

1. VESSEL DESCRIPTION			
1.1	Date updated:		Jun 17, 2010
1.2	Vessel's name:		Nordic Saturn
1.3	IMO number:		9167198
1.4	Vessel's previous name(s) and date(s) of change:		Sabine (Nov 07, 2005)
1.5	Date delivered:		Aug 12, 1998
1.6	Builder (where built):		Daewoo Heavy Industries
1.7	Flag:		Marshall Island
1.8	Port of Registry:		Majuro
1.9	Call sign:		V7BI3
1.10	Vessel's satcom phone number:		353 831 810
	Vessel's fax number:		353 831 820
	Vessel's telex number:		353 831 840
	Vessel's email address:		master.nosa@vsl.vships.no
1.11	Type of vessel:		
1.12	Type of hull:		Double Hull
Classification			
1.13	Classification society:		Det Norske Veritas
1.14	Class notation:		+1A1 Tanker For Oil, ESP, EO, CCO, W1-OC, LCS (DIS), VCB-2B, CSA-1
1.15	If Classification society changed, name of previous society:		
1.16	If Classification society changed, date of change:		Not Applicable
1.17	IMO type, if applicable:		
1.18	Does the vessel have ice class? If yes, state what level:		No ,
1.19	Date / place of last dry-dock:		Apr 17, 2008Singapore
1.20	Date next dry dock due		Apr 18, 2013
1.21	Date of last special survey / next survey due:		Apr 17, 2008Apr 18, 2013
1.22	Date of last annual survey:		Aug 06, 2009
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		0
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):		274 M
1.26	Length Between Perpendiculars (LBP):		264 M
1.27	Extreme breadth (Beam):		48 M
1.28	Moulded depth:		23.2 M
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		50.29 MM
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		134.02 M140.05 M
1.31	Distance bridge front to center of manifold:		94.2 M
1.32	Parallel body distances:		LightshipNormal BallastSummer Dwt
	Forward to mid-point manifold:	64.5 M	73 M73 M
	Aft to mid-point manifold:	29.5 M	51.2 M67 M
	Parallel body length:	94 M	124.2 M140 M
1.33	FWA at summer draft / TPC immersion at summer draft:		369 MM117.1 MT
1.34	What is the max height of mast above waterline (air draft)		Full MastCollapsed Mast
	Lightship:		47.864 M0.000 M
	Normal ballast:		42.750 M0.000 M
	At loaded summer deadweight:		33.470 M0.000 M
Tonnages			

1.35	Net Tonnage:			49488	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):			81565	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):			81244.23	73130.15
1.38	Panama Canal Net Tonnage (PCNT):			0	
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	5.419 M	16.82 M	157332 MT	180021 MT
	Winter:	5.769 M	16.47 M	153221 MT	175910 MT
	Tropical:	5.069 M	17.17 M	161443 MT	184132 MT
	Lightship:	20.774 M	2.426 M		22689.13 MT
	Normal Ballast Condition:	14.69 M	7.54 M	52227 MT	74836 MT
1.40	Does vessel have multiple SDWT?			Yes	
1.41	If yes, what is the maximum assigned deadweight?			157332 MT	
Ownership and Operation					
1.42	Registered owner - Full style:			Nordic American Tankers Reid House,31 Church Street,Hamilton HM 12,BERMUDA Tel: +1 441 292 7202 Fax: +1 441 292 5962	
1.43	Technical operator - Full style:			V.Ships Norway AS KARENSLYST ALLE 8B,0278 PO Box 394 Skyen, Oslo, NORWAY Tel: +47 23 25 10 00 Fax: +47 22 50 29 34 Email: vetting@vships.no	
1.44	Commercial operator - Full style:			Gemini Tankers LLC Gemini Tankers LLC c/o V.SHIPS UK Ltd., THE SKYPARK, 8 ELLIOT PLACE, GLASGOW, G3 8EP, SCOTLAND Tel: +44 141 243 2435 Fax: +44 141 243 2436 Telex: 776311 VSHIPS G Email: gemini@geminitankers.com	
1.45	Disponent owner - Full style:			GEMINI TANKERS LLCAs agents to OwnersFrontline Chartering Services Inc Bryggegate 3 Oslo Norway 0250 Tel: +47 23 11 4080 Email: Crude@geminitankers.com	
2. CERTIFICATION					
		Issued	Last Annual or Intermediate		Expires
2.1	Safety Equipment Certificate:	Oct 08, 2008	Aug 06, 2009		Aug 31, 2013
2.2	Safety Radio Certificate:	Oct 14, 2008	Aug 06, 2009		Aug 31, 2013
2.3	Safety Construction Certificate:	Oct 08, 2008	Aug 06, 2009		Aug 31, 2013
2.4	Loadline Certificate:	Oct 08, 2008	Aug 06, 2009		Aug 31, 2013
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Feb 18, 2009	Aug 06, 2009		Aug 31, 2013
2.6	Safety Management Certificate (SMC):	Mar 03, 2010	Not Applicable		Sep 13, 2012
2.7	Document of Compliance (DOC):	Feb 10, 2010	Mar 17, 2010		Mar 24, 2014
2.8	USCG (specify: COC, LOC or COI): COC	Oct 04, 2006			Oct 04, 2008
2.9	Civil Liability Convention Certificate (CLC):	Feb 17, 2010			Feb 20, 2011
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 17, 2010			Feb 20, 2011
2.11	U.S. Certificate of Financial Responsibility (COFR):	May 04, 2009			May 04, 2012
2.12	Certificate of Fitness (Chemicals):				Not Applicable
2.13	Certificate of Fitness (Gas):	Not Applicable			
2.14	Certificate of Class:	Sep 05, 2008	Aug 06, 2009		Aug 31, 2013
2.15	International Ship Security Certificate (ISSC):	Mar 03, 2010			Sep 13, 2012

2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Sep 11, 2008		Aug 31, 2013
2.17	International Air Pollution Prevention Certificate (IAPP):	Sep 16, 2008	Aug 06, 2009	Aug 31, 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:	Russia		
3.2	Nationality of Officers:	Russian		
3.3	Nationality of Crew:	Philipino / Russian / Ukranian		
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Baltic Group Int BGI Novorossiysk Tel: + 7-8617-71-00-27 Fax: + 7 -8617-71-00-87 Crew: POMI Manila 1535 M.Adriatico St.Ermita Manila Philipines Tel: + 632 521 35 21 Fax: + 632 523 18 96 Email: apomi@attglobal.net		
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:	Landing		
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 Oil Pollution Service Tel: + 1 985 781 0804 Fax: + 1 985 781 0580 Email: oops-usa@oopsusa.com		
5.3	Oil Spill Response Organization (OSRO) -Full style:	NRC 3500 Sunrise Highway Suite T 103 Great River New York 11739 Tel: + 1 6312 249 141 Fax: +1 6312 249 082		
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:	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):	Seg #1: 54441.6 m3 (1P,1S,4P,4S,SL/P,SL/S) Seg #2: 59088.2 m3 (2P,2S,5P,5S) Seg #3: 56350.6 m3 (3P,3S,6P,6S)		
6.4	Total cubic capacity (98%, excluding slop tanks):	166684 M3		
6.5	Slop tank(s) capacity (98%):	3196.8 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?	54542.1 M3		
6.9	What percentage of SDWT can vessel maintain with SBT only:	36 %		
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:	4800 M3/HR		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	14400 M3/HR		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	3	Centrifugal	3700 M3/HR
	Stripping:	1	Reciprocating	200 M3/HR
	Eductors:	1		650 M3/HR
	Ballast:	2	Centrifugal	2700 M3/HR
6.16	How many cargo pumps can be run simultaneously at full capacity:	3		
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:	Other (Specify)		
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	500 MM	
Venting				
6.24	State what type of venting system is fitted:	Common Line		
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:	550 MM		
6.28	What is the material of the manifold:	ANSI STEEL		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	2500 MM		
6.30	Distance ships rail to manifold:	4500 MM		
6.31	Distance manifold to ships side:	4670 MM		
6.32	Top of rail to center of manifold:	700 MM		
6.33	Distance main deck to center of manifold:	2100 MM		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	17.788 M	9.171 M	
6.35	Number / size reducers:	6 x 550/400mm (22/16") 3 x 550/300mm (22/12") 3 x 550/250mm (22/10") 3 x 550/200mm (22/8") 2 x 550/150mm (22/6")		
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:	No		
6.37	If stern manifold fitted, state size:	0 MM		
Cargo Heating				
6.38	Type of cargo heating system?	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:				60.0 °C / 140.0 °F	60 °C / 140 °F
Tank Coating						
6.42	Are cargo, ballast and slop tanks coated?			Coated	Type	To What Extent
	Cargo tanks:			Yes	EPOXY	Other
	Ballast tanks:			Yes		Whole Tank
	Slop tanks:					Bottom Only
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:				Yes	
8. MOORING						
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	36 MM	GAL.STEEL	275 M	83 MT
	Main deck fwd:	4	36 MM	GAL. STEEL	275 M	83 MT
	Main deck aft:	2	36 MM	GALSTEEL	275 M	83 MT
	Poop deck:	6	36 MM	GAL.STEEL	275 M	83 MT
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	80 MM	NYLON	11 M	115 MT
	Main deck fwd:	4	80 MM	NYLON	11 M	115 MT
	Main deck aft:	2	80 MM	NYLON	11 M	115 MT
	Poop deck:	6	80 MM	NYLON	11 M	115 MT
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 MM		0 M	0 MT
	Main deck fwd:	0	MM		M	MT
	Main deck aft:	0	MM		M	MT
	Poop deck:	0	MM		M	MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	72 MM	NYLON	220 M	93.3 MT
	Main deck fwd:	4	40 MM	POLYESTER	220 M	19 MT
	Main deck aft:		MM		M	MT
	Poop deck:	2	76 MM	NYLON	220 M	93.3 MT
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double Drums	49.8 MT
	Main deck fwd:			2	Double Drums	49.8 MT
	Main deck aft:			1	Double Drums	49.8 MT
	Poop deck:			3	Double Drums	49.8 MT
8.6	Mooring bitts				No.	SWL
	Forecastle:				4	70 MT
	Main deck fwd:				6	70 MT
	Main deck aft:				4	70 MT
	Poop deck:				8	70 MT
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				10	MT
	Main deck fwd:				12	MT
	Main deck aft:				6	MT
	Poop deck:				15	MT

Emergency Towing System			
8.8	Type / SWL of Emergency Towing system forward:	CHAFING CHAIN	200 MT
8.9	Type / SWL of Emergency Towing system aft:	KASHIWA (TOWING WIRE)	200 MT
Anchors			
8.10	Number of shackles on port cable:	13	
8.11	Number of shackles on starboard cable:	14	
Escort Tug			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	200 MT	0 Millimetres
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		70 MT
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	0 BHP	0 KW
8.15	What is brake horse power of stern thruster (if fitted):	0 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)':	Yes	
8.17	Is vessel fitted with chain stopper(s):	Yes	
8.18	How many chain stopper(s) are fitted:	2	
8.19	State type of chain stopper(s) fitted:	TONGUE TYPE	
8.20	Safe Working Load (SWL) of chain stopper(s):		200 MT
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		76 MM
8.22	Distance between the bow fairlead and chain stopper/bracket:		2620 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:	Yes 0	
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 2 x 15 Tonnes PORT/STBD	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		9.5 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-380 CST	
9.2	What type of fuel is used in the generating plant?	IFO-380 CST	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	4342.3 M3	310.8 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:	GARD	
9.6	P & I Club coverage - pollution liability coverage:	1000000 US\$	
Port State Control			
9.7	Date and place of last Port State Control inspection:	Apr 04, 2009 / Ningbo	
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: No , Grounding: No , Serious casualty: No , Collision: Yes , Contact damage with an anchored vessel at Singapore OPL	
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:	<a href="#">Jan 26, 2010 / Huizhou</a>
9.13	Date/Place of last CDI Inspection:	<a href="#">N/A</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>	<a href="#">Contact owner for details.</a>

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