

<b>1. GENERAL INFORMATION</b>			
1.1	Date updated:	Mar 29, 2019	
1.2	Vessel's name (IMO number):	Ottoman Nobility (9290359)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered/Builder (where built):	Jan 05, 2005/HHI, ULSAN-KOREA	
1.5	Flag/Port of Registry:	Turkey/ISTANBUL	
1.6	Call sign/MMSI:	TCDA2/271000773	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +870773151867 Fax: +870783153591 Email: nobility@gungen.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	
<b>Ownership and Operation</b>			
1.10	Registered owner - Full style:	GUNGEN DENIZCILIK VE TICARET A.S. HALICI SOKAK, NO.:9, G.O.P. - 06700 ANKARA / TURKEY Turkey Tel: +90 (312) 455 35 35 Fax: + 90 (312) 455 35 25 Telex: SAME AS ABOVE Email: tankerops@gungen.com Web: www.gungen.com	
1.11	Technical operator - Full style:	same as above SAME AS ABOVE Tel: SAME AS ABOVE Fax: SAME AS ABOVE Telex: SAME AS ABOVE Email: tankerops@gungen.com Company IMO#: 1366389	
1.12	Commercial operator - Full style:	same as above	
1.13	Disponent owner - Full style:	GUNGEN DENIZCILIK VE TICARET A.S.  Company IMO#: 1366389 HALICI SOKAK, NO.:9, G.O.P. - 06700 ANKARA / TURKEY Turkey Tel: Tel: +90 (312) 455 3 Fax: Fax: + 90 (312) 455 Telex: Telex: SAME AS ABOVE Email: Email: tankerops@gungen.com Web: Web: www.gungen.com	
<b>Insurance</b>			
1.14	P & I Club - Full Style:	UK P&I CLUB 90 Fenchurch Street London EC3M 4ST Tel: +44 (0) 2072834646 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 London	
1.17	Hull & Machinery insured value/expiration date:	50,000,000 US\$	Nov 20, 2019
<b>Classification</b>			
1.18	Classification society:	DNV GL	
1.19	Class notation:	+1A1 Tanker for oil, CCO, COAT-1, E0, ESP, ICS, LCS(D, I, S), NAUTICUS(Newbuilding), Plus(1), 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:	Dec 12, 2014/Singapore	

1.24	Date next dry dock due/next annual survey due:	Jan 05, 2020	Mar 15, 2019		
1.25	Date of last special survey/next special survey due:	Dec 16, 2014	Jan 05, 2020		
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	No,			
<b>Dimensions</b>					
1.27	Length overall (LOA):	269.19 Metres			
1.28	Length between perpendiculars (LBP):	258.00 Metres			
1.29	Extreme breadth (Beam):	46.00 Metres			
1.30	Moulded depth:	24.40 Metres			
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	49.95 Metres	49.96 Metres		
1.32	Distance bridge front to center of manifold:	88.84 Metres			
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):	135.30 Metres	133.89 Metres		
1.34	Parallel body distances	Lightship	Normal Ballast		
	Forward to mid-point manifold:	59.10 Metres	68.80 Metres		
	Aft to mid-point manifold:	23.10 Metres	44.80 Metres		
	Parallel body length:	82.20 Metres	113.60 Metres		
<b>Tonnages</b>					
1.35	Net Tonnage:	48,804.00			
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):	79,903.00	63,937		
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):	82,159.27	77,701.37		
1.38	Panama Canal Net Tonnage (PCNT):				
<b>Loadline Information</b>					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	7.159 Metres	17.281 Metres	149,999.00 Metric Tonnes	172,558.00 Metric Tonnes
	Winter:	7.284 Metres	17.156 Metres	148,599.00 Metric Tonnes	171,158.00 Metric Tonnes
	Tropical:	6.799 Metres	17.641 Metres	153,939.00 Metric Tonnes	176,498.00 Metric Tonnes
	Lightship:	21.891 Metres	2.549 Metres	-	22,559.00 Metric Tonnes
	Normal Ballast Condition:	16.32 Metres	8.74 Metres	53,083.00 Metric Tonnes	75,642.00 Metric Tonnes
	Segregated Ballast Condition:	16.46 Metres	7.98 Metres	51,676.00 Metric Tonnes	74,235.00 Metric Tonnes
1.40	FWA/TPC at summer draft:			393.00 Millimetres	109.79 Metric Tonnes
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	No			
1.42	Constant (excluding fresh water):	100 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:			32.669 Metres	32.659 Metres
	Normal ballast:			41.368 Metres	41.358 Metres
	Lightship:			47.401 Metres	47.391 Metres

<b>2.</b>	<b>CERTIFICATES</b>	<b>Issued</b>	<b>Last Annual</b>	<b>Last Intermediate</b>	<b>Expires</b>
2.1	Safety Equipment Certificate (SEC):	Dec 16, 2014	Feb 14, 2019		Jan 05, 2020
2.2	Safety Radio Certificate (SRC):	Dec 29, 2014	Feb 14, 2019		Jan 05, 2020
2.3	Safety Construction Certificate (SCC):	Dec 29, 2014	Feb 14, 2019		Jan 05, 2020
2.4	International Loadline Certificate (ILC):	Jan 06, 2015	Feb 14, 2019		Jan 05, 2020
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Dec 16, 2014	Feb 14, 2019		Jan 05, 2020

2.6	International Ship Security Certificate (ISSC):	Mar 23, 2015	Sep 16, 2017		Jun 06, 2020
2.7	Maritime Labour Certificate (MLC):	Jul 27, 2018	N/A		Sep 27, 2023
2.8	ISM Safety Management Certificate (SMC):	Mar 24, 2015	Sep 17, 2017		Jun 06, 2020
2.9	Document of Compliance (DOC):	Apr 01, 2016	Apr 25, 2018		Apr 05, 2021
2.10	USCG Certificate of Compliance (USCGCOC):	Apr 13, 2018	Apr 13, 2018		Apr 13, 2020
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):	May 17, 2017	N/A	N/A	May 17, 2020
2.15	Certificate of Class (COC):	Oct 06, 2015	Feb 14, 2019		Jan 05, 2020
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Dec 16, 2014	N/A	N/A	Jan 05, 2020
2.17	Certificate of Fitness (COF):	Not Applicable	Not Applicable		Not Applicable
2.18	International Energy Efficiency Certificate (IEEC):	Mar 11, 2014	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Dec 16, 2014	Feb 14, 2019		Jan 05, 2020

#### 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:	16	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 Registered Owner	Ratings: see Registered 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?	Yes
4.2	Qualified individual (QI) - Full style:	Mr. Michael Minogue ECM Maritime Services 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 Corp. (MSRC) 220 Spring Street, Suite 500 Herndon, VA 20170 Tel: +1-800-259-6772 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 ISO 9001 and 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:	13.00 Metres

### 6. COATING/ANODES

6.1	Tank Coating	Coated	Type	To What Extent	Anodes
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Cargo tanks:	Yes	PURE EPOXY	Deck head to 3m below & Bottom to 0.5 upwards	No
Ballast tanks:	Yes	Whole Tank	Whole Tank	Yes
Slop tanks:	Yes	PURE EPOXY	Whole Tank	Yes

<b>7. BALLAST</b>					
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	2,500 Cu. Metres/Hour	30 Metres
	Ballast Eductors:	1	Other	250 Cu. Metres/Hour	25 Metres

<b>8. CARGO</b>					
<b>Double Hull Vessels</b>					
8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:			Yes, Solid	
<b>Cargo Tank Capacities</b>					
8.2	Number of cargo tanks and total cubic capacity (98%):			12	166,390 Cu. Metres
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):			Seg#1: 56115.6 m3 (1, 4 & Slops (P&S)) Seg#2: 58120.6 m3 (2 & 5 (P&S)) Seg#3: 56036.2 m3 (3 & 6 (P&S))	
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	3,880 Cu. Metres
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:			Group 1(1, 4, Slop P&S) Capacity of slop tanks: 1,979.6 cbm x 2	
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:				
<b>SBT Vessels</b>					
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?			51,789.00 Cu. Metres	33.90 %
8.3.4	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:			Yes	
<b>Cargo Handling and Pumping Systems</b>					
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 1,025 kg/lit 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:				17,000.00 Cu. Metres/Hour
<b>Cargo Control Room</b>					
8.7	Is ship fitted with a Cargo Control Room (CCR)?			Yes	
8.8	Can tank innage/ullage be read from the CCR?			Yes	
<b>Gauging and Sampling</b>					
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	
	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, Vapor locks, 3 points on each tank	
8.10	Number of portable gauging units (example- MMC) on board:			4	
<b>Vapor Emission Control System (VECS)</b>					
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:				
<b>Venting</b>					
8.14	State what type of venting system is fitted:			VENT RISER + HIGH VELOCITY P/V	
<b>Cargo Manifolds and Reducers</b>					
8.15	Total number/size of cargo manifold connections on each side:			3/609.60 Millimetres	

8.16	What type of valves are fitted at manifold:	Butterfly	
8.17	What is the material/rating of the manifold:	CAST 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:	2,500.00 Millimetres	
8.19	Distance ships rail to manifold:	4,600.00 Millimetres	
8.20	Distance manifold to ships side:	4,600.00 Millimetres	
8.21	Top of rail to center of manifold:	800.00 Millimetres	
8.22	Distance main deck to center of manifold:	2,100.00 Millimetres	
8.23	Spill tank grating to center of manifold:	900.00 Millimetres	
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:	17.91 Metres	9.12 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	Other
	Slop Tanks:	Heating Coils	Yes	Aluminium-brass
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:		10.0 °C / 50.0 °F	10.0 °C / 50.0 °F

#### 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	Other	450 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:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	32.00 Millimetres	HPME ( High Modulus Poly Ethylene )	280.00 Metres	75.20 Metric Tonnes
	Main deck fwd:	4	32.00 Millimetres	HPME ( High Modulus Poly Ethylene )	280.00 Metres	75.20 Metric Tonnes

	Main deck aft:	2	32.00 Millimetres	HPME ( High Modulus Poly Ethylene )	280.00 Metres	75.20 Metric Tonnes
	Poop deck:	6	32.00 Millimetres	HPME ( High Modulus Poly Ethylene )	280.00 Metres	75.20 Metric Tonnes
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	45.12 Metric Tonnes	Manually operated
	Main deck fwd:	2	Double Drums	Hydraulic	45.12 Metric Tonnes	Manually operated
	Main deck aft:	1	Double Drums	Hydraulic	45.12 Metric Tonnes	Manually operated
	Poop deck:	3	Double Drums	Hydraulic	45.12 Metric Tonnes	Manually operated
9.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		5	46 Metric Tonnes	6	71 Metric Tonnes
	Main deck fwd:		10	71 Metric Tonnes	12	81 Metric Tonnes
	Main deck aft:		5	71 Metric Tonnes	6	81 Metric Tonnes
	Poop deck:		5	71 Metric Tonnes	12	81 Metric Tonnes

#### Anchors/Emergency Towing System

9.7	Number of shackles on port/starboard cable:	13/14				
9.8	Type/SWL of Emergency Towing system forward:	KETA-40F CHAFING CHAIN			350 Metric Tonnes	
9.9	Type/SWL of Emergency Towing system aft:	KETSP-40			200 Metric Tonnes	
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern	1160x504x1130				

#### Escort Tug

9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:	200.00 Metric Tonnes				
9.11	What is SWL of bollard on poop deck suitable for escort tug:	200.00 Metric Tonnes				

#### Lifting Equipment/Gangway

9.12	Derrick/Crane description (Number, SWL and location):	Cranes: 1 x 15.00 Tonnes 3 Cranes Onboard; 1 x 15 tons (center - Hose Handling Crane) 1 x 5 tons (port) 1 x 2 tons (starboard)				
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			350.00 Metric Tonnes	
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:	76.00 Millimetres				
9.18	Distance between the bow fairlead and chain stopper/bracket:	3,500.00 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 Not Applicable				

#### 10. PROPULSION

10.1	Speed	Maximum	Economical
	Ballast speed:	15 Knots (WSNP)	11 Knots (WSNP)
	Laden speed:	14.50 Knots (WSNP)	11 Knots (WSNP)
10.2	What type of fuel is used for main propulsion/generating plant:	HFO 380 CST, HFO	HFO 380 CST, HFO &

			& LSHFO	LSHFO
10.3	Type/Capacity of bunker tanks:		Fuel Oil: 3,319.70 Cu. Metres Diesel Oil: 230.80 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	15,368 Kilowatt	HYUNDAI Man B&W 6S70MC
	Aux engine:	3	883 Kilowatt	Hyundai-MAN B&W HOLEBY: 7L23/30H
	Power packs:			
	Boilers:	2	40.00 Metric Tonnes/Hour	Aalborg Mission 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 I
10.9	Energy Efficiency Design Index (EEDI) rating number:	3,002

#### 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:	6.90 Metres
11.3	Date/place of last STS operation:	26.04.2018 Corpus Christi

#### 12. RECENT OPERATIONAL HISTORY

12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	Last/VARANDEY CO / LITASCO / MURMANSK STS - ROTTERDAM 2/VARANDEY CO / LITASCO / MURMANSK STS - ROTTERDAM 3/VARANDEY CO / LITASCO / MURMANSK-ROTTERDAM
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:	Aug 28, 2018 / Cartagena/Spain
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.	CEPSA, STATOIL, OMV, BP, SHELL, PHILLIPS 66, REPSOL, TOTAL, STATOIL, ERG, ENI (AGIP), EXXONMOBIL (IMT), CHEVRON, KUWAIT PETROLEUM
12.6	Date/Place of last SIRE inspection:	Jan 19, 2019 / ROTTERDAM
12.7	Additional information relating to features of the ship or operational characteristics:	

Revised 2018 ([INTERTANKO/Q88.com](http://www.intertanko.com))

Form completed on <http://www.q88.com/integration.aspx> Please email [support@q88.com](mailto:support@q88.com) an updated copy if this is not the latest version.

To the best of owners knowledge all information is true and given without any guarantee.