

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	May 09, 2014	
1.2	Vessel's name:	Bandirma	
1.3	IMO number:	9120243	
1.4	Vessel's previous name(s) and date(s) of change:	Mar Varginia ( )	
1.5	Date delivered:	Jun 21, 1996	
1.6	Builder (where built):	UNION NAVAL DE LEVANTE - VALENCIA (Spain)	
1.7	Flag:	Panama	
1.8	Port of Registry:	Panama	
1.9	Call sign:	3FMG5	
1.10	Vessel's satcom phone number:	00870773223134	
	Vessel's fax number:		
	Vessel's telex number:		
	Vessel's email address:	master.bandirma@amosconnect.com	
1.11	Type of vessel:	OIL / CHEMICAL TANKER	
1.12	Type of hull:	Double Hull	
<b>Classification</b>			
1.13	Classification society:	BV	
1.14	Class notation:	+ 100 A1 CHEMICAL TANKER, Ship Type 2*: SG 1.1 CR (s.s.t) In association with a list of defined cargoes.	
1.15	If Classification society changed, name of previous society:	N/A	
1.16	If Classification society changed, date of change:	Not Applicable	
1.17	IMO type, if applicable:	2	
1.18	Does the vessel have ice class? If yes, state what level:	No, N/A	
1.19	Date / place of last dry-dock:	Jun 26, 2011	CADIZ (Spain)
1.20	Date next dry dock due	Jun 19, 2016	
1.21	Date of last special survey / next survey due:	Jun 20, 2011	Jun 20, 2013
1.22	Date of last annual survey:	Not Applicable	
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?	N/A Not Applicable	
<b>Dimensions</b>			
1.25	Length Over All (LOA):	121.00 Metres	
1.26	Length Between Perpendiculars (LBP):	113.22 Metres	
1.27	Extreme breadth (Beam):	18.50 Metres	
1.28	Moulded depth:	10.075 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	35.00 Metres	0 Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	61.00 Metres	60.00 Metres
1.31	Distance bridge front to center of manifold:	34 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	21 Metres	33 Metres
	Aft to mid-point manifold:	23 Metres	23 Metres
	Parallel body length:	44 Metres	56 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	164 Millimetres	19 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	37 Metres	0 Metres
	Normal ballast:	35 Metres	0 Metres
	At loaded summer deadweight:	33 Metres	0 Metres
<b>Tonnages</b>			
1.35	Net Tonnage:	2,714	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	6,085	4,832
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	0	0

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1.38	Panama Canal Net Tonnage (PCNT):					0
<b>Loadline Information</b>						
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement	
	Summer:	2.68 Metres	7.40 Metres	9,630.70 Metric Tonnes	12,612.70 Metric Tonnes	
	Winter:	2.68 Metres	7.40 Metres	9,630.70 Metric Tonnes	12,612.70 Metric Tonnes	
	Tropical:	0 Metres	0 Metres	0 Metric Tonnes	0 Metric Tonnes	
	Lightship:	0 Metres	0 Metres		0 Metric Tonnes	
	Normal Ballast Condition:	5.08 Metres	5.00 Metres	4,492.00 Metric Tonnes	7,490.00 Metric Tonnes	
1.40	Does vessel have multiple SDWT?			No		
1.41	If yes, what is the maximum assigned deadweight?			0 Metric Tonnes		
<b>Ownership and Operation</b>						
1.42	Registered owner - Full style:			Transchem Shipping Inc. Capital Plaza Building,8th.Floor,Ave Costa Del Este,Ave Roberto Motta,Panama,Republic of Panama Tel: +(507) 306-9600 Fax: +(507) 263-7887		
1.43	Technical operator - Full style:			Hicri Ercili Deniz Nakliyat San.ve Tic.Ltd.Sti. Aydintepe Mah.Sahil Bulvari No:25 Denizciler Is Merkezi Tuzla Istanbul Turkey Tel: +90 216 491 02 59 Fax: +90 216 491 02 58 Email: operation@hicriercili.com.tr Web: www.hicriercili.com Company IMO#: 5501190		
1.44	Commercial operator - Full style:			Hicri Ercili Deniz Nakliyat San.ve Tic.Ltd.Sti. Aydintepe Mah.Sahil Bulvari No:25 Denizciler Is Merkezi Tuzla Istanbul Turkey Tel: + 90 216 491 02 59 Fax: +90 216 491 02 58 Email: operation@hicriercili.com.tr Web: www.hicriercili.com		
1.45	Disponent owner - Full style:					

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Feb 27, 2014	Not Applicable	Jun 19, 2016
2.2	Safety Radio Certificate:	Feb 27, 2014	Not Applicable	Jun 19, 2016
2.3	Safety Construction Certificate:	Feb 27, 2014	Not Applicable	Jun 19, 2016
2.4	Loadline Certificate:	Feb 27, 2014	Not Applicable	Jun 19, 2016
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Feb 27, 2014	Not Applicable	Jun 19, 2016
2.6	Safety Management Certificate (SMC):	Mar 03, 2014	Not Applicable	Aug 28, 2014
2.7	Document of Compliance (DOC):	Feb 28, 2014	Not Applicable	Feb 27, 2015
2.8	USCG (specify: COC, LOC or COI): Not Applicable			Not Applicable
2.9	Civil Liability Convention Certificate (CLC):	Feb 14, 2014		Feb 20, 2015
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 26, 2014		Feb 20, 2015
2.11	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable		Not Applicable
2.12	Certificate of Fitness (Chemicals):	Feb 27, 2014	Not Applicable	May 31, 2014
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Feb 27, 2014	Not Applicable	Jun 19, 2016

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2.15	International Ship Security Certificate (ISSC):	Mar 01, 2014	Not Applicable	Aug 28, 2014
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Feb 27, 2014		Jun 19, 2016
2.17	International Air Pollution Prevention Certificate (IAPP):	Feb 27, 2014	Not Applicable	Jun 19, 2016

**Documentation**

2.18	Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable:	Yes
2.19	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:	Yes

<b>3.</b>	<b>CREW MANAGEMENT</b>		
3.1	Nationality of Master:	Turkish	
3.2	Nationality of Officers:	Turkish,Georgian,Pakistani	
3.3	Nationality of Crew:	Turkish,Georgian,Pakistani	
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Hicri Ercili Deniz Nakliyat San.ve Tic.Ltd.Sti. Aydintepe Mah.Sahil Bulvari No:25 Denizciler Is Merkezi Tuzla Istanbul Turkey Tel: +90 216 491 02 59 Fax: +90 216 491 02 58 Email: operation@hicriercili.com.tr Web: www.hicriercili.com Crew: Same as above	
3.5	What is the common working language onboard:	English,Turkish	
3.6	Do officers speak and understand English:	Yes	
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:	N/A	

<b>4.</b>	<b>HELICOPTERS</b>		
4.1	Can the ship comply with the ICS Helicopter Guidelines:	No	
4.2	If Yes, state whether winching or landing area provided:		

<b>5.</b>	<b>FOR USA CALLS</b>		
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:	No	
5.2	Qualified individual (QI) - Full style:	N/A	
5.3	Oil Spill Response Organization (OSRO) -Full style:	N/A	
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:		

<b>6.</b>	<b>CARGO AND BALLAST HANDLING</b>		
<b>Double Hull Vessels</b>			
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	Yes	
6.2	If Yes, is bulkhead solid or perforated:	Solid	
<b>Cargo Tank Capacities</b>			
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 1028.6 m3 (1-PS) Seg#2: 1109.4 m3 (2-PS) Seg#3: 1191.6 m3 (3-PS) Seg#4: 1210.4 m3 (4-PS) Seg#5: 2402.2 m3 (5-PS) Seg#6: 1291.2 m3 (6-PS) Seg#7: 1529.8 m3 (7-PS)	
6.4	Total cubic capacity (98%, excluding slop tanks):	9,763 Cu. Metres	
6.5	Slop tank(s) capacity (98%):	1,291.20 Cu. Metres	
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	0 Cu. Metres	
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks	SBT	

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	(CBT):		
<b>SBT Vessels</b>			
6.8	What is total capacity of SBT?	4,282.30 Cu. Metres	
6.9	What percentage of SDWT can vessel maintain with SBT only:	46 %	
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)	Yes	
<b>Cargo Handling</b>			
6.11	How many grades/products can vessel load/discharge with double valve segregation:	14	
6.12	Maximum loading rate for homogenous cargo per manifold connection:	300 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 Density 1.1 / Temp. 65 Degrees C.	
<b>Pumping Systems</b>			
6.15	Pumps:	No.	Type
	Cargo:	2 12 1	Centrifugal Centrifugal Centrifugal
	Capacity:	300 M3/HR 220 M3/HR 70 M3/HR	
	Stripping:	0	0 Cu. Metres/Hour
	Eductors:	1	Positive Displacment
	Ballast:	2	Centrifugal
	Capacity:	250 Cu. Metres/Hour	
6.16	How many cargo pumps can be run simultaneously at full capacity:	4 x 220 Cu. Metres/Hour	
<b>Cargo Control Room</b>			
6.17	Is ship fitted with a Cargo Control Room (CCR):	Yes	
6.18	Can tank innage / ullage be read from the CCR:	Yes	
<b>Gauging and Sampling</b>			
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:	Radar	
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes - All tanks	
<b>Vapor Emission Control</b>			
6.22	Is a vapor return system (VRS) fitted:	Yes	
6.23	Number/size of VRS manifolds (per side):	2	203 Millimetres
<b>Venting</b>			
6.24	State what type of venting system is fitted:	HIGH VELOCITY	
<b>Cargo Manifolds</b>			
6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':	Yes	
6.26	What is the number of cargo connections per side:	15	
6.27	What is the size of cargo connections:	152 Millimetres	
6.28	What is the material of the manifold:	AISI 316 L / Stainless Steel	
<b>Manifold Arrangement</b>			
6.29	Distance between cargo manifold centers:	360 Millimetres	
6.30	Distance ships rail to manifold:	2,650 Millimetres	
6.31	Distance manifold to ships side:	2,650 Millimetres	
6.32	Top of rail to center of manifold:	1,310 Millimetres	
6.33	Distance main deck to center of manifold:	2,400 Millimetres	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	7.78 Metres	5.18 Metres
6.35	Number / size reducers:	1 x 204/102mm (8/4") 1 x 204/128mm (8/5") 1 x 204/152mm (8/6") 4 x 128/152mm (5/6") 1 x 152/204mm (6/8")	
<b>Stern Manifold</b>			

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6.36	Is vessel fitted with a stern manifold:	No		
6.37	If stern manifold fitted, state size:			
<b>Cargo Heating</b>				
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		
6.41	Maximum temperature cargo can be loaded/maintained:	65.0 °C / 149.0 °F	50 °C / 122 °F	
<b>Tank Coating</b>				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	No	STST	N/A
	Ballast tanks:	Yes	Epoxy	Whole Tank
	Slop tanks:	No	N/A	N/A
6.43	If fitted, what type of anodes are used:	ALUMINIUM		

<b>7.</b>	<b>INERT GAS AND CRUDE OIL WASHING</b>			
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:			
7.3	Is a Crude Oil Washing (COW) installation fitted:	No		

<b>8.</b>	<b>MOORING</b>					
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	44 Millimetres	PP/PES	200 Metres	30.50 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	44 Millimetres	PP/PES	200 Metres	30.05 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	5	40 Millimetres	PP/PES	200 Metres	30.50 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:	5	40 Millimetres	PP/PES	200 Metres	3.50 Metric Tonnes
8.5	Mooring winches	No.		# Drums		Brake Capacity
	Forecastle:	2		Single Drum		22 Metric Tonnes
	Main deck fwd:	0				0 Metric Tonnes
	Main deck aft:	0				0 Metric Tonnes
	Poop deck:	2		Single Drum		22 Metric Tonnes
8.6	Mooring bitts	No.				SWL
	Forecastle:	7				25.50 Metric Tonnes
	Main deck fwd:	0				0 Metric Tonnes
	Main deck aft:	0				0 Metric Tonnes
	Poop deck:	6				25.50 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type	No.				SWL
	Forecastle:	4				45 Metric Tonnes
	Main deck fwd:	0				0 Metric Tonnes
	Main deck aft:	0				0 Metric Tonnes

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	Poop deck:	4	45 Metric Tonnes
<b>Emergency Towing System</b>			
8.8	Type / SWL of Emergency Towing system forward:	N/A	0 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	N/A	0 Metric Tonnes
<b>Anchors</b>			
8.10	Number of shackles on port cable:	8	
8.11	Number of shackles on starboard cable:	9	
<b>Escort Tug</b>			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	0 Metric Tonnes	Millimetres
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		0 Metric Tonnes
<b>Bow/Stern Thruster</b>			
8.14	What is brake horse power of bow thruster (if fitted):	650 bhp	484.70 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):	0 bhp	0 Kilowatt
<b>Single Point Mooring (SPM) Equipment</b>			
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):	No	
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:	No	
<b>Lifting Equipment</b>			
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 1.5 Tonnes,	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		
<b>Ship To Ship Transfer (STS)</b>			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):	No	

**9. MISCELLANEOUS**

<b>Engine Room</b>			
9.1	What type of fuel is used for main propulsion?	IFO 380	
9.2	What type of fuel is used in the generating plant?	MGO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	254.95 Cu. Metres	0 Cu. Metres 108.38 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Controllable Pitch	
<b>Insurance</b>			
9.5	P & I Club - Full Style:	Shipowners	
9.6	P & I Club coverage - pollution liability coverage:	1,000,000 US\$	
<b>Port State Control</b>			
9.7	Date and place of last Port State Control inspection:	N/A	
9.8	Any outstanding deficiencies as reported by any Port State Control:	N/A	
9.9	If yes, provide details:		
<b>Recent Operational History</b>			
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):	TBA	

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<b>Vetting</b>		
9.12	Date/Place of last SIRE Inspection:	Jul 19, 2013 / Izmit
9.13	Date/Place of last CDI Inspection:	Feb 15, 2013 / Nemrut Bay
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>	N/A

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