

1.	GENERAL INFORMATION		
1.1	Date updated:	17th.June.2021	
1.2	Vessel's name (IMO number):	ILGAZ (9112882)	
1.3	Vessel's previous name(s) and date(s) of change:	Dutch Faith – 10 June 2021	
1.4	Date delivered/Builder (where built):	19.April.1996 / Verolme Shipyard Heusden	
1.5	Flag/Port of Registry:	TURKEY/ISTANBUL	
1.6	Call sign/MMSI:	TCA6368 / 271044807	
1.7	Vessel's contact details (satcom/fax/email etc.):	Gsm: +90 534 2620373 Email (in port): ilgaz.tanker@gmail.com Email (at sea): mtilgaz@skyfile.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Oil-Chemical Tanker	
1.9	Type of hull:	Double Hull	
Ownership and Operation			
1.10	Registered owner - Full style:	Gemiciler Denizcilik Sanayi ve Ticaret Limited Sirketi	
1.11	Technical operator - Full style:	Same as above	
1.12	Commercial operator - Full style:	Same as above	
1.13	Disponent owner - Full style:	N/A	
Insurance			
1.14	P & I Club - Full Style:	The West of England Ship Owners Mutual Insurance Association	
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000 US\$	20.Feb.2022
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	TURK P&I	
1.17	Hull & Machinery insured value/expiration date:	USD 3,500,000	04.Apr.2022
Classification			
1.18	Classification society:	Lloyds Register	
1.19	Class notation:	100 A1 Double Hull Oil & Chemical Tanker, Ships type 2, ESP, LI, LMC, UMS, NAV1	
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No	
1.21	If classification society changed, name of previous and date of change:	N/A	
1.22	Does the vessel have ice class? If yes, state what level:	1D	
1.23	Date/place of last dry-dock:	09 May 2019 / Soby Havn (DK)	
1.24	Date next dry dock due/next annual survey due:	18.July.2021	18.July.2021
1.25	Date of last special survey/next special survey due:	19.April.2016	18.July 2021
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	Yes 1	
Dimensions			
1.27	Length overall (LOA):	99.95 m	
1.28	Length between perpendiculars (LBP):	93.60 m	
1.29	Extreme breadth (Beam):	17.14 m	
1.30	Moulded depth:	7.90 m	
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	27.40 m	N/A
1.32	Distance bridge front to center of manifold:	28.15 m	
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):	51.40 m	48.55 m

1.34	Parallel body distances	Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:	8.00 m	11.00 m	13.00 m	
	Aft to mid-point manifold:	17.00 m	23.00 m	26.00 m	
	Parallel body length:	25.00 m	34.00 m	39.00 m	
Tonnages					
1.35	Net Tonnage:	1,107			
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):	3,419	2,756		
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):				
1.38	Panama Canal Net Tonnage (PCNT):	2,930.00			
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.41 m	5.51 m	4,441.60 MT	6,415.90 MT
	Winter:	2.53 m	5.40 m	4,290.00 MT	6,264.00 MT
	Tropical:	2,30 m	5.63 m	4,594.00 MT	6,568.00 MT
	Lightship:	6.08 m	1.85 m	N/A	1,975.00 MT
	Normal Ballast Condition:	3.68 m	4.23 m	2,575.00 MT	2,443.00 MT
	Segregated Ballast Condition:	3.68 m	4.03 m	2,443.20 MT	4,417.50 MT
1.40	FWA/TPC at summer draft:	122 mm		13.81 MT	
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	No			
1.42	Constant (excluding fresh water):	N/A			
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	10% of max draft plus squat effect, min 500 mm in any case during sailing Min 300 mm for berthing			
1.44	What is the max height of mast above waterline (air draft)	Full Mast		Collapsed Mast	
	Summer deadweight:	21.89 m		N/A	
	Normal ballast:	34.50 m		N/A	
	Lightship:	25.55 m		N/A	

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	15.June.2021			18.July.2021
2.2	Safety Radio Certificate (SRC):	15.June.2021			18 Apr.2026
2.3	Safety Construction Certificate (SCC):	15.June.2021			18.July.2021
2.4	International Loadline Certificate (ILC):	15.June.2021			18.July.2021
2.5	International Oil Pollution Prevention Certificate (IOPPC):	15.June.2021			18 Apr.2022
2.6	International Ship Security Certificate (ISSC):	15.June.2021			14.Dec.2021
2.7	Maritime Labour Certificate (MLC):	15.June.2021			14.Dec.2021
2.8	ISM Safety Management Certificate (SMC):	15.June.2021			14 Dec 2021
2.9	Document of Compliance (DOC):	07.Dec.2018	22.Jan.2021		14.Dec.2023
2.10	USCG Certificate of Compliance (USCGCOC):				
2.11	Civil Liability Convention (CLC) 1992 Certificate:	17 June 2021			20 Feb 2022
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	17 June 2021			20 Feb 2022
2.13	Liability for the Removal of Wrecks Certificate (WRC):	17 June 2021			20.Feb.2022
2.14	U.S. Certificate of Financial Responsibility (COFR):				
2.15	Certificate of Class (COC):	15.June.2021			18.July.2021

2.16	International Sewage Pollution Prevention Certificate (ISPPC):	15.June.021			18.July.2021
2.17	Certificate of Fitness (COF):	15.June.2021			18.July.2021
2.18	International Energy Efficiency Certificate (IEEC):	15.June.2021			
2.19	International Air Pollution Prevention Certificate (IAPPC):	15.June.2021			18.July.2021

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 (if applicable):				N/A

3. CREW					
3.1	Nationality of Master:				Turkish
3.2	Number and nationality of Officers:				6 x Turkish
3.3	Number and nationality of Crew:				6 x Turkish
3.4	What is the common working language onboard:				Turkish
3.5	Do officers speak and understand English?				Yes
3.6	If Officers/ratings employed by a manning agency - Full style:				N/A

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?				Nil
4.2	Qualified individual (QI) - Full style:				Nil
4.3	Oil Spill Response Organization (OSRO) - Full style:				Nil
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:				Nil

5. SAFETY/HELICOPTER					
5.1	Is the vessel operated under a Quality Management System? If Yes, what type of system? (ISO9001 or IMO Resolution A.741(18) as amended):				Yes IMO Resolution A.741(18)
5.2	Can the ship comply with the ICS Helicopter Guidelines?				No
5.2.1	If Yes, state whether winching or landing area provided:				Nil
5.2.2	If Yes, what is the diameter of the circle provided:				Nil

6. COATING/ANODES					
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	No	Stainless Steel	Whole Tank	No
	Ballast tanks:	Yes	Hard coating	Whole Tank	Yes
	Slop tanks:	N/A	Stainless Steel	Whole Tank	N/A

7. BALLAST					
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Stork Centrifugal	150 m3/hr	30 mlc
	Ballast Eductors:				

8.	CARGO		
Double Hull Vessels			
8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:	Yes, Solid	
Cargo Tank Capacities			
8.2	Number of cargo tanks and total cubic capacity (98%):	12	4601,2
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):	1. P=356,3 m3 / S=356,6 m3 (1 Port/Stb) 2. P=281,1 m3 / S=279,9 m3 (2 Port/Stb) 3. P=468,3 m3 / S=468,8 m3 (3 Port/Stb) 4. P=97,1 m3 / S=98,5 m3 (4 Port/Stb) 5. P=514,1 m3 / S=514,9 m3 (5 Port/Stb) 6. P=582,6 m3 / S=583,0 m3 (6 Port/Stb)	
8.3	Number of slop tanks and total cubic capacity (98%):	2	195,6
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	Tanks 4P&S are used as slop tanks	
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:	N/A	
SBT Vessels			
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	2443,20 m3	45%
8.3.4	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:	Yes	
Cargo Handling and Pumping Systems			
8.4	How many grades/products can vessel load/discharge with double valve segregation:	12	
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	Yes not to exceed 1,8 s.g.	
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:	240 m3/hr	300 m3/hr
	Loaded simultaneously through all manifolds:	480 m3/hr	600 m3/hr
Cargo Control Room			
8.7	Is ship fitted with a Cargo Control Room (CCR)?	Yes	
8.8	Can tank innage/ullage be read from the CCR?	Yes	
Gauging and Sampling			
8.9	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:	Yes	
	What type of fixed closed tank gauging system is fitted:	SKARPERNORD Pressures Sensors	
	Are high level alarms fitted to the cargo tanks? If Yes, indicate whether to all tanks or partial:	Yes, All	
8.9.1	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?	Yes	
8.9.2	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:	No	
8.10	Number of portable gauging units (example- MMC) on board:	1	
Vapor Emission Control System (VECS)			
8.11	Is a Vapour Emission Control System (VECS) fitted?	Yes	
8.12	Number/size of VECS manifolds (per side):	2	150 mm
8.13	Number/size/type of VECS reducers:		
Venting			
8.14	State what type of venting system is fitted:	High speed PV valves	
Cargo Manifolds and Reducers			
8.15	Total number/size of cargo manifold connections on each side:	13 / 150 mm	
8.16	What type of valves are fitted at manifold:	Butterfly valves	
8.17	What is the material/rating of the manifold:	Stainless Steel	
8.17.1	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?	Yes	
8.18	Distance between cargo manifold centers:	500 mm	
8.19	Distance ships rail to manifold:	2,850 mm	
8.20	Distance manifold to ships side:	2,870 mm	

8.21	Top of rail to center of manifold:	1,700 mm	
8.22	Distance main deck to center of manifold:	2,720 mm	
8.23	Spill tank grating to center of manifold:	1,430 mm	
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:	6.20 m	5.15 m
8.25	Number/size/type of reducers:	Various types on board, total 18 pcs DIN to DIN DIN to ASA	
8.26	Is vessel fitted with a stern manifold? If yes, state size:	No	

Heating

8.27	Cargo/slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo Tanks:	Heating ducts outside cargotanks		Stst
	Slop Tanks:	Heating ducts outside cargotanks		Stst
8.28	Maximum temperature cargo can be loaded/maintained:	80 C	80 C	
8.28.1	Minimum temperature cargo can be loaded/maintained:			

Inert Gas and Crude Oil Washing

8.29	Is an Inert Gas System (IGS) fitted/operational?	N/A
8.29.1	Is a Crude Oil Washing (COW) installation fitted/operational?	N/A
8.30	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	N/A

Cargo Pumps

8.31	How many cargo pumps can be run simultaneously at full capacity:	6			
8.32	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	12	Centrifugal	100 m3/hr	60 mlc
	Cargo Eductors:		N/A		
	Stripping:		N/A		
8.33	Is at least one emergency portable cargo pump provided?	No			

9.	MOORING					
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	48 mm	Mixed fiber	180 m	23.20 mt
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	48 mm	Mixed fiber	180 m	23.20 mt
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	48 mm	Mixed fiber	180 m	23.50 mt
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	48 mm	Mixed fiber	180 m	23.50 mt

9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double	Hydraulic	15 mt	
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	Single	Hydraulic	15 mt	
9.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		4	mt		
	Main deck fwd:		2	mt		
	Main deck aft:		2	Mt		
	Poop deck:		4	mt		
Anchors/Emergency Towing System						
9.7	Number of shackles on port/starboard cable:				8/9	
9.8	Type/SWL of Emergency Towing system forward:				N/A	N/A
9.9	Type/SWL of Emergency Towing system aft:				N/A	N/A
Escort Tug						
9.10	What is size/SWL of closed chock and/or fairleads of enclosed type on stern:					48 mt
9.11	What is SWL of bollard on poop deck suitable for escort tug:				25 mt	
Lifting Equipment/Gangway						
9.12	Derrick/Crane description (Number, SWL and location):				2 x 0,98 mt mid center	
9.13	Accommodation ladder direction:				N/A	
	Does vessel have a portable gangway? If yes, state length:				Yes 6 m & 4 m	
Single Point Mooring (SPM) Equipment						
9.14	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)'?				N/A	
9.15	If fitted, how many chain stoppers:					
9.16	State type/SWL of chain stopper(s):					
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:					
9.18	Distance between the bow fairlead and chain stopper/bracket:					
9.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:					
10. PROPULSION						
10.1	Speed				Maximum	Economical
	Ballast speed:				14 knots	12 knots
	Laden speed:				13 knots	11 knots
10.2	What type of fuel is used for main propulsion/generating plant:				MGO	MGO
10.3	Type/Capacity of bunker tanks:				Fuel Oil: 322,20 m3 Gasoil: 51,70 m3	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):				Controllable	
10.5	Engines		No	Capacity	Make/Type	
	Main engine:		1	3,520 kW	MAK 8M32	
	Aux engine:		2	380 kW	Volvo Penta TAMD 163A	
	Power packs:		N/A			
	Boilers:		2			
Bow/Stern Thruster						
10.6	What is brake horse power of bow thruster (if fitted):				300 kW	
10.7	What is brake horse power of stern thruster (if fitted):				N/A	

Emissions		
10.8	Main engine IMO NOx emission standard:	N/A
10.9	Energy Efficiency Design Index (EEDI) rating number:	N/A

11. SHIP TO SHIP TRANSFER		
11.1	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquefied Gas, as applicable)?	Yes
11.2	What is maximum outreach of cranes/derricks outboard of the ship's side:	5 m
11.3	Date/place of last STS operation:	Nil

12. RECENT OPERATIONAL HISTORY		
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	Please contact manager for details
12.2	Has vessel been involved in a pollution, grounding, serious casualty, unscheduled repair or collision incident during the past 12 months? If yes, provide details:	Pollution: No Grounding: No Casualty: No Collision: No
12.3	Date and place of last Port State Control inspection:	16/02/2021 Esbjerg, Denmark (Paris MOU) 08/02/2020 Teesport, UK (Paris MOU)
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No
12.5	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>	NA
12.6	Date/Place of last SIRE inspection:	N/A
12.6.1	Date/Place of last CDI inspection:	N/A
12.7	Additional information relating to features of the ship or operational characteristics:	Nil

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