

1.	GENERAL INFORMATION		
1.1	Date updated:	Jul 18, 2023	
1.2	Vessel's name (IMO number):	Ras Maersk (9236999)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered/Builder (where built):	May 30, 2003/Guangzhou Int. Shipyard. P.R.C	
1.5	Flag/Port of Registry:	Denmark/	
1.6	Call sign/MMSI:	OXBL2/220188000	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +45-89-886-185 / +45-89-886-186 / +45-89-886-187/ +870-773-909-652 Fax: 870 783 154 475 Email: master@ras.synergyship.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Oil Tanker (Crude Oil / Product Carrier)	
1.9	Type of hull:	Double Hull	
Ownership and Operation			
1.10	Registered owner - Full style:	Maersk Product Tankers A/S Holmbladsgade 133, 2300 Kobenhavn S Denmark Tel: 45 2329 6859 Fax: Not Applicable Telex: Not Applicable Email: santosh.kumar.khosla@maersktankers.com Web: www.maersktankers.com	
1.11	Technical operator - Full style:	Synergy Denmark A/S Kay Fiskers Plads 10, 2300 Kobenhavn S Denmark Tel: +45 23296858 Fax: NA Telex: NA Email: marine@synergyship.com Company IMO#: 5676362	
1.12	Commercial operator - Full style:	Petroleo Brasileiro S.A - PETROBRAS Av. Republica do Chile, No. 65 - Centros, Rio de Janeiro 20031-912 Brazil Tel: +55 21 996024938 Fax: - Email: tankers@petrobras.com.br	
1.13	Disponent owner - Full style:	Petroleo Brasileiro S.A - PETROBRAS Av. Republica do Chile, No. 65 - Centros, Rio de Janeiro 20031 - 912 Tel: +55 21 996024938 Email: tankers@petrobras.com.br Web: www.petrobras.com	
Insurance			
1.14	P & I Club - Full Style:	Norwegian Branch Kittelsbuktveien 31 4836 Arendal Norway Tel: +47 90 52 41 00 Fax: +47 37 02 48 10 Telex: N/A Email: companymail@gard.no Web: www.gard.no	
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000 US\$	Feb 20, 2024
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	Gard AS PO Box 31 NO 4809 Arendal Norway Tel: +47 37 01 9100 Fax: +44 37 02 4810	
1.17	Hull & Machinery insured value/expiration date:	6,875,000 US\$ (WAR cover US\$ 6,875,000)	Dec 31, 2023

Classification					
1.18	Classification society:			Lloyds Register	
1.19	Class notation:			+100 A1 Double Hull Oil Tanker, ESP, SPM, LI,+LMC, UMS, IGS, Part Higher Tensile Steel, COW, PL (LR), SBT (LR), Shipright (SDA, FDA, CM, BWMP (S), MPMS, SCM, IHM-EU+	
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:			, 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:			Sep 06, 2021/Yalova, Turkey	
1.24	Date next dry dock due/next annual survey due:			May 29, 2023	
1.25	Date of last special survey/next special survey due:			Jun 18, 2018	Aug 29, 2023
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:			Yes, 1	
Dimensions					
1.27	Length overall (LOA):			171.20 Metres	
1.28	Length between perpendiculars (LBP):			163.68 Metres	
1.29	Extreme breadth (Beam):			27.40 Metres	
1.30	Moulded depth:			17.30 Metres	
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:			44.70 Metres	
1.32	Distance bridge front to center of manifold:			54.07 Metres	
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):			81.33 Metres	89.87 Metres
1.34	Parallel body distances		Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:		35.00 Metres	36.30 Metres	42.40 Metres
	Aft to mid-point manifold:		34.50 Metres	35.26 Metres	47.94 Metres
	Parallel body length:		69.50 Metres	71.56 Metres	90.34 Metres
Tonnages					
1.35	Net Tonnage:			9,438.00	
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):			22,184.00	17,398.00
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):			23,261.64	20,439.95
1.38	Panama Canal Net Tonnage (PCNT):			18,492.00	
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	5.51 Metres	11.82 Metres	34,999.00 Metric Tonnes	43,919.00 Metric Tonnes
	Winter:	5.51 Metres	11.82 Metres	34,999.00 Metric Tonnes	43,919.00 Metric Tonnes
	Tropical:	5.27 Metres	12.06 Metres	36,024.00 Metric Tonnes	44,944.00 Metric Tonnes
	Lightship:	14.44 Metres	2.89 Metres	-	8,919.84 Metric Tonnes
	Normal Ballast Condition:	10.82 Metres	6.50 Metres (Fwd - 6.618 m / Aft 7.767 m - Amidships - 7.192 m)	13,631.50 Metric Tonnes	22,551.34 Metric Tonnes
	Segregated Ballast Condition:	10.14 Metres	7.19 Metres	16,295.70 Metric Tonnes	25,215.54 Metric Tonnes
1.40	FWA/TPC at summer draft:			264.00 Millimetres	41.48 Metric Tonnes
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			Yes 34,999 MT and 29,999 MT	
1.42	Constant (excluding fresh water):			220 Metric Tonnes	
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?			1. When alongside, at anchor or at SBM / CBM within a protected harbour area - Min UKC to apply is 0.30 m or allowance for one degree list, whichever is greater 2. Approaches, Anchorages and SBM / CBM outside harbour areas, Confined waters and buoyed channels.	

		Min. UKC should be 0.90 m or allowance for three degrees list; whichever is greater. 3. Deep Sea, while underway during open sea navigation. Min. UKC should be 50% of the vessels draught or a minimum of 3.5 m., whichever is the greater.	
1.44	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Summer deadweight:	32.88 Metres	0 Metres
	Normal ballast:	37.01 Metres	0 Metres
	Lightship:	41.81 Metres	0 Metres

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	Nov 09, 2022	Aug 17, 2022	Sep 04, 2020	Aug 29, 2023
2.2	Safety Radio Certificate (SRC):	Sep 04, 2020	Aug 17, 2022	Not Applicable	Aug 29, 2023
2.3	Safety Construction Certificate (SCC):	Jun 11, 2018	Aug 17, 2022	Sep 18, 2021	Aug 29, 2023
2.4	International Loadline Certificate (ILC):	Jun 11, 2018	Aug 17, 2022	Sep 18, 2021	Aug 29, 2023
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Mar 09, 2020	Aug 17, 2022	Sep 18, 2021	Aug 29, 2023
2.6	International Ship Security Certificate (ISSC):	Nov 01, 2021	Not Applicable	Not Applicable	Sep 16, 2026
2.7	Maritime Labour Certificate (MLC):	Jul 01, 2022	N/A	Not Applicable	Sep 16, 2026
2.8	ISM Safety Management Certificate (SMC):	Nov 01, 2021	Not Applicable	Not Applicable	Sep 16, 2026
2.9	Document of Compliance (DOC):	Jul 01, 2022	Nov 02, 2022	Not Applicable	Nov 17, 2024
2.10	USCG Certificate of Compliance (USCGCOC):	Mar 08, 2014	Apr 14, 2015	Not Applicable	Mar 08, 2016
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Feb 20, 2023	N/A	N/A	Feb 20, 2024
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 20, 2023	N/A	N/A	Feb 20, 2024
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Feb 20, 2023	N/A	N/A	Feb 20, 2024
2.14	U.S. Certificate of Financial Responsibility (COFR):	Jul 12, 2024	N/A	N/A	Dec 07, 2024
2.15	Certificate of Class (COC):	Apr 15, 2020	Aug 17, 2022	Sep 18, 2021	Aug 29, 2023
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Jun 11, 2018	N/A	N/A	Aug 29, 2023
2.17	Certificate of Fitness (COF):	Not Applicable	Not Applicable	Not Applicable	Not Applicable
2.18	International Energy Efficiency Certificate (IEEC):	May 25, 2013	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Mar 08, 2020	Aug 17, 2022	Sep 18, 2021	Aug 29, 2023
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):			Not Applicable	

3.	CREW	
3.1	Nationality of Master:	Danish
3.2	Number and nationality of Officers:	8 Brazilian, Danish, Filipino, German, Romanian, Swedish, Ukrainian
3.3	Number and nationality of Crew:	14 Filipino, Brazilian
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: Synergy Nordic Shipmanagement Pvt Ltd 601, 6th Floor, Prudential Building, Central Avenue, CTS No.15A, Hiranandani Powai, Mumbai, India Tel: +91 97696 44426 Fax: Not applicable Telex: Not applicable Email: crewingcphfg@synergyship.com Ratings: Synergy Group Operations Inc. (SGOI). 4th Floor, SM Cyber Makati One Building 69, Jupiter Street, 373, 1209 Sen. Gil J. Puyat Ave, Makati, 1209 Metro Manila Tel: +639178397494 Fax: N/A Telex: N/A Email: leysam.luis@jepsen-ptc.com.ph

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:	Gallagher Marine Systems 305 Harper Drive, Moorestown, New Jersey, U.S.A 08057 Tel: +1 703 683 4700 / +1 215 492 5473 Fax: +1 856 642 3945 Telex: N/A Email: info@chgms.com	
4.3	Oil Spill Response Organization (OSRO) - Full style:	National Response Corporation National Response Corp. 3500 Sunrise Highway Building 200 Suite 200 Great River, NY 11739 Tel: +1 631 224 9141 Fax: +1 631 224 9082 Telex: 49617380 Email: IOCCO@NRCC.COM	
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:	Donjon-SMIT Americas LLC 15402 Vantage Parkway East, Suite 316, Houston Tx 77032 USA Tel: +1 703 299 0081 Email: admin@donjon-smit.com Web: www.donjon-smit.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?	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	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Epoxy	Full	No
	Ballast tanks:	Yes	Epoxy		Yes
	Slop tanks:	Yes	Hempel-Hal - Phenolic Epoxy	Whole Tank	No

7.	BALLAST				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	1,000 Cu. Metres/Hour	25 Metres
	Ballast Eductors:	1	Other	150 Cu. Metres/Hour	100 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	36,767.10 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: 8639.9 m3 (wing 1+ wing 6 + wing slops) Seg#2: 6275.3 m3 (wing 2) Seg#3: 7550.1 m3 (wing 3) Seg#4: 8517.7 m3 (wing 4) Seg#5: 7078.9 m3 (wing 5)	
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	98 Cu. Metres

8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	Seg#1 - 1294,8 m3 (98%)		
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:	143.30 Cu. Metres		
SBT Vessels				
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	15,898.20 Cu. Metres	46.56 %	
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:	5		
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:		3,000 Cu. Metres/Hour	
	Loaded simultaneously through all manifolds:		3,000.00 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,		
	What type of fixed closed tank gauging system is fitted:	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:	N/A (Closed System Single Point Gauging fitted - Each Tank - Aft Only),		
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		
8.12	Number/size of VECS manifolds (per side):	2	300 Millimetres	
8.13	Number/size/type of VECS reducers:	2 / 300 Millimetres / ANSI B16.5 PN 150 PSL		
Venting				
8.14	State what type of venting system is fitted:	High Velocity P/V valves		
Cargo Manifolds and Reducers				
8.15	Total number/size of cargo manifold connections on each side:	5/400.00 Millimetres		
8.16	What type of valves are fitted at manifold:	Butterfly valves		
8.17	What is the material/rating of the manifold:	Steel / ANSI B16.5 PN 150 PSL/ANSI B16.5 PN 150 PSL		
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:	2,000.00 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:	750.00 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:	12.24 Metres	7.61 Metres	
8.25	Number/size/type of reducers:	5 x 400/300mm (16/12") 5 x 400/250mm (16/10") 5 x 400/200mm (16/8") 1 x 250/150mm (10/6") 1 x 200/150mm (8/6") 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:	Heating Coils - Steam	Yes	SS

	Slop Tanks:	Heating coils - Steam	Yes	SS	
8.28	Maximum temperature cargo can be loaded/maintained:		73.0 °C / 163.4 °F	57 °C / 134.6 °F	
8.28.1	Minimum temperature cargo can be loaded/maintained:				
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:		IG Generator (Fuel for IG Generator - LSMGO)		
Cargo Pumps					
8.31	How many cargo pumps can be run simultaneously at full capacity:		6		
8.32	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	10	Deepwell	500 M3/HR	130 Meters
		4	Deepwell	300 M3/HR	130 Meters
		1	Deepwell	70 M3/HR	60 Meters
	Cargo Eductors:				
Stripping:					
8.33	Is at least one emergency portable cargo pump provided?		Yes		

9.	MOORING					
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0				
	Main deck fwd:	0				
	Main deck aft:	0				
	Poop deck:	0				
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0				
	Main deck fwd:	0				
	Main deck aft:	0				
	Poop deck:	0				
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	52.00 Millimetres	Dual Fiber	220.00 Metres	53.80 Metric Tonnes
	Main deck fwd:	2	52.00 Millimetres	Dual Fiber	220.00 Metres	53.80 Metric Tonnes
	Main deck aft:	2	52.00 Millimetres	Dual Fiber	220.00 Metres	53.80 Metric Tonnes
	Poop deck:	5	52.00 Millimetres (3 X 56 mm and 2 X 52 mm)	Dual Fiber	220.00 Metres	53.80 Metric Tonnes
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	52.00 Millimetres	Dual Fiber	220.00 Metres	53.80 Metric Tonnes
	Main deck fwd:	0				
	Main deck aft:	0				
	Poop deck:	3	52.00 Millimetres	Dual Fiber	220.00 Metres	53.80 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	3	Double (Each with Split Drum)	Hydraulic	32.60 Metric Tonnes	band
	Main deck fwd:	1	Double (With Split Drum)	Hydraulic	32.60 Metric Tonnes	Band
	Main deck aft:	1	Double (With Split Drum)	Hydraulic	32.60 Metric Tonnes	Band
	Poop deck:	3	2 Double + 1 Single (Each with Split Drum)	Hydraulic	32.60 Metric Tonnes	Band
9.6	Bits, closed chocks/fairleads	No. Bits		SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:	6		64 Metric Tonnes	9	64 Metric Tonnes
	Main deck fwd:	2		64 Metric Tonnes	4	64 Metric Tonnes
	Main deck aft:	2		64 Metric Tonnes	2	64 Metric Tonnes
	Poop deck:	6		64 Metric Tonnes	6	64 Metric Tonnes

Anchors/Emergency Towing System			
9.7	Number of shackles on port/starboard cable:	12/11	
9.8	Type/SWL of Emergency Towing system forward:	Chafing Chain	200 Metric Tonnes
9.9	Type/SWL of Emergency Towing system aft:	Scan rope	100 Metric Tonnes
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern	600 X 450	
Escort Tug			
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:	100.00 Metric Tonnes	
9.11	What is SWL of bollard on poop deck suitable for escort tug:	64.00 Metric Tonnes	
Lifting Equipment/Gangway			
9.12	Derrick/Crane description (Number, SWL and location):	Cranes: 1 x 10.00 Tonnes Center	
9.13	Accommodation ladder direction:	Aft	
	Does vessel have a portable gangway? If yes, state length:	Yes (2 Portable Gangways - 1) 14.0 m 2) 10.0 m), 14.00 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:	1	
9.16	State type/SWL of chain stopper(s):	Tongue	200.00 Metric Tonnes
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:	76.00 Millimetres	
9.18	Distance between the bow fairlead and chain stopper/bracket:	3,000.00 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 600 X 450	

10.	PROPULSION			
10.1	Speed		Maximum	Economical
	Ballast speed:		15 Knots (WSNP)	12.50 Knots (WSNP)
	Laden speed:		14.50 Knots (WSNP)	11.50 Knots (WSNP)
10.2	What type of fuel is used for main propulsion/generating plant:		VLSFO Less than 0.5% S	VLSFO (VLSFO Less than 0.5% S)
10.3	Type/Capacity of bunker tanks:		Fuel Oil: 1,121.33 Cu. Metres Diesel Oil: 336.22 Cu. Metres Gas Oil:	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):		Fixed	
10.5	Engines	No	Capacity	Make/Type
	Main engine:	1	7,150 Kilowatt	MAN B&W 5S50MC Mk6
	Aux engine:	3	967 Kilowatt	MAN B&W 7L23 30H
	Power packs:			
	Boilers:	2	18.90 Metric Tonnes/Hour	Aalborg
Bow/Stern Thruster				
10.6	What is brake horse power of bow thruster (if fitted):		Yes, 1,175.00 bhp	
10.7	What is brake horse power of stern thruster (if fitted):		Yes, 1,175.00 bhp	
Emissions				
10.8	Main engine IMO NOx emission standard:		Tier I	
10.9	Energy Efficiency Design Index (EEDI) rating number:		Exemption certificate 9236999/1	

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:	7.80 Metres	
11.3	Date/place of last STS operation:	Contact Commercial Operator for details	

12.	RECENT OPERATIONAL HISTORY		
------------	-----------------------------------	--	--

12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	Contact Commercial Operator for details
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, Not Applicable Grounding: No, Not Applicable Casualty: No, Not Applicable Repair: No, Not Applicable Collision: No, Not Applicable
12.3	Date and place of last Port State Control inspection:	Oct 25, 2021 / Suape
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No Not Applicable
12.5	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: <i>* "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	ENOC, MAXCOM, VIVO
12.6	Date/Place of last SIRE inspection:	Feb 27, 2023 / Suape
12.7	Additional information relating to features of the ship or operational characteristics:	Vessel has a Mewis duct forward of the propeller. Propeller is coated with Silicon coating

Revised 2018 ([INTERTANKO](http://www.intertanko.com)/[Q88.com](http://www.q88.com))

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