

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Jan 21, 2016	
1.2	Vessel's name (IMO number):	Halit Bey (9410143)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered / Builder (where built):	May 21, 2009 / TURKER SHIPYARD	
1.5	Flag / Port of Registry:	Marshall Island / Majuro	
1.6	Call sign / MMSI:	V7ZY5 / 538090456	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: 453838354 Fax: +870764911546 Email: halitbey@gtships.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Chemical	
1.9	Type of hull:	Double Hull	
Classification			
1.10	Classification society:	American Bureau of Shipping	
1.11	Class notation:	A1, OIL/CHEMICAL CARRIER, ICE CLASS IC, AMS, ACCU, VEC, ES, DOUBLE HULL OIL AND CHEMICAL CARRIER,POT,ESP,CRC	
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:	N/A, Not Applicable	
1.14	IMO type, if applicable:	2,3	
1.15	Does the vessel have ice class? If yes, state what level:	Yes, 1 C	
1.16	Date / place of last dry-dock:	Jun 27, 2014 / BREMERHAVEN/GERMANY	
1.17	Date next dry dock due / next annual survey due:	May 20, 2019	
1.18	Date of last special survey / next special survey due:	Jun 27, 2014	May 20, 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?	N/A Not Applicable	
Dimensions			
1.21	Length overall (LOA):	162.90 Metres	
1.22	Length between perpendiculars (LBP):	152.10 Metres	
1.23	Extreme breadth (Beam):	22.40 Metres	
1.24	Moulded depth:	12.80 Metres	
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	39.90 Metres	
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):	81.08 Metres	79.68 Metres
1.27	Distance bridge front to center of manifold:	51.11 Metres	
1.28	Parallel body distances	Lightship	Normal Ballast
	Forward to mid-point manifold:	23.04 Metres	33.72 Metres
	Aft to mid-point manifold:	21.96 Metres	31.26 Metres
	Parallel body length:	45 Metres	64.98 Metres
		Summer Dwt	78.90 Metres

1.29	FWA/TPC at summer draft:	215.00 Millimetres	30.89 Metric Tonnes
1.30	Constant (excluding fresh water):		
1.31	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	minimum 0.6m	
1.32	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	37.23 Metres	0 Metres
	Normal ballast:	34.05 Metres	0 Metres
	At loaded summer deadweight:	30.20 Metres	0 Metres
Tonnages			
1.33	Net Tonnage:		6,766.00
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	12,619.00	
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	14,084.00	12,290.00
1.36	Panama Canal Net Tonnage (PCNT):		0.00
Ownership and Operation			
1.37	Registered owner - Full style:	<p>Bilka Denizcilik Sanayi Ticaret AS Halk Sokak 52/6, Sahrayicedit Mah, Kadikoy, 34742 Istanbul, Turkey Tel: +90 216 363 23 54 Fax: +90 216 360 27 83 Telex: Not Applicable Email: operation@bilkashipping.com Company IMO#: 4089010</p>	
1.38	Technical operator - Full style:	<p>Bilka Denizcilik Sanayi Ticaret AS SAME AS REGISTERED OWNER Tel: SAME AS REGISTERED O Fax: SAME AS REGISTERED O Telex: SAME AS REGISTERED O Email: SAME AS REGISTERED OWNER</p>	
1.39	Commercial operator - Full style:	<p>UNI-CHARTERING / DENMARK TURBINEVEJ 10 5500 MIDDELFART DENMARK Tel: +4588309909 Fax: +4588309900 Telex: n/a Email: operations@uni-chartering.com;chartering@uni-chartering.com Web: www.uni-chartering.com</p>	
1.40	Disponent owner - Full style:	<p>UNI-CHARTERING DENMARK TURBINEVEJ 10 5500 MIDDELFART DENMARK Tel: +4588309909 Fax: +4588309900 Telex: n/a Email: operations@uni-chartering.com;chartering@uni-chart Web: www.uni-chartering.com</p>	

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate (SEC):	Jun 27, 2014	Apr 14, 2015	May 20, 2019
2.2	Safety Radio Certificate (SRC):	Jul 01, 2015		May 20, 2019
2.3	Safety Construction Certificate (SCC):	Jun 27, 2014	Apr 14, 2015	May 20, 2019
2.4	International Loadline Certificate (ILC):	Jun 27, 2014	Apr 14, 2015	May 20, 2019
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jun 27, 2014	May 14, 2015	May 20, 2019
2.6	ISM Safety Management Certificate (SMC):	Jan 05, 2015	Nov 03, 2015	May 03, 2018
2.7	Document of Compliance (DOC):	Jan 04, 2015		Jan 20, 2020

2.8	USCG Certificate of Compliance (COC):	May 15, 2014	May 15, 2014	May 15, 2016
2.9	Civil Liability Convention (CLC) 1992 Certificate:	Feb 20, 2015	Not Applicable	Feb 20, 2016
2.10	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 20, 2015	Not Applicable	Feb 20, 2016
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate:		Not Applicable	
2.12	U.S. Certificate of Financial Responsibility (COFR):	Mar 21, 2014	Not Applicable	
2.13	Certificate of Class (COC):	Jun 27, 2014	May 14, 2015	May 20, 2019
2.14	International Sewage Pollution Prevention Certificate (ISPPC):	Jan 06, 2013	Not Applicable	May 20, 2019
2.15	Certificate of Fitness (COF):	May 20, 2019	Apr 14, 2015	May 20, 2019
2.16	International Energy Efficiency Certificate (IEEC):		Not Applicable	Not Applicable
2.17	International Ship Security Certificate (ISSC):	Jan 05, 2016		May 03, 2018
2.18	International Air Pollution Prevention Certificate (IAPPC):	Jan 06, 2013	Apr 14, 2015	May 20, 2019
2.19	Maritime Labour Certificate (MLC):	May 05, 2016	Not Applicable	Nov 03, 2015

Documentation

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)?	
2.23	ITF Blue Card expiry date:	

3.	CREW	
3.1	Nationality of Master:	Turkish
3.2	Number and Nationality of Officers:	7 TURKISH
3.3	Number and Nationality of Crew:	10 TURKISH, GEORGIAN, AZERBEIJAN
3.4	What is the common working language onboard:	
3.5	Do officers speak and understand English?	Yes
3.6	If Officers/Crew employed by a Manning Agency - Full style:	<p>Officers: Not Applicable Not Applicable Tel: Not Applicable Fax: Not Applicable Telex: Not Applicable Email: Not Applicable</p> <p>Crew: Not Applicable Not Applicable Tel: Not Applicable Fax: Not Applicable Telex: Not Applicable Email: Not Applicable</p>

4.	FOR USA CALLS
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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?	Yes
4.2	Qualified individual (QI) - Full style:	PATRIOT MARITIME COMPLIANCE, LLC 1320 WILLOW PASS ROAD, SUITE 485 CONCORD, CA 9452 Tel: +1-925-296-1990 (24 Fax: +1-781-203-0017
4.3	Oil Spill Response Organization (OSRO) - Full style:	NATIONAL RESPONSE CORPORATION 3500 SUNRISE HIGHWAY, SUITE T103 GREAT RIVER , NY 11739 Tel: +1 631 224 91 41 (24 Fax: +1 631 224 90 82

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:				Yes, Solid
Loadline Information					
5.2	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.11 Metres	9.70 Metres	19,999.00 Metric Tonnes	26,506.00 Metric Tonnes
	Winter:	3.32 Metres	9.50 Metres	19,344.00 Metric Tonnes	25,850.00 Metric Tonnes
	Tropical:	2.91 Metres	9.90 Metres	20,629.00 Metric Tonnes	27,135.00 Metric Tonnes
	Lightship:	10.14 Metres	2.67 Metres	Not Applicable	6,506.00 Metric Tonnes
	Normal Ballast Condition:	6.82 Metres	6.00 Metres	8,918 Metric Tonnes	15,424 Metric Tonnes
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	22,769.30 Cu. Metres
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):				
5.6	Number of slop tanks and total cubic capacity (98%):			2	299 Cu. Metres
5.7	Specify segregations which slops tanks belong to and their capacity with double valve:				
5.8	Residual/Retention oil tank(s) capacity (98%), if applicable:				
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?			8,696.00 Cu. Metres	44.00 %
5.11	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:			Yes	
Cargo Handling and Pumping Systems					
5.12	How many grades/products can vessel load/discharge with double valve segregation:				21
5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:			Yes 98	
5.14	Pumps	No.	Type	Capacity	At What Head (sg=1.0)

	Cargo Pumps:	16 2 2 1 1	Centrifugal Centrifugal Centrifugal Centrifugal Screw	375 M3/HR 150 M3/HR 100 M3/HR 70 M3/HR 60 M3/HR	70 Meters 70 Meters 70 Meters 100 Meters 70 Meters
	Cargo Eductors:	0	N/A	0 Cu. Metres/Hour	0 Metres
	Stripping:	0	N/A	0 Cu. Metres/Hour	0 Metres
	Ballast Pumps:	2	Centrifugal	500 Cu. Metres/Hour	30 Metres
	Ballast Eductors:	1	Other	240 Cu. Metres/Hour	30 Metres
5.15	Max loading rate for homogenous cargo per manifold connection:			450 Cu. Metres/Hour	
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:			450.00 Cu. Metres/Hour	
5.17	How many cargo pumps can be run simultaneously at full capacity:			10	
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:			SAAB TANK RADAR SYSTEM	
5.22	Number of portable gauging units (example- MMC) on board:			4	
5.23	Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial:			Yes, All	
5.24	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:			,	
5.25	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:			Yes,	
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 Millimetres
5.28	Number / size / type of VECS reducers:				
Venting					
5.29	State what type of venting system is fitted:			2 SEPERATED PV	
Cargo Manifolds and Reducers					
5.30	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?			Yes	
5.31	Total number / size of cargo manifold connections on each side:			23 / 200.00 Millimetres	
5.32	What type of valves are fitted at manifold:			BALL	
5.33	What is the material/rating of the manifold:			SS /	
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:				
5.35	Distance between cargo manifold centers:			850.00 Millimetres	
5.36	Distance ships rail to manifold:			5,010.00 Millimetres	
5.37	Distance manifold to ships side:			4,880.00 Millimetres	
5.38	Top of rail to center of manifold:			1,882.00 Millimetres	

5.39	Distance main deck to center of manifold:	2,561.00 Millimetres	
5.40	Spill tank grating to center of manifold:	900.00 Millimetres	
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:	9.524 Metres	5.674 Metres
5.42	Number / size / type of reducers:	2 x 350/300mm (14/12") 3 x 300/250mm (12/10") 3 x 250/200mm (10/8") 2 x 200/150mm (8/6") 5 x 150/100mm (6/4") ANSI	
5.43	Is vessel fitted with a stern manifold? If yes, state size:	Yes, 300.00 Millimetres	

Heating

5.44	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo Tanks:	HOT WATER	Yes	SS
	Slop Tanks:	YES	Yes	ss
5.45	Maximum temperature cargo can be loaded / maintained:	80.0 °C / 176.0 °F		60 °C / 140 °F
5.46	Minimum temperature cargo can be loaded / maintained:			

Coating / Anodes

5.47	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	MARINE LINE	Whole Tank	No
	Ballast tanks:	Yes	PHONIC EPOXI	Whole Tank	No
	Slop tanks:	Yes	MARINE LINE	Whole Tank	

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 / Yes	
6.3	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	Nitrogen Generator	

7.	MOORING					
7.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:			Not Applicable		
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:			Not Applicable		
7.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:			Not Applicable		
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:			Not Applicable		
7.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	17.78 Millimetres	polypropylene	220.00 Metres	56.00 Metric Tonnes
	Main deck fwd:			Not Applicable		

	Main deck aft:	2	17.78 Millimetres	polypropylene	220.00 Metres	56.00 Metric Tonnes
	Poop deck:	2	17.78 Millimetres	polypropylene	220.00 Metres	56.00 Metric Tonnes
7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	1	17.78 Millimetres	polypropylene	220.00 Metres	56.00 Metric Tonnes
	Main deck fwd:	2	17.78 Millimetres	polypropylene	110.00 Metres	56.00 Metric Tonnes
	Main deck aft:	2	17.78 Millimetres	polypropylene	110.00 Metres	56.00 Metric Tonnes
	Poop deck:	2	17.78 Millimetres	polypropylene	220.00 Metres	56.00 Metric Tonnes
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	32.00 Metric Tonnes	
	Main deck fwd:	1	Double Drums	Hydraulic	32.00 Metric Tonnes	
	Main deck aft:	1	Double Drums	Hydraulic	32.00 Metric Tonnes	
	Poop deck:	2	Double Drums	Hydraulic	32.00 Metric Tonnes	
7.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		4			
	Main deck fwd:		2			
	Main deck aft:		2			
	Poop deck:		6			
Anchors/Emergency Towing System						
7.7	Number of shackles on port / starboard cable:				12 / 13	
7.8	Type / SWL of Emergency Towing system forward:				KADRADIS CM 1000	274 Metric Tonnes
7.9	Type / SWL of Emergency Towing system aft:				KADRADIS CM 1000	274 Metric Tonnes
Escort Tug						
7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:				710*840	0.00 Metric Tonnes
7.11	What is SWL of bollard on poop deck suitable for escort tug:				0.00 Metric Tonnes	
Bow/Stern Thruster						
7.12	What is brake horse power of bow thruster (if fitted):				Yes, 1,088.00 bhp	
7.13	What is brake horse power of stern thruster (if fitted):				No, 0.00 bhp	
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)'?				N/A	
7.15	If fitted, how many chain stoppers:				0	
7.16	State type / SWL of chain stopper(s):				Not Applicable	0.00 Metric Tonnes
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:				0.00 Millimetres	
7.18	Distance between the bow fairlead and chain stopper/bracket:				0 Millimetres	
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 Not Applicable	
Lifting Equipment						
7.20	Derrick / Crane description (Number, SWL and location):				Derricks: 0.00 Tonnes, Cranes: 1 x 10.00 Tonnes CENTER	

7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:	0.00 Metres
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:	Yes, Winching 0.00 Metres

8.	MISCELLANEOUS		
Engine			
8.1	Speed	Maximum	Economic
	Ballast speed:	13 Knots (WSNP)	11.50 Knots (WSNP)
	Laden speed:	12.50 Knots (WSNP)	11 Knots (WSNP)
8.2	What type of fuel is used for main propulsion / generating plant:	IFO 380 CST	IFO 380 CST
8.3	Type / Capacity of bunker tanks:	Fuel Oil: 955.19 Cu. Metres Diesel Oil: 54.92 Cu. Metres Gas Oil: 0 Cu. Metres	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):	Controllable Pitch	
8.5	Engines	No	Capacity
	Main engine:	1	6,375 Kilowatt
	Aux engine:	3	800 Kilowatt
	Power packs:		
	Boilers:	2	0.30 Metric Tonnes/ Hour
Emissions			
8.6	Main engine IMO NOx emission standard:		
8.7	Energy Efficiency Design Index (EEDI) rating number:		
Insurance			
8.8	P & I Club - Full Style:	The Standart Clup UNITED KINGDOM Tel: +44 7932 113573	
8.9	P & I Club pollution liability coverage / expiration date:	1,000,000,000 US\$	Feb 20, 2016
8.10	Hull & Machinery insured by - Full Style:	OMNI AS BROKERS ASPEN AS LEADER UNDERWRITER OMNI ISTANBUL Tel: +90 212 315 64 48	
8.11	Hull & Machinery insured value / expiration date:	24,000,000 US\$	May 20, 2016
Recent Operational History			
8.12	Date and place of last Port State Control inspection:	Dec 08, 2015 / Banten	
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:	Pollution: No, Grounding: No, Casualty: No, Collision: No,	

8.15	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	<p>Last:PALMOILS/SIME DARBY FUTURES TRADING/PULAULAUT-CHENNAI+KAKINADA</p> <p>2nd Last:PYGAS+CRUDE SUN FLOWER +PARAXLENE+N PARAFINE/PENTHOL+ADM INTERNATIONAL+PTT INTERNATIONAL+SHELL QUATAR/KULEVI+TAMAN+DNOPROBUSKY +YANBU+RAS LAFFAN-PORT SUDAN+JEDDAH +SOHAR+CHENNAI+KUANTAN+ANYER</p> <p>3rd Last:PALM OILS/ATEGRA FINANCE/ BELAWAN-TAMAN</p>
8.16	Date/place of last STS operation:	N/A
Vetting		
8.17	Date of last SIRE inspection:	Jul 27, 2015
8.18	Date of last CDI inspection:	Sep 09, 2015
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>	
Additional Information		
8.20	Additional information relating to features of the ship or operational characteristics:	

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