

1. GENERAL INFORMATION			
1.1	Date updated:	Jul 11, 2018	
1.2	Vessel's name (IMO number):	Ds Symphony (9249324)	
1.3	Vessel's previous name(s) and date(s) of change:	Front Symphony (Feb 22, 2017)	
1.4	Date delivered/Builder (where built):	Sep 28, 2001/131 / SASEBO HEAVY INDUSTRIES CO.LTD	
1.5	Flag/Port of Registry:	Liberia/Monrovia	
1.6	Call sign/MMSI:	A8HH8/636090892	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +870773265626 Fax: N/A Email: dssymphony.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. 96 MT Front Symphony GmbH & Co. Tankschiff KG STOCKHOLMER ALLEE 43, 44269 DORTMUND, GERMANY Germany Tel: +49 (0)231 557 1730 Fax: +49 (0)231 557 17399 Telex: N/A Email: info@dr-peters.com	
1.11	Technical operator - Full style:	DS Tankers GmbH & Co. KG Domstrasse, 17 20095 Hamburg Germany Germany Tel: +49 402 268 83860 Fax: +49 402 262 23870 Telex: N/A Email: op@ds-tankers.com Company IMO#: 5424816	
1.12	Commercial operator - Full style:	Magellan Chartering Service GmbH Domstrasse 17, 20095 Hamburg Germany Germany Tel: +49 40 378 654 15 Fax: +49 40 378654 32 Telex: N/A Email: teu@magchart.de Web: www.magchart.de	
1.13	Disponent owner - Full style:	N/A	
Insurance			
1.14	P & I Club - Full Style:	GARD Trott & Duncan Building 17 A Brunswick Street Hamilton HM10, Bermuda Tel: 47 3 7019100 Fax: 47 3 7024810	
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000 US\$	Feb 20, 2019
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	GEORGE DUNCKER GmbH & Co. KG Hamburg, Germany Tel: +49 40 37 60 04.0 Fax: +49 40 37 27 87	
1.17	Hull & Machinery insured value/expiration date:	14,670,000 US\$	Dec 31, 2018
Classification			
1.18	Classification society:	American Bureau of Shipping	
1.19	Class notation:	+A1, OIL CARRIER, ESP, e, +AMS, +ACCU, SH, RRDA, VEC-L, CRC, PMP	
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, Nil	

1.23	Date/place of last dry-dock:	Jul 20, 2016/Shekou, China			
1.24	Date next dry dock due/next annual survey due:	Jul 19, 2019	Sep 30, 2018		
1.25	Date of last special survey/next special survey due:	Jul 20, 2016	Sep 30, 2021		
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	Yes, 1 (N/A)			
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:	24.04 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:	57.30 Metres	76.20 Metres	76.60 Metres	
	Aft to mid-point manifold:	60 Metres	55.75 Metres	77.90 Metres	
	Parallel body length:	117.30 Metres	131.95 Metres	154.50 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):				
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.96 Metres	17.07 Metres	149,995 Metric Tonnes	172,746 Metric Tonnes
	Winter:	7.32 Metres	16.72 Metres	146,012 Metric Tonnes	168,763 Metric Tonnes
	Tropical:	6.61 Metres	17.43 Metres	153,984 Metric Tonnes	176,735 Metric Tonnes
	Lightship:	21.24 Metres	2.80 Metres	-	22,751 Metric Tonnes
	Normal Ballast Condition:	16.24 Metres	7.80 Metres (midship draft; min freeboard)	50,803 Metric Tonnes	73,554 Metric Tonnes
	Segregated Ballast Condition:	15.64 Metres	8.40 Metres	53,316 Metric Tonnes	76,067 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):				
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	<p>Open Sea Passage: 20%*</p> <p>Coastal Passage: 15%*</p> <p>Port/harbour transit: 10%*</p> <p>Canals: as per local navigation rules</p> <p>Alongside (including final approaches to berth):</p> <p>0.30 metres (for vessels <30m breadth)</p> <p>1.5% of ships beam (for vessels 30m breadth)</p> <p>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 1.0m.</p>			
1.44	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Summer deadweight:			36.96 Metres	32.87 Metres
	Normal ballast:			44.70 Metres	40.61 Metres
	Lightship:			51.23 Metres	47.14 Metres

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	Jul 30, 2017	Jul 30, 2017		Sep 30, 2021
2.2	Safety Radio Certificate (SRC):	Feb 23, 2017	Jul 02, 2017		Sep 30, 2021
2.3	Safety Construction Certificate (SCC):	Feb 23, 2017	Jul 02, 2017	Nov 18, 2014	Sep 30, 2021
2.4	International Loadline Certificate (ILC):	Feb 23, 2017	Jul 02, 2017		Sep 30, 2021
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jun 09, 2017	Jul 02, 2017		Sep 30, 2021
2.6	International Ship Security Certificate (ISSC):	Feb 23, 2017	Not Applicable	Not Applicable	Mar 30, 2021
2.7	Maritime Labour Certificate (MLC):	Feb 22, 2017	N/A		Mar 30, 2021
2.8	ISM Safety Management Certificate (SMC):	Feb 23, 2017	Not Applicable	Not Applicable	Mar 30, 2021
2.9	Document of Compliance (DOC):	Oct 01, 2014	Oct 05, 2017		Sep 21, 2019
2.10	USCG Certificate of Compliance (USCGCOC):	Apr 22, 2012	Apr 22, 2012		Apr 22, 2014
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 05, 2018	N/A	N/A	Dec 31, 2018
2.15	Certificate of Class (COC):	Feb 23, 2017	Jul 02, 2017		Sep 30, 2021
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Feb 23, 2017	N/A	N/A	Sep 30, 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):	Feb 23, 2017	Jul 02, 2017		Sep 30, 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):		Dec 18, 2019

3. CREW

3.1	Nationality of Master:		Georgian
3.2	Number and nationality of Officers:	9	Russian, Ukrainian, Georgian
3.3	Number and nationality of Crew:	15	Russian, Filipino, Georgian
3.4	What is the common working language onboard:		English
3.5	Do officers speak and understand English?		Yes (n/a)
3.6	If Officers/ratings employed by a manning agency - Full style:	Officers: DSTankers Services GmbH Domstrasse 17 20095 Hamburg Germany Tel: 49 40 767961210 Fax: 49 40 767961260 Telex: N/A Email: crewing@ds-crewing.de	Ratings: DS Scanmar Crewing Services Inc. 2/F Royal Enterprise Building 2227 Chino Roces Ave., Macati City, Philippines 1231 Tel: 63 2 819 1013 loc 19 Fax: 63 2 816 7494 Telex: N/A Email: ds@scanmar.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:		Hudson Marine Management Service Ferry Terminal Bldg. Suite 300, 2 Aquarium Dr., Camden, NJ 0813 Tel: +18563427500 Fax: +18563428888
4.3	Oil Spill Response Organization (OSRO) - Full style:		National Response Corporation 3500 Sunrise Highway, Suite T103 Great River, NY 11739, USA Tel: 1 631 224 9141 Fax: 1 631 224 9086 Email: iocdo@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) - ISM Code
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:	12 Metres

6.	COATING/ANODES				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	TAR EPOXY	SLOP COT P/S FULLY COATED	No
	Ballast tanks:	Yes	Tar Epoxy	FULL COATING	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	vertical centrifugal single stage, double suction		30 Metres
	Ballast Eductors:	1	jet type		20 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 (98%):			14 + 2 SLOPS	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)	
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	36.30 %
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:			MAGNETIC FLOATING TYPE	
	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 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:			COMMON VENT	
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:			STEEL/ANSI 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 Millimetres	
8.19	Distance ships rail to manifold:			4,600 Millimetres	
8.20	Distance manifold to ships side:			4,600 Millimetres	
8.21	Top of rail to center of manifold:			707 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:			18.05 Metres 8.82 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") 2 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:		Steam coils	Yes	Other
8.28	Maximum temperature cargo can be loaded/maintained:			60.0 °C / 140.0 °F	60 °C / 140 °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	0 Metres
	Stripping:	1	Reciprocating	250 Cu. Metres/Hour	125 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:	4	38 Millimetres	IWRC	300 Metres	105 Metric Tonnes
	Main deck fwd:	4	38 Millimetres	IWRC	300 Metres	100 Metric Tonnes
	Main deck aft:	2	38 Millimetres	IWRC	300 Metres	105 Metric Tonnes
	Poop deck:	6	38 Millimetres	IWRC	300 Metres	113 Metric Tonnes
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	88 Millimetres	NYLON	11 Metres	146 Metric Tonnes
	Main deck fwd:	4	80 Millimetres	NYLON	11 Metres	145 Metric Tonnes

	Main deck aft:	2	80 Millimetres	PP	11 Metres	158 Metric Tonnes
	Poop deck:	6	88 Millimetres	NYLON	11 Metres	139 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:	3	80 Millimetres	Polyester 8 strand float	220 Metres	120.70 Metric Tonnes
	Main deck fwd:	1	72 Millimetres	Composite yarn	220 Metres	126 Metric Tonnes
	Main deck aft:	2	80 Millimetres	Polyester blend	220 Metres	120.70 Metric Tonnes
	Poop deck:	4	80 Millimetres	Polypropylene Green	220 Metres	107.12 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	dbl	Hydraulic	63 Metric Tonnes	BAND TYPE WITH NON ASBESTOS LINING
	Main deck fwd:	2	dbl	Hydraulic	60 Metric Tonnes	BAND TYPE WITH NON ASBESTOS LINING
	Main deck aft:	1	dbl	Hydraulic	63 Metric Tonnes	BAND TYPE WITH NON ASBESTOS LINING
	Poop deck:	3	dbl	Hydraulic	60 Metric Tonnes	BAND TYPE WITH NON ASBESTOS LINING
9.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		2	92 Metric Tonnes	10	79 Metric Tonnes
	Main deck fwd:		6	92 Metric Tonnes	12	79 Metric Tonnes
	Main deck aft:		6	92 Metric Tonnes	8	79 Metric Tonnes
	Poop deck:		4	92 Metric Tonnes	14	79 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 40A 200 Metric Tonnes

Escort Tug

9.10	What is size/SWL of closed chock and/or fairleads of enclosed type on stern:	600mmX350mm 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 Center
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 204 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:	3,015 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:	14.50 Knots (WSNP)	11.50 Knots (WSNP)

	Laden speed:		14.00 Knots (WSNP)	11.00 Knots (WSNP)
10.2	What type of fuel is used for main propulsion/generating plant:		HEAVY FUEL OIL 380 cst@50 C	HEAVY FUEL OIL 380 cst@50 C
10.3	Type/Capacity of bunker tanks:		Fuel Oil: 2,590 Cu. Metres Diesel Oil: 1,062 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 (Mark V1)
	Aux engine:	3	800 Kilowatt	Yanmar 6N21L-EV
	Power packs:			
	Boilers:	1	65 Metric Tonnes/Hour	
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:			
10.9	Energy Efficiency Design Index (EEDI) rating number:		3.058	

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:		3.70 Metres	
11.3	Date/place of last STS operation:		24.04.2018 Sungai Linggi, Malaysia	

12.	RECENT OPERATIONAL HISTORY			
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):		Last: AZARI CO / IOC / Ceyhan - Chennai 2nd Last: Basrah Light CO / CEPSA / Basrah - Aliaga, Ceyhan 3rd Last: Doba Blend CO /CHEMCHINA / Kribi - Sungai Linggi	
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, N/A Repair: No, Collision: No, N/A	
12.3	Date and place of last Port State Control inspection:		Jun 08, 2018 / Ceyhan, Turkey	
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:		No	
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 / BHP Rightship /Chevron / Shell / Philips66/ Koch	
12.6	Date/Place of last SIRE inspection:		Jul 03, 2018 / Chennai	
12.7	Additional information relating to features of the ship or operational characteristics:		N/A	

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.