1.	**VESSEL DESCRIPTION**			
1.1	Date updated:		May 10, 2011	
1.2	Vessel's name:		Prima	
1.3	IMO number:		9410507	
1.4	Vessel's previous name(s) and date(s) of change:		Not Applicable	
1.5	Date delivered:		Mar 18, 2008	
1.6	Builder (where built):		Eregli Shipyard, Ushmed branch, Turkey	
1.7	Flag:		Portugal	
1.8	Port of Registry:		Madeira	
1.9	Call sign:		CQOZ	
1.10	Vessel's satcom phone number:		+870 764 832 334 / +46 31 33 44 761/2	
	Vessel's fax number:		+870 764 832 335	
	Vessel's telex number:		425500065/ 425500066	
	Vessel's email address:		prima@crewchart.com	
1.11	Type of vessel:		Chemical	
1.12	Type of hull:		Double Hull	
Classification				
1.13	Classification society:		Bureau Veritas	
1.14	Class notation:		H&M, Oil & Chemical tanker ESP, Unrestricted Navigation, AUT-UMS, Clean Ship, Mon Shaft, Ice Class 1A, IG, USCG, Manovr, AVM-APS, IMO II, VCS, Inwatersurvey	
1.15	If Classification society changed, name of previous society:			
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:		Yes, 1A	
1.19	Date / place of last dry-dock:		Jul 02, 2010	Göteborg
1.20	Date next dry dock due		Mar 16, 2013	
1.21	Date of last special survey / next survey due:		Not Applicable	Jun 16, 2011
1.22	Date of last annual survey:		Mar 25, 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	
Dimensions				
1.25	Length Over All (LOA):			119.10 Metres
1.26	Length Between Perpendiculars (LBP):			111 Metres
1.27	Extreme breadth (Beam):			16.90 Metres
1.28	Moulded depth:			8 Metres
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		36 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		59 Metres	60 Metres
1.31	Distance bridge front to center of manifold:			58 Metres
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	22 Metres	26.40 Metres	31.90 Metres
	Aft to mid-point manifold:	26 Metres	39.60 Metres	47.90 Metres
	Parallel body length:	48 Metres	66 Metres	79.80 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:		141 Millimetres	16.50 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		33.672 Metres	0 Metres
	Normal ballast:		31.634 Metres	0 Metres
	At loaded summer deadweight:		29.245 Metres	0 Metres
Tonnages				
1.35	Net Tonnage:		2,294	

1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):			4,870	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):			5,170.75	4,062.45
1.38	Panama Canal Net Tonnage (PCNT):				4,151
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.659 Metres	6.755 Metres	6,928 Metric Tonnes	9,949 Metric Tonnes
	Winter:	1.80 Metres	6.628 Metres	6,690.95 Metric Tonnes	9,714.34 Metric Tonnes
	Tropical:	1.518 Metres	7.051 Metres	7,168.11 Metric Tonnes	10,191.50 Metric Tonnes
	Lightship:	6.072 Metres	2.328 Metres		3,023 Metric Tonnes
	Normal Ballast Condition:	4.034 Metres	4.366 Metres	3,073 Metric Tonnes	6,096 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:			Prima Shipping LTD c/o SRAB Shipping AB (publ) P.O. Box 27233 SE 10253 Stockholm Tel: +46853489900 Fax: +46853489901 Email: ship@srab.se	
1.43	Technical operator - Full style:			Crew Chart Shipmanagement AB Banehagsliden 5 SE-414 51 Gothenburg Sweden Tel: +4631 7045330 Fax: +4631121710 Email: vetting@crewchart.com Company IMO#: 5130864	
1.44	Commercial operator - Full style:			Uni-Chartering A/S Kullinggade 36, DK 5700 Svendborg, Denmark Tel: +45 88 30 99 09 Fax: +45 88 30 99 00 Email: info@uni-chartering.com	
1.45	Disponent owner - Full style:			SRAB Shipping AB (publ) P.O. Box 27233 SE 10253 Stockholm Tel: +46853489900 Fax: +46853489901 Email: ship@srab.se	

2.	**CERTIFICATION**	**Issued**	**Last Annual or Intermediate**	**Expires**
2.1	Safety Equipment Certificate:	Apr 14, 2008	Mar 25, 2010	Mar 16, 2013
2.2	Safety Radio Certificate:	Apr 14, 2008	Mar 25, 2010	Mar 16, 2013
2.3	Safety Construction Certificate:	Apr 14, 2008	Mar 25, 2010	Mar 16, 2013
2.4	Loadline Certificate:	Apr 14, 2008	Mar 25, 2010	Mar 16, 2013
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Apr 14, 2008	Mar 25, 2010	Mar 16, 2013
2.6	Safety Management Certificate (SMC):	Sep 06, 2008	Not Applicable	Sep 03, 2013
2.7	Document of Compliance (DOC):	Jan 07, 2008	Nov 25, 2009	Sep 21, 2011
2.8	USCG (specify: COC, LOC or COI):			
2.9	Civil Liability Convention Certificate (CLC):	Jan 25, 2011		Feb 20, 2012
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 20, 2011		Feb 20, 2012
2.11	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable		Not Applicable
2.12	Certificate of Fitness (Chemicals):	Mar 26, 2008	Mar 25, 2010	Mar 16, 2013
2.13	Certificate of Fitness (Gas):	Not Applicable		
2.14	Certificate of Class:	Apr 14, 2008	Mar 25, 2010	Mar 16, 2013

2.15	International Ship Security Certificate (ISSC):	Sep 06, 2008	Not Applicable	Sep 03, 2013
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Apr 14, 2008		Mar 16, 2013
2.17	International Air Pollution Prevention Certificate (IAPP):	Apr 14, 2008	Mar 25, 2010	Mar 16, 2013
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:	Latvian
3.2	Nationality of Officers:	Latvian, Russian, Filipino
3.3	Nationality of Crew:	Filipino, Swedish cadets
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Crew Chart Ship Management AB Banehagsliden 5 SE-41451 Gothenburg Sweden Tel: +46317045330 Fax: +4631121710 Email: crew@crewchart.com Crew: Scanmar Maritime Services Inc. G&A Building, 2303 Chino Roces Avenue Makati City Philippines Tel: +63-28129995 Fax: +63-28167494 Email: smsi@surfshop.net.ph
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:	

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: 423.89 m3 (CT 1P) Seg#2: 423.89 m3 (CT 1S) Seg#3: 756.58 m3 (CT 2P) Seg#4: 756.58 m3 (CT 2S) Seg#5: 651.56 m3 (CT 3P) Seg#6: 651.56 m3 (CT 3S) Seg#7: 805.35 m3 (CT 4P) Seg#8: 805.35 m3 (CT

			4S) Seg#9: 651.67 m3 (CT 5P) Seg#10: 651.67 m3 (CT 5S) Seg#11: 749.16 m3 (CT 6P) Seg#12: 749.16 m3 (CT 6S) Seg#13: 89.41 m3 (Slop Tk P) Seg#14: 76.81 m3 (Slop tk S)	
6.4	Total cubic capacity (98%, excluding slop tanks):			7,912 Cu. Metres
6.5	Slop tank(s) capacity (98%):			165 Cu. Metres
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:			12.60 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?			3,124 Cu. Metres
6.9	What percentage of SDWT can vessel maintain with SBT only:			44 %
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:			400 Cu. Metres/Hour
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:			1,400 Cu. Metres/Hour
6.14	Are there any cargo tank filling restrictions. If yes, please specify:			Yes At a filling of 98% are max allowed spec grav 1,54ton/m3
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12 2 1	FRAMO SD-150 FRAMO SD-100 FRAMO TK-80	350 M3/HR 100 M3/HR 70 M3/HR
	Stripping:	0		0 Cu. Metres/Hour
	Eductors:	0		0 Cu. Metres/Hour
	Ballast:	2		500 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:			
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 Millimetres
Venting				
6.24	State what type of venting system is fitted:			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':			N/A
6.26	What is the number of cargo connections per side:			14
6.27	What is the size of cargo connections:			300 Millimetres
6.28	What is the material of the manifold:			Stainless Steel
Manifold Arrangement				
6.29	Distance between cargo manifold centers:			1,016 Millimetres
6.30	Distance ships rail to manifold:			3,800 Millimetres

6.31	Distance manifold to ships side:		3,900 Millimetres
6.32	Top of rail to center of manifold:		2,670 Millimetres
6.33	Distance main deck to center of manifold:		1,769 Millimetres
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	6 Metres	3 Metres
6.35	Number / size reducers:	1 x 100/150mm (4/6") 1 x 150/200mm (6/8") 1 x 200/300mm (8/12") 1 x 250/300mm (10/12") 2 x 150/300mm (6/12")	
Stern Manifold			
6.36	Is vessel fitted with a stern manifold:	Yes	
6.37	If stern manifold fitted, state size:	300 Millimetres	
Cargo Heating			
6.38	Type of cargo heating system?	Hot water, Heating coils	
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:		

Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	Marine Line 784	Whole Tank
	Ballast tanks:	Yes	Balloxy	Whole Tank
	Slop tanks:	Yes	Marine Line 784	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:	IG Generator
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:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck fwd:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Poop deck:	0	0 Millimetres		0 Metres	0 Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck fwd:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Poop deck:	0	0 Millimetres		0 Metres	0 Metric Tonnes
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	40 Millimetres	PP/PES	220 Metres	24.80 Metric Tonnes
	Main deck fwd:	2	40 Millimetres	PP/PES	220 Metres	24.80 Metric Tonnes
	Main deck aft:	2	40 Millimetres	PP/PES	220 Metres	24.80 Metric Tonnes
	Poop deck:	3	40 Millimetres	PP/PES	220 Metres	24.80 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck fwd:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Poop deck:	0	0 Millimetres		0 Metres	0 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			3	Single Drum	14.88 Metric Tonnes
	Main deck fwd:			0		0 Metric Tonnes
	Main deck aft:			1	Single Drum	14.88 Metric Tonnes
	Poop deck:			2	Single Drum	14.88 Metric Tonnes

8.6	Mooring bitts	No.	SWL
	Forecastle:	4	80 Metric Tonnes
	Main deck fwd:	2	50 Metric Tonnes
	Main deck aft:	2	50 Metric Tonnes
	Poop deck:	3	80 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type	No.	SWL
	Forecastle:	5	80 Metric Tonnes
	Main deck fwd:	2	50 Metric Tonnes
	Main deck aft:	2	50 Metric Tonnes
	Poop deck:	5	80 Metric Tonnes
Emergency Towing System			
8.8	Type / SWL of Emergency Towing system forward:	N/A	0 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:		0 Metric Tonnes
Anchors			
8.10	Number of shackles on port cable:	8	
8.11	Number of shackles on starboard cable:	8	
Escort Tug			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	80 Metric Tonnes	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		80 Metric Tonnes
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	589 bhp	439.21 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)':	N/A	
8.17	Is vessel fitted with chain stopper(s):	No	
8.18	How many chain stopper(s) are fitted:	0	
8.19	State type of chain stopper(s) fitted:		
8.20	Safe Working Load (SWL) of chain stopper(s):		0 Metric Tonnes
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		0 Millimetres
8.22	Distance between the bow fairlead and chain stopper/bracket:		0 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:	0	
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 2 x 5 Tonnes,	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		4 Metres
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?	IFO 380	
9.2	What type of fuel is used in the generating plant?	Gasoil	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	431 Cu. Metres	0 Cu. Metres 53 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Controllable Pitch	
Insurance			
9.5	P & I Club - Full Style:	SKULD P.O Box 1376 Vika N-0114 Oslo Norway	
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:	Dec 29, 2010 / Västerås
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: Yes , Rotterdam, 26/6/2010.Full investigation report available at this office. Serious casualty: No , Collision: No ,
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	A/p recap
Vetting		
9.12	Date/Place of last SIRE Inspection:	Mar 31, 2011 / Karlshamn
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)*: ** Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.*	PORT STATE / BP

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