

1. VESSEL DESCRIPTION	
1.1 Date updated:	03 rd April 2012
1.2 Vessel's name:	Masirah
1.3 IMO number:	9411563
1.4 Vessel's previous name(s) and date(s) of change:	SONGA TOPAZ
1.5 Date delivered:	Jan 30, 2007
1.6 Builder (where built):	Sam Ho Shipbuilding Co.Ltd.Tongyeong, Korea
1.7 Flag:	Panama
1.8 Port of Registry:	Panama
1.9 Call sign:	3EJO2
1.10 Vessel's satcom phone number:	761120456
Vessel's fax number:	761120457
Vessel's telex number:	437257710
Vessel's email address:	masirah@amosconnect.com; masirah@omanship.co.om
1.11 Type of vessel:	Oil Tanker
1.12 Type of hull:	Double Hull

Classification	
1.13 Classification society:	Lloyds Register
1.14 Class notation:	100A1 Double Hull Oil and Chemical Tanker Ship type 2 ESP IWS LI LMC UMS
1.15 If Classification society changed, name of previous society:	Det Norske Veritas (DNV)
1.16 If Classification society changed, date of change:	Jan 19, 2012
1.17 IMO type, if applicable:	3
1.18 Does the vessel have ice class? If yes, state what level:	No
1.19 Date / place of last dry-dock:	Feb 08, 2012 Duqm
1.20 Date next dry dock due	Jan 30, 2017
1.21 Date of last special survey / next survey due:	Feb 08, 2012 Jan 30, 2017
1.22 Date of last annual survey:	Feb 08, 2012
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):	127.20 M
1.26 Length Between Perpendiculars (LBP):	119.45 M
1.27 Extreme breadth (Beam):	20.425 M
1.28 Moulded depth:	11.50 M
1.29 Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	38.314 M M
1.30 Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	59.35 M 67.16 M
1.31 Distance bridge front to center of manifold:	38.95 M
1.32 Parallel body distances:	Lightship Normal Ballast Summer Dwt
Forward to mid-point manifold:	16.60 M 23.39 M 29.04 M
Aft to mid-point manifold:	28.76 M 34.13 M 40.96 M
Parallel body length:	45.36 M 57.52 M 70.0 M
1.33 FWA at summer draft / TPC immersion at summer draft:	188 MM 23.0 MT
1.34 What is the max height of mast above waterline (air draft)	Full Mast Collapsed Mast
Lightship:	35.724 M N/A
Normal ballast:	32.557 M N/A
At loaded summer deadweight:	26.60 M N/A

Tonnages	
1.35 Net Tonnage:	4031

1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	8473	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	9133.76	7198.65
1.38	Panama Canal Net Tonnage (PCNT):		7164

Loadline Information

1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.812 M	8.714 M	12909.404 MT	17239.995 MT
	Winter:	2.993 M	8.533 M	12494.672 MT	16825.263 MT
	Tropical:	2.631 M	8.895 M	13324.909 MT	17655.500 MT
	Lightship:	8.949 M	2.577 M		4330.591 MT
	Normal Ballast Condition:	5.788 M	5.738 M	6372.117 MT	10702.708 MT
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?				N/A

Ownership and Operation

1.42	Registered owner - Full style:	Masirah Maritime Transportation Co SA Via General Nicanor A. de Obarrio Fifeith (50th) Street, Plaza 200, Post Box 081602984, Panama, Republic of Panama, C/o Oman Ship Management Company S.A.O.C. Tel- 968 24400900 Fax- 968 24400922 Email: tanker.operations@omanship.co.om
1.43	Technical operator - Full style:	Oman Ship Management Company S.A.O.C. Dohat Al Adab Street,OOSC Building,A075,Third Floor,Al Khuwair,Sultanate of Oman Tel- 968 24400900 Fax- 968 24400922 Email: tanker.operations@omanship.co.om ; tankers@omanship.co.om
1.44	Commercial operator - Full style:	Oman Ship Management Company S.A.O.C. #13, Oman Oil Bldg, Al Qurum, P. O. Box 104, PC118, Al Harthy Complex, Muscat, Sultanate of Oman Tel- 968 24400900 Fax- 968 24400922 Email: commercial@omanship.co.om
1.45	Disponent owner - Full style:	N/A

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Feb 08, 2012		Jan 29, 2017
2.2	Safety Radio Certificate:	Jan 19, 2012		Jan 29, 2017
2.3	Safety Construction Certificate:	Feb 08, 2012		Jan 29, 2017
2.4	Loadline Certificate:	Jan 19, 2012		Jan 29, 2017
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Feb 08, 2012		Jan 29, 2017
2.6	Safety Management Certificate (SMC):	Aug 26, 2009	Sep 29, 2011	Aug 01, 2014
2.7	Document of Compliance (DOC):	Aug 15, 2011		Mar 22, 2014
2.8	USCG (specify: COC, LOC or COI): COC	No		
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 2012		Feb 20, 2013
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 10, 2012		Feb 20, 2013
2.11	U.S. Certificate of Financial Responsibility (COFR):	No		
2.12	Certificate of Fitness (Chemicals):	Feb 08, 2012		Jul 07, 2012
2.13	Certificate of Fitness (Gas):	No		
2.14	Certificate of Class:	Feb 08, 2012		Jan 29, 2017
2.15	International Ship Security Certificate (ISSC):	Mar 05, 2010	Sep 29, 2011	Aug 02, 2014
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jan 19, 2012		Jan 29, 2017
2.17	International Air Pollution Prevention Certificate	Jan 19, 2012		Jan 29, 2017

	(IAPP):		
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 / Pakistani	
3.3	Nationality of Crew:	Indian	
3.4	If Officers/Crew employed by a Manning Agency - Full style:	INTERNATIONAL TANKER MANAGEMENT LTD, Executive Heights (DAMAC Bldg) Office No: 809, TECOM C, P.O. Box 24415 Dubai UAE Phone +971-444-03600 Fax +971 444-03605 Email: itm.dubai.manninga@tankermanager.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:		N/A
5.2	Qualified individual (QI) - Full style:		N/A
5.3	Oil Spill Response Organization (OSRO) -Full style:		N/A
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:		N/A
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,2W,3W,4W,5W,6W and SL(P+S)	
6.4	Total cubic capacity (98%, excluding slop tanks):		13079 M3
6.5	Slop tank(s) capacity (98%):		698.1 M3
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:		0M3
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?		5186.689 M3
6.9	What percentage of SDWT can vessel maintain with SBT only:		41.0 %
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:		450 M3/HR
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:		1800 M3/HR

6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Temp-80 C and Density 1.45		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12	Centrifugal /Framo	300 M3/HR
		2	Centrifugal /Framo	100 M3/HR
		1	Centrifugal /Framo	70 M3/HR
	Stripping:	No		M3/HR
	Eductors:	No		M3/HR
	Ballast:	2	Centrifugal /Framo	350 M3/HR
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 (SAAB)		
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:	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:	14		
6.27	What is the size of cargo connections:	1 X 300 MM & 13 X 150 MM		
6.28	What is the material of the manifold:	Stainless Steel		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	700 MM		
6.30	Distance ships rail to manifold:	3960 MM		
6.31	Distance manifold to ships side:	4000MM		
6.32	Top of rail to center of manifold:	1140MM		
6.33	Distance main deck to center of manifold:	2720 MM		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	8.896 M	5.532 M	
6.35	Number / size reducers:	2 x 300/200mm (12/8") 2 x 300/150mm (12/6") 2 x 200/150mm (8/6") 2 x 150/ 100mm (6/4")		
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:	YES		
6.37	If stern manifold fitted, state size:	300 MM		
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:	80.0 °C	80 °C	
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:	Ballast Tanks – 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:	No

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	56 MM	Polypropylene	220 M	59 MT
	Main deck fwd:		MM			
	Main deck aft:		MM			
	Poop deck:	4	56 MM	Polypropylene+Polyster	220 M	59 MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	48 MM	Polypropylene+Polyster	200 M	46 MT
	Main deck fwd:	2	MM	Polypropylene+Polyster (Spare)	220 M	59 MT
	Main deck aft:		MM		M	MT
	Poop deck:	2	56MM	Polypropylene	220M	59MT
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double	32 MT
	Main deck fwd:					MT
	Main deck aft:					MT
	Poop deck:			2	Double	32 MT
8.6	Mooring bits				No.	SWL
	Forecastle:				4	2 X 64 MT & 2 X 26 MT
	Main deck fwd:				2	1 X 64 MT & 1 X 26 MT
	Main deck aft:				2	20 MT
	Poop deck:				8	2 X 64 MT & 6 X 26 MT
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				7	1 X 100 MT & 6 X 57 MT
	Main deck fwd:				2	64 MT
	Main deck aft:				2	57 MT
	Poop deck:				11	1 X 64 MT, 2 X 45 MT & 8 X 57 MT

Emergency Towing System

8.8	Type / SWL of Emergency Towing system forward:	No	MT
8.9	Type / SWL of Emergency Towing system aft:	No	MT

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:	64MT	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		64MT
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	544 BHP	405.66 KW
8.15	What is brake horse power of stern thruster (if fitted):	No	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	
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:	2600 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):	Midship Crane: 1 x 10 Tonnes	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	6 M	
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?	IFO380	
9.2	What type of fuel is used in the generating plant?	IFO380/MGO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	663.0 M3	72.00 M3
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 Ltd, Baltic Place, South Shore Road, Gateshead, Tyne & Wear NE8 3BA, UK Tel : +44 (0) 191 2325221 Fax : +44 (0) 191 2610540 e-mail :general@nepia.com	
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:	Jun 14, 2010 / Port Sultan Qaboos	
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 , Grounding: No , Serious casualty: No , Collision: No ,	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	NGL / NGL / NGL	
Vetting			
9.12	Date/Place of last SIRE Inspection:	March 30 2011 / SOHAR	
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)*:	Contact owner for details.	
	*Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.		

