

1. VESSEL DESCRIPTION		
1.1	Date updated:	29/03/2017
1.2	Vessel's name:	ANAMARIA
1.3	IMO number:	9452256
1.4	Vessel's previous name(s) and date(s) of change:	N/A
1.5	Date delivered:	25 September 2009
1.6	Builder (where built):	Zhenjiang SOPO Shipbuilding Co. Ltd PRC / SP0507
1.7	Flag:	PANAMA
1.8	Port of Registry:	PANAMA
1.9	Call sign:	3ERB9
1.10	Vessel's satcom phone number:	00870773140647 / 00870756123869
	Vessel's fax number:	00870756123871
	Vessel's telex number:	437232314 / 437232315
	Vessel's email address:	anamaria@om-email.net Master.Anamaria@telaurus.net
1.11	Type of vessel:	Tanker for oil product & Chemical Type IMO-2
1.12	Type of hull:	Double hull
Classification		
1.13	Classification society:	BUREAU VERITAS
1.14	Class notation:	+HULL, +MACH Oil tanker ESP; Chemical tanker ESP Unrestricted navigation, +AUT-CCS; VCS Add notation: ABS RRDA
1.15	If Classification society changed, name of previous society:	ABS
1.16	If Classification society changed, date of change:	22/12/2014
1.17	IMO type, if applicable:	IMO 2
1.18	Does the vessel have ice class? If yes, state what level:	N/A
1.19	Date / place of last dry-dock:	22/12/2014 AT LAS PALMAS
1.20	Date next dry dock due	22/12/2017
1.21	Date of last special survey / next survey due:	22/12/2014 24/09/2019
1.22	Date of last annual survey:	24/03/2017
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	N/A
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
Dimensions		
1.25	Length Over All (LOA):	100.12m
1.26	Length Between Perpendiculars (LBP):	94.00m

1.27	Extreme breadth (Beam):	18.22m			
1.28	Moulded depth:	9.60m			
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	29.55m	NA		
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	50.30m	49.82m		
1.31	Distance bridge front to center of manifold:	22.29m			
1.32	Parallel body distances:	Lightship	Normal Ballast	Loaded (Summer DWT)	
	Forward to mid-point manifold:	19.50m	23.70	30.10	
	Aft to mid-point manifold:	20.70m	33.20	41.20	
	Parallel body length:	40.20m	56.40m	69.30m	
1.33	FWA at summer draft / TPC immersion at summer draft:	143mm	16.02 tons		
1.34	What is the max height of mast above waterline (air draft)				
	Lightship:	26.40m			
	Normal ballast:	25.00m			
	At loaded summer deadweight:	23.50m			
Tonnages					
1.35	Net Tonnage:	1681.0			
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	5031.0			
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	5519.38 / 4193.22			
1.38	Panama Canal Net Tonnage (PCNT):	4286.0			
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.111	6.513	6487.1	9162.2
	Winter:	3.246	6.378	6270.5	8945.6
	Tropical:	2.976	6.648	6704.4	9379.5
	Lightship:	7.317	2.295		2675.1
	Normal Ballast Condition:	5.444	4.180	2849.9	5525.0
1.40	Does vessel have multiple SDWT?	NO			
1.41	If yes, what is the maximum assigned deadweight?	N/A			
Ownership and Operation					
1.42	Registered owner - Full style:	CHEMSTAR ANAMARIA S.A. Trust company Complex, Ajeltake road, Ajeltake Island, p.p.box 1405-Majuro,MH 96960 Marshall Islands			
1.43	Technical operator - Full style:	Antares Shipmanagement S.A. Lemos International Center, 6 th floor , 25-29 Kameadou St., Kolonaki 10675, Athens Greece. Tel: +30-210-8986362 Fax: +30-210-8947324 E-mail: tank@antares.gr			

1.44	Commercial operator - Full style:	Antares Shipmanagement S.A. Lemos International Center, 6 th floor , 25-29 Kameadou St., Kolonaki 10675, Athens Greece. Tel: +30-210-8986362 Fax: +30-210-8947324 E-mail: tank@antares.gr		
1.45	Disponent owner - Full style:	N/A		
2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	21/01/2016		24/09/2019
2.2	Safety Radio Certificate:	21/01/2016		24/09/2019
2.3	Safety Construction Certificate:	21/01/2016		24/09/2019
2.4	Load line Certificate:	21/01/2016		24/09/2019
2.5	International Oil Pollution Prevention Certificate (IOPPC):	27/05/2016		24/09/2019
2.6	Safety Management Certificate (SMC):	27/10/2015		14/08/2020
2.7	Document of Compliance (DOC):	26/05/2015		05/04/2020
2.8	USCG (specify: COC, LOC or COI):	NO		
2.9	Civil Liability Convention Certificate (CLC):	20/02/2017		23/09/2017
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	20/02/2017		23/09/2017
2.11	U.S. Certificate of Financial Responsibility (COFR):	NO		
2.12	Certificate of Fitness (Chemicals):	21/01/2016		24/09/2019
2.13	Certificate of Fitness (Gas):	N/A		
2.14	Certificate of Class:	27/07/2015		24/09/2019
2.15	International Ship Security Certificate (ISSC):	17/11/2015		14/08/2020
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	04/05/2015		24/09/2019
2.17	International Air Pollution Prevention Certificate (IAPP):	21/01/2016		24/09/2019
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:			20/02/2018
3.	CREW MANAGEMENT			
3.1	Nationality of Master:	NO CREW DUE TO LAY-UP		
3.2	Nationality of Officers:	NO CREW DUE TO LAY-UP		
3.3	Nationality of Crew:	NO CREW DUE TO LAY-UP		
3.4	If Officers/Crew employed by a Manning Agency - Full style:	NO CREW DUE TO LAY-UP		

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:	NO	
4. HELICOPTERS			
4.1	Can the ship comply with the ICS Helicopter Guidelines:	NO	
4.2	If Yes, state whether winching or landing area provided:		
5. FOR USA CALLS			
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:	NA	
5.2	Qualified individual (QI) - Full style:	NA	
5.3	Oil Spill Response Organization (OSRO) -Full style:	NA	
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	NA	
6. CARGO AND BALLAST HANDLING			
Double Hull Vessels			
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	YES	
6.2	If Yes, is bulkhead solid or perforated:	SOLID	
Cargo Tank Capacities			
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	NO.1 P NO. 1 S NO. 2 P NO. 2 S NO. 3 P NO. 3 S NO. 4 P NO. 4 S NO. 5 P NO. 5 S NO. 6 P NO. 6 S SLOP P SLOP S	326.43 M3 322.32 M3 611.52 M3 611.52 M3 639.45 M3 639.45 M3 639.45 M3 639.45 M3 639.45 M3 639.45 M3 639.05 M3 639.94 M3 157.87 M3 161.99 M3
6.4	Total cubic capacity (98%, excluding slop tanks):	6987.48 M3	
6.5	Slop tank(s) capacity (98%):	P 157.87 m3 / S 161.99 m3	
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	
SBT Vessels			
6.8	What is total capacity of SBT?	2866.0	
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)	YES	
Cargo Handling			

6.11	How many grades/products can vessel load/discharge with double valve segregation:	Seven (7)		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	400 m3/h		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1400 m3/h		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	NO		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12	FRAMO SD 150-5DUHH107-B325-S	300 m3/h
		2	FRAMO SD 100-5DUHH28-B220-S	100 m3/h
	Stripping:	14	FRAMO PUMPS (as above)	7m3/h
	Eductors:	YES		50 m3/h
	Ballast:	2	200CWZ-15G	300 m3/h
6.16	How many cargo pumps can be run simultaneously at full capacity:	Four (4)		
Cargo Control Room				
6.17	Is ship fitted with a Cargo Control Room (CCR):	YES		
6.18	Can tank innage / ullage be read from the CCR:	YES		
Gauging and Sampling				
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		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	YES / All tanks		
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:	YES		
6.23	Number/size of VRS manifolds (per side):	2	150mm	
Venting				
6.24	State what type of venting system is fitted:	High velocity P/V valve settling press +0.2kg/cm2-0.035kg/cm2		
Cargo Manifolds				
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:	6/1 total 7		
6.27	What is the size of cargo connections:	6x200mm / 1x150mm		
6.28	What is the material of the manifold:	AISI 316L		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	800mm		
6.30	Distance ships rail to manifold:	2550mm		
6.31	Distance manifold to ships side:	2900mm		
6.32	Top of rail to center of manifold:	450mm		

6.33	Distance main deck to center of manifold:	1900mm				
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	6.69m	4.78m			
6.35	Number / size reducers:	<u>REDUCERS ON CARGO PIPE MANIFOLD:</u> P/S: 6"x10", 8"x6", 8"x10" ST/S: 6"x10", 8"x6", 8"x10" <u>SPARE REDUCERS:</u> 6"x3" = 1PCS (8 HOLE) 6"x4" = 2PCS (8 HOLE) 6"x4.5" = 1PCS (8 HOLE) 6"x10" = 3PCS (8 HOLE) 8"x5" = 1PCS (8 HOLE) 8"x10" = 4PCS (8 HOLE)				
Stern Manifold						
6.36	Is vessel fitted with a stern manifold:	NO				
6.37	If stern manifold fitted, state size:	N/A				
Cargo Heating						
6.38	Type of cargo heating system?	Circulation deck heaters for cargo tanks-Heating coils for slop tanks				
6.39	If fitted, are all tanks coiled?	YES / Slop Tanks				
6.40	If fitted, what is the material of the heating coils:	AISI 316L				
6.41	Maximum temperature cargo can be loaded/maintained:	44° - 66° Celsius	60° Celsius			
Tank Coating						
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent		
	Cargo tanks:	YES	Phenolic Epoxy	100%		
	Ballast tanks:	YES	Epoxy Mastic Coating High Solids	100%		
	Slop tanks:	YES	Phenolic Epoxy	100%		
6.43	If fitted, what type of anodes are used:	NO				
7. INERT GAS AND CRUDE OIL WASHING						
7.1	Is an Inert Gas System (IGS) fitted:	NO / 62 cyls x 50 ltrs each Nitrogen Bottles, ONLY				
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	Bottles NOT refilled on board / For padding ONLY when cargo tanks are full up to 95-98%				
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:	2	44mm	Polypropylene	200m	265KN
		2	44mm	40% Polyester-60% Polysteel	220m	375KN
	Main deck fwd:	2	44mm	Polypropylene	200m	265KN
	Main deck aft:	-				
	Poop deck:	2	44mm	Polypropylene	200m	265KN
		2	44mm	40% Polyester-60% Polysteel	220m	375KN
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	1	60mm	Polyamide	200mm	663KN
	Main deck fwd:	-				
	Main deck aft:	-				
	Poop deck:	-				
8.5	Mooring winches	No.	# Drums		Brake Capacity	
	Forecastle:	2	Dia. 650/1270 with split flange		208 KN	
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	Dia. 500/1200 with split flange		208 KN	
8.6	Mooring bitts	No.			SWL	
	Forecastle:	6			260KN	
	Main deck fwd:	2			260KN	
	Main deck aft:	2			260KN	
	Poop deck:	4			260KN	
8.7	Closed chocks and/or fairleads of enclosed type	No.			SWL	
	Forecastle:	7			(2X260KN)+(1x652KN)	
	Main deck fwd:	2			260KN	
	Main deck aft:	2			260KN	
	Poop deck:	7			260KN	
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:			Towing line	260KN	
8.9	Type / SWL of Emergency Towing system aft:			Towing line	260KN	
Anchors						
8.10	Number of shackles on port cable:					9
8.11	Number of shackles on starboard cable:					9

Escort Tug			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	260(KN) MT	260(KN) MT
8.13	What is SWL of bollard on poop deck suitable for escort tug:	411(KN) MT	
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	BHP	300KW
8.15	What is brake horse power of stern thruster (if fitted):	NA	NA
Single Point Mooring (SPM) Equipment			
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:	N/A	
8.19	State type of chain stopper(s) fitted:	N/A	
8.20	Safe Working Load (SWL) of chain stopper(s):	N/A	
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	N/A	
8.22	Distance between the bow fairlead and chain stopper/bracket:	N/A	
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	
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	1 x 2tons SWL + 1 x 1tons SWL	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	1x15m + 1x8m	
Ship To Ship Transfer (STS)			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or liquified Gas, as applicable):	YES	
9.	MISCELLANEOUS		
Engine Room			
9.1	What type of fuel is used for main propulsion?	HFO 180cst / HFO 380cst	
9.2	What type of fuel is used in the generating plant?	MDO/MGO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	292.80 m3	134.90 m3
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed	
Insurance			
9.5	P & I Club - Full Style:	Carina	
9.6	P & I Club coverage - pollution liability coverage:	YES / 500,000,000.00 USD	
Port State Control			
9.7	Date and place of last Port State Control inspection:	21 DEC 2016 / VLORE	
9.8	Any outstanding deficiencies as reported by any Port State Control:	NONE	
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:	NO	

9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	JET OIL / GAS OIL / GAS OIL TIME-CHARTERERS SVAROG / NUTEK / MARCAB
Vetting		
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)*: <i>*Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	N/A
Version 3 (INTERTANKO / Q88.com)		