1.	**VESSEL DESCRIPTION**			
1.1	Date updated:		Nov 16, 2010	
1.2	Vessel's name:		Franz Schulte	
1.3	IMO number:		9332418	
1.4	Vessel's previous name(s) and date(s) of change:		Cederberg (Sep 05, 2006)	
1.5	Date delivered:		Sep 05, 2006	
1.6	Builder (where built):		Samho Shipbuilding. Co. Ltd. - Korea	
1.7	Flag:		Isle of Man	
1.8	Port of Registry:		Douglas	
1.9	Call sign:		MNTH2	
1.10	Vessel's satcom phone number:		764652394	
	Vessel's fax number:		764652395	
	Vessel's telex number:		423501166	
	Vessel's email address:		master@franz.schulte.bsmfleet.com	
1.11	Type of vessel:		Oil / Chemical Tanker	
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, TCM, RES	
1.15	If Classification society changed, name of previous society:		American Bureau of Shipping	
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:		No, N/A	
1.19	Date / place of last dry-dock:		Not Applicable	Not Applicable
1.20	Date next dry dock due		Sep 04, 2011	
1.21	Date of last special survey / next survey due:		Sep 05, 2006	Sep 04, 2011
1.22	Date of last annual survey:		Jul 16, 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):			127.20 Metres
1.26	Length Between Perpendiculars (LBP):			119 Metres
1.27	Extreme breadth (Beam):			20.40 Metres
1.28	Moulded depth:			11.50 Metres
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		40.83 Metres	0 Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		45.95 Metres	67.80 Metres
1.31	Distance bridge front to center of manifold:			58.90 Metres
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	20 Metres	27 Metres	32 Metres
	Aft to mid-point manifold:	25 Metres	33 Metres	40 Metres
	Parallel body length:	45 Metres	60 Metres	72 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:		188 Millimetres	22.94 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		38.32 Metres	0.00 Metres
	Normal ballast:		35.088 Metres	0.00 Metres
	At loaded summer deadweight:		32.116 Metres	0.00 Metres
Tonnages				
1.35	Net Tonnage:		4,014	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		8,455	6,946
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		8,939.74	8,232.79

1.38	Panama Canal Net Tonnage (PCNT):				7,147
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.812 Metres	8.714 Metres	12,900.076 Metric Tonnes	17,250.918 Metric Tonnes
	Winter:	2.993 Metres	8.533 Metres	12,485.251 Metric Tonnes	16,836.093 Metric Tonnes
	Tropical:	2.631 Metres	8.895 Metres	13,315.668 Metric Tonnes	17,666.51 Metric Tonnes
	Lightship:	9.016 Metres	2.51 Metres		4,350.842 Metric Tonnes
	Normal Ballast Condition:	5.784 Metres	5.742 Metres	6,418.517 Metric Tonnes	10,769.359 Metric Tonnes
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?				
Ownership and Operation					
1.42	Registered owner - Full style:			MS 'Franz Schulte' Schifffahrtsgesellschaft mbH & Co.KG c/o Bernhard Schulte Shipmanagement (Deutschland) GmbH & Co. KG, Beim Strohhause 27, 20097 Hamburg, Germany Tel: +49 408222650 Fax: +49 40822265650 Email: de-sdc-vettings@bs-shipmanagement.com	
1.43	Technical operator - Full style:			Bernhard Schulte Shipmanagement (Deutschland) GmbH & Co. KG Beim Strohhause 27 20097 Hamburg Germany Tel: +49 408222650 Fax: +49 40822265650 Email: de-sdc-vettings@bs-shipmanagement.com Company IMO#: 3028090	
1.44	Commercial operator - Full style:			BS Chartering Brandstwiete 1 20457 Hamburg Germany Tel: +49 40 3118960 Fax: +49 403191215 Email: chartering@schultegroup.com	
1.45	Disponent owner - Full style:				

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Oct 02, 2006	Sep 23, 2010	Sep 04, 2011
2.2	Safety Radio Certificate:	Oct 02, 2006	Sep 23, 2010	Sep 04, 2011
2.3	Safety Construction Certificate:	Sep 07, 2006	Jul 16, 2010	Sep 04, 2011
2.4	Loadline Certificate:	Jan 18, 2007	Jul 16, 2010	Sep 04, 2011
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Sep 07, 2006	Jul 16, 2010	Sep 04, 2011
2.6	Safety Management Certificate (SMC):	Feb 07, 2007	Aug 23, 2009	Feb 06, 2012
2.7	Document of Compliance (DOC):	Mar 16, 2007	May 11, 2010	Apr 01, 2011
2.8	USCG (specify: COC, LOC or COI): COC	Jan 22, 2010	Jan 22, 2010	Jan 22, 2012
2.9	Civil Liability Convention Certificate (CLC):	Jan 25, 2010		Feb 20, 2011
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Jan 25, 2010		Feb 20, 2011
2.11	U.S. Certificate of Financial Responsibility (COFR):	Jan 01, 2008		Jan 01, 2011

2.12	Certificate of Fitness (Chemicals):	May 08, 2007	Jul 16, 2010	Sep 04, 2011
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Dec 14, 2006	Jul 16, 2010	Sep 04, 2011
2.15	International Ship Security Certificate (ISSC):	Feb 06, 2007	Aug 23, 2009	Feb 05, 2012
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Sep 07, 2006		Sep 04, 2011
2.17	International Air Pollution Prevention Certificate (IAPP):	Sep 07, 2006	Jul 16, 2010	Sep 04, 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:	Russian
3.2	Nationality of Officers:	Polish, Filipino, Latvian, Russian, Ukrainian
3.3	Nationality of Crew:	Filipino, Estonian
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Bernhard Schulte Shipmanagement (Deutschland) GmbH & Co. KG Beim Strohhause 27, 20097 Hamburg, Germany Tel: +49 408222650 Fax: +49 40822265650 Email: de-sdc-man@bs-shipmanagement.com Crew: Bernhard Schulte Shipmanagement Beim Strohhause 27, 20097 Hamburg, Germany Tel: +49 8222650 Fax: +49 822265650 Telex: N/A Email: de-sdc-man@bs-shipmanagement.com
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:	O Brien's Management Response 103 Morgan Lane, Ste 103 Plainsboro, NJ 08536-3339 USA Tel: +1-504-7810804 Email: office@oopsusa.com
5.3	Oil Spill Response Organization (OSRO) -Full style:	National Response Corporation (NRC) 3500 Sunrise Hwy Ste. T103 Great River NY 11739 Tel: 800-899-4672 (4NRC) Fax: (631) 224 9086 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:		N/A	
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):		Seg#1: 927.383 m3 (1p) Seg#2: 927.383 m3 (1s) Seg#3: 959.380 m3 (2p) Seg#4: 962.814 m3 (2s) Seg#5: 1204.570 m3 (3p) Seg#6: 1204.570 m3 (3s) Seg#7: 1204.655 m3 (4p) Seg#8: 1204.665 m3 (4s) Seg#9: 1204.116 m3 (5p) Seg#10: 1204.116 m3 (5s) Seg#11: 1035.678 m3 (6p) Seg#12: 1035.678 m3 (6s) Seg#13: 698.087 m3 (slp+sls)	
6.4	Total cubic capacity (98%, excluding slop tanks):		13,075 Cu. Metres (modified to: 13,075.018)	
6.5	Slop tank(s) capacity (98%):		698.087 Cu. Metres	
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:		10 Cu. Metres	
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?		5,203.273 Cu. Metres	
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:		13	
6.12	Maximum loading rate for homogenous cargo per manifold connection:		300 Cu. Metres/Hour	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:		1,200 Cu. Metres/Hour	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:		No 98 per cent maximum	
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12 2	Centrifugal Centrifugal	300 M3/HR 100 M3/HR
	Stripping:			
	Eductors:			
	Ballast:	2	Centrifugal	350 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:		4	
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	
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:		Yes	
6.23	Number/size of VRS manifolds (per side):		2	203 Millimetres
Venting				
6.24	State what type of venting system is fitted:		P/V	
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:	13	
6.27	What is the size of cargo connections:	300 Millimetres	
6.28	What is the material of the manifold:	Stainless steel	
Manifold Arrangement			
6.29	Distance between cargo manifold centers:	700 Millimetres	
6.30	Distance ships rail to manifold:	3,770 Millimetres	
6.31	Distance manifold to ships side:	3,900 Millimetres	
6.32	Top of rail to center of manifold:	3,770 Millimetres	
6.33	Distance main deck to center of manifold:	2,710 Millimetres	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	8.52 Metres	5.52 Metres
6.35	Number / size reducers:	2 x 300/250mm (12/10") 2 x 300/200mm (12/8") 2 x 300/150mm (12/6") 2 x 250/150mm (10/6") 2 x 200/150mm (8/6")	
Stern Manifold			
6.36	Is vessel fitted with a stern manifold:	Yes	
6.37	If stern manifold fitted, state size:	300 Millimetres	
Cargo Heating			
6.38	Type of cargo heating system?	steam 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:	70.0 °C / 158.0 °F	70 °C / 158 °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	Epoxy	Whole Tank
	Slop tanks:	Yes	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:	IG Generator
7.3	Is a Crude Oil Washing (COW) installation fitted:	N/A

8.	**MOORING**					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Poop deck:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Poop deck:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	65 Millimetres	H.S.C.P.	200 Metres	67.60 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Poop deck:	4	65 Millimetres	H.S.C.P.	200 Metres	67.60 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength

	Forecastle:	3	65 Millimetres	Megaflex	200 Metres	77 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Poop deck:	3	65 Millimetres	Megaflex	200 Metres	77 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double Drums	34 Metric Tonnes
	Main deck fwd:			0		0 Metric Tonnes
	Main deck aft:			0		0 Metric Tonnes
	Poop deck:			2	Double Drums	34 Metric Tonnes
8.6	Mooring bitts				No.	SWL
	Forecastle:				4	20 Metric Tonnes (2x24 mT 2x64 mT)
	Main deck fwd:				8	20 Metric Tonnes (2-64 Metric Tonnes 2-26 Metric Tonnes 4-20 Metric Tonnes)
	Main deck aft:				4	20 Metric Tonnes
	Poop deck:				8	20 Metric Tonnes (2-64 Metric Tonnes 6-26 Metric Tonnes)
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				7	0 Metric Tonnes (1-100 Metric Tonnes 2-64 Metric Tonnes 4-57 Metric Tonnes)
	Main deck fwd:				8	0 Metric Tonnes (2-64 Metric Tonnes 2-45 Metric Tonnes 4-31 Metric Tonnes)
	Main deck aft:				4	0 Metric Tonnes (2-31 Metric tonnes 2-57 Metric Tonnes)
	Poop deck:				11	0 Metric Tonnes (2-45 Metric Tonnes 9-64 Metric Tonnes)
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				Tongue	100 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:				0	0 Metric Tonnes
Anchors						
8.10	Number of shackles on port cable:				10	
8.11	Number of shackles on starboard cable:				10	
Escort Tug						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				64 Metric Tonnes	0
8.13	What is SWL of bollard on poopdeck suitable for escort tug:					64 Metric Tonnes
Bow/Stern Thruster						
8.14	What is brake horse power of bow thruster (if fitted):				540 bhp	402.67 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):				0 bhp	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)':				No	
8.17	Is vessel fitted with chain stopper(s):				N/A	
8.18	How many chain stopper(s) are fitted:				0	
8.19	State type of chain stopper(s) fitted:				N/A	
8.20	Safe Working Load (SWL) of chain stopper(s):					0 Metric Tonnes
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:					0 Millimetres
8.22	Distance between the bow fairlead and chain stopper/bracket:					0 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:	N/A 0
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:	4.80 Metres
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	
9.2	What type of fuel is used in the generating plant?	HFO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	675.89 Cu. Metres	74.788 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	
Insurance			
9.5	P & I Club - Full Style:	GARD Gard AS Kittelsbuktveien 31, NO- 4836 Arendal Servicebox 600, NO- 4809 Arendal Norway Tel: +47 37 01 91 00 Fax: +47 37 02 48 10 Telex: 24 h tel: +47 90 52 Email: companymail@gard.no	
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:	Apr 28, 2010 / Barranquilla	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:	N/A	
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, N/A Grounding: No , N/A Serious casualty: No , N/A Collision: No , N/A	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	P&C	
Vetting			
9.12	Date/Place of last SIRE Inspection:	Oct 20, 2010 / Barranquilla	
9.13	Date/Place of last CDI Inspection:	Dec 23, 2009 / Barranquilla (Colombia)	
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: ** Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.*	CONOCOPHILLIPS / REPSOL / STATOILHYDRO / CDI	