

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Nov 28, 2011	
1.2	Vessel's name:	Ottoman Nobility	
1.3	IMO number:	9290359	
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.5	Date delivered:	Jan 05, 2005	
1.6	Builder (where built):	HHI, ULSAN-KOREA	
1.7	Flag:	Turkey	
1.8	Port of Registry:	ISTANBUL	
1.9	Call sign:	TCDA2	
1.10	Vessel's satcom phone number:	+870773151867	
	Vessel's fax number:	+870783153591	
	Vessel's telex number:	427122288	
	Vessel's email address:	nobility@gungen.com.tr	
1.11	Type of vessel:	Oil Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	Det Norske Veritas	
1.14	Class notation:	+1A1, TANKER FOR OIL, ESP, E0, LCS(DIS), VCS-2B, SPM, ICS(Except Personel Computers), TMON, CCO, HMON-1, COAT-1, PLUS-1, NAUTICUS(New Building)	
1.15	If Classification society changed, name of previous society:		
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:	No,	
1.19	Date / place of last dry-dock:	Oct 28, 2009	Setubal
1.20	Date next dry dock due	Jan 05, 2015	
1.21	Date of last special survey / next survey due:	Oct 28, 2009	Jan 05, 2015
1.22	Date of last annual survey:	Nov 13, 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	
Dimensions			
1.25	Length Over All (LOA):	269.19 Metres	
1.26	Length Between Perpendiculars (LBP):	258 Metres	
1.27	Extreme breadth (Beam):	46 Metres	
1.28	Moulded depth:	24.40 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	50 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	135.30 Metres	133.89 Metres
1.31	Distance bridge front to center of manifold:	88.84 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	59.10 Metres	68.80 Metres
	Aft to mid-point manifold:	23.10 Metres	44.80 Metres
	Parallel body length:	82.20 Metres	113.60 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	399 Millimetres	109.96 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	47.418 Metres	0 Metres
	Normal ballast:	41.84 Metres	0 Metres
	At loaded summer deadweight:	32.479 Metres	0 Metres
Tonnages			
1.35	Net Tonnage:	48,804	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	79,903	

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1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		82,159.27	76,318.11	
1.38	Panama Canal Net Tonnage (PCNT):				
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.919 Metres	17.521 Metres	152,622 Metric Tonnes	175,181 Metric Tonnes
	Winter:	7.284 Metres	17.156 Metres	148,619 Metric Tonnes	171,178 Metric Tonnes
	Tropical:	6.554 Metres	17.886 Metres	156,642 Metric Tonnes	179,201 Metric Tonnes
	Lightship:	21,891 Metres	2.582 Metres		22,559 Metric Tonnes
	Normal Ballast Condition:	16.28 Metres	8.16 Metres	53,834 Metric Tonnes	76,264 Metric Tonnes
1.40	Does vessel have multiple SDWT?	No			
1.41	If yes, what is the maximum assigned deadweight?				
Ownership and Operation					
1.42	Registered owner - Full style:	GUNGEN MARITIME and TRADING A.S. HALICI SOKAK, NO.:9, G.O.P. - 06700 ANKARA / TURKEY Tel: +90 (216) 455 35 35 Fax: + 90 (312) 455 35 25 Telex: 44111 OR 44666 Email: tankerops@gungen.com Web: www.gungen.com Company IMO#: 1366389			
1.43	Technical operator - Full style:	GUNGEN MARITIME and TRADING A.S. HALICI SOKAK, NO.:9, G.O.P. - 06700 ANKARA / TURKEY			
1.44	Commercial operator - Full style:	GUNGEN MARITIME and TRADING A.S. HALICI SOKAK, NO.:9, G.O.P. - 06700 ANKARA / TURKEY			
1.45	Disponent owner - Full style:	Same as above			

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Feb 16, 2009	Dec 13, 2010	Jan 05, 2015
2.2	Safety Radio Certificate:	Feb 11, 2005	Dec 13, 2010	Jan 05, 2015
2.3	Safety Construction Certificate:	Feb 11, 2005	Dec 13, 2010	Jan 05, 2015
2.4	Loadline Certificate:	Oct 06, 2009	Nov 13, 2010	Jan 05, 2015
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Aug 22, 2005	Nov 13, 2010	Jan 05, 2015
2.6	Safety Management Certificate (SMC):	May 18, 2010	May 18, 2010	Jun 06, 2015
2.7	Document of Compliance (DOC):	Mar 30, 2011	Mar 09, 2011	Apr 05, 2016
2.8	USCG (specify: COC, LOC or COI):			
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 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):	May 07, 2011		May 17, 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 13, 2010	Nov 13, 2010	Jan 05, 2015
2.15	International Ship Security Certificate (ISSC):	Nov 13, 2010	Nov 13, 2010	Oct 29, 2014
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Nov 13, 2010		Jan 05, 2015
2.17	International Air Pollution Prevention Certificate (IAPP):	Nov 13, 2010	Nov 13, 2010	Jan 05, 2015

Documentation

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

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 ECM Maritime Services Wilton, CT06897 Tel: +12037616030 or +128 Fax: +12037616085
5.3	Oil Spill Response Organization (OSRO) -Full style:	Marine Spill Response Corp. (MSRC) Tel: +1.800.645.7745 or + 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: 56115.6 m3 (1, 4 & Slops (P&S)) Seg#2: 58120.6 m3 (2 & 5 (P&S)) Seg#3: 56036.2 m3 (3 & 6 (P&S))
6.4	Total cubic capacity (98%, excluding slop tanks):	166,390 Cu. Metres
6.5	Slop tank(s) capacity (98%):	3,880 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?	51,789 Cu. Metres
6.9	What percentage of SDWT can vessel maintain with SBT only:	33.90 %
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)	Yes
Cargo Handling		
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

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Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	3	Centrifugal	4000 M3/HR
	Stripping:	1	Reciprocating	250 Cu. Metres/Hour
	Eductors:	2	Other	450 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		
Cargo Control Room				
6.17	Is ship fitted with a Cargo Control Room (CCR):	Yes		
6.18	Can tank innage / ullage be read from the CCR:	Yes		
Gauging and Sampling				
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		
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:	Yes		
6.23	Number/size of VRS manifolds (per side):	2	406.40 Millimetres	
Venting				
6.24	State what type of venting system is fitted:	VENT RISER + HIGH VELOCITY P/V		
Cargo Manifolds				
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		
Manifold Arrangement				
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:	800 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:	17.91 Metres	8.98 Metres	
6.35	Number / size reducers:	6 x 609.6/406.4mm (24/16") 3 x 609.6/304.8mm (24/12") 3 x 609.6/254mm (24/10") 3 x 609.6/203.2mm (24/8")		
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:	No		
6.37	If stern manifold fitted, state size:			
Cargo Heating				
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:	Yorkalbro		
6.41	Maximum temperature cargo can be loaded/maintained:	66.0 °C / 150.8 °F	66 °C / 150.8 °F	
Tank Coating				
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 0.5 upwards
	Ballast tanks:	Yes	Whole Tank	Whole Tank
	Slop tanks:	Yes	PURE EPOXY	Whole Tank
6.43	If fitted, what type of anodes are used:	ZINC		

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7.	INERT GAS AND CRUDE OIL WASHING	
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

8.	MOORING					
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	32 Millimetres	HPME (High Modulus Poly Ethylene)	280 Metres	75.20 Metric Tonnes
	Main deck fwd:	4	32 Millimetres	HPME (High Modulus Poly Ethylene)	280 Metres	75.20 Metric Tonnes
	Main deck aft:	2	32 Millimetres	HPME (High Modulus Poly Ethylene)	280 Metres	75.20 Metric Tonnes
	Poop deck:	6	32 Millimetres	HPME (High Modulus Poly Ethylene)	280 Metres	75.20 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:	2			Double Drums	45.12 Metric Tonnes
	Main deck fwd:	2			Double Drums	45.12 Metric Tonnes
	Main deck aft:	1			Double Drums	45.12 Metric Tonnes
	Poop deck:	3			Double Drums	45.12 Metric Tonnes
8.6	Mooring bits	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:	5				71 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				KETA-40F CHAFING CHAIN	200 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:				KETSP-40	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	
Escort Tug			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	200 Metric Tonnes	1160x504x1130
8.13	What is SWL of bollard on poopdeck suitable for escort tug:	200 Metric Tonnes	
Bow/Stern Thruster			
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
Single Point Mooring (SPM) Equipment			
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	
8.20	Safe Working Load (SWL) of chain stopper(s):	200 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:	3,500 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 Not Applicable	
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	Derricks: 2 x 5 Tonnes, Cranes: 3 x 15 Tonnes, 2 Derricks Onboard 1 x 0.1 tons 1 x 0.2 tons 3 Cranes Onboard 1 x 15 tons (center) 1 x 5 tons (port) 1 x 2 tons (starboard) 3 Cranes Onboard 1 x 15 tons (center) 1 x 5 tons (port) 1 x 2 tons (starboard)	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	6 Metres	
Ship To Ship Transfer (STS)			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):	Yes	

9.	MISCELLANEOUS		
Engine Room			
9.1	What type of fuel is used for main propulsion?	HFO 380 CST, HFO & LSHFO	
9.2	What type of fuel is used in the generating plant?	HFO 380 CST, HFO & LSHFO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	3,319.70 Cu. Metres	230.80 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	
Insurance			
9.5	P & I Club - Full Style:	UK P&I CLUB 90 Fenchurch Street London EC3M 4ST	
9.6	P & I Club coverage - pollution liability coverage:	100000000 US\$	
Port State Control			
9.7	Date and place of last Port State Control inspection:	Mar 16, 2011 / Rotterdam	
9.8	Any outstanding deficiencies as reported by any Port State Control:	N/A	
9.9	If yes, provide details:		
Recent Operational History			
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, n/a Grounding: No, n/a Serious casualty: No, n/a Collision: No, n/a	

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9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	CPC BLEND CO / CHEVRON / CPC - ASHKELON CPC BLEND CO / CHEVRON / CPC - T.CIFTLIK-ALIAGA CPC BLEND CO / CHEVRON / CPC - ASHKELON
Vetting		
9.12	Date/Place of last SIRE Inspection:	May 13, 2011 / Rotterdam
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)*: <i>* Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	OMV / PORT STATE / CONOCOPHILLIPS / REPSOL / TOTAL / STATOIL / SHELL / ERG / BP / ENI (AGIP) / EXXONMOBIL (IMT) / CHEVRON / KUWAIT PETROLEUM

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

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