

1.	VESSEL DESCRIPTION		
1.1	Date updated:	June 01, 2011	
1.2	Vessel's name:	Galissas	
1.3	IMO number:	9397781	
1.4	Vessel's previous name(s) and date(s) of change:	-	
1.5	Date delivered:	Dec 01, 2008	
1.6	Builder (where built):	SPP SHIPBUILDING CO., LTD.	
1.7	Flag:	Panama	
1.8	Port of Registry:	PANAMA	
1.9	Call sign:	3FYJ9	
1.10	Vessel's satcom phone number:	764 885 577	
	Vessel's fax number:	764 885 579	
	Vessel's telex number:	437 086 310	
	Vessel's email address:	MASTER@GALISSAS.BSMFLEET.COM	
1.11	Type of vessel:	Oil / Chemical (IMO III)	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	American Bureau of Shipping	
1.14	Class notation:	*A1, CHEMICAL CARRIER, OIL CARRIER, E, *AMS, *ACCU, VEC-L, TCM, AB-CM, CSR, RES	
1.15	If Classification society changed, name of previous society:	N/A	
1.16	If Classification society changed, date of change:	N/A	
1.17	IMO type, if applicable:	3	
1.18	Does the vessel have ice class? If yes, state what level:	N/A	
1.19	Date / place of last dry-dock:	N/A	Newbuilding
1.20	Date next dry dock due	December 2011	
1.21	Date of last special survey / next survey due:	N/A	Dec 01, 2013
1.22	Date of last annual survey:	N/A	
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):	183.094 Metres	
1.26	Length Between Perpendiculars (LBP):	175.54 Metres	
1.27	Extreme breadth (Beam):	32.20 Metres	
1.28	Moulded depth:	19.128 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	47.82 Metres	N/A
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	92.65 Metres	90.35 Metres
1.31	Distance bridge front to center of manifold:	56.85 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	39.26 Metres	43.18 Metres
	Aft to mid-point manifold:	32.05 Metres	47.48 Metres
	Parallel body length:	58.40 Metres	90.92 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	293 Millimetres	52.68 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	44.29 Metres	0 Metres
	Normal ballast:	39.54 Metres	0 Metres
	At loaded summer deadweight:	33.92 Metres	0 Metres
Tonnages			
1.35	Net Tonnage:	13,429	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	29,832	22,914
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	30,970.87	29,647.58

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1.38	Panama Canal Net Tonnage (PCNT):	24,763			
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.052 Metres	13.07 Metres	50,121 Metric Tonnes	60,971 Metric Tonnes
	Winter:	6.324 Metres	12.776 Metres	48,706 Metric Tonnes	59,556 Metric Tonnes
	Tropical:	5.78 Metres	13.32 Metres	51,537 Metric Tonnes	62,387 Metric Tonnes
	Lightship:	16.38 Metres	2.718 Metres		10,832 Metric Tonnes
	Normal Ballast Condition:	10.98 Metres	7.50 Metres	21,642 Metric Tonnes	32,492 Metric Tonnes
1.40	Does vessel have multiple SDWT?	Yes			
1.41	If yes, what is the maximum assigned deadweight?	50,057 Metric Tonnes			
Ownership and Operation					
1.42	Registered owner - Full style:	GALISSAS TRADING SA C/O Benetech, 48 Possidonos Avenue,166 75 Glyfada, Greece Tel: +30-210 89 81 190 Fax: +30-21096 80 965 Email: mail@benetech.gr Web: www.Benetech.gr			
1.43	Technical operator - Full style:	BERNHARD SCHULTE SHIPMANAGEMENT (HELLAS) SPLLC 6-8 KIFISIAS AV.,151 25 MARIOUSI - ATHENS - GREECE Tel: +30 210 6930330 Fax: +30 210 6930333 Email: GR-SDC-MAN@BS- SHIPMANAGEMENT.COM Company IMO#: 5280724			
1.44	Commercial operator - Full style:	Benetech 48 Possidonos Avenue, 166 75 Glyfada, Greece Tel: +30-210 89 81 190 Fax: +30-21096 80 965 Email: mail@benetech.gr Web: www.Benetech.gr			
1.45	Disponent owner - Full style:	N/A			

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Apr 17, 2010	Feb 05, 2011	Nov 30, 2013
2.2	Safety Radio Certificate:	Dec 01, 2008	Feb 05, 2011	Nov 30, 2013
2.3	Safety Construction Certificate:	Dec 01, 2008	Feb 05, 2011	Nov 30, 2013
2.4	Loadline Certificate:	Mar 16, 2009	Feb 05, 2011	Nov 30, 2013
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Dec 01, 2008	Feb 05, 2011	Nov 30, 2013
2.6	Safety Management Certificate (SMC):	Jun 12, 2009	N/A	May 24, 2014
2.7	Document of Compliance (DOC):	Feb 22, 2010	N/A	Aug 01, 2012
2.8	USCG (specify: COC, LOC or COI): LOC	Apr 14, 2010	Apr 14, 2010	Apr 14, 2012
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 2011		Feb 20, 2012
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 20, 2011		Feb 20, 2012
2.11	U.S. Certificate of Financial Responsibility (COFR):	Apr 01, 2011		Mar 31, 2012
2.12	Certificate of Fitness (Chemicals):	Dec 01, 2008	Feb 05, 2011	Nov 30, 2013
2.13	Certificate of Fitness (Gas):	N/A		
2.14	Certificate of Class:	Mar 26, 2009	Feb 05, 2011	Nov 30, 2013

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2.15	International Ship Security Certificate (ISSC):	Jun 17, 2009	N/A	May 25, 2014
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Dec 01, 2008		Nov 30, 2013
2.17	International Air Pollution Prevention Certificate (IAPP):	Dec 01, 2008	Feb 05, 2011	Nov 30, 2013

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

3.	CREW MANAGEMENT		
3.1	Nationality of Master:	Latvian	
3.2	Nationality of Officers:	Latvian, Russian, Georgian, Filipino	
3.3	Nationality of Crew:	MYANMAR, FILIPINO	
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: BERNHARD SCHULTE SHIPMANAGEMENT (HELLAS) SPLLC. 6-8 KIFISIAS AV., 151 25 MAROUSI - ATHENS - GREECE Tel: +30 210 6930330 Fax: +30 210 6930333 Telex: Not Applicable Email: GR-SDC-MAN@BS- SHIPMANAGEMENT.COM Crew: Same as above.	
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	

4.	HELICOPTERS		
4.1	Can the ship comply with the ICS Helicopter Guidelines:	Yes	
4.2	If Yes, state whether winching or landing area provided:	Winching	

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:	Yes	
5.2	Qualified individual (QI) - Full style:	O'BRIEN'S RESPONSE MANAGEMENT INC. New Jersey Office 103 MORGAN LANE, SUITE 103 Plainsboro, NJ 08536, USA Telephone: +1-609-275-9600 (During Normal Business Hours, Monday - Friday) Facsimile: +1-609-275-9444 Email: commancenter@obriensrm.com	
5.3	Oil Spill Response Organization (OSRO) -Full style:	National Response Corporation 3500 Sunrise Highway, Suite 103 Great River, New York 11739 USA Phone: 631 224-9141 ext. 134 Mobile: 631 627-9709 Fax: 631 224-9126 Email: bbell@nrcc.com	
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	Yes	

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:	Corrugated Solid	
Cargo Tank Capacities			

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6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	No.1 COT (P) 3075.089, No.1 COT (S) 3073.39, No.2 COT (P) 4622.60, No.2 COT (S) 4611.058, No.3 COT (P) 4714.583, No.3 COT (S) 4695.728, No.4 COT (P) 4711.197, No.4 COT (S) 4698.474, No.5 COT (P) 4714.901, No.5 COT (S) 4697.429, No.6 COT (P) 4265.505, No.6 COT (S) 4246.932 All above are in cubic meters.		
6.4	Total cubic capacity (98%, excluding slop tanks):	52,126.30 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	1,399.89 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		
SBT Vessels				
6.8	What is total capacity of SBT?	23,031.075 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	46 %		
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:	7		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	760 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	4,890 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	14	submerged FRAMO	12 x 600 M3/h 2 x 300 M3/h 1x150 M3/h(portable)
	Stripping:		N/A	
	Eductors:		N/A	
	Ballast:	2	submerged FRAMO	750 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:	6		
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:	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	300 Millimetres	
Venting				
6.24	State what type of venting system is fitted:	PV VALVES + MAST RISER		
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:	7		
6.27	What is the size of cargo connections:	350 Millimetres		
6.28	What is the material of the manifold:	STAINLESS STEEL		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	2,000 Millimetres		

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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:	900 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:	13.08 Metres	8.14 Metres
6.35	Number / size reducers:	12 x 350/400mm (14/16") 2 x 200/400mm (8/16") 6 x 350/300mm (14/12") 6 x 350/250mm (14/10") 6 x 350/200mm (14/8")	

Stern Manifold

6.36	Is vessel fitted with a stern manifold:	No	
6.37	If stern manifold fitted, state size:		

Cargo Heating

6.38	Type of cargo heating system?	Bottom 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:	66 degC / 150 deg F	66 deg C / 150 deg F

Tank Coating

6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	PURE EPOXY	Whole Tank
	Ballast tanks:	Yes	PURE EPOXY	Whole Tank
	Slop tanks:	Yes	PURE EPOXY	Whole Tank
6.43	If fitted, what type of anodes are used:	ZINK ANODES		

7. INERT GAS AND CRUDE OIL WASHING

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:	Inert gas generator
7.3	Is a Crude Oil Washing (COW) installation fitted:	Yes

8. MOORING

8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:			Not Applicable		
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:			Not Applicable		
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:			Not Applicable		
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:			Not Applicable		
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	60 Millimetres	POLY-PRO	250 Metres	67 Metric Tonnes
	Main deck fwd:	2	60 Millimetres	POLY-PRO	250 Metres	67 Metric Tonnes
	Main deck aft:	2	60 Millimetres	POLY-PRO	250 Metres	67 Metric Tonnes
	Poop deck:	4	60 Millimetres	POLY-PRO	250 Metres	67 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	1	60 Millimetres	25% Polyester 75% Polysteel	220 Metres	67 Metric Tonnes
	Main deck fwd:	1	56 Millimetres	Polidacron Wall	110 Metres	
	Main deck aft:	1	56 Millimetres	Not Applicable	110 Metres	
	Poop deck:	1	60 Millimetres	25% Polyester 75% Polysteel	220 Metres	67 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double Drums	54 Metric Tonnes

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	Main deck fwd:	1	Double Drums	54 Metric Tonnes
	Main deck aft:	1	Double Drums	54 Metric Tonnes
	Poop deck:	2	Double Drums	54 Metric Tonnes
8.6	Mooring bitts		No.	SWL
		Forecastle:	6	64 Metric Tonnes
		Main deck fwd:	4	54 Metric Tonnes
		Main deck aft:	4	54 Metric Tonnes
		Poop deck:	6	54 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type		No.	SWL
		Forecastle:	6	51 Metric Tonnes
		Main deck fwd:	8	64 Metric Tonnes
		Main deck aft:	6	51 Metric Tonnes
		Poop deck:	8	64 Metric Tonnes

Emergency Towing System

8.8	Type / SWL of Emergency Towing system forward:	CHAFEE CHAIN	200 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	STRONG POINT	200 Metric Tonnes

Anchors

8.10	Number of shackles on port cable:	11
8.11	Number of shackles on starboard cable:	11

Escort Tug

8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	67 Metric Tonnes	600 x 400
8.13	What is SWL of bollard on poopdeck suitable for escort tug:	200 Metric Tonnes	

Bow/Stern Thruster

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

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)':	Yes
8.17	Is vessel fitted with chain stopper(s):	Yes
8.18	How many chain stopper(s) are fitted:	1
8.19	State type of chain stopper(s) fitted:	Rodgug
8.20	Safe Working Load (SWL) of chain stopper(s):	200 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:	3,500 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 Not Applicable

Lifting Equipment

8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 10 Tonnes, Center - midships
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	10 Metres

Ship To Ship Transfer (STS)

8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):	Yes
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9. MISCELLANEOUS
Engine Room

9.1	What type of fuel is used for main propulsion?	IFO 380cst / MDO	
9.2	What type of fuel is used in the generating plant?	IFO 380cst / MDO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1,327.90 Cu. Metres	114.80 Cu. Metres 59.70 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	

Insurance

9.5	P & I Club - Full Style:	NORTH OF ENGLAND Baltic Place, South Shore Road, Gateshead, Tyne & Wear, NE8 3BA UK
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		Tel: +44 191 2325221 Fax: +44 191 2610540
9.6	P & I Club coverage - pollution liability coverage:	1,000,000,000 US\$
Port State Control		
9.7	Date and place of last Port State Control inspection:	Contact Owners for details.
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:	Pollution: N/A, n/a Grounding: N/A , n/a Serious casualty: No , Collision: N/A , n/a
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Contact Owners for details.
Vetting		
9.12	Date/Place of last SIRE Inspection:	Contact Owners for details.
9.13	Date/Place of last CDI Inspection:	Contact Owners for details.
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>	Contact Owners for details.

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