

1. VESSEL DESCRIPTION	
1.1	Date updated: Apr 21, 2010
1.2	Vessel's name: Soley-1
1.3	IMO number: 9428073
1.4	Vessel's previous name(s) and date(s) of change: Not Applicable
1.5	Date delivered: Sep 16, 2009
1.6	Builder (where built): Soli Shipyard
1.7	Flag: Malta
1.8	Port of Registry: VALLETTA
1.9	Call sign: 9HZG9
1.10	Vessel's satcom phone number: INM-C(#1): 424973810; INM-C(#2): 424973811; F77DATA64: 600994237; F77DATA56: 600994238; F77 SPEECH: 600994239; F77AUDIO31: 600994240; F77IPDSDATA: 600994241; F77DTL4.8: 764944043; F77DTL4.8: 764944043; F77DFAX9.6: 764944045
	Vessel's fax number: + 870 764944045
	Vessel's telex number: Not Applicable
	Vessel's email address: soley-1@amosconnect.com
1.11	Type of vessel: Chemical
1.12	Type of hull: Double Hull

Classification	
1.13	Classification society: Bureau Veritas
1.14	Class notation: I,+HULL,+MACH,OIL TANKER/CHEMICAL TANKER-ESP,UNRESTRICTED NAVIGATION,+AUT UMS,VCS,ICE CLASS 1A,CLEAN SHIP,IG,INWATERSURVEY,MON-SHAFT,SYS-IBS
1.15	If Classification society changed, name of previous society: N/A
1.16	If Classification society changed, date of change: Not Applicable
1.17	IMO type, if applicable: 2
1.18	Does the vessel have ice class? If yes, state what level: Yes , ICE-IA
1.19	Date / place of last dry-dock: Not Applicable
1.20	Date next dry dock due: Sep 15, 2014
1.21	Date of last special survey / next survey due: Not Applicable
1.22	Date of last annual survey: Not Applicable
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:
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): 149.95 M
1.26	Length Between Perpendiculars (LBP): 142.80 M
1.27	Extreme breadth (Beam): 23.4 M
1.28	Moulded depth: 13.05 M
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): 39.65 M
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM): 71.05 M
1.31	Distance bridge front to center of manifold: 52.4 M
1.32	Parallel body distances: Lightship Normal Ballast Summer Dwt
	Forward to mid-point manifold: 20.7 M 25.5 M 28.6 M
	Aft to mid-point manifold: 29.9 M 38.56 M 49.2 M
	Parallel body length: 50.6 M 64.06 M 77.8 M
1.33	FWA at summer draft / TPC immersion at summer draft: 213 MM 30.93 MT
1.34	What is the max height of mast above waterline (air draft) Full Mast Collapsed Mast
	Lightship: 36.880 M 32.000 M
	Normal ballast: 33.220 M 28.340 M
	At loaded summer deadweight: 29.740 M 24.860 M

Tonnages	
1.35	Net Tonnage: 6361
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable): 13472 11049
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): 14233.53 12488.45
1.38	Panama Canal Net Tonnage (PCNT): 11311

Loadline Information	
1.39	Loadline Freeboard Draft Deadweight Displacement
	Summer: 3.162 M 9.91 M 19991.1 MT 26314 MT
	Winter: 3.37 M 9.7 M 19354.8 MT 25677.7 MT
	Tropical: 2.956 M 10.121 M 20629.9 MT 26952.8 MT
	Lightship: 10.27 M 2.77 M 6322.9 MT
	Normal Ballast Condition: 6.64 M 6.43 M 9881.7 MT 16204.6 MT
1.40	Does vessel have multiple SDWT? No
1.41	If yes, what is the maximum assigned deadweight? MT

Ownership and Operation	
1.42	Registered owner - Full style: SOLEY-1 MARITIME AND TRADING LTD. 13/16 VINCENTI BLDGS., STRAIT STREET, VALLETTA, MALTA Tel: + 90 2165453555 Fax: + 90 2165453565 Telex: Not Applicable Email: gabi@solli.com.tr; info@nakkas.com.tr
1.43	Technical operator - Full style: NAKKAS SHIPPING & TRADING CO. LTD. MECIDIYE MAH. ISMAIL PASA, SOK. NO. 37/A, KOSUYOLU-KADIKOY 34718, ISTANBUL, TURKEY Tel: + 90 2165453561 Fax: + 90 2623414284 Telex: 29139 nash tr Email: info@nakkas.com.tr Company IMO#: 1754129
1.44	Commercial operator - Full style: NAVIG8 CHEMICALS ASIA PTE. LTD. THREE TEMASEK AVENUE, #25-01 CENTENNIAL TOWER, SINGAPORE 039190 Tel: + 65 66 220024 Fax: + 65 66220099 Telex: Not Applicable

1.45 Disponent owner - Full style:

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Nov 10, 2009	Not Applicable	Sep 16, 2014
2.2	Safety Radio Certificate:	Nov 10, 2009	Not Applicable	Sep 16, 2014
2.3	Safety Construction Certificate:	Nov 10, 2009	Not Applicable	Sep 16, 2014
2.4	Loadline Certificate:	Nov 10, 2009	Not Applicable	Sep 16, 2014
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Nov 10, 2009	Not Applicable	Sep 16, 2014
2.6	Safety Management Certificate (SMC):	Mar 29, 2010	Not Applicable	Sep 28, 2010
2.7	Document of Compliance (DOC):	Mar 08, 2010	Not Applicable	Mar 07, 2011
2.8	USCG (specify: COC, LOC or COI):			
2.9	Civil Liability Convention Certificate (CLC):	Mar 27, 2010		Feb 20, 2011
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Mar 27, 2010		Feb 20, 2011
2.11	U.S. Certificate of Financial Responsibility (COFR):	Apr 16, 2010		Apr 30, 2011
2.12	Certificate of Fitness (Chemicals):	Nov 10, 2009	Not Applicable	Sep 16, 2014
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Nov 10, 2009	Not Applicable	Sep 16, 2014
2.15	International Ship Security Certificate (ISSC):	Mar 29, 2010	Not Applicable	Sep 28, 2010
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Nov 10, 2009		Sep 16, 2014
2.17	International Air Pollution Prevention Certificate (IAPP):	Nov 10, 2009	Not Applicable	Sep 16, 2014

**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:	Romania
3.2	Nationality of Officers:	ROMANIAN
3.3	Nationality of Crew:	ROMANIAN
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: TOP SHIPPING SERVICES SRL B-DUL TOMIS, NR.320, BL.M4, SC.F, AP.101, ZIP CODE 900436, CONSTANTA, ROMANIA Tel: + 40 341144705 Fax: + 40 341144705 Telex: Not Applicable Email: office@topshipping.eu Crew: TOP SHIPPING SERVICES SRL B-DUL TOMIS, NR.320, BL.M4, SC.F, AP.101, ZIP CODE 900436, CONSTANTA, ROMANIA Tel: + 40 341144705 Fax: + 40 341144705 Telex: Not Applicable Email: office@topshipping.eu
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:	Yes
5.2	Qualified individual (QI) - Full style:	PATRIOT MARITIME COMPLIANCE 1320 WILLOW PASS RD. SUITE 485 CONCORD - CALIFORNIA 94520 USA Tel: + 1 925 296 1990 Fax: + 1 925 781 203 0017 Telex: 6737750 Email: pmc@qsmhq.com Web: www.patriot-ships.com
5.3	Oil Spill Response Organization (OSRO) -Full style:	NATIONAL RESPONSE CORPORATION 3500 SUNRISE HWY STE. T103 GREAT RIVER NY 11739 USA Tel: + 1 631 224 9141 Fax: + 1 631 224 9082 Email: iocdo@nrcc.com Web: www.nrcc.com
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	No

**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):	20916 M3
6.5	Slop tank(s) capacity (98%):	711 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?	8266 M3
6.9	What percentage of SDWT can vessel maintain with SBT only:	41.3 %

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:			16		
6.12	Maximum loading rate for homogenous cargo per manifold connection:			450 M3/HR		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:			2000 M3/HR		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:			Yes 98%		
<b>Pumping Systems</b>						
6.15	Pumps:	No.	Type	Capacity		
	Cargo:	14 2	FRAMO SD 150 FRAMO SD 100	350 M3/HR 120 M3/HR		
	Stripping:		N/A	M3/HR		
	Eductors:		N/A	M3/HR		
	Ballast:	2	FRAMO SP 200	500 M3/HR		
6.16	How many cargo pumps can be run simultaneously at full capacity:			6		
<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		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:			All Tnks		
<b>Vapor Emission Control</b>						
6.22	Is a vapor return system (VRS) fitted:			Yes		
6.23	Number/size of VRS manifolds (per side):			2 150 MM		
<b>Venting</b>						
6.24	State what type of venting system is fitted:			HIGH VELOCITY PV VALVES		
<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:			17		
6.27	What is the size of cargo connections:			150 MM		
6.28	What is the material of the manifold:			STAINLESS STEEL		
<b>Manifold Arrangement</b>						
6.29	Distance between cargo manifold centers:			1016 MM		
6.30	Distance ships rail to manifold:			4970 MM		
6.31	Distance manifold to ships side:			5100 MM		
6.32	Top of rail to center of manifold:			1399 MM		
6.33	Distance main deck to center of manifold:			2409 MM		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:			9.041 M 5.556 M		
6.35	Number / size reducers:			1 x 300/250mm (12/10") 2 x 300/200mm (12/8") 1 x 250/150mm (10/6") 3 x 200/150mm (8/6") 1 x 300/150mm (12/6")		
<b>Stern Manifold</b>						
6.36	Is vessel fitted with a stern manifold:			Yes		
6.37	If stern manifold fitted, state size:			300 MM		
<b>Cargo Heating</b>						
6.38	Type of cargo heating system?			Water-Glycol		
6.39	If fitted, are all tanks coiled?			No		
6.40	If fitted, what is the material of the heating coils:					
6.41	Maximum temperature cargo can be loaded/maintained:			80.0 °C / 176.0 °F 65 °C / 149 °F		
<b>Tank Coating</b>						
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent		
	Cargo tanks:	Yes	MarineLine	Whole Tank		
	Ballast tanks:	Yes	EPOXY	Whole Tank		
	Slop tanks:	Yes	MarineLine	Whole Tank		
6.43	If fitted, what type of anodes are used:			Not Applicable		
<b>7. INERT GAS AND CRUDE OIL WASHING</b>						
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:			IG Generator		
7.3	Is a Crude Oil Washing (COW) installation fitted:			N/A		
<b>8. MOORING</b>						
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		MM	Not Applicable	M	MT
	Main deck fwd:		MM	Not Applicable	M	MT
	Main deck aft:		MM	Not Applicable	M	MT
	Poop deck:		MM	Not Applicable	M	MT
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		MM	Not Applicable	M	MT
	Main deck fwd:		MM	Not Applicable	M	MT
	Main deck aft:		MM	Not Applicable	M	MT
	Poop deck:		MM	Not Applicable	M	MT
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	44 MM	60% POLYSTEEL+ 40% POLYESTER	220 M	38.8 MT

	Main deck fwd:	1	44 MM	60% POLYSTEEL+ 40% POLYESTER	220 M	38.8 MT
	Main deck aft:	1	44 MM	60% POLYSTEEL+ 40% POLYESTER	220 M	38.8 MT
	Poop deck:	4	44 MM	60% POLYSTEEL+ 40% POLYESTER	220 M	38.8 MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		MM	Not Applicable	M	MT
	Main deck fwd:		MM	Not Applicable	M	MT
	Main deck aft:		MM	Not Applicable	M	MT
	Poop deck:		MM	Not Applicable	M	MT
8.5	Mooring winches		No.		# Drums	Brake Capacity
	Forecastle:		2		Double Drums	34.3 MT
	Main deck fwd:		1		Single Drum	34.3 MT
	Main deck aft:		1		Single Drum	34.3 MT
	Poop deck:		2		Double Drums	34.3 MT
8.6	Mooring bits		No.			SWL
	Forecastle:		7			12 MT
	Main deck fwd:		6			12 MT
	Main deck aft:		4			12 MT
	Poop deck:		7			12 MT
8.7	Closed chocks and/or fairleads of enclosed type		No.			SWL
	Forecastle:		3			64 MT
	Main deck fwd:		2			64 MT
	Main deck aft:		2			64 MT
	Poop deck:		3			64 MT
<b>Emergency Towing System</b>						
8.8	Type / SWL of Emergency Towing system forward:			Not Applicable		MT
8.9	Type / SWL of Emergency Towing system aft:			Not Applicable		MT
<b>Anchors</b>						
8.10	Number of shackles on port cable:				10	
8.11	Number of shackles on starboard cable:				11	
<b>Escort Tug</b>						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				20 MT	Not Applicable
8.13	What is SWL of bollard on poopdeck suitable for escort tug:					12 MT
<b>Bow/Stern Thruster</b>						
8.14	What is brake horse power of bow thruster (if fitted):				1005 BHP	749.42 KW
8.15	What is brake horse power of stern thruster (if fitted):				BHP	0 KW
<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)':				N/A	
8.17	Is vessel fitted with chain stopper(s):				N/A	
8.18	How many chain stopper(s) are fitted:					
8.19	State type of chain stopper(s) fitted:			Not Applicable		
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:				N/A Not Applicable	
<b>Lifting Equipment</b>						
8.24	Derrick / Crane description (Number, SWL and location):				Cranes: 1 x 10 Tonnes Crane Located Center (manifold area)	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:					3.5 M
<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 Liquefied Gas, as applicable):				Yes	
<b>9. MISCELLANEOUS</b>						
<b>Engine Room</b>						
9.1	What type of fuel is used for main propulsion?			HFO 380 CST		
9.2	What type of fuel is used in the generating plant?			HFO 380 CST		
9.3	Capacity of bunker tanks - IFO and MDO/MGO:				893.4 M3	182.7 M3 0 M3
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?			Controllable Pitch		
<b>Insurance</b>						
9.5	P & I Club - Full Style:			SKULD Thistle House 4, Burnaby Street, Hamilton HM 11, Bermuda /// Club Managers: Assuranceforeningen SKULD (Gjensidig), Ruselokkvn.26, 0251 Oslo - Norway /// Mailing address: P.O. Box, 1376 Vika, N-0114 Oslo - Norway Tel: +47 22 00 22 00 Fax: +47 22 42 42 22 Email: osl@skuld.com		
9.6	P & I Club coverage - pollution liability coverage:			1000000000 US\$		
<b>Port State Control</b>						
9.7	Date and place of last Port State Control inspection:				N/A / N/A	
9.8	Any outstanding deficiencies as reported by any Port State Control:				No	
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:			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		
<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>	