

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	FEBRUARY , 2020	
1.2	Vessel's name:	Blue Vega NIB 437130	
1.3	IMO number:	IMO 9631905	
1.4	Vessel's previous name(s) and date(s) of change:	Ronda (was changed 05/11/2018)	
1.5	Date delivered:	02/10/2018	
1.6	Builder (where built):	LTD Sudoverf Don-Cassens Aksai	
1.7	Flag:	Spain	
1.8	Port of Registry:	Santa Cruz de Tenerife	
1.9	Call sign:	EAMM	
1.10	Vessel's satcom phone number:		
	Vessel's fax number:	N/A	
	Vessel's telex number:	+34 682 868 848 +34 689 957 345	
	Vessel's email address:	bluevega@mureloil.com	
1.11	Type of vessel:	IMOIII/ Oil Products Tanker	
1.12	Type of hull:	Double Hull	
<b>Classification</b>			
1.13	Classification society:	Polski Rejestr satkow	
1.14	Class notation:	IRS, navigation restriction 200 miles from shore at open seas, no restrictions at inner seas	
1.15	If Classification society changed, name of previous society:	Polski Rejestr Statkow	
1.16	If Classification society changed, date of change:	June 20, 2018	
1.17	IMO type, if applicable:	IMOIII	
1.18	Does the vessel have ice class? If yes, state what level:	No	
1.19	Date / place of last dry-dock:	Sep. 2018	Turkey
1.20	Date next dry dock due	Sep.2021	
1.21	Date of last special survey / next survey due:	Aug, 2019	Sep, 2022
1.22	Date of last annual survey:	Sep. 2019	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	No	
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 None	
<b>Dimensions</b>			
1.25	Length Over All (LOA):	118,87 Metres	
1.26	Length Between Perpendiculars (LBP):	115.26 Metres	
1.27	Extreme breadth (Beam):	13,00 Metres	
1.28	Moulded depth:	5,80 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	24.75 Metres	16.23 Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	49.60 Metres	69.27 Metres
1.31	Distance bridge front to center of manifold:	46.90 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	17.25 Metres	19.25 Metres
	Aft to mid-point manifold:	47.75 Metres	49.45 Metres
	Parallel body length:	65.00 Metres	68.70 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	99 Millimetres	14.0 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	20.93 Metres	14,00 Metres
	Normal ballast:	20.53 Metres	13,60 Metres
	At loaded summer deadweight:	19.43 Metres	12,50 Metres
<b>Tonnages</b>			
1.35	Net Tonnage:	1.192,00	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	2754.00	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	n/a	

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1.38	Panama Canal Net Tonnage (PCNT):					n/a
<b>Loadline Information</b>						
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement	
	Summer:	1.516Metres	4,28Metres	3,928 MT	5535 MT	
	Winter:	1.606Metres	4,19 Metres	3805 MT	5411 M T	
	Tropical:	1.428Metres	4.37Metres	3954 Metric Tonnes	5561 Metric Tonnes	
	Lightship:	4,33Metres	2,79Metres		1607 Metric Tonnes	
	Normal Ballast Condition:	2,78Metres	3,41Metres	2199 Metric Tonnes	3806 Metric Tonnes	
1.40	Does vessel have multiple SDWT?			No		
1.41	If yes, what is the maximum assigned deadweight?			N/A		
<b>Ownership and Operation</b>						
1.42	Registered owner - Full style:			BUNKERSUR S.L. Avda.. VIRGEN DEL CARMEN 51 Entreplanra D 11202 ALGECIRAS (Cadiz) Cif:B72359979 Company IMO:6.83872		
1.43	Technical operator - Full style:			MURELOIL S.A.U. Avda. VIRGEN DEL CARMEN 51 Entreplanra D 11202 ALGECIRAS (Cadiz) COMPANY IMO#4089434		
1.44	Commercial operator - Full style:			MURELOIL S.A.U. Anda.. VIRGEN DEL CARMEN 51 Entreplanra D 11202 ALGECIRAS (Cadiz) COMPANY IMO#4089434		
1.45	Disponent owner - Full style:			N/A		

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	26/07/2019	13/12/2019	14/09/2023
2.2	Safety Radio Certificate:	26/07/2019	13/12/2019	14/09/2023
2.3	Navigability Certificate:	25/02/2019	13/12/2019	24/02/2021
2.4	Loadline Certificate:	22/08/2019	13/12/2019	14/09/2023
2.5	International Oil Pollution Prevention Certificate (IOPPC):	22/08/2019		14/09/23
2.6	Safety Management Certificate (SMC):	26/07/2019		14/09/2023
2.7	Document of Compliance (DOC):	21/11/2016	20/02/2020	22/11/2021
2.8	USCG (specify: COC, LOC or COI): Not Applicable	Not Applicable		Not Applicable
2.9	Civil Liability Convention Certificate (CLC):	20/02/2020		20/02/2021
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	20/02/2020		20/02/2021
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:	07/08/2019		16/05/2023
2.15	International Ship Security Certificate (ISSC):	22/08/2019		14/09/2023
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	22/08/2019		14/09/2023
2.17	International Air Pollution Prevention Certificate (IAPP):	22/08/2019		14/09/23

<b>Documentation</b>					
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:			N/A	

<b>3. CREW MANAGEMENT</b>					
3.1	Nationality of Master:			Spanish	
3.2	Nationality of Officers:			Spanish	

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3.3	Nationality of Crew:	Spanish
3.4	If Officers/Crew employed by a Manning Agency - Full style:	MURELOIL S.A.U. Anda.. VIRGEN DEL CARMEN 51 Entreplanra D 11202 ALGECIRAS (Cadiz) COMPANY imo#4089434
3.5	What is the common working language onboard:	Espanish
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
04.2	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:	
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:	N/A

<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: 930.98 m3 (1 P/S) Seg#2: 2025,94 m3 (2P/S +3 P/S) Seg#3: 416,17 m3 (4 P/S +5 P/S)	
6.4	Total cubic capacity (98%, excluding slop tanks):	3.969 Cu. Metres	
6.5	Slop tank(s) capacity (98%):		
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	
<b>SBT Vessels</b>			
6.8	What is total capacity of SBT?	1948,8 Cu. Metres	
6.9	What percentage of SDWT can vessel maintain with SBT only:	49.60 %	
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:	3	
6.12	Maximum loading rate for homogenous cargo per manifold connection:	800 Cu. Metres/Hour	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	800 Cu. Metres/Hour	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No	
<b>Pumping Systems</b>			
6.15	Pumps:	No.	Type
	Cargo:	1	Centrifugal
		2	Centrifugal
	Stripping:	1	Piston
	Eductors:		
	Ballast:	2	Centrifugal
			Capacity
			- 450 M3/HR
			- 450 M3/HR
			60 Cu. Metres/Hour
			250 Cu. Metres/Hour

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6.16	How many cargo pumps can be run simultaneously at full capacity:	2	
<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:	tankradar	
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	All	
<b>Vapor Emission Control</b>			
6.22	Is a vapor return system (VRS) fitted:	No	
6.23	Number/size of VRS manifolds (per side):		
<b>Venting</b>			
6.24	State what type of venting system is fitted:	High Velocity P/V	
<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:	3	
6.27	What is the size of cargo connections:	300.00 Millimetres	
6.28	What is the material of the manifold:	Steel	
<b>Manifold Arrangement</b>			
6.29	Distance between cargo manifold centers:	1,500.00 Millimetres	
6.30	Distance ships rail to manifold:	3,270.00 Millimetres	
6.31	Distance manifold to ships side:	3.360.00 Millimetres	
6.32	Top of rail to center of manifold:	1.050.00 Millimetres	
6.33	Distance main deck to center of manifold:	2,270.00 Millimetres	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	4.97 Metres	3.77 Metres
6.35	Number / size reducers:	<p>1 x 305/203mm (12/8")                      1 x 305/254mm (12/10")                      1 x 305/152mm (12/6")                      3/4"; 3/6"; 3/8"; 3/10"; 4/6"; 4/8"; 4/10"; 6/8"; 6/10"</p> <p>-Cargo lines 6" for IFO discharge.                      2 pcs x 40 meters with flanges.                      Type: OIL 800 HD/15BAR.</p> <p>-Cargo lines 4" for MGO discharge.                      2 pcs x 40 meters with flanges.                      Type: OIL 800 HD/15BAR.</p>	
<b>Stern Manifold</b>			
6.36	Is vessel fitted with a stern manifold: <i>Starboard side before superstructure</i>	Yes, for discharging	
6.37	If stern manifold fitted, state size:	4" and 6"	
<b>Cargo Heating</b>			
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:	Mild Steel	
6.41	Maximum temperature cargo can be loaded/maintained:	60.0 °C / 140.0 °F	60 °C / 140 °F
<b>Tank Coating</b>			
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type
	Cargo tanks:	Yes	EPOXY
	Ballast tanks:	Yes	EPOXY
	Slop tanks (5 P/S+ 6):	No	Mild Steel
6.43	If fitted, what type of anodes are used:		

**7. INERT GAS AND CRUDE OIL WASHING**

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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

8. MOORING						
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	50.00 Millimetres	Polypropylen&Poliest er	220.00 Metres	27,0 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	3	50.00 Millimetres	Polypropylen&Poliest er	220.00 Metres	27.00 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:	1	44.00 Millimetres	Polypropylen&Polietil ene	100.00 Metres	27.00 Metric Tonnes
	Main deck aft:					
	Poop deck:					
8.5	Mooring winches	No.			# Drums	Brake Capacity
	Forecastle:	2			Double Drums	36.00 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	1			single	8.00 Metric Tonnes
8.6	Mooring bitts	No.				SWL
	Forecastle:	2				51 Metric Tonnes
	Forecastle:	4				25 Metric Tonnes
	Main deck fwd	2				25 Metric Tonnes
	Main deck midship	2				25 Metric Tonnes
	Main deck aft:	2				25 Metric Tonnes
	Poop deck:	1				51 Metric Tonnes
	Poop deck:	4				25 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type	No.				SWL
	Forecastle:	3				40,7 Metric Tonnes
	Forecastle:	4				25 Metric Tonnes
	Main deck fwd:	4				25 Metric Tonnes
	Main deck aft:	2				25 Metric Tonnes
	Poop deck:	1				64 Metric Tonnes
	Poop deck:	4				25 Metric Tonnes
<b>Emergency Towing System</b>						
8.8	Type / SWL of Emergency Towing system forward:	1			Steel Wire DIA= 34,5 mm L= 190 mtr	
8.9	Type / SWL of Emergency Towing system aft:					
<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>						

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8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:		
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		64 Metric Tonnes
<b>Bow/Stern Thruster</b>			
8.14	What is brake horse power of bow thruster (if fitted):	100bhp	75 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):		n/a
<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):	N/A	
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:	N/A	
<b>Lifting Equipment</b>			
8.24	Derrick / Crane description (Number, SWL and location):	Derrick, up to 1mt, starboard side before superstructure	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	6 metres to starboard	
<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	

<b>9.</b>	<b>MISCELLANEOUS</b>		
<b>Engine Room</b>			
9.1	What type of fuel is used for main propulsion?	Marine Gas Oil	
9.2	What type of fuel is used in the generating plant?	Marine Gas Oil	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	0 Cu. Metres	99.74 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed	
<b>Insurance</b>			
9.5	P & I Club - Full Style:	GARD	
9.6	P & I Club coverage - pollution liability coverage:	Usd 25,000,000	
<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):	Cargo tanks were cleaned at shipyard for CPP (MGO 0,1 pct).	
<b>Vetting</b>			
9.12	Date/Place of last SIRE Inspection:		
9.13	Date/Place of last FLAG Inspection:	13/12/19	
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*:  * Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.	02/09/19	