INTERTANKO CHARTERING QUESTIONNAIRE 88 - OIL **Version 5**

1.	**GENERAL INFORMATION**		
1.1	Date updated:	Mar 29, 2019	
1.2	Vessel's name (IMO number):	Ottoman Sincerity (9788710)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered/Builder (where built):	Oct 12, 2017/HHI Ulsan S.Korea	
1.5	Flag/Port of Registry:	Turkey/Istanbul	
1.6	Call sign/MMSI:	TCA4454/271044690	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: 427101981 Fax: +870 786 850 184 Email: sincerity@gungen.com.tr	
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:	GUNGEN DENIZCILIK VE TICARET ANONIM SIRKETI HALICI SOKAK NO.9 GOP ANKARA/TURKEY Tel: +90(312) 455 35 35 Fax: +90 (312) 455 35 25 Telex: 44111 or 44666 Email: vetting@gungen.com	
1.11	Technical operator - Full style:	Same as above Same as Q1.20.1 Tel: +90(312) 455 35 35 Fax: +90(312) 455 35 35 Telex: 44111 or 44666 Email: vetting@gungen.com Company IMO#: 1366389	
1.12	Commercial operator - Full style:	Same as above	
1.13	Disponent owner - Full style:		
Insurance			
1.14	P & I Club - Full Style:	UK P&I CLUB 90 Fenchurch Street London EC3M 4ST Tel: 0044 020 7283 4646 Email: underwriting.ukclub@thomasmiller.com	
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000 US$	Feb 20, 2020
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	Willis Limited 51 Lime Street London EC3M 7DQ United Kingdom Telephone: +44 (0)2031246000 Fax: +44 (0)2031248223 Website: www.willis.com	
1.17	Hull & Machinery insured value/expiration date:	110,000,000 US$	Nov 20, 2019
Classification			
1.18	Classification society:	DNV GL28741F97-5E94-4B05-ABE4-AFB4B01F4EA3	
1.19	Class notation:	1A1 Tanker for oil BIS BWM(T, E(s, f)) CCO Clean COATPSPC(B C) CSR E0 ECA(SOxA) ESP OPPF Recyclable SPM TMON VCS(2, B)	
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,	
1.23	Date/place of last dry-dock:	Oct 12, 2017/Ulsan, Korea	
1.24	Date next dry dock due/next annual survey due:	Oct 12, 2022	Oct 12, 2017
1.25	Date of last special survey/next special survey due:	Oct 12, 2017	
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	,	
Dimensions			

1.27	Length overall (LOA):				269.08 Metres
1.28	Length between perpendiculars (LBP):				258 Metres
1.29	Extreme breadth (Beam):				46.04 Metres
1.30	Moulded depth:				25.10 Metres
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:			57.175 Metres	55.60 Metres
1.32	Distance bridge front to center of manifold:				91.13 Metres
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):			132.89 Metres	136.19 Metres
1.34	Parallel body distances		Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:		59.22 Metres	59.56 Metres	59.56 Metres
	Aft to mid-point manifold:		45.76 Metres	46.98 Metres	46.98 Metres
	Parallel body length:		104.975 Metres	106.53 Metres	106.53 Metres
Tonnages					
1.35	Net Tonnage:				47,761
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):			83,537	67,730
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):			86,205.32	82,230.81
1.38	Panama Canal Net Tonnage (PCNT):				
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	7.55 Metres	17.59 Metres	149,999 Metric Tonnes	176,556 Metric Tonnes
	Winter:	7.55 Metres	17.59 Metres	149,999 Metric Tonnes	176,556 Metric Tonnes
	Tropical:	7.55 Metres	17.59 Metres	149,999 Metric Tonnes	176,556 Metric Tonnes
	Lightship:	22.16 Metres	3.24 Metres	-	26,557 Metric Tonnes
	Normal Ballast Condition:	17.16 Metres	9.85 Metres	47,472 Metric Tonnes	74,029 Metric Tonnes
	Segregated Ballast Condition:	16.80 Metres	8.30 Metres	50,995 Metric Tonnes	77,552 Metric Tonnes
1.40	FWA/TPC at summer draft:			397 Millimetres	111.14 Metric Tonnes
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			No	
1.42	Constant (excluding fresh water):				260 Metric Tonnes
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?			1-OCEAN AND OPEN WATERS: %15 OF SUMMER DRAUGHT 2-PORT LIMITS, APPROACHES, FAIRWAYS, CHANNELS, CANALS, RIVERS, SBM/CBM, WHILE ALONGSIDE: 1.5% OF MOULDED BREADTH OF THE VESSEL BUT NOT LESS THAN 0.7 METERS	
1.44	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Summer deadweight:			39.585 Metres	38.01 Metres
	Normal ballast:			47.793 Metres	46.218 Metres
	Lightship:			53.935 Metres	52.36 Metres

2.	**CERTIFICATES**	**Issued**	**Last Annual**	**Last Intermediate**	**Expires**
2.1	Safety Equipment Certificate (SEC):	Dec 04, 2017	Dec 22, 2018		Oct 12, 2022
2.2	Safety Radio Certificate (SRC):	Dec 01, 2017	Dec 22, 2018		Oct 12, 2022
2.3	Safety Construction Certificate (SCC):	Dec 01, 2017	Dec 22, 2018		Oct 12, 2022
2.4	International Loadline Certificate (ILC):	Dec 01, 2017	Dec 22, 2018		Oct 12, 2022
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Dec 01, 2017	Dec 22, 2018		Oct 12, 2022
2.6	International Ship Security Certificate (ISSC):	Mar 02, 2018	Not Applicable	Not Applicable	Mar 02, 2023
2.7	Maritime Labour Certificate (MLC):	Mar 30, 2018	N/A		Mar 26, 2023
2.8	ISM Safety Management Certificate (SMC):	Mar 26, 2018	Not Applicable	Not Applicable	Mar 26, 2023
2.9	Document of Compliance (DOC):	Apr 01, 2016	Apr 04, 2018		Apr 05, 2021
2.10	USCG Certificate of Compliance (USCGCOC):	Jan 22, 2019	Not Applicable		Jan 22, 2021
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Feb 20, 2019	N/A	N/A	Feb 20, 2020

2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 20, 2019	N/A	N/A	Feb 20, 2020
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Feb 20, 2019	N/A	N/A	Feb 20, 2020
2.14	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable	N/A	N/A	Dec 01, 2020
2.15	Certificate of Class (COC):	Oct 12, 2017	Dec 22, 2018		Oct 12, 2022
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Dec 01, 2017	N/A	N/A	Oct 12, 2022
2.17	Certificate of Fitness (COF):	Not Applicable			
2.18	International Energy Efficiency Certificate (IEEC):	Oct 12, 2017	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Dec 01, 2017			Oct 12, 2022
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):				

3.	**CREW**		
3.1	Nationality of Master:		Turkish
3.2	Number and nationality of Officers:	9	Turkish
3.3	Number and nationality of Crew:	13	Turkish
3.4	What is the common working language onboard:		Turkish, English
3.5	Do officers speak and understand English?		Yes
3.6	If Officers/ratings employed by a manning agency - Full style:	Officers: See registerered owner	Ratings: See registerered owner

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?	No
4.2	Qualified individual (QI) - Full style:	ECM Maritime Services, LLC Mr. Michael Minogue 1 Selleck Street 5th Floor - Suite 511 Norwalk, CT 06855, USA Tel: +1-203-857-0444 Fax: +1-203-857-0428 Email: QI@ecmmaritime.com
4.3	Oil Spill Response Organization (OSRO) - Full style:	Marine Spill Response Corporation 220 Spring Street, Suite 500 Herndon, VA 20170 Tel: +1-800-259-6772 or + Fax: +1-703-326-5660
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:	13 Metres

6.	**COATING/ANODES**				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Epoxy	Top to 3 meters downwards - Deckhead with complete internal structure, including brackets connecting to longitudinal and	No

				transverse bulkheads. In tanks with ring frame girder construction, the underdeck transverse framing down to level of the first tripping bracket. Longitudinal and transverse bulkhead down to uppermost means of access level & Bottom to 0.5m upwards	
	Ballast tanks:	Yes	Epoxy	Fully	Yes
	Slop tanks:	Yes	PURE EPOXY	Whole Tank	Yes

7.	**BALLAST**				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	2,750 Cu. Metres/Hour	35 Metres
	Ballast Eductors:	1	TEAMTEC	300 Cu. Metres/Hour	25 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%):	12	171,383.17 Cu. Metres
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):	1 SEG = 1P&S +4P&S = 53,132.85 2 SEG = 2P&S +5P&S = 59,821.94 3 SEG = 3P&S +6P&S = 58,428.38	
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):	1	
8.3	Number of slop tanks and total cubic capacity (98%):	2	3,617.58 Cu. Metres
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	3 SEG	
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:		174.70 Cu. Metres
SBT Vessels			
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	51,224 Cu. Metres	34 %
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.:	Yes 1,025kg/lt cargo density	
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:		7,720 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:	Radar beam type level gauge	
	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, 3 vapour locks, 1 each aft, mid and	

				forward	
8.10	Number of portable gauging units (example- MMC) on board:			2	
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	406.40 Millimetres
8.13	Number/size/type of VECS reducers:			2x20x12"	
Venting					
8.14	State what type of venting system is fitted:			VENT RISER + HIGH VELOCITY PV VALVES	
Cargo Manifolds and Reducers					
8.15	Total number/size of cargo manifold connections on each side:			3/600 Millimetres	
8.16	What type of valves are fitted at manifold:			Butterfly	
8.17	What is the material/rating of the manifold:			ERWS38/150	
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:			2,500 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:			730 Millimetres	
8.22	Distance main deck to center of manifold:			2,100 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:			19.26 Metres	9.60 Metres
8.25	Number/size/type of reducers:			6 x 609.6/406.4mm (24/16") 3 x 609.6/304.8mm (24/12") 3 x 609.6/254mm (24/10") 3 x 609.6/203.2mm (24/8") 2 x 609.6/508mm (24/20") ANSI	
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	Yes	SS
	Slop Tanks:		STEAM	Yes	STPG 370S (Carbon Steel)
8.28	Maximum temperature cargo can be loaded/maintained:			70.0 °C / 158.0 °F	70 °C / 158 °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	4000 M3/HR	135 Meters 135 Meters 135 Meters
	Cargo Eductors:	2	Liquid Jet Pump	470 Cu. Metres/Hour	25 Metres
	Stripping:	1	Reciprocating	250 Cu. Metres/Hour	135 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:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					

9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	50 Millimetres	PES/PP mixed yarn [50/50%]	11 Metres	109.10 Metric Tonnes
	Main deck fwd:	4	50 Millimetres	PES/PP mixed yarn [50/50%]	11 Metres	109.10 Metric Tonnes
	Main deck aft:	2	50 Millimetres	PES/PP mixed yarn [50/50%]	11 Metres	109.10 Metric Tonnes
	Poop deck:	6	50 Millimetres	PES/PP mixed yarn [50/50%]	11 Metres	109.10 Metric Tonnes
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	31 Millimetres	Dyneema® SK-78 yarns	280 Metres	85.20 Metric Tonnes
	Main deck fwd:	4	31 Millimetres	Dyneema® SK-78 yarns	280 Metres	85.20 Metric Tonnes
	Main deck aft:	2	31 Millimetres	Dyneema® SK-78 yarns	280 Metres	85.20 Metric Tonnes
	Poop deck:	6	31 Millimetres	Dyneema® SK-78 yarns	280 Metres	85.20 Metric Tonnes
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	75 Millimetres	POLYPROPYLENE	220 Metres	89.90 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	3	75 Millimetres	POLYPROPYLENE	220 Metres	89.90 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	68.16 Metric Tonnes	Band brake
	Main deck fwd:	2	Double Drums	Hydraulic	68.16 Metric Tonnes	Band brake
	Main deck aft:	1	Double Drums	Hydraulic	68.16 Metric Tonnes	Band brake
	Poop deck:	3	Double Drums	Hydraulic	68.16 Metric Tonnes	Band brake
9.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		5	92 Metric Tonnes	8	92 Metric Tonnes
	Main deck fwd:		7	92 Metric Tonnes	9	92 Metric Tonnes
	Main deck aft:		3	92 Metric Tonnes	7	92 Metric Tonnes
	Poop deck:		7	92 Metric Tonnes	13	92 Metric Tonnes
Anchors/Emergency Towing System						
9.7	Number of shackles on port/starboard cable:				14/13	
9.8	Type/SWL of Emergency Towing system forward:				DHF7000-001	350 Metric Tonnes
9.9	Type/SWL of Emergency Towing system aft:				DHA4000-001	204 Metric Tonnes
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern					600x450
Escort Tug						
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:					204 Metric Tonnes
9.11	What is SWL of bollard on poop deck suitable for escort tug:					204 Metric Tonnes
Lifting Equipment/Gangway						
9.12	Derrick/Crane description (Number, SWL and location):				Cranes: 1 x 20 Tonnes 2 x 8 Tonnes provision crane	
9.13	Accommodation ladder direction:					
	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 SM490	350 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:					3.10 Metres
9.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size				Yes	

	(600mm x 450mm)? If not, give details of size:	

10.	**PROPULSION**			
10.1	Speed		Maximum	Economical
	Ballast speed:			
	Laden speed:			
10.2	What type of fuel is used for main propulsion/generating plant:		HFO 380 CST , MGO	HFO 380 CST , MGO
10.3	Type/Capacity of bunker tanks:		Fuel Oil: 3,358.50 Cu. Metres Diesel Oil: Gas Oil: 683.20 Cu. Metres	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):		None	
10.5	Engines	No	Capacity	Make/Type
	Main engine:	1	13,900 Kilowatt	HYUNDAI MAN B&W 5G70ME-C9.5
	Aux engine:	3	4,170 Kilowatt	2 x Hyundai HIMSEN 7H21/32 and 1 x 6H21/32
	Power packs:			
	Boilers:	2	35 Metric Tonnes/Hour	AALBORG OM
Bow/Stern Thruster				
10.6	What is brake horse power of bow thruster (if fitted):		No,	
10.7	What is brake horse power of stern thruster (if fitted):		No,	
Emissions				
10.8	Main engine IMO NOx emission standard:		Tier II	
10.9	Energy Efficiency Design Index (EEDI) rating number:		2.6	

11.	**SHIP TO SHIP TRANSFER**	
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 Metres
11.3	Date/place of last STS operation:	25 January 2019, Pascagoula TSA

12.	**RECENT OPERATIONAL HISTORY**	
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	1) MIDLAND SWEET / SEARIVER / HOUSTON - LE HAVRE & SLAGEN/NO 2)WTI CO / MERCURIA / FREEPORT TX - GALVESTON TSA 3)PEREGRINO CO / EQUINOR / FPSO PEREGRINO - PASCAGOULA TSA
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:	Jan 22, 2019 / PASCAGOULA TSA
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)*: * *"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.*	STASCO, BP, CHEVRON
12.6	Date/Place of last SIRE inspection:	Dec 20, 2018 / MONTEVIDEO
12.7	Additional information relating to features of the ship or operational characteristics:	