

| | | | | |
|-----------------------|---|---|----------------|------------|
| 1. | VESSEL DESCRIPTION | | | |
| 1.1 | Date updated: | April 10, 2020 | | |
| 1.2 | Vessel's name (IMO number): | Nermin Telli (8317992) | | |
| 1.3 | Vessel's previous name(s) and date(s) of change: | LASBEK – Jan 30, 2006 | | |
| 1.4 | Date delivered / Builder (where built): | Sept 27,1984 / Besumer Werft, Germany | | |
| 1.5 | Flag / Port of Registry: | TURKEY/ISTANBUL | | |
| 1.6 | Call sign / MMSI: | TC005/ 271002456 | | |
| 1.7 | Vessel's contact details (satcom/fax/email etc.): | In port : mtnermintelli@gmail.com At sea: nermintelli@onsatmail.com Iridium: 00 881 677 753 846 | | |
| 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 (RINA) | | |
| 1.11 | Class notation: | +C, Oil Tanker ESP, Chemical Tanker ESP - IMO 2, AUT-UMS, ICE, Inertgas-C, Unrestricted navigation | | |
| 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: | Yes, Germanischer Lloyd, Nov 13, 2017 | | |
| 1.14 | IMO type, if applicable: | II & III | | |
| 1.15 | Does the vessel have ice class? If yes, state what level: | Yes, E | | |
| 1.16 | Date / place of last dry-dock: | Oct 24, 2019 / Tuzla | | |
| 1.17 | Date next dry dock due / next annual survey due: | Oct 24, 2022 | Sep 30, 2020 | |
| 1.18 | Date of last special survey / next special survey due: | Oct 24, 2019 | Sept 30, 2024 | |
| 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): | 91.70 m | | |
| 1.22 | Length between perpendiculars (LBP): | 84.55 m | | |
| 1.23 | Extreme breadth (Beam): | 13.60 m | | |
| 1.24 | Moulded depth: | 8.64 m | | |
| 1.25 | Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: | 32.832 m | N/A | |
| 1.26 | Bow to center manifold (BCM) / Stern to center manifold (SCM): | 45.60 m | 46.10 m | |
| 1.27 | Distance bridge front to center of manifold: | 27.50 m | | |
| 1.28 | Parallel body distances | Lightship | Normal Ballast | Summer Dwt |
| | Forward to mid-point manifold: | 18.70 m | 22.20 m | 23.00 m |
| | Aft to mid-point manifold: | 21.00 m | 22.50 m | 25.00 m |
| | Parallel body length: | 40.30 m | 44.50 m | 48.00 m |
| 1.29 | FWA/TPC at summer draft: | 133.00 mm | 10.20 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: | 30.706 m | N/A | |
| | Normal ballast: | 29.202 m | N/A | |
| | At loaded summer deadweight: | 26.424 m | N/A | |

| Tonnages | | | |
|--------------------------------|--|---|----------|
| 1.33 | Net Tonnage: | 1,059 | |
| 1.34 | Gross Tonnage / Reduced Gross Tonnage (if applicable): | 2,699 | 1,966 |
| 1.35 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | 2,588.84 | 2,347.15 |
| 1.36 | Panama Canal Net Tonnage (PCNT): | 2,082.33 | |
| Ownership and Operation | | | |
| 1.37 | Registered owner - Full style: | Gemiciler Denizcilik San. Ve Tic. Ltd. Sti., Istanbul | |
| 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): | Oct 24, 2019 | | March 23, 2020 |
| 2.2 | Safety Radio Certificate (SRC): | Oct 24, 2019 | | March 23, 2020 |
| 2.3 | Safety Construction Certificate (SCC): | Oct 24, 2019 | | March 23, 2020 |
| 2.4 | International Loadline Certificate (ILC): | Oct 24, 2019 | | March 23, 2020 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | Oct 24, 2019 | | March 23, 2020 |
| 2.6 | ISM Safety Management Certificate (SMC): | Aug 22, 2016 | | June 7, 2021 |
| 2.7 | Document of Compliance (DOC): | Dec 7, 2018 | | Dec 14, 2023 |
| 2.8 | USCG Certificate of Compliance (COC): | | | |
| 2.9 | Civil Liability Convention (CLC) 1992 Certificate: | Feb 20, 2020 | | Feb 20, 2021 |
| 2.10 | Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate: | Feb 20, 2020 | | Feb 20, 2021 |
| 2.11 | Ship Sanitation Control (SSCC)/Ship Sanitation Control | Feb 07, 2020 | | Aug 07, 2020 |
| 2.12 | U.S. Certificate of Financial Responsibility (COFR): | | | |
| 2.13 | Certificate of Class (COC): | Oct 24, 2019 | | March 23, 2020 |
| 2.14 | International Sewage Pollution Prevention Certificate (ISPPC): | Oct 24, 2019 | | March 23, 2020 |
| 2.15 | Certificate of Fitness (COF): | Oct 24, 2019 | | March 23, 2020 |
| 2.16 | International Energy Efficiency Certificate (IEEC): | Oct 24, 2019 | | March 23, 2020 |
| 2.17 | International Ship Security Certificate (ISSC): | May 23, 2016 | | May 7, 2021 |
| 2.18 | International Air Pollution Prevention Certificate (IAPPC): | Oct 24, 2019 | | March 23, 2020 |
| 2.19 | Maritime Labour Certificate (MLC): | Aug 02, 2018 | | Aug 13, 2023 |

| Documentation | | | |
|----------------------|---|--|-----|
| 2.20 | Owner warrant that vessel is member of ITOPIF 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: | 9xTurkish | |
| 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: | No | |

| Loadline Information | | | | | |
|--------------------------------------|--|-----------|-----------|--|--|
| 5.2 | Loadline | Freeboard | Draft | Deadweight | Displacement |
| | Summer: | 2.232 m | 6.408 m | 4,028 MT | 5,741 MT |
| | Winter: | 2.232 m | 6.408 m | 4,028 MT | 5,741 MT |
| | Tropical: | 2.232 m | 6.408 m | 4,028 MT | 5,741 MT |
| | Lightship: | 6.514 m | 2.126 m | 0 MT | 1,713 MT |
| | Normal Ballast Condition: | 5.010 m | 3.630 m | 1,273 MT | 2,986 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%): | | | 20 | 3805,64 m3 |
| 5.5 | Capacity (98%) of each natural segregation with double valve (specify tanks): | | | 1. 123,45 m3 (1C) 2. 369,03 m3 (2C) 3. 202,12 m3 (3P/S) 4. 439,94 m3 (4C) 5. 202,14 (5P/S) 6. 441,76 (6C) | 1. 137,29 m3 (1P/S) 2. 126,01 m3 (2P/S) 3. 139,88 m3 (3P/S) 4. 139,81 m3 (4P/S) 5. 139,72 m3 (5P/S) 6. 130,32 m3 (6P/S) |
| 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? | | | 1,095.00 m3 | 27.86 % |
| 5.11 | Does vessel meet the requirements of MARPOL Annex I Reg 18.2: | | | N/A | |
| Cargo Handling and Pumping Systems | | | | | |
| 5.12 | How many grades/products can vessel load/discharge with double valve segregation: | | | 6 | |
| 5.13 | Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.: | | | Center tanks: 2.15 MT/m3 Wing Tanks: 1.65 MT/m3 | |
| 5.14 | Pumps | No. | Type | Capacity | At What Head (sg=1.0) |
| | Cargo Pumps: | 11 | Submerged | 80 m3/h | 70 mlc |
| | | 3 | Submerged | 100 m3/h | 70 mlc |
| | Cargo Eductors: | | | | |
| | Stripping: | | | | |
| | Ballast Pumps: | 2 | Hydraulic | 100 m3/h | 15 mlc |
| Ballast Eductors: | | | | | |
| 5.15 | Max loading rate for homogenous cargo per manifold connection: | | | 125 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: | | | 3 | |
| 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: | | | Floating | |
| 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): | | | 1 | 150 mm |
| 5.28 | Number / size / type of VECS reducers: | | | | |
| Venting | | | | | |
| 5.29 | State what type of venting system is fitted: | | | 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: | | | | 6 x 150 mm | |
| 5.32 | What type of valves are fitted at manifold: | | | | Globe 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: | | | | 780 mm | |
| 5.36 | Distance ships rail to manifold: | | | | 3,050 mm | |
| 5.37 | Distance manifold to ships side: | | | | 3,215 mm | |
| 5.38 | Top of rail to center of manifold: | | | | 930 mm | |
| 5.39 | Distance main deck to center of manifold: | | | | 1,100 mm | |
| 5.40 | Spill tank grating to center of manifold: | | | | 420 | |
| 5.41 | Manifold height above the waterline in normal ballast / at SDWT | | | | 6.1 m | 3.3 m |
| 5.42 | Number / size / type of reducers: | | | | 100 mm to 150 mm, 8pcs 150 mm to 150 mm, 3pcs 150 mm to 200 mm, 3pcs 150 mm to 250 mm, 1pcs DIN | |
| 5.43 | Is vessel fitted with a stern manifold? If yes, state size: | | | | Yes, 150 mm | |
| Heating | | | | | | |
| 5.44 | Cargo / slop tanks fitted with a cargo heating system? | | | Type | Coiled | Material |
| | Cargo Tanks: | | | Steam | | Stainless Steel |
| | Slop Tanks: | | | N/A | | N/A |
| 5.45 | Maximum temperature cargo can be loaded / maintained: | | | | 45 deg Celsius | 45 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 Yes | Stainless Steel (C) Zinc (Wing Tanks) | Whole Tank | N/A |
| | Ballast tanks: | | Yes | TAR Epoxy | Whole Tank | N/A |
| | 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? | | | | N/A | |
| 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: | 4 | 44 mm | P.pylene and Polyster composite | 210 m | 39 MT |
| | Main deck fwd: | | | | | |
| | Main deck aft: | | | | | |
| | Poop Deck: | 4 | 44 mm | P.pylene and Polyster composite | 210 m | 39 MT |

| | | | | | | |
|--|---|-----|-----------|---------------------------------|-------------------------|-------------------|
| 7.4 | Other lines | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 2 | 44 mm | P.pylene and Polyster composite | 210 m | 39 MT |
| | Main deck fwd: | | | | | |
| | Main deck aft: | | | | | |
| | Poop deck: | 3 | 44 mm | P.pylene and Polyster composite | 210 m | 39 MT |
| 7.5 | Winches | No. | No. Drums | Motive Power | Brake Capacity | Type of Brake |
| | Forecastle: | 2 | Single | Hydraulic | 22 | Manual |
| | Main deck fwd: | | | | | |
| | Main deck aft: | | | | | |
| | Poop deck: | 2 | Single | Hydraulic | 22 | Manual |
| 7.6 | Bitts, closed chocks/fairleads | | No. Bitts | SWL Bitts | No. Closed Chocks | SWL Closed Chocks |
| | Forecastle: | | 5 | 17 MT | 1 | 17 MT |
| | Main deck fwd: | | | | | |
| | Main deck aft: | | | | | |
| | Poop deck: | | 4 | 17 MT | 2 | 17 MT |
| Anchors/Emergency Towing System | | | | | | |
| 7.7 | Number of shackles on port / starboard cable: | | | | 8/9 | |
| 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: | | | | N/A | N/A |
| 7.11 | What is SWL of bollard on poop deck suitable for escort tug: | | | | N/A | |
| Bow/Stern Thruster | | | | | | |
| 7.12 | What is brake horse power of bow thruster (if fitted): | | | | 394 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, 0.9MT, Aft Starboard | |
| 7.21 | What is maximum outreach of cranes / derricks outboard of the ship's side: | | | | | |
| 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 Liquified 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: | 11,5 knots | 10,5 knots |
| | Laden speed: | 10,5 knots | 9,5 knots |
| 8.2 | What type of fuel is used for main propulsion / generating plant: | IFO 180 | MGO |
| 8.3 | Type / Capacity of bunker tanks: | IFO:197.90 m3 MGO: 76.22 m3 | |
| 8.4 | Is vessel fitted with fixed or controllable pitch propeller(s): | Controllable Pitch | |
| 8.5 | Engines | No | Capacity Make/Type |
| | Main engine: | 1 | 1800 kW MAK/6M453AK |
| | Aux engine: | 1 | 215 kW Deutz AG / BA 6 M 816 |
| | | 2 | 247 kW Volvo Penta / D9 |
| | Power packs: | 2 | 215 kW Deutz AG / BA 6 M 816 |
| | Boilers: | 2 | 1961 kW Clayton/EHO 201 |
| Emissions | | | |
| 8.6 | Main engine IMO NOx Emission standard: | | |
| 8.4 | Energy Efficiency Design Index (EEDI) rating number: | | |
| Insurance | | | |
| 8.8 | P & I Club – Full Style: | The West of England Ship Owners Mutual Insurance Association, Luxembourg | |
| 8.9 | P & I Club pollution liability coverage / expiration date: | 1,000,000,000 USD | Feb 20, 2021 |
| 8.10 | Hull & Machinery insured by – Full Style: | Turk P&I | |
| 8.11 | Hull & Machinery insured value / expiration date: | 2,000,000 USD | Apr 4, 2021 |
| Recent Operational History | | | |
| 8.12 | Date and place of last Port State Control inspection: | Apr 09, 2019, Port Said (Mediterranean MOU) Nov 04, 2019, Temryuk (Paris MOU) | |
| 8.13 | Any outstanding deficiencies as reported by any Port State Control? If yes, provide details: | No | |
| 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): | Pls contact manager for details | |
| 8.16 | Date/place of last STS operation: | Pls 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 | |