INTERTANKO TANKER CHARTERING QUESTIONNAIRE 88 **Version 4**

1.	**VESSEL DESCRIPTION**			
1.1	Date updated:		Nov 20, 2017	
1.2	Vessel's name (IMO number):		Ottoman Tenacity (9590682)	
1.3	Vessel's previous name(s) and date(s) of change:		Not Applicable	
1.4	Date delivered / Builder (where built):		Apr 10, 2012 / HHI Ulsan S.Korea	
1.5	Flag / Port of Registry:		Turkey / Istanbul	
1.6	Call sign / MMSI:		TCMG8 / 271042654	
1.7	Vessel's contact details (satcom/fax/email etc.):		Tel: +31208080565 Fax: +870783153968 Email: tenacity@gungen.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):		Oil Tanker	
1.9	Type of hull:		Double Hull	
Classification				
1.10	Classification society:		Det Norske Veritas	
1.11	Class notation:		+A1 CSR tanker for oil ESP CSR SPM BIS TMON BWM-T BWM-E(s-f) ICS CCO CLEAN EO HMON (A1,C1,E1,G4,O1) VCS-2B COAT-1 COAT PSPS (B) ECA(SOx-A) OPP-F PLUS-1	
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:		N/A, 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:		Mar 11, 2017 / SINGAPORE	
1.17	Date next dry dock due / next annual survey due:		Apr 10, 2022	
1.18	Date of last special survey / next special survey due:		Mar 11, 2017	Apr 10, 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):			269.19 Metres
1.22	Length between perpendiculars (LBP):			258.00 Metres
1.23	Extreme breadth (Beam):			46.34 Metres
1.24	Moulded depth:			24.40 Metres
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:		52.32 Metres	50.65 Metres
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):		133.14 Metres	136.05 Metres
1.27	Distance bridge front to center of manifold:			91.00 Metres
1.28	Parallel body distances	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	62.40 Metres	67.50 Metres	67.17 Metres
	Aft to mid-point manifold:	33.07 Metres	50.70 Metres	71.13 Metres
	Parallel body length:	95.47 Metres	118.20 Metres	138.30 Metres
1.29	FWA/TPC at summer draft:		398.00 Millimetres	109.98 Metric Tonnes
1.30	Constant (excluding fresh water):			100 Metric Tonnes
1.31	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?		1-OCEAN AND OPEN WATERS: %15 OF SUMMER DRAUGHT 2-PORT LIMITS, APPROACHES, FAIRWAYS, CHANNELS, CANALS, RIVERS, SBM/CBM, WHILE ALONGSIDE: 1.5% OF MOULDED BREADTH OF THE VESSEL BUT NOT LESS THAN 0.7 METERS	
1.32	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		47.09 Metres	45.42 Metres
	Normal ballast:		43.22 Metres	41.55 Metres
	At loaded summer deadweight:		34.81 Metres	33.14 Metres
Tonnages				
1.33	Net Tonnage:			48,515.00
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):		80,112.00	63,997
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		82,226.60	77,137.83

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

2.	**CERTIFICATION**	**Issued**	**Last Annual**	**Expires**
2.1	Safety Equipment Certificate (SEC):	Sep 11, 2017		Apr 09, 2018
2.2	Safety Radio Certificate (SRC):	Mar 27, 2017		Apr 10, 2022
2.3	Safety Construction Certificate (SCC):	Mar 27, 2017		Apr 10, 2022
2.4	International Loadline Certificate (ILC):	Mar 11, 2017		Apr 10, 2022
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Mar 11, 2017		Apr 10, 2022
2.6	ISM Safety Management Certificate (SMC):	Jun 01, 2017		Aug 10, 2022
2.7	Document of Compliance (DOC):	Apr 01, 2016		Apr 05, 2021
2.8	USCG Certificate of Compliance (COC):	Apr 22, 2015		Apr 22, 2017
2.9	Civil Liability Convention (CLC) 1992 Certificate:	Feb 10, 2017	Not Applicable	Feb 20, 2018
2.10	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 10, 2017	Not Applicable	Feb 20, 2018
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate:	May 31, 2017	Not Applicable	Nov 30, 2017
2.12	U.S. Certificate of Financial Responsibility (COFR):	Apr 10, 2015	Not Applicable	Apr 10, 2018
2.13	Certificate of Class (COC):	Mar 11, 2017	Mar 11, 2017	Apr 10, 2022
2.14	International Sewage Pollution Prevention Certificate (ISPPC):	Mar 11, 2017	Not Applicable	Apr 10, 2022
2.15	Certificate of Fitness (COF):	Not Applicable	Not Applicable	Not Applicable
2.16	International Energy Efficiency Certificate (IEEC):	Mar 11, 2017	Not Applicable	Not Applicable
2.17	International Ship Security Certificate (ISSC):	May 31, 2017		Jul 16, 2022
2.18	International Air Pollution Prevention Certificate (IAPPC):	Mar 11, 2017		Apr 10, 2022
2.19	Maritime Labour Certificate (MLC):	Aug 03, 2013	Not Applicable	Aug 02, 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:	15 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

4.	**FOR USA CALLS**	
4.1	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter?	Yes
4.2	Qualified individual (QI) - Full style:	Mr. Michael Minogue 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 Corp. (MSRC) 220 Spring Street, Suite 500 Herndon, VA 20170 Tel: +1-800-259-6772 or + Fax: +1-703-326-5660

5.	**CARGO AND BALLAST HANDLING**				
Double Hull Vessels					
5.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:			Yes, Solid	
Loadline Information					
5.2	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.937 Metres	17.503 Metres	149.999 Metric Tonnes	175,037.00 Metric Tonnes
	Winter:	7.297 Metres	17.143 Metres	145,989.00 Metric Tonnes	171,027.00 Metric Tonnes
	Tropical:	6.573 Metres	17.867 Metres	154,017.00 Metric Tonnes	179,055.30 Metric Tonnes
	Lightship:	21.40 Metres	0 Metres	Not Applicable	25,038.00 Metric Tonnes
	Normal Ballast Condition:	15.90 Metres	9.10 Metres	54,465.00 Metric Tonnes	79,644.00 Metric Tonnes
5.3	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			No	
Cargo Tank Capacities					
5.4	Number of cargo tanks and total cubic capacity (98%):			14	166,670.80 Cu. Metres
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):			Seg#1: 55217.0 m3 (1, 4 & Slops (P&S)) Seg#2: 58222.8 m3 (2, & 5) Seg#3: 56136.4 m3 (3, & 6)	
5.6	Number of slop tanks and total cubic capacity (98%):			2	2,905.40 Cu. Metres
5.7	Specify segregations which slops tanks belong to and their capacity with double valve:			1st, 2905.4 Cu. Metres	
5.8	Residual/Retention oil tank(s) capacity (98%), if applicable:				
5.9	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):			SBT	
SBT Vessels					
5.10	What is total SBT capacity and percentage of SDWT vessel can maintain?			53,576.40 Cu. Metres	34.70 %
5.11	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:			Yes	
Cargo Handling and Pumping Systems					
5.12	How many grades/products can vessel load/discharge with double valve segregation:				3
5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:			N/A	
5.14	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	3	Centrifugal	4000 M3/HR	135 Meters 135 Meters 135 Meters
	Cargo Eductors:	2	TEAMTEC-GOLAR	450 Cu. Metres/Hour	25 Metres
	Stripping:	1	Reciprocating	250 Cu. Metres/Hour	135 Metres
	Ballast Pumps:	2	Centrifugal	2,500 Cu. Metres/Hour	70 Metres
	Ballast Eductors:	1	TEAMTEC-GOLAR	200 Cu. Metres/Hour	25 Metres

5.15	Max loading rate for homogenous cargo per manifold connection:	5,666 Cu. Metres/Hour (7,720 cbm/h, with one manifold, 15,440 cbm/h, with two manifolds 17,000 cbm/h, with three manifolds)
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:	17,000.00 Cu. Metres/Hour
5.17	How many cargo pumps can be run simultaneously at full capacity:	3
Cargo Control Room		
5.18	Is ship fitted with a Cargo Control Room (CCR)?	Yes
5.19	Can tank innage / ullage be read from the CCR?	Yes
Gauging and Sampling		
5.20	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?	Yes
5.21	What type of fixed closed tank gauging system is fitted:	Radar
5.22	Number of portable gauging units (example- MMC) on board:	4
5.23	Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes, All
5.24	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:	Yes, VAPOUR LOCK MMC: AFT, MID, FWD
5.25	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:	Yes,
Vapor Emission Control System (VECS)		
5.26	Is a Vapour Emission Control System (VECS) fitted?	Yes
5.27	Number/size of VECS manifolds (per side):	2 / 406.40 Millimetres
5.28	Number / size / type of VECS reducers:	
Venting		
5.29	State what type of venting system is fitted:	VENT RISER + HIGH VELOCITY PV VALVES
Cargo Manifolds and Reducers		
5.30	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?	Yes
5.31	Total number / size of cargo manifold connections on each side:	3 / 609.60 Millimetres
5.32	What type of valves are fitted at manifold:	Butterfly
5.33	What is the material/rating of the manifold:	cast steel /
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:	
5.35	Distance between cargo manifold centers:	2,500.00 Millimetres
5.36	Distance ships rail to manifold:	4,600.00 Millimetres
5.37	Distance manifold to ships side:	4,600.00 Millimetres
5.38	Top of rail to center of manifold:	780.00 Millimetres
5.39	Distance main deck to center of manifold:	2,100.00 Millimetres
5.40	Spill tank grating to center of manifold:	900.00 Millimetres
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:	18.04 Metres / 9.02 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	Other
	Slop Tanks:	Heating Coils	Yes	STPG 370S (Carbon Steel)
5.45	Maximum temperature cargo can be loaded / maintained:		66.0 °C / 150.8 °F	66 °C / 150.8 °F
5.46	Minimum temperature cargo can be loaded / maintained:			

Coating / Anodes

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

	Slop tanks:	Yes	Pure Epoxy	Whole Tank	Yes

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	60.00 Millimetres	POLYESTER	11.00 Metres	110.00 Metric Tonnes
	Main deck fwd:	4	60.00 Millimetres	POLYESTER	11.00 Metres	110.00 Metric Tonnes
	Main deck aft:	2	60.00 Millimetres	POLYESTER	11.00 Metres	110.00 Metric Tonnes
	Poop deck:	6	60.00 Millimetres	POLYESTER	11.00 Metres	110.00 Metric Tonnes
7.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	34.00 Millimetres	HMPE (High Modulus Poly Ethylene)	280.00 Metres	83.90 Metric Tonnes
	Main deck fwd:	4	34.00 Millimetres	HMPE (High Modulus Poly Ethylene)	280.00 Metres	83.90 Metric Tonnes
	Main deck aft:	2	34.00 Millimetres	HMPE (High Modulus Poly Ethylene)	280.00 Metres	83.90 Metric Tonnes
	Poop deck:	6	34.00 Millimetres	HMPE (High Modulus Poly Ethylene)	280.00 Metres	83.90 Metric Tonnes
7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	75 Millimetres	8 Strand Polypropylene	220 Metres	89.90 Metric Tonnes
	Main deck fwd:	1	75 Millimetres	8 Strand Polypropylene	220 Metres	89.90 Metric Tonnes
	Main deck aft:	1	75 Millimetres	8 Strand Polypropylene	220 Metres	89.90 Metric Tonnes
	Poop deck:	2	75 Millimetres	8 Strand Polypropylene	220 Metres	89.90 Metric Tonnes
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydaulic	67.10 Metric Tonnes	
	Main deck fwd:	2	Double Drums	Hydraulic	67.10 Metric Tonnes	
	Main deck aft:	1	Double Drums	Hydraulic	67.10 Metric Tonnes	
	Poop deck:	3	Double Drums	Hydraulic	67.10 Metric Tonnes	
7.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		5	92 Metric Tonnes	6	84 Metric Tonnes
	Main deck fwd:		4	92 Metric Tonnes	8	84 Metric Tonnes
	Main deck aft:		2	92 Metric Tonnes	4	84 Metric Tonnes
	Poop deck:		5	92 Metric Tonnes	8	84 Metric Tonnes
Anchors/Emergency Towing System						
7.7	Number of shackles on port / starboard cable:				13 / 14	
7.8	Type / SWL of Emergency Towing system forward:				KETA-45F CHAFING CHAIN	350 Metric Tonnes
7.9	Type / SWL of Emergency Towing system aft:				KETSP-40A	200 Metric Tonnes
Escort Tug						
7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:				1160 x 504 x 1130	200.00 Metric Tonnes
7.11	What is SWL of bollard on poop deck suitable for escort tug:					200.00 Metric Tonnes
Bow/Stern Thruster						
7.12	What is brake horse power of bow thruster (if fitted):				No, 0 bhp	
7.13	What is brake horse power of stern thruster (if fitted):				No, 0 bhp	
Single Point Mooring (SPM) Equipment						
7.14	Does the vessel meet the recommendations in the latest edition of OCIMF 'Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings (SPM)'?				Yes	

7.15	If fitted, how many chain stoppers:	2	
7.16	State type / SWL of chain stopper(s):	TONGUE SM490A	350.00 Metric Tonnes
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:		76.00 Millimetres
7.18	Distance between the bow fairlead and chain stopper/bracket:		2,800 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 Not Applicable	
Lifting Equipment			
7.20	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 15.00 Tonnes Derricks: 2 x 0.2 Tonnes, Cranes: 3 x 15 Tonnes, 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)	
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:		7.00 Metres
Ship To Ship Transfer (STS) / Helicopter Operations			
7.22	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquified Gas, as applicable)?	Yes	
7.23	Can the ship comply with the ICS Helicopter Guidelines? If Yes, state whether winching or landing area provided and diameter of the circle provided:	Yes, Landing 13.00 Metres	

8.	**MISCELLANEOUS**			
Engine				
8.1	Speed		Maximum	Economic
	Ballast speed:		16 Knots (WSNP)	
	Laden speed:		15 Knots (WSNP)	
8.2	What type of fuel is used for main propulsion / generating plant:		HFO 380 CST , HFO+LSHFO , MGO	HFO 380 CST , HFO+LSHFO, MGO
8.3	Type / Capacity of bunker tanks:		Fuel Oil: 2,541 Cu. Metres Diesel Oil: 0 Cu. Metres Gas Oil: 497.90 Cu. Metres	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):		Fixed	
8.5	Engines	No	Capacity	Make/Type
	Main engine:	1	16,780 Kilowatt	HYUNDAI Man B&W 6S70ME-C
	Aux engine:	3	960 Kilowatt	Himsen (6H 21/32)
	Power packs:			
	Boilers:	2	35.00 Metric Tonnes/Hour	
Emissions				
8.6	Main engine IMO NOx emission standard:			
8.7	Energy Efficiency Design Index (EEDI) rating number:		3.217	
Insurance				
8.8	P & I Club - Full Style:	UK P&I CLUB 90 Fenchurch Street London EC3M 4ST		
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 Website: www.willis.com Tel: Telephone: +44 (0)20 Fax: Fax: +44 (0)20312482		
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:		Sep 25, 2017 / KIIRE, JAPAN	
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		Pollution: No,	

	during the past 12 months? If yes, full description:	Grounding: No, Casualty: No, Collision: No,
8.15	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	1) NHCO / CEPSA / AG - HUELVA 2) CPC BLEND / CHEVRON / CPC-KIIRE 3) NHCO / ENI / AG - MILAZZO + GENOA
8.16	Date/place of last STS operation:	March 13, 2017 - LINGGI
Vetting		
8.17	Date of last SIRE inspection:	Nov 12, 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)*: * *"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.*	TOTAL,CEPSA,OMV,BP,CHEVRON,STASCO
Additional Information		
8.20	Additional information relating to features of the ship or operational characteristics:	

Form completed on http://www.q88.com/integration.aspx Please email support@q88.com an updated copy if this is not the latest version.

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