

1. VESSEL DESCRIPTION				
1.1	Date updated:	Sep 21, 2017		
1.2	Vessel's name (IMO number):	Inebolu (9164720)		
1.3	Vessel's previous name(s) and date(s) of change:	BOW SAILOR – July 11, 2016		
1.4	Date delivered / Builder (where built):	May 28,1999 / Stocznia Szczecinska, Poland		
1.5	Flag / Port of Registry:	MALTA/VALETTA		
1.6	Call sign / MMSI:	9HA4359/ 249732000		
1.7	Vessel's contact details (satcom/fax/email etc.):	424973213@inmc.eik.com MTinebolu@onsatmail.com		
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Chemical Tanker Type-2, Oil Tanker		
1.9	Type of hull:	Double Hull		
Classification				
1.10	Classification society:	Registro Italiano Navale		
1.11	Class notation:	C +Oil Tanker ESP – Double hull; Chemical tanker ESP, unrestricted navigation +AUT-UMS, ICE, VCS		
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:	DNV-GL, June 6, 2017		
1.14	IMO type, if applicable:	II		
1.15	Does the vessel have ice class? If yes, state what level:	Yes, ICE		
1.16	Date / place of last dry-dock:	June 6, 2017 / Tuzla		
1.17	Date next dry dock due / next annual survey due:	June 6, 2020	Aug 31, 2018	
1.18	Date of last special survey / next special survey due:	May 19, 2014	May 31, 2019	
1.19	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	Yes, CAP 1 Deck, CAP 2 Mach		
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):	103.60 m		
1.22	Length between perpendiculars (LBP):	97.40 m		
1.23	Extreme breadth (Beam):	16.60 m		
1.24	Moulded depth:	9.40 m		
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	35.19 m	N/A	
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):	49.00 m	55.00 m	
1.27	Distance bridge front to center of manifold:	33.00 m		
1.28	Parallel body distances	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	11.60 m	15.50 m	17.66 m
	Aft to mid-point manifold:	23.00 m	28.26 m	32.32 m
	Parallel body length:	34.60 m	43.76 m	49.98 m
1.29	FWA/TPC at summer draft:	150.00 mm	14.95 tons	
1.30	Constant (excluding fresh water):	Not any		
1.31	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		
1.32	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast	
	Lightship:	32.578 m	N/A	
	Normal ballast:	30.340 m	N/A	
	At loaded summer deadweight:	28.100 m	N/A	

Tonnages			
1.33	Net Tonnage:	1,956	
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	4,667	3,993
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	4,983.62	3,929.11
1.36	Panama Canal Net Tonnage (PCNT):	1,956	

Ownership and Operation			
1.37	Registered owner - Full style:	Inebolu Chemical Shipping Ltd., Malta	
1.38	Technical operator - Full style:	Gemiciler Denizcilik San. Ve Tic. Ltd. Sti., Istanbul	
1.39	Commercial operator - Full style:	Gemiciler Denizcilik San. Ve Tic. Ltd. Sti., Istanbul	
1.40	Disponent owner - Full style:	N/A	

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate (SEC):	Aug 16, 2017		May 31, 2019
2.2	Safety Radio Certificate (SRC):	Aug 16, 2017		May 31, 2019
2.3	Safety Construction Certificate (SCC):	Aug 16, 2017		May 31, 2019
2.4	International Loadline Certificate (ILC):	Aug 16, 2017		May 31, 2019
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Aug 16, 2017		Jun 6, 2022
2.6	ISM Safety Management Certificate (SMC):	Jan 19, 2017		Jan 18, 2022
2.7	Document of Compliance (DOC):	Aug 17, 2016		Dec 14, 2018
2.8	USCG Certificate of Compliance (COC):			
2.9	Civil Liability Convention (CLC) 1992 Certificate:	Jan 11, 2017		Feb 20, 2018
2.10	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Jan 11, 2017		Feb 20, 2018
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control	Apr 6, 2017		Oct 6, 2017
2.12	U.S. Certificate of Financial Responsibility (COFR):			
2.13	Certificate of Class (COC):	Aug 16, 2017		May 31, 2019
2.14	International Sewage Pollution Prevention Certificate (ISPPC):	Aug 16, 2017		May 31, 2019
2.15	Certificate of Fitness (COF):	Aug 29, 2017		May 31, 2019
2.16	International Energy Efficiency Certificate (IEEC):	June 6, 2017		
2.17	International Ship Security Certificate (ISSC):	Jan 19, 2017		Jan 18, 2022
2.18	International Air Pollution Prevention Certificate (IAPPC):	Aug 16, 2017		May 31, 2019
2.19	Maritime Labour Certificate (MLC):	Jan 19, 2017		Jan 18, 2022

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		Yes
2.22	Is the ITF Special Agreement on board (if applicable)?		No
2.23	ITF Blue Card expiry date:		No

3. CREW			
3.1	Nationality of Master:	Turkish	
3.2	Number and Nationality of Officers:	6xTurkish	
3.3	Number and Nationality of Crew:	11xTurkish	
3.4	What is the common working language onboard:	Turkish	
3.5	Do officers speak and understand English?	Yes	
3.6	If Officers/Crew employed by a Manning Agency - Full style:	No	

4. FOR USA CALLS			
4.1	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard	Nil	
4.2	Qualified individual (QI) - Full style:	Nil	
4.3	Oil Spill Response Organization (OSRO) - Full style:	Nil	

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:	2.300 m	7.100 m	6,008 MT	8,948 MT
	Winter:	2.448 m	6.952 m	5,786 MT	8,726 MT
	Tropical:	2.152 m	7.248 m	6,230 MT	9,170 MT
	Lightship:	6.778 m	2.622 m	0 MT	2,940 MT
	Normal Ballast Condition:	4.54 m	4.86 m	2,846 MT	5,786 MT
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	7011 m3
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):			1. 314.9 m3/312.2 m3 (1 Port / Stb) 2. 334 m3/333.3 m3 (2 Port / Stb) 3. 625.6 m3/631.0 m3 (3 Port / Stb) 4. 323.9 m3/330.3 m3 (4 Port / Stb) 5. 629.6 m3/635.6 m3 (5 Port / Stb) 6. 652.3 m3/651.2 m3 (6 Port / Stb) 7. 618.7 m3/618.4 m3 (7 Port / Stb)	
5.6	Number of slop tanks and total cubic capacity (98%):			0	0
5.7	Specify segregations which slops tanks belong to and their capacity with double valve:			N/A	
5.8	Residual/Retention oil tank(s) capacity (98%), if applicable:			0	
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?			2,381.80 m3	40 %
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:			14	
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:	14	Centrifugal	200 m3/h	110 mlc
	Cargo Eductors:				
	Stripping:				
	Ballast Pumps:	2	Centrifugal	300 m3/h	20 mlc
5.15	Max loading rate for homogenous cargo per manifold connection:			400 m3/h	
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:			1600 m3/h	
5.17	How many cargo pumps can be run simultaneously at full capacity:			6	
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:			Hermetic UTI	
5.23	Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial:			Yes, All tanks	
5.24	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:			N/A	
5.25	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:			Certified and calibrated	
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):			5	150 mm
5.28	Number / size / type of VECS reducers:				
Venting					
5.29	State what type of venting system is fitted:			High speed 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'?			No		
5.31	Total number / size of cargo manifold connections on each side:			Common 2x250mm + Each Tank 14x150mm		
5.32	What type of valves are fitted at manifold:			Ball valve		
5.33	What is the material/rating of the manifold:			Stainless Steel		
5.34	Does the vessel have a Common Line Manifold connection? If yes,			Yes		
5.35	Distance between cargo manifold centers:			500 mm		
5.36	Distance ships rail to manifold:			2,670 mm		
5.37	Distance manifold to ships side:			2,750 mm		
5.38	Top of rail to center of manifold:			1,269 mm		
5.39	Distance main deck to center of manifold:			2,319 mm		
5.40	Spill tank grating to center of manifold:			800 mm		
5.41	Manifold height above the waterline in normal ballast / at SDWT			6.88 m	4.62 m	
5.42	Number / size / type of reducers:			100 mm to 150 mm, 4pcs 150 mm to 200 mm ,2pcs 200 mm to 250 mm, 1pcs 250 mm to 300 mm, 1pcs DIN		
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:		Coils with indirectly water heating	Yes	Stainless Steel	
	Slop Tanks:		N/A	N/A	N/A	
5.45	Maximum temperature cargo can be loaded / maintained:			90 deg Celsius	90 deg Celsius	
5.46	Minimum temperature cargo can be loaded / maintained:					
Coating / Anodes						
5.47	Tank Coating	Coated	Typ	To What Extent	Anodes	
	Cargo tanks:	No	Stainless Steel	Whole Tank	No	
	Ballast tanks:	Yes	Epoxy	Whole Tank	No	
	Slop tanks:	N/A	N/A	N/A	N/A	
6. INERT GAS AND CRUDE OIL WASHING						
6.1	Is a Crude Oil Washing (COW) installation fitted / operational?			No		
6.2	Is an Inert Gas System (IGS) fitted / operational?			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	40 mm	Signal B5 Yarn and High-Performance Polyester	220 m	36.70 MT
	Main deck fwd:	-	-	-	-	-
	Main deck aft:	-	-	-	-	-
	Poop Deck:	2	40 mm	Signal B5 Yarn and High-Performance Polyester	220 m	36.70 MT

7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	40 mm	Signal B5 Yarn and High-Performance Polyester	220 m	36.70 MT
	Main deck fwd:	-	-	-	-	-
	Main deck aft:	-	-	-	-	-
	Poop deck:	2	40 mm	Signal B5 Yarn and High-Performance Polyester	220 m	36.70 MT
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double	Hydraulic Driven	19 MT	Manual
	Main deck fwd:	-	-	-	-	-
	Main deck aft:	-	-	-	-	-
	Poop deck:	2	Double	Hydraulic Driven	19 MT	Manual
7.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		4	63 MT	9	25 MT
	Main deck fwd:		2	25 MT	4	25 MT
	Main deck aft:		2	25 MT	4	25 MT
	Poop deck:		6	25 MT	13	25 MT
Anchors/Emergency Towing System						
7.7	Number of shackles on port / starboard cable:				9/9	
7.8	Type / SWL of Emergency Towing system forward:				Towing Bollard and Mooring Line	63 MT
7.9	Type / SWL of Emergency Towing system aft:				Towing Bollard and Mooring Line	63 MT
Escort Tug						
7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:				270 mm x 400 mm	63 MT
7.11	What is SWL of bollard on poop deck suitable for escort tug:				63 MT	
Bow/Stern Thruster						
7.12	What is brake horse power of bow thruster (if fitted):				536 BHP	
7.13	What is brake horse power of stern thruster (if fitted):				N/A	
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:				N/A	
7.16	State type / SWL of chain stopper(s):				N/A	N/A
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:				N/A	
7.18	Distance between the bow fairlead and chain stopper/bracket:				N/A	
7.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:				N/A	
Lifting Equipment						
7.20	Derrick / Crane description (Number, SWL and location):				1 x 32kN, manifold crane	
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:				17 m / 8.7 m	
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:				No	

8.	MISCELLANEOUS		
Engine			
8.1	Speed		Maximum Economic
	Ballast speed:		13,6 11,5
	Laden speed:		13,6 11,5
8.2	What type of fuel is used for main propulsion / generating plant:	IFO 380 CST	IFO 380 CST MGO
8.3	Type / Capacity of bunker tanks:	266.10 CuM IFO 80.10 CuM MGO	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):	Controllable Pitch	
8.5	Engines	No	Capacity Make/Type
	Main engine:	1	3600 kW MAN B&W/6S35MC
	Aux engine:	2	600 kW MAN B&W/6L1624
	Power packs:	3	200 kW FRANK MOHN FUSA AS
	Boilers:	1 1	12000 kg/h 2000/500 kg/h Aalborg SUNROD Aalborg SUNROD
Emissions			
8.6	Main engine IMO NOx Emission standard:	N/A	
8.4	Energy Efficiency Design Index (EEDI) rating number:	N/A	
Insurance			
8.8	P & I Club – Full Style:	The Shipowners Mutual P&I Association, Luxembourg	
8.9	P & I Club pollution liability coverage / expiration date:	1,000,000 USD	Feb 20, 2018
8.10	Hull & Machinery insured by – Full Style:	Türk P&I	
8.11	Hull & Machinery insured value / expiration date:	6,500,000 USD	Apr 4, 2018
Recent Operational History			
8.12	Date and place of last Port State Control inspection:	21.08.2016 Kulevi (Black Sea MOU) 25.06.2017 Galati (Paris MOU) 17.07.2017 Port Said (Med MOU)	
8.13	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	Nil	
8.14	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:	No	
8.15	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Please contact manager for details	
8.16	Date/place of last STS operation:	Please contact manager for details	
Vetting			
8.17	Date of last SIRE inspection	Nil	
8.18	Date of last CDI inspection:	Nil	
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>	Nil	
Additional Information			
8.20	Additional information relating to features of the ship or operational characteristics:	Nil	