

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	Jul 09, 2013	
1.2	Vessel's name:	Anuket Ruby	
1.3	IMO number:	9393668	
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.5	Date delivered:	Jul 24, 2008	
1.6	Builder (where built):	QINGDAO HESHUN SHIPYARD	
1.7	Flag:	Panama	
1.8	Port of Registry:	Panama	
1.9	Call sign:	3ELS8	
1.10	Vessel's satcom phone number:	+ 881677712964	
	Vessel's fax number:	Not Applicable	
	Vessel's telex number:	435591111	
	Vessel's email address:	master.anruby@norbulkglw.co.uk	
1.11	Type of vessel:	Chemical	
1.12	Type of hull:	Double Hull	
<b>Classification</b>			
1.13	Classification society:	Bureau Veritas	
1.14	Class notation:	I HULL MACH OIL TANKER/CHEMICAL TANKER ESP UNRESTRICTED NAVIGATION	
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, Not Applicable	
1.19	Date / place of last dry-dock:	Nov 26, 2012	Tuzla, Turkey
1.20	Date next dry dock due	Nov 26, 2015	
1.21	Date of last special survey / next survey due:	May 23, 2013	Jun 12, 2018
1.22	Date of last annual survey:	May 23, 2013	
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	
<b>Dimensions</b>			
1.25	Length Over All (LOA):	101.39 Metres	
1.26	Length Between Perpendiculars (LBP):	94.96 Metres	
1.27	Extreme breadth (Beam):	19.05 Metres	
1.28	Moulded depth:	10.50 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	33.40 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	48.44 Metres	52.95 Metres
1.31	Distance bridge front to center of manifold:	29.40 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	26.80 Metres	43.70 Metres
	Aft to mid-point manifold:	37.28 Metres	44.90 Metres
	Parallel body length:	64.08 Metres	88.60 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	149 Millimetres	16.65 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	27.60 Metres	0 Metres
	Normal ballast:	25.95 Metres	0 Metres
	At loaded summer deadweight:	25.80 Metres	0 Metres
<b>Tonnages</b>			
1.35	Net Tonnage:	2,031	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	5,581	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	6,060.91	4,359.31

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1.38	Panama Canal Net Tonnage (PCNT):					4,748
<b>Loadline Information</b>						
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement	
	Summer:	3.512 Metres	7.013 Metres	7,279.285 Metric Tonnes	9,936.10 Metric Tonnes	
	Winter:	3.658 Metres	6.867 Metres	7,058.33 Metric Tonnes	9,693.50 Metric Tonnes	
	Tropical:	3.366 Metres	7.16 Metres	7,544.53 Metric Tonnes	10,179.70 Metric Tonnes	
	Lightship:	6.36 Metres	5 Metres		2,635 Metric Tonnes	
	Normal Ballast Condition:	5.40 Metres	5.28 Metres	3,355 Metric Tonnes	5,590 Metric Tonnes	
1.40	Does vessel have multiple SDWT?				Yes	
1.41	If yes, what is the maximum assigned deadweight?				7,300 Metric Tonnes	
<b>Ownership and Operation</b>						
1.42	Registered owner - Full style:	COMBE III SHIPPING LTD Artillery House, 35 Artillery Lane, London, E1 7Lp, UK Tel: +44 141 552 3000 Fax: +44 141 559 5250 Telex: Not Applicable Email: mail@norbulkshipping.com				
1.43	Technical operator - Full style:	NORBULK SHIPPING UK LTD 68 Glassford Street, Glasgow, G1 1UP, UK Tel: +44 141 552 3000 Fax: +44 141 559 5250 Telex: 779192 (NORSHIP G) Email: mail@norbulkshipping.com				
1.44	Commercial operator - Full style:	NORBULK SHIPPING UK LTD 68 Glassford Street Glasgow G1 1UP Tel: +44 141 552 3000 Fax: +44 141 559 5250 Telex: (51) 94078935 HMML G Email: mail@norbulkshipping.com				
1.45	Disponent owner - Full style:	N/A				

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	May 23, 2013	May 23, 2013	Jun 12, 2018
2.2	Safety Radio Certificate:	May 23, 2013	May 23, 2013	Jun 12, 2018
2.3	Safety Construction Certificate:	May 23, 2013	May 23, 2013	Jun 12, 2018
2.4	Loadline Certificate:	May 23, 2013	May 23, 2013	Jun 12, 2018
2.5	International Oil Pollution Prevention Certificate (IOPPC):	May 23, 2013	May 23, 2013	Jun 12, 2018
2.6	Safety Management Certificate (SMC):	Jun 24, 2009	Oct 22, 2011	Jan 19, 2014
2.7	Document of Compliance (DOC):	Jul 03, 2009	Sep 06, 2012	Aug 07, 2014
2.8	USCG (specify: COC, LOC or COI): <b>Not Applicable</b>	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		Not Applicable
2.12	Certificate of Fitness (Chemicals):	May 23, 2013	Jul 14, 2012	Jun 12, 2018
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Nov 07, 2008	May 23, 2013	Jun 12, 2018
2.15	International Ship Security Certificate (ISSC):	May 25, 2009	Not Applicable	Jan 20, 2014
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	May 23, 2013		Jun 12, 2018
2.17	International Air Pollution Prevention Certificate (IAPP):	May 23, 2013	Jul 14, 2012	Jun 12, 2018

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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 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:	Russian
3.2	Nationality of Officers:	Russian, Latvian, Ukrainian
3.3	Nationality of Crew:	Filipino, Latvian
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Hansa Marine Management 6, Pils street, Riga, Lv-1050< Latvia Tel: +37167222980 Fax: +371 67820091 Telex: 94078935HMML G Email: info@hmm.lv Crew: Bright Maritime Corporation, Hanza Marine Management 3 Floor Emerald Bldg, 24 Emerald Ave. Ortigas Center, Pasig City. Tel: +687 2577 Fax: +687 2582 Telex: Not Applicable Email: info@bright-maritime.com
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:	N/A

<b>4.</b>	<b>HELICOPTERS</b>	
4.1	Can the ship comply with the ICS Helicopter Guidelines:	N/A
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:	N/A
5.2	Qualified individual (QI) - Full style:	Not Applicable Tel: Not Applicable
5.3	Oil Spill Response Organization (OSRO) -Full style:	Not Applicable Tel: Not Applicable
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: 1838.1 m3 (1P + 1S) Seg#2: 2172.7 m3 (2P + 2S) Seg#3: 2184.1 m3 (3P + 3S) Seg#4: 2167.1 m3 (4P + 4S) (98%)
6.4	Total cubic capacity (98%, excluding slop tanks):	8,217.559 Cu. Metres
6.5	Slop tank(s) capacity (98%):	922.302 Cu. Metres
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	103.10 Cu. Metres
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?	3,164 Cu. Metres

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6.9	What percentage of SDWT can vessel maintain with SBT only:	44 %		
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)	N/A		
<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:	500 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	2,000 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes 100% SG 1.025		
<b>Pumping Systems</b>				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	1 2	Screw TwinScrew	500 M3/HR 500 M3/HR
	Stripping:	1	air driven membrane	50 Cu. Metres/Hour
	Eductors:		N/A	
	Ballast:	2	Centrifugal	200 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:			
<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:	tank 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	200 Millimetres	
<b>Venting</b>				
6.24	State what type of venting system is fitted:	High Velocity P/V Valves		
<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:	200 Millimetres		
6.28	What is the material of the manifold:	steel		
<b>Manifold Arrangement</b>				
6.29	Distance between cargo manifold centers:	1,450 Millimetres		
6.30	Distance ships rail to manifold:	3,250 Millimetres		
6.31	Distance manifold to ships side:	3,440 Millimetres		
6.32	Top of rail to center of manifold:	2,850 Millimetres		
6.33	Distance main deck to center of manifold:	2,100 Millimetres		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	8.20 Metres	5.60 Metres	
6.35	Number / size reducers:	3 x 203/152mm (8/6") 2 x 203/101mm (8/4")		
<b>Stern Manifold</b>				
6.36	Is vessel fitted with a stern manifold:	Yes		
6.37	If stern manifold fitted, state size:	200 Millimetres		
<b>Cargo Heating</b>				
6.38	Type of cargo heating system?	Steam heating coils		
6.39	If fitted, are all tanks coiled?	Yes		
6.40	If fitted, what is the material of the heating coils:	Stainless Steel		

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6.41	Maximum temperature cargo can be loaded/maintained:	65.0 °C / 149.0 °F	60 °C / 140 °F
<b>Tank Coating</b>			
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type
	Cargo tanks:	Yes	Epoxy Interline 904
	Ballast tanks:	Yes	Epoxy Interline 904
	Slop tanks:	Yes	Epoxy Interline 904
6.43	If fitted, what type of anodes are used:	Zink	

<b>7.</b>	<b>INERT GAS AND CRUDE OIL WASHING</b>		
7.1	Is an Inert Gas System (IGS) fitted:	N/A	
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	

<b>8.</b>	<b>MOORING</b>					
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:	2	65 Millimetres	PP/PE	110 Metres	64.72 Metric Tonnes
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:	2	65 Millimetres	PP/PE	150 Metres	64.72 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	65 Millimetres	PP/PE	110 Metres	64.72 Metric Tonnes
	Main deck fwd:					
	Main deck aft:			Not Applicable		
	Poop deck:	2	65 Millimetres	PP/PE	150 Metres	64.72 Metric Tonnes
8.5	Mooring winches	No.		# Drums		Brake Capacity
	Forecastle:	2		SINGLE		27 Metric Tonnes
	Main deck fwd:			N/A		
	Main deck aft:			N/A		
	Poop deck:	2		SINGLE		27 Metric Tonnes
8.6	Mooring bitts	No.				SWL
	Forecastle:	6				
	Main deck fwd:	2				
	Main deck aft:	2				
	Poop deck:	6				
8.7	Closed chocks and/or fairleads of enclosed type	No.				SWL
	Forecastle:	7				
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	9				

<b>Emergency Towing System</b>			
8.8	Type / SWL of Emergency Towing system forward:	Not Applicable	27 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	Not Applicable	38 Metric Tonnes
<b>Anchors</b>			
8.10	Number of shackles on port cable:	9	

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8.11	Number of shackles on starboard cable:	10	
<b>Escort Tug</b>			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	27 Metric Tonnes	Not Applicable
8.13	What is SWL of bollard on poopdeck suitable for escort tug:	38 Metric Tonnes	
<b>Bow/Stern Thruster</b>			
8.14	What is brake horse power of bow thruster (if fitted):	544 bhp	405.66 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):		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)':	N/A	
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:	Not Applicable	
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 37cmX26cm	
<b>Lifting Equipment</b>			
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 5 Tonnes,	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	4 Metres	
<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):	Yes	

**9. MISCELLANEOUS**
**Engine Room**

9.1	What type of fuel is used for main propulsion?	HFO	
9.2	What type of fuel is used in the generating plant?	MDO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	328.40 Cu. Metres	424.70 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Controllable Pitch	

**Insurance**

9.5	P & I Club - Full Style:	SWEDISH CLUB Gullbergs Strandgata 6 P.O Box 171, SE-402 Goteborg, Sweden Tel: 004631638400 Email: swedish.club@swedishclub.com	
9.6	P & I Club coverage - pollution liability coverage:	1000000000 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:		

**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: N/A, Grounding: N/A , Serious casualty: No , Collision: N/A ,	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	FO/GO - Monjasa Off Skaw > Aabenraa Off Skaw > Riga Riga > Off Skaw	

**Vetting**

9.12	Date/Place of last SIRE Inspection:	Jun 21, 2013 / Riga, Latvia	
9.13	Date/Place of last CDI Inspection:		
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge)		

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	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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