

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	01/09/2014	
1.2	Vessel's name:	ARZU	
1.3	IMO number:	8816340	
1.4	Vessel's previous name(s) and date(s) of change:	KATABAMI MARU/ 04/04/2008	
1.5	Date delivered:	24/11/1988	
1.6	Builder (where built):	IWAGI ZOSEN CO. LTD. JAPAN	
1.7	Flag:	MARSHALL ISLANDS	
1.8	Port of Registry:	MAJURO	
1.9	Call sign:	V7OU2	
1.10	Vessel's satcom phone number:	764611417	
	Vessel's fax number:	764611419	
	Vessel's telex number:		
	Vessel's email address:	Inc.453833074@maritel.net	
1.11	Type of vessel:	CRUDE OIL/PRODUCT CARRIER	
1.12	Type of hull:	DOUBLE HULL	
<b>Classification</b>			
1.13	Classification society:	GERMANISCHER LLOYD	
1.14	Class notation:	100 A5 Oil Tanker WITH Double Hull ESP T3D10  MC	
1.15	If Classification society changed, name of previous society:	Nippon Kaiji Kyokai	
1.16	If Classification society changed, date of change:	16 September 2008	
1.17	IMO type, if applicable:	N/A	
1.18	Does the vessel have ice class? If yes, state what level:	N/A	
1.19	Date / place of last dry-dock:	02/10/2013	Kuwait, U.A.E
1.20	Date next dry dock due	02/10/2016	
1.21	Date of last special survey / next survey due:	02/10/2013	15/09/2018
1.22	Date of last annual survey:	16/08/2012	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	NA	
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):	102.32Metres	
1.26	Length Between Perpendiculars (LBP):	96.00 Metres	
1.27	Extreme breadth (Beam):	16.00 Metres	
1.28	Moulded depth:	7.90 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	29.00 Metres	Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	53.00 Metres	Metres
1.31	Distance bridge front to center of manifold:	Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	22.75 Metres	22.75 Metres 29.25 Metres
	Aft to mid-point manifold:	12.68 Metres	17.3 Metres 17.55 Metres
	Parallel body length:	35.43Metres	40.05 Metres 46.80 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	Millimetres	13.6 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	26.74 Metres	N/A Metres
	Normal ballast:	25.15 Metres	N/A Metres
	At loaded summer deadweight:	22.49 Metres	N/A Metres
<b>Tonnages</b>			
1.35	Net Tonnage:	1368	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	3240	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	N/A	N/A

1.38	Panama Canal Net Tonnage (PCNT):				N/A
<b>Loadline Information</b>					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.400 Metres	6.510 Metres	5355 MT	7482 MT
	Winter:	1.530 Metres	6.370 Metres	5198 MT	7324 MT
	Tropical:	1.250 Metres	6.650 Metres	5600 MT	7726 MT
	Lightship:	5.640 Metres	2.260 Metres		2128 MT
	Normal Ballast Condition:	4.050 Metres	3.850 Metres	4063 MT	1937 MT
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:			AIDA SHIPMANAGEMENT ICC	
1.43	Technical operator - Full style:			ECONAV S.A. 6, SKOUZE STREET, 18536, PIRAEUS, GREECE TEL: +30 210 4295500 FAX: +30 210 4295511 Email: <a href="mailto:econav@econav.co">econav@econav.co</a>	
1.44	Commercial operator - Full style:			Oil Marketing & Trading International FZC Suite 14, Fujairah Free Zone, P.O. Box 5170, U.A.E Tel: +971 9 2281201 Fax: +971 9 2281202 Email: <a href="mailto:operations@oil-marketing.com">operations@oil-marketing.com</a> or <a href="mailto:bunkers@oil-marketing.com">bunkers@oil-marketing.com</a>	
1.45	Disponent owner - Full style:			N/A	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	03/12/2013	-	15/09/2018
2.2	Safety Radio Certificate:	03/12/2013	-	15/09/2018
2.3	Safety Construction Certificate:	03/12/2013	-	15/09/2018
2.4	Loadline Certificate:	03/12/2013	-	15/09/2018
2.5	International Oil Pollution Prevention Certificate (IOPPC):	03/12/2013	-	15/09/2018
2.6	Safety Management Certificate (SMC):	18/06/2014	-	17/12/2014
2.7	Document of Compliance (DOC):	18/06/2014	-	09/01/2017
2.8	USCG (specify: COC, LOC or COI): COC			
2.9	Civil Liability Convention Certificate (CLC):	16/01/2014		20/02/2015
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	16/01/2014		20/02/2015
2.11	U.S. Certificate of Financial Responsibility (COFR):			
2.12	Certificate of Fitness (Chemicals):	n/a		
2.13	Certificate of Fitness (Gas):	n/a		
2.14	Certificate of Class:	02/10/2013	-	15/09/2018
2.15	International Ship Security Certificate (ISSC):	18/06/2014	-	17/12/2014
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	03/12/2013		15/09/2018
2.17	International Air Pollution Prevention Certificate (IAPP):	03/12/2013	-	15/09/2018
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

3.	CREW MANAGEMENT
3.1	Nationality of Master: Filipino
3.2	Nationality of Officers: Filipino, Indonesian, Sri Lankan, Greek

3.3	Nationality of Crew:	Filipino, Indonesian, Sri Lankan
3.4	If Officers/Crew employed by a Manning Agency - Full style:	CROSSWORLD MARINE V.A. RUFINO STREET 110 7TH FLOOR STAGE HOUSE, LAGASPI VILLAGE, MAKATI CITY, PHILIPPINES TEL: +6327505268/FAX:+6328927242 E-MAIL: <a href="mailto:info@crossworldmarine.com">info@crossworldmarine.com</a>  THALINA SHIPPING CO LTD NO 46-3/1, HOSPITAL STR COLOMBO-01, SRI LANKA  ABM & CIRCLE NAVIGATION ADICIPITA BANGUIN MANDIRI, PT LINGGA DARMA BUILDING , JI. WARUNG BUNCIT RAYA NO. 17, JAKARTA SELATAN 12550 INDONESIA
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:	N/A
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):	1P 325.54 / 1S 325.61 2P 393.18 / 2S 390.86 3P 582.26 / 3S 584.32 4P 582.26 / 4S 581.50 5P 501.88 / 5S 500.84
6.4	Total cubic capacity (98%, excluding slop tanks):	4768.25 Cu. Metres
6.5	Slop tank(s) capacity (98%):	127.64 Cu. Metres
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	11.46 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?	1317.58 Cu. Metres
6.9	What percentage of SDWT can vessel maintain with SBT only:	29 %
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:	2
6.12	Maximum loading rate for homogenous cargo per manifold connection:	1500 Metres/Hour
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	3000 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	Capacity
	Cargo:	3	SCREW	1000 Cu.Metres/Hour
	Stripping:	1	SCREW	400 Cu. Metres/Hour
	Eductors:	0		Cu. Metres/Hour
	Ballast:	1	ELECTRIC MOTOR	500 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:	2		
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:	Floating / MMC		
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):	1	200 Millimetres	
<b>Venting</b>				
6.24	State what type of venting system is fitted:	MAST RISERS/ HIGH VELOCITY PV 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:	2		
6.27	What is the size of cargo connections:	12"		
6.28	What is the material of the manifold:	MILD STEEL		
<b>Manifold Arrangement</b>				
6.29	Distance between cargo manifold centers:	1800 Millimetres		
6.30	Distance ships rail to manifold:	2975 Millimetres		
6.31	Distance manifold to ships side:	Millimetres		
6.32	Top of rail to center of manifold:	Millimetres		
6.33	Distance main deck to center of manifold:	1020 Millimetres		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	5.0 Metres	2.4 Metres	
6.35	Number / size reducers:	3x 150/150 Millimetres 2x 150/200 Millimetres 2x 150/250 Millimetres 3x 150/100 Millimetres 1x 200/200 Millimetres		
<b>Stern Manifold</b>				
6.36	Is vessel fitted with a stern manifold:	NO		
6.37	If stern manifold fitted, state size:	N/A		
<b>Cargo Heating</b>				
6.38	Type of cargo heating system?	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		
6.41	Maximum temperature cargo can be loaded/maintained:	70.0 °C	70°C	
<b>Tank Coating</b>				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	Epoxy	1.5 Meter from Deck
	Ballast tanks:	Yes	Epoxy	Whole Tank
	Slop tanks:	Yes	Epoxy	1.5 Meter from Deck
6.43	If fitted, what type of anodes are used?	Zinc		

<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:	
7.3	Is a Crude Oil Washing (COW) installation fitted:	

<b>8.</b>	<b>MOORING</b>					
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:	4	55 Millimetres	MIXED	220 Metres	45 Metric Tonnes
	Main deck fwd:	N/A	Millimetres		Metres	
	Main deck aft:	N/A	Millimetres		Metres	Metric Tonnes
	Poop deck:	4	55 Millimetres	MIXED	220 Metres	45 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		Millimetres		Metres	Metric Tonnes
	Main deck fwd:		Millimetres		Metres	Metric Tonnes
	Main deck aft:		Millimetres		Metres	Metric Tonnes
	Poop deck:		Millimetres		Metres	Metric Tonnes
8.5	Mooring winches	No.			# Drums	Brake Capacity
	Forecastle:	2			Double Drums	43 Metric Tonnes Metric Tonnes
	Main deck fwd:					
	Main deck aft:					Metric Tonnes
	Poop deck:	2			Double Drums	43 Metric Tonnes
8.6	Mooring bitts				No.	SWL
	Forecastle:				4	40 Metric Tonnes
	Main deck fwd:					Metric Tonnes
	Main deck aft:					Metric Tonnes
	Poop deck:				4	40 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				6pcs closed type (fairleads) 6pcs single (fairleads)	28 Metric Tonnes
	Main deck fwd:					Metric Tonnes
	Main deck aft:					Metric Tonnes
	Poop deck:				4pcs closed type (fairleads) 2pcs chocks	28 Metric Tonnes

#### Emergency Towing System

8.8	Type / SWL of Emergency Towing system forward:	N/A	Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:		Metric Tonnes

#### Anchors

8.10	Number of shackles on port cable:	8
8.11	Number of shackles on starboard cable:	8

#### Escort Tug

8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	N/A
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8.13	What is SWL of bollard on poopdeck suitable for escort tug:		Metric Tonnes
<b>Bow/Stern Thruster</b>			
8.14	What is brake horse power of bow thruster (if fitted):	355BHP	
8.15	What is brake horse power of stern thruster (if fitted):	N/A	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)':		NA
8.17	Is vessel fitted with chain stopper(s):		
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:		
<b>Lifting Equipment</b>			
8.24	Derrick / Crane description (Number, SWL and location):	Crane 1 x 5 Tonnes /13 M (Main deck middle area)	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	5M	
<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
<b>9. MISCELLANEOUS</b>			
<b>Engine Room</b>			
9.1	What type of fuel is used for main propulsion?	IFO 180CST/ 380CST	
9.2	What type of fuel is used in the generating plant?	MGO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	165.38 Cu. Metres	57.56 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch propeller	
<b>Insurance</b>			
9.5	P & I Club - Full Style:	GARD AS	
9.6	P & I Club coverage - pollution liability coverage:	\$ 1 BILLION	
<b>Port State Control</b>			
9.7	Date and place of last Port State Control inspection:	25/09/2012, Fujairah	
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:		NO
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	LAST 3 CARGOES ALL FUEL OIL/OMTI/FUJAIRAH	
<b>Vetting</b>			
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)*:  * Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.		N/A