



	Vessel's email address:		nop@nord.optimiser.executive.atseamail.com	
1.11	Type of vessel:		Oil Tanker	
1.12	Type of hull:		Double Hull	
Classification				
1.13	Classification society:		Nipon Kaiji Kyokai	
1.14	Class notation:		NK NS* MNS* MO TANKERS.OILS-FLASH POINT BELOW 60 DEG C	
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:		N/A	
1.18	Does the vessel have ice class? If yes, state what level:		No , n/a	
1.19	Date / place of last dry-dock:		Not Applicable	n/a
1.20	Date next dry dock due		Apr 12, 2012	
1.21	Date of last special survey / next survey due:		Not Applicable	Not Applicable
1.22	Date of last annual survey:		Mar 30, 2010	
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 Not Applicable	
Dimensions				
1.25	Length Over All (LOA):		182.5 M	
1.26	Length Between Perpendiculars (LBP):		172 M	
1.27	Extreme breadth (Beam):		32.23 M	
1.28	Moulded depth:		18.13 M	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		45.52 M	M
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		44.54 M	89.58 M
1.31	Distance bridge front to center of manifold:		53.21 M	
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	36.53 M	41.82 M	44.54 M

	Aft to mid-point manifold:	6.54 M	22.13 M	34.38 M	
	Parallel body length:	43.47 M	63.95 M	78.92 M	
1.33	FWA at summer draft / TPC immersion at summer draft:		279 MM	50.36 MT	
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast	
	Lightship:		43.200 M	0.000 M	
	Normal ballast:		38.560 M	0.000 M	
	At loaded summer deadweight:		32.903 M	0.000 M	
Tonnages					
1.35	Net Tonnage:		13660		
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		26900	21392	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		24716.96		
1.38	Panama Canal Net Tonnage (PCNT):		22360		
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	5.513 M	12.617 M	47371 MT	56262 MT
	Winter:	5.776 M	12.354 M	46045 MT	54936 MT
	Tropical:	5.25 M	12.88 M	48698 MT	57589 MT
	Lightship:	15.81 M	2.32 M		8891 MT
	Normal Ballast Condition:	11.17 M	6.96 M	20384 MT	29275 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:		TATEYAMA NAVEIRA S.A SAMUEL LEWIS AVENUE, 53RD STREET, PANAMA CITY, REPUBLIC OF PANAMA Tel: +65 63240500 Fax: +65 63244544 Email: technical@executiveship.com		

1.43	Technical operator - Full style:	Executive Ship Management Pte Ltd 5 Shenton way, #20-00, UIC Building, Singapore- 068808 Tel: +65-63240500 Fax: +65-63244544 Telex: RS 20362 EXEC Email: esm@executiveship.com Web: www.executiveship.com
1.44	Commercial operator - Full style:	Norden Dampskibsselskabet NORDEN A/S Strandvejen 52, DK-2900 Hellerup Tel: +45 3315 0451 Fax: +45 3393 1599 Email: largeoperation@norientpool.com Web: www.norientpool.com
1.45	Disponent owner - Full style:	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Jul 30, 2009	Mar 30, 2010	Apr 12, 2012
2.2	Safety Radio Certificate:	Apr 13, 2007	Mar 30, 2010	Apr 12, 2012
2.3	Safety Construction Certificate:	Apr 13, 2007	Mar 30, 2010	Apr 12, 2012
2.4	Loadline Certificate:	Apr 13, 2007	Mar 30, 2010	Apr 12, 2012
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Apr 13, 2007	Mar 30, 2010	Apr 12, 2012
2.6	Safety Management Certificate (SMC):	Dec 25, 2007	Sep 29, 2009	Sep 03, 2012
2.7	Document of Compliance (DOC):	Feb 16, 2009	Jan 14, 2009	Jan 27, 2014
2.8	USCG (specify: COC, LOC or COI): COC	Apr 21, 2009		Apr 21, 2011
2.9	Civil Liability Convention Certificate (CLC):	Feb 13, 2010		Feb 20, 2011
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Jan 14, 2010		Feb 20, 2011
2.11	U.S. Certificate of Financial Responsibility (COFR):	Apr 13, 2010		Apr 13, 2013
2.12	Certificate of Fitness (Chemicals):	Not Applicable	Not Applicable	Not Applicable
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable

2.14	Certificate of Class:	Jul 24, 2007	Mar 30, 2010	Apr 12, 2012
2.15	International Ship Security Certificate (ISSC):	Nov 27, 2007	Sep 30, 2009	Sep 03, 2012
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jul 05, 2007		Apr 12, 2012
2.17	International Air Pollution Prevention Certificate (IAPP):	Jul 05, 2007	Mar 30, 2010	Apr 12, 2012
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:		India	
3.2	Nationality of Officers:		INDIAN	
3.3	Nationality of Crew:		INDIAN	
3.4	If Officers/Crew employed by a Manning Agency - Full style:		Officers: EXECUTIVE SHIP MANAGEMENT PVT LTD 5 SHENTON WAY, # 20 UIC BUILDING, SINGAPORE 68808 Tel: +6563240500 Fax: +656324544 Telex: RS 20362-EXEC Email: esm@executiveship.com Crew: EXECUTIVE SHIP MANAGEMENT PVT LTD	
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:		No	
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:	OOPS New Jersey Office, 103 Morgan Lane, Suite 103, Plainsboro, NJ 08536, USA. Tel: +19857810804 Fax: +1 (985) 781-0580 Telex: +496173661 Email: commandcenter@oopsusa.com
5.3	Oil Spill Response Organization (OSRO) - Full style:	National Response Corporation 3500, Sunrise Highway, Suite T 103, Great River, New York 11739, USA Tel: +16312249141 Fax: +16312249086 Email: iocdo@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:	Solid
Cargo Tank Capacities		
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg #1: 16331.4 m3 (1p+1s+5p+5s+slop s) Seg #2: 17210.5 m3 (2p+2s+6p+6s) Seg #3: 9921.6 m3 (3p+3s+slop p) Seg #4: 9012.2 m3 (4p+4s)
6.4	Total cubic capacity (98%, excluding slop tanks):	50537.9 M3
6.5	Slop tank(s) capacity (98%):	2070.7 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?			18417.3 M3
6.9	What percentage of SDWT can vessel maintain with SBT only:			40 %
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:			4
6.12	Maximum loading rate for homogenous cargo per manifold connection:			1505.5 M3/HR
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:			6022 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:	4	Centrifugal	1000 M3/HR
	Stripping:	1	Reciprocating	200 M3/HR
	Eductors:	1	Other	250 M3/HR
	Ballast:	2	Centrifugal	800 M3/HR
6.16	How many cargo pumps can be run simultaneously at full capacity:			four
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:			yes . 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 MM

Venting				
6.24	State what type of venting system is fitted:	Individual		
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:	4		
6.27	What is the size of cargo connections:	400 MM		
6.28	What is the material of the manifold:	steel		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	2000 MM		
6.30	Distance ships rail to manifold:	4372 MM		
6.31	Distance manifold to ships side:	4600 MM		
6.32	Top of rail to center of manifold:	700 MM		
6.33	Distance main deck to center of manifold:	2050 MM		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	13.22 M	7.56 M	
6.35	Number / size reducers:	8 x 300/400mm (12/16") 4 x 300/300mm (12/12") 4 x 300/250mm (12/10") 4 x 300/200mm (12/8")		
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:	No		
6.37	If stern manifold fitted, state size:	MM		
Cargo Heating				
6.38	Type of cargo heating system?	EXTERNAL HEAT EXCHANGERS		
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:	65.0 °C / 149.0 °F	65 °C / 149 °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		Whole Tank
	Slop tanks:			Yes	pure epoxy	Whole Tank
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:		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:	4	60 MM	PP/POLYESTER	220 M	66 MT
	Main deck fwd:	4	58 MM	PP/POLYESTER	220 M	60 MT
	Main deck aft:	4	60 MM	PP/POLYESTER	220 M	66 MT
	Poop deck:	4	60 MM	PP/POLYESTER	220 M	66 MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	60 MM	PP/POLYESTER	220 M	66 MT
	Main deck fwd:		MM		M	MT

	Main deck aft:	2	60 MM	PP/POLYESTER	220 M	66 MT
	Poop deck:	0	60 MM	PP/POLYESTER	220 M	66 MT
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double Drums	26 MT
	Main deck fwd:			1		26 MT
	Main deck aft:			1		26 MT
	Poop deck:			2	Double Drums	26 MT
8.6	Mooring bitts				No.	SWL
	Forecastle:				4	64 MT
	Main deck fwd:				6	64 MT
	Main deck aft:				4	64 MT
	Poop deck:				8	64 MT
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				5	MT
	Main deck fwd:				10	MT
	Main deck aft:				10	MT
	Poop deck:				8	MT
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				KETA-45F	200 MT
8.9	Type / SWL of Emergency Towing system aft:				KETA-20A	100 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:				100 MT	Millimetres
8.13	What is SWL of bollard on poopdeck suitable for escort tug:				100 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)':	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:	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:	3158 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	
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 10 Tonnes center	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	6.3 M	
Ship To Ship Transfer (STS)			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquified Gas, as applicable):	Yes	
9. MISCELLANEOUS			
Engine Room			
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?	D.O. & H.F.O. 380 Cst	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1572.1 M3	115.1 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:	BRITANNIA NEW CITY COURT, 20 ST THOMAS STREET, LONDON SE1 9RR Tel: +44(0)2074073588 Fax: +44(0)2074033942
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:	Sep 22, 2009 / Pozos Colorados
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	NIL
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 , NA Grounding: No , NA Serious casualty: No , NA Collision: No , NA
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:	Apr 18, 2010 / New York
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>	Contact owner for details.

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