

1.	GENERAL INFORMATION		
1.1	Date updated:	Jul 11, 2018	
1.2	Vessel's name (IMO number):	DS Melody (9249312)	
1.3	Vessel's previous name(s) and date(s) of change:	Front Melody (Feb 22, 2017)	
1.4	Date delivered/Builder (where built):	Aug 15, 2001/SASEBO HEAVY INDUSTRIES CO., LTD.	
1.5	Flag/Port of Registry:	Liberia/MONROVIA	
1.6	Call sign/MMSI:	A8HH7/636090891	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: ++870 773 265 618 / +494215172193151 Fax: N/A Email: dsmelody.master@dstfleet.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:	DS-Rendite-Fonds Nr. 95 MT Front Melody GmbH & Co. Tankschif Stockholmer Allee 53, D- 44269 Dortmund, Germany Germany Tel: +49 40 226223860 Fax: +49 40 226223870 Telex: N/A Email: op@ds-tankers.com	
1.11	Technical operator - Full style:	DS Tankers GmbH & Co. KG Domstrasse 17 20095 Hamburg - Germany Germany Tel: +49 40 226223860 Fax: +49 40 226223870 Telex: N/A Email: op@ds-tankers.com Company IMO#: 5041144	
1.12	Commercial operator - Full style:	LMCS MARITIME PVT LTD. 2,MIDWAY PREMISES,APPASAHEB MARATHE MARG,PRIBHADEVI,MUMBAI-400025 India Tel: +91-022-24220400 / 4 Fax: +91-022-24220401 Telex: N/A Email: LMCS&LMCSMARITIME.COM Web: WWW.LMCSMARITIME.COM	
1.13	Disponent owner - Full style:	N/A	
Insurance			
1.14	P & I Club - Full Style:	GARD Kittelsbuktveien 31, NO-4836 Arendal, Norway Tel: +47 37 01 9100 Fax: +47 37 02 4810 Web: www.gard.no	
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000 US\$	Feb 20, 2018
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	Georg Duncker GmbH & Co. KG P.O. Box 113 255, D-20432 Hamburg, Alter Wall 2-8, 20457 Hamburg. Tel: +49 40 37 60 04-0 Fax: +49 40 37 27 87	
1.17	Hull & Machinery insured value/expiration date:	22,000,000 US\$	Dec 31, 2018
Classification			
1.18	Classification society:	American Bureau of Shipping	
1.19	Class notation:	+A1, OIL CARRIER, (E) , +AMS, +ACCU, ESP, SH	

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:	Jul 19, 2016/SHEKOU, CHINA			
1.24	Date next dry dock due/next annual survey due:	Jul 18, 2019	Jun 19, 2018		
1.25	Date of last special survey/next special survey due:	Jul 19, 2016	Aug 31, 2021		
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	Yes, 1			
Dimensions					
1.27	Length overall (LOA):	272 Metres			
1.28	Length between perpendiculars (LBP):	262 Metres			
1.29	Extreme breadth (Beam):	45.60 Metres			
1.30	Moulded depth:	24 Metres			
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	54.03 Metres	49.94 Metres		
1.32	Distance bridge front to center of manifold:	94.25 Metres			
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):	134.65 Metres	137.35 Metres		
1.34	Parallel body distances	Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:	60.30 Metres	62.77 Metres	73.50 Metres	
	Aft to mid-point manifold:	61.20 Metres	69.18 Metres	81.00 Metres	
	Parallel body length:	117.30 Metres	131.95 Metres	154.55 Metres	
Tonnages					
1.35	Net Tonnage:	47,769			
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):	79,525	62,551		
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):	82,613.61	76,662.70		
1.38	Panama Canal Net Tonnage (PCNT):	0			
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.93 Metres	17.07 Metres	149,995 Metric Tonnes	172,746 Metric Tonnes
	Winter:	7,318 Metres	16,722 Metres	146,012 Metric Tonnes	168,763 Metric Tonnes
	Tropical:	6,608 Metres	17,432 Metres	153,984 Metric Tonnes	176,735 Metric Tonnes
	Lightship:	21,200 Metres	2.80 Metres	-	22,751 Metric Tonnes
	Normal Ballast Condition:	15.60 Metres	8.40 Metres	55,316 Metric Tonnes	78,067 Metric Tonnes
	Segregated Ballast Condition:	15,940 Metres	8,060 Metres	51,894 Metric Tonnes	74,645 Metric Tonnes
1.40	FWA/TPC at summer draft:			384 Millimetres	112.29 Metric Tonnes
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	Yes			
1.42	Constant (excluding fresh water):	383 Metric Tonnes			
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	Open Sea Passage: 20% Coastal Passage: 15% Port/harbour transit: 10% Canals: as per local navigation rules Alongside (including final approaches to berth): 1.5% of ships beam. At CBM/SPM: UKC to be determined against the depth of water, where the SPM / CBM is located and applied as detailed in requirements above as appropriate, but never less than 1.0 m.			
1.44	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Summer deadweight:			17 Metres	12.91 Metres
	Normal ballast:			44.24 Metres	40.15 Metres
	Lightship:			51.23 Metres	47.14 Metres

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	Feb 23, 2017	Jun 19, 2017	Oct 28, 2014	Aug 31, 2021
2.2	Safety Radio Certificate (SRC):	Feb 23, 2017	Jun 19, 2017		Aug 31, 2021
2.3	Safety Construction Certificate (SCC):	Feb 23, 2017	Jun 19, 2017	Oct 28, 2014	Aug 31, 2021
2.4	International Loadline Certificate (ILC):	Feb 23, 2017	Jun 19, 2017		Aug 31, 2021
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Feb 23, 2017	Jun 19, 2017	Oct 28, 2014	Aug 31, 2021
2.6	International Ship Security Certificate (ISSC):	Feb 22, 2017			Apr 05, 2021
2.7	Maritime Labour Certificate (MLC):	Feb 22, 2017	N/A		Apr 05, 2021
2.8	ISM Safety Management Certificate (SMC):	Feb 22, 2017			Apr 05, 2021
2.9	Document of Compliance (DOC):	Oct 01, 2014	Oct 05, 2017		Sep 21, 2019
2.10	USCG Certificate of Compliance (USCGCOC):		Not Applicable		
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Jan 12, 2018	N/A	N/A	Feb 20, 2019
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Jan 12, 2018	N/A	N/A	Feb 20, 2019
2.13	Liability for the Removal of Wrecks Certificate (WRC):		N/A	N/A	Feb 20, 2018
2.14	U.S. Certificate of Financial Responsibility (COFR):	Jul 14, 2015	N/A	N/A	Jul 14, 2018
2.15	Certificate of Class (COC):	Feb 23, 2017	Jun 19, 2017		Aug 31, 2021
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Feb 23, 2017	N/A	N/A	Aug 31, 2021
2.17	Certificate of Fitness (COF):	Not Applicable	Not Applicable		Not Applicable
2.18	International Energy Efficiency Certificate (IEEC):	Feb 23, 2017	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Jun 19, 2017	Not Applicable		Aug 31, 2021

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):		Jan 01, 2020

3.	CREW
3.1	Nationality of Master: Bulgarian
3.2	Number and nationality of Officers: 9 Russian, Bulgarian, Georgian
3.3	Number and nationality of Crew: 13 Filipino, Russian
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: DS Crewing GmbH Domstrasse 17 20095 Hamburg - Germany Tel: +49 40 767961210 Fax: +49 40 767961260 Telex: n/a Email: crewing@ds-crewing.de Web: N/A Ratings: Scanmar Maritime Services Inc. 2227 Royal Enterprise Building Chino Roces Avenue (Pasong Tamo), Makati City 1200, Philippines Tel: +63 2 8121319 Fax: +63 2 8167494 Telex: n/a Email: ds@scanmar.com.ph; tanker@scanmar.com.ph Web: N/A

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: Hudson Marine Management Service 2 Aquarium Drive Ferry Terminal Building, Suite 300 Camden, New Jersey 08103, USA Tel: +1 856-342-7500 Fax: +1 856-486-0081 Telex: N/A Email: technical@hmms-usa.com Web: www.hudsonsystems.com
4.3	Oil Spill Response Organization (OSRO) - Full style: National Response Corporation (NRC) 3500 Sunrise Highway; Suite T103

		Great River, NY 11739 Tel: +1 631 224 9141 (24h) Fax: +1 631 224 9082 Telex: N/A Email: iocdo@nrcc.com Web: www.nrcc.com
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 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:	11.90 Metres

6.	COATING/ANODES				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	EPOXY COATING	Bottom Only	No
	Ballast tanks:	Yes	EPOXY COATING	Whole Tank	Yes
	Slop tanks:	Yes	Tar epoxy	Whole Tank	No

7.	BALLAST				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	2,000 Cu. Metres/Hour	30 Metres
	Ballast Eductors:	1		150 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%):	16			162,592 Cu. Metres
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 64613 m3 (No 1 P&S, 4 P&S, 7 P&S) Seg#2: 55727 m3 (No2 P&S, No 5 P&S, Slop Tks P&S) Seg#3: 49012 m3 (No 3 P&S, 6 P&S) Seg#4: 49012 m3 ()			
8.3	Number of slop tanks and total cubic capacity (98%):	2			6,760 Cu. Metres
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:				
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?	54,428 Cu. Metres			37.07 %
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:			5,700 Cu. Metres/Hour	
	Loaded simultaneously through all manifolds:			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:			Floating		
	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:			5		
Vapor Emission Control System (VECS)						
8.11	Is a Vapour Emission Control System (VECS) fitted?			Yes		
8.12	Number/size of VECS manifolds (per side):		2	400 Millimetres		
8.13	Number/size/type of VECS reducers:					
Venting						
8.14	State what type of venting system is fitted:			450A Vent Post		
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 MANUAL		
8.17	What is the material/rating of the manifold:			STEEL/1,2,3		
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:			4,400 Millimetres		
8.20	Distance manifold to ships side:			4,600 Millimetres		
8.21	Top of rail to center of manifold:			700 Millimetres		
8.22	Distance main deck to center of manifold:			1,850 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:			17.81 Metres	8.75 Metres	
8.25	Number/size/type of reducers:			6 x 400/400mm (16/16") 3 x 400/300mm (16/12") 3 x 400/250mm (16/10") 3 x 400/200mm (16/8") 3 x 400/500mm (16/20") ANSI		
8.26	Is vessel fitted with a stern manifold? If yes, state size:			No, 0 Millimetres		
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			
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:					
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	3500 M3/HR	125 Meters 125 Meters 125 Meters	
	Cargo Eductors:	1	Other	550 Cu. Metres/Hour		
	Stripping:	1	Reciprocating	250 Cu. Metres/Hour	125 Meters	
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:	4	38 Millimetres	IWRC	300 Metres	98.30 Metric Tonnes
	Main deck fwd:	4	38 Millimetres	IWRC	250 Metres	98.30 Metric Tonnes
	Main deck aft:	2	38 Millimetres	IWRC	250 Metres	98.30 Metric Tonnes
	Poop deck:	6	38 Millimetres	IWRC	300 Metres	98.30 Metric Tonnes
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	88 Millimetres	Synthetic Fibre	11 Metres	134.90 Metric Tonnes
	Main deck fwd:	4	88 Millimetres	Synthetic Fibre	11 Metres	135 Metric Tonnes
	Main deck aft:	2	88 Millimetres	Synthetic Fibre	11 Metres	135 Metric Tonnes
	Poop deck:	6	88 Millimetres	Synthetic Fibre	11 Metres	135 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	0	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	0	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:	2	80 Millimetres	Polypropylene	220 Metres	101.50 Metric Tonnes
	Main deck fwd:	1	80 Millimetres	Polyolefin	220 Metres	116.00 Metric Tonnes
	Main deck aft:	1	80 Millimetres	Polyolefin	220 Metres	116.00 Metric Tonnes
	Poop deck:	2	80 Millimetres	Polypropylene	220 Metres	101.50 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	DBL	Hydraulic	59 Metric Tonnes	MANUAL
	Main deck fwd:	2	DBL	Hydraulic	59 Metric Tonnes	MANUAL
	Main deck aft:	1	DBL	Hydraulic	59 Metric Tonnes	MANUAL
	Poop deck:	3	DBL	Hydraulic	59 Metric Tonnes	MANUAL
9.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		2	92 Metric Tonnes	8	77.50 Metric Tonnes
	Main deck fwd:		8	92 Metric Tonnes	14	77.50 Metric Tonnes
	Main deck aft:		6	92 Metric Tonnes	8	77.50 Metric Tonnes
	Poop deck:		4	92 Metric Tonnes	14	77.50 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:				Tateno Kahiwa 40F	200 Metric Tonnes
9.9	Type/SWL of Emergency Towing system aft:				Tateno Kahiwa 20A	200 Metric Tonnes
Escort Tug						
9.10	What is size/SWL of closed chock and/or fairleads of enclosed type on stern:				600	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 CENTRE	
9.13	Accommodation ladder direction:				Aft	
	Does vessel have a portable gangway? If yes, state length:				,	
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	200 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:				2,700 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:		13.50 Knots (WSNP)	8 Knots (WSNP)
	Laden speed:		13.00 Knots (WSNP)	12.50 Knots (WSNP)
10.2	What type of fuel is used for main propulsion/generating plant:		Heavy Fuel Oil 380 cst@50c	HEAVY FUEL OIL 380 cst@50c
10.3	Type/Capacity of bunker tanks:		Fuel Oil: 3,724 Cu. Metres Diesel Oil: 120 Cu. Metres Gas Oil: 0 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	12,370 Kilowatt	B@W 6S70MC
	Aux engine:	3	800 Kilowatt	YANMAR 6N21L
	Power packs:			
	Boilers:	1	65 Metric Tonnes/Hour	SASEBO/ AMDII

Bow/Stern Thruster

10.6	What is brake horse power of bow thruster (if fitted):	No, 0 bhp
10.7	What is brake horse power of stern thruster (if fitted):	No, 0 bhp
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 Liquefied Gas, as applicable)?	Yes
11.2	What is maximum outreach of cranes/derricks outboard of the ship's side:	3.80 Metres
11.3	Date/place of last STS operation:	25.07.2017 Vadinar

12.	RECENT OPERATIONAL HISTORY	
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	Last : Bonga CO / VITOL / Bonga - Balikpapan 2nd last: Basrah Light CO / IOC / Basrah-Chennai 3rd last: Basrah Light CO / Reliance / Basrah-Sikka
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: , N/A Collision: No,
12.3	Date and place of last Port State Control inspection:	Mar 18, 2016 / Jubail
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)*: <i>* "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	SHELL, KOCH
12.6	Date/Place of last SIRE inspection:	Mar 01, 2018 / Sikka
12.7	Additional information relating to features of the ship or operational characteristics:	

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