

1.	VESSEL DESCRIPTION		
1.1	Date updated:	17 Sept 2013	
1.2	Vessel's name:	VANNA	
1.3	IMO number:	7928706	
1.4	Vessel's previous name(s) and date(s) of change:	TOM ELBA (Jun 24, 2009)	
1.5	Date delivered:	1 October 1980	
1.6	Builder (where built):	Buesumer Werft GmbH	
1.7	Flag:	Malta	
1.8	Port of Registry:	Valletta	
1.9	Call sign:	9HA2082	
1.10	Vessel's phone number:	+35699964721	
	Vessel's fax number:	NA	
	Vessel's telex number:	NA	
	Vessel's email address:	zammitvanna@gmail.com	
1.11	Type of vessel:	Oil Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	Germanischer Lloyd	
1.14	Class notation:	100 A5 M E3 ESP T1D21 T3D10 OIL TANKER	
1.15	If Classification society changed, name of previous society:	N/A	
1.16	If Classification society changed, date of change:	N/A	
1.17	IMO type, if applicable:	N/A	
1.18	Does the vessel have ice class? If yes, state what level:	Yes/ E3	
1.19	Date / place of last dry-dock:	Aug 2013	Tuzla Turkey
1.20	Date next dry dock due	31 Oct 2015	
1.21	Date of last special survey / next survey due:	30 Oct 2010	31 Oct 2015
1.22	Date of last annual survey:	22 Aug 2013	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	N/A	
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	
Dimensions			
1.25	Length Over All (LOA):	80.80 Metres	
1.26	Length Between Perpendiculars (LBP):	74.14 Metres	
1.27	Extreme breadth (Beam):	13.43 Metres	
1.28	Moulded depth:	7.05 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	32 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	33.6 Metres	47 Metres
1.31	Distance bridge front to center of manifold:	32.4 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	11.8 Metres	14.2 Metres 15.6 Metres
	Aft to mid-point manifold:	31.7 Metres	32.3 Metres 33.4 Metres
	Parallel body length:	43.5 Metres	46.5 Metres 49 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	110 Millimetres	8.85 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	29.950 Metres	0.00 Metres
	Normal ballast:	28.500 Metres	0.00 Metres
	At loaded summer deadweight:	26.852 Metres	0.00 Metres
Tonnages			
1.35	Net Tonnage:	779	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	1958	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	N A	N/A

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1.38	Panama Canal Net Tonnage (PCNT):	6,507			
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.125 Metres	5.148 Metres	2541.5 Metric Tonnes	3945.5 Metric Tonnes
	Winter:	1.230 Metres	5.043 Metres	2450 Metric Tonnes	3845.1 Metric Tonnes
	Tropical:	1.050 Metres	5.225 Metres	2628.9 Metric Tonnes	4029.9 Metric Tonnes
	Lightship:	4.253 Metres	2.05 Metres		1404 Metric Tonnes
	Normal Ballast Condition:	2.770 Metres	3.50 Metres	1169 Metric Tonnes	2573 Metric Tonnes
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?			N/A	
Ownership and Operation					
1.42	Registered owner - Full style:			Marfa Tankers Limited 216, Apartment 6 Rosa Marina Building Marina Seafront Pietà. PTA 9041 Malta. Tel: +356 27021520 Fax: +356 21227273 Telex: Not Applicable Email: info@gofuels.net Company IMO#: 5482954	
1.43	Technical operator - Full style:			Gaulos Shipping Co Ltd. 216, Apartment 6 Rosa Marina Building Marina Seafront Pietà. PTA 9041 Malta. Tel: +356 27021520 Fax: +356 21227273 Telex: Not Applicable Email: info@gofuels.net Company IMO#: 5246215	
1.44	Commercial operator - Full style:			Go Fuels Limited. 16, Shore Street Mgarr Gozo GSM 9012 Malta. Tel: +356 27557909 Fax: +356 21552549 Telex: Not Applicable Email: info@gofuels.net Company IMO#:N/A	
1.45	Disponent owner - Full style:			N/A	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	22 Aug 2013	22 Aug 2013	21 Jan 2014
2.2	Safety Radio Certificate:	10 Sept 2013	22 Aug 2013	09 Feb 2014
2.3	Safety Construction Certificate:	03 Nov 2010	22 Aug 2013	31 Oct 2015
2.4	Loadline Certificate:	03 Nov 2010	22 Aug 2013	31 Oct 2015
2.5	International Oil Pollution Prevention Certificate (IOPPC):	03 Nov 2010	22 Aug 2013	31 Oct 2015
2.6	Safety Management Certificate (SMC):	30 Jul 2013	24 Jan 2013	03 Feb 2015
2.7	Document of Compliance (DOC):	31 Jul 2013	16 May 2013	19 Mar 2014
2.8	USCG (specify: COC, LOC or COI): COI	Not Applicable	Not Applicable	Not Applicable
2.9	Civil Liability Convention Certificate (CLC):	20 Feb 2013		20 Feb 2014
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	20 Feb 2013		20 Feb 2014
2.11	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable		Not Applicable
2.12	Certificate of Fitness (Chemicals):	Not Applicable	Not Applicable	Not Applicable
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	30 Oct 2010	22 Aug 2013	31 Oct 2015
2.15	International Ship Security Certificate (ISSC):	30 Jul 2013	24 Jan 2013	03 Feb 2015
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	03 Nov 2010		31 Oct 2015
2.17	International Air Pollution Prevention Certificate (IAPP):	25 Mar 2013	18 Jan 2013	31 Oct 2015

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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 ITOPIF and will remain so for the entire duration of this voyage/contract:	Yes

3.	CREW MANAGEMENT	
3.1	Nationality of Master:	Ukrainian
3.2	Nationality of Officers:	Ukrainian/ Georgians/ Russians
3.3	Nationality of Crew:	Georgian/Indonesian/Egyptian/Turkish
3.4	If Officers/Crew employed by a Manning Agency - Full style:	N/A
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:	

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

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:	Not Applicable
5.2	Qualified individual (QI) - Full style:	Not Applicable
5.3	Oil Spill Response Organization (OSRO) -Full style:	Not Applicable
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	Not Applicable

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:	Solid
Cargo Tank Capacities		
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Tank 1 P - 212.843m³ Tank 2 P - 234.546m³ Tank 3 P - 118.800m³ Tank 4 P - 238.546m³ Tank 5 P - 119.112m³ Tank 6 P - 238.552m³ Tank 7 P - 118.941m³ Tank 8 P - 228.441m³ Tank 1 S - 211.446m³ Tank 2 S - 243.592m³ Tank 3 S - 118.179m³ Tank 4 S - 238.581m³ Tank 5 S - 119.156m³ Tank 6 S - 238.055m³ Tank 7 S - 119.420m³ Tank 8 S - 229.362m³
6.4	Total cubic capacity (98%, including slop tanks):	3018.572 Cu. Metres
6.5	Slop tank(s) capacity (98%):	457.803m³
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	N/A
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?	1258.18 Cu. Metres
6.9	What percentage of SDWT can vessel maintain with SBT only:	42 %
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)	Yes
Cargo Handling		
6.11	How many grades/products can vessel load/discharge with double valve segregation:	16
6.12	Maximum loading rate for homogenous cargo per manifold connection:	150 Cu. Metres/Hour

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6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	300 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	2 10 1 6	Screw Centrifugal Portable Centrifugal	100 M3/HR 80 M3/HR 70 M3/HR 40 M3/HR
	Stripping:			
	Eductors:			
	Ballast:	2	Centrifugal	100 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:			
Cargo Control Room				
6.17	Is ship fitted with a Cargo Control Room (CCR):	NO		
6.18	Can tank innage / ullage be read from the CCR:	Not Applicable		
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:	Floating		
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:	No		
6.23	Number/size of VRS manifolds (per side):	N/A	N/A	
Venting				
6.24	State what type of venting system is fitted:	P/V Valves		
Cargo Manifolds				
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:	4		
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:	390 Millimetres		
6.30	Distance ships rail to manifold:	3100 Millimetres		
6.31	Distance manifold to ships side:	3250 Millimetres		
6.32	Top of rail to center of manifold:	500 Millimetres		
6.33	Distance main deck to center of manifold:	1510 Millimetres		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	5.06 Metres	3.42 Metres	
6.35	Number / size reducers:	6 x 50/100mm (2/4") 8 x 100/150mm (4/6") 2 x 125/150mm (5/6") 1 x 150/250mm (6/10")		
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:	NO		
6.37	If stern manifold fitted, state size:	Not Applicable		
Cargo Heating				
6.38	Type of cargo heating system?	Steam		
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:	60 °C / 140 °F	60 °C / 140 °F	
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	No	Not Applicable	Not Applicable

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	Ballast tanks:	Yes		Whole Tank
	Slop tanks:	No	Not Applicable	Not Applicable
6.43	If fitted, what type of anodes are used:	Zink		

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:	Not Applicable		
7.3	Is a Crude Oil Washing (COW) installation fitted:	N/A		

8.	MOORING					
8.1	Mooring 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		
8.2	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		
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3 3	65 Millimeters 72 Millimeters	POLY PROPYLENE POLY PROPYLENE	220 Metres 220 Metres	51.4 Metric Tonnes 64.5 Metric Tonnes
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:	3 3	65 Millimeters 72 Millimeters	POLY PROPYLENE POLY PROPYLENE	220 Metres 220 Metres	51.4 Metric Tonnes 64.5 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:			Not Applicable		
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:			Not Applicable		
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			1	Windlass	
	Main deck fwd:					
	Main deck aft:					
	Poop deck:			1	Capstan	
8.6	Mooring bitts				No.	SWL
	Forecastle:				4	8 Metric Tonnes
	Main deck fwd:				4	8 Metric Tonnes
	Main deck aft:					
	Poop deck:					
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				2	
	Main deck fwd:					
	Main deck aft:				4	
	Poop deck:					
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				Not Fitted	
8.9	Type / SWL of Emergency Towing system aft:				Not Fitted	
Anchors						
8.10	Number of shackles on port cable:				8	
8.11	Number of shackles on starboard cable:				8	
Escort Tug						

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8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	8 Metric Tonnes	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:	8 Metric Tonnes	
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	200 bhp	149.14 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):		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):	No	
8.18	How many chain stopper(s) are fitted:		
8.19	State type of chain stopper(s) fitted:		
8.20	Safe Working Load (SWL) of chain stopper(s):		
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		
8.22	Distance between the bow fairlead and chain stopper/bracket:		
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	Yes	
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	Hydraulic Lifting Crane: SWL-4100KG at 1.96m, 410KG at 13.23m	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	10m	
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):	Yes	

9.	MISCELLANEOUS		
Engine Room			
9.1	What type of fuel is used for main propulsion?	Gasoil	
9.2	What type of fuel is used in the generating plant?	Gasoil	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	147.16 Cu. Metres	72 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Controllable Pitch	
Insurance			
9.5	P & I Club - Full Style:	BRITISH MARINE LUXEMBURG S.A Plantation Place 30 Fenchurch Street London EC3M 3BD United Kingdom	
9.6	P & I Club coverage - pollution liability coverage:	500,000,000 US\$	
Port State Control			
9.7	Date and place of last Port State Control inspection:	08 May 2012 / Valletta	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:		
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):	FUEL OIL RMG 380 MARINE GAS OIL	
Vetting			
9.12	Date/Place of last SIRE Inspection:	N/A	
9.13	Date/Place of last CDI Inspection:	N/A	
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*:	N/A	

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	<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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