

1.	GENERAL INFORMATION		
1.1	Date updated:	Jun 12, 2016	
1.2	Vessel's name (IMO number):	Chang Bai San (9534042)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered / Builder (where built):	Jul 03, 2012 / [SWS]Shanghai Waigaoqiao Shipbuilding Co.Ltd, People's Republic of CHINA	
1.5	Flag / Port of Registry:	Singapore / Singapore	
1.6	Call sign / MMSI:	9V8387 / 566430000	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: 870 773 209 389	
		Fax: 870 786 984 865	
		Email: 9V8387@globeemail.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:	HUA ZHONG SHIPPING PTE. LTD. No.1 Playfair Road Singapore 367981 Tel: +65 6512 2559 Fax: +65 6863 9506 Telex: RS 35549 HINOIL Email: safety@oceantankers.com.sg	
1.11	Technical operator - Full style:	Ocean Tankers (PTE) Ltd No. 37 Tuas Road, Singapore 638503 Tel: +65-6863 2202 Fax: +65 6863 9506 Telex: RS 38856 TANKER Email: safety@oceantankers.com.sg Company IMO#: 0665364	
1.12	Commercial operator - Full style:	Ocean Tankers (PTE) Ltd No. 37 Tuas Road, Singapore 638503 Tel: +65 6863 2202 Fax: +65 6863 9506 Telex: RS 38856 TANKER Email: safety@oceantankers.com.sg	
1.13	Disponent owner - Full style:	Ocean Tankers(Pte) Ltd 37, Tuas Road Singapore 638503 Tel: +65 6863 2202 Fax: +65 6863 9489 Email: chartering@oceantankers.com.sg	
Insurance			
1.14	P & I Club - Full Style:	GARD GARD P&I (BERMUDA)LTD 72 ANSON ROAD , ANSON HOUSE, #13-02, SINGAPORE 079911 Tel: +65 6709 8450	
1.15	P & I Club pollution liability coverage / expiration date:	1,000,000,000 US\$	Feb 20, 2017
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	QBE INSURANCE (INTERNATIONAL) LTD 60 ANSON ROAD #11-01 MAPLETREE ANSON , SINGAPORE 079914	
1.17	Hull & Machinery insured value / expiration date:	60,000,000 US\$	Oct 27, 2016
Classification			
1.18	Classification society:	American Bureau of Shipping	
1.19	Class notation:	+A1, Oil Carrier, (E), +AMS, +ACCU, VEC, TCM, AB-CM, CSR, PMA, POT, ESP, UWILD, CPS, CRC, CPP	
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:	N/A, 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 07, 2015 / Keppel Shipyard, Singapore	
1.24	Date next dry dock due / next annual survey due:	Jul 02, 2017	Oct 02, 2016

1.25	Date of last special survey / next special survey due:	Not Applicable		Jul 02, 2017	
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	No, (N/A)			
Dimensions					
1.27	Length overall (LOA):	333.00 m			
1.28	Length between perpendiculars (LBP):	322.40 m			
1.29	Extreme breadth (Beam):	60.05 m			
1.30	Moulded depth:	30.50 m			
1.31	Keel to masthead (KTM) / Keel to masthead (KTM) in collapsed condition, if applicable:	65.41 m	0 m		
1.32	Distance bridge front to center of manifold:	114.40 m			
1.33	Bow to center manifold (BCM) / Stern to center manifold (SCM):	165.20 m	167.80 m		
1.34	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:	70.03 m	80.29 m	81.50 m	
	Aft to mid-point manifold:	39.40 m	61.80 m	88.40 m	
	Parallel body length:	109.43 m	142.09 m	169.90 m	
Tonnages					
1.35	Net Tonnage:	108,066.00			
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	163,882.00	131,913		
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	165,772.60	157,413.40		
1.38	Panama Canal Net Tonnage (PCNT):	0			
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	7.878 m	22.662 m	318,445 MT	366,534 MT
	Winter:	8.35 m	22.19 m	309,891 MT	357,980 MT
	Tropical:	7.406 m	23.134 m	326,997 MT	375,086 MT
	Lightship:	27.05 m	3.50 m	Not Applicable	48,642.00 MT
	Normal Ballast Condition:	20.39 m	10.16 m	101,452.00 MT	150,094.00 MT
	Segregated Ballast Condition:	17.72 m	12.82 m	144,409.00 MT	192,935.00 MT
1.40	FWA/TPC at summer draft:	506 mm		181.20 MT	
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	Yes 318445 299984 299984			
1.42	Constant (excluding fresh water):	307 MT			
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	*Ocean Passage:20% of deepest draft *Coastal passage: 15 % of deepest draft *Channel/River passage/shallow water/ within port limit/SBM/CBM : 10 % of deepest draft * At Berth:0.5 meters underkeel			
1.44	What is the max height of mast above waterline (air draft)	Full Mast		Collapsed Mast	
	Summer deadweight:	42.748 m		0 m	
	Normal ballast:	55.25 m		0 m	
	Lightship:	61.91 m		0 m	
2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	Jul 07, 2015	Jul 07, 2015		Jul 02, 2017
2.2	Safety Radio Certificate (SRC):	Jul 03, 2012	Jul 07, 2015		Jul 02, 2017
2.3	Safety Construction Certificate (SCC):	Jul 03, 2012	Jul 07, 2015		Jul 02, 2017
2.4	International Loadline	Jul 03, 2012	Jun 18, 2014		Jul 02, 2017

	Certificate (ILC):				
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jul 07, 2015	Jun 07, 2015		Jul 02, 2017
2.6	International Ship Security Certificate (ISSC):	Oct 30, 2012	Apr 07, 2015	Apr 07, 2015	Oct 29, 2017
2.7	Maritime Labour Certificate (MLC):	Nov 05, 2012	Not Applicable		Nov 04, 2017
2.8	ISM Safety Management Certificate (SMC):	Oct 30, 2012	Apr 07, 2015	Apr 07, 2015	Oct 29, 2017
2.9	Document of Compliance (DOC):	Jun 19, 2015			Jul 20, 2020
2.10	USCG Certificate of Compliance (USCGCOC):	Not Applicable			Not Applicable
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Jan 04, 2016	Not Applicable	Not Applicable	Feb 20, 2017
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Jan 04, 2016	Not Applicable	Not Applicable	Feb 20, 2017
2.13	Liability for the Removal of Wrecks Certificate (WRC):		Not Applicable	Not Applicable	
2.14	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable	Not Applicable	Not Applicable	Not Applicable
2.15	Certificate of Class (COC):	Oct 25, 2012	Jun 18, 2014		Jul 02, 2017
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jul 03, 2012	Not Applicable	Not Applicable	Jul 02, 2017
2.17	Certificate of Fitness (COF):	Not Applicable	Not Applicable		Not Applicable
2.18	International Energy Efficiency Certificate (IEEC):	Jul 07, 2015	Not Applicable	Not Applicable	Not Applicable
2.19	International Air Pollution Prevention Certificate (IAPPC):	Jul 07, 2015	Jul 07, 2015		Jul 02, 2017

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)?	
2.23	ITF Blue Card expiry date (if applicable):	Dec 31, 2017

3. CREW

3.1	Nationality of Master:	South Korean
3.2	Number and nationality of Officers:	11 Chinese, Malaysian, South Korean, Myanmar
3.3	Number and nationality of Crew:	13 P R China, Indonesia
3.4	What is the common working language onboard:	English
3.5	Do officers speak and understand English:	Yes
3.6	If Officers/Crew employed by a Manning Agency - Full style:	<p>Officers: Cosmos Shipping Co. Ltd 5th Floor, Bando Building, 36 Jungu, Busan, S. Korea Tel: +82 514 624 066 Fax: +82 514 663 729 Email: crew@cosmosship.com</p> <p>Crew: Putian County International Economic Technology Co-Operation Fujian Province, Putian County</p>

		Tel: +65 6863 2202 Fax: +65 6863 9506 Telex: RS 38856 TANKER Email: safety@oceantankers.com.sg Web: www.oceantankers.com			
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:		O'Brien's Response Management Inc. O'Brien's Response Management 103 Morgan Lane., Ste 103 Plainsboro, NJ 08536-3339 USA Tel: +1 985 781 0804 (24 Fax: +1 985 781 0580 Telex: 49617361 OOPS UI Email: commandcenter@obrienrm.com Web: commandcenter@obriensrm.com		
4.3	Oil Spill Response Organization (OSRO) - Full style:		National Response Corporation (NRC) 3500 Sunrise Highway Suite T103 Great River, NY 11739, USA Tel: +1 631 224 9141(24 h Fax: +1 631 224 9082 Telex: Not Applicable Email: iocdo@nrcc.com Web: Not Applicable		
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:			5.00 m	
6.	COATING/ANODES				
Tank Coating					
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Tar free Epoxy	Slop : Full Tank, Cargo Tank: Top -2.5 M, Bottom - 1M	
	Ballast tanks:	Yes	Tar free modified epoxy	Whole Tank	No
	Slop tanks:	Yes	Epoxy	Whole Tank	No
7.	BALLAST				
7.1	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Shinko CVL 450 Centrifugal	3,000 m3/hr	35 m
	Ballast Eductors:	1	Teamtec 12-12-14	400 m3/hr	25 m
8.	CARGO-OIL				
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%):			17	335,807 m3
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):			Seg#1: 110278.12 m3 (1C,2C,4C,5P/S) Seg#2: 121181.99 m3 (3C,1P/S,4P/S,Slop P/S) Seg#3: 115816.69 m3 (5C, 2P/S,3P/S)	

8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):	N/A	
8.3	Number of slop tanks and total cubic capacity (98%):	2	10,951.90 m3
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	Seg#2: 121181.99 m3 (3C,1P/S,4P/S, Slop P/S)	
8.3.2	Residual/Retention oil tank(s) capacity (98%), if applicable:	0 m3	
SBT Vessels			
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	100,200 m3	31.90 %
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 N/A	
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:	m3/hr	6,000 m3/hr
	Loaded simultaneously through all manifolds:	m3/hr	18,000.00 m3/hr
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, Not Applicable	
	What type of fixed closed tank gauging system is fitted:	SAAB TANKRADAR STAR LEVEL GAUGE(Radar Beam)	
	Are overfill (high) alarms fitted? 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 mm
8.13	Number / size / type of VECS reducers:	20" x 16" - 4pcs, 20" x 12" - 2pcs	
Venting			
8.14	State what type of venting system is fitted:	Individual P/V valves & Common Mastrisers	
Cargo Manifolds and Reducers			
8.15	Total number / size of cargo manifold connections on each side:	3 / 500.00 mm	
8.16	What type of valves are fitted at manifold:	Butterfly	
8.17	What is the material/rating of the manifold:	Steel / ANSI	
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:	3,000.00 mm	
8.19	Distance ships rail to manifold:	4,350.00 mm	
8.20	Distance manifold to ships side:	4,600.00 mm	
8.21	Top of rail to center of manifold:	710.00 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:	22.60 m	10.12 m
8.25	Number / size / type of reducers:	6 x 650/500mm (26/20") 3 x 650/400mm (26/16") 3 x 650/300mm (26/12") 3 x 500/300mm (20/12")	

		3 x 500/400mm (20/16") ANSI				
8.26	Is vessel fitted with a stern manifold? If yes, state size:					No, 0 mm
Heating						
8.27	Cargo / slop tanks fitted with a cargo heating system?		Type	Coiled	Material	
	Cargo tanks:		STEAM		SS	
	Slop tanks:					
8.28	Maximum temperature cargo can be loaded / maintained:			66.0 Â°C / 150.8 Â°F	66 Â°C / 150.8 Â°F	
8.28.1	Minimum temperature cargo can be loaded / maintained:			0.0 Â°C / 32.0 Â°F	0.0 Â°C / 32.0 Â°F	
Inert Gas and Crude Oil Washing						
8.29	Is an Inert Gas System (IGS) fitted / operational?			Yes /		
8.29.1	Is a Crude Oil Washing (COW) installation fitted / operational?			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:	1	ko KV 450-4 CENTRIFUGAL	5000 M3/HR	150 Meters	
		2		5000 M3/HR	150 Meters 150 Meters	
	Cargo Eductors:	2	Teamtecc/Type10-12-14	700 m3/hr	30 m	
Stripping:	1	Shinko KPH 425 Reciprocal	400 m3/hr	m		
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	42.00 mm	STEEL WIRE GALVANIZED	300.00 m	114.00 MT
	Main deck fwd:	6	42.00 mm	STEEL WIRE GALVANIZED	300.00 m	114.00 MT
	Main deck aft:	6	42.00 mm	STEEL WIRE GALVANIZED	300.00 m	114.00 MT
	Poop deck:	4	42.00 mm	STEEL WIRE GALVANIZED	300.00 m	114.00 MT
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	105.00 mm	Nylon	11.00 m	165.00 MT
	Main deck fwd:	6	105.00 mm	Nylon	11.00 m	165.00 MT
	Main deck aft:	6	105.00 mm	Nylon	11.00 m	165.00 MT
	Poop deck:	4	105.00 mm	Nylon	11.00 m	165.00 MT
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 mm	Not Applicable	0 m	0 MT
	Main deck fwd:	0	0 mm	Not Applicable	0 m	0 MT
	Main deck aft:	0	0 mm	Not Applicable	0 m	0 MT
	Poop deck:	0	0 mm	Not Applicable	0 m	0 MT
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 mm	Not Applicable	0 m	0 MT
	Main deck fwd:	0	0 mm	Not Applicable	0 m	0 MT
	Main deck aft:	0	0 mm	Not Applicable	220.00 m	135.00 MT
	Poop deck:	2	42.00 mm	Galvanized steel wire	300.00 m	114.00 MT
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Electro Hydraulic	91.20 MT	Spring Loaded manual release

	Main deck fwd:	3	Double Drum	Electro Hydraulic	91.20 MT	Spring Loaded manual release
	Main deck aft:	2	Double Drums	Electro Hydraulic	91.20 MT	Spring Loaded manual release
	Poop deck:	3	Double Drum	Electro Hydraulic	91.20 MT	Spring Loaded manual release
9.6	Bits, closed chocks/fairleads	No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks	
	Forecastle:	2	70 MT	12	115 MT (6+2- (115/356) MT)	
	Main deck fwd:	8	70 MT ((6+2)-70/56 MT)	14	115 MT ((20+10)- 115/40 MT)	
	Main deck aft:	6	70 MT ((4+2)-70/56)	14	115 MT	
	Poop deck:	4	70 MT	12	115 MT ((12+1)- 115/204 MT)	
Anchors/Emergency Towing System						
9.7	Number of shackles on port / starboard cable:			14 / 14		
9.8	Type / SWL of Emergency Towing system forward:			Tongue type	350 MT	
9.9	Type / SWL of Emergency Towing system aft:			Quick Deployment Wire on Storage drum type	200 MT	
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern:			600mmX350mm		
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: 2 x 20.00 Tonnes MIDSHIP -PORT & STARBOARD		
9.13	Accommodation ladder direction:					
	Does vessel have a portable gangway? If yes, state length:			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:			2		
9.16	State type / SWL of chain stopper(s):			Tounge	350.00 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:			3,100.00 m		
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:			17.30 Kts (WSNP)	15 Kts (WSNP)	
	Laden speed:			16.20 Kts (WSNP)	15.50 Kts (WSNP)	
10.2	What type of fuel is used for main propulsion / generating plant:			380 CST	HFO / Diesel	
10.3	Type / Capacity of bunker tanks:			Fuel Oil: 9,944.759 m3 Diesel Oil: 549.893 m3 Gas Oil: 0 m3		
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):			Fixed		
10.5	Engines	No		Capacity	Make/Type	
	Main engine:	1		29,400 Kw	Hyundai -Wartsila - 7RT-FLEX 84T-D	
	Aux engine:	3		1,270 Kw	Yanmar /8N21AL-GW	
	Power packs:	NA		m3		

	Boilers:	2	45.00 MT/Hr	AALBORG/Mission D
Bow/Stern Thruster				
10.6	What is brake horse power of bow thruster (if fitted):	N/A, 0.00 bhp		
10.7	What is brake horse power of stern thruster (if fitted):	N/A, 0.00 bhp		
Emissions				
10.8	Main engine IMO NOx emission standard:	Tier II		
10.9	Energy Efficiency Design Index (EEDI) rating number:	NA		
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:	8.60 m		
11.3	Date/place of last STS operation:	Contact Owner for details		
12. RECENT OPERATIONAL HISTORY				
12.1	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):			
12.2	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:	Pollution: No, NA Grounding: No, NA Casualty: No, NA Repair: , Not Applicable Collision: No, NA		
12.3	Date and place of last Port State Control inspection:	Mar 08, 2015 / Offshore Tanjung Pelapas		
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No NA		
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>	BHP		
12.6	Date / place of last SIRE inspection:	Mar 13, 2016 / Tanjung Pelepas		
12.7	Additional information relating to features of the ship or operational characteristics:	NA		

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