

<b>1.</b>	<b>GENERAL INFORMATION</b>		
1.1	Date updated:	May 04 2020	
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.):	<a href="tel:+905334638291">Gsm: +90 533 463 82 91</a> <a href="mailto:mtmarmara@onsatmail.com">mtmarmara@onsatmail.com</a> (at sea) <a href="mailto:mtmarmara@gmail.com">mtmarmara@gmail.com</a> (in port)	
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	
<b>Ownership and Operation</b>			
1.10	Registered owner - Full style:	Gemden Chemical Shipping Ltd	
1.11	Technical operator - Full style:	Gemiciler Denizcilik Sanayi ve Ticaret Limited Sirketi	
1.12	Commercial operator - Full style:	Gemiciler Denizcilik Sanayi ve Ticaret Limited Sirketi	
1.13	Disponent owner - Full style:	N/A	
<b>Insurance</b>			
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\$	Feb 20, 2021
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 3,250,000	Apr 4, 2021
<b>Classification</b>			
1.18	Classification society:	Registro Italiano Navale	
1.19	Class notation:	C +Oil Tanker ESP – Double hull; Chemical tanker ESP, unrestricted navigation +AUT-UMS, INERTGAS-C	
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:	DNV-GL, Jan 30, 2017	
1.22	Does the vessel have ice class? If yes, state what level:	N/A	
1.23	Date/place of last dry-dock:	Feb 19, 2020 / Tuzla	
1.24	Date next dry dock due/next annual survey due:	Jan 12, 2022	Jan 12, 2021
1.25	Date of last special survey/next special survey due:	Jan 30, 2017	Jan 12, 2022
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	N/A	
<b>Dimensions</b>			
1.27	Length overall (LOA):	96.99 m	
1.28	Length between perpendiculars (LBP):	89.97 m	
1.29	Extreme breadth (Beam):	16.00 m	
1.30	Moulded depth:	7.80 m	

1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:		35.50 m	N/A	
1.32	Distance bridge front to center of manifold:		29.40 m		
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):		41.00 m	56.00 m	
1.34	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	
<b>Tonnages</b>					
1.35	Net Tonnage:		1,586		
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):		3,335		
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):			2,560.84	
1.38	Panama Canal Net Tonnage (PCNT):		2,859		
<b>Loadline Information</b>					
1.39	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
	Segregated Ballast Condition:	3.960 m	3.840 m	1,833.3 MT	3958 MT
1.40	FWA/TPC at summer draft:		142.42 mm	12.32 tons	
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:		N/A		
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:		33.200 m	N/A	
	Normal ballast:		31.660 m	N/A	
	Lightship:		29.100 m	N/A	

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	Mar 1, 2017	Dec 30, 2019		Jan 12, 2022
2.2	Safety Radio Certificate (SRC):	Mar 1, 2017	Dec 30, 2019		Jan 12, 2022
2.3	Safety Construction Certificate (SCC):	Mar 1, 2017	Dec 30, 2019		Jan 12, 2022
2.4	International Loadline Certificate (ILC):	Mar 1, 2017	Dec 30, 2019		Jan 12, 2022
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Mar 1, 2017	Dec 30, 2019		Jan 12, 2022
2.6	International Ship Security Certificate (ISSC):	Apr 12, 2017			Apr 12, 2022
2.7	Maritime Labour Certificate (MLC):	July 23, 2018			Aug 12, 2023
2.8	ISM Safety Management Certificate (SMC):	Apr 12, 2017			Apr 12, 2022
2.9	Document of Compliance (DOC):	07 Dec 2018	11 Mar 2020		14 Dec 2023
2.10	USCG Certificate of Compliance (USCGCOC):				
2.11	Civil Liability Convention (CLC) 1992 Certificate:	20 Feb 2020			20 Feb 2021
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	20 Feb 2020			20 Feb 2021

2.13	Liability for the Removal of Wrecks Certificate (WRC):	20 Feb 2020			20.Feb.2021
2.14	U.S. Certificate of Financial Responsibility (COFR):				
2.15	Certificate of Class (COC):	Mar 1, 2017	Dec 30, 2019		Jan 12, 2022
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Mar 1, 2017			Jan 12, 2022
2.17	Certificate of Fitness (COF):	Mar 1, 2017	Dec 30, 2019		Jan 12, 2022
2.18	International Energy Efficiency Certificate (IEEC):	Jan 1, 2017			
2.19	International Air Pollution Prevention Certificate (IAPPC):	Mar 1, 2017	Dec 30, 2019		Jan 12, 2022

<b>Documentation</b>					
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

<b>3.</b>	<b>CREW</b>				
3.1	Nationality of Master:				Turkish
3.2	Number and nationality of Officers:				6 x Turkish
3.3	Number and nationality of Crew:				11 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

<b>4.</b>	<b>FOR USA CALLS</b>				
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

<b>5.</b>	<b>SAFETY/HELICOPTER</b>				
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

<b>6.</b>	<b>COATING/ANODES</b>				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	No (center tanks) Yes (wing tanks)	Stainless Steel Zinc silicate	Whole Tank Whole tank	No
	Ballast tanks:	Yes	Epoxy	Whole Tank	No
	Slop tanks:	N/A	N/A	N/A	N/A

<b>7.</b>	<b>BALLAST</b>				
-----------	----------------	--	--	--	--

7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	1	Centrifugal	220m3/hr	20m
	Ballast Eductors:				
<b>8.</b>	<b>CARGO</b>				
<b>Double Hull Vessels</b>					
8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:			N/A	
<b>Cargo Tank Capacities</b>					
8.2	Number of cargo tanks and total cubic capacity (98%):			18	5546,21 cbm
8.2.1	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)	
8.3	Number of slop tanks and total cubic capacity (98%):			1	163.054 m3
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:			Slop tanks have their own separate line and pump	
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:			N/A	
<b>SBT Vessels</b>					
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?			1,378.90 m3	29.12 %
8.3.4	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:			No	
<b>Cargo Handling and Pumping Systems</b>					
8.4	How many grades/products can vessel load/discharge with double valve segregation:			13	
8.5	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	
8.6	Max loading rate for homogenous cargo			With VECS	Without VECS
	Loaded per manifold connection:			95m3/hr	115m3/hr
	Loaded simultaneously through all manifolds:			190m3/hr	230m3/hr
<b>Cargo Control Room</b>					
8.7	Is ship fitted with a Cargo Control Room (CCR)?			Yes	
8.8	Can tank innage/ullage be read from the CCR?			Yes	
<b>Gauging and Sampling</b>					
8.9	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:			Yes, N/A	
	What type of fixed closed tank gauging system is fitted:			Pressure 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:			3	
<b>Vapor Emission Control System (VECS)</b>					
8.11	Is a Vapour Emission Control System (VECS) fitted?			Yes	
8.12	Number/size of VECS manifolds (per side):			2	150mm
8.13	Number/size/type of VECS reducers:				
<b>Venting</b>					
8.14	State what type of venting system is fitted:			High speed PV valves	
<b>Cargo Manifolds and Reducers</b>					
8.15	Total number/size of cargo manifold connections on each side:			13 / 100(Center)-150(Wing)-250mm(Common)	
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			N/A	

	Tanker Manifolds and Associated Equipment'?	
8.18	Distance between cargo manifold centers:	400 mm
8.19	Distance ships rail to manifold:	3,750 mm
8.20	Distance manifold to ships side:	3,950 mm
8.21	Top of rail to center of manifold:	1,100 mm
8.22	Distance main deck to center of manifold:	2,500 mm
8.23	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
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:	6.10 m      3.90 m
8.25	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
8.26	Is vessel fitted with a stern manifold? If yes, state size:	Yes, 125 mm and 150 mm

**Heating**

8.27	Cargo/slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo Tanks:	Thermal oil	Yes	Stst
	Slop Tanks:	Thermal oil	Yes	Stst
8.28	Maximum temperature cargo can be loaded/maintained:		60 deg Celsius	60 deg Celsius
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:	4 (with 2 powerpacks running)			
8.32	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	19	Submerged	115 m3/h	80 mlc
	Cargo Eductors:				
	Stripping:				
8.33	Is at least one emergency portable cargo pump provided?	Yes			

<b>9.</b>	<b>MOORING</b>					
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:					
	Main deck fwd:					

	Main deck aft:					
	Poop deck:	2	40mm	High performance polyester	220m	35.00mt
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	40mm	High performance polyester	220m	35.00mt
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	40mm	High performance polyester	220m	35.00mt
9.5	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
9.6	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
<b>Anchors/Emergency Towing System</b>						
9.7	Number of shackles on port/starboard cable:				9/9	
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
<b>Escort Tug</b>						
9.10	What is size/SWL of closed chock and/or fairleads of enclosed type on stern:				350x260 mm	35 tons
9.11	What is SWL of bollard on poop deck suitable for escort tug:				35 tons	
<b>Lifting Equipment/Gangway</b>						
9.12	Derrick/Crane description (Number, SWL and location):				1x1,5mt Center	
9.13	Accommodation ladder direction:				Fwd	
	Does vessel have a portable gangway? If yes, state length:				Yes 6m	
<b>Single Point Mooring (SPM) Equipment</b>						
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:					
<b>10. PROPULSION</b>						
10.1	Speed				Maximum	Economical
	Ballast speed:				13	11,5
	Laden speed:				13	11
10.2	What type of fuel is used for main propulsion/generating plant:				MGO	MGO
10.3	Type/Capacity of bunker tanks:				304.20 CuM LSFO 74.40 CuM MGO	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):				Fixed Pitch	
10.5	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

#### Bow/Stern Thruster

10.6	What is brake horse power of bow thruster (if fitted):	N/A
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

<b>11.</b>	<b>SHIP TO SHIP TRANSFER</b>	
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:	6M
11.3	Date/place of last STS operation:	Nil

<b>12.</b>	<b>RECENT OPERATIONAL HISTORY</b>	
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:	05/03/2020 Agioi Theodori
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