

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Jun 02,2014	
1.2	Vessel's name:	Tdt-2	
1.3	IMO number:	9418810	
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.5	Date delivered:	Jun 30,2009	
1.6	Builder (where built):	TURKER SHIPYARD	
1.7	Flag:	Turkey	
1.8	Port of Registry:	Istanbul	
1.9	Call sign:	TCWN8	
1.10	Vessel's satcom phone number:	+870 773 13 15 49	
	Vessel's fax number:	N/A	
	Vessel's telex number:	427100754-427100755	
	Vessel's email address:	tdt2@gtships.com	
1.11	Type of vessel:	Imo Class II Chemical & Oil Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	Bureau Veritas	
1.14	Class notation:	BV,Oil Tanker ESP; Chemical Tanker ESP Unrestricted Navigation.AVM-APS, AUT-UMS, MON-SHAFT, CLEAN SHIP, ICE CLASS IC, INWATERSURVEY, VCS, CARGO CONTROL, IG	
1.15	If Classification society changed, name of previous society:	N/A	
1.16	If Classification society changed, date of change:	Not Applicable	
1.17	IMO type, if applicable:	2	
1.18	Does the vessel have ice class? If yes, state what level:	Yes, I C	
1.19	Date / place of last dry-dock:	Not Applicable	Not Applicable
1.20	Date next dry dock due	Jun 30, 2014	
1.21	Date of last special survey / next survey due:	Not Applicable	Jun 30, 2014
1.22	Date of last annual survey:	Sep 24, 2013	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	N/A	
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):	131.85 Metres	
1.26	Length Between Perpendiculars (LBP):	123.99 Metres	
1.27	Extreme breadth (Beam):	18.90 Metres	
1.28	Moulded depth:	10.20 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	37.50 Metres	31.80 Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	65.00 Metres	66.80 Metres
1.31	Distance bridge front to center of manifold:	37.80 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	17.90 Metres	25.45 Metres 30.42 Metres
	Aft to mid-point manifold:	11.92 Metres	18.43 Metres 25.10 Metres
	Parallel body length:	29.80 Metres	43.80 Metres 55.50 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	169 Millimetres	21.90 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	34.00 Metres	28.30 Metres
	Normal ballast:	30.80 Metres	25.10 Metres
	At loaded summer deadweight:	29.514 Metres	23.814 Metres
Tonnages			
1.35	Net Tonnage:	3,653	

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1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	7,254	5,968
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	7,798.76	6,524.09
1.38	Panama Canal Net Tonnage (PCNT):	6,162	
Loadline Information			
1.39	Loadline	Freeboard	Draft
	Summer:	2.226 Metres	7.986 Metres
	Winter:	2.392 Metres	7.82 Metres
	Tropical:	2.06 Metres	8.152 Metres
	Lightship:	7.52 Metres	3.50 Metres
	Normal Ballast Condition:	3.274 Metres	5.50 Metres
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:	TURKER DENIZ TASIMACILIGI VE TICARET A.S. BUYUKBAKKALKOY SAMANDIRA CAD. NO.18 MALTEPE ISTANBUL/TURKEY OWNER IMO#04104423 TEL 0216 564 15 64 FAKS 0216 564 17 90 E-MAIL: ops@chemtr.com	
1.43	Technical operator - Full style:	TURKER DENIZ TASIMACILIGI VE TICARET A.S. BUYUKBAKKALKOY SAMANDIRA CAD. NO.18 MALTEPE ISTANBUL/TURKEY OWNER IMO#04104423 TEL 0216 564 15 64 FAKS 0216 564 17 90 E-MAIL: management@chemtr.com	
1.44	Commercial operator - Full style:	TURKER DENIZ TASIMACILIGI VE TICARET A.S. E-MAIL:ops@chemtr.com	
1.45	Disponent owner - Full style:	N/A	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Jan 28, 2014	Sep 24, 2013	Jun 30, 2014
2.2	Safety Radio Certificate:	Nov 19, 2012	Sep 24, 2013	Jun 30, 2014
2.3	Safety Construction Certificate:	Jan 28, 2014	Sep 24, 2013	Jun 30, 2014
2.4	Loadline Certificate:	Nov 16, 2012	Sep 24, 2013	Jun 30, 2014
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Nov 16, 2012	Sep 24, 2013	Jun 30, 2014
2.6	Safety Management Certificate (SMC):	Feb 05, 2014	Not Applicable	Jan 23, 2019
2.7	Document of Compliance (DOC):	Jan 21, 2014	Not Applicable	Jan 02, 2019
2.8	USCG (specify: COC, LOC or COL):	Not Applicable	Not Applicable	Not Applicable
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 2014		Feb 20, 2015
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 20, 2014		Feb 20, 2015
2.11	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable		Not Applicable
2.12	Certificate of Fitness (Chemicals):	Nov 16, 2012	Sep 24, 2013	Jun 30, 2014
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Sep 13, 2012	Sep 24, 2013	Jun 30, 2014

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2.15	International Ship Security Certificate (ISSC):	Feb 05, 2014	Not Applicable	Jan 23, 2019
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Oct 20, 2009		Jun 30, 2014
2.17	International Air Pollution Prevention Certificate (IAPP):	Nov 16, 2012	Sep 24, 2013	Jun 30, 2014
Documentation				
2.18	Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable:	Yes		
2.19	Owner warrant that vessel is member of ITOF and will remain so for the entire duration of this voyage/contract:	Yes		

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 OPERATOR Crew:		
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:	N/A		
4.2	If Yes, state whether winching or landing area provided:			

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:	N/A		
5.2	Qualified individual (QI) - Full style:	N/A		
5.3	Oil Spill Response Organization (OSRO) -Full style:	N/A		
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	N/A		

6.	CARGO AND BALLAST HANDLING	
Double Hull Vessels		
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	
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#1:984.253 m3 (1p) Seg#2:988.022 m3 (1s) Seg#3:1113.038 m3 (2p) Seg#4:1107.174 m3 (2s) Seg#5:966.688m3 (3p) Seg#6:970.137m3 (3s) Seg#7:1124.712 m3 (4p) Seg#8:1118.66 m3 (4s) Seg#9:956.292 m3 (5p) Seg#10:963.105 m3 (5s) Seg#11:968.000 m3 (6p) Seg#12:963.734 m3 (6s) Seg#13:231.519 m3 (7p) Seg#14:185.768 m3 (7s)
6.4	Total cubic capacity (98%, excluding slop tanks):	12,223.815 Cu.Metres
6.5	Slop tank(s) capacity (98%):	417,287.00 Cu. Metres
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	45.57 Cu. Metres

6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks		SBT	
SBT Vessels				
6.8	What is total capacity of SBT?		4,556.40 Cu. Metres	
6.9	What percentage of SDWT can vessel maintain with SBT only:		42 %	
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:		14	
6.12	Maximum loading rate for homogenous cargo per manifold connection:		400 Cu. Metres/Hour	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:		1,800 Cu. Metres/Hour	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:		Yes SG 1.54	
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12 2 1	Centrifugal Centrifugal SINGLE STAGE CENTRIFUGAL	300 M3/HR 125 M3/HR 70 M3/HR
	Stripping:		N/A	
	Eductors:		N/A	
	Ballast:	2	Centrifugal	450 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:		6	
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:			
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:		Yes	
6.23	Number/size of VRS manifolds (per side):		2	150 Millimetres
Venting				
6.24	State what type of venting system is fitted:		INDEPENDENT	
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:		16 (14+2)	
6.27	What is the size of cargo connections:		150 Millimetres + 300 Millimetres	
6.28	What is the material of the manifold:		Stainless Steel	
Manifold Arrangement				
6.29	Distance between cargo manifold centers:		700 Millimetres	
6.30	Distance ships rail to manifold:		4,825 Millimetres	
6.31	Distance manifold to ships side:		5,125 Millimetres	
6.32	Top of rail to center of manifold:		700 Millimetres	
6.33	Distance main deck to center of manifold:		2,500 Millimetres	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:		7.206 Metres	4.726 Metres
6.35	Number / size reducers:		1 x 300/250mm (12"-10") 2 x 300/200mm (12"8") 2 x 250/200mm (10"-8") 1 x 250/150mm (10"-6") 2 x 200/150mm (8"-6") 4 x 150/100mm (6"-4")	

Stern Manifold			
6.36	Is vessel fitted with a stern manifold:	Yes	
6.37	If stern manifold fitted, state size:	300 Millimetres	
Cargo Heating			
6.38	Type of cargo heating system?	Hotwater	
6.39	If fitted, are all tanks coiled?	Yes	
6.40	If fitted, what is the material of the heating coils:	Stainless Steel	
6.41	Maximum temperature cargo can be loaded/maintained:	80.0 °C / 176.0 °F	80 °C / 176 °F
Tank Coating			
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type To What Extent
	Cargo tanks:	Yes	Marine Line Whole Tank
	Ballast tanks:	Yes	epoxy Whole Tank
	Slop tanks:	Yes	Marine Line Whole Tank
6.43	If fitted, what type of anodes are used:	aluminium	

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:	Nitrogen Generator	
7.3	Is a Crude Oil Washing (COW) installation fitted:	N/A	

8.	MOORING					
8.1	Mooring 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		
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:			Not Applicable		
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:			Not Applicable		
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	48 Millimetres	polyester+polypropylene mixture	220 Metres	35.142 Metric Tonnes
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:	4	48 Millimetres	polyester+polypropylene mixture	220 Metres	35.142 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	48 Millimetres	polyester+polypropylene mixture	220 Metres	35.142 Metric Tonnes
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:	2	48 Millimetres	polyester+polypropylene mixture	220 Metres	35.142 Metric Tonnes
8.5	Mooring winches	No.		# Drums		Brake Capacity
	Forecastle:	2		Double Drums		27.5 Metric Tonnes
	Main deck fwd:			N/A		
	Main deck aft:			N/A		
	Poop deck:	2		Double Drums		27.5 Metric Tonnes
8.6	Mooring bitts	No.				SWL
	Forecastle:	6				80 Metric Tonnes
	Main deck fwd:	4				80 Metric Tonnes
	Main deck aft:	4				80 Metric Tonnes

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	Poop deck:	6	80 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type	No.	SWL
	Forecastle:	4	8.15 Metric Tonnes
	Main deck fwd:	4	8.15 Metric Tonnes
	Main deck aft:	4	8.15 Metric Tonnes
	Poop deck:	9	8.15 Metric Tonnes
Emergency Towing System			
8.8	Type / SWL of Emergency Towing system forward:	Not Applicable	
8.9	Type / SWL of Emergency Towing system aft:	Not Applicable	
Anchors			
8.10	Number of shackles on port cable:	9	
8.11	Number of shackles on starboard cable:	10	
Escort Tug			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:		Not Applicable
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		80 Metric Tonnes
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	670.5 bhp	500 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)':	N/A	
8.17	Is vessel fitted with chain stopper(s):	N/A	
8.18	How many chain stopper(s) are fitted:		
8.19	State type of chain stopper(s) fitted:	Not Applicable	
8.20	Safe Working Load (SWL) of chain stopper(s):		
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		
8.22	Distance between the bow fairlead and chain stopper/bracket:		
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	N/A 500x320	
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	1 Hose Handling Crane / SWL 5T / Center 1 Provision Crane / SWL 2T / Port Qtr.	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	6.50 Metres / 7.50 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	
9.2	What type of fuel is used in the generating plant?	MDO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	620.90 Cu. Metres	104.40 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Controllable Pitch	

Insurance

9.5	P & I Club - Full Style:	SKULD Mutual Protection and Indemnity Association Ltd.
9.6	P & I Club coverage - pollution liability coverage:	1000000000 US\$

Port State Control

9.7	Date and place of last Port State Control inspection:	Jun 01,2014 Klapeda – Paris Mou
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	

Recent Operational History

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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, Grounding: No , Serious casualty: No , Collision: No ,
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	PLEASE ASK TO OWNER
Vetting		
9.12	Date/Place of last SIRE Inspection:	Aug 03, 2010 / THESSELNOKI
9.13	Date/Place of last CDI Inspection:	Sep 16, 2010 / ANTWERP-BELGIUM
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>	

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

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