

1. VESSEL DESCRIPTION			
1.1	Date updated:	29/03/2017	
1.2	Vessel's name:	SOPHIA III	
1.3	IMO number:	9448891	
1.4	Vessel's previous name(s) and date(s) of change:	GANGA (20 MAY 2015) SOPHIA III (20 OCT 2014) SOPHIA (20 MAY 2015)	
1.5	Date delivered:	January 2009	
1.6	Builder (where built):	Zhenjiang SOPO Shipbuilding Co. Ltd PRC / SP09	
1.7	Flag:	PANAMA	
1.8	Port of Registry:	PANAMA	
1.9	Call sign:	3END4	
1.10	Vessel's satcom phone number:	00870773141125	
	Vessel's fax number:	N/A	
	Vessel's telex number:	463718477 / 463718478	
	Vessel's email address:	<a href="mailto:sophiaiii@om-email.net">sophiaiii@om-email.net</a>	
1.11	Type of vessel:	Product oil/Type 3(+2k) chemical carrier	
1.12	Type of hull:	Double hull	
Classification			
1.13	Classification society:	BUREAU VERITAS	
1.14	Class notation:	+A1 E Tanker for product oil& chemical, Type 3(+2K), ESP, F.P <60C+AMS, +ACC, VEC	
1.15	If Classification society changed, name of previous society:	LLOYD'S REGISTER / ABS	
1.16	If Classification society changed, date of change:	09/03/2017	
1.17	IMO type, if applicable:	IMO 3(+2K)	
1.18	Does the vessel have ice class? If yes, state what level:	N/A	
1.19	Date / place of last dry-dock:	09/06/2014 MALTA	
1.20	Date next dry dock due	09/06/2017	
1.21	Date of last special survey / next survey due:	10/04/2014	09/04/2019
1.22	Date of last annual survey:	09/03/2017	
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):	99.60m	
1.26	Length Between Perpendiculars (LBP):	94.00m	
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):		29.55m	N/A	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		50.30 m	41.80m	
1.31	Distance bridge front to center of manifold:		22.29m		
1.32	Parallel body distances:	Lightship	Normal Ballast	Loaded (Summer WDT)	
	Forward to mid-point manifold:	31.50m	26.60	23.40	
	Aft to mid-point manifold:	26.60m	37.10	44.20	
	Parallel body length:	58.10 mtr	63.70m	67.60m	
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)		Full Mast	Collapsed Mast	
	Lightship:		27.28m	N/A	
	Normal ballast:		25.36m	N/A	
	At loaded summer deadweight:		23.04m	N/A	
<b>Tonnages</b>					
1.35	Net Tonnage:		1686		
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		5034		
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		/ 4211.60		
1.38	Panama Canal Net Tonnage (PCNT):		/ 1686		
<b>Loadline Information</b>					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.111	6.513	6388.2	9158.4
	Winter:	3.246	6.378	6171.7	8941.9
	Tropical:	2.976	6.648	6605.5	9375.7
	Lightship:	7.354	2.270		2770.2
	Normal Ballast Condition:	5.434	4.190	2823.9	5603
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:	CHEMSTAR SOPHIA 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 <sup>th</sup> Floor, Lemos International Center, 25-29 Karneadou St., 10675, Kolonaki, Athens Greece. Tel: +30-210-8986362 Fax: +30-210-8947324 E-mail: tank@antares.gr			

1.44	Commercial operator - Full style:	AS ABOVE		
1.45	Disponent owner - Full style:	N/A		
<b>2.</b>	<b>CERTIFICATION</b>	<b>Issued</b>	<b>Last Annual or Intermediate</b>	<b>Expires</b>
2.1	Safety Equipment Certificate:	09/03/2017		09/04/2017
2.2	Safety Radio Certificate:	09/03/2017		09/04/2017
2.3	Safety Construction Certificate:	09/03/2017		09/04/2017
2.4	Load line Certificate:	09/03/2017		09/04/2017
2.5	International Oil Pollution Prevention Certificate (IOPPC):	09/03/2017		09/04/2017
2.6	Safety Management Certificate (SMC):	14/03/2017		12/09/2017
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):	08/11/2016		23/09/2017
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	08/11/2016		23/09/2017
2.11	U.S. Certificate of Financial Responsibility (COFR):	NO		
2.12	Certificate of Fitness (Chemicals):	09/03/2017		09/04/2017
2.13	Certificate of Fitness (Gas):	N/A		
2.14	Certificate of Class:	09/03/2017		09/04/2017
2.15	International Ship Security Certificate (ISSC):	14/03/2017		12/09/2017
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	09/03/2017		09/04/2017
2.17	International Air Pollution Prevention Certificate (IAPP):	09/03/2017		09/04/2017
<b>Documentation</b>				
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
<b>3.</b>	<b>CREW MANAGEMENT</b>			
3.1	Nationality of Master:	UKRAINIAN		
3.2	Nationality of Officers:	UKRAINIAN / GEORGIAN		
3.3	Nationality of Crew:	GEORGIAN		

3.4	If Officers/Crew employed by a Manning Agency - Full style:	<b>FREGATI MARITIME COMPANY</b> <b>104 PHARNAVAZ MEPHE STREET</b> <b>6020, BATUMI, GEORGIA</b> <b>TEL: 00995422272699 / 00995577420505</b> <b>E-MAIL: <a href="mailto:i.dumbadze@fregati.com">i.dumbadze@fregati.com</a></b>  <b>EXCELSIA SHIPPING (INDIA) PRIVATE LIMITED</b> <b>DYNASTY BUSINESS PARK</b> <b>A-WING, 2<sup>ND</sup> FLOOR, UNIT 203-A</b> <b>ANDHERI EAST, MUMBAI – 400 059, INDIA</b> <b>TEL: 00912240311111</b> <b>FAX: 00912261200308</b> <b>EMAIL: <a href="mailto:crewfleet-a@exclesiaships.com">crewfleet-a@exclesiaships.com</a></b>	
3.5	What is the common working language onboard:	<b>English</b>	
3.6	Do officers speak and understand English:	<b>YES</b>	
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:	<b>NO</b>	
<b>4. HELICOPTERS</b>			
4.1	Can the ship comply with the ICS Helicopter Guidelines:	<b>NO</b>	
4.2	If Yes, state whether winching or landing area provided:		
<b>5. 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:	<b>NA</b>	
5.2	Qualified individual (QI) - Full style:	<b>NA</b>	
5.3	Oil Spill Response Organization (OSRO) -Full style:	<b>NA</b>	
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	<b>NA</b>	
<b>6. CARGO AND BALLAST HANDLING</b>			
<b>Double Hull Vessels</b>			
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	<b>YES</b>	
6.2	If Yes, is bulkhead solid or perforated:	<b>Perforated</b>	
<b>Cargo Tank Capacities</b>			
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	<b>NO.1 (P+S) 649.05 M3</b> <b>NO.2 (P+S) 1223.04 M3</b> <b>NO.3 (P+S) 1279.29 M3</b> <b>NO.4 (P+S) 1279.29 M3</b> <b>NO.5 (P+S) 1279.29 M3</b> <b>NO.6 (P+S) 1279.19 M3</b> <b>SLOP (P+S) 320.17 M3</b>	
6.4	Total cubic capacity (98%, excluding slop tanks):	<b>6989.15 M3</b>	
6.5	Slop tank(s) capacity (98%):	<b>320.17 M3</b>	

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		
<b>SBT Vessels</b>				
6.8	What is total capacity of SBT?	2895		
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		
<b>Cargo Handling</b>				
6.11	How many grades/products can vessel load/discharge with double valve segregation:	Three (3)		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	450 m3/h		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	800 m3/h		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Max cargo density. 1.54 T/M3		
<b>Pumping Systems</b>				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	2	W8-4ZK-144Z3	750 m3/h
		1	W7T.2ZK-112Z1	300 m3/h
	Stripping:	14	Marflex MD5	7m3/h
	Eductors:	1	YES	
Ballast:	2	200CWZ1-15	300m3/h	
6.16	How many cargo pumps can be run simultaneously at full capacity:	Three (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 Type		
6.21	Are overflow (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):	2	8"	
<b>Venting</b>				
6.24	State what type of venting system is fitted:	PV valves, individual venting each tank, as well as common		
<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:	<b>Three con. per side 2 (14"x10") 1 (8"X 8")</b>				
6.27	What is the size of cargo connections:	<b>AS ABOVE</b>				
6.28	What is the material of the manifold:	<b>Mild steel</b>				
<b>Manifold Arrangement</b>						
6.29	Distance between cargo manifold centers:	<b>1.50m</b>				
6.30	Distance ships rail to manifold:	<b>2.70m</b>				
6.31	Distance manifold to ships side:	<b>2.75M</b>				
6.32	Top of rail to center of manifold:	<b>0.6M</b>				
6.33	Distance main deck to center of manifold:	<b>1.80m</b>				
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	<b>7.14m</b>	<b>5.15m</b>			
6.35	Number / size reducers:	<b>4 - (14"x12")  4 - (14"x10")  4 - (14"x8")  2 - (10"x8")</b>				
<b>Stern Manifold</b>						
6.36	Is vessel fitted with a stern manifold:	<b>NO</b>				
6.37	If stern manifold fitted, state size:	<b>NO</b>				
<b>Cargo Heating</b>						
6.38	Type of cargo heating system?	<b>Heating coils /steam</b>				
6.39	If fitted, are all tanks coiled?	<b>YES</b>				
6.40	If fitted, what is the material of the heating coils:	<b>Acid resistant stainless steel (AISI 316L)</b>				
6.41	Maximum temperature cargo can be loaded/maintained:	<b>70° Celsius</b>	<b>60° Celsius</b>			
<b>Tank Coating</b>						
6.42	Are cargo, ballast and slop tanks coated?	<b>Coated</b>	<b>Type</b>	<b>To What Extent</b>		
	Cargo tanks:	<b>YES</b>	<b>Phenolic Epoxy</b>	<b>100%</b>		
	Ballast tanks:	<b>YES</b>	<b>Modified epoxy</b>	<b>100%</b>		
	Slop tanks:	<b>YES</b>	<b>Phenolic epoxy</b>	<b>100%</b>		
6.43	If fitted, what type of anodes are used:	<b>NO</b>				
<b>7. INERT GAS AND CRUDE OIL WASHING</b>						
7.1	Is an Inert Gas System (IGS) fitted:	<b>NO / 62 cyls x 50 ltrs each Nitrogen Bottles, ONLY</b>				
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	<b>Bottles NOT refilled on board / For padding ONLY when cargo tanks are full up to 95-98%</b>				
7.3	Is a Crude Oil Washing (COW) installation fitted:	<b>NO</b>				
<b>8. 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:	-				
	Main deck fwd:	5	44mm	Mixed Rope	220m	36 MT
	Main deck aft:	5	44mm	Mixed rope	220m	36 MT
	Poop deck:	-				
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	-				
	Main deck fwd:	-				
	Main deck aft:	-				
	Poop deck:	1	60mm	polyamide	220m	663.2KN
8.5	Mooring winches	No.	# Drums		Brake Capacity	
	Forecastle:	2	Dia. 650/1270 with split flange		156 KN	
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	Dia. 500/1200 with split flange		156 KN	
8.6	Mooring bitts	No.	SWL			
	Forecastle:	4	2X260KN/ 2X411KN			
	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	1X652KN/6X260KN			
	Main deck fwd:	2	260KN			
	Main deck aft:	2	260KN			
	Poop deck:	7	260KN			
<b>Emergency Towing System</b>						
8.8	Type / SWL of Emergency Towing system forward:	Towing line			652KN	
8.9	Type / SWL of Emergency Towing system aft:					
<b>Anchors</b>						
8.10	Number of shackles on port cable:				9	
8.11	Number of shackles on starboard cable:				9	
<b>Escort Tug</b>						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	260KN			1X360mm 2X310mm	
8.13	What is SWL of bollard on poop deck suitable for escort tug:				260KN	

<b>Bow/Stern Thruster</b>			
8.14	What is brake horse power of bow thruster (if fitted):	<b>BHP</b>	<b>250KW</b>
8.15	What is brake horse power of stern thruster (if fitted):	<b>NA</b>	
<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)':	<b>N/A</b>	
8.17	Is vessel fitted with chain stopper(s):	<b>N/A</b>	
8.18	How many chain stopper(s) are fitted:	<b>N/A</b>	
8.19	State type of chain stopper(s) fitted:	<b>N/A</b>	
8.20	Safe Working Load (SWL) of chain stopper(s):	<b>N/A</b>	
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	<b>N/A</b>	
8.22	Distance between the bow fairlead and chain stopper/bracket:	<b>N/A</b>	
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>N/A</b>	
<b>Lifting Equipment</b>			
8.24	Derrick / Crane description (Number, SWL and location):	<b>1 x 2tons main deck 1 x 1ton aft port side</b>	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	<b>1x15m cargo hose 1x 8m provision crane</b>	
<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 liquified Gas, as applicable):	<b>YES</b>	
<b>9.</b>	<b>MISCELLANEOUS</b>		
<b>Engine Room</b>			
9.1	What type of fuel is used for main propulsion?	<b>HFO 180cst / HFO 380cst</b>	
9.2	What type of fuel is used in the generating plant?	<b>MDO/MGO</b>	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	<b>293.1M3</b>	<b>130.9M3</b>
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	<b>Fixed</b>	
<b>Insurance</b>			
9.5	P & I Club - Full Style:	<b>CARINA</b>	
9.6	P & I Club coverage - pollution liability coverage:	<b>YES / 500,000,000.00 USD</b>	
<b>Port State Control</b>			
9.7	Date and place of last Port State Control inspection:	<b>17 AUG 2016 / PORT HARCOURT</b>	
9.8	Any outstanding deficiencies as reported by any Port State Control:	<b>NONE</b>	
9.9	If yes, provide details:		
<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:	<b>NO</b>	

9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	<p>GAS OIL  GAS OIL  GRUDE PALM OIL</p> <p>PETRA ENERGY S.A.</p> <p>GLENCORE ENERGY UK LTD</p> <p>ANVASH INDUSTRIES GHANA LTD</p>
<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)*:  <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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