

|                       |   |  |                             |
|-----------------------|---|--|-----------------------------|
| <b>1.</b>             | <b>VESSEL DESCRIPTION</b>   |  |                             |
| 1.1                   | Date updated:   | Nov 29, 2011   |                             |
| 1.2                   | Vessel's name:  | Ottoman Integrity  |                             |
| 1.3                   | IMO number:   | 9530618  |                             |
| 1.4                   | Vessel's previous name(s) and date(s) of change:  | Not Applicable   |                             |
| 1.5                   | Date delivered:   | Nov 28, 2011   |                             |
| 1.6                   | Builder (where built):  | HHI , ULSAN - S.KOREA  |                             |
| 1.7                   | Flag:   | Turkey   |                             |
| 1.8                   | Port of Registry:   | Istanbul   |                             |
| 1.9                   | Call sign:  | TCZP2  |                             |
| 1.10                  | Vessel's satcom phone number:   | +87 077 323 1081   |                             |
|                       | Vessel's fax number:  |  |                             |
|                       | Vessel's telex number:  |  |                             |
|                       | Vessel's email address:   | integrity@gungen.com   |                             |
| 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:   | +1A1, Tanker for Oil ESP, CSR, PLUS-1, COAT-1, E0, HMON (E1, C1, O1, G4, A1), SPM, VCS-2B, CCO, TMON, CLEAN, OPP-F, BWM-E(s, f), COAT-PSPC(B),BIS,BWM-T, ECA (SOx-A) |                             |
| 1.15                  | If Classification society changed, name of previous society:  |  |                             |
| 1.16                  | If Classification society changed, date of change:  |  |                             |
| 1.17                  | IMO type, if applicable:  | 1  |                             |
| 1.18                  | Does the vessel have ice class? If yes, state what level:   | No,  |                             |
| 1.19                  | Date / place of last dry-dock:  | Not Applicable   |                             |
| 1.20                  | Date next dry dock due  | Nov 25, 2016   |                             |
| 1.21                  | Date of last special survey / next survey due:  | Not Applicable   |                             |
| 1.22                  | Date of last annual survey:   |  |                             |
| 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):  | 269.19 Metres  |                             |
| 1.26                  | Length Between Perpendiculars (LBP):  | 258 Metres   |                             |
| 1.27                  | Extreme breadth (Beam):   | 46.34 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 Metres   | 136 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:  | 62.40 Metres   | 66.87 Metres 67.17 Metres   |
|                       | Aft to mid-point manifold:  | 33.07 Metres   | 48.23 Metres 71.13 Metres   |
|                       | Parallel body length:   | 95.47 Metres   | 115.10 Metres 138.30 Metres |
| 1.33                  | FWA at summer draft / TPC immersion at summer draft:  | 399 Millimetres  | 109.98 Metric Tonnes        |
| 1.34                  | What is the max height of mast above waterline (air draft)  | Full Mast  | Collapsed Mast              |
|                       | Lightship:  | 47.788 Metres  | 0.00 Metres                 |
|                       | Normal ballast:   | 42.722 Metres  | 0.00 Metres                 |
|                       | At loaded summer deadweight:  | 33.129 Metres  | 0.00 Metres                 |
| <b>Tonnages</b>       |   |  |                             |
| 1.35                  | Net Tonnage:  | 48,515   |                             |
| 1.36                  | Gross Tonnage / Reduced Gross Tonnage (if applicable):  | 80,112   |                             |

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|                                |  |                |               |                         |  |
|--------------------------------|--|----------------|---------------|-------------------------|--|
| 1.37                           | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):  |                | 82,226.20     | 76,002.37               |  |
| 1.38                           | Panama Canal Net Tonnage (PCNT):                 |                |               |                         |  |
| <b>Loadline Information</b>    |  |                |               |                         |  |
| 1.39                           | Loadline   | Freeboard      | Draft         | Deadweight              | Displacement   |
|                                | Summer:  | 6.919 Metres   | 17.50 Metres  | 150,058 Metric Tonnes   | 175,237 Metric Tonnes  |
|                                | Winter:  | 7.284 Metres   | 17.156 Metres | 146,048 Metric Tonnes   | 171,227 Metric Tonnes  |
|                                | Tropical:  | 6.554 Metres   | 17.886 Metres | 154,076 Metric Tonnes   | 179,255 Metric Tonnes  |
|                                | Lightship:                                       | 21.4578 Metres | 2.862 Metres  |                         | 25,179 Metric Tonnes   |
|                                | Normal Ballast Condition:                        | 16.47 Metres   | 7.97 Metres   | 49,459.90 Metric Tonnes | 74,828.50 Metric Tonnes  |
| 1.40                           | Does vessel have multiple SDWT?                  |                |               |                         | No   |
| 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<br>Email: tankerops@gungen.com<br>Web: www.gungen.com<br>Company IMO#: 1366389 |
| 1.43                           | Technical operator - Full style:                 |                |               |                         | GUNGEN MARITIME and TRADING A.S.<br>contact details: same as above   |
| 1.44                           | Commercial operator - Full style:                |                |               |                         | GUNGEN MARITIME and TRADING A.S.<br>contact details: same as above   |
| 1.45                           | Disponent owner - Full style:                    |                |               |                         | GUNGEN MARITIME and TRADING A.S.<br>contact details: same as above   |

| 2.   | CERTIFICATION  | Issued         | Last Annual or Intermediate | Expires        |
|------|--|----------------|-----------------------------|----------------|
| 2.1  | Safety Equipment Certificate:  | Nov 28, 2011   |                             | Apr 28, 2012   |
| 2.2  | Safety Radio Certificate:  | Nov 28, 2011   |                             | Apr 27, 2012   |
| 2.3  | Safety Construction Certificate:   | Nov 28, 2011   |                             | Apr 28, 2012   |
| 2.4  | Loadline Certificate:  | Nov 28, 2011   |                             | Apr 28, 2012   |
| 2.5  | International Oil Pollution Prevention Certificate (IOPPC):                    | Nov 28, 2011   |                             | Apr 28, 2012   |
| 2.6  | Safety Management Certificate (SMC):   | Nov 28, 2011   | Not Applicable              | May 27, 2012   |
| 2.7  | Document of Compliance (DOC):  | May 25, 2011   | Mar 09, 2011                | Apr 05, 2016   |
| 2.8  | USCG (specify: COC, LOC or COI):   |                |                             |                |
| 2.9  | Civil Liability Convention Certificate (CLC):                                  | Nov 28, 2011   |                             | Feb 20, 2012   |
| 2.10 | Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC): | Nov 28, 2011   |                             | Feb 20, 2012   |
| 2.11 | U.S. Certificate of Financial Responsibility (COFR):                           | Nov 28, 2011   |                             | Nov 28, 2014   |
| 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:  | Nov 28, 2011   |                             | Feb 28, 2013   |
| 2.15 | International Ship Security Certificate (ISSC):                                | Nov 28, 2011   |                             | May 28, 2012   |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC)                  | Nov 28, 2011   |                             | Apr 28, 2012   |
| 2.17 | International Air Pollution Prevention Certificate (IAPP):                     | Nov 28, 2011   |                             | Apr 28, 2012   |

**Documentation**

|      |  |     |
|------|--|-----|
| 2.18 | Does vessel have all updated publications as listed in the Vessel Inspection | Yes |
|------|--|-----|

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

|      |  |     |
|------|--|-----|
|      | Questionnaire, Chapter 2- Question 2.24, as applicable:  |     |
| 2.19 | Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract: | Yes |

|           |  |  |
|-----------|--|--|
| <b>3.</b> | <b>CREW MANAGEMENT</b>   |  |
| 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>GUNGEN MARITIME and TRADING A.S.<br>contact details same as above<br>Crew:<br>GUNGEN MARITIME and TRADING A.S.<br>contact details same as above |
| 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  |

|           |  |         |
|-----------|--|---------|
| <b>4.</b> | <b>HELICOPTERS</b>                                       |         |
| 4.1       | Can the ship comply with the ICS Helicopter Guidelines:  | Yes     |
| 4.2       | If Yes, state whether winching or landing area provided: | Landing |

|           |   |  |
|-----------|---|--|
| <b>5.</b> | <b>FOR USA CALLS</b>  |  |
| 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<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<br>Fax: +1.800.635.6772                               |
| 5.4       | Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:                                  | No   |

|                              |   |  |
|------------------------------|---|--|
| <b>6.</b>                    | <b>CARGO AND BALLAST HANDLING</b>   |  |
| <b>Double Hull Vessels</b>   |   |  |
| 6.1                          | Is vessel fitted with centerline bulkhead in all cargo tanks:                       | Yes  |
| 6.2                          | If Yes, is bulkhead solid or perforated:  | Solid  |
| <b>Cargo Tank Capacities</b> |   |  |
| 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)<br>Seg#3: 56136.4 m3 (3, & 6) |
| 6.4                          | Total cubic capacity (98%, excluding slop tanks):                                   | 166,671.00 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  |
| <b>SBT Vessels</b>           |   |  |
| 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:                          | 34.80 %  |
| 6.10                         | Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2) | Yes  |
| <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             | 17,000 Cu. Metres/Hour   |

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

|                               |  |   |                          |                                   |
|-------------------------------|--|---|--------------------------|-----------------------------------|
|                               | all manifolds:   |   |                          |                                   |
| 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 tanks   |                          |                                   |
| <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 and 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:  | 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>15 x 203.2/406.4mm (8/16") |                          |                                   |
| <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>           |  |   |                          |                                   |
| 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 |

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|      |  |     |            |              |
|------|--|-----|------------|--------------|
|      |  |     |            | 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 Ethlene) | 280 Metres   | 83.90 Metric Tonnes |
|           | Main deck fwd:                                  | 4   | 34 Millimetres | HMPE (High Modulus Poly Ethlene) | 280 Metres   | 83.90 Metric Tonnes |
|           | Main deck aft:                                  | 2   | 34 Millimetres | HMPE (High Modulus Poly Ethlene) | 280 Metres   | 83.90 Metric Tonnes |
|           | Poop deck:                                      | 6   | 34 Millimetres | HMPE (High Modulus Poly Ethlene) | 280 Metres   | 83.90 Metric Tonnes |
| 8.4       | Other mooring lines                             | No. | Diameter       | Material                         | Length       | Breaking Strength   |
|           | Forecastle:                                     |     |                |                                  |              |                     |
|           | Main deck fwd:                                  |     |                |                                  |              |                     |
|           | Main deck aft:                                  |     |                |                                  |              |                     |
|           | Poop deck:                                      |     |                |                                  |              |                     |
| 8.5       | Mooring winches                                 | No. |                |                                  | # Drums      | Brake Capacity      |
|           | Forecastle:                                     | 3   |                |                                  | Double Drums | 44.70 Metric Tonnes |
|           | Main deck fwd:                                  | 2   |                |                                  | Double Drums | 25 Metric Tonnes    |
|           | Main deck aft:                                  | 1   |                |                                  | Double Drums | 25 Metric Tonnes    |
|           | Poop deck:                                      | 3   |                |                                  | Double Drums | 25 Metric Tonnes    |
| 8.6       | Mooring bitts                                   |     |                |                                  | No.          | SWL                 |
|           | Forecastle:                                     |     |                |                                  | 5            | 84 Metric Tonnes    |
|           | Main deck fwd:                                  |     |                |                                  | 11           | 84 Metric Tonnes    |
|           | Main deck aft:                                  |     |                |                                  | 3            | 84 Metric Tonnes    |
|           | Poop deck:                                      |     |                |                                  | 5            | 84 Metric Tonnes    |
| 8.7       | Closed chocks and/or fairleads of enclosed type |     |                |                                  | No.          | SWL                 |
|           | Forecastle:                                     |     |                |                                  | 9            | 84 Metric Tonnes    |
|           | Main deck fwd:                                  |     |                |                                  | 15           | 84 Metric Tonnes    |
|           | Main deck aft:                                  |     |                |                                  | 7            | 84 Metric Tonnes    |
|           | Poop deck:                                      |     |                |                                  | 13           | 84 Metric Tonnes    |

**Emergency Towing System**

|     |  |                  |                   |
|-----|--|------------------|-------------------|
| 8.8 | Type / SWL of Emergency Towing system forward: | KETA-45F CHAFING | 350 Metric Tonnes |
| 8.9 | Type / SWL of Emergency Towing system aft:     | KETSP-40A        | 200 Metric Tonnes |

**Anchors**

|      |                                   |    |
|------|-----------------------------------|----|
| 8.10 | Number of shackles on port cable: | 12 |
|------|-----------------------------------|----|

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| 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   |                   |
| <b>Lifting Equipment</b>                    |  |   |                   |
| 8.24  | Derrick / Crane description (Number, SWL and location):  | Derricks: 0.2 Tonnes, Cranes: 15 Tonnes,<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:   | 7 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:   | 3,184.30 Cu. Metres  | 0.00 Cu. Metres<br>497.90 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:   |  |                                      |
| 9.8                               | Any outstanding deficiencies as reported by any Port State Control:   | N/A  |                                      |
| 9.9                               | If yes, provide details:  |  |                                      |
| <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: N/A,<br>Grounding: N/A ,<br>Serious casualty: N/A ,<br>Collision: N/A , |                                      |
| 9.11                              | Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):   |  |                                      |

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

| <b>Vetting</b> |  |
|----------------|--|
| 9.12           | Date/Place of last SIRE Inspection:  |
| 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> |

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.

This form was completed using the services of [www.Q88.com](http://www.Q88.com)

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.