

1. VESSEL DESCRIPTION			
1.1	Date updated:	Sep 01, 2010	
1.2	Vessel's name:	Duzgit Integrity	
1.3	IMO number:	9380415	
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.5	Date delivered:	Apr 01, 2008	
1.6	Builder (where built):	Marmara Shipping, Turkey	
1.7	Flag:	Malta	
1.8	Port of Registry:	VALLETTA	
1.9	Call sign:	9HQS9	
1.10	Vessel's satcom phone number:	+870-764870147	
	Vessel's fax number:	+870-764870149	
	Vessel's telex number:	424937910/911	
	Vessel's email address:	duzgit.integrity@vsl.ems-asa.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:	1+HULL+Mach,Oil tanker ESP,Chemical tanker ESP,Unrestricted Navigation,+AUT-UMS;AVM-APS; MON-SHAFT;CLEANSHIP ICE CLASS IA;INWATERSURVEY;VCS;CARGOCONT ROL;IG	
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	
1.18	Does the vessel have ice class? If yes, state what level:	Yes, ICE CLASS IA	
1.19	Date / place of last dry-dock:	Not Applicable	
1.20	Date next dry dock due	Sep 30, 2010	
1.21	Date of last special survey / next survey due:	Not Applicable Not Applicable	
1.22	Date of last annual survey:	Mar 05, 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?	No	
Dimensions			
1.25	Length Over All (LOA):	131.53 Metres	
1.26	Length Between Perpendiculars (LBP):	124.21 Metres	
1.27	Extreme breadth (Beam):	18.9 Metres	
1.28	Moulded depth:	10.2 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	35.85 Metres	Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	61.5 Metres	62 Metres
1.31	Distance bridge front to center of manifold:	39.2 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	18.4 Metres	28.5 Metres 33.0 Metres
	Aft to mid-point manifold:	8.55 Metres	15.0 Metres 22.5 Metres
	Parallel body length:	29.832 Metres	43.994 Metres 55.516 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	2,234 Millimetres	22.156 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	33.251 Metres	0.0 Metres
	Normal ballast:	30.721 Metres	0.0 Metres
	At loaded summer deadweight:	27.872 Metres	0.0 Metres
Tonnages			
1.35	Net Tonnage:	3,626	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	7,833	6,518

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1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		8,184.69	6,516.83	
1.38	Panama Canal Net Tonnage (PCNT):			6,629	
<b>Loadline Information</b>					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.234 Metres	7.978 Metres	10,735.58 Metric Tonnes	14,816 Metric Tonnes
	Winter:	2.401 Metres	7.811 Metres	10,371.21 Metric Tonnes	14,452.21 Metric Tonnes
	Tropical:	2.068 Metres	8.144 Metres	11,100.57 Metric Tonnes	16,282.14 Metric Tonnes
	Lightship:	7.653 Metres	2.599 Metres		4,081 Metric Tonnes
	Normal Ballast Condition:	5.083 Metres	5.129 Metres	4,876.5 Metric Tonnes	8,957.5 Metric Tonnes
1.40	Does vessel have multiple SDWT?			N/A	
1.41	If yes, what is the maximum assigned deadweight?			10,500 Metric Tonnes	
<b>Ownership and Operation</b>					
1.42	Registered owner - Full style:		DS TANKERS LIMITED 171 OLD BAKERY STREET VALLETTA, MALTA. C/O DUZGIT Aydintepe Mahallesi, Yakut Sokak Tel: +90 216 4936064 Fax: +90 216 4936066 Telex: Not Applicable Email: management@dstankers.com		
1.43	Technical operator - Full style:		EMS Ship Management (India) Pvt.Ltd R-102, REMI BIZCOURT, PLOT No9, Shah Industrial Estate, Veera Desai Road Andheri(W), Mumbai 400 053 India Tel: +91 22 6704 1000 Fax: +91 22 6704 1011 Telex: Not Applicable Email: shipmanagement.in@ems-asa.com		
1.44	Commercial operator - Full style:		Atlas Chemical Tankers AS Smastrandgaten 3, Xhibition, 6th floor, NO-5014 Bergen, Norway Tel: +47 55541120 Fax: +47 55541111 Telex: Not Applicable Email: operations@actas.no		
1.45	Disponent owner - Full style:		Atlas Chemical Tankers AS Smastrandgaten 3, Xhibition, 6th floor, NO-5014 Bergen, Norway Tel: +47 55541120 Fax: +47 55541111		

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Apr 21, 2009	Mar 05, 2010	Mar 31, 2013
2.2	Safety Radio Certificate:	Sep 08, 2008	Mar 05, 2010	Mar 31, 2013
2.3	Safety Construction Certificate:	Sep 08, 2008	Mar 05, 2010	Mar 31, 2013
2.4	Loadline Certificate:	Sep 08, 2008	Mar 05, 2010	Mar 31, 2013
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Sep 08, 2008	Mar 05, 2010	Mar 31, 2013
2.6	Safety Management Certificate (SMC):	Apr 01, 2009	Not Applicable	Feb 03, 2014
2.7	Document of Compliance (DOC):	Jul 05, 2010	Not Applicable	Jul 07, 2015
2.8	USCG (specify: COC, LOC or COI): LOC	Oct 11, 2009	Oct 11, 2010	Oct 11, 2011
2.9	Civil Liability Convention Certificate (CLC):	Feb 15, 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):	Sep 08, 2008		Jan 01, 2012
2.12	Certificate of Fitness (Chemicals):	Sep 08, 2008	Mar 05, 2010	Jul 18, 2013
2.13	Certificate of Fitness (Gas):	Not Applicable		Not Applicable

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2.14	Certificate of Class:	Sep 08, 2008	Mar 05, 2010	Jul 18, 2013
2.15	International Ship Security Certificate (ISSC):	Feb 03, 2009		Apr 18, 2011
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Sep 08, 2008		Jul 18, 2013
2.17	International Air Pollution Prevention Certificate (IAPP):	Sep 08, 2008	Mar 05, 2010	Jul 18, 2013
<b>Documentation</b>				
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

<b>3.</b>	<b>CREW MANAGEMENT</b>			
3.1	Nationality of Master:	Russian		
3.2	Nationality of Officers:	Russia, Latvia, Ukraine, Estonia		
3.3	Nationality of Crew:	Russia, Latvia		
3.4	If Officers/Crew employed by a Manning Agency - Full style:	<p>Officers:                      EMS Crew Management-Latvia                      6 Dundes str office 505-506 LV-1013,Riga                      Latvia                      Tel: +371 6732 4768                      Fax: +371 6732 4302                      Telex: Not Applicable                      Email: crewmanagement.lv@ems-asa.com</p> <p>Crew:                      EMS CREW MANAGEMENT-LATVIA                      6 Dundes str office 505-506 LV-1013,Riga                      Latvia                      Tel: +371 6732 4768                      Fax: +371 6732 4302                      Telex: as above                      Email: crewmanagement.lv@ems-asa.com</p>		
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		

<b>4.</b>	<b>HELICOPTERS</b>			
4.1	Can the ship comply with the ICS Helicopter Guidelines:	N/A		
4.2	If Yes, state whether winching or landing area provided:			

<b>5.</b>	<b>FOR USA CALLS</b>			
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:	Yes		
5.2	Qualified individual (QI) - Full style:	<p>Norwegian Marine Services, Inc                      2951 Marina Bay drive, Suite #130-331                      League City, Texas 77573                      Tel: +1 281 538 2305                      Fax: +1 832 201 9655                      Telex: N/A                      Email: nms@att.net</p>		
5.3	Oil Spill Response Organization (OSRO) -Full style:	<p>Marine Spill Response Corporation (MSRC)                      220 Spring Street, Suite 500, Herndon,                      VA20170                      Tel: (703) 326-5600 / (73                      Fax: (703) 326-5660</p>		
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	No		

<b>6.</b>	<b>CARGO AND BALLAST HANDLING</b>			
<b>Double Hull Vessels</b>				
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	No		
6.2	If Yes, is bulkhead solid or perforated:			

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<b>Cargo Tank Capacities</b>			
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 987.977 m3 (1P) Seg#2: 989.055 m3 (1S) Seg#3: 1112.506 m3 (2P) Seg#4: 1111.741 m3 (2S) Seg#5: 966.741 m3 (3P) Seg#6: 973.738 m3 (3S) Seg#7: 1125.148 m3 (4P) Seg#8: 1122.766 m3 (4S) Seg#9: 963.183 m3 (5P) Seg#10: 968.093 m3 (5S) Seg#11: 974.149 m3 (6P) Seg#12: 963.311 m3 (6S)	
6.4	Total cubic capacity (98%, excluding slop tanks):	12,258.4 Cu. Metres	
6.5	Slop tank(s) capacity (98%):	337.146 Cu. Metres	
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	36 Cu. Metres	
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	SBT	
<b>SBT Vessels</b>			
6.8	What is total capacity of SBT?	4,306.07 Cu. Metres	
6.9	What percentage of SDWT can vessel maintain with SBT only:	37.45	
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)	Yes	
<b>Cargo Handling</b>			
6.11	How many grades/products can vessel load/discharge with double valve segregation:	12	
6.12	Maximum loading rate for homogenous cargo per manifold connection:	1,500 Cu. Metres/Hour	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1,600 Cu. Metres/Hour	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes 95% and 98%	
<b>Pumping Systems</b>			
6.15	Pumps:	No.	Type
	Cargo:	12 2	Centrifugal Centrifugal
	Stripping:	0	N/A
	Eductors:	0	N/A
	Ballast:	2	Centrifugal
	Capacity:		375 M3/HR 100 M3/HR
6.16	How many cargo pumps can be run simultaneously at full capacity:	4	
	0 Cu. Metres/Hour	400 Cu. Metres/Hour	
<b>Cargo Control Room</b>			
6.17	Is ship fitted with a Cargo Control Room (CCR):	Yes	
6.18	Can tank innage / ullage be read from the CCR:	Yes	
<b>Gauging and Sampling</b>			
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:	SAAB	
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes	
<b>Vapor Emission Control</b>			
6.22	Is a vapor return system (VRS) fitted:	Yes	
6.23	Number/size of VRS manifolds (per side):	1	150 Millimetres
<b>Venting</b>			
6.24	State what type of venting system is fitted:	PV VALVES	
<b>Cargo Manifolds</b>			
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	

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6.27	What is the size of cargo connections:	152 (Common line is 305)		
6.28	What is the material of the manifold:	SUS 316L		
<b>Manifold Arrangement</b>				
6.29	Distance between cargo manifold centers:	508 Millimetres		
6.30	Distance ships rail to manifold:	5,000 Millimetres		
6.31	Distance manifold to ships side:	5,000 Millimetres		
6.32	Top of rail to center of manifold:	810 Millimetres		
6.33	Distance main deck to center of manifold:	3,825 Millimetres		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	8.908 Metres	6.05 Metres	
6.35	Number / size reducers:	1 x 305/254mm (12/10") 1 x 305/203mm (12/8") 1 x 305/152mm (12/6") 1 x 152/101mm (6/4") 1 x 127/152mm (5/6")		
<b>Stern Manifold</b>				
6.36	Is vessel fitted with a stern manifold:	Yes		
6.37	If stern manifold fitted, state size:	305 Millimetres		
<b>Cargo Heating</b>				
6.38	Type of cargo heating system?	Heating Coil (With Thermal Oil)		
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 &deg;C / 176.0 &deg;F	75 &deg;C / 167 &deg;F	
<b>Tank Coating</b>				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	Marineline	Whole Tank
	Ballast tanks:	Yes	Balloxy HB Light,Green/Beige	Whole Tank
	Slop tanks:	Yes	Marineline	Whole Tank
6.43	If fitted, what type of anodes are used:	ZINC		

<b>7.</b>	<b>INERT GAS AND CRUDE OIL WASHING</b>			
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		

<b>8.</b>	<b>MOORING</b>					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Poop deck:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Poop deck:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	140 Millimetres	Polypropylene	220 Metres	36.5 Metric Tonnes
	Main deck fwd:	2	140 Millimetres	Polypropylene	220 Metres	36.5 Metric Tonnes
	Main deck aft:	4	140 Millimetres	polypropylene	220 Metres	36 Metric Tonnes
	Poop deck:	1	140 Millimetres	polypropylene	220 Metres	36 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	140 Millimetres	polypropylene	220 Metres	36.5 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes

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	Main deck aft:	2	140 Millimetres	PolyPropelene	220 Metres	36 Metric Tonnes
	Poop deck:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double Drums	28.8 Metric Tonnes
	Main deck fwd:			1	Double Drums	28.8 Metric Tonnes
	Main deck aft:			2	Double Drums	28.8 Metric Tonnes
	Poop deck:			1	Double Drums	28.8 Metric Tonnes
8.6	Mooring bitts			No.		SWL
	Forecastle:			6		33 Metric Tonnes
	Main deck fwd:			2		33 Metric Tonnes
	Main deck aft:			4		33 Metric Tonnes
	Poop deck:			6		33 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type			No.		SWL
	Forecastle:			11		33 Metric Tonnes
	Main deck fwd:			10		33 Metric Tonnes
	Main deck aft:			10		33 Metric Tonnes
	Poop deck:			13		33 Metric Tonnes
<b>Emergency Towing System</b>						
8.8	Type / SWL of Emergency Towing system forward:				Not Applicable	0 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:				Not Applicable	0 Metric Tonnes
<b>Anchors</b>						
8.10	Number of shackles on port cable:					9
8.11	Number of shackles on starboard cable:					9
<b>Escort Tug</b>						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				0 Metric Tonnes	Not Applicable
8.13	What is SWL of bollard on poopdeck suitable for escort tug:					0 Metric Tonnes
<b>Bow/Stern Thruster</b>						
8.14	What is brake horse power of bow thruster (if fitted):				670 bhp	499.61 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):				0 bhp	0 Kilowatt
<b>Single Point Mooring (SPM) Equipment</b>						
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:				Not Applicable	
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:				No Not Applicable	
<b>Lifting Equipment</b>						
8.24	Derrick / Crane description (Number, SWL and location):				Cranes: 1 x 5 Tonnes, Center	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:				6.55 Metres	
<b>Ship To Ship Transfer (STS)</b>						
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):				Yes	
<b>9. MISCELLANEOUS</b>						
<b>Engine Room</b>						
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?				Diesel Oil	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:				613.11 Cu. Metres	103.77 Cu. Metres 0 Cu. Metres

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9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Controllable Pitch
<b>Insurance</b>		
9.5	P & I Club - Full Style:	BRITANNIA
9.6	P & I Club coverage - pollution liability coverage:	1000000000
<b>Port State Control</b>		
9.7	Date and place of last Port State Control inspection:	Apr 24, 2010 / Vasto
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	
<b>Recent Operational History</b>		
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, N/A Grounding: No, N/A Serious casualty: No, Collision: No, N/A
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	N/A
<b>Vetting</b>		
9.12	Date/Place of last SIRE Inspection:	Jul 31, 2010 / Runcorn
9.13	Date/Place of last CDI Inspection:	Mar 22, 2010 / Kuantan
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*:  <i>* Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	USCG (COC/TVEL) / BP / SHELL / STATOILHYDRO / CDI / LUKOIL

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