

1. VESSEL DESCRIPTION			
1.1	Date updated:	Dec 01, 2016	
1.2	Vessel's name (IMO number):	Oste (9435557)	
1.3	Vessel's previous name(s) and date(s) of change:	Chemtrans Oste (Jan 23, 2013)	
1.4	Date delivered / Builder (where built):	Oct 02, 2008 / 21 Century Shipyard	
1.5	Flag / Port of Registry:	Liberia / Monrovia	
1.6	Call sign / MMSI:	A8PN8 / 636015913	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +870 773235085 Fax: +870 783 254744 Email: master@oste.amosconnect.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Other	
1.9	Type of hull:	Double Hull	
Classification			
1.10	Classification society:	American Bureau of Shipping	
1.11	Class notation:	+A1 Chemical Carrier, Oil carrier, (E) , ESP, +AMS,+ ACCU, VEC,TCM	
1.12	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No N/A	
1.13	If classification society changed, name of previous and date of change:	N/A, Not Applicable	
1.14	IMO type, if applicable:	2	
1.15	Does the vessel have ice class? If yes, state what level:	N/A, na	
1.16	Date / place of last dry-dock:	Sep 11, 2013 / Rijeka	
1.17	Date next dry dock due / next annual survey due:	Sep 10, 2016	Sep 10, 2016
1.18	Date of last special survey / next special survey due:	Sep 11, 2013	Oct 01, 2018
1.19	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	No,	
1.20	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			
1.21	Length overall (LOA):	128.63 Metres	
1.22	Length between perpendiculars (LBP):	120.40 Metres	
1.23	Extreme breadth (Beam):	20.40 Metres	
1.24	Moulded depth:	11.50 Metres	
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	41.00 Metres	41 Metres
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):	60.80 Metres	67.80 Metres
1.27	Distance bridge front to center of manifold:	39.00 Metres	
1.28	Parallel body distances	Lightship	Normal Ballast
	Forward to mid-point manifold:	21.00 Metres	26.70 Metres
	Aft to mid-point manifold:	26.00 Metres	34.00 Metres
	Parallel body length:	47 Metres	60.70 Metres
1.29	FWA/TPC at summer draft:	188.00 Millimetres	21.00 Metric Tonnes
1.30	Constant (excluding fresh water):		
1.31	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	<p>- Ocean and coastal passages outside Shallow waters (At least the vessel's maximum static draft)</p> <p>- In shallow waters (waters where a UKC at least equal to the ship's maximum static draft cannot be maintained), rivers / Port Waters, SBM / CBM Moorings and at Anchor. (10% of ship's maximum static draft or ONE meter, whichever is greater.)</p> <p>- At Berth (The greater of 1.5% of the ships extreme Breadth or 0.3 meters, whichever is greater)</p>	
1.32	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	38.51 Metres	0 Metres
	Normal ballast:	35.44 Metres	0 Metres

	At loaded summer deadweight:	32.286 Metres	0 Metres
Tonnages			
1.33	Net Tonnage:		4,117.00
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	8,539.00	7,013
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	8,981.00	6,829.24
1.36	Panama Canal Net Tonnage (PCNT):		7,217.00
Ownership and Operation			
1.37	Registered owner - Full style:	Waverley Shipping Opco LLC Trust Company Complex Ajeltake Road Ajeltake Island Majuro, Marshall Islands, MH96960 Marshall Islands Tel: +357 22817177 Fax: +35722769277 Telex: N/A Email: fleet-cy-vetting@fleetship.com Company IMO#: 5307331	
1.38	Technical operator - Full style:	FML Ship Management Ltd 601 Ghinis Building Ltd 58-60 Dhigenis Akritas Avenue 1061 Nicosia Cyprus Tel: +357 22817177 Fax: 357 22769277 Telex: N/A Email: fleet-cy-vetting@fleetship.com	
1.39	Commercial operator - Full style:	Tune Chemical Tankers B.V. Burg. v/ djagkade 10, PO Box 170, Hellevoetsluis Denmark Tel: 0031 181 330040 Fax: Not Applicable Telex: Not Applicable Email: operations@tunechemicaltankers.com	
1.40	Disponent owner - Full style:	Caribe Tankers Ltd.	

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate (SEC):	Aug 23, 2016	Nov 16, 2015	Oct 01, 2018
2.2	Safety Radio Certificate (SRC):	Sep 11, 2013	Nov 16, 2015	Oct 01, 2018
2.3	Safety Construction Certificate (SCC):	Sep 11, 2013	Nov 16, 2015	Oct 01, 2018
2.4	International Loadline Certificate (ILC):	Oct 28, 2014	Nov 16, 2015	Oct 01, 2018
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Nov 25, 2016	Nov 16, 2015	Oct 01, 2018
2.6	ISM Safety Management Certificate (SMC):	Nov 21, 2014		Nov 21, 2019
2.7	Document of Compliance (DOC):	Jan 19, 2015	Dec 02, 2015	Feb 12, 2018
2.8	USCG Certificate of Compliance (COC):	Jun 08, 2015	Not Applicable	Jun 08, 2017
2.9	Civil Liability Convention (CLC) 1992 Certificate:	Feb 20, 2016	Not Applicable	Feb 20, 2017
2.10	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 20, 2016	Not Applicable	Feb 20, 2017
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate:	Sep 08, 2016	Not Applicable	Mar 07, 2017
2.12	U.S. Certificate of Financial Responsibility (COFR):	Sep 25, 2014	Not Applicable	Sep 25, 2017
2.13	Certificate of Class (COC):	Sep 11, 2013	Nov 16, 2015	Oct 01, 2018
2.14	International Sewage Pollution Prevention Certificate (ISPPC):	Sep 11, 2013	Not Applicable	Oct 01, 2018
2.15	Certificate of Fitness (COF):	May 27, 2014	Nov 16, 2015	Oct 01, 2018
2.16	International Energy Efficiency Certificate (IEEC):	Sep 11, 2013	Not Applicable	Not Applicable
2.17	International Ship Security Certificate (ISSC):	Nov 21, 2014		Nov 20, 2019
2.18	International Air Pollution Prevention Certificate (IAPPC):	Sep 11, 2013	Nov 16, 2015	Oct 01, 2018
2.19	Maritime Labour Certificate (MLC):	Nov 21, 2014	Not Applicable	Nov 20, 2019
Documentation				
2.20	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:		Yes	

2.21	Does vessel have in place a Drug and Alcohol Policy complying with OCIMF guidelines for Control of Drugs and Alcohol Onboard Ship?	Yes
2.22	Is the ITF Special Agreement on board (if applicable)?	
2.23	ITF Blue Card expiry date:	Sep 30, 2016

3. CREW		
3.1	Nationality of Master:	Russian
3.2	Number and Nationality of Officers:	11 1,Russian, 7 Indian, 2 Turkish
3.3	Number and Nationality of Crew:	11 Indian
3.4	What is the common working language onboard:	english
3.5	Do officers speak and understand English?	Yes
3.6	If Officers/Crew employed by a Manning Agency - Full style:	<p>Officers: Fleet ship Management Limited 601 Ghinis Building Ltd 58-60 Dhigenis Akritas Avenue 1061 Nicosia Tel: +357 22817177 Fax: 357 22769277 Telex: Not Applicable Email: fleet-cy-vetting@fleetship.com</p> <p>Crew: Same as officers Same as officers Tel: Same as officers Fax: Same as officers Telex: Not Applicable Email: Same as officers</p>

4. FOR USA CALLS		
4.1	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter?	Yes
4.2	Qualified individual (QI) - Full style:	O'Brien's Oil Pollution Service Tel: +1-985-781-0804 Email: commandcenter@obriensr
4.3	Oil Spill Response Organization (OSRO) - Full style:	National Response Corporation 3500 Sunrise Highway Suite 200, Building 200 Great River, NY 11739 Tel: +1 631-224-9141 Email: iocdo@nrcc.com

5. CARGO AND BALLAST HANDLING					
Double Hull Vessels					
5.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:				Yes, Solid
Loadline Information					
5.2	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.812 Metres	8.714 Metres	13,075.15 Metric Tonnes	17,472.384 Metric Tonnes
	Winter:	2.993 Metres	8.533 Metres	13,075.15 Metric Tonnes	17,472.384 Metric Tonnes
	Tropical:	2.631 Metres	8.895 Metres	13,075.15 Metric Tonnes	17,472.384 Metric Tonnes
	Lightship:	9.01 Metres	2.49 Metres	Not Applicable	4,397.23 Metric Tonnes
	Normal Ballast Condition:	5.78 Metres	5.75 Metres	6,730.00 Metric Tonnes	10,750.00 Metric Tonnes
5.3	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:				No
Cargo Tank Capacities					
5.4	Number of cargo tanks and total cubic capacity (98%):				13,423.14 Cu. Metres
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):				Seg#1: 929.589 m3 (1P)

				Seg#2: 929.135 m3 (1S) Seg#3: 1101.616 m3 (2P) Seg#4: 1100.923 m3 (2S) Seg#5: 1207.569 m3 (3P) Seg#6: 1207.387 m3 (3S) Seg#7: 1208.116 m3 (4P) Seg#8: 1208.297 m3 (4S) Seg#9: 1207.478 m3 (5P) Seg#10: 1207.660 m3 (5S) Seg#11: 1048.854 m3 (6P) Seg#12: 1048.585 m3 (6S)	
5.6	Number of slop tanks and total cubic capacity (98%):			686.969 Cu. Metres	
5.7	Specify segregations which slops tanks belong to and their capacity with double valve:				
5.8	Residual/Retention oil tank(s) capacity (98%), if applicable:			10.361 Cu. Metres	
5.9	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):		SBT		
SBT Vessels					
5.10	What is total SBT capacity and percentage of SDWT vessel can maintain?		5,277.19 Cu. Metres	57.62 %	
5.11	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:		Yes		
Cargo Handling and Pumping Systems					
5.12	How many grades/products can vessel load/discharge with double valve segregation:			14	
5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:		Yes 98%		
5.14	Pumps	No.	Type	Capacity	
	Cargo Pumps:	12	Centrifugal	300 M3/HR	
		2	Centrifugal	100 M3/HR	
		1	Centrifugal	70 M3/HR	
	Cargo Eductors:				
	Stripping:				
	Ballast Pumps:	2	Centrifugal	350 Cu. Metres/Hour	
	Ballast Eductors:				
5.15	Max loading rate for homogenous cargo per manifold connection:			320 Cu. Metres/Hour (1 W - 6W COT: 320cbm/hr SlopW COT: 150 cbm/hr)	
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:			1,920.00 Cu. Metres/Hour	
5.17	How many cargo pumps can be run simultaneously at full capacity:			4	
Cargo Control Room					
5.18	Is ship fitted with a Cargo Control Room (CCR)?			Yes	
5.19	Can tank innage / ullage be read from the CCR?			Yes	
Gauging and Sampling					
5.20	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?			Yes	
5.21	What type of fixed closed tank gauging system is fitted:			Radar	
5.22	Number of portable gauging units (example- MMC) on board:			3	
5.23	Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial:			Yes, All	
5.24	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:			Yes,	
5.25	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:			Yes,	
Vapor Emission Control System (VECS)					
5.26	Is a Vapour Emission Control System (VECS) fitted?			Yes	
5.27	Number/size of VECS manifolds (per side):		2	200 Millimetres	
5.28	Number / size / type of VECS reducers:				
Venting					
5.29	State what type of venting system is fitted:			PV valves	
Cargo Manifolds and Reducers					
5.30	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?			Yes	
5.31	Total number / size of cargo manifold connections on each side:			14 (15) / 150.00 Millimetres (1x300; 14x150)	
5.32	What type of valves are fitted at manifold:			Butterfly	
5.33	What is the material/rating of the manifold:			Stainless steel /	

5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:	
5.35	Distance between cargo manifold centers:	700.00 Millimetres
5.36	Distance ships rail to manifold:	3,967.00 Millimetres
5.37	Distance manifold to ships side:	3,967.00 Millimetres
5.38	Top of rail to center of manifold:	1,100.00 Millimetres
5.39	Distance main deck to center of manifold:	2,086.00 Millimetres
5.40	Spill tank grating to center of manifold:	224.00 Millimetres
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:	8.71 Metres 5.55 Metres
5.42	Number / size / type of reducers:	2 x 300/200mm (12/8") 2 x 300/150mm (12/6") 2 x 200/150mm (8/6") 2 x 150/125mm (6/5") 2 x 150/250mm (6/10") ANSI
5.43	Is vessel fitted with a stern manifold? If yes, state size:	Yes, 200.00 Millimetres

Heating

5.44	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo Tanks:	Deck cargo heaters for 12 COT, Coiols for Slop P/S		SS
	Slop Tanks:			
5.45	Maximum temperature cargo can be loaded / maintained:		80.0 °C / 176.0 °F	80 °C / 176 °F
5.46	Minimum temperature cargo can be loaded / maintained:			

Coating / Anodes

5.47	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Phenolic Epoxy, Sigma Phenguard	Whole Tank	No
	Ballast tanks:	Yes	Tar Epoxy	Whole Tank	Yes
	Slop tanks:	Yes	Phenolic Epoxy / Sigma Phenguard	Whole Tank	

6. INERT GAS AND CRUDE OIL WASHING

6.1	Is a Crude Oil Washing (COW) installation fitted / operational?	No / N/A
6.2	Is an Inert Gas System (IGS) fitted / operational?	Yes / Yes
6.3	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	IG Generator

7. MOORING

7.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0		Not Applicable		
	Main deck fwd:	0		Not Applicable		
	Main deck aft:	0		Not Applicable		
	Poop deck:	0		Not Applicable		
7.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0		Not Applicable		
	Main deck fwd:	0		Not Applicable		
	Main deck aft:	0		Not Applicable		
	Poop deck:	0		Not Applicable		
7.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	48.00 Millimetres	Marina Maxi/ Power Floate	220.00 Metres	31.00 Metric Tonnes
	Main deck fwd:	0		Not Applicable		
	Main deck aft:	0		Not Applicable		
	Poop deck:	4	50.00 Millimetres	Marina maxi / Mixed Nika steel	220.00 Metres	31.00 Metric Tonnes
7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	127.00 Millimetres	Polyester + Polypropylene + Polyethylene	220.00 Metres	33.00 Metric Tonnes

	Main deck fwd:	0				
	Main deck aft:	0				
	Poop deck:	3	127.00 Millimetres	Polyster+Nika Steel,Polyester + Polypropylene + Polyethylene	220.00 Metres	31.00 Metric Tonnes
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	26.00 Metric Tonnes	
	Main deck fwd:	0	N/A	N/A		
	Main deck aft:	0	N/A	N/A		
	Poop deck:	2	Double Drums	Hydraulic	26.00 Metric Tonnes	
7.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		4	33 Metric Tonnes	4	33 Metric Tonnes
	Main deck fwd:		2	33 Metric Tonnes	8	33 Metric Tonnes
	Main deck aft:		2	33 Metric Tonnes	4	33 Metric Tonnes
	Poop deck:		9	33 Metric Tonnes	11	33 Metric Tonnes

Anchors/Emergency Towing System

7.7	Number of shackles on port / starboard cable:				10 / 10	
7.8	Type / SWL of Emergency Towing system forward:				Chain Stopper	100 Metric Tonnes
7.9	Type / SWL of Emergency Towing system aft:				Not Applicable	

Escort Tug

7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:				Not Applicable	33.00 Metric Tonnes
7.11	What is SWL of bollard on poop deck suitable for escort tug:					33.00 Metric Tonnes

Bow/Stern Thruster

7.12	What is brake horse power of bow thruster (if fitted):				Yes, 544.00 bhp	
7.13	What is brake horse power of stern thruster (if fitted):				No, 0.00 bhp	

Single Point Mooring (SPM) Equipment

7.14	Does the vessel meet the recommendations in the latest edition of OCIMF 'Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings (SPM)'?				Yes	
7.15	If fitted, how many chain stoppers:				1	
7.16	State type / SWL of chain stopper(s):				Not Applicable	100.00 Metric Tonnes
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:					54.00 Millimetres
7.18	Distance between the bow fairlead and chain stopper/bracket:					2,676 Millimetres
7.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:				No Not Applicable	

Lifting Equipment

7.20	Derrick / Crane description (Number, SWL and location):				Cranes: 1 x 10.00 Tonnes center	
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:					5.20 Metres

Ship To Ship Transfer (STS) / Helicopter Operations

7.22	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquefied Gas, as applicable)?				Yes	
7.23	Can the ship comply with the ICS Helicopter Guidelines? If Yes, state whether winching or landing area provided and diameter of the circle provided:				No,	

8. MISCELLANEOUS

Engine						
8.1	Speed				Maximum	Economic
	Ballast speed:				13.40 Knots (WSNP)	
	Laden speed:				13.40 Knots (WSNP)	
8.2	What type of fuel is used for main propulsion / generating plant:				IFO 380	HFO
8.3	Type / Capacity of bunker tanks:				Fuel Oil: 674.225 Cu. Metres Diesel Oil: 76.821 Cu. Metres Gas Oil: 0 Cu. Metres	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):					
8.5	Engines	No			Capacity	Make/Type
	Main engine:					

	Aux engine:	3		
	Power packs:			
	Boilers:	1	12.00 Metric Tonnes/Hour	
Emissions				
8.6	Main engine IMO NOx emission standard:			
8.7	Energy Efficiency Design Index (EEDI) rating number:			
Insurance				
8.8	P & I Club - Full Style:	SWEDISH CLUB		
8.9	P & I Club pollution liability coverage / expiration date:	1,000,000,000 US\$	Feb 20, 2017	
8.10	Hull & Machinery insured by - Full Style:	Norwegian Hull Club		
8.11	Hull & Machinery insured value / expiration date:	2,500,000 US\$	Apr 30, 2017	
Recent Operational History				
8.12	Date and place of last Port State Control inspection:		Jun 01, 2016 / Houston, USA	
8.13	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:		No na	
8.14	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:		Pollution: N/A, na Grounding: N/A, na Casualty: No, na Collision: N/A, na	
8.15	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):		As per Charterer's	
8.16	Date/place of last STS operation:			
Vetting				
8.17	Date of last SIRE inspection:		Nov 28, 2016	
8.18	Date of last CDI inspection:		Sep 28, 2016	
8.19	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: <i>* "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>		CDI, ERG, Koch, BP	
Additional Information				
8.20	Additional information relating to features of the ship or operational characteristics:		NA	

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