

| | | | | |
|-----------------------|---|--|----------------|------------|
| 1. | VESSEL DESCRIPTION | | | |
| 1.1 | Date updated: | Apr 17, 2018 | | |
| 1.2 | Vessel's name (IMO number): | Sabahat Telli (8111831) | | |
| 1.3 | Vessel's previous name(s) and date(s) of change: | BONAIRE – June 01, 2007 | | |
| 1.4 | Date delivered / Builder (where built): | 01.01.1982 / Ernst Menzer Werft, Germany | | |
| 1.5 | Flag / Port of Registry: | TURKEY/ISTANBUL | | |
| 1.6 | Call sign / MMSI: | TCSQ6 / 271000961 | | |
| 1.7 | Vessel's contact details (satcom/fax/email etc.): | 427100140@inmc.eik.com mtsabahattelli@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: | RINA | | |
| 1.11 | Class notation: | C+ Oil Tanker (ESP), Chemical Tanker(ESP) Unrestricted Navigation, ICE, AUT-UMS | | |
| 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, Mar 16, 2017 | | |
| 1.14 | IMO type, if applicable: | II & III | | |
| 1.15 | Does the vessel have ice class? If yes, state what level: | Yes – ICE | | |
| 1.16 | Date / place of last dry-dock: | Mar 16, 2017 / Tuzla | | |
| 1.17 | Date next dry dock due / next annual survey due: | Mar 16, 2022 | Apr 30, 2018 | |
| 1.18 | Date of last special survey / next special survey due: | Mar 16, 2017 | Jan 31, 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? | N/A | | |
| Dimensions | | | | |
| 1.21 | Length overall (LOA): | 98.89 m | | |
| 1.22 | Length between perpendiculars (LBP): | 92.00 m | | |
| 1.23 | Extreme breadth (Beam): | 15.52 m | | |
| 1.24 | Moulded depth: | 7.05 m | | |
| 1.25 | Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: | 27.00 m | N/A | |
| 1.26 | Bow to center manifold (BCM) / Stern to center manifold (SCM): | 44.00 m | 54.89 m | |
| 1.27 | Distance bridge front to center of manifold: | 31.00 m | | |
| 1.28 | Parallel body distances | Lightship | Normal Ballast | Summer Dwt |
| | Forward to mid-point manifold: | 18 m | 13.75 m | 28 m |
| | Aft to mid-point manifold: | 28 m | 28 m | 28 m |
| | Parallel body length: | 46 m | 56 m | 56 m |
| 1.29 | FWA/TPC at summer draft: | 130.00 mm | 13.27 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 500mm 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: | 25 m | N/A | |
| | Normal ballast: | 24 m | N/A | |
| | At loaded summer deadweight: | 21 m | N/A | |

| Tonnages | | | |
|--------------------------------|--|---|-------|
| 1.33 | Net Tonnage: | 1,465 | |
| 1.34 | Gross Tonnage / Reduced Gross Tonnage (if applicable): | 3,253 | 2,833 |
| 1.35 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | 3,988 | |
| 1.36 | Panama Canal Net Tonnage (PCNT): | 1,726 | |
| 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): | May 23, 2017 | Mar 23, 2018 | Jan 31, 2022 |
| 2.2 | Safety Radio Certificate (SRC): | May 23, 2017 | Mar 23, 2018 | Jan 31, 2022 |
| 2.3 | Safety Construction Certificate (SCC): | May 23, 2017 | Mar 23, 2018 | Jan 31, 2022 |
| 2.4 | International Loadline Certificate (ILC): | May 23, 2017 | Apr 16, 2018 | Jan 31, 2022 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | May 23, 2017 | Mar 23, 2018 | Jan 31, 2022 |
| 2.6 | ISM Safety Management Certificate (SMC): | Jan 18, 2017 | | Jan 18, 2022 |
| 2.7 | Document of Compliance (DOC): | Aug 29, 2016 | Jan 25, 2018 | Dec 14, 2018 |
| 2.8 | USCG Certificate of Compliance (COC): | | | |
| 2.9 | Civil Liability Convention (CLC) 1992 Certificate: | Feb 20, 2018 | | Feb 20, 2019 |
| 2.10 | Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate: | Feb 20, 2018 | | Feb 20, 2019 |
| 2.11 | Ship Sanitation Control (SSCC)/Ship Sanitation Control | Dec 14, 2017 | | June 14, 2018 |
| 2.12 | U.S. Certificate of Financial Responsibility (COFR): | | | |
| 2.13 | Certificate of Class (COC): | May 23, 2017 | Apr 16, 2018 | Jan 31, 2022 |
| 2.14 | International Sewage Pollution Prevention Certificate (ISPPC): | May 23, 2017 | | Jan 31, 2022 |
| 2.15 | Certificate of Fitness (COF): | May 23, 2017 | Mar 23, 2018 | Jan 31, 2022 |
| 2.16 | International Energy Efficiency Certificate (IEEC): | Mar 16, 2017 | | |
| 2.17 | International Ship Security Certificate (ISSC): | Jan 18, 2018 | | Nov 28, 2022 |
| 2.18 | International Air Pollution Prevention Certificate (IAPPC): | May 23, 2017 | Mar 23, 2018 | Jan 31, 2022 |
| 2.19 | Maritime Labour Certificate (MLC): | Sep 21, 2016 | | Aug 13, 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)? | | N/A |
| 2.23 | ITF Blue Card expiry date: | | N/A |

| 3. CREW | | | |
|----------------|---|--------------|--|
| 3.1 | Nationality of Master: | Turkish | |
| 3.2 | Number and Nationality of Officers: | 6 – Turkish | |
| 3.3 | Number and Nationality of Crew: | 11 – Turkish | |
| 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: | 1.045 m | 6.000 m | 4,557 MT | 6,724 MT |
| | Winter: | 1.170 m | 5.900 m | 4,418 MT | 6,584 MT |
| | Tropical: | 0.920 m | 6.140 m | 4,723 MT | 6,850 MT |
| | Lightship: | 4.925 m | 2.000 m | 2,157 MT | 2,157 MT |
| | Normal Ballast Condition: | 3.085 m | 3.000 m | 2,062 MT | 4,219 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%): | | | 25 | 5225,213 |
| 5.5 | Capacity (98%) of each natural segregation with double valve (specify tanks): | | | 1. 270.001 m3 (1C) 2. 354.863 m3 (2C) 3. 378.653 m3 (3C) 4. 559.737 m3 (4C) 5. 186.183 m3 (5C) 6. 372.343 m3 (6C) 7. 187.243 m3 (7C) 8. 248.135 m3 (8C) 9. 480.129 m3 (9C) | 1. 127.092 m3 (1P/S) 2. 117.091 m3 (2P/S) 3. 130.901 m3 (3P/S) 4. 131.901 m3 (4P/S) 5. 132.378 m3 (5P/S) 6. 132.555 m3 (6P/S) 7. 155.360 m3 (7P/S) 8. 167.816 m3 (8P/S) |
| 5.6 | Number of slop tanks and total cubic capacity (98%): | | | N/A | N/A |
| 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: | | | N/A | |
| 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? | | | 1,492 m3 | 33.20 % |
| 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: | | | 5 | |
| 5.13 | Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.: | | | N/A | |
| 5.14 | Pumps | No. | Type | Capacity | At What Head (sg=1.0) |
| | Cargo Pumps: | 19 | Submerged | 80 m3/h | 70 mlc |
| | Cargo Eductors: | | | | |
| | Stripping: | 1 | Screw | 80 m3/h | 70 mlc |
| | Ballast Pumps: | 2 | Screw | 230 m3/h | 20 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 Center, 4 Wing | |
| 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: | | | 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: | | | P/V 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: | | | 2 x 200 mm | | |
| 5.32 | What type of valves are fitted at manifold: | | | Butterfly | | |
| 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: | | | 900 mm | | |
| 5.36 | Distance ships rail to manifold: | | | 2,100 mm | | |
| 5.37 | Distance manifold to ships side: | | | 2,300 mm | | |
| 5.38 | Top of rail to center of manifold: | | | 500 mm | | |
| 5.39 | Distance main deck to center of manifold: | | | 1,600 mm | | |
| 5.40 | Spill tank grating to center of manifold: | | | | | |
| 5.41 | Manifold height above the waterline in normal ballast / at SDWT | | | 4.6 m | 2.6 m | |
| 5.42 | Number / size / type of reducers: | | | 100 mm to 150 mm, 10 pcs 150 mm to 200 mm, 2 pcs 150 mm to 250 mm, 1 pcs 150 mm to 300 mm, 1 pcs 150 mm to 125 mm, 1 pcs DIN | | |
| 5.43 | Is vessel fitted with a stern manifold? If yes, state size: | | | Yes, 150 mm x2 | | |
| Heating | | | | | | |
| 5.44 | Cargo / slop tanks fitted with a cargo heating system? | | Type | Coiled | Material | |
| | Cargo Tanks: | | Steam | Yes | Stainless Steel | |
| | Slop Tanks: | | N/A | N/A | N/A | |
| 5.45 | Maximum temperature cargo can be loaded / maintained: | | | 50 Deg Celsius | 50 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 | N/A | |
| | | Yes | Zinc (Wing) | Whole Tank | N/A | |
| | Ballast tanks: | Yes | 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: | 2 | 44 mm | P.pylene & Polyester composite | 220 m | 38 MT |
| | Main deck fwd: | - | - | - | - | - |
| | Main deck aft: | - | - | - | - | - |
| | Poop Deck: | 2 | 44 mm | P.pylene & Polyester composite | 220 m | 38 MT |

| | | | | | | |
|--|---|----------|-----------|-------------------------------|-------------------------|-------------------|
| 7.4 | Other lines | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 4 | 44 mm | P.pylene & Polyster composite | 220 m | 38 MT |
| | Main deck fwd: | - | - | - | - | - |
| | Main deck aft: | - | - | - | - | - |
| | Poop deck: | 4 | 44 mm | P.pylene & Polyster composite | 220 m | 38 MT |
| 7.5 | Winches | No. | No. Drums | Motive Power | Brake Capacity | Type of Brake |
| | Forecastle: | 2 | Single | Hydraulic | 22 MT | Manual |
| | Main deck fwd: | - | - | - | - | - |
| | Main deck aft: | - | - | - | - | - |
| | Poop deck: | 2 | Single | Hydraulic | 22 MT | Manual |
| 7.6 | Bits, closed chocks/fairleads | No. Bits | | SWL Bits | No. Closed Chocks | SWL Closed Chocks |
| | Forecastle: | 6 | | | 6 | |
| | Main deck fwd: | 2 | | | 2 | |
| | Main deck aft: | 2 | | | 2 | |
| | Poop deck: | 4 | | | 4 | |
| Anchors/Emergency Towing System | | | | | | |
| 7.7 | Number of shackles on port / starboard cable: | | | | 8/8 | |
| 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): | | | | 295 HP | |
| 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 Port Side | |
| 7.21 | What is maximum outreach of cranes / derricks outboard of the ship's side: | | | | 1 m outreach | |
| 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: | | | | N/A | |

| | | | |
|-----------------------------------|---|---|--|
| 8. | MISCELLANEOUS | | |
| Engine | | | |
| 8.1 | Speed | | Maximum Economic |
| | Ballast speed: | 13 | 12 |
| | Laden speed: | 13 | 12 |
| 8.2 | What type of fuel is used for main propulsion / generating plant: | IFO 180 CST | MDO |
| 8.3 | Type / Capacity of bunker tanks: | 310 m3 IFO, 72 m3 MDO | |
| 8.4 | Is vessel fitted with fixed or controllable pitch propeller(s): | Controllable Pitch | |
| 8.5 | Engines | No | Capacity Make/Type |
| | Main engine: | 1 | 2870 kW Kolbe Diesel / 6 UEC 37/88H |
| | Aux engine: | 1 2 | 252 kW 265 kW Tacke / Shaft Gen. Yanmar/5005&5004 |
| | Power packs: | N/A | N/A N/A |
| | Boilers: | 1 | 2558 kW Blohm Voss/22K |
| 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, 2019 |
| 8.10 | Hull & Machinery insured by – Full Style: | Türk P&I | |
| 8.11 | Hull & Machinery insured value / expiration date: | 2,250,000 USD | Apr 4, 2018 |
| Recent Operational History | | | |
| 8.12 | Date and place of last Port State Control inspection: | Apr 01, 2018, Temryuk (Paris MOU) Mar 27, 2017, Temryuk (Paris MOU) May 11, 2016, 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 | |