and chain stopper/bracket:					2.80 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 Not Applicable	

10.	**PROPULSION**

10.1	Speed		Maximum	Economical
	Ballast speed:		15 Knots (WSNP)	11 Knots (WSNP)
	Laden speed:		14.50 Knots (WSNP)	11 Knots (WSNP)
10.2	What type of fuel is used for main propulsion/generating plant:		VLSFO, ULSFO, LSMGO	VLSFO, ULSFO, LSMGO
10.3	Type/Capacity of bunker tanks:		Fuel Oil: 2,541 Cu. Metres Diesel Oil: 0 Cu. Metres Gas Oil: 497.90 Cu. Metres	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):		None	
10.5	Engines	No	Capacity	Make/Type
	Main engine:	1	16,780 Kilowatt	HYUNDAI Man B&W 6S70ME-C
	Aux engine:	3	960 Kilowatt	2 x Hyundai HIMSEN 8H21/32 and 1 x 5H21/32
	Power packs:			
	Boilers:	2	35.00 Metric Tonnes/Hour	Alborg/MISSION OM
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 II	
10.9	Energy Efficiency Design Index (EEDI) rating number:		3.330	

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:	7.00 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):	
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:	
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)*: * *"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.*	
12.6	Date/Place of last SIRE inspection:	
12.7	Additional information relating to features of the ship or operational characteristics:	