

1. VESSEL DESCRIPTION			
1.1	Date updated:	Apr 24, 2018	
1.2	Vessel's name (IMO number):	Guroni (9438248)	
1.3	Vessel's previous name(s) and date(s) of change:	TITAN VISION (Aug 03, 2015) FAIK AKAR (Apr 18, 2018)	
1.4	Date delivered / Builder (where built):	Feb 15, 2010 / TITAN QUANZHOU SHIPYARD LTD.	
1.5	Flag / Port of Registry:	Malta / VALLETTA	
1.6	Call sign / MMSI:	9HA4670 /	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +870 773132507 / +90 533 429 36 56 Fax: +870 783135559 Email: guroni@densatankers.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Chemical	
1.9	Type of hull:	Double Hull	
Classification			
1.10	Classification society:	Bureau Veritas	
1.11	Class notation:	I + HULL + MACH OIL TANKER ESP CHEMICAL TANKER ESP	
1.12	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No	
1.13	If classification society changed, name of previous and date of change:	Lloyds Register, Mar 08, 2015	
1.14	IMO type, if applicable:	2	
1.15	Does the vessel have ice class? If yes, state what level:	No,	
1.16	Date / place of last dry-dock:	Jan 26, 2018 / Istanbul	
1.17	Date next dry dock due / next annual survey due:	Feb 09, 2020	
1.18	Date of last special survey / next special survey due:	Aug 07, 2015	Feb 09, 2020
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?	No	
Dimensions			
1.21	Length overall (LOA):	117.60 Metres	
1.22	Length between perpendiculars (LBP):	109.60 Metres	
1.23	Extreme breadth (Beam):	19 Metres	
1.24	Moulded depth:	10 Metres	
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	36.75 Metres	
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):	56.45 Metres	61.142 Metres
1.27	Distance bridge front to center of manifold:	30.142 Metres	
1.28	Parallel body distances	Lightship	Normal Ballast
	Forward to mid-point manifold:	28.60 Metres	30.60 Metres
	Aft to mid-point manifold:	40.40 Metres	41.20 Metres
	Parallel body length:	69 Metres	71.80 Metres
1.29	FWA/TPC at summer draft:	166 Millimetres	18.86 Metric Tonnes
1.30	Constant (excluding fresh water):		
1.31	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?		
1.32	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	34.414 Metres	0 Metres
	Normal ballast:	30.69 Metres	0 Metres
	At loaded summer deadweight:	29.237 Metres	0 Metres
Tonnages			
1.33	Net Tonnage:	2,901	
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	6,190	
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	6,694.55	5,324.27

1.36	Panama Canal Net Tonnage (PCNT):	
Ownership and Operation		
1.37	Registered owner - Full style:	AVRAMIT SHIPPING AND TRADING LTD 198, OLD BAKERY STREET, VALLETTA , MALTA Malta
1.38	Technical operator - Full style:	DENSA TANKER ISLETMECILIGI LTD.STI KUCUKBAKKALKÖY MAH. YENI DOGAN CAD. BEYAZ SARDUNYA SOK. SARDUNYA APT. NO:1 K:1 D:3 ATASEHIR - ISTANBUL Turkey Tel: +90 216 327 4437 Fax: +90 216 428 5157 Email: office@densatankers.com
1.39	Commercial operator - Full style:	AKAR DENIZ TASIMACILIGI VE TIC. Kisikli Mah. Alemdag Cad. No.19 Uskudar Istanbul / Turkey Tel: +90 216 505 2500 Fax: +90 216 505 2506 Email: chartering@akarshipping.com Web: 5057958
1.40	Disponent owner - Full style:	

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate (SEC):	Apr 19, 2018	Feb 05, 2018	Feb 09, 2020
2.2	Safety Radio Certificate (SRC):	Apr 19, 2018	Feb 05, 2018	Feb 09, 2020
2.3	Safety Construction Certificate (SCC):	Apr 19, 2018	Feb 05, 2018	Feb 09, 2020
2.4	International Loadline Certificate (ILC):	Apr 19, 2018	Feb 05, 2018	Feb 09, 2020
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Apr 19, 2018	Feb 05, 2018	Feb 09, 2020
2.6	ISM Safety Management Certificate (SMC):	Apr 19, 2018		Oct 18, 2018
2.7	Document of Compliance (DOC):	Apr 07, 2017		Feb 09, 2019
2.8	USCG Certificate of Compliance (COC):			
2.9	Civil Liability Convention (CLC) 1992 Certificate:	Apr 18, 2018	Not Applicable	Feb 20, 2019
2.10	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Apr 18, 2018	Not Applicable	Feb 20, 2019
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate:	Dec 18, 2017	Not Applicable	Jun 18, 2018
2.12	U.S. Certificate of Financial Responsibility (COFR):		Not Applicable	
2.13	Certificate of Class (COC):	Apr 19, 2018	Feb 05, 2018	Feb 09, 2020
2.14	International Sewage Pollution Prevention Certificate (ISPPC):	Apr 19, 2018	Not Applicable	Feb 09, 2020
2.15	Certificate of Fitness (COF):	Apr 19, 2018	Feb 05, 2018	Feb 09, 2020
2.16	International Energy Efficiency Certificate (IEEC):	Apr 19, 2018	Not Applicable	Not Applicable
2.17	International Ship Security Certificate (ISSC):	Apr 19, 2018		Oct 18, 2018
2.18	International Air Pollution Prevention Certificate (IAPPC):	Apr 19, 2018	Feb 05, 2018	Feb 09, 2020
2.19	Maritime Labour Certificate (MLC):	Apr 19, 2018	Not Applicable	Oct 18, 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)?		No	
2.23	ITF Blue Card expiry date:			

3.	CREW	
3.1	Nationality of Master:	Turkish
3.2	Number and Nationality of Officers:	8 Turkish

3.3	Number and Nationality of Crew:	14 Turkish, Indian , Georgian
3.4	What is the common working language onboard:	English
3.5	Do officers speak and understand English?	Yes
3.6	If Officers/Crew employed by a Manning Agency - Full style:	Officers: as owner's adress Crew: as owner's address

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:	
4.3	Oil Spill Response Organization (OSRO) - Full style:	

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:	2.516 Metres	7.513 Metres	9,016 Metric Tonnes	12,504 Metric Tonnes
	Winter:	2.672 Metres	7.357 Metres	8,723 Metric Tonnes	12,211 Metric Tonnes
	Tropical:	2.36 Metres	7.669 Metres	9,337 Metric Tonnes	12,825 Metric Tonnes
	Lightship:	7.693 Metres	2.336 Metres	Not Applicable	3,488 Metric Tonnes
	Normal Ballast Condition:	5.239 Metres	4.79 Metres	4,139 Metric Tonnes	7,627 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%):	10		9,434.944 Cu. Metres	
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):				
5.6	Number of slop tanks and total cubic capacity (98%):	2		586.04 Cu. Metres	
5.7	Specify segregations which slops tanks belong to and their capacity with double valve:				
5.8	Residual/Retention oil tank(s) capacity (98%), if applicable:	30.82 Cu. Metres			
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?	3,882.40 Cu. Metres		42.90 %	
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:				
5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	No			
5.14	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	10	Centrifugal	300 M3/HR	100 Meters 100 Meters 100 Meters 100 Meters 100 Meters
	Cargo Eductors:				
	Stripping:				

	Ballast Pumps:	2	Centrifugal	250 Cu. Metres/Hour	50 Metres
	Ballast Eductors:				
5.15	Max loading rate for homogenous cargo per manifold connection:				
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:			960 Cu. Metres/Hour	
5.17	How many cargo pumps can be run simultaneously at full capacity:			4	
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:			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:			No,	
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?			No	
5.27	Number/size of VECS manifolds (per side):				
5.28	Number / size / type of VECS reducers:				
Venting					
5.29	State what type of venting system is fitted:			Independent	
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:			12 / 200 Millimetres	
5.32	What type of valves are fitted at manifold:			Butterfly	
5.33	What is the material/rating of the manifold:			SS /	
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:				
5.35	Distance between cargo manifold centers:			260 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:			1,030 Millimetres	
5.39	Distance main deck to center of manifold:			2,110 Millimetres	
5.40	Spill tank grating to center of manifold:				
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:			6.035 Metres	4.312 Metres
5.42	Number / size / type of reducers:			3 x 300/200mm (12/8") 2 x 250/200mm (10/8") 3 x 200/150mm (8/6") 6 x 200/100mm (8/4") 5 x 150/100mm (6/4") ASA	
5.43	Is vessel fitted with a stern manifold? If yes, state size:			Yes (NO TOXIC CARGOES DISCHARGE ALLOWED), 200 Millimetres	
Heating					
5.44	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material	
	Cargo Tanks:	YES (DECK MOUNTED FRAMO HEATERS FOR CARGO TANKS,STEAM)	No		
	Slop Tanks:		Yes	SS	
5.45	Maximum temperature cargo can be loaded / maintained:			80.0 °C / 176.0 °F	55 °C / 131 °F
5.46	Minimum temperature cargo can be loaded / maintained:			0.0 °C / 32.0 °F	
Coating / Anodes					
5.47	Tank Coating	Coated	Type	To What Extent	Anodes

Cargo tanks:	Yes	MARIN LINE	Whole Tank	No
Ballast tanks:	Yes	EPOXY	Whole Tank	Yes
Slop tanks:	Yes	MARINE LINE	Whole Tank	No

6.	INERT GAS AND CRUDE OIL WASHING			
6.1	Is a Crude Oil Washing (COW) installation fitted / operational?	No / No		
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:	Nitrogen Generator		

7.	MOORING					
7.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
7.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
7.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	48 Millimetres	Polyester & polypropylene	220 Metres	35.30 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	48 Millimetres	Polyester & polypropylene	220 Metres	35.30 Metric Tonnes
7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	48 Millimetres	Polyester & polypropylene	220 Metres	35.30 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	48 Millimetres	Polypropylene + Polyester	220 Metres	35.30 Metric Tonnes
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	18.40 Metric Tonnes	
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	Double Drums	Hydraulic	18.40 Metric Tonnes	
7.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		6	36 Metric Tonnes	7	63 Metric Tonnes
	Main deck fwd:		2	29 Metric Tonnes		
	Main deck aft:		4	29 Metric Tonnes		
	Poop deck:		6	36 Metric Tonnes	7	29 Metric Tonnes

Anchors/Emergency Towing System			
7.7	Number of shackles on port / starboard cable:	11 / 10	
7.8	Type / SWL of Emergency Towing system forward:		
7.9	Type / SWL of Emergency Towing system aft:		

Escort Tug			
7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:	82.90 Metric Tonnes	
7.11	What is SWL of bollard on poop deck suitable for escort tug:	70 Metric Tonnes	

Bow/Stern Thruster			
7.12	What is brake horse power of bow thruster (if fitted):	Yes,	
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)'?	No
7.15	If fitted, how many chain stoppers:	
7.16	State type / SWL of chain stopper(s):	
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:	
7.18	Distance between the bow fairlead and chain stopper/bracket:	
7.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	
Lifting Equipment		
7.20	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 5 Tonnes CENTER
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:	4.50 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, Winching

8. MISCELLANEOUS				
Engine				
8.1	Speed		Maximum	Economic
	Ballast speed:		11.50 Knots (WSNP)	10.50 Knots (WSNP)
	Laden speed:		11 Knots (WSNP)	10.00 Knots (WSNP)
8.2	What type of fuel is used for main propulsion / generating plant:		380 CST	GO
8.3	Type / Capacity of bunker tanks:		Fuel Oil: 589 Cu. Metres Diesel Oil: 473 Cu. Metres Gas Oil: 152 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		b&w man
	Aux engine:	3		
	Power packs:			
	Boilers:			
Emissions				
8.6	Main engine IMO NOx emission standard:		Tier II	
8.7	Energy Efficiency Design Index (EEDI) rating number:			
Insurance				
8.8	P & I Club - Full Style:		LONDON PANDI CLUB	
8.9	P & I Club pollution liability coverage / expiration date:		1,000,000,000 US\$	Feb 20, 2019
8.10	Hull & Machinery insured by - Full Style:			
8.11	Hull & Machinery insured value / expiration date:			
Recent Operational History				
8.12	Date and place of last Port State Control inspection:		Mar 12, 2018 / BAKAR / CROATIA	
8.13	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:		No	
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, Grounding: No, Casualty: No, Collision: No,	
8.15	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):		commercial manager will be declare	
8.16	Date/place of last STS operation:			

Vetting		
8.17	Date of last SIRE inspection:	Aug 13, 2017
8.18	Date of last CDI inspection:	Jun 22, 2017
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>	
Additional Information		
8.20	Additional information relating to features of the ship or operational characteristics:	

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