1.	**VESSEL DESCRIPTION**				
1.1	Date updated:		Dec 09, 2010		
1.2	Vessel's name:		Marilena		
1.3	IMO number:		9443839		
1.4	Vessel's previous name(s) and date(s) of change:		Not Applicable		
1.5	Date delivered:		May 12, 2009		
1.6	Builder (where built):		STX OFFSHORE & SHIPBUILDING LTD		
1.7	Flag:		Panama		
1.8	Port of Registry:		PANAMA		
1.9	Call sign:		3FHA3		
1.10	Vessel's satcom phone number:		+870 764906132 (Bridge)		
	Vessel's fax number:		+870 764906134		
	Vessel's telex number:		+870 435574411		
	Vessel's email address:		master@marilena.bsmfleet.com		
1.11	Type of vessel:		Chemical		
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, PORT, VEC-L, TCM, ES Additional notations: RRDA, POT, ESP, UWILD, CRC, CPP, RW		
1.15	If Classification society changed, name of previous society:		N/A		
1.16	If Classification society changed, date of change:		Not Applicable		
1.17	IMO type, if applicable:		2,3		
1.18	Does the vessel have ice class? If yes, state what level:		No , Not Applicable		
1.19	Date / place of last dry-dock:		Not Applicable	Newbuilding	
1.20	Date next dry dock due		May 11, 2012		
1.21	Date of last special survey / next survey due:		Not Applicable	May 11, 2014	
1.22	Date of last annual survey:		Jul 12, 2010		
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:				
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):				120 m
1.26	Length Between Perpendiculars (LBP):				113 m
1.27	Extreme breadth (Beam):				20.4 m
1.28	Moulded depth:				11.9 m
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):			36.0 m	m
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):			61.4 m	58.6 m
1.31	Distance bridge front to center of manifold:				31.2 m
1.32	Parallel body distances:	Lightship	Normal Ballast		Summer Dwt
	Forward to mid-point manifold:	25.4 m		28.8 m	34.2 m
	Aft to mid-point manifold:	20.63 m		33.9 m	40.35 m
	Parallel body length:	46.05 m		62.7 m	74.55 m
1.33	FWA at summer draft / TPC immersion at summer draft:			191 mm	21.7 MT
1.34	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Lightship:			33.800 m	0.000 m
	Normal ballast:			31.310 m	0.000 m
	At loaded summer deadweight:			27.350 m	0.000 m
Tonnages					
1.35	Net Tonnage:		3725		
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):			8247	6796
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):			9047.94	6793.39
1.38	Panama Canal Net Tonnage (PCNT):				6974
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.261 m	8.65 m	12966 MT	16668 MT
	Winter:	3.441 m	8.48 m	12556 MT	16276 MT
	Tropical:	3.081 m	8.84 m	13342.5 MT	17062.5 MT
	Lightship:	9.7 m	2.2 m		3720 MT
	Normal Ballast Condition:	7.21 m	4.69 m	4750 MT	8300 MT
1.40	Does vessel have multiple SDWT?			N/A	
1.41	If yes, what is the maximum assigned deadweight?				MT
Ownership and Operation					
1.42	Registered owner - Full style:		Chemical Partnership Shipping ltd. C/O Benetech SA Not Applicable Tel: Not Applicable Fax: Not Applicable Telex: Not Applicable Email: Not Applicable		
1.43	Technical operator - Full style:		Berhard Schulte Shipmanagement(HELLAS)SPLLC 6-8 Kifisias Avenue 151 25 Marousi,Athens,Greece Tel: +302106930330 Fax: +302106930333 Telex: Not Applicable Email: gr-sdc@gr.bs-shipmanagement.com		
1.44	Commercial operator - Full style:		BENETECH SA POSIDONOS AVENUE 48, GLYFADA - ATHENS - GREECE Tel: +302108980446 Fax: +302108946180 Telex: Not Applicable Email: mail@benetech.gr Web: www.Benetech.gr		

1.45	Disponent owner - Full style:	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	May 12, 2009	Jul 12, 2010	May 11, 2014
2.2	Safety Radio Certificate:	May 12, 2009	Jul 12, 2010	May 11, 2014
2.3	Safety Construction Certificate:	May 12, 2009	Jul 12, 2010	May 11, 2014
2.4	Loadline Certificate:	May 12, 2009	Jul 12, 2010	May 11, 2014
2.5	International Oil Pollution Prevention Certificate (IOPPC):	May 12, 2009	Jul 12, 2010	May 11, 2014
2.6	Safety Management Certificate (SMC):	Dec 10, 2009	Not Applicable	Oct 18, 2014
2.7	Document of Compliance (DOC):	Feb 22, 2010	Not Applicable	Aug 01, 2012
2.8	USCG (specify: COC, LOC or COI):			
2.9	Civil Liability Convention Certificate (CLC):	Feb 18, 2010		Feb 20, 2011
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 20, 2010		Feb 20, 2011
2.11	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable		
2.12	Certificate of Fitness (Chemicals):	Nov 02, 2009	Jul 12, 2010	May 11, 2014
2.13	Certificate of Fitness (Gas):	Not Applicable		
2.14	Certificate of Class:	Oct 22, 2009	Jul 12, 2010	May 11, 2014
2.15	International Ship Security Certificate (ISSC):	Oct 26, 2009	Not Applicable	Oct 19, 2014
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	May 12, 2009		May 11, 2014
2.17	International Air Pollution Prevention Certificate (IAPP):	May 12, 2009	Jul 12, 2010	May 11, 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:	RUSSIAN, GEORGIAN
3.3	Nationality of Crew:	FILIPINO
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: BSM (HELLAS)SPLLC 6-8 KIFISIAS AVENUE 151 25 MAROUSI,ATHENS GREECE Tel: +30 210 6930 330 Fax: +30 210 69 30 333 Telex: Not Applicable Email: gr-sdc@gr.bs-shipmanagement.com Crew: BSM (HELLAS)SPLLC 6-8 KIFISIAS AVENUE 151 25 MAROUSI,ATHENS GREECE Tel: +30 210 69 30 330 Fax: +30 210 69 30 333 Telex: Not Applicable Email: gr-sdc@gr.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:	N/A
5.2	Qualified individual (QI) - Full style:	
5.3	Oil Spill Response Organization (OSRO) -Full style:	
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):	Seg#1: 2037.8 m3 (COT 1P&S) Seg#2: 2589.1 m3 (COT 2P&S) Seg#3: 2786.6 m3 (COT 3P&S) Seg#4: 2785.7 m3 (COT 4P&S) Seg#5: 2770.6 m3 (COT 5P&S) Seg#6: 705.0 m3 (SLOPs P&S)
6.4	Total cubic capacity (98%, excluding slop tanks):	12984.5 m3
6.5	Slop tank(s) capacity (98%):	702.614 m3
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	m3
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?	5024 m3
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:	6
6.12	Maximum loading rate for homogenous cargo per manifold connection:	660 m3/hr
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1920 m3/hr

6.14	Are there any cargo tank filling restrictions. If yes, please specify:		Yes CARGO S.G.=1.025 (TON/M3) PARTIAL FILLING SHALL BE PERMITTED AT A LEVEL OF 66% CARGO TANK HEIGHT WITH CARGO SG=1.55		
Pumping Systems					
6.15	Pumps:	No.	Type		Capacity
	Cargo:	10 2 1	SUBMERGED CENTRIFUGAL WITH STRIPPING SYSTEM SD 125-5 DTHH 56-A 320 TK 80-2 DUHH 16-A 168		300 M3/HR 130 M3/HR 70 M3/HR
	Stripping:	12	FRAMO		m3/hr
	Eductors:	1	WAFER TYPE		50 m3/hr
	Ballast:	2	SUBMERGED CENTRIFUGAL EDUCTORS STRIPPING		250 m3/hr
6.16	How many cargo pumps can be run simultaneously at full capacity:		4 + 2 SLOP PUMPS		
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 Tanks		
Vapor Emission Control					
6.22	Is a vapor return system (VRS) fitted:		Yes		
6.23	Number/size of VRS manifolds (per side):		2		150 mm
Venting					
6.24	State what type of venting system is fitted:		HIGH VELOCITY P/V 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:		6		
6.27	What is the size of cargo connections:				200 mm
6.28	What is the material of the manifold:		STAINLESS STEEL		
Manifold Arrangement					
6.29	Distance between cargo manifold centers:				900 mm
6.30	Distance ships rail to manifold:				3460 mm
6.31	Distance manifold to ships side:				3460 mm
6.32	Top of rail to center of manifold:				540 mm
6.33	Distance main deck to center of manifold:				1840 mm
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:			9.050 m	5.076 m
6.35	Number / size reducers:		5 x 200/250mm (8/10") 1 x 200/125mm (8/5") 2 x 200/150mm (8/6") 2 x 75/150mm (3/6")		
Stern Manifold					
6.36	Is vessel fitted with a stern manifold:		N/A		
6.37	If stern manifold fitted, state size:				mm
Cargo Heating					
6.38	Type of cargo heating system?		HEATING COIL		
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:			66.0 ℃ / 150.8 ℉	66 ℃ / 150.8 ℉
Tank Coating					
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type		To What Extent
	Cargo tanks:	Yes	PHENOLIC EPOXY		WHOLE
	Ballast tanks:	Yes	EPOXY		WHOLE
	Slop tanks:	Yes	PHENOLIC EPOXY SIGMA PHENGUARD		Whole Tank
6.43	If fitted, what type of anodes are used:		ZN ANODE AUB 555		

7.	**INERT GAS AND CRUDE OIL WASHING**	
7.1	Is an Inert Gas System (IGS) fitted:	No
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	
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:		mm	Not Applicable		m	MT
	Main deck fwd:		mm	Not Applicable		m	MT
	Main deck aft:		mm	Not Applicable		m	MT
	Poop deck:		mm	Not Applicable		m	MT
8.2	Wire tails	No.	Diameter	Material	Length		Breaking Strength
	Forecastle:		mm	Not Applicable		m	MT
	Main deck fwd:		mm	Not Applicable		m	MT
	Main deck aft:		mm	Not Applicable		m	MT
	Poop deck:		mm	Not Applicable		m	MT
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length		Breaking Strength
	Forecastle:	4	42 mm	POLYPROPYLENE AND POLYESTER COMPOSITE		200 m	35 MT
	Main deck fwd:		mm	Not Applicable		m	MT
	Main deck aft:		mm	Not Applicable		m	MT
	Poop deck:	4	42 mm	POLYPROPYLENE AND POLYESTER COMPOSITE		200 m	35 MT
8.4	Other mooring lines	No.	Diameter	Material	Length		Breaking Strength
	Forecastle:	4	42 mm	POLYSTER & POLYPROPELENE		200 m	35 MT

				MIXED		
	Main deck fwd:		mm	Not Applicable	m	MT
	Main deck aft:		mm	Not Applicable	m	MT
	Poop deck:	4	42 mm	POLYSTER & POLYPROPELENE MIXED	200 m	35 MT
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	DOUBLE DRUM	26.4 MT
	Main deck fwd:				N/A	MT
	Main deck aft:				N/A	MT
	Poop deck:			2	Double Drums	26.4 MT
8.6	Mooring bitts				No.	SWL
	Forecastle:				4	33 MT
	Main deck fwd:				2	33 MT
	Main deck aft:				2	33 MT
	Poop deck:				8	33 MT
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				3	46 MT (1X200, 2X46 TONF)
	Main deck fwd:				2	33 MT
	Main deck aft:				2	33 MT
	Poop deck:				3	46 MT (1X64, 2X46 TONF)
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				KETA-45 F	203.9 MT
8.9	Type / SWL of Emergency Towing system aft:				Not Applicable	MT
Anchors						
8.10	Number of shackles on port cable:				11	
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:				33 MT	Not Applicable
8.13	What is SWL of bollard on poopdeck suitable for escort tug:					33 MT
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):				bhp	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:				KETA 45F	
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:					740 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 Not Applicable	
Lifting Equipment						
8.24	Derrick / Crane description (Number, SWL and location):				Cranes: 1 x 5 Tonnes MIDSHIPS	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:					17.5 m
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 / MDO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	545.5 m3	70.4 m3 0 m3
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	
Insurance			
9.5	P & I Club - Full Style:	STANDARD CLUB	
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:	Nov 25, 2010 / Ras Laffan	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:		
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):	Contact owner for details	
Vetting			
9.12	Date/Place of last SIRE Inspection:	Oct 28, 2010 / Mundra	
9.13	Date/Place of last CDI Inspection:	Sep 01, 2010 / Mesaieed	
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.*	Contact owner for details.	