

1. VESSEL DESCRIPTION			
1.1	Date updated:	Nov 20, 2017	
1.2	Vessel's name (IMO number):	Ottoman Courtesy (9788708)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered / Builder (where built):	Aug 16, 2017 / HHI Ulsan S.Korea	
1.5	Flag / Port of Registry:	Turkey / Istanbul	
1.6	Call sign / MMSI:	TCA4455 / 271044691	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +870773993065 Fax: +870783928236 Email: courtesy@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:	DNV GL28741F97-5E94-4B05-ABE4- AFB4B01F4EA3	
1.11	Class notation:	+1A1, Tanker for Oil ESP, CSR, EO, SPM, VCS-2B, BIS, CCO, TMON, CLEAN,OPP-F, BWM-E(s, f), BWM-T, COAT-PSPC(B, C), ECA(Sox-A), Recyclable	
1.12	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No 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, N/A	
1.16	Date / place of last dry-dock:	/	
1.17	Date next dry dock due / next annual survey due:	Aug 16, 2022	Aug 16, 2018
1.18	Date of last special survey / next special survey due:		Aug 16, 2022
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):	269.08 Metres	
1.22	Length between perpendiculars (LBP):	258 Metres	
1.23	Extreme breadth (Beam):	46.04 Metres	
1.24	Moulded depth:	25.10 Metres	
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	56.98 Metres	55.60 Metres
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):	132.89 Metres	136.19 Metres
1.27	Distance bridge front to center of manifold:	91.13 Metres	
1.28	Parallel body distances	Lightship	Normal Ballast
	Forward to mid-point manifold:	59.22 Metres	59.56 Metres
	Aft to mid-point manifold:	45.76 Metres	46.98 Metres
	Parallel body length:	104.975 Metres	106.53 Metres
1.29	FWA/TPC at summer draft:	397 Millimetres	111.14 Metric Tonnes
1.30	Constant (excluding fresh water):	260 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 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:	54.02 Metres	52.64 Metres
	Normal ballast:	55.60 Metres	54.22 Metres
	At loaded summer deadweight:	39.39 Metres	38.01 Metres
Tonnages			
1.33	Net Tonnage:	47,745	
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	83,537	67,730
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	86,205.32	80,598.92

1.36	Panama Canal Net Tonnage (PCNT):	
Ownership and Operation		
1.37	Registered owner - Full style:	GUNGEN DENIZCILIK VE TICARET ANONIM SIRKETI HALICI SOKAK NO.9 GOP ANKARA/TURKEY Tel: +90(312) 455 35 35 Fax: +90 (312) 455 35 25 Telex: 44111 or 44666 Email: marinesupt@gungen.com Company IMO#: 1366389
1.38	Technical operator - Full style:	GUNGEN DENIZCILIK VE TICARET A.S. Company IMO#: 1366389
1.39	Commercial operator - Full style:	GUNGEN DENIZCILIK VE TICARET A.S.
1.40	Disponent owner - Full style:	N/A

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate (SEC):	Oct 05, 2017	Not Applicable	Aug 16, 2022
2.2	Safety Radio Certificate (SRC):	Oct 05, 2017	Not Applicable	Aug 16, 2022
2.3	Safety Construction Certificate (SCC):	May 10, 2017	Not Applicable	Aug 16, 2022
2.4	International Loadline Certificate (ILC):	Oct 05, 2017	Not Applicable	Aug 16, 2022
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Nov 10, 2017	Not Applicable	Feb 09, 2018
2.6	ISM Safety Management Certificate (SMC):	Aug 16, 2017	Not Applicable	Feb 15, 2018
2.7	Document of Compliance (DOC):	Apr 01, 2016	Mar 29, 2017	Apr 05, 2021
2.8	USCG Certificate of Compliance (COC):		Not Applicable	
2.9	Civil Liability Convention (CLC) 1992 Certificate:	Aug 09, 2017	Not Applicable	Feb 20, 2018
2.10	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Aug 16, 2017	Not Applicable	Feb 20, 2018
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate:	Jun 19, 2017	Not Applicable	Dec 19, 2017
2.12	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable	Not Applicable	
2.13	Certificate of Class (COC):	Aug 16, 2017	Not Applicable	Nov 16, 2018
2.14	International Sewage Pollution Prevention Certificate (ISPPC):	Aug 16, 2017	Not Applicable	Jan 16, 2018
2.15	Certificate of Fitness (COF):	Not Applicable	Not Applicable	Not Applicable
2.16	International Energy Efficiency Certificate (IEEC):		Not Applicable	Not Applicable
2.17	International Ship Security Certificate (ISSC):	Aug 16, 2017	Not Applicable	Feb 16, 2018
2.18	International Air Pollution Prevention Certificate (IAPPC):	Aug 16, 2017		Jan 16, 2018
2.19	Maritime Labour Certificate (MLC):	Aug 16, 2017	Not Applicable	Feb 15, 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:	

3. CREW		
3.1	Nationality of Master:	Turkish
3.2	Number and Nationality of Officers:	10 Turkish
3.3	Number and Nationality of Crew:	14 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: see Registered Owner

		Crew: 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?	No
4.2	Qualified individual (QI) - Full style:	Mr. Michael Minogue ECM Maritime Services 1 Selleck Street 5th Floor - Suite 511 Norwalk, CT 06855, USA Tel: +1-203-857-0444 Fax: +1-203-857-0428 Email: QI@ecmmaritime.com
4.3	Oil Spill Response Organization (OSRO) - Full style:	Marine Spill Response Corporation 220 Spring Street, Suite 500 Herndon, VA 20170 Tel: +1-800-259-6772 or + Fax: +1-703-326-5660

5. CARGO AND BALLAST HANDLING		
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Double Hull Vessels		
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5.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:	Yes, Solid
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Loadline Information		
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5.2	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	7.55 Metres	17.59 Metres	149,999 Metric Tonnes	176,527.60 Metric Tonnes
	Winter:	7.55 Metres	17.59 Metres	149,999 Metric Tonnes	176,527.60 Metric Tonnes
	Tropical:	7.55 Metres	17.59 Metres	149,999 Metric Tonnes	176,527.60 Metric Tonnes
	Lightship:	22.16 Metres	2.96 Metres	Not Applicable	26,528.60 Metric Tonnes
	Normal Ballast Condition:	17.21 Metres	7.91 Metres	47,954.10 Metric Tonnes	73,654.10 Metric Tonnes

5.3	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	No N/A
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Cargo Tank Capacities		
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5.4	Number of cargo tanks and total cubic capacity (98%):	12	171,383.17 Cu. Metres
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):	1 SEG = 1P&S +4P&S = 53,132.85 2 SEG = 2P&S +5P&S = 59,821.94 3 SEG = 3P&S +6P&S = 58,428.38	
5.6	Number of slop tanks and total cubic capacity (98%):	2	3,617.58 Cu. Metres
5.7	Specify segregations which slops tanks belong to and their capacity with double valve:	3 SEG	
5.8	Residual/Retention oil tank(s) capacity (98%), if applicable:	174.70 Cu. Metres	
5.9	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	SBT	

SBT Vessels		
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5.10	What is total SBT capacity and percentage of SDWT vessel can maintain?	51,224.70 Cu. Metres	33 %
5.11	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:	Yes	

Cargo Handling and Pumping Systems		
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5.12	How many grades/products can vessel load/discharge with double valve segregation:	3			
5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	Yes 1,025kg/lt cargo density			
5.14	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	3	Centrifugal	4000 M3/HR	135 Metres 135 Metres 135 Metres
	Cargo Eductors:	2	Liquid jet Pump	470 Cu. Metres/Hour	25 Metres
	Stripping:	1	Reciprocating	250 Cu. Metres/Hour	135 Metres
	Ballast Pumps:	2	Centrifugal	2,750 Cu. Metres/Hour	35 Metres
	Ballast Eductors:	1	TEAMTEC	300 Cu. Metres/Hour	25 Metres
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 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 beam type level gauge		
5.22	Number of portable gauging units (example- MMC) on board:	2		
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:	Yes, 3 vapour locks, 1 each aft, mid and forward		
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:	2x20x12"		
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 / 600 Millimetres		
5.32	What type of valves are fitted at manifold:	Butterfly		
5.33	What is the material/rating of the manifold:	ERWS38 /		
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:	CROSSOVER		
5.35	Distance between cargo manifold centers:	2,500 Millimetres		
5.36	Distance ships rail to manifold:	4,600 Millimetres		
5.37	Distance manifold to ships side:	4,600 Millimetres		
5.38	Top of rail to center of manifold:	730 Millimetres		
5.39	Distance main deck to center of manifold:	2,100 Millimetres		
5.40	Spill tank grating to center of manifold:	900 Millimetres		
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:	19.29 Metres	9.40 Metres	
5.42	Number / size / type of reducers:	6 x 609.6/406.4mm (24/16") 3 x 609.6/304.8mm (24/12") 3 x 609.6/254mm (24/10") 3 x 609.6/203.2mm (24/8") 2 x 609.6/508mm (24/20") ANSI		
5.43	Is vessel fitted with a stern manifold? If yes, state size:	No,		
Heating				
5.44	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo Tanks:	STEAM	Yes	SS
	Slop Tanks:	STEAM	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				
5.47	Tank Coating	Coated	Type	To What Extent
	Cargo tanks:	Yes	High Solid Epoxy - Chugoku - BANNOH 1500	Deckhead with complete internal structure, including brackets connecting to longitudinal and transverse bulkheads. In tanks with ring frame girder construction, the
				No

				underdeck transverse framing down to level of the first tripping bracket. Longitudinal and transverse bulkhead down to uppermost means of access level & Bottom to 0.5m upwards	
	Ballast tanks:	Yes	Epoxy	Fully	Yes
	Slop tanks:	Yes	PURE EPOXY	Whole Tank	Yes

6.	INERT GAS AND CRUDE OIL WASHING				
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			

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	50 Millimetres	PES/PP mixed yarn [50/50%]	11 Metres	109.10 Metric Tonnes
	Main deck fwd:	4	50 Millimetres	PES/PP mixed yarn [50/50%]	11 Metres	109.10 Metric Tonnes
	Main deck aft:	2	50 Millimetres	PES/PP mixed yarn [50/50%]	11 Metres	109.10 Metric Tonnes
	Poop deck:	6	50 Millimetres	PES/PP mixed yarn [50/50%]	11 Metres	109.10 Metric Tonnes
7.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	31 Millimetres	Dyneema® SK-78 yarns	280 Metres	85.20 Metric Tonnes
	Main deck fwd:	4	31 Millimetres	Dyneema® SK-78 yarns	280 Metres	85.20 Metric Tonnes
	Main deck aft:	2	31 Millimetres	Dyneema® SK-78 yarns	280 Metres	85.20 Metric Tonnes
	Poop deck:	6	31 Millimetres	Dyneema® SK-78 yarns	280 Metres	85.20 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	72.80 Metric Tonnes	Band brake
	Main deck fwd:	2	Double Drums	Hydraulic	72.80 Metric Tonnes	Band brake
	Main deck aft:	1	Double Drums	Hydraulic	72.80 Metric Tonnes	Band brake
	Poop deck:	3	Double Drums	Hydraulic	72.80 Metric Tonnes	Band brake
7.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		4	92 Metric Tonnes	8	92 Metric Tonnes
	Main deck fwd:		7	92 Metric Tonnes	9	92 Metric Tonnes
	Main deck aft:		3	92 Metric Tonnes	7	92 Metric Tonnes
	Poop deck:		7	92 Metric Tonnes	13	92 Metric Tonnes

Anchors/Emergency Towing System					
7.7	Number of shackles on port / starboard cable:	14 / 13			
7.8	Type / SWL of Emergency Towing system forward:	DHF7000-001		350 Metric Tonnes	
7.9	Type / SWL of Emergency Towing system aft:	DHA4000-001		204 Metric Tonnes	

Escort Tug					
7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:	600x450		200 Metric Tonnes	

7.11	What is SWL of bollard on poop deck suitable for escort tug:	200 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 SM490	350 Metric Tonnes
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:	76 Millimetres	
7.18	Distance between the bow fairlead and chain stopper/bracket:	3,200 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	
Lifting Equipment			
7.20	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 20 Tonnes 2 x 8 Tonnes provision crane	
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:	8 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 Liquefied 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 13 Metres	

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 , MGO	HFO 380 CST , MGO
8.3	Type / Capacity of bunker tanks:	Fuel Oil: 3,358.50 Cu. Metres Diesel Oil: Gas Oil: 683.20 Cu. Metres	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):	None	
8.5	Engines	No	Capacity
	Main engine:	1	13,900 Kilowatt
	Aux engine:	3	4,170 Kilowatt
	Power packs:		
	Boilers:	2	35 Metric Tonnes/Hour
			HYUNDAI MAN B&W 5G70ME-C9.5 2 x Hyundai HIMSEN 7H21/32 and 1 x 6H21/32 AALBORG OM
Emissions			
8.6	Main engine IMO NOx emission standard:	Tier II	
8.7	Energy Efficiency Design Index (EEDI) rating number:	2.6	
Insurance			
8.8	P & I Club - Full Style:	UK P&I CLUB 90 Fenchurch Street London EC3M 4ST Tel: 0044 020 7283 4646 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 51 Lime Street London EC3M 7DQ United Kingdom Telephone: +44 (0)2031246000 Fax: +44 (0)2031248223 Website: www.willis.com	
8.11	Hull & Machinery insured value / expiration date:	110,000,000 US\$	May 20, 2018
Recent Operational History			
8.12	Date and place of last Port State Control inspection:	/	

8.13	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No 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 Grounding: No, n/a Casualty: No, n/a Collision: No, n/a
8.15	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	MAIDEN VOYAGE - VITOL - GASOIL / FUJAIRAH/LOME
8.16	Date/place of last STS operation:	13.11.2017 / LOME
Vetting		
8.17	Date of last SIRE inspection:	Oct 19, 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)*: <i>* "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	ENOC
Additional Information		
8.20	Additional information relating to features of the ship or operational characteristics:	

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