

1.	VESSEL DESCRIPTION			
1.1	Date updated:	Aug 08, 2017		
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 / Buesumer 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.):	427101789@inmc.eik.com mtnermintelli@gmail.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:	Germanischer Lloyd		
1.11	Class notation:	+100A5, E Hull, E Mach,MC, AUT, INERT		
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:	No		
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:	Nov 29, 2014 / Tuzla		
1.17	Date next dry dock due / next annual survey due:	Nov 29, 2017	Dec 31, 2017	
1.18	Date of last special survey / next special survey due:	Nov 29, 2014	Sept 30, 2019	
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):	Dec 1, 2014	Dec 16, 2016	Sept 30, 2019
2.2	Safety Radio Certificate (SRC):	Dec 1, 2014	Dec 16, 2016	Sept 30, 2019
2.3	Safety Construction Certificate (SCC):	Dec 1, 2014	Dec 16, 2016	Sept 30, 2019
2.4	International Loadline Certificate (ILC):	Nov 11, 2014	Dec 17, 2016	Sept 30, 2019
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Nov 11, 2014	Dec 17, 2016	Sept 30, 2019
2.6	ISM Safety Management Certificate (SMC):	June 14, 2016		June 7, 2021
2.7	Document of Compliance (DOC):	Mar 29, 2016	Dec 20, 2016	Dec 14, 2018
2.8	USCG Certificate of Compliance (COC):			
2.9	Civil Liability Convention (CLC) 1992 Certificate:	Feb 8, 2017		Feb 20, 2018
2.10	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 8, 2017		Feb 20, 2018
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control			
2.12	U.S. Certificate of Financial Responsibility (COFR):			
2.13	Certificate of Class (COC):	Nov 29, 2014	Dec 17, 2016	Sep 30, 2019
2.14	International Sewage Pollution Prevention Certificate (ISPPC):	Nov 29, 2014		Sep 30, 2019
2.15	Certificate of Fitness (COF):	Nov 29, 2014	Dec 17, 2016	Sep 30, 2019
2.16	International Energy Efficiency Certificate (IEEC):			
2.17	International Ship Security Certificate (ISSC):	May 23, 2016		May 7, 2021
2.18	International Air Pollution Prevention Certificate (IAPPC):	Nov 29, 2014		Sep 30, 2019
2.19	Maritime Labour Certificate (MLC):			

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:	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			
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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:	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 Polyester composite	210 m	39 MT
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	3	44 mm	P.pylene and Polyester 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 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:		10 knots	9 knots
	Laden speed:		9 knots	8 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:	2	215 kW	Deutz AG / BA 6 M 816
		1	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 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:		2,000,000 USD	Apr 4, 2018
Recent Operational History				
8.12	Date and place of last Port State Control inspection:		Dec 7, 2016, Temryuk (Paris MOU) Jan 15, 2016, Temryuk (Paris MOU) Jan 17, 2015, Selaata (Mediterranean 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	