

1.	VESSEL DESCRIPTION			
1.1	Date updated:	Jun 27th, 2015		
1.2	Vessel's name:	ANGIMAR		
1.3	IMO number:	9237814		
1.4	Vessel's previous name(s) and date(s) of change:	M/T Niyazi-S		
1.5	Date delivered:	NOVEMBER 2001		
1.6	Builder (where built):	TUZLA / TURKEY		
1.7	Flag:	MEXICAN		
1.8	Port of Registry:	COATZACOALCOS		
1.9	Call sign:	XCLK9		
1.10	Vessel's satcom phone number:			
	Vessel's fax number:			
	Vessel's telex number:			
	Vessel's email address:	angimar@navieraintermar.com		
1.11	Type of vessel:	Oil & Chemical Tanker		
1.12	Type of hull:	Double Hull		
Classification				
1.13	Classification society:	RINA		
1.14	Class notation:	C <input checked="" type="checkbox"/> chemical tanker ESP; oil tanker ESP-double hull, unrestricted navigation. <input checked="" type="checkbox"/> AUT-UMS; ICE		
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:	Yes		
1.19	Date / place of last dry-dock:	Veracruz	August 2014	
1.20	Date next dry dock due	November 2016		
1.21	Date of last special survey / next survey due:	10/2014	11/2016	
1.22	Date of last annual survey:	March 03, 2015		
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):	105.3 Meters		
1.26	Length Between Perpendiculars (LBP):	99.35 Meters		
1.27	Extreme breadth (Beam):	16.80 Meters		
1.28	Moulded depth:	7.40 Meters		
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	32.5 Meters		
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	47.35 Meters	57.9 Meters	
1.31	Distance bridge front to center of manifold:	36.2 Meters		
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	Meters	Meters	44.30 Meters
	Aft to mid-point manifold:	Meters	Meters	61.00Meters
	Parallel body length:	Meters	Meters	Meters
1.33	FWA at summer draft / TPC immersion at summer draft:	95 Millimeters	0.095 Metric 14.5Tons	
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast	
	Lightship:	27.20 Meters	Meters	
	Normal ballast:	27.00Meters	Meters	
	At loaded summer deadweight:	25.00 Meters	Meters	
Tonnages				
1.35	Net Tonnage:	1,788 U.A.N.		
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	3,868		
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	Not Calculated	Not Calculated	

1.38	Panama Canal Net Tonnage (PCNT):			Not Calculated	
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.210Meters	6.20 Meters	5,841.10 Metric Tons	7,947.70 Metric Tons
	Winter:	1.339 Meters	6.071Meters	5,647.50 Metric Tons	7,748.20 Metric Tons
	Tropical:	1.081 Meters	6.329 Meters	6,015.00 Metric Tons	8,125.00 Metric Tons
	Lightship:	4.21 Meters	3.20 Meters		2,106.60 Metric Tons
	Normal Ballast Condition:	4.06 Meters	3.35 Meters	1,928.78 Metric Tons	4,035.38 Metric Tons
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?			Metric Tons	
Ownership and Operation					
1.42	Registered owner - Full style:			Intermar Carmen S.A. de C.V. Av Oriente No 6-A, Int 1er Piso entre 3 Sur y 4 Sur, Col. P.I.P. Laguna Azul, C.P. 24140, Cd del Carmen, Campeche, México	
1.43	Technical operator - Full style:			Intermar Carmen S.A. de C.V. Av Oriente No 6-A, Int 1er Piso entre 3 Sur y 4 Sur, Col. P.I.P. Laguna Azul, C.P. 24140, Cd del Carmen, Campeche, México	
1.44	Commercial operator - Full style:			Intermar Carmen S.A. de C.V. Av Oriente No 6-A, Int 1er Piso entre 3 Sur y 4 Sur, Col. P.I.P. Laguna Azul, C.P. 24140, Cd del Carmen, Campeche, México	
1.45	Disponent owner - Full style:			Intermar Carmen S.A. de C.V. Av Oriente No 6-A, Int 1er Piso entre 3 Sur y 4 Sur, Col. P.I.P. Laguna Azul, C.P. 24140, Cd del Carmen, Campeche, México	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	06/10/2011	23/10/2014	05/10/2016
2.2	Safety Radio Certificate:	06/10/2011	23/10/2014	05/10/2016
2.3	Safety Construction Certificate:	06/10/2011	23/10/2014	05/10/2016
2.4	Loadline Certificate:	28/10/2014		19/10/2019
2.5	International Oil Pollution Prevention Certificate (IOPPC):	06/10/2011	23/10/2014	05/10/2016
2.6	Safety Management Certificate (SMC):	31/05/2010	24/01/2013	07/05/2015
2.7	Document of Compliance (DOC):	04/07/2014	07/2015	03/12/2014
2.8	USCG (specify: COC, LOC or COI):			
2.9	Civil Liability Convention Certificate (CLC):			
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	20/02/2014		20/02/2015
2.11	U.S. Certificate of Financial Responsibility (COFR):			
2.12	Certificate of Fitness (Chemicals):			
2.13	Certificate of Fitness (Gas):			
2.14	Certificate of Class:	16/12/2011	03/03/2015	02/11/2016
2.15	International Ship Security Certificate (ISSC):	In Process recertification		
2.16	International Sewage Pollution Prevention Certificate (ISPPC)			
2.17	International Air Pollution Prevention Certificate (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 ITOFP and will remain so for the entire duration of this voyage/contract:			She is not a member	

3.	CREW MANAGEMENT				
3.1	Nationality of Master:			Mexican	
3.2	Nationality of Officers:			Mexican	

3.3	Nationality of Crew:	Mexican
3.4	If Officers/Crew employed by a Manning Agency – Full style:	Logistica Administrativa Profesional SCP
3.5	What is the common working language onboard:	Spanish
3.6	Do officers speak and understand English:	Yes
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:	N/A

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:	Winching

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):		1P – 332.69 m³, 1S – 334.37 m³ 2P – 696.38 m³, 2S – 696.38 m³ 3P – 735.37 m³, 3S – 735.37 m³ 4P – 735.27 m³, 4S – 735.27 m³ 5P – 571.61 m³, 5S – 567.85 m³	
6.4	Total cubic capacity (98%, excluding slop tanks):		6,140.57 m³	
6.5	Slop tank(s) capacity (98%):		161.74 m³	
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:		N/A	
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?		2,342.74 m³	
6.9	What percentage of SDWT can vessel maintain with SBT only:		41.1 %	
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)		N/A	
Cargo Handling				
6.11	How many grades/products can vessel load/discharge with double valve segregation:		11	
6.12	Maximum loading rate for homogenous cargo per manifold connection:		1200 m³/hr	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:		636 m³/hr	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:		NO	
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	11	Centrifugal deep well	300 Cu.M/Hour
	Stripping:	11	Same as above	Cu.M/Hour
	Eductors:	1	For ballast	Cu.M/Hour
	Ballast:	2	Centrifugal	200 Cu.M/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:	Tank RADAR and Hermetic UTI		
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	125 Millimeters	
Venting				
6.24	State what type of venting system is fitted:	Controlled. 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:	11		
6.27	What is the size of cargo connections:	150 Millimeters		
6.28	What is the material of the manifold:	Stainless Steel		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	6,300 Millimeters		
6.30	Distance ships rail to manifold:	4,600 Millimeters		
6.31	Distance manifold to ships side:	4,800 Millimeters		
6.32	Top of rail to center of manifold:	3,600 Millimeters		
6.33	Distance main deck to center of manifold:	3,420 Millimeters		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	6.35 Meters	4.00 Meters	
6.35	Number / size reducers:			
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:	Yes		
6.37	If stern manifold fitted, state size:	250 Millimeters		
Cargo Heating				
6.38	Type of cargo heating system?	Thermal Oil		
6.39	If fitted, are all tanks coiled?	Yes		
6.40	If fitted, what is the material of the heating coils:			
6.41	Maximum temperature cargo can be loaded/maintained:	70° C	60° C	
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	Phenolic Epoxy	Whole Tank
	Ballast tanks:	Yes	Phenolic Epoxy	Whole Tank
	Slop tanks:	Yes	Phenolic Epoxy	Whole Tank
6.43	If fitted, what type of anodes are used:	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:	Nitrogen		
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:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
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:	2	50.8 Millimeters	BEXCOLINE	150 Meters	56.9 Metric Tons
	Main deck fwd:		Millimeters		Meters	Metric Tons
	Main deck aft:		Millimeters		Meters	Metric Tons
	Poop deck:	2	50.8 Millimeters	BEXCOLINE	150 Meters	56.9 Metric Tons
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	Millimeters	BEXCOLINE	150 Meters	56.9 Metric Tons
	Main deck fwd:		Millimeters		Meters	Metric Tons
	Main deck aft:		Millimeters		Meters	Metric Tons
	Poop deck:	2	50.8 Millimeters	BEXCOLINE	150 Meters	56.9 Metric Tons
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:	2			Single	30 Metric Tons
	Main deck fwd:	0				Metric Tons
	Main deck aft:	0				Metric Tons
	Poop deck:	2			Single	30 Metric Tons
8.6	Mooring bitts				No.	SWL
	Forecastle:	03				30 Metric Tons
	Main deck fwd:	2				30 Metric Tons
	Main deck aft:	2				30 Metric Tons
	Poop deck:	05				30 Metric Tons
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Open fairleads Forecastle:	10				30 MT
	Closed chocks on Main deck fwd:	2				30 MT
	Closed chocks on Main deck aft:	2				30 MT
	Open fairleads Poop deck:	12				30 MT
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				N/A	Metric Tons
8.9	Type / SWL of Emergency Towing system aft:				N/A	Metric Tons
Anchors						
8.10	Number of shackles on port cable:					07
8.11	Number of shackles on starboard cable:					08
Escort Tug						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:					30 Metric Tons
8.13	What is SWL of bollard on poopdeck suitable for escort tug:					30 Metric Tons
Bow/Stern Thruster						
8.14	What is brake horse power of bow thruster (if fitted):				483 BHP	360 kW
8.15	What is brake horse power of stern thruster (if fitted):				N/A	N/A
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):					
8.18	How many chain stopper(s) are fitted:					
8.19	State type of chain stopper(s) fitted:					
8.20	Safe Working Load (SWL) of chain stopper(s):					Metric Tons
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:					Millimeters
8.22	Distance between the bow fairlead and chain stopper/bracket:					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:					Yes / No / N/A
Lifting Equipment						
8.24	Derrick / Crane description (Number, SWL and location):					1 hose handling crane amidships 5 MT 1 provision crane starboard quarter 2 MT

8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	4.60 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?	INTERMEDIUM FUEL OIL (IFO180) / DIESEL OIL	
9.2	What type of fuel is used in the generating plant?	DIESEL	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	271.2 Cu.Meters	101.4 Cu.Meters Cu.Meters
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Controllable Pitch Propeller	
Insurance			
9.5	P & I Club - Full Style:	SEGUROS INBURSA	
9.6	P & I Club coverage - pollution liability coverage:	US\$50,000,000.00	
Port State Control			
9.7	Date and place of last Port State Control inspection:		
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:	NO	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	HEAVY FUEL OIL	
Vetting			
9.12	Date/Place of last SIRE Inspection:		
9.13	Date/Place of last CDI Inspection:		
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.		