

1.	VESSEL DESCRIPTION	
1.1	Date updated:	Mar 04, 2011
1.2	Vessel's name:	Jelita
1.3	IMO number:	8521268
1.4	Vessel's previous name(s) and date(s) of change:	Alexandros (Mekhanik Yuryev (Alkyonis (Not Applicable)
1.5	Date delivered:	Mar 26, 1987
1.6	Builder (where built):	KANDA SHIPBUILDING CO.LTD.KURE,JAPAN
1.7	Flag:	Indonesia
1.8	Port of Registry:	Batam
1.9	Call sign:	PNAA
1.10	Vessel's satcom phone number:	+881677714771
	Vessel's fax number:	+870 764642992
	Vessel's telex number:	+870 435310612
	Vessel's email address:	master.jelita@rapidomail5.com
1.11	Type of vessel:	Oil Tanker
1.12	Type of hull:	Single Hull

Classification		
1.13	Classification society:	Lloyds Register
1.14	Class notation:	+100A1,OIL TANKER OR MOLASSES IN CARGO TANKS, SG 1.45 OR MAX TANK FILLING DEPTH 92 WITH CARGO SG 1.53,ESP +LMC UMC,IGS
1.15	If Classification society changed, name of previous society:	American Bureau of Shipping
1.16	If Classification society changed, date of change:	May 01, 1995
1.17	IMO type, if applicable:	N/A
1.18	Does the vessel have ice class? If yes, state what level:	N/A , Not Applicable
1.19	Date / place of last dry-dock:	May 20, 2010 KEPPEL SINGAPORE
1.20	Date next dry dock due	Jun 12, 2012
1.21	Date of last special survey / next survey due:	Jun 13, 2007 Jun 12, 2012
1.22	Date of last annual survey:	Jun 30, 2010
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	2
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?	Yes Jun 12, 2012

Dimensions		
1.25	Length Over All (LOA):	170 m
1.26	Length Between Perpendiculars (LBP):	160 m
1.27	Extreme breadth (Beam):	26.04 m
1.28	Moulded depth:	14.6 m
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	43.25 m m
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	85.75 m 84.25 m
1.31	Distance bridge front to center of manifold:	42.1 m
1.32	Parallel body distances:	Lightship Normal Ballast Summer Dwt
	Forward to mid-point manifold:	45 m 47 m 50 m
	Aft to mid-point manifold:	35 m 37 m 40 m
	Parallel body length:	80 m 84 m 90 m
1.33	FWA at summer draft / TPC immersion at summer draft:	246 mm 37.9 MT
1.34	What is the max height of mast above waterline (air draft)	Full Mast Collapsed Mast
	Lightship:	40.680 m 0.000 m
	Normal ballast:	40.680 m 0.000 m
	At loaded summer deadweight:	32.445 m 0.000 m

Tonnages		
1.35	Net Tonnage:	11799
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	17501
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	18754 15260.29
1.38	Panama Canal Net Tonnage (PCNT):	18879.04

Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.829 m	10.805 m	29990 MT	37270 MT
	Winter:	3.054 m	10.58 m	29137.16 MT	36417.16 MT
	Tropical:	2.604 m	11.03 m	30845.13 MT	38125 MT
	Lightship:	11.064 m	2.57 m		7280 MT
	Normal Ballast Condition:	10.15 m	2.57 m	7200 MT	14500 MT
1.40	Does vessel have multiple SDWT?	N/A			
1.41	If yes, what is the maximum assigned deadweight?	MT			

Ownership and Operation	
1.42	Registered owner - Full style:
	PT. JELITA MARITIME Wisma Raharja, 7th Floor, Jl. TB Simatupang Kav. 1 Cilandak Timur - Jakarta 12560 - Indonesia Tel: +62 21 788 35 002 Fax: +62 21 788 35 004 Telex: Not Applicable Email: Not Applicable
1.43	Technical operator - Full style:
	OSM Ship Management, Asia 91 Bencoolen Street #03-02/03, Sunshine Plaza, Singapore 189652 Tel: +65-62212533 Fax: +65-62213713 Email: osm.sin@osm.no Web: www.osm.no
1.44	Commercial operator - Full style:
	BENETECH SA 48, POSIDONOS AVE.,166 75 GLYFADA, ATHENS,GREECE Tel: +30 210 8981190 Fax: +30 210 9680965 Email: mail@benetech.gr

1.45	Disponent owner - Full style:			
2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Jun 20, 2008	Jun 30, 2010	Jun 12, 2012
2.2	Safety Radio Certificate:	Jun 19, 2008	Jun 30, 2010	Jun 12, 2012
2.3	Safety Construction Certificate:	Jun 30, 2007	Jun 30, 2010	Jun 12, 2012
2.4	Loadline Certificate:	Jun 30, 2007	May 04, 2010	Jun 12, 2012
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jun 30, 2007	Jun 30, 2010	Jun 12, 2012
2.6	Safety Management Certificate (SMC):	Mar 05, 2010	Mar 05, 2010	Mar 05, 2013
2.7	Document of Compliance (DOC):	Oct 17, 2009		Oct 16, 2014
2.8	USCG (specify: COC, LOC or COI):			
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):	Not Applicable		
2.12	Certificate of Fitness (Chemicals):	Not Applicable		
2.13	Certificate of Fitness (Gas):	Not Applicable		
2.14	Certificate of Class:	Jun 13, 2007	Jun 30, 2010	Jun 12, 2012
2.15	International Ship Security Certificate (ISSC):	Mar 03, 2010	Mar 03, 2010	Mar 03, 2013
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Nov 11, 2009		Nov 10, 2012
2.17	International Air Pollution Prevention Certificate (IAPP):	Nov 16, 2009		Nov 10, 2011
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:		Indonesian	
3.2	Nationality of Officers:		INDONESIAN	
3.3	Nationality of Crew:		INDONESIAN	
3.4	If Officers/Crew employed by a Manning Agency - Full style:		Officers: OSM Crew Management, Asia OSM Maritime Services Ltd. Unit 3403, 118 Connaught Road, West, Hong Kong, China Tel: +852 29 15 28 66 Fax: +852 23 17 69 98 Email: osmhc@osm.no Crew: OSM Crew Management, Asia OSM Maritime Services Ltd. Unit 3403, 118 Connaught Road, West, Hong Kong, China Tel: +852 29 15 28 66 Fax: +852 23 17 69 98 Email: osmhc@osm.no	
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:		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:		N/A	
5.2	Qualified individual (QI) - Full style:			
5.3	Oil Spill Response Organization (OSRO) -Full style:			
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:		No	
6.2	If Yes, is bulkhead solid or perforated:			
Cargo Tank Capacities				
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):			
6.4	Total cubic capacity (98%, excluding slop tanks):			34875.8 m3
6.5	Slop tank(s) capacity (98%):			1704.38 m3
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:			m3
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?			5771 m3
6.9	What percentage of SDWT can vessel maintain with SBT only:			19 %
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:		3	
6.12	Maximum loading rate for homogenous cargo per manifold connection:			3000 m3/hr
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:			3000 m3/hr
6.14	Are there any cargo tank filling restrictions. If yes, please specify:		Yes SG 1.45 MAX TANK FILLING DEPTH 92% WITH CARGO SG 1.53	
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	3 1	Screw Reciprocating	1000 M3/HR 120 M3/HR
	Stripping:	1	Reciprocating	200 m3/hr
	Eductors:			m3/hr

	Ballast:		1	Screw		1000 m3/hr
6.16	How many cargo pumps can be run simultaneously at full capacity:					
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:				Floating	
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):				1	mm
Venting						
6.24	State what type of venting system is fitted:				HIGH VELOCITY	
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:				3	
6.27	What is the size of cargo connections:				300 mm	
6.28	What is the material of the manifold:				STEEL	
Manifold Arrangement						
6.29	Distance between cargo manifold centers:				1400 mm	
6.30	Distance ships rail to manifold:				4600 mm	
6.31	Distance manifold to ships side:				4800 mm	
6.32	Top of rail to center of manifold:				900 mm	
6.33	Distance main deck to center of manifold:				2000 mm	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:				11.5 m	5.83 m
6.35	Number / size reducers:				4 x 300/350mm (12/14") 4 x 300/300mm (12/12") 4 x 300/250mm (12/10") 4 x 300/200mm (12/8") 2 x 150/200mm (6/8")	
Stern Manifold						
6.36	Is vessel fitted with a stern manifold:				Yes	
6.37	If stern manifold fitted, state size:				300 mm	
Cargo Heating						
6.38	Type of cargo heating system?				Steel 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:				45.0 °C / 113.0 °F	25 °C / 77 °F
Tank Coating						
6.42	Are cargo, ballast and slop tanks coated?		Coated	Type	To What Extent	
	Cargo tanks:		Yes	EPOXY	Whole Tank	
	Ballast tanks:		Yes	MODIFIED EPOXY	Whole Tank	
	Slop tanks:		N/A			
6.43	If fitted, what type of anodes are used:				ZINC	
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:				Flue Gas	
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:		mm		m	MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:		mm		m	MT
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm		m	MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:		mm		m	MT
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	64 mm	POLYESTER	220 m	81.6 MT
	Main deck fwd:	2	64 mm	POLYESTER	220 m	55 MT
	Main deck aft:	2	64 mm	POLYESTER	220 m	55 MT
	Poop deck:	4	64 mm	POLYESTER	220 m	64 MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	64 mm	POLYESTER	220 m	55 MT
	Main deck fwd:	2	72 mm	POLYESTER	220 m	89.1 MT
	Main deck aft:	1	56 mm	MIXED	220 m	64 MT
	Poop deck:	3	64 mm	MIXED	220 m	81.6 MT
8.5	Mooring winches		No.	# Drums		Brake Capacity
	Forecastle:		2	Single Drum		29 MT
	Main deck fwd:		1	Double Drums		29 MT
	Main deck aft:		0			9 MT
	Poop deck:		2	Double Drums		29 MT
8.6	Mooring bits		No.			SWL

	Forecastle:	6		25 MT
	Main deck fwd:	2		25 MT
	Main deck aft:	2		25 MT
	Poop deck:	6		25 MT
8.7	Closed chocks and/or fairleads of enclosed type	No.		SWL
	Forecastle:	6		MT
	Main deck fwd:	2		MT
	Main deck aft:	2		MT
	Poop deck:	6		MT
Emergency Towing System				
8.8	Type / SWL of Emergency Towing system forward:	HERACLES		102 MT
8.9	Type / SWL of Emergency Towing system aft:	HERMES		102 MT
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:		102 MT	400 Millimetres
8.13	What is SWL of bollard on poopdeck suitable for escort tug:			39 MT
Bow/Stern Thruster				
8.14	What is brake horse power of bow thruster (if fitted):		bhp	0 Kw
8.15	What is brake horse power of stern thruster (if fitted):		bhp	0 Kw
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)':		No	
8.17	Is vessel fitted with chain stopper(s):		No	
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):			MT
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:			mm
8.22	Distance between the bow fairlead and chain stopper/bracket:			mm
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:			
Lifting Equipment				
8.24	Derrick / Crane description (Number, SWL and location):		Derricks: 2 x 10 Tonnes, Cranes: 4 x 3 Tonnes	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:			2 m
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	
9. MISCELLANEOUS				
Engine Room				
9.1	What type of fuel is used for main propulsion?		IFO 180 CST	
9.2	What type of fuel is used in the generating plant?		MDO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:		1436.29 m3	214.76 m3 0 m3
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 NORTH OF ENGLAND P&I ASSOCIATION LIMITED Tel: +441912321221 Fax: +441912610540 Email: generald@nepia.com	
9.6	P & I Club coverage - pollution liability coverage:		1000000000 US\$	
Port State Control				
9.7	Date and place of last Port State Control inspection:		/	
9.8	Any outstanding deficiencies as reported by any Port State Control:		No	
9.9	If yes, provide details:		NON	
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: No , Grounding: No , Serious casualty: No , Collision: No ,	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):		Contact owner for details	
Vetting				
9.12	Date/Place of last SIRE Inspection:			
9.13	Date/Place of last CDI Inspection:			
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 owner for details.	