

1.	VESSEL DESCRIPTION		
1.1	Date updated:	13 October 2009	
1.2	Vessel's name:	M/T URSULA	
1.3	IMO number:	9440667	
1.4	Vessel's previous name(s) and date(s) of change:	N/A	
1.5	Date delivered:	24 JUN 2008	
1.6	Builder (where built):	JIU JIANG YINXING SHIPYARD, CHINA	
1.7	Flag:	SINGAPORE	
1.8	Port of Registry:	SINGAPORE	
1.9	Call sign:	9VFJ6	
1.10	Vessel's satcom phone number:	764 851 660	
	Vessel's fax number:	764 851 662	
	Vessel's telex number:	456 589 610	
	Vessel's email address:	urs@esm.atseamail.com	
1.11	Type of vessel:	Chemical, Oil Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	BV	
1.14	Class notation:	I+HULL OIL/CHEM Tanker IMO Type 2 ESP, Unrestricted Navigation, AUT-UMS	
1.15	If Classification society changed, name of previous society:	N/A	
1.16	If Classification society changed, date of change:	N/A	
1.17	IMO type, if applicable:	II	
1.18	Does the vessel have ice class? If yes, state what level:	N/A	
1.19	Date / place of last dry-dock:	New Build	
1.20	Date next dry dock due	Dec -2010	
1.21	Date of last special survey / next survey due:	New Build	
1.22	Date of last annual survey:	New Build	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	N/A	
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):	144.71 Meters	
1.26	Length Between Perpendiculars (LBP):	136.44 Meters	
1.27	Extreme breadth (Beam):	23.0 Meters	
1.28	Moulded depth:	12.5 Meters	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	37.65 Meters	N/A Meters
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	74.12 Meters	70.59 Meters
1.31	Distance bridge front to center of manifold:	43.20 Meters	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	22.914 Meters	30.76 Meters
	Aft to mid-point manifold:	22.218 Meters	29.396 Meters
	Parallel body length:	45.132 Meters	60.155 Meters
1.33	FWA at summer draft / TPC immersion at summer draft:	Millimeters	28.09 Metric Tons
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	35.216 Meters	N/A Meters
	Normal ballast:	32.300 Meters	N/A Meters
	At loaded summer deadweight:	28.850 Meters	N/A Meters
Tonnages			
1.35	Net Tonnage:	4831	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	11254	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	11951.42 Tonnes	9934.91 Tonnes

1.38	Panama Canal Net Tonnage (PCNT):				
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.715 Meters	8.800 Meters	16927.04 Metric Tons	22078.00 Metric Tons
	Winter:	3.898 Meters	8.617 Meters	16417.30 Metric Tons	21568.26 Metric Tons
	Tropical:	3.532 Meters	8.983 Meters	17439.44 Metric Tons	22590.40 Metric Tons
	Lightship:	10.081 Meters	2.434 Meters		5150.96 Metric Tons
	Normal Ballast Condition:	7.165 Meters	5.350 Meters	7583.22 Metric Tons	12734.18 Metric Tons
1.40	Does vessel have multiple SDWT?				No
1.41	If yes, what is the maximum assigned deadweight?				N/A Metric Tons
Ownership and Operation					
1.42	Registered owner - Full style:			URSULA MARITIME PTE LTD, 112, ROBINSON ROAD, #12-02, SINGAPORE 068902. TEL: 65-6336 4300 FAX: 65-6336 4911 EMAIL: newfrontasia@newfrontship.com	
1.43	Technical operator - Full style:			EXECUTIVE SHIP MGMT PTE LTD. 5 SHENTON WAY, #20-00, UIC BUILDING, SINGAPORE- 068808. TEL: 65-6324 0500 FAX: 65-6324 4544 EMAIL: esm@executiveship.com	
1.44	Commercial operator - Full style:			BEACON SHIPPING INVESTMENTS PTE LTD. 8 EU TONG SEN STREET, #12-96/97 THE CENTRAL, SINGAPORE 059818. TEL: 65-6410 9410 MOB: 65-9756 4549 EMAIL: commercial@beaconshipping.net	
1.45	Disponent owner - Full style:			N/A	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	28 Jul 2009	25 June 2009	22 Jun 2013
2.2	Safety Radio Certificate:	28 Jul 2009	25 June 2009	22 Jun 2013
2.3	Safety Construction Certificate:	04 Sep 2008	25 June 2009	22 Jun 2013
2.4	Loadline Certificate:	04 Sep 2008	25 June 2009	22 Jun 2013
2.5	International Oil Pollution Prevention Certificate (IOPPC):	04 Sep 2008	25 June 2009	22 Jun 2013
2.6	Safety Management Certificate (SMC):	22 Dec 2008		14 Dec 2013
2.7	Document of Compliance (DOC):	16 Feb 2009		27 Jan 2014
2.8	USCG (specify: COC, LOC or COI): COC	28 July 2009		28 July 2010
2.9	Civil Liability Convention Certificate (CLC):	06 Feb 2009		20 Feb 2010
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	06 Feb 2009		20 Feb 2010
2.11	U.S. Certificate of Financial Responsibility (COFR):	01 Jun 2008		01 Jun 2011
2.12	Certificate of Fitness (Chemicals):	04 Sep 2008	25 June 2009	22 Jun 2013
2.13	Certificate of Fitness (Gas):	N/A		N/A
2.14	Certificate of Class:	04 Sep 2008	25 June 2009	22 Jun 2013
2.15	International Ship Security Certificate (ISSC):	22 Dec 2008		14 Dec 2013
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	24 Sep 2008		22 Jun 2013
2.17	International Air Pollution Prevention Certificate (IAPP):	04 Sep 2008	25 June 2009	22 Jun 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:	INDIAN
3.2	Nationality of Officers:	INDIAN
3.3	Nationality of Crew:	INDIAN
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Executive Ship Management Pte Ltd. SAI Commercial Annexe, 2 nd Floor, BKS Devshi Marg, Govandi Station Road, Govandi East, Mumbai, India- 400088. Tel : 91-22-6755 1700 Fax: 91-22-6755 1771 Email: esmmumbai@executiveship.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:	N/A
4.2	If Yes, state whether winching or landing area provided:	N/A

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 OIL POLLUTION SERVICE, INC. Tel (24hrs): +1-985-781-0804 Fax : +1-985-781-0580 Email : commandcenter@oopsusa.com
5.3	Oil Spill Response Organization (OSRO) -Full style:	National Response Corporation (NRC) 3500 Sunrise Highway, Suite T 103, Great River, NY 11739, USA. Tel : +1-631-224-9141 (24hrs) Tel : +1-800-899-4672 Fax: +1-631-224-9086 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:	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):	1W: 2,364.948 m3 2W: 3,501.044 m3 3W: 3,631.283 m3 4W: 3,617.692 m3 5W: 3,554.653 m3 6W: 2,351.363 m3
6.4	Total cubic capacity (98%, excluding slop tanks):	19,020.983 Cu.Meters
6.5	Slop tank(s) capacity (98%):	382.589 Cu.Meters
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	N/A Cu.Meters
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?	7,439.859 Cu.Meters
6.9	What percentage of SDWT can vessel maintain with SBT only:	46 %
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:	420 Cu.M/Hour
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1680 Cu.M/Hour

6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes, for the cargo of S.G more than 1.30		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	4	Twin-screw, electric motor driven	500 & 325 Cu.M/Hour (Two stages)
	Stripping:	1		5 Cu.M/Hour
	Eductors:	0	N/A	N/A Cu.M/Hour
	Ballast:	2	Horizontal Centrifugal pump, electric motor driven	380 Cu.M/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:	Four pump		
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:	Yes, to all cargo 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 Millimeters
Venting				
6.24	State what type of venting system is fitted:	Independent (High Velocity PV Valves)		
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:	300 Millimeters		
6.28	What is the material of the manifold:	Stainless Steel		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	Min. 1400 Millimeters		
6.30	Distance ships rail to manifold:	4600 Millimeters		
6.31	Distance manifold to ships side:	4600 Millimeters		
6.32	Top of rail to center of manifold:	900 Millimeters		
6.33	Distance main deck to center of manifold:	2100 Millimeters		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	9.265 Meters	5.815 Meters	
6.35	Number / size reducers:	(12 x 12)- 8 pcs (12 x 10)- 4 pcs (12 x 8)- 4 pcs (12 x 6)- 4 pcs (10 x 8)- 1 pc (8 x 6)- 1 pc		
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:	No		
6.37	If stern manifold fitted, state size:	N/A Millimeters		
Cargo Heating				
6.38	Type of cargo heating system?	Steam		
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:	66 deg Celsius	60 deg Celsius	
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	Phenolic Epoxy Sigma Phenguard 7426	Whole tank
	Ballast tanks:	Yes	Epomarine Superex 600	Whole tank

	Slop tanks:	Yes	Phenolic Epoxy Sigma Phenguard	Whole tank
6.43	If fitted, what type of anodes are used:		Aluminium	

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:	IGG		
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:		Millimeters		Meters	Metric Tons
	Main deck fwd:		Millimeters		Meters	Metric Tons
	Main deck aft:		Millimeters		Meters	Metric Tons
	Poop deck:		Millimeters		Meters	Metric Tons
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		Millimeters		Meters	Metric Tons
	Main deck fwd:		Millimeters		Meters	Metric Tons
	Main deck aft:		Millimeters		Meters	Metric Tons
	Poop deck:		Millimeters		Meters	Metric Tons
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	56 Millimeters	Composite 40% polyster and 60% polypropylene	220 Meters	59 Metric Tons
	Main deck fwd:		Millimeters		Meters	Metric Tons
	Main deck aft:		Millimeters		Meters	Metric Tons
	Poop deck:	4	56 Millimeters	Composite 40% polyster and 60% polypropylene	220 Meters	59 Metric Tons
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	56 Millimeters	Composite 40% polyster and 60% polypropylene	220 Meters	59 Metric Tons
	Main deck fwd:		Millimeters		Meters	Metric Tons
	Main deck aft:		Millimeters		Meters	Metric Tons
	Poop deck:	3	56 Millimeters	Composite 40% polyster and 60% polypropylene	220 Meters	59 Metric Tons
8.5	Mooring winches	No.			# Drums	Brake Capacity
	Forecastle:			2	Double	35.4 Metric Tons
	Main deck fwd:				Single, Double, Triple	Metric Tons
	Main deck aft:				Single, Double, Triple	Metric Tons
	Poop deck:			2	Double	35.4 Metric Tons
8.6	Mooring bitts				No.	SWL
	Forecastle:				8	451 Metric Tons
	Main deck fwd:				6	353 Metric Tons
	Main deck aft:				4	353 Metric Tons
	Poop deck:				6	451 Metric Tons
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				11	451 Metric Tons
	Main deck fwd:				4	353 Metric Tons
	Main deck aft:				2	353 Metric Tons
	Poop deck:				11	451 Metric Tons

Emergency Towing System			
8.8	Type / SWL of Emergency Towing system forward:	NO	Metric Tons
8.9	Type / SWL of Emergency Towing system aft:	N/A	Metric Tons

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:	64 Metric Tons	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		46 Metric Tons
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	680 BHP	500 kW
8.15	What is brake horse power of stern thruster (if fitted):	N/A BHP	N/A 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)':	N/A	
8.17	Is vessel fitted with chain stopper(s):	N/A	
8.18	How many chain stopper(s) are fitted:	N/A	
8.19	State type of chain stopper(s) fitted:	N/A	
8.20	Safe Working Load (SWL) of chain stopper(s):	N/A Metric Tons	
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	N/A Millimeters	
8.22	Distance between the bow fairlead and chain stopper/bracket:	N/A Millimeters	
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	
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	Crane, One, 10 tonnes, Manifold (Midship)	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	3.7 Meters	
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?	HFO 180 CST	
9.2	What type of fuel is used in the generating plant?	MGO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	710.6 Cu.Meters	106.1 Cu.Meters Cu.Meters
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	FIXED	
Insurance			
9.5	P & I Club - Full Style:	NORTH OF ENGLAND P&I ASSOCIATION LIMITED	
9.6	P & I Club coverage - pollution liability coverage:	US\$ 1,000,000,000	
Port State Control			
9.7	Date and place of last Port State Control inspection:	21st May 2009 / Damietta & USCG -28 July 09	
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:	No	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Voy 009: Crude/Refined Corn Oil/Archer Daniels Midland Company Voy 008: Ethanol/ Astra Oil Voy 008: Ethanol/ Astra Oil	
Vetting			
9.12	Date/Place of last SIRE Inspection:	SHELL, on 27 TH July 2009 at Port Everglades	
9.13	Date/Place of last CDI Inspection:	On 22 nd Aug'08 at Odessa	
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>	CHEVRON/ BP/ SHELL/ EXXON	