

|                       |   |   |                           |
|-----------------------|---|---|---------------------------|
| <b>1.</b>             | <b>VESSEL DESCRIPTION</b>   |   |                           |
| 1.1                   | Date updated:   | Nov 11, 2011  |                           |
| 1.2                   | Vessel's name:  | Ottoman Equity  |                           |
| 1.3                   | IMO number:   | 9404950   |                           |
| 1.4                   | Vessel's previous name(s) and date(s) of change:  | Not Applicable  |                           |
| 1.5                   | Date delivered:   | Dec 01, 2008  |                           |
| 1.6                   | Builder (where built):  | HHI , ULSAN - S.KOREA   |                           |
| 1.7                   | Flag:   | Turkey  |                           |
| 1.8                   | Port of Registry:   | ISTANBUL  |                           |
| 1.9                   | Call sign:  | TCTG7   |                           |
| 1.10                  | Vessel's satcom phone number:   | +870773151878   |                           |
|                       | Vessel's fax number:  | +870783153614   |                           |
|                       | Vessel's telex number:  | 427100536   |                           |
|                       | Vessel's email address:   | equity@gungen.com.tr  |                           |
| 1.11                  | Type of vessel:   | Oil Tanker  |                           |
| 1.12                  | Type of hull:   | Double Hull   |                           |
| <b>Classification</b> |   |   |                           |
| 1.13                  | Classification society:   | Det Norske Veritas  |                           |
| 1.14                  | Class notation:   | +A1 CSR Tanker for Oil ESP SPM OPP-F<br>EO ICS CCO VCS-2B HMON<br>(A1,C1,E1,G4,O4) CLEAN BWM-E(s,f)<br>COAT-1 PLUS-1 TMON |                           |
| 1.15                  | If Classification society changed, name of previous society:  | N/A   |                           |
| 1.16                  | If Classification society changed, date of change:  | Not Applicable  |                           |
| 1.17                  | IMO type, if applicable:  | 1   |                           |
| 1.18                  | Does the vessel have ice class? If yes, state what level:   | N/A,  |                           |
| 1.19                  | Date / place of last dry-dock:  | Not Applicable  |                           |
| 1.20                  | Date next dry dock due  | Dec 01, 2013  |                           |
| 1.21                  | Date of last special survey / next survey due:  | Not Applicable  | Dec 01, 2013              |
| 1.22                  | Date of last annual survey:   | Dec 12, 2010  |                           |
| 1.23                  | If ship has Condition Assessment Program (CAP), what is the latest overall rating:  |   |                           |
| 1.24                  | 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   |                           |
| <b>Dimensions</b>     |   |   |                           |
| 1.25                  | Length Over All (LOA):  | 269.17 Metres   |                           |
| 1.26                  | Length Between Perpendiculars (LBP):  | 258.00 Metres   |                           |
| 1.27                  | Extreme breadth (Beam):   | 46.041 Metres   |                           |
| 1.28                  | Moulded depth:  | 24.40 Metres  |                           |
| 1.29                  | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):  | 50.65 Metres  |                           |
| 1.30                  | Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):  | 133.12 Metres   | 136.05 Metres             |
| 1.31                  | Distance bridge front to center of manifold:  | 91 Metres   |                           |
| 1.32                  | 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  |
| 1.33                  | FWA at summer draft / TPC immersion at summer draft:  | 398 Millimetres   | 109.98 Metric Tonnes      |
| 1.34                  | What is the max height of mast above waterline (air draft)  | Full Mast   | Collapsed Mast            |
|                       | Lightship:  | 47.655 Metres   | 0 Metres                  |
|                       | Normal ballast:   | 42.722 Metres   | 0 Metres                  |
|                       | At loaded summer deadweight:  | 33.129 Metres   | 0 Metres                  |
| <b>Tonnages</b>       |   |   |                           |
| 1.35                  | Net Tonnage:  | 48,517  |                           |
| 1.36                  | Gross Tonnage / Reduced Gross Tonnage (if applicable):  | 79,934  |                           |
| 1.37                  | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):   | 82,203.13   | 76,009.45                 |

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|                                |  |               |               |   |                          |
|--------------------------------|--|---------------|---------------|---|--------------------------|
| 1.38                           | Panama Canal Net Tonnage (PCNT):                 |               |               |   |                          |
| <b>Loadline Information</b>    |  |               |               |   |                          |
| 1.39                           | Loadline   | Freeboard     | Draft         | Deadweight  | Displacement             |
|                                | Summer:  | 6.918 Metres  | 17.521 Metres | 150,545.40 Metric Tonnes  | 175,237 Metric Tonnes    |
|                                | Winter:  | 7.283 Metres  | 17.156 Metres | 146,535.40 Metric Tonnes  | 171,227 Metric Tonnes    |
|                                | Tropical:  | 6.553 Metres  | 17.886 Metres | 154,563.70 Metric Tonnes  | 179,255.30 Metric Tonnes |
|                                | Lightship:                                       | 21.444 Metres | 2.995 Metres  |   | 24,691.60 Metric Tonnes  |
|                                | Normal Ballast Condition:                        | 16.511 Metres | 7.928 Metres  | 48,477.80 Metric Tonnes   | 73,169.40 Metric Tonnes  |
| 1.40                           | Does vessel have multiple SDWT?                  |               |               | N/A   |                          |
| 1.41                           | If yes, what is the maximum assigned deadweight? |               |               |   |                          |
| <b>Ownership and Operation</b> |  |               |               |   |                          |
| 1.42                           | Registered owner - Full style:                   |               |               | GUNGEN MARITIME and TRADING A.S.<br>HALICI SOKAK NO:9<br>GOP<br>06700 ANKARA/TURKEY<br>Tel: +90(312)455 35 35<br>Fax: +90(312)455 35 25<br>Telex: 44111 or 44666<br>Email: tankerops@gungen.com.tr<br>Company IMO#: 1366389 |                          |
| 1.43                           | Technical operator - Full style:                 |               |               | GUNGEN MARITIME and TRADING A.S.<br>Same as above<br>Tel: +90 216 5565656<br>Email: tankerops@gungen.com.tr   |                          |
| 1.44                           | Commercial operator - Full style:                |               |               | Osman Gungen<br>Same as above<br>Tel: +90(216)5565656<br>Fax: +90(216)5565666<br>Email: chartering@gungen.com.tr  |                          |
| 1.45                           | Disponent owner - Full style:                    |               |               | GUNGEN MARITIME and TRADING A.S.<br>Halici Sokak No: 9<br>G.O.P. 06700 Ankara<br>Turkey   |                          |

| 2.   | CERTIFICATION  | Issued         | Last Annual or Intermediate | Expires        |
|------|--|----------------|-----------------------------|----------------|
| 2.1  | Safety Equipment Certificate:  | Feb 27, 2009   | Jan 26, 2011                | Dec 01, 2013   |
| 2.2  | Safety Radio Certificate:  | Feb 27, 2009   | Jan 26, 2011                | Dec 01, 2013   |
| 2.3  | Safety Construction Certificate:   | Feb 27, 2009   | Jan 26, 2011                | Dec 01, 2013   |
| 2.4  | Loadline Certificate:  | Jan 13, 2009   | Dec 12, 2010                | Dec 01, 2013   |
| 2.5  | International Oil Pollution Prevention Certificate (IOPPC):                    | Mar 24, 2009   | Dec 12, 2010                | Dec 01, 2013   |
| 2.6  | Safety Management Certificate (SMC):   | May 15, 2009   |                             | Apr 29, 2014   |
| 2.7  | Document of Compliance (DOC):  | Mar 30, 2011   | Mar 09, 2011                | Apr 05, 2016   |
| 2.8  | USCG (specify: COC, LOC or COI): <b>Not Applicable</b>                         | Not Applicable | Not Applicable              | Not Applicable |
| 2.9  | Civil Liability Convention Certificate (CLC):                                  | Jan 26, 2011   |                             | Feb 20, 2012   |
| 2.10 | Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC): | Jan 07, 2011   |                             | Feb 20, 2012   |
| 2.11 | U.S. Certificate of Financial Responsibility (COFR):                           | Dec 10, 2008   |                             | Dec 10, 2011   |
| 2.12 | Certificate of Fitness (Chemicals):  | Not Applicable | Not Applicable              | Not Applicable |
| 2.13 | Certificate of Fitness (Gas):  | Not Applicable | Not Applicable              | Not Applicable |
| 2.14 | Certificate of Class:  | Apr 29, 2009   | Dec 12, 2010                | Dec 01, 2013   |

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| 2.15 | International Ship Security Certificate (ISSC):               | Apr 09, 2009 |  | Apr 09, 2014 |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC) | Jan 27, 2009 |  | Dec 01, 2013 |
| 2.17 | International Air Pollution Prevention Certificate (IAPP):    | Feb 09, 2009 |  | Dec 01, 2013 |

**Documentation**

|      |  |  |     |
|------|--|--|-----|
| 2.18 | Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable: |  | Yes |
| 2.19 | Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:                     |  | Yes |

**3. CREW MANAGEMENT**

|     |  |                                  |
|-----|--|----------------------------------|
| 3.1 | Nationality of Master:   | Turkish                          |
| 3.2 | Nationality of Officers:   | Turkish                          |
| 3.3 | Nationality of Crew:   | Turkish                          |
| 3.4 | If Officers/Crew employed by a Manning Agency - Full style:            | Officers:<br>N/A<br>Crew:<br>N/A |
| 3.5 | What is the common working language onboard:                           | Turkish                          |
| 3.6 | Do officers speak and understand English:                              | Yes                              |
| 3.7 | In case of Flag Of Convenience, is the ITF Special Agreement on board: | N/A                              |

**4. HELICOPTERS**

|     |  |         |
|-----|--|---------|
| 4.1 | Can the ship comply with the ICS Helicopter Guidelines:  | Yes     |
| 4.2 | If Yes, state whether winching or landing area provided: | Landing |

**5. FOR USA CALLS**

|     |   |   |
|-----|---|---|
| 5.1 | Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter: | Yes   |
| 5.2 | Qualified individual (QI) - Full style:   | Mr. Michael Minogue<br>ECM Maritime Services<br>Wilton, CT 06897<br>Tel: +1.203.761.6030 or +<br>Fax: +1.203.761.6085 |
| 5.3 | Oil Spill Response Organization (OSRO) -Full style:   | Marine Spill Response Corp. (MSRC)<br>Tel: +1.800.645.7745 or +<br>Fax: +1.800.635.6772 or +                          |
| 5.4 | Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:                                  | No  |

**6. CARGO AND BALLAST HANDLING**
**Double Hull Vessels**

|     |   |       |
|-----|---|-------|
| 6.1 | Is vessel fitted with centerline bulkhead in all cargo tanks: | Yes   |
| 6.2 | If Yes, is bulkhead solid or perforated:                      | Solid |

**Cargo Tank Capacities**

|     |   |  |
|-----|---|--|
| 6.3 | 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)) |
| 6.4 | Total cubic capacity (98%, excluding slop tanks):                             | 166,671 Cu. Metres   |
| 6.5 | Slop tank(s) capacity (98%):  | 2,905.40 Cu. Metres  |
| 6.6 | Residual/Retention oil tank(s) capacity (98%), if applicable:                 |  |
| 6.7 | Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT): | SBT  |

**SBT Vessels**

|      |   |                      |
|------|---|----------------------|
| 6.8  | What is total capacity of SBT?  | 52,269.50 Cu. Metres |
| 6.9  | What percentage of SDWT can vessel maintain with SBT only:                          | 34.70 %              |
| 6.10 | Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2) | Yes                  |

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| <b>Cargo Handling</b>         |  |                                      |                          |                       |
|-------------------------------|--|--------------------------------------|--------------------------|-----------------------|
| 6.11                          | How many grades/products can vessel load/discharge with double valve segregation:  | 3                                    |                          |                       |
| 6.12                          | Maximum loading rate for homogenous cargo per manifold connection:   | 5,000 Cu. Metres/Hour                |                          |                       |
| 6.13                          | Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:                                       | 17,000 Cu. Metres/Hour               |                          |                       |
| 6.14                          | Are there any cargo tank filling restrictions. If yes, please specify:   | N/A                                  |                          |                       |
| <b>Pumping Systems</b>        |  |                                      |                          |                       |
| 6.15                          | Pumps:   | No.                                  | Type                     | Capacity              |
|                               | Cargo:   | 3                                    | Centrifugal              | 4000 M3/HR            |
|                               | Stripping:   | 1                                    | Reciprocating            | 250 Cu. Metres/Hour   |
|                               | Eductors:  | 2                                    | TEAMTEC-GOLAR            | 470 Cu. Metres/Hour   |
|                               | Ballast:   | 2                                    | Centrifugal              | 2,500 Cu. Metres/Hour |
| 6.16                          | How many cargo pumps can be run simultaneously at full capacity:   | 3                                    |                          |                       |
| <b>Cargo Control Room</b>     |  |                                      |                          |                       |
| 6.17                          | Is ship fitted with a Cargo Control Room (CCR):  | Yes                                  |                          |                       |
| 6.18                          | Can tank innage / ullage be read from the CCR:   | Yes                                  |                          |                       |
| <b>Gauging and Sampling</b>   |  |                                      |                          |                       |
| 6.19                          | Can ship operate under closed conditions in accordance with ISGOTT:  | Yes                                  |                          |                       |
| 6.20                          | What type of fixed closed tank gauging system is fitted:   | Radar                                |                          |                       |
| 6.21                          | Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:                                    | Yes, all                             |                          |                       |
| <b>Vapor Emission Control</b> |  |                                      |                          |                       |
| 6.22                          | Is a vapor return system (VRS) fitted:   | Yes                                  |                          |                       |
| 6.23                          | Number/size of VRS manifolds (per side):   | 2                                    | 406.40 Millimetres       |                       |
| <b>Venting</b>                |  |                                      |                          |                       |
| 6.24                          | State what type of venting system is fitted:   | VENT RISER + HIGH VELOCITY PV VALVES |                          |                       |
| <b>Cargo Manifolds</b>        |  |                                      |                          |                       |
| 6.25                          | Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment': | Yes                                  |                          |                       |
| 6.26                          | What is the number of cargo connections per side:  | 3                                    |                          |                       |
| 6.27                          | What is the size of cargo connections:   | 609.60 Millimetres                   |                          |                       |
| 6.28                          | What is the material of the manifold:  | CAST STEEL                           |                          |                       |
| <b>Manifold Arrangement</b>   |  |                                      |                          |                       |
| 6.29                          | Distance between cargo manifold centers:   | 2,500 Millimetres                    |                          |                       |
| 6.30                          | Distance ships rail to manifold:   | 4,600 Millimetres                    |                          |                       |
| 6.31                          | Distance manifold to ships side:   | 4,600 Millimetres                    |                          |                       |
| 6.32                          | Top of rail to center of manifold:   | 780 Millimetres                      |                          |                       |
| 6.33                          | Distance main deck to center of manifold:  | 2,100 Millimetres                    |                          |                       |
| 6.34                          | Manifold height above the waterline in normal ballast / at SDWT condition:   | 18.611 Metres                        | 9.018 Metres             |                       |
| 6.35                          | Number / size reducers:  | None                                 |                          |                       |
| <b>Stern Manifold</b>         |  |                                      |                          |                       |
| 6.36                          | Is vessel fitted with a stern manifold:  | No                                   |                          |                       |
| 6.37                          | If stern manifold fitted, state size:  |                                      |                          |                       |
| <b>Cargo Heating</b>          |  |                                      |                          |                       |
| 6.38                          | Type of cargo heating system?  | Steam                                |                          |                       |
| 6.39                          | If fitted, are all tanks coiled?   | Yes                                  |                          |                       |
| 6.40                          | If fitted, what is the material of the heating coils:  | Other                                |                          |                       |
| 6.41                          | Maximum temperature cargo can be loaded/maintained:  | 66.0 &deg;C / 150.8 &deg;F           | 66 &deg;C / 150.8 &deg;F |                       |
| <b>Tank Coating</b>           |  |                                      |                          |                       |

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|      |   |        |            |  |
|------|---|--------|------------|--|
| 6.42 | Are cargo, ballast and slop tanks coated? | Coated | Type       | To What Extent                                 |
|      | Cargo tanks:                              | Yes    | Pure Epoxy | Deck head to 3m below & Bottom to 0.5m upwards |
|      | Ballast tanks:                            | Yes    | Pure Epoxy | Whole Tank                                     |
|      | Slop tanks:                               | Yes    | Pure Epoxy | Whole Tank                                     |
| 6.43 | If fitted, what type of anodes are used:  |        | ZINC       |  |

|           |  |  |          |  |
|-----------|--|--|----------|--|
| <b>7.</b> | <b>INERT GAS AND CRUDE OIL WASHING</b>                                 |  |          |  |
| 7.1       | Is an Inert Gas System (IGS) fitted:                                   |  | Yes      |  |
| 7.2       | Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: |  | Flue Gas |  |
| 7.3       | Is a Crude Oil Washing (COW) installation fitted:                      |  | Yes      |  |

|           |   |     |                |                                     |                     |                     |
|-----------|---|-----|----------------|-------------------------------------|---------------------|---------------------|
| <b>8.</b> | <b>MOORING</b>                                  |     |                |                                     |                     |                     |
| 8.1       | Mooring wires (on drums)                        | No. | Diameter       | Material                            | Length              | Breaking Strength   |
|           | Forecastle:                                     |     |                |                                     |                     |                     |
|           | Main deck fwd:                                  |     |                |                                     |                     |                     |
|           | Main deck aft:                                  |     |                |                                     |                     |                     |
|           | Poop deck:                                      |     |                |                                     |                     |                     |
| 8.2       | Wire tails                                      | No. | Diameter       | Material                            | Length              | Breaking Strength   |
|           | Forecastle:                                     | 4   | 57 Millimetres | POLYESTER                           | 11 Metres           | 114 Metric Tonnes   |
|           | Main deck fwd:                                  | 4   | 57 Millimetres | POLYESTER                           | 11 Metres           | 114 Metric Tonnes   |
|           | Main deck aft:                                  | 2   | 57 Millimetres | POLYESTER                           | 11 Metres           | 114 Metric Tonnes   |
|           | Poop deck:                                      | 6   | 57 Millimetres | POLYESTER                           | 11 Metres           | 114 Metric Tonnes   |
| 8.3       | Mooring ropes (on drums)                        | No. | Diameter       | Material                            | Length              | Breaking Strength   |
|           | Forecastle:                                     | 4   | 34 Millimetres | HMPE ( High Modulus Poly Ethylene ) | 280 Metres          | 83.90 Metric Tonnes |
|           | Main deck fwd:                                  | 4   | 34 Millimetres | HMPE ( High Modulus Poly Ethylene ) | 280 Metres          | 83.90 Metric Tonnes |
|           | Main deck aft:                                  | 2   | 34 Millimetres | HMPE ( High Modulus Poly Ethylene ) | 280 Metres          | 83.90 Metric Tonnes |
|           | Poop deck:                                      | 6   | 34 Millimetres | HMPE ( High Modulus Poly Ethylene ) | 280 Metres          | 83.90 Metric Tonnes |
| 8.4       | Other mooring lines                             | No. | Diameter       | Material                            | Length              | Breaking Strength   |
|           | Forecastle:                                     |     |                | Not Applicable                      |                     |                     |
|           | Main deck fwd:                                  |     |                | Not Applicable                      |                     |                     |
|           | Main deck aft:                                  |     |                | Not Applicable                      |                     |                     |
|           | Poop deck:                                      |     |                | Not Applicable                      |                     |                     |
| 8.5       | Mooring winches                                 | No. |                | # Drums                             | Brake Capacity      |                     |
|           | Forecastle:                                     | 2   |                | Double Drums                        | 67.10 Metric Tonnes |                     |
|           | Main deck fwd:                                  | 2   |                | Double Drums                        | 67.10 Metric Tonnes |                     |
|           | Main deck aft:                                  | 1   |                | Double Drums                        | 67.10 Metric Tonnes |                     |
|           | Poop deck:                                      | 3   |                | Double Drums                        | 67.10 Metric Tonnes |                     |
| 8.6       | Mooring bitts                                   | No. |                |                                     | SWL                 |                     |
|           | Forecastle:                                     | 5   |                |                                     | 71 Metric Tonnes    |                     |
|           | Main deck fwd:                                  | 10  |                |                                     | 71 Metric Tonnes    |                     |
|           | Main deck aft:                                  | 5   |                |                                     | 71 Metric Tonnes    |                     |
|           | Poop deck:                                      | 5   |                |                                     | 71 Metric Tonnes    |                     |
| 8.7       | Closed chocks and/or fairleads of enclosed type | No. |                |                                     | SWL                 |                     |
|           | Forecastle:                                     |     |                |                                     | 45 Metric Tonnes    |                     |
|           | Main deck fwd:                                  |     |                |                                     |                     |                     |
|           | Main deck aft:                                  |     |                |                                     |                     |                     |

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|   | Poop deck:   |  |                       |
| <b>Emergency Towing System</b>              |  |  |                       |
| 8.8   | Type / SWL of Emergency Towing system forward:   | KETA-45F CHAFING CHAIN   | 350 Metric Tonnes     |
| 8.9   | Type / SWL of Emergency Towing system aft:   | KETSP-40A  | 200 Metric Tonnes     |
| <b>Anchors</b>                              |  |  |                       |
| 8.10  | Number of shackles on port cable:  |  | 12                    |
| 8.11  | Number of shackles on starboard cable:   |  | 13                    |
| <b>Escort Tug</b>                           |  |  |                       |
| 8.12  | What is SWL and size of closed chock and/or fairleads of enclosed type on stern:   | 200 Metric Tonnes  | 1160 X 504 X 1130     |
| 8.13  | What is SWL of bollard on poopdeck suitable for escort tug:  |  | 200 Metric Tonnes     |
| <b>Bow/Stern Thruster</b>                   |  |  |                       |
| 8.14  | What is brake horse power of bow thruster (if fitted):   |  | 0 Kilowatt            |
| 8.15  | What is brake horse power of stern thruster (if fitted):   |  | 0 Kilowatt            |
| <b>Single Point Mooring (SPM) Equipment</b> |  |  |                       |
| 8.16  | Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)': |  | Yes                   |
| 8.17  | Is vessel fitted with chain stopper(s):  |  | Yes                   |
| 8.18  | How many chain stopper(s) are fitted:  | 2  |                       |
| 8.19  | State type of chain stopper(s) fitted:   | TONGUE SM490A  |                       |
| 8.20  | Safe Working Load (SWL) of chain stopper(s):   |  | 350 Metric Tonnes     |
| 8.21  | What is the maximum size chain diameter the bow stopper(s) can handle:   |  | 76 Millimetres        |
| 8.22  | Distance between the bow fairlead and chain stopper/bracket:   |  | 3,150 Millimetres     |
| 8.23  | 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 |
| <b>Lifting Equipment</b>                    |  |  |                       |
| 8.24  | Derrick / Crane description (Number, SWL and location):  | Derricks: 2, Cranes: 3 x 15 Tonnes, 2<br>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) |                       |
| 8.25  | What is maximum outreach of cranes / derricks outboard of the ship's side:   |  | 6.90 Metres           |
| <b>Ship To Ship Transfer (STS)</b>          |  |  |                       |
| 8.26  | Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):                |  | Yes                   |

|                           |   |  |                                |
|---------------------------|---|--|--------------------------------|
| <b>9.</b>                 | <b>MISCELLANEOUS</b>  |  |                                |
| <b>Engine Room</b>        |   |  |                                |
| 9.1                       | What type of fuel is used for main propulsion?                      | HFO 380 CST , HFO & LSHFO, MGO                       |                                |
| 9.2                       | What type of fuel is used in the generating plant?                  | HFO 380 CST, HFO & LSHFO, MGO                        |                                |
| 9.3                       | Capacity of bunker tanks - IFO and MDO/MGO:                         | 3,285.90 Cu. Metres                                  | 0 Cu. Metres<br>275 Cu. Metres |
| 9.4                       | Is vessel fitted with fixed or controllable pitch propeller(s)?     | Fixed Pitch  |                                |
| <b>Insurance</b>          |   |  |                                |
| 9.5                       | P & I Club - Full Style:  | UK CLUB<br>90 Fenchurch Street<br>London<br>EC3M 4ST |                                |
| 9.6                       | P & I Club coverage - pollution liability coverage:                 | 1000000000 US\$                                      |                                |
| <b>Port State Control</b> |   |  |                                |
| 9.7                       | Date and place of last Port State Control inspection:               | Apr 23, 2011 / Kharg Island                          |                                |
| 9.8                       | Any outstanding deficiencies as reported by any Port State Control: | N/A  |                                |
| 9.9                       | If yes, provide details:  |  |                                |

**INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)**

| <b>Recent Operational History</b> |  |  |
|-----------------------------------|--|--|
| 9.10                              | Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:  | Pollution: No,<br>Grounding: No ,<br>Serious casualty: No ,<br>Collision: No ,                               |
| 9.11                              | Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):  | 1)CPC / CHEVRON/NOVO-TRIESTE<br>2)REBCO / CSSA / NOVO - FOS<br>3)ILCO / VITOL/ SIDI KERIR - TRIESTE          |
| <b>Vetting</b>                    |  |  |
| 9.12                              | Date/Place of last SIRE Inspection:  | Jul 17, 2011 / Le Havre  |
| 9.13                              | Date/Place of last CDI Inspection:   |  |
| 9.14                              | Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*:<br><br><i>* Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i> | STATOIL / PORT STATE / OMV /<br>CHEVRON / INEOS / TOTAL / ENI (AGIP) /<br>SUNOCO / ERG / SHELL / BP / REPSOL |

Version 3 ([www.Intertanko.com](http://www.Intertanko.com) / [www.Q88.com](http://www.Q88.com))

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

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If this is not the latest version then we would appreciate if the recipient would email the updated version to [support@q88.com](mailto:support@q88.com) so that we may update our system.