

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	Jun 19, 2017	
1.2	Vessel's name (IMO number):	Sidra Al Rumeila (9796860)	
1.3	Vessel's previous name(s) and date(s) of change:	New build ()	
1.4	Date delivered / Builder (where built):	Sep 07, 2016 / Linhai Huipu Shipbuilding Co, Ltd	
1.5	Flag / Port of Registry:	Liberia / Monrovia	
1.6	Call sign / MMSI:	D5JS3 / 636 017 187	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: 463 721 097 Fax: Email: sidra.al.rumeila@Woqodmarine.com.qa	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Oil Tanker	
1.9	Type of hull:	Double Hull	
<b>Classification</b>			
1.10	Classification society:	China Classification Society	
1.11	Class notation:	*CSA OIL TANKER, DOUBLE HULL, FP>60 C, PSPC(B), ESP *CSM	
1.12	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No	
1.13	If classification society changed, name of previous and date of change:	,	
1.14	IMO type, if applicable:	N/A	
1.15	Does the vessel have ice class? If yes, state what level:	N/A,	
1.16	Date / place of last dry-dock:	/	
1.17	Date next dry dock due / next annual survey due:		Sep 06, 2017
1.18	Date of last special survey / next special survey due:		Sep 06, 2021
1.19	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	No,	
1.20	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>			
1.21	Length overall (LOA):	53.50 Metres	
1.22	Length between perpendiculars (LBP):	50.50 Metres	
1.23	Extreme breadth (Beam):	11.50 Metres	
1.24	Moulded depth:	4.60 Metres	
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	22.56 Metres	
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):	26.75 Metres	26.75 Metres
1.27	Distance bridge front to center of manifold:	11 Metres	
1.28	Parallel body distances	Lightship	Normal Ballast
	Forward to mid-point manifold:		Summer Dwt
	Aft to mid-point manifold:		
	Parallel body length:		
1.29	FWA/TPC at summer draft:	76 Millimetres	5.35 Metric Tonnes
1.30	Constant (excluding fresh water):	3 Metric Tonnes	
1.31	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	Ocean Passage 20% of the Deepest Draft Fair Way 15% of the Deepest Draft Inside Port / Canals 10% of the deepest Draft Whilst mooring (berth/SBM/CBM): 1.5% of the deepest Draft	
1.32	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	22.56 Metres	0 Metres
	Normal ballast:	19.82 Metres	0 Metres
	At loaded summer deadweight:	0 Metres	0 Metres
<b>Tonnages</b>			
1.33	Net Tonnage:	250	
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	834	
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		
1.36	Panama Canal Net Tonnage (PCNT):		
<b>Ownership and Operation</b>			

1.37	Registered owner - Full style:	Sidra Al Rumeila Shipping Company 80 Broad Street, Monrovia, Liberia Liberia Tel: 0097440217910 Fax: 0097444309301 Email: smuhaldin@woqod.com.qa Web: www.woqodmarine.com Company IMO#: 9796860
1.38	Technical operator - Full style:	Woqod Marine Services 17th Floor, Woqod Tower, PO BOX 7777 West Bay Doha Qatar Qatar Tel: 0097440217910 Fax: 0097444309301 Email: marinedepartment@woqodmarine.com.qa Web: www.woqodmarine.com Company IMO#: 5534922
1.39	Commercial operator - Full style:	Woqod Marine Services 17th Floor, Woqod Tower, PO BOX 7777 West Bay Doha Qatar Qatar Tel: 0097440217910 Fax: 0097444309301 Email: smuhaldin@woqod.com.qa Web: www.woqodmarine.com
1.40	Disponent owner - Full style:	Woqod Marine Services 17th Floor, Woqod Tower, PO BOX 7777 West Bay Doha Qatar Qatar Tel: 0097440217910 Fax: 0097444309301 Email: smuhaldin@woqod.com.qa Web: www.woqodmarine.com

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate (SEC):	Sep 07, 2016		Sep 06, 2021
2.2	Safety Radio Certificate (SRC):	Sep 07, 2016		Sep 06, 2021
2.3	Safety Construction Certificate (SCC):	Sep 07, 2016	Not Applicable	Sep 06, 2021
2.4	International Loadline Certificate (ILC):	Sep 07, 2016		Sep 06, 2021
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Sep 07, 2016		Sep 06, 2021
2.6	ISM Safety Management Certificate (SMC):	Feb 22, 2017	Not Applicable	Feb 21, 2022
2.7	Document of Compliance (DOC):	Aug 11, 2015	Aug 31, 2016	Aug 10, 2020
2.8	USCG Certificate of Compliance (COC):			
2.9	Civil Liability Convention (CLC) 1992 Certificate:	Feb 02, 2017	Not Applicable	Feb 20, 2018
2.10	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 02, 2017	Not Applicable	Feb 20, 2018
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate:	Jun 08, 2017	Not Applicable	Dec 07, 2017
2.12	U.S. Certificate of Financial Responsibility (COFR):		Not Applicable	
2.13	Certificate of Class (COC):	Sep 07, 2016		Sep 06, 2021
2.14	International Sewage Pollution Prevention Certificate (ISPPC):	Sep 07, 2016	Not Applicable	Sep 06, 2021
2.15	Certificate of Fitness (COF):			
2.16	International Energy Efficiency Certificate (IEEC):	Sep 07, 2016	Not Applicable	Not Applicable
2.17	International Ship Security Certificate (ISSC):	Feb 22, 2017		Feb 21, 2022
2.18	International Air Pollution Prevention Certificate (IAPPC):	Sep 07, 2016		Sep 06, 2021
2.19	Maritime Labour Certificate (MLC):	Feb 22, 2017	Not Applicable	Feb 21, 2022
<b>Documentation</b>				
2.20	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:		Yes	
2.21	Does vessel have in place a Drug and Alcohol Policy complying with OCIMF guidelines for Control of Drugs and Alcohol Onboard Ship?		Yes	
2.22	Is the ITF Special Agreement on board (if applicable)?		N/A	
2.23	ITF Blue Card expiry date:			

<b>3.</b>	<b>CREW</b>	
3.1	Nationality of Master:	Sudanese
3.2	Number and Nationality of Officers:	5 Burmese, Sudanese, Ethiopian
3.3	Number and Nationality of Crew:	7 Indian, Ethiopian, Burmese, Pakistani, Sudanese, Sri Lanka
3.4	What is the common working language onboard:	English
3.5	Do officers speak and understand English?	Yes
3.6	If Officers/Crew employed by a Manning Agency - Full style:	Officers:  Crew:

<b>4.</b>	<b>FOR USA CALLS</b>	
4.1	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
4.2	Qualified individual (QI) - Full style:	
4.3	Oil Spill Response Organization (OSRO) - Full style:	

<b>5.</b>	<b>CARGO AND BALLAST HANDLING</b>				
<b>Double Hull Vessels</b>					
5.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:				Yes, Solid
<b>Loadline Information</b>					
5.2	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.358 Metres	0 Metres	1,011 Metric Tonnes	1,561 Metric Tonnes
	Winter:	1.426 Metres	3.13 Metres	922.30 Metric Tonnes	15.20 Metric Tonnes
	Tropical:	1.29 Metres	3.32 Metres	1,002.30 Metric Tonnes	1,600 Metric Tonnes
	Lightship:	1.90 Metres		Not Applicable	550 Metric Tonnes
	Normal Ballast Condition:	2.228 Metres		559 Metric Tonnes	1,109 Metric Tonnes
5.3	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:				N/A
<b>Cargo Tank Capacities</b>					
5.4	Number of cargo tanks and total cubic capacity (98%):			12	903.778 Cu. Metres
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):			98 %	
5.6	Number of slop tanks and total cubic capacity (98%):			1	28.186 Cu. Metres
5.7	Specify segregations which slops tanks belong to and their capacity with double valve:				
5.8	Residual/Retention oil tank(s) capacity (98%), if applicable:				7.384 Cu. Metres
5.9	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):			SBT	
<b>SBT Vessels</b>					
5.10	What is total SBT capacity and percentage of SDWT vessel can maintain?			527.41 Cu. Metres	54.72 %
5.11	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:			Yes	
<b>Cargo Handling and Pumping Systems</b>					
5.12	How many grades/products can vessel load/discharge with double valve segregation:				6
5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:				No
5.14	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	6 15	Screw Screw	50 M3/HR 25 M3/HR	30 Meters 30 Meters 30 Meters 30 Meters 30 Meters 40 Meters

	Cargo Eductors:				
	Stripping:				
	Ballast Pumps:				
	Ballast Eductors:				
5.15	Max loading rate for homogenous cargo per manifold connection:				30 Cu. Metres/Hour
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:				30 Cu. Metres/Hour
5.17	How many cargo pumps can be run simultaneously at full capacity:				
<b>Cargo Control Room</b>					
5.18	Is ship fitted with a Cargo Control Room (CCR)?				Yes
5.19	Can tank innage / ullage be read from the CCR?				No
<b>Gauging and Sampling</b>					
5.20	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?				Yes
5.21	What type of fixed closed tank gauging system is fitted:				
5.22	Number of portable gauging units (example- MMC) on board:				1
5.23	Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial:			Yes, All	
5.24	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:			Yes,	
5.25	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:			,	
<b>Vapor Emission Control System (VECS)</b>					
5.26	Is a Vapour Emission Control System (VECS) fitted?			N/A	
5.27	Number/size of VECS manifolds (per side):				
5.28	Number / size / type of VECS reducers:				
<b>Venting</b>					
5.29	State what type of venting system is fitted:			Individual	
<b>Cargo Manifolds and Reducers</b>					
5.30	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?				Yes
5.31	Total number / size of cargo manifold connections on each side:			8 / 300 Millimetres	
5.32	What type of valves are fitted at manifold:			Globe	
5.33	What is the material/rating of the manifold:			Steel /	
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:				
5.35	Distance between cargo manifold centers:				550 Millimetres
5.36	Distance ships rail to manifold:				3,100 Millimetres
5.37	Distance manifold to ships side:				3,100 Millimetres
5.38	Top of rail to center of manifold:				3,100 Millimetres
5.39	Distance main deck to center of manifold:				1,150 Millimetres
5.40	Spill tank grating to center of manifold:				8 Millimetres
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:			3.278 Metres	2.508 Metres
5.42	Number / size / type of reducers:			None	
5.43	Is vessel fitted with a stern manifold? If yes, state size:			No,	
<b>Heating</b>					
5.44	Cargo / slop tanks fitted with a cargo heating system?		Type	Coiled	Material
	Cargo Tanks:			No	
	Slop Tanks:			No	
5.45	Maximum temperature cargo can be loaded / maintained:			60.0 °C / 140.0 °F	30 °C / 86 °F
5.46	Minimum temperature cargo can be loaded / maintained:			60.0 °C / 140.0 °F	30.0 °C / 86.0 °F
<b>Coating / Anodes</b>					
5.47	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	No			No
	Ballast tanks:	Yes	Epoxy	Whole Tank	No
	Slop tanks:	No			No
<b>6. INERT GAS AND CRUDE OIL WASHING</b>					
6.1	Is a Crude Oil Washing (COW) installation fitted / operational?				N/A / N/A

6.2	Is an Inert Gas System (IGS) fitted / operational?	N/A / N/A
6.3	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	

7. MOORING						
7.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
7.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
7.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	40 Millimetres	Polypropylene	220 Metres	34.20 Metric Tonnes
	Main deck fwd:					
	Main deck aft:	30	40 Millimetres	Polypropylene	220 Metres	34.20 Metric Tonnes
	Poop deck:					
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	1	Double Drums	Hydraulic	24.05 Metric Tonnes	
	Main deck fwd:					
	Main deck aft:	1	Single Drum	Electric		
	Poop deck:					
7.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		2	22 Metric Tonnes	5	8.80 Metric Tonnes
	Main deck fwd:		2	8.80 Metric Tonnes	2	8.80 Metric Tonnes
	Main deck aft:		2	8.80 Metric Tonnes	2	8.80 Metric Tonnes
	Poop deck:		2	8.80 Metric Tonnes	5	8.80 Metric Tonnes

#### Anchors/Emergency Towing System

7.7	Number of shackles on port / starboard cable:	7 / 6
7.8	Type / SWL of Emergency Towing system forward:	Bollard Type 26.75 Metric Tonnes
7.9	Type / SWL of Emergency Towing system aft:	Bollard Type 8.76 Metric Tonnes

#### Escort Tug

7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:	340 x 280 mm 8.76 Metric Tonnes
7.11	What is SWL of bollard on poop deck suitable for escort tug:	8.76 Metric Tonnes

#### Bow/Stern Thruster

7.12	What is brake horse power of bow thruster (if fitted):	Yes, 73.75 bhp
7.13	What is brake horse power of stern thruster (if fitted):	No,

#### Single Point Mooring (SPM) Equipment

7.14	Does the vessel meet the recommendations in the latest edition of OCIMF 'Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings (SPM)'?	N/A
7.15	If fitted, how many chain stoppers:	
7.16	State type / SWL of chain stopper(s):	
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:	
7.18	Distance between the bow fairlead and chain stopper/bracket:	
7.19	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

7.20	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 2 Tonnes
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		Center
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:	1 Metres
<b>Ship To Ship Transfer (STS) / Helicopter Operations</b>		
7.22	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquefied Gas, as applicable)?	Yes
7.23	Can the ship comply with the ICS Helicopter Guidelines? If Yes, state whether winching or landing area provided and diameter of the circle provided:	N/A,

<b>8.</b>	<b>MISCELLANEOUS</b>		
<b>Engine</b>			
8.1	Speed	Maximum	Economic
	Ballast speed:	10 Knots (WSNP)	
	Laden speed:	10 Knots (WSNP)	
8.2	What type of fuel is used for main propulsion / generating plant:	Diesel Oil	Diesel Oil
8.3	Type / Capacity of bunker tanks:	Fuel Oil: Diesel Oil: 93.79 Cu. Metres Gas Oil:	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):	Fixed	
8.5	Engines	No	Capacity
	Main engine:	2	477 Kilowatt
	Aux engine:	2	CUMMINS, 6BT A5-9-GM100
	Power packs:		
	Boilers:		
<b>Emissions</b>			
8.6	Main engine IMO NOx emission standard:		
8.7	Energy Efficiency Design Index (EEDI) rating number:		
<b>Insurance</b>			
8.8	P & I Club - Full Style:	SKULD P.O.Box 1376 Vika No-0114 Oslo, Norway Tel: +47 22002200 Fax: +47 85028302 Email: oslo2@skuld.com Web: www.skuld.com	
8.9	P & I Club pollution liability coverage / expiration date:	1,000,000,000 US\$	Feb 20, 2018
8.10	Hull & Machinery insured by - Full Style:	Qatar Insurance Company P.O. Box 666- Tamin St West Bay - Doha Qatar Tel: +974 4496 2222 Fax: +974 4483 1569	
8.11	Hull & Machinery insured value / expiration date:	1,725,000 US\$	Dec 31, 2018
<b>Recent Operational History</b>			
8.12	Date and place of last Port State Control inspection:	Oct 07, 2016 / Singapore	
8.13	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No	
8.14	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, Casualty: No, Collision: No,	
8.15	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	LGO/LGO FW/FW	
8.16	Date/place of last STS operation:		
<b>Vetting</b>			
8.17	Date of last SIRE inspection:	Jun 12, 2017	
8.18	Date of last CDI inspection:		
8.19	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*:	ENOC, VIVA/VITTOL	

	* "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.	
<b>Additional Information</b>		
8.20	Additional information relating to features of the ship or operational characteristics:	

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Form completed on <http://www.q88.com/integration.aspx> Please email [support@q88.com](mailto:support@q88.com) an updated copy if this is not the latest version.

To the best of owner's knowledge all information is true and given without any guarantee.

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