

1.	VESSEL DESCRIPTION		
1.1	Date updated:	02 March 2012	
1.2	Vessel's name:	WINTER	
1.3	IMO number:	9416800	
1.4	Vessel's previous name(s) and date(s) of change:	Not applicable	
1.5	Date delivered:	31.03.2009	
1.6	Builder (where built):	21 Century Shipbuilding Co. S.A. / Korea	
1.7	Flag:	Marshall Islands	
1.8	Port of Registry:	Majuro	
1.9	Call sign:	V7QA7	
1.10	Vessel's satcom phone number:	+870 764 902 191 / 192	
	Vessel's fax number:	+870 764 902 193	
	Vessel's telex number:	45 38 34 083 / 45 38 34 084	
	Vessel's email address:	winter@gtships.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(E) oil/chemical carrier, IMO II & III, ESP + AMS+ ACCU, VEC, CRC, UWILD, CPP RRDA	
1.15	If Classification society changed, name of previous society:	Not Applicable	
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:	(New vessel)	
1.20	Date next dry dock due	30.03.12	
1.21	Date of last special survey / next survey due:	(New vessel)	30.03.14
1.22	Date of last annual survey:	21.03.11	
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):	128.6 Metres	
1.26	Length Between Perpendiculars (LBP):	120.4 Metres	
1.27	Extreme breadth (Beam):	20.4 Metres	
1.28	Moulded depth:	11.5 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):	60.72 Metres	67.88 Metres
1.31	Distance bridge front to center of manifold:	40.4 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	23.6 Metres	30 Metres 34 Metres
	Aft to mid-point manifold:	24.09 Metres	30.67 Metres 37.28 Metres
	Parallel body length:	47.69 Metres	60.67 Metres 71.28 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	181 Millimetres	23.245 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	38.34 Metres	0.0 Metres
	Normal ballast:	35.09 Metres	0.0 Metres
	At loaded summer deadweight:	32.12 Metres	0.0 Metres
Tonnages			
1.35	Net Tonnage:	4,117	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	8,539.00	7,013.00
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	8,981.84	6,850.97

1.38	Panama Canal Net Tonnage (PCNT):				7,217
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.812 Metres	8.714 Metres	13,026.444 Metric Tonnes	17,472.384 Metric Tonnes
	Winter:	2.993 Metres	8.533 Metres	12605.709 Metric Tonnes	17,051.649 Metric Tonnes
	Tropical:	2.631 Metres	8.895 Metres	13,447.179 Metric Tonnes	17,893.118 Metric Tonnes
	Lightship:	9.037 Metres	2.489 Metres		4,445.94 Metric Tonnes
	Normal Ballast Condition:	5.785 Metres	5.741 Metres	6,482 Metric Tonnes	10,915.045 Metric Tonnes
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?			0 Metric Tonnes	
Ownership and Operation					
1.42	Registered owner - Full style:			<p>SANTE SHIPHOLDING CO C/O NGM Energy S.A. 47-49 Bouboulines Street, Piraeus 18535, Greece Tel: +302104119046-49 Fax: +302104221613-4 Email: ngmenergy@ngmoundreas.gr</p>	
1.43	Technical operator - Full style:			<p>V. Ships Ltd. C/O Shipping Management S.A.M "Aigue Marine" 24, Avenue De Fontvielle B.P. 639 MC 98013 Monaco Tel: 25 848400 Fax: 25 560170 Telex: Not Applicable Email: fleet.med@vships.com Company IMO#: 1405603</p>	
1.44	Commercial operator - Full style:			<p>NGM Energy S.A. NGM Energy S.A. 47-49 Bouboulines Street, Piraeus 185 35, Greece Tel: +30 210 411 9046 49 Fax: +30 210 422 1613-4 Email: ngmenergy@ngmoundreas.gr</p>	
1.45	Disponent owner - Full style:			N/A	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	31.03.2009	21.03.11	30.03.2014
2.2	Safety Radio Certificate:	31.03.2009	21.03.11	30.03.2014
2.3	Safety Construction Certificate:	31.03.2009	21.03.11	30.03.2014
2.4	Loadline Certificate:	31.03.2009	21.03.11	30.03.2014
2.5	International Oil Pollution Prevention Certificate (IOPPC):	13.06.2010	21.03.11	30.03.2014
2.6	Safety Management Certificate (SMC):	07.10.2009		13.09.2014
2.7	Document of Compliance (DOC):	02.02.2011		09.09.2015
2.8	USCG (specify: COC, LOC or COI):	13 .06.2010		13.06.2012
2.9	Civil Liability Convention Certificate (CLC):	20.02.2012		20.02.2013
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	20.02.2012		20.02.2013
2.11	U.S. Certificate of Financial Responsibility (COFR):	06.07.2010		06.07.2013
2.12	Certificate of Fitness (Chemicals):	31.03.2009		30.03.2014
2.13	Certificate of Fitness (Gas):			
2.14	Certificate of Class:	21.03.2011		30.03.2014

2.15	International Ship Security Certificate (ISSC):	07.10.2009		13.09.2014
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	31.03.2009		30.03.2014
2.17	International Air Pollution Prevention Certificate (IAPP):	31.03.2009		30.03.2014
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:	Russian		
3.2	Nationality of Officers:	Latvian, Filipino, Russian		
3.3	Nationality of Crew:	Filipino		
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: V. Ships LTD V. Ships House 13, Omonia Avenue P.O. Box 57115, 3312 Limassol Cyprus Tel: + 357 25 848400 Fax: + 357 25 560170 Telex: 4704 VSHIP CY Email: crew.med@vships.com Crew: V.Ships. Ltd same as for officers Tel: +375 25 848400 Fax: +375 25 560170 Telex: 4704 VSHIP CY Email: crew.med@vships.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:	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's Oil Pollution Service 186 Princeton - Hightstown Rd Building 3B , West Windsor NJ 08550 Tel: + 1 985 781 0804 Fax: + 1 985 781 0580 Email: commadcenter@oopsusa.com		
5.3	Oil Spill Response Organization (OSRO) -Full style:	National Response Corp 3500 Sunrise Highway Suite T103 Great River NY 11739 Tel: + 1 631 224 9141 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):	Seg #1: 929.103 m3 (no 1 port) Seg #2: 929.332 m3 (no 1 sbrd) Seg #3: 1100.824 m3 (no 2 port) Seg #4: 1100.738 m3 (no 2 sbrd) Seg #5: 1206.653 m3 (no 3 port) Seg #6: 1206.836 m3 (no 3 sbrd) Seg #7: 1206.279 m3 (no 4 port) Seg #8: 1206.097 m3 (no 4 sbrd) Seg #9: 1207.278 m3 (no 5 port) Seg #10: 1206.732 m3 (no 5 sbrd) Seg # 11: 1047.974 m3 (no 6 port) Seg # 12: 1047.884 m3 (no 6 sbrd) Seg # 13: 344.237 m3 (slop port) Seg # 14: 344.409 m3 (slop sbrd)		
6.4	Total cubic capacity (98%, excluding slop tanks):	13395.730 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	688.646 Cu. Metres		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	10.360 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?	5,277.189 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	41.5		
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:	14		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	320 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1,500 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12 2 1	Centrifugal Centrifugal Centrifugal	300 M3/HR 100 M3/HR 70 M3/HR
	Stripping:	0		Cu. Metres/Hour
	Eductors:	0		Cu. Metres/Hour
	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	200 Millimetres	
Venting				
6.24	State what type of venting system is fitted:	PV Valves & Mast riser		
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:	14 + 1		
6.27	What is the size of cargo connections:	14 x150Millimeters, 1X 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:	3,760 Millimetres	
6.31	Distance manifold to ships side:	3,980 Millimetres	
6.32	Top of rail to center of manifold:	1,200 Millimetres	
6.33	Distance main deck to center of manifold:	2,700 Millimetres	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	8.441 Metres	5.51 Metres
6.35	Number / size reducers:	2 x 300/250mm (12/10") 1 x 300/200mm (12/8") 2 x 250/200mm (10/8") 2 x 300/150mm (12/6") 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:	250 Millimetres	

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:	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	SIGMA EPOXY PHENYGARD	Whole Tank
	Ballast tanks:	Yes	SIGMA PRIME	Whole Tank
	Slop tanks:	Yes	SIGMA EPOXY PHENYGARD	Whole Tank
6.43	If fitted, what type of anodes are used:	Sacrificial 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 & N2 bottles for padding
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:	Nil	Millimetres		Metres	Metric Tonnes
	Main deck fwd:	Nil	Millimetres		Metres	Metric Tonnes
	Main deck aft:	Nil	Millimetres		Metres	Metric Tonnes
	Poop deck:	Nil	Millimetres		Metres	Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	Nil	Millimetres		Metres	Metric Tonnes
	Main deck fwd:	Nil	Millimetres		Metres	Metric Tonnes
	Main deck aft:	Nil	Millimetres		Metres	Metric Tonnes
	Poop deck:	Nil	Millimetres		Metres	Metric Tonnes
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	54 Millimetres	Superflex	220 Metres	56 Metric Tonnes
	Main deck fwd:	Nil	Millimetres		Metres	Metric Tonnes
	Main deck aft:	Nil	Millimetres		Metres	Metric Tonnes
	Poop deck:	4	54 Millimetres	Superflex	220 Metres	56 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	54 Millimetres	Superflex	220 Metres	56 Metric Tonnes
	Main deck fwd:	Nil	Millimetres		Metres	Metric Tonnes
	Main deck aft:	Nil	Millimetres		Metres	Metric Tonnes
	Poop deck:	6	54 Millimetres	Superflex	220 Metres	56 Metric Tonnes
8.5	Mooring winches	No.	# Drums	Brake Capacity		

	Forecastle:	2	Double Drums	33.2 Metric Tonnes
	Main deck fwd:	Nil	Double Drums	Metric Tonnes
	Main deck aft:	Nil	Double Drums	Metric Tonnes
	Poop deck:	2	Double Drums	33.2 Metric Tonnes
8.6	Mooring bitts		No.	SWL
	Forecastle:	6		33 Metric Tonnes
	Main deck fwd:	6		33 Metric Tonnes
	Main deck aft:	2		33 Metric Tonnes
	Poop deck:	8		33 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type		No.	SWL
	Forecastle:	5		33 Metric Tonnes
	Main deck fwd:	6		33 Metric Tonnes
	Main deck aft:	2		33 Metric Tonnes
	Poop deck:	5		33 Metric Tonnes

Emergency Towing System

8.8	Type / SWL of Emergency Towing system forward:	Na	Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	Na	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:	1 x (360x260), 64Tonnes 2 x (310x260), 45,4Tonnes
8.13	What is SWL of bollard on poopdeck suitable for escort tug:	2x64 Metric Tonnes, 2x 45,4 Metric Tonnes

Bow/Stern Thruster

8.14	What is brake horse power of bow thruster (if fitted):	543 bhp	400 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):	Yes
8.18	How many chain stopper(s) are fitted:	1
8.19	State type of chain stopper(s) fitted:	TONGUE BAR TYPE
8.20	Safe Working Load (SWL) of chain stopper(s):	100 Metric Tonnes
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	54 Millimetres
8.22	Distance between the bow fairlead and chain stopper/bracket:	600 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:	Yes 0

Lifting Equipment

8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 10.0 Tonnes, Main deck – center, 1x 2,1 Tonnes aft, strb Derricks: 1x 0,99 Tonnes aft. Port
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	Main Deck Crane: 5 Metres Aft Strb Crane: 4 Meters Aft Port Derrick: 3 Metres

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
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9. MISCELLANEOUS

Engine Room

9.1	What type of fuel is used for main propulsion?	HFO 380	
9.2	What type of fuel is used in the generating plant?	HFO, DO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	674.232 Cu. Metres	76.821 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:	NORTH OF ENGLAND
9.6	P & I Club coverage - pollution liability coverage:	1000000000
Port State Control		
9.7	Date and place of last Port State Control inspection:	17 Sept 2011 /Rotterdam
9.8	Any outstanding deficiencies as reported by any Port State Control:	N/A
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):	
Vetting		
9.12	Date/Place of last SIRE Inspection:	17Sep 2011/Rotterdam LUKOIL
9.13	Date/Place of last CDI Inspection:	22.10.2010 - PLAQUEMINE,LOUISIANA
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>	SHELL/BP/EXXON/ENI/STATOIL/REPSOL/ CONOCO/Lukoil

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