**INTERTANKO TANKER CHARTERING QUESTIONNAIRE 88** **Version 4**

| | | | | |
|---|---|---|---|---|
| **1.** | **VESSEL DESCRIPTION** | | | |
| 1.1 | Date updated: | | Nov 20, 2017 | |
| 1.2 | Vessel's name (IMO number): | | Ottoman Equity (9404950) | |
| 1.3 | Vessel's previous name(s) and date(s) of change: | | Not Applicable | |
| 1.4 | Date delivered / Builder (where built): | | Dec 01, 2008 / HHI , ULSAN - S.KOREA | |
| 1.5 | Flag / Port of Registry: | | Turkey / ISTANBUL | |
| 1.6 | Call sign / MMSI: | | TCTG7 / 271002613 | |
| 1.7 | Vessel's contact details (satcom/fax/email etc.): | | Tel: +870773151878<br>Fax: +870783153614<br>Email: equity@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 | |
| **Classification** | | | | |
| 1.10 | Classification society: | | Det Norske Veritas | |
| 1.11 | Class notation: | | +A1 CSR Tanker for Oil ESP SPM OPP-F EO ICS CCO VCS-2B HMON (A1,C1,E1,G4,O4) CLEAN BWM-E(s,f) COAT-1 PLUS-1 TMON | |
| 1.12 | Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details: | | No<br>N/A | |
| 1.13 | If classification society changed, name of previous and date of change: | | , Not Applicable | |
| 1.14 | IMO type, if applicable: | | 1 | |
| 1.15 | Does the vessel have ice class? If yes, state what level: | | No, | |
| 1.16 | Date / place of last dry-dock: | | Oct 24, 2013 / SINGAPORE | |
| 1.17 | Date next dry dock due / next annual survey due: | | Dec 01, 2018 | None |
| 1.18 | Date of last special survey / next special survey due: | | Oct 24, 2013 | Dec 01, 2018 |
| 1.19 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | | No, | |
| 1.20 | Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date? | | N/A | |
| **Dimensions** | | | | |
| 1.21 | Length overall (LOA): | | | 269.17 Metres |
| 1.22 | Length between perpendiculars (LBP): | | | 258.00 Metres |
| 1.23 | Extreme breadth (Beam): | | | 46.04 Metres |
| 1.24 | Moulded depth: | | | 24.40 Metres |
| 1.25 | Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: | | 52.18 Metres | 50.65 Metres |
| 1.26 | Bow to center manifold (BCM) / Stern to center manifold (SCM): | | 133.12 Metres | 136.05 Metres |
| 1.27 | Distance bridge front to center of manifold: | | | 91.00 Metres |
| 1.28 | Parallel body distances | Lightship | Normal Ballast | Summer Dwt |
| | Forward to mid-point manifold: | 62.30 Metres | 66.60 Metres | 66.50 Metres |
| | Aft to mid-point manifold: | 32.90 Metres | 48.40 Metres | 69.30 Metres |
| | Parallel body length: | 95.20 Metres | 115 Metres | 135.80 Metres |
| 1.29 | FWA/TPC at summer draft: | | 398.00 Millimetres | 109.98 Metric Tonnes |
| 1.30 | Constant (excluding fresh water): | | | 100 Metric Tonnes |
| 1.31 | What is the company guidelines for Under Keel Clearance (UKC) for this vessel? | | 1-OCEAN AND OPEN WATERS: %15 OF SUMMER DRAUGHT<br>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 | |
| 1.32 | What is the max height of mast above waterline (air draft) | | Full Mast | Collapsed Mast |
| | Lightship: | | 47.16 Metres | 45.63 Metres |
| | Normal ballast: | | 43.07 Metres | 41.54 Metres |
| | At loaded summer deadweight: | | 34.66 Metres | 33.13 Metres |
| **Tonnages** | | | | |
| 1.33 | Net Tonnage: | | | 48,517.00 |
| 1.34 | Gross Tonnage / Reduced Gross Tonnage (if applicable): | | 79,934.00 | 63,819 |
| 1.35 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | | 82,203.13 | 77,201.34 |

| | | |
|---|---|---|
| 1.36 | Panama Canal Net Tonnage (PCNT): | |
| **Ownership and Operation** | | |
| 1.37 | Registered owner - Full style: | GUNGEN DENIZCILIK VE TICARET A.S.<br>HALICI SOKAK NO:9 GOP 06700 ANKARA/TURKEY<br>Turkey<br>Tel: +90(312)455 35 35<br>Fax: +90(312)455 35 25<br>Email: tankerops@gungen.com<br>Web: www.gungen.com<br>Company IMO#: 1366389 |
| 1.38 | Technical operator - Full style: | same as above |
| 1.39 | Commercial operator - Full style: | Same as above |
| 1.40 | Disponent owner - Full style: | N/A |

| **2.** | **CERTIFICATION** | **Issued** | **Last Annual** | **Expires** |
|---|---|---|---|---|
| 2.1 | Safety Equipment Certificate (SEC): | Nov 04, 2013 | Jan 17, 2015 | Dec 01, 2018 |
| 2.2 | Safety Radio Certificate (SRC): | Nov 04, 2013 | Jan 17, 2015 | Dec 01, 2018 |
| 2.3 | Safety Construction Certificate (SCC): | Nov 04, 2013 | Jan 17, 2015 | Dec 01, 2018 |
| 2.4 | International Loadline Certificate (ILC): | Oct 24, 2013 | Jan 17, 2015 | Dec 01, 2018 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | Oct 24, 2013 | Jan 17, 2015 | Dec 01, 2018 |
| 2.6 | ISM Safety Management Certificate (SMC): | Apr 23, 2014 | | Apr 29, 2019 |
| 2.7 | Document of Compliance (DOC): | Apr 01, 2016 | | Apr 05, 2021 |
| 2.8 | USCG Certificate of Compliance (COC): | Jan 17, 2017 | Jan 17, 2018 | Jan 17, 2019 |
| 2.9 | Civil Liability Convention (CLC) 1992 Certificate: | Feb 09, 2017 | Not Applicable | Feb 20, 2018 |
| 2.10 | Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate: | Feb 09, 2017 | Not Applicable | Feb 20, 2018 |
| 2.11 | Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate: | Jun 09, 2017 | Not Applicable | Dec 09, 2017 |
| 2.12 | U.S. Certificate of Financial Responsibility (COFR): | Dec 10, 2014 | Not Applicable | Dec 10, 2017 |
| 2.13 | Certificate of Class (COC): | Oct 24, 2013 | Jan 17, 2015 | Dec 01, 2018 |
| 2.14 | International Sewage Pollution Prevention Certificate (ISPPC): | Oct 24, 2013 | Not Applicable | Dec 01, 2018 |
| 2.15 | Certificate of Fitness (COF): | Not Applicable | Not Applicable | Not Applicable |
| 2.16 | International Energy Efficiency Certificate (IEEC): | Oct 24, 2013 | Not Applicable | Not Applicable |
| 2.17 | International Ship Security Certificate (ISSC): | Feb 15, 2014 | | Apr 09, 2019 |
| 2.18 | International Air Pollution Prevention Certificate (IAPPC): | Oct 24, 2013 | | Dec 01, 2018 |
| 2.19 | Maritime Labour Certificate (MLC): | Jul 21, 2013 | Not Applicable | Jul 20, 2018 |
| **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: | | Not Applicable | |

| **3.** | **CREW** | |
|---|---|---|
| 3.1 | Nationality of Master: | Turkish |
| 3.2 | Number and Nationality of Officers: | 11<br>Turkish |
| 3.3 | Number and Nationality of Crew: | 17<br>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/Crew employed by a Manning Agency - Full style: | Officers:<br>see Registered Owner |

| | | |
|---|---|---|
| | | Crew:<br>see Registered Owner |

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| **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<br>ECM Maritime Services<br>1 Selleck Street 5th Floor - Suite 511<br>Norwalk, CT 06855, USA<br>Tel: +1-203-857-0444<br>Fax: +1-203-857-0428<br>Email: QI@ecmmaritime.com |
| 4.3 | Oil Spill Response Organization (OSRO) - Full style: | Marine Spill Response Corp. (MSRC)<br>220 Spring Street, Suite 500 Herndon, VA 20170<br>Tel: +1-800-259-6772 or +<br>Fax: +1-703-326-5660 |

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| **5.** | **CARGO AND BALLAST HANDLING** | | | | |
| **Double Hull Vessels** | | | | | |
| 5.1 | Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated: | | | Yes, Solid | |
| **Loadline Information** | | | | | |
| 5.2 | Loadline | Freeboard | Draft | Deadweight | Displacement |
| | Summer: | 6.92 Metres | 17.52 Metres | 150,545.40 Metric Tonnes | 175,237.00 Metric Tonnes |
| | Winter: | 7.28 Metres | 17.16 Metres | 146,535.40 Metric Tonnes | 171,227.00 Metric Tonnes |
| | Tropical: | 6.55 Metres | 17.89 Metres | 154,563.70 Metric Tonnes | 179,255.30 Metric Tonnes |
| | Lightship: | 21.44 Metres | 0 Metres | Not Applicable | 24,691.60 Metric Tonnes |
| | Normal Ballast Condition: | 16.51 Metres | 7.93 Metres | 48,477.80 Metric Tonnes | 73,169.40 Metric Tonnes |
| 5.3 | Does vessel have multiple SDWT? If yes, please provide all assigned loadlines: | | | No | |
| **Cargo Tank Capacities** | | | | | |
| 5.4 | Number of cargo tanks and total cubic capacity (98%): | | | 12 | 166,670.80 Cu. Metres |
| 5.5 | Capacity (98%) of each natural segregation with double valve (specify tanks): | | | Seg#1: 55217.0 m3 (1,4, & Slops (P&S))<br>Seg#2: 58222.8 m3 (2 & 5 (P&S))<br>Seg#3: 56136.4 m3 (3 & 6 (P&S)) | |
| 5.6 | Number of slop tanks and total cubic capacity (98%): | | | 2 | 2,905.40 Cu. Metres |
| 5.7 | Specify segregations which slops tanks belong to and their capacity with double valve: | | | 1st, 2.905,4 Cu. Metres | |
| 5.8 | Residual/Retention oil tank(s) capacity (98%), if applicable: | | | | |
| 5.9 | Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT): | | | SBT | |
| **SBT Vessels** | | | | | |
| 5.10 | What is total SBT capacity and percentage of SDWT vessel can maintain? | | | 53,576.40 Cu. Metres | 34.70 % |
| 5.11 | Does vessel meet the requirements of MARPOL Annex I Reg 18.2: | | | Yes | |
| **Cargo Handling and Pumping Systems** | | | | | |
| 5.12 | How many grades/products can vessel load/discharge with double valve segregation: | | | | 3 |
| 5.13 | Are there any cargo tank filling restrictions?<br>If yes, specify number of slack tanks, max s.g., ullage restrictions etc.: | | | Yes<br>1,025 kg/lt cargo density | |
| 5.14 | Pumps | No. | Type | Capacity | At What Head (sg=1.0) |
| | Cargo Pumps: | 3 | Centrifugal | 4000 M3/HR | 135 Meters<br>135 Meters<br>135 Meters |
| | Cargo Eductors: | 2 | TEAMTEC-GOLAR | 470 Cu. Metres/Hour | 25 Metres |
| | Stripping: | 1 | Reciprocating | 250 Cu. Metres/Hour | 135 Metres |
| | Ballast Pumps: | 2 | Centrifugal | 2,500 Cu. Metres/Hour | 30 Metres |
| | Ballast Eductors: | 1 | TEAMTEC-GOLAR | 200 Cu. Metres/Hour | 25 Metres |

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|---|---|---|---|
| 5.15 | Max loading rate for homogenous cargo per manifold connection: | | 5,666 Cu. Metres/Hour |
| 5.16 | Max loading rate for homogenous cargo loaded simultaneously through all manifolds: | | 17,000.00 Cu. Metres/Hour |
| 5.17 | How many cargo pumps can be run simultaneously at full capacity: | | 3 |
| **Cargo Control Room** | | | |
| 5.18 | Is ship fitted with a Cargo Control Room (CCR)? | | Yes |
| 5.19 | Can tank innage / ullage be read from the CCR? | | Yes |
| **Gauging and Sampling** | | | |
| 5.20 | Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6? | | Yes |
| 5.21 | What type of fixed closed tank gauging system is fitted: | Radar | |
| 5.22 | Number of portable gauging units (example- MMC) on board: | | 4 |
| 5.23 | Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial: | Yes, All | |
| 5.24 | Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations: | , | |
| 5.25 | Is gauging system certified and calibrated? If no, specify which ones are not calibrated: | Yes, | |
| **Vapor Emission Control System (VECS)** | | | |
| 5.26 | Is a Vapour Emission Control System (VECS) fitted? | Yes | |
| 5.27 | Number/size of VECS manifolds (per side): | 2 | 406.40 Millimetres |
| 5.28 | Number / size / type of VECS reducers: | | |
| **Venting** | | | |
| 5.29 | State what type of venting system is fitted: | VENT RISER + HIGH VELOCITY PV VALVES | |
| **Cargo Manifolds and Reducers** | | | |
| 5.30 | Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'? | | Yes |
| 5.31 | Total number / size of cargo manifold connections on each side: | 3 / 609.60 Millimetres | |
| 5.32 | What type of valves are fitted at manifold: | Butterfly | |
| 5.33 | What is the material/rating of the manifold: | CAST STEEL / | |
| 5.34 | Does the vessel have a Common Line Manifold connection? If yes, describe: | | |
| 5.35 | Distance between cargo manifold centers: | | 2,500.00 Millimetres |
| 5.36 | Distance ships rail to manifold: | | 4,600.00 Millimetres |
| 5.37 | Distance manifold to ships side: | | 4,600.00 Millimetres |
| 5.38 | Top of rail to center of manifold: | | 780.00 Millimetres |
| 5.39 | Distance main deck to center of manifold: | | 2,100.00 Millimetres |
| 5.40 | Spill tank grating to center of manifold: | | 900.00 Millimetres |
| 5.41 | Manifold height above the waterline in normal ballast / at SDWT condition: | 18.61 Metres | 9.02 Metres |
| 5.42 | Number / size / type of reducers: | 6 x 609.6/406.4mm (24/16")<br>3 x 609.6/304.8mm (24/12")<br>3 x 609.6/254mm (24/10")<br>3 x 609.6/203.2mm (24/8")<br>2 x 609.6/508mm (24/20")<br>ANSI | |
| 5.43 | Is vessel fitted with a stern manifold? If yes, state size: | No, | |

**Heating**

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|---|---|---|---|---|
| 5.44 | Cargo / slop tanks fitted with a cargo heating system? | Type | Coiled | Material |
| | Cargo Tanks: | Steam | Yes | Other |
| | Slop Tanks: | Heating Coils | Yes | STPG 370S (Carbon Steel) |
| 5.45 | Maximum temperature cargo can be loaded / maintained: | | 66.0 °C / 150.8 °F | 66 °C / 150.8 °F |
| 5.46 | Minimum temperature cargo can be loaded / maintained: | | | |

**Coating / Anodes**

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|---|---|---|---|---|---|
| 5.47 | Tank Coating | Coated | Type | To What Extent | Anodes |
| | Cargo tanks: | Yes | Pure Epoxy | Deck head to 3m below & Bottom to 0.5m upwards | No |
| | Ballast tanks: | Yes | Epoxy | Whole Tank | Yes |
| | Slop tanks: | Yes | Pure Epoxy | Whole Tank | Yes |

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| **6.** | **INERT GAS AND CRUDE OIL WASHING** |

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|---|---|---|
| 6.1 | Is a Crude Oil Washing (COW) installation fitted / operational? | Yes / Yes |
| 6.2 | Is an Inert Gas System (IGS) fitted / operational? | Yes / Yes |
| 6.3 | Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: | Flue Gas |

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| **7.** | **MOORING** | | | | | |
| 7.1 | Wires (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | | | Not Applicable | | |
| | Main deck fwd: | | | Not Applicable | | |
| | Main deck aft: | | | Not Applicable | | |
| | Poop deck: | | | Not Applicable | | |
| 7.2 | Wire tails | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 4 | 64.00 Millimetres | POLYESTER | 11.00 Metres | 110.00 Metric Tonnes |
| | Main deck fwd: | 4 | 64.00 Millimetres | POLYESTER | 11.00 Metres | 110.00 Metric Tonnes |
| | Main deck aft: | 2 | 64.00 Millimetres | POLYESTER | 11.00 Metres | 110.00 Metric Tonnes |
| | Poop deck: | 6 | 64.00 Millimetres | POLYESTER | 11.00 Metres | 110.00 Metric Tonnes |
| 7.3 | Ropes (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 4 | 34.00 Millimetres | HMPE ( High Modulus Poly Ethylene ) | 280.00 Metres | 83.90 Metric Tonnes |
| | Main deck fwd: | 4 | 34.00 Millimetres | HMPE ( High Modulus Poly Ethylene ) | 280.00 Metres | 83.90 Metric Tonnes |
| | Main deck aft: | 2 | 34.00 Millimetres | HMPE ( High Modulus Poly Ethylene ) | 280.00 Metres | 83.90 Metric Tonnes |
| | Poop deck: | 6 | 34.00 Millimetres | HMPE ( High Modulus Poly Ethylene ) | 280.00 Metres | 83.90 Metric Tonnes |
| 7.4 | Other lines | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 4 | 72 Millimetres | POLYPROPYLENE | 220 Metres | 86 Metric Tonnes |
| | Main deck fwd: | | | Not Applicable | | |
| | Main deck aft: | | | Not Applicable | | |
| | Poop deck: | 4 | 72 Millimetres | POLYPROPYLENE | 220 Metres | 86 Metric Tonnes |
| 7.5 | Winches | No. | No. Drums | Motive Power | Brake Capacity | Type of Brake |
| | Forecastle: | 2 | Double Drums | Hydraulic | 67.10 Metric Tonnes | |
| | Main deck fwd: | 2 | Double Drums | Hydraulic | 67.10 Metric Tonnes | |
| | Main deck aft: | 1 | Double Drums | Hydraulic | 67.10 Metric Tonnes | Hydraulic |
| | Poop deck: | 3 | Double Drums | Hydraulic | 67.10 Metric Tonnes | |
| 7.6 | Bitts, closed chocks/fairleads | | No. Bitts | SWL Bitts | No. Closed Chocks | SWL Closed Chocks |
| | Forecastle: | | 5 | 71 Metric Tonnes | 6 | 45 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 |

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| **Anchors/Emergency Towing System** | | | |
| 7.7 | Number of shackles on port / starboard cable: | 12 / 13 | |
| 7.8 | Type / SWL of Emergency Towing system forward: | KETA-45F CHAFING CHAIN | 350 Metric Tonnes |
| 7.9 | Type / SWL of Emergency Towing system aft: | KETSP-40A | 200 Metric Tonnes |
| **Escort Tug** | | | |
| 7.10 | What is size / SWL of closed chock and/or fairleads of enclosed type on stern: | 1160 X 504 X 1130 | 200.00 Metric Tonnes |
| 7.11 | What is SWL of bollard on poop deck suitable for escort tug: | | 200.00 Metric Tonnes |
| **Bow/Stern Thruster** | | | |
| 7.12 | What is brake horse power of bow thruster (if fitted): | No, | |
| 7.13 | What is brake horse power of stern thruster (if fitted): | No, | |
| **Single Point Mooring (SPM) Equipment** | | | |
| 7.14 | 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 | |
| 7.15 | If fitted, how many chain stoppers: | 2 | |
| 7.16 | State type / SWL of chain stopper(s): | TONGUE SM490A | 350.00 Metric Tonnes |
| 7.17 | What is the maximum size chain diameter the bow stopper(s) can handle: | | 76.00 Millimetres |

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|---|---|---|
| 7.18 | Distance between the bow fairlead and chain stopper/bracket: | 3,150 Millimetres |
| 7.19 | Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size: | Yes<br>Not Applicable |
| **Lifting Equipment** | | |
| 7.20 | Derrick / Crane description (Number, SWL and location): | Derricks: 0.00 Tonnes, Cranes: 1 x 15.00 Tonnes<br>2 Derricks Onboard<br>1 x 0.1 tons<br>1 x 0.2 tons<br>3 Cranes Onboard<br>1 x 15 tons (center)<br>1 x 5 tons (port)<br>1 x 2 tons (starboard) |
| 7.21 | What is maximum outreach of cranes / derricks outboard of the ship's side: | 6.90 Metres |
| **Ship To Ship Transfer (STS) / Helicopter Operations** | | |
| 7.22 | Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquified Gas, as applicable)? | Yes |
| 7.23 | Can the ship comply with the ICS Helicopter Guidelines? If Yes, state whether winching or landing area provided and diameter of the circle provided: | Yes, Landing<br>13.00 Metres |

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| **8.** | **MISCELLANEOUS** | | | |
| **Engine** | | | | |
| 8.1 | Speed | | Maximum | Economic |
| | Ballast speed: | | | |
| | Laden speed: | | | |
| 8.2 | What type of fuel is used for main propulsion / generating plant: | | HFO 380 CST , HFO & LSHFO | HFO 380 CST, HFO & LSHFO |
| 8.3 | Type / Capacity of bunker tanks: | | Fuel Oil: 3,285.90 Cu. Metres<br>Diesel Oil: 275.50 Cu. Metres<br>Gas Oil: 0 Cu. Metres | |
| 8.4 | Is vessel fitted with fixed or controllable pitch propeller(s): | | Fixed | |
| 8.5 | Engines | No | Capacity | Make/Type |
| | Main engine: | 1 | 16,780 Kilowatt | HYUNDAI Man B&W 6S70ME-C |
| | Aux engine: | 3 | 960 Kilowatt | Himsen (6H 21/32) |
| | Power packs: | | | |
| | Boilers: | 2 | 40.00 Metric Tonnes/Hour | |
| **Emissions** | | | | |
| 8.6 | Main engine IMO NOx emission standard: | | Tier I | |
| 8.7 | Energy Efficiency Design Index (EEDI) rating number: | | 3,234 | |
| **Insurance** | | | | |
| 8.8 | P & I Club - Full Style: | UK P&I CLUB<br>90 Fenchurch Street<br>London<br>EC3M 4ST<br>Tel: 0044 020 7283 4646<br>Email: underwriting.ukclub@thomasmiller.com | | |
| 8.9 | P & I Club pollution liability coverage / expiration date: | | 1,000,000,000 US$ | Feb 20, 2018 |
| 8.10 | Hull & Machinery insured by - Full Style: | Willis Limited<br>51 Lime Street London EC3M 7DQ United Kingdom<br>Telephone: +44 (0)2031246000 Fax: +44 (0)2031248223 Website: www.willis.com | | |
| 8.11 | Hull & Machinery insured value / expiration date: | | 100,000,000 US$ | May 20, 2018 |
| **Recent Operational History** | | | | |
| 8.12 | Date and place of last Port State Control inspection: | | Jan 17, 2017 / SWPLA US | |
| 8.13 | Any outstanding deficiencies as reported by any Port State Control? If yes, provide details: | | No<br>n/a | |
| 8.14 | Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description: | | Pollution: No, n/a<br>Grounding: No, n/a<br>Casualty: No, n/a<br>Collision: No, n/a | |
| 8.15 | Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last): | | 1) EL SHARARA / UML / ZAWIA - FOS | |

| | | |
|---|---|---|
| | | 2) NHCO / ENI / AG - TRIESTE+LIVORNO+GENOA<br>3) CPC BLEND / CHEVRON / CPC - SIKKA |
| 8.16 | Date/place of last STS operation: | 07.02.2017 |
| **Vetting** | | |
| 8.17 | Date of last SIRE inspection: | Nov 05, 2017 |
| 8.18 | Date of last CDI inspection: | |
| 8.19 | Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*:<br>* *"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.* | CEPSA,OMV, CHEVRON, PRIMORSK OIL, SHELL,BP |
| **Additional Information** | | |
| 8.20 | Additional information relating to features of the ship or operational characteristics: | |

Rev 2015 (INTERTANKO / Q88.com)

Form completed on http://www.q88.com/integration.aspx Please email 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.