

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	Jul 12, 2012	
1.2	Vessel's name:	Nissos Delos	
1.3	IMO number:	9592305	
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.5	Date delivered:	Aug 31, 2012	
1.6	Builder (where built):	SHI (Samsung Heavy Industries), Korea	
1.7	Flag:	Greece	
1.8	Port of Registry:	Piraeus	
1.9	Call sign:	SVBP4	
1.10	Vessel's satcom phone number:	+870	
	Vessel's fax number:	+870	
	Vessel's telex number:	424121410-11	
	Vessel's email address:	nDelos@kykmar.gr	
1.11	Type of vessel:	Oil Tanker	
1.12	Type of hull:	Double Hull	
<b>Classification</b>			
1.13	Classification society:	American Bureau of Shipping	
1.14	Class notation:	+A1, Oil Carrier, E, +AMS, +ACCU, VEC, TCM, AB-CM, CSR, GP, POT, PMA, RRDA, ESP, UWILD, CPS, CRC, RW.	
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:	N/A	
1.18	Does the vessel have ice class? If yes, state what level:	N/A, N/A	
1.19	Date / place of last dry-dock:	Not Applicable	N/A
1.20	Date next dry dock due	Aug 31, 2017	
1.21	Date of last special survey / next survey due:	Not Applicable	Aug 31, 2017
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):	248.971 Metres	
1.26	Length Between Perpendiculars (LBP):	239.00 Metres	
1.27	Extreme breadth (Beam):	43.80 Metres	
1.28	Moulded depth:	21 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	48.30 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	125.30 Metres	123.50 Metres
1.31	Distance bridge front to center of manifold:	82.10 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	39.10 Metres	62.20 Metres
	Aft to mid-point manifold:	29.50 Metres	54.50 Metres
	Parallel body length:	68.60 Metres	116.70 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	339 Millimetres	99 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	45.87 Metres	0.00 Metres
	Normal ballast:	41.26 Metres	0.00 Metres
	At loaded summer deadweight:	33.277 Metres	0.00 Metres
<b>Tonnages</b>			
1.35	Net Tonnage:	35,877	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	61,320	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	62,960.47	57,070.19

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1.38	Panama Canal Net Tonnage (PCNT):				
<b>Loadline Information</b>					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.019 Metres	15.023 Metres	115,724.30 Metric Tonnes	134,346.60 Metric Tonnes
	Winter:	6.332 Metres	14.71 Metres	112,624.70 Metric Tonnes	131,247 Metric Tonnes
	Tropical:	5.706 Metres	15.336 Metres	118,827.40 Metric Tonnes	137,449.70 Metric Tonnes
	Lightship:	18.612 Metres	2.43 Metres		18,622.30 Metric Tonnes
	Normal Ballast Condition:	13.985 Metres	7.04 Metres	39,181.70 Metric Tonnes	57,781.70 Metric Tonnes
1.40	Does vessel have multiple SDWT?			Yes	
1.41	If yes, what is the maximum assigned deadweight?			115,665.80 Metric Tonnes	
<b>Ownership and Operation</b>					
1.42	Registered owner - Full style:			BIGAL SHIPPING CORPORATION 80 Broad Str., Monrovia, Liberia Tel: C/O Kyklades Maritim Fax: C/O Kyklades Maritim Telex: Not Applicable Email: C/O Kyklades Maritime Corporation Company IMO#: 0558782	
1.43	Technical operator - Full style:			Kyklades Maritime Corporation Ethnarchou Makariou Av. and 2, D. Falireos str., Neo Faliro, Piraeus, 18547, Greece. Tel: +302104804200 Fax: +302104818210/+30210 Telex: Not Applicable Email: hsqe&i@kykmar.gr Web: www.kykmar.gr Company IMO#: 1153018	
1.44	Commercial operator - Full style:			Kyklades Maritime Corporation Ethnarchou Makariou Av. and 2, D. Falireos str., Neo Faliro, Piraeus, 18547, Greece. Tel: +302104804200 Fax: +302104818210 Telex: Not Applicable Email: operation@kykmar.gr	
1.45	Disponent owner - Full style:				

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Aug 31, 2012	Not Applicable	Aug 31, 2017
2.2	Safety Radio Certificate:	Aug 31, 2012	Not Applicable	Aug 31, 2017
2.3	Safety Construction Certificate:	Aug 31, 2012	Not Applicable	Aug 31, 2017
2.4	Loadline Certificate:	Aug 31, 2012	Not Applicable	Aug 31, 2017
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Aug 31, 2012	Not Applicable	Aug 31, 2017
2.6	Safety Management Certificate (SMC):	Aug 31, 2012	Not Applicable	Aug 31, 2017
2.7	Document of Compliance (DOC):	Jan 11, 2008	Mar 20, 2012	Jan 31, 2013
2.8	USCG (specify: COC, LOC or COI): Not Applicable	Not Applicable	Not Applicable	Not Applicable
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 2012		Feb 20, 2013
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 20, 2012		Feb 20, 2013
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:	Aug 31, 2012	Not Applicable	Aug 31, 2017

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2.15	International Ship Security Certificate (ISSC):	Aug 31, 2012	Not Applicable	Aug 31, 2017
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Aug 31, 2012		Aug 31, 2017
2.17	International Air Pollution Prevention Certificate (IAPP):	Aug 31, 2012	Not Applicable	Aug 31, 2017

**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:	Greek	
3.2	Nationality of Officers:	Greek, Filipino	
3.3	Nationality of Crew:	Filipino, Greek	
3.4	If Officers/Crew employed by a Manning Agency - Full style:	<p>Officers: Bright Maritime Corporation 3rd Floor Emerald Building 24, Emerald Ave., Ortigas Center, Pasig City, PHILIPPINES Tel: +6326872577-81 Fax: +6326872583 Telex: Not Applicable Email: bright@philonline.com</p> <p>Crew: Bright Maritime Corporation 3rd Floor Emerald Building 24, Emerald Ave., Ortigas Center, Pasig City, PHILIPPINES Tel: +6326872577-81 Fax: +6326872583 Telex: Not Applicable Email: bright@philonline.com</p>	
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:	Yes	
4.2	If Yes, state whether winching or landing area provided:	Winching	

<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:	Yes	
5.2	Qualified individual (QI) - Full style:	<p>O'Brien's Response Management, Inc 186 PrincetoHightstown Rd., Bldg.3B West Windsor, NJ 08550 USA Tel: +1 985 781 0804 Fax: +1 985 781 0580 Telex: 49617361 OOPS UI Email: commandcenter@obriensrm.com</p>	
5.3	Oil Spill Response Organization (OSRO) -Full style:	<p>National Response Corporation (NRC) 3500 Sunrise Highway, Suite T103, Great River, NY 11739, USA Tel: +1 631 224 9141 Fax: +1 631 224 9086 Email: iocdo@nrcc.com</p>	
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	

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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: 41705.076 m3 (1W+4W+SLOPS) Seg#2: 43227.408 m3 (2W+5W) Seg#3: 42582.176 m3 (3W+6W)		
6.4	Total cubic capacity (98%, excluding slop tanks):	123,646.194 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	3,868.40 Cu. Metres		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:			
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?	39,975.10 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	35.42 %		
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:	3,000 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	9,000 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No N/A		
<b>Pumping Systems</b>				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	3	Vertical, Single stage, Double suction, Centrifugal	2800 M3/HR
	Stripping:	1	Vertical Duplex Double Acting ReciprocaTING pUMP	200 Cu. Metres/Hour
	Eductors:	1	High Pressure	800 Cu. Metres/Hour
	Ballast:	2	Vertical, Single Stage, Double Suction, Centrifugal	1,500 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:	3		
<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 Beam type		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	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	400 Millimetres	
<b>Venting</b>				
6.24	State what type of venting system is fitted:	INDEPENDENT HV P/V VALVES + COMMON FULL FLOW MAST RISER		
<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:	406.40 Millimetres		
6.28	What is the material of the manifold:	STEEL		

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<b>Manifold Arrangement</b>			
6.29	Distance between cargo manifold centers:	2,500 Millimetres	
6.30	Distance ships rail to manifold:	4,600 Millimetres	
6.31	Distance manifold to ships side:	4,600 Millimetres	
6.32	Top of rail to center of manifold:	700 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:	16.06 Metres	8.10 Metres
6.35	Number / size reducers:	3 x 400/300mm (16/12") 3 x 400/250mm (16/10") 3 x 400/200mm (16/8")	

<b>Stern Manifold</b>			
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?	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:	66.0 &deg;C / 150.8 &deg;F	57 &deg;C / 134.6 &deg;F

<b>Tank Coating</b>				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	Tar free epoxy	Deckhead and 0.5 meters below. Bottom and 0.5 meters above
	Ballast tanks:	Yes	Tar Free Modified Epoxy	Whole Tank
	Slop tanks:	Yes	Tar free epoxy	Whole Tank
6.43	If fitted, what type of anodes are used:	Zinc		

<b>7. INERT GAS AND CRUDE OIL WASHING</b>			
7.1	Is an Inert Gas System (IGS) fitted:	Yes	
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	Flue Gas	
7.3	Is a Crude Oil Washing (COW) installation fitted:	Yes	

<b>8. MOORING</b>						
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	34 Millimetres	IWRC Galvanized	220 Metres	74.40 Metric Tonnes
	Main deck fwd:	4	34 Millimetres	IWRC Galvanized	220 Metres	74.40 Metric Tonnes
	Main deck aft:	2	34 Millimetres	IWRC Galvanized	275 Metres	74.40 Metric Tonnes
	Poop deck:	6	34 Millimetres	IWRC Galvanized (2x220m/4x275m)	275 Metres	74.40 Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	80 Millimetres	Nylon	11 Metres	102 Metric Tonnes
	Main deck fwd:	4	80 Millimetres	Nylon	11 Metres	102 Metric Tonnes
	Main deck aft:	2	80 Millimetres	Nylon	11 Metres	102 Metric Tonnes
	Poop deck:	6	80 Millimetres	Nylon	11 Metres	102 Metric Tonnes
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	5	80 Millimetres	Mixed	220 Metres	110 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	5	80 Millimetres	MIXED	220 Metres	110 Metric Tonnes

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8.5	Mooring winches	No.	# Drums	Brake Capacity
	Forecastle:	2	Double Drums	44.50 Metric Tonnes
	Main deck fwd:	2	Double Drums	44.50 Metric Tonnes
	Main deck aft:	1	Double Drums	44.50 Metric Tonnes
	Poop deck:	3	Double Drums	44.50 Metric Tonnes
8.6	Mooring bitts	No.		SWL
	Forecastle:	4		
	Main deck fwd:	4		
	Main deck aft:	4		
	Poop deck:	4		
8.7	Closed chocks and/or fairleads of enclosed type	No.		SWL
	Forecastle:			
	Main deck fwd:			
	Main deck aft:			
	Poop deck:			
<b>Emergency Towing System</b>				
8.8	Type / SWL of Emergency Towing system forward:	2 x CLOSED CHOCKS 600x450, TONGUE TYPE, SWL:250T, A TOWING BRACKET, CHAFING CHAIN (DIA76MM x 8M APPROX)		250 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	PICK UP GEAR, TOWING WIRE, AIR MOTOR, STORAGE DRUM, SWL:200T		200 Metric Tonnes
<b>Anchors</b>				
8.10	Number of shackles on port cable:	13		
8.11	Number of shackles on starboard cable:	13		
<b>Escort Tug</b>				
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	200 Metric Tonnes	450 x 600	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:	76 Metric Tonnes		
<b>Bow/Stern Thruster</b>				
8.14	What is brake horse power of bow thruster (if fitted):	0 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)':	Yes		
8.17	Is vessel fitted with chain stopper(s):	Yes		
8.18	How many chain stopper(s) are fitted:	2		
8.19	State type of chain stopper(s) fitted:	TONGUE TYPE		
8.20	Safe Working Load (SWL) of chain stopper(s):	250 Metric Tonnes		
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	76 Millimetres		
8.22	Distance between the bow fairlead and chain stopper/bracket:	3,000 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:	Yes		
<b>Lifting Equipment</b>				
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 15 Tonnes, Center / Amidship		
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	7 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**

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<b>Engine Room</b>		
9.1	What type of fuel is used for main propulsion?	H.F.O. up to 700 cSt at 50 deg C
9.2	What type of fuel is used in the generating plant?	HFO or DMA 2cSt at 40 deg C to UFO up to 700cSt at 50 deg C
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	2,861.20 Cu. Metres      278.00 Cu. Metres 42.50 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch
<b>Insurance</b>		
9.5	P & I Club - Full Style:	GARD
9.6	P & I Club coverage - pollution liability coverage:	1000000000 US\$
<b>Port State Control</b>		
9.7	Date and place of last Port State Control inspection:	
9.8	Any outstanding deficiencies as reported by any Port State Control:	N/A
9.9	If yes, provide details:	N/A
<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, N/A Grounding: No, N/A Serious casualty: No, N/A Collision: No, N/A
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	New Building
<b>Vetting</b>		
9.12	Date/Place of last SIRE Inspection:	
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)*:  <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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