1.	**GENERAL INFORMATION**		
1.1	Date updated:	16th Jan. 2025	
1.2	Vessel's name (IMO number):	DAI AN (9337339)	
1.3	Vessel's previous name(s) and date(s) of change:	VINALINES GALAXY (18 Sep. 2021) LIDONG (30 Nov. 2007)	
1.4	Date delivered/Builder (where built):	Feb 12, 2007 / SPP Ship Building Company Ltd., Tongyeoung, Korea	
1.5	Flag/Port of Registry:	VIETNAM / HAI PHONG	
1.6	Call sign/MMSI:	3WRA/574002000	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +1 505 395 9037 Email: DaiAn@canopus-mail.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Product Tanker	
1.9	Type of hull:	Double Hull	
Ownership and Operation			
1.10	Registered owner - Full style:	Vietnam Maritime Corporation No.1 Dao Duy Anh Street, Phuong Mai Ward, Dong Da District, Ha Noi City, Vietnam Tel: +84-24-35770825 Fax: +84-24-35770850 Email: vtb@vimc-shipping.com	
1.11	Technical operator - Full style:	Vietnam Ocean Shipping Joint Stock Company (IMO Company 0105006) 215 Lach Tray Str., Ngo Quyen District, Hai Phong City, Vietnam Tel: +84-225-3731951 Email address: technical@vosco.vn DPA: Mr. Nguyen Duc Minh / HP: +84-904807466 / Email: smd@vosco.vn	
1.12	Commercial operator - Full style:	Vietnam Ocean Shipping Joint Stock Company 215 Lach Tray Str., Ngo Quyen District, Hai Phong City, Vietnam Tel: +84-225-3731951; Fax: +84-225-3731953 Email address: tanker@vosco.vn Contact person: Mr. Tran Van Dang / HP: +84 913065234	
1.13	Disponent owner - Full style:	Vietnam Ocean Shipping Joint Stock Company 215 Lach Tray Str., Ngo Quyen District, Hai Phong City, Vietnam Tel: +84-225-3731951; Fax: +84 225-3731953 Email address: tanker@vosco.vn Contact person: Mr. Tran Van Dang / HP: +84 913065234	
Insurance			
1.14	P & I Club - Full Style:	GARD Gard P. & I. (Bermuda) Ltd. Singapore Branch 20 Anson Rd #10-01 Twenty Anson Singapore 079912	
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000US$	20 Feb. 2025
1.16	Hull &Machinery insured by - Full Style: (Specify broker or leading underwriter)	PETROLIMEX INSURANCE CORPORATION Head office: 21-22nd floor, MIPEC Tower, 229 Tay Son Street, Dong Da District, Hanoi, Vietnam Email: pjico@petrolimex.com.vn Website: www.pjico.com.vn Tel: +84-24 37760867 Fax: +84-24 37760868/37762383	
1.17	Hull & Machinery insured value/expiration date:	19,000,000US$	31 Dec. 2025
Classification			
1.18	Classification society:	VR – ABS	
1.19	Class notation:	VRH Tob ESP PSCM VRM M0 A1, Oil Carrier, ESP, AMS, ACCU, RRDA, SPMA, TCM, UWILD, VEC	
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:	Yes, DNV / 05 Feb. 2022	
1.22	Does the vessel have ice class? If yes, state what level:	No	
1.23	Date/place of last dry-dock:	08 Mar. 2022 / NOSCO - VIET NAM	
1.24	Date next dry dock due/next annual survey due:	12 May. 2025	15 Dec. 2024
1.25	Date of last special survey/next special survey due:	07 Mar. 2022	12 Feb. 2027
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	CAP Grade 1	

Dimensions					
1.27	Length overall (LOA):				183.00 Meters
1.28	Length between perpendiculars (LBP):				174.00 Meters
1.29	Extreme breadth (Beam):				32.20 Meters
1.30	Moulded depth:				19.10 Meters
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:			47.00 Meters	
1.32	Distance bridge front to center of manifold:				58.70 Meters
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):			89.40 Meters	93.60 Meters
1.34	Parallel body distances		Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:		26.00 Meters	41.30 Meters	42.72 Meters
	Aft to mid-point manifold:		32.00 Meters	48.30 Meters	58.36 Meters
	Parallel body length:		58.00 Meters	89.60 Meters	101.08 Meters
Tonnages					
1.35	Net Tonnage:				13,312
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):			30,123	23,086
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):			31,465.28	26,876.01
1.38	Panama Canal Net Tonnage (PCNT):				24,936.00
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	8.156 m	10.974 m	39,998.51 MT	50,111.81 MT
	Winter:	8.384 m	10.746 m	38,831.39 MT	48,944.69 MT
	Tropical:	7.928 m	11.202 m	41,165.61 MT	51,278.91 MT
	Lightship:	16.39 Meters	2.74 Meters	Not Applicable	10,113.30 MT
	Normal Ballast Condition:	11.762 Meters	7.368 Meters	21,934.18 MT	32,047.48 MT
	Segregated Ballast Condition:	11.821 Meters	7.309 Meters	21,739.68 MT	31,852.98 MT
1.40	FWA/TPC at summer draft:			228 mm	51.04 MT/cm
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			Yes 29999,34999,39999,44999,49999,50530	
1.42	Constant (excluding fresh water):			358.54 mt	
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?			Open Sea: 20% Deepest static draft Fairways outside port: 15% of deepest static draft Fairways inside port/ alongside berth or SBM/CBM: 10% of deepest static draft but never less than 70 cm.	
1.44	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Summer deadweight:			36.026 Meters	
	Normal ballast:			39.67 Meters	
	Lightship:			44.64 Meters	

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	12 Jul. 2022	15 Dec. 2023		12 Feb. 2027
2.2	Safety Radio Certificate (SRC):	07 Mar. 2022	15 Dec. 2023		12 Feb. 2027
2.3	Safety Construction Certificate (SCC):	10 Aug. 2022	15 Dec. 2023		12 Feb. 2027
2.4	International Loadline Certificate (ILC):	08 Mar. 2022	15 Dec. 2023		12 Feb. 2027
2.5	International Oil Pollution Prevention Certificate	12 Jul. 2022	15 Dec. 2023		12 Feb. 2027
2.6	International Ship Security Certificate (ISSC):	14 Jul. 2022			09 Mar.2027
2.7	Maritime Labour Certificate (MLC):	14 Jul. 2022			09 Mar.2027
2.8	ISM Safety Management Certificate (SMC):	14 Jul. 2022			09 Mar.2027
2.9	Document of Compliance (DOC):	09 Mar. 2023	03 Jun 2024		16 Mar. 2028
2.10	USCG Certificate of Compliance (USCG COC):	Not Applicable	Not Applicable		
2.11	Civil Liability Convention (CLC) 1992 Certificate:	25 Jan. 2024	Not Applicable	Not Applicable	20 Feb. 2025
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	25 Jan. 2024	Not Applicable	Not Applicable	20 Feb. 2025
2.13	Liability for the Removal of Wrecks Certificate (WRC):	20 Feb. 2024	Not Applicable	Not Applicable	20 Feb. 2025
2.14	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable	Not Applicable	Not Applicable	
2.15	Certificate of Class (COC):	23 Jun. 2022	15 Dec. 2023		12 Feb. 2027

2.16	International Sewage Pollution Prevention Certificate (ISPPC):	12 Jul. 2022			12 Feb. 2027
2.17	Certificate of Fitness (COF):	Not Applicable			
2.18	International Energy Efficiency Certificate (IEEC):	12 Jul. 2022	Not Applicable	Not Applicable	Not Applicable
2.19	International Air Pollution Prevention Certificate (IAPPC):	12 Jul. 2022	15 Dec. 2023		12 Feb. 2027
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):	N/A			

3.	**CREW**		
3.1	Nationality of Master:		Vietnamese
3.2	Number and nationality of Officers:	9	Vietnamese
3.3	Number and nationality of Crew:	14	Vietnamese
3.4	What is the common working language onboard:		English & Vietnamese
3.5	Do officers speak and understand English?		Yes
3.6	If Officers/ratings employed by a manning agency - Full style:	VIETNAM OCEAN SHIPPING JOINT STOCK COMPANY 215 Lach Tray Str, Dang Giang ward, Ngo Quyen Dist, Hai Phong, Vietnam	

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?	N.A
4.2	Qualified individual (QI) - Full style:	N.A
4.3	Oil Spill Response Organization(OSRO) - Full style:	N.A
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:	N.A

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:			Winching only	
5.2.2	If Yes, what is the diameter of the circle provided:			5.00 Meters	
6.	**COATING/ANODES**				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Pure Epoxy	Whole Tank	No
	Ballast tanks:	Yes	A/C Epoxy	Whole Tank	Yes
	Slop tanks:	Yes	Pure Epoxy	Whole Tank	No

7.	**BALLAST**				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	FRAMO, Centrifugal	750 Cbm Hour	25 Meters
	Ballast Eductors:	1	Eductor	100 Cbm /Hour	7 Meters

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	52,141.63 Cbm

8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 6160.191 Cbm (1W) Seg#2: 9232.033 Cbm (2W) Seg#3: 9413.413 Cbm (3W) Seg#4: 9413.251 Cbm (4W) Seg#5: 9414.377 Cbm (5W) Seg#6: 8508.307 Cbm (6W)	
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):	2,3	
8.3	Number of slop tanks and total cubic capacity (98%):	2	1,400.271 Cbm
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	D/V segregated with all other tanks	
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:	N/A	
SBT Vessels			
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	23,451.08 Cbm	62.67 %
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:	6	
8.4.1	State type of cargo containment (integral, independent, gravity or pressure tanks):	“2G” Integral Gravity Tanks	
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	Yes By weight of 98%volume of SW in each cargo oil tanks	
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:	2,423 Cbm/Hour	2,423 Cbm/Hour
	Loaded simultaneously through all manifolds:	4,560.00 Cbm/Hour	4,560.00 Cbm/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 gauging system as per IBC 13.1 is fitted (Open/Restricted/Closed)?	Closed	
	What type of fixed closed tank gauging system is fitted:	Radar	
	Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves?	Yes. No.	
	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: Fwd, Middle & Aft	
8.10	Number of portable gauging units (example MMC) on board:	03 Nos UTI	
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 mm
8.13	Number/size/type of VECS reducers:	2 x (12"x12" /12"x16"/12"x 6”) JIS ANSI 150	
Venting			
8.14	State what type of venting system is fitted:	Master vent riser/High velocity P/V valve	
Cargo Manifolds and Reducers			
8.15	Total number/size of cargo manifold connections on each side:	6/350.00 Mm	
8.15.1	Does the vessel have a Common Line Manifold connection? If yes, describe:	YES	
8.16	What type of valves are fitted at manifold:	Manual Butterfly valve	
8.17	What is the material/rating of the manifold:	SS / ANSI 150	
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 mm	
8.19	Distance ships rail to manifold:	4,300.00 mm	
8.20	Distance manifold to ships side:	4,600.00 mm	
8.21	Top of rail to center of manifold:	740.00 mm	
8.22	Distance main deck to center of manifold:	2,100.00 mm	

8.23	Spill tank grating to center of manifold:		900.00 mm
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:	13.862 Meters	10.256 Meters
8.25	Number/size/type of reducers:	12 × 350/400mm (14/16") ANSI 150 6 × 350/300mm (14/12") ANSI 150 6 × 350/250mm (14/10") ANSI 150 6 × 350/200mm (14/8") ANSI 150 2 × 400/200mm (16/8") ANSI 150	
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 Coils	Yes	SS
	Slop Tanks:	Steam Coils	Yes	SS
8.27.1	Is a Thermal Oil Heating system fitted? If yes, identify tanks?			
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?	No / Not Applicable
8.30	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	IG Generator
8.30.1	If nitrogen generator, specify the applicable flow rate for each of the designed purity modes:	N/A

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:	12 2	Framo, Centrifugal Framo, Centrifugal	600 Cbm/HR 300 Cbm/HR	125 Meters 125 Meters
	Cargo Eductors:			N/A	N/A
	Stripping:				
8.33	Is at least one emergency portable cargo pump provided?			Yes	

Tank Cleaning Systems

8.34	Is tank cleaning equipment fixed in cargo tanks?	Yes
8.35	Is portable tank cleaning equipment provided?	No
8.36	Tank washing pump capacity:	120.00 Cu. Meters/Hour
8.37	Is a washing water heater fitted? If yes is it operational and state max washing water temperature:	Yes, 75.00 Degrees Celsius
8.38	What is the maximum number of machines that can be operated at their designed max pressure?	4

Other Deck Equipment

8.39	Is vessel fitted with a remote cargo tank temperature monitoring system. If yes, is it operational?	Yes. Yes
8.40	Is vessel fitted with a remote cargo tank pressure monitoring system. If yes, is it operational?	Yes. Yes
8.41	Is vessel fitted with a cargo tank drier. If yes is it operational and state capacity:	No.
8.42	Is vessel fitted with a cargo cooling system. If yes is it operational and state tanks applicable:	NA
8.43	Is steam available on deck?	YES

9.	**MOORING**					
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					

9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	60 mm	PP + PS	220.00 Meters	W1 & W2: 67 MT
	Main deck fwd:	4	60 mm	PP + PS	220.00 Meters	M6 & M5: 69 & 67 MT
	Main deck aft:	4	60 mm	PP + PS	220.00 Meters	M4 & M3: 67 MT
	Poop deck:	4	60 mm	PP + PS	220.00 Meters	M1 & M2: 67 MT
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	60 mm	PP + PS	220 Meters	67 MT
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	60 mm	PP + PS	220 Meters	67 MT
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	40.20 MT	Manual Friction Band
	Main deck fwd:	2	Double Drums	Hydraulic	40.20 MT	Manual Friction Band
	Main deck aft:	2	Double Drums	Hydraulic	40.20 MT	Manual Friction Band
	Poop deck:	2	Double Drums	Hydraulic	40.20 MT	Manual Friction Band
9.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		6	64 MT	8	64 MT (1×200 + 6×42.0 + 2×64 MT)
	Main deck fwd:		8	64 MT	16	64.00 MT
	Main deck aft:		6	64 MT	14	64.00 MT
	Poop deck:		8	64 MT	12	64.00 MT (1×200 + 8×42.0 + 3×64 MT)
Anchors/Emergency Towing System						
9.7	Number of shackles on port/starboard cable:				11/12	
9.8	Type/SWL of Emergency Towing system forward:				KETSP-40A	200 MT
9.9	Type/SWL of Emergency Towing system aft:				KETA-45F, ETS	200 MT
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern				600×450 mm	
Escort Tug						
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:				200.00 MT	
9.11	What is SWL of bollard on poop deck suitable for escort tug:				200.00 MT	
Lifting Equipment/Gangway						
9.12	Derrick/Crane description (Number, SWL and location):				Cranes: 1 × 10.00 MT Midship main deck centre line	
9.13	Accommodation ladder direction:				Aft	
	Does vessel have a portable gangway? If yes, state length:				Yes, 12.135 m	
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 MT
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:				76.00 mm	
9.18	Distance between the bow fairlead and chain stopper/bracket:				3,700.00 mm	
9.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm × 450mm)? If not, give details of size:				Yes	
10.	**PROPULSION**					
10.1	Speed				Maximum	Economical
	Ballast speed:				13.5 Knots (WSNP)	13.0 Knots
	Laden speed:				13.0 Knots (WSNP)	12.5 Knots
10.2	What type of fuel is used for main propulsion/generating plant:				IFO 380 - RMG 380 0.5% & VLSMGO 0.1%	
10.3	Type/Capacity of bunker tanks:				Fuel Oil: 1,636.385 Cbm Diesel Oil: 181.846 Cbm Gas Oil: 86.303 Cbm	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):				Fixed	

10.5	Engines	No	Capacity	Make/Type
	Main engine:	1	9,485 kW	SULZER/ 7RT-A48T-B
	Aux engine:	3	970 kW	YANMAR / 6N21AL-EV
	Power packs:	2 2	Electric: ABB-M2CA355LB4 / 420 kW Diesel: Cummins KTA 19DM1 / 425 kW	
	Boilers:	1	18.00 MT/Hour	KANGRIM/MB0502A S11
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:		Tier I	
10.9	Energy Efficiency Design Index (EEDI) rating number:		N/A	

11.	**SHIPTOSHIPTRANSFER**	
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:	8.90 Meters
11.3	Date/place of last STS operation:	24 May 2023 , Dhamra – India

12.	**RECENTOPERATIONALHISTORY**	
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	1ST Last: GASOIL / SAHARA / VOY 02.25 2ND Last: GASOLINE / PERTAMINA / VOY 01.25 3RD Last: : GASOIL / SAHARA / VOY 22.24
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, N/A Casualty: No, Repair: No, Collision: No,
12.3	Date and place of last Port State Control inspection:	29 Aug 2024 / Gresik, Indonesia (Tokyo MoU) 01 Jan 2024/ Yangon (Indian Mou)
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)*: * *"Approvals"arenotgivenbyOilMajorsandshipsareacceptedforthevoyageonacasebycasebasis.*	IPLOM S.p.A / 10 AUG. 2024
12.6	Date/Place of last SIRE inspection:	10 AUG 2024 / SINGAPORE
12.6.1	Date/Place of last CDI inspection:	N/A
12.7	Additional information relating to features of the ship or operational characteristics:	N/A