

1. VESSEL DESCRIPTION				
1.1	Date updated:	Aug 03, 2017		
1.2	Vessel's name (IMO number):	Marmara (9010230)		
1.3	Vessel's previous name(s) and date(s) of change:	CHEM SUN – Sept 8, 2011		
1.4	Date delivered / Builder (where built):	June 1,1996 / Dauphin SY, Singapore		
1.5	Flag / Port of Registry:	MALTA/VALETTA		
1.6	Call sign / MMSI:	9HA2893/ 256614000		
1.7	Vessel's contact details (satcom/fax/email etc.):	425661410@inmc.eik.com MTmarmara@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 Bottom		
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, INERTGAS-C		
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, Jan 30, 2017		
1.14	IMO type, if applicable:	II & III		
1.15	Does the vessel have ice class? If yes, state what level:	No		
1.16	Date / place of last dry-dock:	Jan 30, 2017 / Tuzla		
1.17	Date next dry dock due / next annual survey due:	Jan 30, 2020	Apr 12, 2018	
1.18	Date of last special survey / next special survey due:	Jan 30, 2017	Jan 12, 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?	No		
Dimensions				
1.21	Length overall (LOA):	96.99 m		
1.22	Length between perpendiculars (LBP):	89.97 m		
1.23	Extreme breadth (Beam):	16.00 m		
1.24	Moulded depth:	7.80 m		
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	35.50 m	N/A	
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):	41.00 m	56.00 m	
1.27	Distance bridge front to center of manifold:	29.40 m		
1.28	Parallel body distances	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	29.00 m	31.00 m	32.00 m
	Aft to mid-point manifold:	25.30 m	27.00 m	28.70 m
	Parallel body length:	54.30 m	58.00 m	60.70 m
1.29	FWA/TPC at summer draft:	142.42 mm	12.32 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, 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:	33.200 m	N/A	
	Normal ballast:	31.660 m	N/A	
	At loaded summer deadweight:	29.100 m	N/A	

Tonnages			
1.33	Net Tonnage:	1,586	
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	3,335	
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	xxxx	2,560.84
1.36	Panama Canal Net Tonnage (PCNT):	2,859	

Ownership and Operation			
1.37	Registered owner - Full style:	Gemden 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):	Mar 1, 2017		Jan 12, 2022
2.2	Safety Radio Certificate (SRC):	Mar 1, 2017		Jan 12, 2022
2.3	Safety Construction Certificate (SCC):	Mar 1, 2017		Jan 12, 2022
2.4	International Loadline Certificate (ILC):	Mar 1, 2017		Jan 12, 2022
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Mar 1, 2017		Jan 12, 2022
2.6	ISM Safety Management Certificate (SMC):	Apr 12, 2017		Apr 12, 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	Nov 9, 2016		Oct 31, 2017
2.12	U.S. Certificate of Financial Responsibility (COFR):			
2.13	Certificate of Class (COC):	Mar 1, 2017		Jan 12, 2022
2.14	International Sewage Pollution Prevention Certificate (ISPPC):	Mar 1, 2017		Jan 12, 2022
2.15	Certificate of Fitness (COF):	Mar 1, 2017		Jan 12, 2022
2.16	International Energy Efficiency Certificate (IEEC):	Jan 1, 2017		
2.17	International Ship Security Certificate (ISSC):	Apr 12, 2017		Apr 12, 2022
2.18	International Air Pollution Prevention Certificate (IAPPC):	Mar 1, 2017		Jan 12, 2022
2.19	Maritime Labour Certificate (MLC):	Sep 4, 2013		Aug 12, 2018

Documentation			
2.20	Owner warrant that vessel is member of ITOPF and will remain so for the entire		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			
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Double Hull Vessels			
5.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:	No	

Loadline Information					
5.2	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.400 m	6.400 m	4,852 MT	6,976.4 MT
	Winter:	1.534 m	6.266 m	4,743.3 MT	6,859.7 MT
	Tropical:	1.266 m	6.534 m	5,065.5 MT	7,189.9 MT
	Lightship:	5.490 m	2.310 m	0 MT	2,124.4 MT
	Normal Ballast Condition:	3.960 m	3.840 m	1,833.3 MT	3958 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%):			18	5546.21 m3
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):			1. 113.398 m3(1 Port / Stb) – 388.371 m3 (1C) 2. 143.890 m3(2 Port / Stb) – 488.341 m3 (2C) 3. 168.490 m3(3 Port / Stb) – 529.294 m3 (3C) 4. 238.401 m3(4 Port / Stb) – 570.073 m3 (4C) 5. 221.333 m3(5 Port / Stb) – 651.137 m3 (5C) 6. 196.656 m3(6 Port / Stb) – 591.603 m3 (6C)	
5.6	Number of slop tanks and total cubic capacity (98%):			1	163.054 m3
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?			1,378.90 m3	29.12 %
5.11	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:			No	
Cargo Handling and Pumping Systems					
5.12	How many grades/products can vessel load/discharge with double valve segregation:			13	
5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:			Yes All cargo tank density 1.85 t/m3	
5.14	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	19	Submerged	115 m3/h	80 mlc
	Cargo Eductors:				
	Stripping:				
	Ballast Pumps:	1		220 m3/h	20 mlc
Ballast Eductors:					
5.15	Max loading rate for homogenous cargo per manifold connection:			115 m3/h	
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:			250 m3/h	
5.17	How many cargo pumps can be run simultaneously at full capacity:			4 (with 2 powerpacks running)	
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:			Pressure Sensors	
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):			2	150 mm
5.28	Number / size / type of VECS reducers:				
Venting					
5.29	State what type of venting system is fitted:			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'?				No	
5.31	Total number / size of cargo manifold connections on each side:				13 / 100(Center)-150(Wing)-250mm(Common)	
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:				400 mm	
5.36	Distance ships rail to manifold:				3,750 mm	
5.37	Distance manifold to ships side:				3,950 mm	
5.38	Top of rail to center of manifold:				1,100 mm	
5.39	Distance main deck to center of manifold:				2,500 mm	
5.40	Spill tank grating to center of manifold:				Grating to Common Line: 180 cm Grating to Side Tank Man: 61 cm Grating to CL Tank Man: 117 cm	
5.41	Manifold height above the waterline in normal ballast / at SDWT				6.10 m	3.90 m
5.42	Number / size / type of reducers:				75 mm to 100 mm, 1pcs 100 mm to 125 mm, 1pcs 100 mm to 150 mm, 4pcs 125mm to 150 mm, 1pcs 150 mm to 200 mm, 1pcs DIN	
5.43	Is vessel fitted with a stern manifold? If yes, state size:				Yes, 125 mm	
Heating						
5.44	Cargo / slop tanks fitted with a cargo heating system?			Type	Coiled	Material
	Cargo Tanks:			Thermal Oil	Yes	Stainless Steel
	Slop Tanks:			N/A	N/A	N/A
5.45	Maximum temperature cargo can be loaded / maintained:				60 deg Celsius	60 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 (C)	Whole Tank	No	
		Yes	Zinc (Wing)	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, N2 bottles	
6.3	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:				Nitrogen	
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:	-	-	-	-	-
	Main deck fwd:	-	-	-	-	-
	Main deck aft:	-	-	-	-	-
	Poop Deck:	-	-	-	-	-

7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	44 mm	P.propylene-Polyster Composite	220 m	358 kN
	Main deck fwd:	-	-	-	-	-
	Main deck aft:	-	-	-	-	-
	Poop deck:	4	44 mm	P.propylene-Polyster Composite	220 m	358 kN
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	-	-	-	-	-
	Main deck fwd:	-	-	-	-	-
	Main deck aft:	-	-	-	-	-
	Poop deck:	2	Double	Hydraulic Driven	21 MT	Manual
7.6	Bitts, closed chocks/fairleads	No. Bitts		SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:	4		35 tons	1	35 tons
	Main deck fwd:	-		-		
	Main deck aft:	-		-		
	Poop deck:	4		35 tons	2	35 tons
Anchors/Emergency Towing System						
7.7	Number of shackles on port / starboard cable:				9/9	
7.8	Type / SWL of Emergency Towing system forward:				N/A	N/A
7.9	Type / SWL of Emergency Towing system aft:				N/A	N/A
Escort Tug						
7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:				350x260 mm	35 tons
7.11	What is SWL of bollard on poop deck suitable for escort tug:				35 tons	
Bow/Stern Thruster						
7.12	What is brake horse power of bow thruster (if fitted):				N/A	
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 17 kN, manifold crane	
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:				6 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
8.2	What type of fuel is used for main propulsion / generating plant:	IFO 180 CST	MGO
8.3	Type / Capacity of bunker tanks:	304.20 CuM IFO 74.40 CuM MGO	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):	Fix Pitch	
8.5	Engines	No	Capacity Make/Type
	Main engine:	1	2555 kW SSangyong/7S26MC
	Aux engine:	3	350 kW MAN/UMC274E23
	Power packs:	3	160 kW FRANK MOHN FUSA AS
	Boilers:	2	1744 kW HTI/HE 15V 40
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:	3,250,000 USD	Apr 4, 2018
Recent Operational History			
8.12	Date and place of last Port State Control inspection:	17.06.2015 Port Said (Med MOU) 23.03.2017 Temryuk (Paris MOU)	
8.13	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	All cleared	
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	