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| 1. | VESSEL DESCRIPTION | | |
| 1.1 | Date updated: | Jan 17, 2014 | |
| 1.2 | Vessel's name: | Aysenaz | |
| 1.3 | IMO number: | 9034743 | |
| 1.4 | Vessel's previous name(s) and date(s) of change: | TRANS FJORD (Aug 06, 2012) LEMAN IV (Dec 17, 2002) | |
| 1.5 | Date delivered: | Dec 23, 1993 | |
| 1.6 | Builder (where built): | YVC - Yssel Vliet Combinatie B.V. Rotterdam | |
| 1.7 | Flag: | Malta | |
| 1.8 | Port of Registry: | VALETTA | |
| 1.9 | Call sign: | 9HA3140 | |
| 1.10 | Vessel's satcom phone number: | SAT Phone 870 773 234 280 | |
| | Vessel's fax number: | Not Applicable | |
| | Vessel's telex number: | 456398214 | |
| | Vessel's email address: | aysenaz@amosconnect.com | |
| 1.11 | Type of vessel: | Chemical | |
| 1.12 | Type of hull: | Double Bottom | |
| Classification | | | |
| 1.13 | Classification society: | Bureau Veritas | |
| 1.14 | Class notation: | 1A1 Tanker for Oil and Chemicals ESP E0 HL(1.86),TMON | |
| 1.15 | If Classification society changed, name of previous society: | Det Norske Veritas | |
| 1.16 | If Classification society changed, date of change: | Jan 15, 2014 | |
| 1.17 | IMO type, if applicable: | 2,3 | |
| 1.18 | Does the vessel have ice class? If yes, state what level: | No, | |
| 1.19 | Date / place of last dry-dock: | Jan 15, 2014 | tuzla / istanbul |
| 1.20 | Date next dry dock due | Jul 20, 2017 | |
| 1.21 | Date of last special survey / next survey due: | Jan 15, 2014 | Jan 16, 2018 |
| 1.22 | Date of last annual survey: | | |
| 1.23 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | | |
| 1.24 | 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? | Yes Mar 01, 2018 | |
| Dimensions | | | |
| 1.25 | Length Over All (LOA): | 113.638 Metres | |
| 1.26 | Length Between Perpendiculars (LBP): | 107.438 Metres | |
| 1.27 | Extreme breadth (Beam): | 17.70 Metres | |
| 1.28 | Moulded depth: | 11.213 Metres | |
| 1.29 | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): | 35.40 Metres | |
| 1.30 | Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM): | 60.52 Metres | 53 Metres |
| 1.31 | Distance bridge front to center of manifold: | 30 Metres | |
| 1.32 | Parallel body distances: | Lightship | Normal Ballast |
| | Forward to mid-point manifold: | 24 Metres | 28.80 Metres |
| | Aft to mid-point manifold: | 15.50 Metres | 22 Metres |
| | Parallel body length: | 39.50 Metres | 50.80 Metres |
| 1.33 | FWA at summer draft / TPC immersion at summer draft: | 174 Millimetres | 17.20 Metric Tonnes |
| 1.34 | What is the max height of mast above waterline (air draft) | Full Mast | Collapsed Mast |
| | Lightship: | 33.20 Metres | 0 Metres |
| | Normal ballast: | 31.125 Metres | 0 Metres |
| | At loaded summer deadweight: | 27.387 Metres | 0 Metres |
| Tonnages | | | |
| 1.35 | Net Tonnage: | 2,456 | |
| 1.36 | Gross Tonnage / Reduced Gross Tonnage (if applicable): | 5,401 | 5,004 |
| 1.37 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | 0 | 5,942 |

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

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| 1.38 | Panama Canal Net Tonnage (PCNT): | 5,984 | | | |
| Loadline Information | | | | | |
| 1.39 | Loadline | Freeboard | Draft | Deadweight | Displacement |
| | Summer: | 2.913 Metres | 8.013 Metres | 9,108 Metric Tonnes | 11,974 Metric Tonnes |
| | Winter: | 3.08 Metres | 7.846 Metres | 8,821 Metric Tonnes | 11,687 Metric Tonnes |
| | Tropical: | 2.746 Metres | 8.18 Metres | 9,397 Metric Tonnes | 12,263 Metric Tonnes |
| | Lightship: | 8.726 Metres | 2.20 Metres | | 2,866 Metric Tonnes |
| | Normal Ballast Condition: | 6.651 Metres | 4.275 Metres | 3,065 Metric Tonnes | 5,931 Metric Tonnes |
| 1.40 | Does vessel have multiple SDWT? | | | No | |
| 1.41 | If yes, what is the maximum assigned deadweight? | | | 0 Metric Tonnes | |
| Ownership and Operation | | | | | |
| 1.42 | Registered owner - Full style: | | | TRANSCHEM SHIPPING LTD 171 OLD BAKERY STREET VALETTA MALTA Tel: +90 216 491 0259 Fax: +90 216 491 0258 Telex: Not Applicable Email: info@hicriercili.com.tr;operation@hicriercili.com.tr | |
| 1.43 | Technical operator - Full style: | | | HICRI ERCILI DENIZ NAKLIYAT SAN. VE TIC. LTD AYDINTEPE MAHALLESİ SAHİL BULVARI NO 126. DENIZCILER ISMERKEZI TUZLA / ISTANBUL Tel: +90 216 491 0259 Fax: +90 216 491 0258 Telex: Not Applicable Email: operation@hicriercili.com.tr | |
| 1.44 | Commercial operator - Full style: | | | SAME AS ABOVE Email: operation@hicriercili.com.tr | |
| 1.45 | Disponent owner - Full style: | | | | |

| 2. | CERTIFICATION | Issued | Last Annual or Intermediate | Expires | |
|----------------------|--|----------------|-----------------------------|----------------|--|
| 2.1 | Safety Equipment Certificate: | Jan 15, 2014 | Not Applicable | Jun 14, 2014 | |
| 2.2 | Safety Radio Certificate: | Jan 15, 2014 | Not Applicable | Jun 14, 2014 | |
| 2.3 | Safety Construction Certificate: | Jan 15, 2014 | Not Applicable | Jun 14, 2014 | |
| 2.4 | Loadline Certificate: | Jan 15, 2014 | Not Applicable | Jun 14, 2014 | |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | Jan 15, 2014 | Not Applicable | Jun 14, 2014 | |
| 2.6 | Safety Management Certificate (SMC): | Jan 15, 2014 | Not Applicable | Jan 23, 2018 | |
| 2.7 | Document of Compliance (DOC): | Jan 15, 2014 | Not Applicable | Jun 20, 2017 | |
| 2.8 | USCG (specify: COC, LOC or COI): Not Applicable | Not Applicable | Not Applicable | Not Applicable | |
| 2.9 | Civil Liability Convention Certificate (CLC): | Feb 20, 2013 | | Feb 20, 2014 | |
| 2.10 | Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC): | Feb 20, 2013 | | Feb 20, 2014 | |
| 2.11 | U.S. Certificate of Financial Responsibility (COFR): | Not Applicable | | | |
| 2.12 | Certificate of Fitness (Chemicals): | Jan 15, 2014 | Not Applicable | Jun 14, 2014 | |
| 2.13 | Certificate of Fitness (Gas): | Not Applicable | | | |
| 2.14 | Certificate of Class: | Jan 15, 2014 | | Jun 14, 2014 | |
| 2.15 | International Ship Security Certificate (ISSC): | Jan 15, 2014 | | Jan 23, 2018 | |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC) | Jan 15, 2014 | | Jun 14, 2014 | |
| 2.17 | International Air Pollution Prevention Certificate (IAPP): | Jan 15, 2014 | Not Applicable | Jun 14, 2014 | |
| Documentation | | | | | |
| 2.18 | Does vessel have all updated publications as listed in the Vessel Inspection | | | Yes | |

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

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| | Questionnaire, Chapter 2- Question 2.24, as applicable: | |
| 2.19 | Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract: | No |

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| 3. | CREW MANAGEMENT | |
| 3.1 | Nationality of Master: | Turkish |
| 3.2 | Nationality of Officers: | Turkish |
| 3.3 | Nationality of Crew: | Turkish & Georgian |
| 3.4 | If Officers/Crew employed by a Manning Agency - Full style: | Officers: Hicri Ercili Crewing Tel: same as c/o owner Fax: +90 491 0258 Telex: 0 Email: operation@hicriercili.com.tr Web: www.hicriercili.com Crew: Hicri Ercili Crewing Tel: same as c/o owner Fax: +90 491 0258 Telex: 0 Email: operation@hicriercili.com.tr |
| 3.5 | What is the common working language onboard: | English |
| 3.6 | Do officers speak and understand English: | Yes |
| 3.7 | In case of Flag Of Convenience, is the ITF Special Agreement on board: | No |

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| 4. | HELICOPTERS | |
| 4.1 | Can the ship comply with the ICS Helicopter Guidelines: | N/A |
| 4.2 | If Yes, state whether winching or landing area provided: | Winching |

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| 5. | FOR USA CALLS | |
| 5.1 | Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter: | N/A |
| 5.2 | Qualified individual (QI) - Full style: | |
| 5.3 | Oil Spill Response Organization (OSRO) -Full style: | |
| 5.4 | Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling: | N/A |

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| 6. | CARGO AND BALLAST HANDLING | |
| Double Hull Vessels | | |
| 6.1 | Is vessel fitted with centerline bulkhead in all cargo tanks: | Yes |
| 6.2 | If Yes, is bulkhead solid or perforated: | Perforated |
| Cargo Tank Capacities | | |
| 6.3 | Capacity (98%) of each natural segregation with double valve (specify tanks): | |
| 6.4 | Total cubic capacity (98%, excluding slop tanks): | 9,502.90 Cu. Metres |
| 6.5 | Slop tank(s) capacity (98%): | 297.06 Cu. Metres |
| 6.6 | Residual/Retention oil tank(s) capacity (98%), if applicable: | 11.85 Cu. Metres |
| 6.7 | Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT): | SBT |
| SBT Vessels | | |
| 6.8 | What is total capacity of SBT? | 1,389 Cu. Metres |
| 6.9 | What percentage of SDWT can vessel maintain with SBT only: | 19 % |
| 6.10 | Does vessel meet the requirements of MARPOL Annex I Reg 18.2: | N/A |

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

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| | (previously Reg 13.2) | | | |
| Cargo Handling | | | | |
| 6.11 | How many grades/products can vessel load/discharge with double valve segregation: | 23 | | |
| 6.12 | Maximum loading rate for homogenous cargo per manifold connection: | 200 Cu. Metres/Hour | | |
| 6.13 | Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds: | 750 Cu. Metres/Hour | | |
| 6.14 | Are there any cargo tank filling restrictions. If yes, please specify: | Yes Center tanks s.g. 1.86,s.g. 2.17 at max. 84 ,Wing tanks s.g.1.025,s.g. 1.68 at max. 61 | | |
| Pumping Systems | | | | |
| 6.15 | Pumps: | No. | Type | Capacity |
| | Cargo: | 6 17 1 | DEEPWEEL DEEPWEEL PORTABLE | 150 M3/HR 120 M3/HR 120 M3/HR |
| | Stripping: | 0 | 0 | 0 Cu. Metres/Hour |
| | Eductors: | 0 | 0 | 0 Cu. Metres/Hour |
| | Ballast: | 2 | Centrifugal | 200 Cu. Metres/Hour |
| 6.16 | How many cargo pumps can be run simultaneously at full capacity: | 6 | | |
| Cargo Control Room | | | | |
| 6.17 | Is ship fitted with a Cargo Control Room (CCR): | Yes | | |
| 6.18 | Can tank innage / ullage be read from the CCR: | Yes | | |
| Gauging and Sampling | | | | |
| 6.19 | Can ship operate under closed conditions in accordance with ISGOTT: | Yes | | |
| 6.20 | What type of fixed closed tank gauging system is fitted: | Skarpenord / Pressure / Temp. sensors | | |
| 6.21 | Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial: | all tanks | | |
| Vapor Emission Control | | | | |
| 6.22 | Is a vapor return system (VRS) fitted: | Yes | | |
| 6.23 | Number/size of VRS manifolds (per side): | 1 | 150 Millimetres | |
| Venting | | | | |
| 6.24 | State what type of venting system is fitted: | High Velocity PV Valves | | |
| Cargo Manifolds | | | | |
| 6.25 | Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment': | N/A | | |
| 6.26 | What is the number of cargo connections per side: | 24 | | |
| 6.27 | What is the size of cargo connections: | 150 Millimetres | | |
| 6.28 | What is the material of the manifold: | Stainless steel | | |
| Manifold Arrangement | | | | |
| 6.29 | Distance between cargo manifold centers: | 600 Millimetres | | |
| 6.30 | Distance ships rail to manifold: | 4,506 Millimetres | | |
| 6.31 | Distance manifold to ships side: | 4,710 Millimetres | | |
| 6.32 | Top of rail to center of manifold: | 836 Millimetres | | |
| 6.33 | Distance main deck to center of manifold: | 2,120 Millimetres | | |
| 6.34 | Manifold height above the waterline in normal ballast / at SDWT condition: | 9.071 Metres | 5.33 Metres | |
| 6.35 | Number / size reducers: | 2 x 200/100mm (8/4") 4 x 200/150mm (8/6") 2 x 150/100mm (6/4") | | |
| Stern Manifold | | | | |
| 6.36 | Is vessel fitted with a stern manifold: | Yes | | |
| 6.37 | If stern manifold fitted, state size: | 150 Millimetres | | |
| Cargo Heating | | | | |
| 6.38 | Type of cargo heating system? | Thermal Oil | | |
| 6.39 | If fitted, are all tanks coiled? | Yes | | |
| 6.40 | If fitted, what is the material of the heating coils: | Stainless Steel | | |

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

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| 6.41 | Maximum temperature cargo can be loaded/maintained: | 80.0 °C / 176.0 °F | 80 °C / 176 °F | |
| Tank Coating | | | | |
| 6.42 | Are cargo, ballast and slop tanks coated? | Coated | Type | To What Extent |
| | Cargo tanks: | Yes | SS and ZINC COATING | Whole Tank |
| | Ballast tanks: | Yes | Epoxy | Whole Tank |
| | Slop tanks: | No | stainless steel | Whole Tank |
| 6.43 | If fitted, what type of anodes are used: | N/A | | |

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| 7. | INERT GAS AND CRUDE OIL WASHING | | |
| 7.1 | Is an Inert Gas System (IGS) fitted: | No | |
| 7.2 | Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: | Nitrogen (Bottled) | |
| 7.3 | Is a Crude Oil Washing (COW) installation fitted: | N/A | |

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| 8. | MOORING | | | | | |
| 8.1 | Mooring wires (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Main deck fwd: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Main deck aft: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Poop deck: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| 8.2 | Wire tails | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Main deck fwd: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Main deck aft: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Poop deck: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| 8.3 | Mooring ropes (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 2 | 48 Millimetres | Estalon | 200 Metres | 45.80 Metric Tonnes |
| | Main deck fwd: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Main deck aft: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Poop deck: | 2 | 48 Millimetres | Estalon | 110 Metres | 45.80 Metric Tonnes |
| 8.4 | Other mooring lines | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 7 | 48 Millimetres | Estalon | 220 Metres | 45.80 Metric Tonnes |
| | Main deck fwd: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Main deck aft: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Poop deck: | 7 | 48 Millimetres | Estalon | 220 Metres | 45.80 Metric Tonnes |
| 8.5 | Mooring winches | No. | | # Drums | | Brake Capacity |
| | Forecastle: | 2 | | Split drum | | 27.50 Metric Tonnes |
| | Main deck fwd: | 0 | | 0 | | 0 Metric Tonnes |
| | Main deck aft: | 0 | | 0 | | 0 Metric Tonnes |
| | Poop deck: | 2 | | Split drum | | 27.50 Metric Tonnes |
| 8.6 | Mooring bitts | No. | | | | SWL |
| | Forecastle: | 5 | | | | 50 Metric Tonnes |
| | Main deck fwd: | 0 | | | | 50 Metric Tonnes |
| | Main deck aft: | 0 | | | | 50 Metric Tonnes |
| | Poop deck: | 6 | | | | 50 Metric Tonnes |
| 8.7 | Closed chocks and/or fairleads of enclosed type | No. | | | | SWL |
| | Forecastle: | 5 | | | | 80 Metric Tonnes |
| | Main deck fwd: | 2 | | | | 80 Metric Tonnes |
| | Main deck aft: | 2 | | | | 80 Metric Tonnes |
| | Poop deck: | 5 | | | | 80 Metric Tonnes |
| Emergency Towing System | | | | | | |
| 8.8 | Type / SWL of Emergency Towing system forward: | 0 | | | | 0 Metric Tonnes |
| 8.9 | Type / SWL of Emergency Towing system aft: | 0 | | | | 0 Metric Tonnes |
| Anchors | | | | | | |

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

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| 8.10 | Number of shackles on port cable: | 9 | |
| 8.11 | Number of shackles on starboard cable: | 9 | |
| Escort Tug | | | |
| 8.12 | What is SWL and size of closed chock and/or fairleads of enclosed type on stern: | 0 Metric Tonnes | 0 Millimetres |
| 8.13 | What is SWL of bollard on poopdeck suitable for escort tug: | 0 Metric Tonnes | |
| Bow/Stern Thruster | | | |
| 8.14 | What is brake horse power of bow thruster (if fitted): | 4.60 bhp | 3.43 Kilowatt |
| 8.15 | What is brake horse power of stern thruster (if fitted): | 0 bhp | 0 Kilowatt |
| Single Point Mooring (SPM) Equipment | | | |
| 8.16 | Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)': | No | |
| 8.17 | Is vessel fitted with chain stopper(s): | N/A | |
| 8.18 | How many chain stopper(s) are fitted: | 0 | |
| 8.19 | State type of chain stopper(s) fitted: | 0 | |
| 8.20 | Safe Working Load (SWL) of chain stopper(s): | 0 Metric Tonnes | |
| 8.21 | What is the maximum size chain diameter the bow stopper(s) can handle: | 0 Millimetres | |
| 8.22 | Distance between the bow fairlead and chain stopper/bracket: | 0 Millimetres | |
| 8.23 | Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size: | N/A 0 | |
| Lifting Equipment | | | |
| 8.24 | Derrick / Crane description (Number, SWL and location): | Derricks: 1 x 1.5 Tonnes, Cranes: 1 x 5 Tonnes, Aft port and stb quarter and center mid | |
| 8.25 | What is maximum outreach of cranes / derricks outboard of the ship's side: | 9 Metres | |
| Ship To Ship Transfer (STS) | | | |
| 8.26 | Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable): | N/A | |

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| 9. | MISCELLANEOUS | | |
| Engine Room | | | |
| 9.1 | What type of fuel is used for main propulsion? | IFO 180 cst | |
| 9.2 | What type of fuel is used in the generating plant? | GAS OIL | |
| 9.3 | Capacity of bunker tanks - IFO and MDO/MGO: | 657 Cu. Metres | 0 Cu. Metres 83.90 Cu. Metres |
| 9.4 | Is vessel fitted with fixed or controllable pitch propeller(s)? | Controllable Pitch | |
| Insurance | | | |
| 9.5 | P & I Club - Full Style: | SHIPOWNERS MUTUAL ST Clare House,30-33 Minorities,London EC3N 1BP Tel: Tel: +442074880911 Fax: Fax: +442074805806 Email: info@shipowners.co.uk Web: www.shipownersclub.com | |
| 9.6 | P & I Club coverage - pollution liability coverage: | 100000000 US\$ | |
| Port State Control | | | |
| 9.7 | Date and place of last Port State Control inspection: | | |
| 9.8 | Any outstanding deficiencies as reported by any Port State Control: | No | |
| 9.9 | If yes, provide details: | No (Expanded PSC inspection - 0 obs) | |
| Recent Operational History | | | |
| 9.10 | 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 , Serious casualty: No , Collision: No , | |
| 9.11 | Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last): | Contact Owner for Details | |
| Vetting | | | |

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

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| 9.12 | Date/Place of last SIRE Inspection: | Sep 04, 2013 / Bandirma |
| 9.13 | Date/Place of last CDI Inspection: | Sep 03, 2013 / Bandirma |
| 9.14 | Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: <i>* Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i> | |

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