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

1.	**GENERAL INFORMATION**		
1.1	Date updated:	Apr 19, 2019	
1.2	Vessel's name (IMO number):	PGC Ikaros (9283617)	
1.3	Vessel's previous name(s) and date(s) of change:	PGC IKAROS (Jan 22, 2015) STENA CHRONOS (Aug 22, 2009)	
1.4	Date delivered/Builder (where built):	Nov 26, 2004/Hudong-Zhonghua Shipyard Shanghai PRChina	
1.5	Flag/Port of Registry:	Bahamas/Nassau	
1.6	Call sign/MMSI:	C 6 T N 9/311 707 000	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +870 773 159 568 Fax: +870 783 203 197 Email: pgcikaros@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:	Crude Tankers I AS OSLO NORWAY Dronning Mauds Gate 3 0250 Oslo Norway Liberia Tel: +4790666587 Fax: +47 22 01 58 76 Email: cato.hellstenius@pareto.no	
1.11	Technical operator - Full style:	Paradise Navigation SA 4-6 Solomou Str. 15451 N. Psychiko - Athens Greece Tel: +30 210 6912010 Fax: +30 210 6912272 Telex: 215433 PARA GR Email: paradise@paradisenet.gr Company IMO#: 5855414	
1.12	Commercial operator - Full style:	Penfield Marine LLC 200 Pequot Avenue Southport CT 06890 United States Tel: +1 203 274 8400 Fax: +1 203 274 8409 Telex: N/A Email: operations@penfieldmarine.com Web: www.penfieldmarine.com	
1.13	Disponent owner - Full style:	Penfield Tankers (Panamax) LLC Trust Company Complex Ajeltake Island Majuro, Marshall Islands 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:	GARD GARD SERVICES ASAddress: Service box 600, N-4809 Arendal, NorwayTel: +47 3701 9100 Fax: +47 3702 4810Email: company@mail.no Tel: +47 90 52 41 00 Email: companymail@gard.no	
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000 US$	Feb 20, 2020
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	Gard	
1.17	Hull & Machinery insured value/expiration date:	18,000,000 US$	Dec 31, 2019
Classification			
1.18	Classification society:	Nippon Kaiji Kyokai	
1.19	Class notation:	NS (Tanker, Oils-Flashpoint on and below	

				60 C)(PrimeShip-Direct Assessment & Fatigue Assessment)(ESP)(PSCM)(IWS) MNS	
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 and date of change:			Lloyds Register, Dec 08, 2008	
1.22	Does the vessel have ice class? If yes, state what level:			No, N/A	
1.23	Date/place of last dry-dock:			Dec 18, 2017/Antwerp	
1.24	Date next dry dock due/next annual survey due:			Nov 25, 2019	Nov 25, 2019
1.25	Date of last special survey/next special survey due:			Jan 22, 2015	Nov 25, 2019
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:			No, N/A	
Dimensions					
1.27	Length overall (LOA):				228.60 Metres
1.28	Length between perpendiculars (LBP):				218.60 Metres
1.29	Extreme breadth (Beam):				32.26 Metres
1.30	Moulded depth:				20.20 Metres
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:			45.52 Metres	
1.32	Distance bridge front to center of manifold:				73.50 Metres
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):			116.00 Metres	113.10 Metres
1.34	Parallel body distances		Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:		58.90 Metres	69.10 Metres	72.50 Metres
	Aft to mid-point manifold:		36.00 Metres	53.00 Metres	73.60 Metres
	Parallel body length:		94.90 Metres	121.10 Metres	146.10 Metres
Tonnages					
1.35	Net Tonnage:				21,245.00
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):			40,690.00	31,934
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):			42,542.13	37,840.80
1.38	Panama Canal Net Tonnage (PCNT):				33,630.00
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.18 Metres	14.01 Metres	72,829.00 Metric Tonnes	86,249.21 Metric Tonnes
	Winter:	6.48 Metres	13.72 Metres	70,867.14 Metric Tonnes	84,288.49 Metric Tonnes
	Tropical:	5.89 Metres	14.31 Metres	74,794.44 Metric Tonnes	88,215.79 Metric Tonnes
	Lightship:	17.59 Metres	2.61 Metres	-	13,421.35 Metric Tonnes
	Normal Ballast Condition:	13.21 Metres	6.99 Metres	27,093.86 Metric Tonnes	40,515.21 Metric Tonnes
	Segregated Ballast Condition:	13.21 Metres	7.02 Metres	27,411.00 Metric Tonnes	48,805.80 Metric Tonnes
1.40	FWA/TPC at summer draft:			320.00 Millimetres	67.24 Metric Tonnes
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			Yes	
1.42	Constant (excluding fresh water):				200 Metric Tonnes
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?			a)Open Seas -The UKC to exceed 50% of the vessels current maximum static draft and no further UKC calculations required b)For sailing in confined waters, excluding Channels, Fairways and alongside a terminal - Where the UKC is less than 50% of the vessels current maximum static draft the vessel shall maintain a minimum UKC of 10% of the current maximum static draft not falling short of 1.0m, after taking into account applicable dynamic factors c) For sailing in Channels and Fairways - Whilst Underway the minimum UKC required is 1.5% of the moulded breadth	

		of the vessel, but not less than 0.6m, after taking into account applicable dynamic factors4. d) Whilst moored at Sea Island Terminals / SBM / Open Locations - Minimum UKC of 15% of the current maximum static draft not falling short of 1.5m, after taking into account applicable dynamic factors e) Whilst berth alongside a terminal or at CBM - 1.5% of the moulded breadth of the vessel, not falling short of 0.3m, after taking into account applicable dynamic factors	
1.44	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Summer deadweight:	31.51 Metres	0 Metres
	Normal ballast:	38.52 Metres	0 Metres
	Lightship:	42.91 Metres	0 Metres

2.	**CERTIFICATES**	**Issued**	**Last Annual**	**Last Intermediate**	**Expires**
2.1	Safety Equipment Certificate (SEC):	Feb 08, 2019	Mar 07, 2019	Jan 20, 2019	Nov 25, 2019
2.2	Safety Radio Certificate (SRC):	Mar 20, 2015	Jan 20, 2019		Nov 25, 2019
2.3	Safety Construction Certificate (SCC):	Mar 20, 2015	Jan 20, 2019	Not Applicable	Nov 25, 2019
2.4	International Loadline Certificate (ILC):	Mar 20, 2015	Jan 20, 2019	Not Applicable	Nov 25, 2019
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Dec 04, 2017	Nov 17, 2018	Not Applicable	Sep 04, 2022
2.6	International Ship Security Certificate (ISSC):	Jan 22, 2015	Jul 08, 2017	Not Applicable	Aug 10, 2019
2.7	Maritime Labour Certificate (MLC):	Aug 12, 2018	N/A		Aug 29, 2023
2.8	ISM Safety Management Certificate (SMC):	Jan 22, 2015	Jul 07, 2017	Not Applicable	Aug 10, 2019
2.9	Document of Compliance (DOC):	Apr 19, 2018	Mar 30, 2018		Apr 28, 2023
2.10	USCG Certificate of Compliance (USCGCOC):	Jul 03, 2018	Jul 03, 2018		Jul 03, 2020
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Feb 08, 2019	N/A	N/A	Feb 20, 2020
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 08, 2019	N/A	N/A	Feb 20, 2020
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Feb 08, 2019	N/A	N/A	Feb 20, 2020
2.14	U.S. Certificate of Financial Responsibility (COFR):	Jun 08, 2018	N/A	N/A	Jun 08, 2021
2.15	Certificate of Class (COC):	Aug 12, 2015	Jan 20, 2019		Nov 25, 2019
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Dec 18, 2017	N/A	N/A	Nov 25, 2019
2.17	Certificate of Fitness (COF):	Not Applicable	Not Applicable		Not Applicable
2.18	International Energy Efficiency Certificate (IEEC):	Mar 20, 2015	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Mar 20, 2015	Jan 20, 2019		Nov 25, 2019
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):			Nov 22, 2019	

3.	**CREW**		
3.1	Nationality of Master:		Montenegrin
3.2	Number and nationality of Officers:	10	Montenegrin, Romanian, Filipino, Greek
3.3	Number and nationality of Crew:	13	Montenegrin, Filipino,Romanian
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: Interorient Maritime Enterprises Intl 608 Ortigas Av.,Parig, M. Manila,1605 Philippines Tel: +632 631 1226 Fax: +632 637 7992	Ratings: Interorient Maritime Enterprises 608 Ortigas Av.,Parig, M. Manila,1605 Philippines Tel: +632 631 1226 Fax: +632 637 7992 Telex: 007563091 INORM PH

		Telex: 007563091 INORM PH Email: inormph@pldtdsl.net	Email: inormph@pldtdsl.net

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:	OBRIENS OIL POLLUTION SERVICE 645 Codifer Street Slidell Louisiana 70458 Tel: +1-985-781-0804 Fax: +1-985-781-0580 Telex: 49617361 OOPSUI Email: OOPS-USA@OOPSUSA.COM
4.3	Oil Spill Response Organization (OSRO) - Full style:	NATIONAL RESPONSE CORP. 3500 Sunrise Highway, Suite T103 Great River NY 11739 USA Tel: +1-631-224-9141 Fax: +1-631-224-9086 Email: iocdo@nrcc.com Web: nrc.com
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:	RESOLVE SALVAGE & FIRE Tel: +1.954.764.8700 Email: EMX@resolvemarine.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
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:	5.20 Metres

6.	**COATING/ANODES**				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Full Epoxy	Whole Tank	No
	Ballast tanks:	Yes	Full Epoxy	Whole Tank	Yes
	Slop tanks:	Yes (JOTUN'S EPOXY COATING "TANKGUARD HB")	Epoxy	Whole Tank	

7.	**BALLAST**				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	1,200 Cu. Metres/Hour	25 Metres
	Ballast Eductors:	2		110 Cu. Metres/Hour	

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%):	12	78,636.39 Cu. Metres
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 27685.9 m3 (3+6 wings) Seg#2: 28036.9 m3 (2+5 wings) Seg#3: 23990 m3 (1+4 wings)	
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):	3	
8.3	Number of slop tanks and total cubic capacity (98%):	2	2,722.14 Cu. Metres
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	Seg#3: Slop P &S (2,531.6 / 93%)	
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?	28,675.70 Cu. Metres	39.50 %

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	
8.6	Max loading rate for homogenous cargo		With VECS	Without VECS
	Loaded per manifold connection:			2,500 Cu. Metres/Hour
	Loaded simultaneously through all manifolds:			7,500 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:		Yes,	
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	16 Millimetres
8.13	Number/size/type of VECS reducers:		2 x 12" ; 2 x10" ; 2x 8" ;	
Venting				
8.14	State what type of venting system is fitted:		Common Venting using deck IGS lines	
Cargo Manifolds and Reducers				
8.15	Total number/size of cargo manifold connections on each side:		4/400.00 Millimetres	
8.16	What type of valves are fitted at manifold:		Butterfly	
8.17	What is the material/rating of the manifold:		Steel/	
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:			800.00 Millimetres
8.22	Distance main deck to center of manifold:			2,020.00 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:		15.22 Metres	8.21 Metres
8.25	Number/size/type of reducers:		4 x 400/300mm (16/12") 4 x 400/250mm (16/10") 4 x 400/200mm (16/8") 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:	SEAMLESS STEEL PIPE	Yes	Other
	Slop Tanks:	heating coils	Yes	SS
8.28	Maximum temperature cargo can be loaded/maintained:		73.9 °C / 165.0 °F	57.23 °C / 135.014 °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:		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:	6	Centrifugal	2000 M3/HR	120 Meters
	Cargo Eductors:	1	Reciprocating	360 Cu. Metres/Hour	25 Metres
	Stripping:	1	Reciprocating	200 Cu. Metres/Hour	120 Metres
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:	6	36 Millimetres	Galv. Steel	220 Metres	80 Metric Tonnes
	Main deck fwd:	2	36.00 Millimetres	GALV. STEEL	220.00 Metres	80 Metric Tonnes
	Main deck aft:	2	36.00 Millimetres	GALV. STEEL	220.00 Metres	80 Metric Tonnes
	Poop deck:	6	36 Millimetres	Galv steel	220 Metres	80 Metric Tonnes
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	80 Millimetres	8 Strand Nylon	11.00 Metres	120.00 Metric Tonnes
	Main deck fwd:	2	80.00 Millimetres	8 Strand Nylon	11.00 Metres	120.00 Metric Tonnes
	Main deck aft:	2	80.00 Millimetres	8 Strand Nylon	11.00 Metres	120.00 Metric Tonnes
	Poop deck:	6	80 Millimetres	Nylon	11 Metres	120 Metric Tonnes
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Poop deck:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	12	80 Millimetres	Nikasteel	220 Metres	95 Metric Tonnes
	Main deck fwd:	2	76 Millimetres	Secofloat	220 Metres	110 Metric Tonnes
	Main deck aft:			Not Applicable		
	Poop deck:	8	76 Millimetres	MegaFlex	220 Metres	95 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	3	Double Drums	Hydraulic	48.00 Metric Tonnes	
	Main deck fwd:	1	Double Drums	Hydraulic	48.00 Metric Tonnes	
	Main deck aft:	1	Double Drums	Hydraulic	48.00 Metric Tonnes	
	Poop deck:	2	Triple Drums	Hydraulic	48.00 Metric Tonnes	
9.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		4	110 Metric Tonnes	8	110 Metric Tonnes
	Main deck fwd:		8	52 Metric Tonnes	8	44 Metric Tonnes
	Main deck aft:		4	52 Metric Tonnes	6	44 Metric Tonnes
	Poop deck:		8	110 Metric Tonnes	10	110 Metric Tonnes
Anchors/Emergency Towing System						
9.7	Number of shackles on port/starboard cable:				12/12	
9.8	Type/SWL of Emergency Towing system forward:				SPM	200 Metric Tonnes
9.9	Type/SWL of Emergency Towing system aft:				ETA	200 Metric Tonnes
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern					450
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:					110.00 Metric Tonnes
Lifting Equipment/Gangway						
9.12	Derrick/Crane description (Number, SWL and location):				Cranes: 1 x 15.00 Tonnes	

		center	
9.13	Accommodation ladder direction:	Aft	
	Does vessel have a portable gangway? If yes, state length:	Yes,	
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 SPM	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:	3.10 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:		14 Knots (WSNP)	
	Laden speed:		14 Knots (WSNP)	
10.2	What type of fuel is used for main propulsion/generating plant:		IFO 380 cst	IFO 380 cst
10.3	Type/Capacity of bunker tanks:		Fuel Oil: 1,267.70 Cu. Metres Diesel Oil: 207.20 Cu. Metres Gas Oil: 1,267.70 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	11,500 Kilowatt	MAN 6S60MC
	Aux engine:	3	600 Kilowatt	Yanmar 6N18AL-EV
	Power packs:			
	Boilers:	2	46.00 Metric Tonnes/Hour	Aalborg
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 standard:		Not Applicable	
10.9	Energy Efficiency Design Index (EEDI) rating number:			

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:	4.00 Metres
11.3	Date/place of last STS operation:	25 Sep 2018 Delta Zone Argentina

12.	**RECENT OPERATIONAL HISTORY**	
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	1) Vitol /St.Eustasius,Netherland to Los Angeles /Fuel Oil 2) Lukoil / Canada to Yabucoa, Dominic Republic /Fuel Oil 3)BP /Covenas to Chiruiqi Grande / Crude oil-Vasconia
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, n/a Grounding: No, n/a Casualty: No, Repair: No, Not Applicable Collision: No, n/a
12.3	Date and place of last Port State Control inspection:	Mar 06, 2019 / St Eustatius
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	Yes
12.5	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*:	ConocoPhillips, P66, Repsol, BP ,Tesoro, PMI, Valero,Shell, Exxon, Chevron

	** "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:	Jan 11, 2019 / KINGSTON/JAMAICA
12.7	Additional information relating to features of the ship or operational characteristics:	

Revised 2018 (INTERTANKO/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.