REPSOL MARINE SAFETY CRITERIA

APPLICABLE TO SIRE VESSELS (TANKERS, BARGES AND TUGS) AND BULK CARRIERS

For vessels under OCIMF-OVID program, refer to Offshore Vessel Vetting Process.

For all river transportation used in E&P projects in Peru and Ecuador, refer to Vetting Safety Criteria for River Vessels.

Reference: T&T-PROC-002/2017 (90-00002PR)

Applicable as of 01/08/2017

Updated 25/04/2017
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I. Purpose and preliminary comments

It is Repsol policy to employ only vessels which have been screened for compliance with all applicable International and/or National Regulations, industry best practice and with other marine safety standards. The purpose of this document is to explain the marine safety criteria required during the Vetting Assessment process.

Compliance of vessels with the requirements described below or vessels being rated as Acceptable in the vetting process does not grant the Owner or Operator any right whatsoever to have the vessel chartered or employed by Repsol, nor imposes on Repsol any duty or obligation to charter or employ the vessel.

Repsol nor any of its employees, agents or contractors, shall be under no liability whatsoever to any Owner, Operator or Third Party by reason of acceptance/non-acceptance of a particular vessel.

II. Scope of Application

The marine safety criteria applies to vessels tendered for chartering or owned by Repsol, vessels transporting Repsol’s cargoes, and also to vessels visiting terminals owned or operated by Repsol.

III.- EFFECTIVE DATE

01st August 2017
IV. ABBREVIATIONS

See section IV of the Repsol Vetting Process document.

V. DEFINITIONS

VI. REPSOL MARINE SAFETY CRITERIA

VI.1. Age

<table>
<thead>
<tr>
<th>Vessel Type</th>
<th>Age Limit (less than)</th>
</tr>
</thead>
<tbody>
<tr>
<td>OBO / OO</td>
<td>15 years</td>
</tr>
<tr>
<td>Tanker (Crude/Oil/Bitumen/Chemical)</td>
<td>25 years</td>
</tr>
<tr>
<td>Bulk carrier/general cargo</td>
<td>25 years</td>
</tr>
<tr>
<td>LPG</td>
<td>30 years</td>
</tr>
<tr>
<td>Bunker barge/barge/tug</td>
<td>40 years</td>
</tr>
<tr>
<td>LNG</td>
<td>40 years</td>
</tr>
</tbody>
</table>

a) Vessel age limits are indicated in the table above. A table based points system on the age of a vessel will apply.

b) The age of a vessel is calculated from its initial delivery date. Rebuilding dates will not be taken into account.

VI.2. Ballast tanks and void spaces’ coating condition and substantial corrosion.

Ballast tanks and void spaces’ coating must not be in poor condition and no areas of substantial corrosion must exist.

VI.3. Casualty Reports

Records of casualties, incidents and investigation reports will be evaluated.

VI.4. Classification Society

Vessels classed by Societies which are not full members of IACS will be rejected.

VI.5. Class Recommendations

Class recommendations and memoranda may result in vessel rejection. Technical Operators are encouraged to close any class recommendations and memoranda before the date fixed by Class.

Vessels in a shipyard without definitive Class documentation could be acceptable provided that Technical Operators warrant that the vessel will sail from shipyard without any conditions of class.
VI.6. Condition Assessment Programme (CAP) and thickness measurement reports

a) Thickness measurement carried out during the previous special survey will be reviewed for vessels 15 years old, or more and 5000 MT SDWT or less.

b) Vessels 15 years old, or more, and over 20000 MT SDWT, will need at least a CAP 2 (GOOD) rating for hull, machinery and cargo handling system upon the 15th anniversary of her delivery date. Evidence of completion of this survey and the rating reached must be provided when final certificates are not available. Such certificates will have a validity of 3 years taken from the date of the completion of the survey (effective date).

c) Vessels 20 years old, or more, and over 5000 MT SDWT, will need at least a CAP 2 (GOOD) rating for hull, machinery and cargo handling. Such certificates will have a validity of 3 years taken from the date of the completion of the survey (effective date).

VI.7. Crew

A table based points system on the number of nationalities on board will apply.

a) OCIMF Officer matrix will be reviewed.

<table>
<thead>
<tr>
<th>Rank</th>
<th>Calendar time with Technical Operator</th>
<th>On board sea time in Rank</th>
<th>On board sea time on Type of Tanker</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SPOT &amp; COA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Master &amp; Chief Officer</td>
<td>Aggregate not less than 2 years</td>
<td>Aggregate not less than 3 years</td>
<td>Aggregate not less than 6 years</td>
</tr>
<tr>
<td>Chief Engineer &amp; 2nd Engineer</td>
<td>Aggregate not less than 2 years</td>
<td>Aggregate not less than 3 years</td>
<td>Aggregate not less than 6 years</td>
</tr>
<tr>
<td>2nd Officer &amp; 3rd Officer</td>
<td>N/A</td>
<td>Aggregate not less than 1 year</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>TIME CHARTERS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Master</td>
<td>Aggregate not less than 2 years</td>
<td>Aggregate not less than 3 years</td>
<td>3 years</td>
</tr>
<tr>
<td>Chief Officer</td>
<td>Aggregate not less than 2 years</td>
<td>Aggregate not less than 3 years</td>
<td>2 years</td>
</tr>
<tr>
<td>Chief Engineer</td>
<td>Aggregate not less than 2 years</td>
<td>Aggregate not less than 3 years</td>
<td>3 years</td>
</tr>
<tr>
<td>2nd Engineer</td>
<td>Aggregate not less than 2 years</td>
<td>Aggregate not less than 3 years</td>
<td>2 years</td>
</tr>
<tr>
<td>2nd Officer &amp; 3rd Officer</td>
<td>N/A</td>
<td>Aggregate not less than 1 year</td>
<td>N/A</td>
</tr>
</tbody>
</table>

b) A drug and Alcohol Policy meeting OCIMF requirements or similar minimum equivalent requirements must be in force. The Policy must include an unannounced alcohol and drug test by an external body at intervals not exceeding 12 months.

VI.8. Dry Docking

a) For any vessel, the interval between Special Surveys will never exceed 60 months.
b) Vessels 15 years old, or more, must have been inspected out of water by Class, within the last 36 months, and twice between special surveys.

VI.9. SIRE Reports
SIRE reports may be used for each vessel’s assessment.

VI.10. Flag
A table based points system on the lists issued by Paris MOU/Tokyo MOU/USCG will apply.

VI.11. Hull design
Table points based on hull design (DH, DS, DB, SH, etc.) will apply.

a) Vessels carrying crude oil must always be double hull.

b) Vessels used as floating storage must be double hull.

c) Vessels over 600 SDWT which are not double hull, will be rejected.

VI.12. Hull Structural Fatigue Analysis
Vessels bigger than 150 m in length and older than 20 years will need a comprehensive fatigue analysis.

VI.13. Name change
A table based points system on the number of name changes will apply.

VI.14. New Building Vessels
Technical operator will provide the following documents, in addition to the usual documents for the preliminary evaluation:

A. Two matrix:

1. One with the vessel’s Senior Officers (Officer Qualifications, Nationality, Certificate of Competency, Issuing Country, Tanker Certificate, Specialised Tanker Training, Years with Operator, Years in Rank, Years on this type of tankers, Years on all types of tanker, weeks stood by in yard). (Master & Chief Officer; Chief Eng. & 2nd. Eng must have by pairs 8 weeks of aggregate stay in shipyard before new build delivery).

2. One with the Site Team (Names, Nationality, Qualifications, Years with Company, Years new build experience, Arrival date on site).

B. Complete the questionnaire on the webpage "www.vetting.repsol.com" and provide all supporting documentation including the Interim Class Certificate plus any relevant conditions of class applied to the vessel at the time of delivery and a copy of the Continuous Synopsis Record.

C. Experience with Owner/Technical Operator will be duly considered.

VI.15. Port State Control
Records of deficiencies and detentions detected, and corresponding corrections, will be evaluated.

Vessels either detained twice or more over the last three years, detained in it´s last PSC or black-listed by the European Union will be rejected.

Vessels detained in their last PSC inspection or with serious deficiencies in all PSC inspections in the previous year will be not be Acceptable for Time Charter.

VI.16. Protection and Indemnity clubs (P&I)

Owners guarantee that they (and/or Operators) shall maintain full entry of the chartered vessel in a P&I Club which is a member of the International Group of P&I Clubs. A copy of a P&I Certificate of entry of a vessel not insured with a member of the International Group of P&I Clubs will be reviewed by the Repsol Insurance Department on a case by case basis.

VI.17. Technical Operator

a) All vessel Technical Operators are requested to submit their TMSA evaluation to the OCIMF web site as one of the compulsory documents required for the vessel’s Preliminary Evaluation.

In order to evaluate the technical operator performance, the TMSA must be updated at intervals not exceeding twelve months. Comments on how each element/stage is complied with should be recorded in the TMSA evaluation reports uploaded onto the OCIMF web site.

b) Technical Operators might be subject to audits.

c) Company certification such as ISO 9001, ISO 14001, OSHAS 18001 and Green Award will be considered for rating.

d) Should 30% of the entire fleet of a particular Technical Operator be rated as Non Accepted, its entire fleet will be deemed as Non Accepted.

e) Significant changes in the vessel’s safety management such as a change in the Technical Operator/Owner and/or crew must be reported at least 30 days in advance. Such changes may cause the vessel to be rejected.

VI.18. Vessel history with Repsol

Repsol vetting inspections and terminal feedbacks will be evaluated.

VI.19. Other important criteria:

A. Deck seal of the dry type shall not be accepted for oil tankers.

B. The following groups of Officers will not be changed at the same time: Master and Chief Officer, Chief and 2nd Engineer. No more than two thirds of the total number of Ratings and no more than half of the total number of Officers are to be changed at the same time.

C. Time chartered vessels whose common working language is neither English or Spanish language should fill in the Official Log Books in one of these languages, additionally to the flag requirements.

VI.20. Documents required
VI.21. Crew and Level of Certificates Criteria

a) Operators of seagoing vessels must ensure that it is not necessary for the Master to keep regular watches by adopting a three-watch system. It is strongly recommended to have a Master plus three deck Officers as the bridge manning team.

b) All Officers must be certified for the type of tanker on which they serve. Qualification must be in accordance with STCW Regulation V/1 paragraph 2.2 complemented by Section A-V/1 paragraph 8, 15 or 22. For Officers not holding appropriate special qualification course, the Operator must provide it as soon as practicable.

c) All Deck Officers must attend Bridge Resource Management or Bridge Team Management course which meets the requirements detailed in Table A-II/I of the
2010 Manila amendments to the STCW Convention and Code. For Officers not holding an appropriate qualification for this course, the Operator must provide it as soon as practicable.

d) Senior Engine Officers must attend main and auxiliary machinery operation simulation course in accordance with Engine Room Simulator-IMO model course 2.07. For Officers not holding appropriate qualification course, the Operator must provide it as soon as practicable.

VI.22. Safety Management Criteria

a) A safety management system which complies with ISM code requirements or an equivalent standard must be implemented on board

b) A fixed fire detection and alarm system must be provided in the Engine Room, Cargo Pump Room, Forecastle and Accommodation area. If installation is not yet available, it should be provided not later than the vessel’s next dry dock.

VI.23. Bridge Equipment and Procedures Criteria

In addition to the standard SOLAS requirements vessels must be fitted with:

a) Ship of 3000 tonnes gross tonnage or more must be fitted with two (2) radars. It is strongly recommended for one of them to be fitted with an Automatic Radar Plotting Aid (ARPA)

b) Two sets of satellite positioning systems i.e. GPS.

c) Course recorder. If the recorder is not yet available it should be provided not later than the vessel’s next dry dock. An equivalent system will be considered.

VI.24. Pollution prevention Criteria

a) A cargo pump room bilge high-level alarm, with at least two (2) sensors (dual safety), located at port and starboard side preferably, is to be fitted and fully operational. If installation is not yet available it should be provided not later than the vessel’s next dry dock.

b) Storage and service bunker (fuel oil and gas oil) tanks must have high-level alarms.

VI.25. Cargo and ballast system Criteria

a) A fixed monitoring system with optical and acoustic alarm for detection of flammable gases in void spaces and ballast tanks is strongly recommended to be fitted and operational. Alarm signals are to be automatically displayed in the Engine Control Room, Cargo Control Room and Navigation Bridge. If a system is not fitted, procedures for daily monitoring of above mentioned spaces must be implemented, and records with gas concentration readings shall be made available for inspection.

b) All cargo and slop tanks must be fitted with high level alarms and independent (from main fixed ullage monitoring system) high-high level alarms (98%).

c) Cargo handling operations must be performed under closed system condition. When the fixed closed ullaging system is temporarily out of service and loading or discharging operations are carried out, this must always take place in a close condition. In this case, ullaging of each cargo space will be carried out through the vapour locks, with one UTI tape, available for every cargo tank being worked
simultaneously, must be on board. The sonic hermetic tapes must be checked annually and certified. Certificates must be available on board.

d) Cargo pumps emergency stop activation points must be provided and are to be located in the Cargo Control Room (if fitted), on the main deck at the manifold area (Port and Starboard), in the cargo pump-room at it’s entrance and at the lower platform and in addition on the poop deck if a stern discharge line is fitted. If installation is not yet available, it should be provided not later than the vessel’s next dry dock.

e) All the control equipment including but not limited to reference pressure gauge and thermometer, all other pressure gauges, vacuum gauges, thermometers as well as alarms, trips, etc. must be checked annually and results recorded.

VI.26. Engine Room & Steering Gear Criteria

Engine room must be fitted with a high-level bilge alarm, with at least two (2) sensors.

VI.27. Additional requirements for LPG/Gas Carriers

1. The minimum allowable cargo tank temperature must be clearly displayed at the vessel’s manifold as well as on each cargo tank domes.

2. A clear indication in metres of the sounding corresponding to the cargo tank high level alarms must be displayed in the CCR (Cargo Control Room) or in the place from where the topping up is carried out.

3. The vessels must be provided with at least 3 remote positions for manual activation of the ESD (Emergency Shut Down) fail-safe design.

4. It is strongly recommended that accessory and instrumentation lines in cargo piping have screwed couplings to be isolated from main lines by two valves.

Additionally to the ESD valve test required by applicable Gas code, a pressure test against these valves must be done at least annually and results recorded.

VII. ADDITIONAL CRITERIA FOR SPECIAL VESSELS

A. Vessels dedicated to bunker delivery:

a. Delivery operations must be performed with a sealed counter, which must be checked and certified annually by shore service

b. New crewmember familiarization: every new crewmember, before taking over cargo responsibilities, must participate in at least three bunker loading and discharge operations.
B. **Oil/Bulk/Ore (OBO) vessels:**

   a. 10 years old, or more, which in her last port operated with dry cargo will not be Acceptable,

   b. Of any age, will not be Acceptable for Time Charter.

   *Oil/Bulk/Ore (OBO) and Oil/Ore (OO) vessels* will need to have tunnels monitored for the presence of hydrocarbon gases. See section VI.25.a) for requirements.

C. **Dry cargo and container vessels** must comply with the marine safety criteria except for the following items: VI.7.a), VI.9, VI.11.c), VI.14 A1, VI.17.a), VI.19.b), VI.21.b), VI.24 and VI.25.

D. **Tugboat**, must comply with the marine safety criteria except for the following items: VI.7.a), VI.8, VI.11.c), VI.14 A1, VI.17.a), VI.19.b), VI.21 and VI.23.

E. **Vessels exclusively dedicated to operate in Inland Waters**, must comply with the marine safety criteria except for the following items: VI.7.a), VI.8, VI.14 A1, VI.17.a), VI.19.b), VI.21 a) c) & d) and VI.23.

   Such vessels must always comply with the national safety regulations.

F. **EBIS Barge** must comply with the marine safety criteria except for the following items: VI.7.a), VI.8, VI.9, VI.14 A1, VI.17.a), VI.19.b), VI.21 and VI.23.

G. **US Barge and Towboat:**

   a. Must always comply with the national safety regulations.

   b. Ocean going must be classed by a Classification Society which is a member of IACS. Those vessels used on inland waterways only may not be required to be classed with a Classification Society.

   c. Must have a SIRE BIQ available which was performed during cargo operations within the previous 12 months.

   d. Must have a BPQ available and updated within the previous 12 months.

   e. Must comply with the marine safety criteria except for the following items:

      i. **Barge**: VI.7.a), VI.8, VI.14 A1, VI.17.a), VI.19.b), VI.21 and VI.23.

      ii. **Towboat**: VI.7.a), VI.8, VI.14 A1, VI.17.a), VI.19.b), VI.21 and VI.23.

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**Annex I: REPORT-QUESTIONNAIRE OF VESSEL VETTING**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Vessel’s name</td>
</tr>
<tr>
<td>2</td>
<td>Previous Name</td>
</tr>
<tr>
<td>3</td>
<td>IMO Number</td>
</tr>
<tr>
<td>4</td>
<td>Flag</td>
</tr>
<tr>
<td>5</td>
<td>Owners</td>
</tr>
<tr>
<td>6</td>
<td>Delivery date</td>
</tr>
</tbody>
</table>
7 Technical operator (The company)
8 Date operator assumed responsibility for the vessel
9 a) Summer deadweight tonnage (SDWT)
9 b) Does vessel have multiple SDWT? Yes/No
9 c) If yes, what is the maximum assigned deadweight?
10 Maximum Displacement (Summer loadline)
11 Gross tonnage (G.R.T.)
12 Net tonnage (N.R.T.)
13 Summer draft
14 Length Over all (L.O.A.)
15 Extreme Breadth (Beam)
16 Moulded Depth
17 a) Cargo capacity m3 98% excluding slops
17 b) Slops capacity m3 98%
18 a) Parallel body length in S.B.T. or normal ballast condition
18 b) Parallel body length in loaded condition (summer deadweight)
19 Type of vessel as per class notations

OPERATIONAL INFORMATION
20 Is all equipment working properly? Mooring - fire fighting - steering gear -
lifesaving - navigation – cargo – engine
   If no, full description
21 a) Inert gas system fitted
21 b) Inert gas system operational
22 Deck seal type (Dry / wet / semi-wet/ double valve)
23 Is manifold derrick or crane fitted and operational?
24 Safe working load (S.W.L.)
25 SBT Capacity %
26 Type of hull SH / DB/ DH / PL/ DS
27 a) Does vessel meet the requirements of Marpol Annex I reg. 18.2 regarding
double hull requirements (previously Reg. 13. F)?
27 b) Is fitted with centreline bulkhead in all cargo tanks?
27 c) Is fitted with centreline bulkhead in all ballast tanks?
28 a) Maximum freeboard – normal ballast condition
28 b) Minimum freeboard – summer deadweight condition
29 a) Max. height of manifold above sea level (normal ballast or SBT condition)
29 b) Min. height of manifold above sea level (S.D.W. condition)
29 c) Distance center manifold to ship’s rail
29 d) Height of center manifold above deck
29 e) Bunker connections fitted at both sides of vessel (port and starboard)?
29 f) Bunker connections fitted at both sides of each cargo manifolds (Fore & Aft)?
29 g) Number x size of cargo connections at manifold
29 g 1) Cargo manifolds number x size (mm.)
29 g 2) Fuel manifolds number x size (mm.)
29 g 3) Diesel manifolds number x size (mm.)
29 g 4) Vapour Manifolds number x size (mm.)

30 a) Distance from bow to center manifold (B.C.M.)
30 b) Distance from stern to center manifold (S.C.M.)
30 c) Distance bridge front to center of manifold
31 Is a vapour return system fitted?
32 Is the propeller submerged during all its stay at the terminal?
33 Can the vessel maintain at least 30% S.D.W. all the time?
33 a) Cargo / deballasting / resumed cargo
33 b) Ballast segregated with double valve
34 a) Max. height of full mast at normal ballast (airdraft)
34 b) Max. height of collapsed mast at normal ballast (airdraft)
35 a) Is the vessel equipped and operated in accordance with recommendations contained in the ICS/OCIMF International Safety Guide for Oil Tankers & Terminals or Safety in Liquefied Gas Marine Transportation and Terminal Operations (ISGOTT/SIGTTO) and OCIMF Recommendations for Oil Tanker Manifolds and associated Equipment?
35 b) Have all reducers and blank flanges sufficient space for the operations of QC/DC? (Hinges are not allowed in some Repsol Terminals, check Terminal pre-arrival instructions)
36 Is the vessel equipped with mooring winches in main deck (fore & aft)?

SURVEYS
37 Classification society
38 If the classification society changed, date of change
39 List of major oil vetting approvals, if any
40 P & I club full style, member of the International Group of P&I Clubs where full entry is guaranteed
41 Amount of pollution & comprehensive general liability coverage according to Club Rules (US$)
42 Owner warrants that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:
43 Type of corrosion control policy for ballast tanks and empty spaces
43 a) Anodes
43 b) Coated
44 a) Does the vessel have a computerized planned prevention maintenance programme (PPM)?
44 b) If yes, is the computerized planned prevention maintenance system approved by Ship’s Class?
45 a) Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS)
45 b) If yes, what is the expiry date?
46 If ship has condition assessment programme (CAP) rating, what is the latest rating?
46 a) Hull Structure
46 b) Machinery
46 c) Cargo System
47 Issue date of C.A. P.
47 a) Hull Structure
47 b) Machinery
47 c) Cargo System
48 Fatigue Analysis report issue date.
49 Date of last special survey
50 Date of last dry dock
51 Date of last annual survey
52 Enhanced Survey Programme (ESP)

EXPIRY DATES OF CERTIFICATES
53 Safety equipment
54 Safety radio
55 Safety construction
56 Loadline
57 International Oil Pollution Prevention Certificate (IOPPC)
58 a) C.L.C. (Civil Liability Certificate)
58 b) C.L.B.C. (Civil Liability for Bunker Oil Pollution Damage Convention Certificate)
59 Fitness (if applicable)
60 International Management Safety Certificates
60 a) DOC
60 b) SMC
61 International Ship Security Certificate

62 Type of cargo

LATEST CARGOES
63 Last three cargoes, charterers and terminals
   Cargo
   Charterers
   Load Port
   Discharge Port

CREW MANAGEMENT
64 Nationality of
   Master
     Officers 1.
     2.
     3.
     4.
     5.
   Crew 1.
2.
3.
4.
5.

65 What is the common working language onboard?
66 Do officers speak and understand English?
67 Do officers and crew fulfil the STCW Code 1.995 as per latest issue and amendments?
68 Do the Captain, Chief Engineer, Chief Officer and 2nd Engineer comply with the minimum experience required by Repsol Vetting?

SINGLE POINT MOORING (SPM) EQUIPMENT

69 Does vessel comply with the latest edition of OCIMF ‘Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)’?
69 a) How many chain stopper(s) are fitted?
69 b) Safe Working Load (SWL) of chain stopper(s)?
69 c) Distance between the bow fairlead and chain stopper/bracket:
69 d) Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size
69 e) How many closed fairleads are fitted?
69 f) Maximum height between chain-stoppers and water-line:

BULK CARRIERS

70 Is the vessel fitted with a continuous cargo deck, without deck obstructions (cranes, derricks, deck houses…) to loading/unloading operations?

OTHER INFORMATION

71 Does the vessel’s owner abide by the OCIMF Guidelines for the Control of Drugs and Alcohol on board the ship?
72 Latest Port State Control
72 a) Place
72 b) Date
72 c) Deficiencies noted
73 Last SIRE Inspection
73 a) Date
73 b) Performed by
74 a) Has vessel been involved in a pollution, grounding, serious casualty, collision incident or detention during previous 12 months?
74 b) If yes, provide details.
75 Name and address of the company as per S.M.C
75 a) Company IMO Number
75 b) Company name
75 c) Telephone no.
75 d) Fax no.
75 e) E-mail
   Name of person responsible for vetting
   a) Telephone no.
   b) Fax no.
   c) E-mail

INSPECTION REQUEST
76 Discharge port
77 Estimated arrival time (ETA)
78 Estimated number of days the vessel will stay at port
79 Agent
79 a) Name
79 b) Address
79 c) Postcode
79 d) City
79 e) Country
79 f) Telephone no.
79 g) Fax no.
79 h) E-mail
79 i) Contact Name
80 Date of questionnaire
80 a) Place
80 b) Address
   Name of person filling the questionnaire and contact details
   Telephone no.
   Fax no.
   E-mail
81 Invoice to be headed to (c/o not accepted)
81 a) Company Name (registered office full style)
81 b) Address
81 c) Postcode
81 d) City
81 e) Country
81 f) VAT No.
81 g) Telephone no.
81 h) Fax no.
81 i) E-mail
82 Invoice to be sent to:
82 a) Company Name
82 b) Address
82 c) Postcode
82 d) City
82 e) Country
82 f) Telephone no.
82 g) Fax no.
82 h) E-mail
82 i) Contact Name