

1. VESSEL DESCRIPTION		
1.1	Date updated:	29/03/2017
1.2	Vessel's name:	OANA
1.3	IMO number:	9405796
1.4	Vessel's previous name(s) and date(s) of change:	N/A
1.5	Date delivered:	28-July-2008
1.6	Builder (where built):	Zhenjiang SOPO Shipbuilding Co. Ltd PRC / SP0506
1.7	Flag:	PANAMA
1.8	Port of Registry:	PANAMA
1.9	Call sign:	3EHG5
1.10	Vessel's satcom phone number:	00870773140956
	Vessel's fax number:	N/A
	Vessel's telex number:	435430212 / 435430213
	Vessel's email address:	oana@om-email.net
1.11	Type of vessel:	Tanker, Oil & Chemical Carrier IMO Type 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:	02/11/2014
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:	18/07/2013 Istanbul
1.20	Date next dry dock due	27/07/2018
1.21	Date of last special survey / next survey due:	29/07/2013 27/07/2018
1.22	Date of last annual survey:	19/08/2016
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):	94.915m
1.27	Extreme breadth (Beam):	18.00m
1.28	Moulded depth:	9.60m

1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		29.50m	N/A	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		50.80m	49.32m	
1.31	Distance bridge front to center of manifold:		21.60m		
1.32	Parallel body distances:	Lightship	Normal Ballast	Loaded (Summer DWT)	
	Forward to mid-point manifold:	19.5m	23.7m	30.1m	
	Aft to mid-point manifold:	20.7m	33.2m	41.2m	
	Parallel body length:	40.20 mtr	56.4m	69.3m	
1.33	FWA at summer draft / TPC immersion at summer draft:		143mm	16.09 tons	
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast	
	Lightship:		26.4m	N/A	
	Normal ballast:		25.0m	N/A	
	At loaded summer deadweight:		23.5m	N/A	
Tonnages					
1.35	Net Tonnage:		1681.0		
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		5031.0 / NON APPLICABLE		
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		5519.38 / 4967.44		
1.38	Panama Canal Net Tonnage (PCNT):		4286.0		
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.111	6.513	6474.1	9162.2
	Winter:	3.246	6.378	6257.5	8954.6
	Tropical:	2.976	6.648	6691.4	9379.5
	Lightship:	7.464	2.160		2688.1
	Normal Ballast Condition:	5.018	4.594	3401.4	6214.3
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 OANA 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. 6 th Floor, Lemos International Center, 25-29 Kameadou St., 10675, Kolonaki, 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. 6 th Floor, Lemos International Center, 25-29 Kameadou St., 10675, Kolonaki, 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:	22/04/2015		27/07/2018
2.2	Safety Radio Certificate:	09/04/2015		27/07/2018
2.3	Safety Construction Certificate:	22/04/2015		27/07/2018
2.4	Load line Certificate:	09/04/2015		27/07/2018
2.5	International Oil Pollution Prevention Certificate (IOPPC):	20/06/2015		27/07/2018
2.6	Safety Management Certificate (SMC):	23/09/2016		22/03/2017
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):	23/09/2016		23/09/2017
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	23/09/2016		23/09/2017
2.11	U.S. Certificate of Financial Responsibility (COFR):	NO		
2.12	Certificate of Fitness (Chemicals):	09/04/2015		27/07/2018
2.13	Certificate of Fitness (Gas):	N/A		
2.14	Certificate of Class:	09/04/2015		27/07/2018
2.15	International Ship Security Certificate (ISSC):	23/09/2016		22/03/2017
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	09/04/2015		27/07/2018
2.17	International Air Pollution Prevention Certificate (IAPP):	09/04/2015		27/07/2018
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:	YES	
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:	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	
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 639.45 M3 639.05 M3 639.94 M3 157.87 M3 161.99 M3
6.4	Total cubic capacity (98%, excluding slop tanks):	12 TANKS / 6987.48 M3	
6.5	Slop tank(s) capacity (98%):	2 TANKS / 319.00 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?	2910.2	
6.9	What percentage of SDWT can vessel maintain with SBT only:	45%	

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:		Max 98% / Max SG = 1.54		
Pumping Systems					
6.15	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo:	12	FRAMO SD 150-5DUHH107-B325-S	300m3/h	110 m
		2	FRAMO SD 100-5DUHH28-B220-S	100m3/h	110 m
	Stripping:	14	FRAMO PUMPS (as above)		
	Ballast Eductors:	N/A			
	Ballast Pumps:	2	200CWZ-15G	300m3/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 Type		
6.21	Number of portable gauging units (example- MMC) on board:		Three (3)		
6.22	Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial:		YES / All tanks		
Vapor Emission Control					
6.23	Is a vapor return system (VRS) fitted:		YES		
6.24	Number/size of VRS manifolds (per side):		2	150mm	
Venting					
6.25	State what type of venting system is fitted		High velocity P/V valve settling press +20 KPa-3.5 KPa		
Cargo Manifolds					
6.26	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':		YES		
6.27	What is the number of cargo connections per side:		Six (6) + One (1)		
6.28	What is the size of cargo connections:		6 x 200 mm 1 x 150 mm		
6.29	What type of valves are fitted at manifold		GLOBE VALVE		
6.30	What is the material of the manifold:		ST.ST AISI 316L		
Manifold Arrangement					

6.31	Distance between cargo manifold centers:	800mm				
6.32	Distance ships rail to manifold:	3035mm				
6.33	Distance manifold to ships side:	3150mm				
6.34	Top of rail to center of manifold:	750mm				
6.35	Distance main deck to center of manifold:	1670mm				
6.36	Manifold height above the waterline in normal ballast / at SDWT condition:	6.69m	4.78m			
6.37	Number / size reducers:	1 – (10"x10") 5 – (10"x8") 5 – (10"x6") 2 – (8"x8") 10 – (8"x6") 2 – (6"x6") 2 – (4"x4") 1 – (4"x3")				
Stern Manifold						
6.38	Is vessel fitted with a stern manifold:	NO				
6.39	If stern manifold fitted, state size:	NO				
Cargo Heating						
6.40	Type of cargo heating system?	Deck heaters for cargo tanks – Heating coils for slop tanks (STEAM)				
6.41	If fitted, are all tanks coiled?	YES / Slop Tanks				
6.42	If fitted, what is the material of the heating coils:	ST.ST AISI 316L				
6.43	Maximum temperature cargo can be loaded/maintained:	44° Celsius – 66° Celsius	60° Celsius			
Tank Coating						
6.44	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%		
6.45	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	203mm	Polypropylene	220m	40T	
	Main deck fwd:	-					
	Main deck aft:	-					
	Poop deck:	2	152mm	Polypropylene	220m	38.2T	
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength	
	Forecastle:	4	152mm	Polypropylene	220m	30T	
	Main deck fwd:	-					
	Main deck aft:	-					
	Poop deck:	3	152mm	Polypropylene	220m	30T	
8.5	Mooring winches	No.	# Drums		Brake Capacity		
	Forecastle:	2	227JNY50A-00,pull 92kn, Speed 9m/min		31.1 tons Manual Tension Brake		
	Main deck fwd:	-					
	Main deck aft:	-					
	Poop deck:	2	227JNY50A-00,pull 92kn, Speed 9m/min		31.1 tons Manual Tension Brake		
8.6	Mooring bitts	No.	# Drums		SWL		
	Forecastle:	12			260KN		
	Main deck fwd:	4			260KN		
	Main deck aft:	4			260KN		
	Poop deck:	8			260KN		
8.7	Closed chocks and/or fairleads of enclosed type	No.	# Drums		SWL		
	Forecastle:	7			260KN		
	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:	Closed Chock / 260KN					
8.9	Type / SWL of Emergency Towing system aft:	Closed Chock / 260KN					
Anchors							
8.10	Number of shackles on port cable:	Nine (9)					
8.11	Number of shackles on starboard cable:	Nine (9)					
Escort Tug							

8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	Closed Chock / 260KN	
8.13	What is SWL of bollard on poop deck suitable for escort tug:	Closed Chock / 260KN	
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):	N/A	
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 2 tons SWL	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	1x15m	
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:	IFO 292.7 M3	MDO 135.0 M3
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Propeller	
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:	07 OCT 2016 / RAVENNA	
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:	NO	

9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	MOLASSES GASOLINE GASOLINE NEDMEL HAPCO / CRU GAS DJIBOUTI - RAVENNA HODEIDAH
Vetting		
9.12	Date/Place of last SIRE Inspection:	26/08/2012 / Derince / OMV
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
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