

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	29 <sup>th</sup> December, 2012	
1.2	Vessel's name:	M/T JAMEELA STAR	
1.3	IMO number:	6823131	
1.4	Vessel's previous name(s) and date(s) of change:	M/T RUBLE / 28 <sup>th</sup> August, 2012	
1.5	Date delivered:	28 <sup>th</sup> August, 2012	
1.6	Builder (where built):	Hitzler Werft, Germany	
1.7	Flag:	Panama	
1.8	Port of Registry:	Panama	
1.9	Call sign:	HP5274	
1.10	Vessel's satcom phone number:	Mobile # +870776730713	
	Vessel's fax number:	N/A	
	Vessel's telex number:	N/A	
	Vessel's email address:	<a href="mailto:Mt.jameelastar@gmail.com">Mt.jameelastar@gmail.com</a>	
1.11	Type of vessel:	Oil Tanker	
1.12	Type of hull:	Double Hull	
<b>Classification</b>			
1.13	Classification society:	IBS	
1.14	Class notation:	Oil Carrier	
1.15	If Classification society changed, name of previous society:	Vessel was operating at local waters, and class was withdrawn	
1.16	If Classification society changed, date of change:	Vessel was without class since 01.01.2008	
1.17	IMO type, if applicable:	N/A	
1.18	Does the vessel have ice class? If yes, state what level:	N/A	
1.19	Date / place of last dry-dock:	16 <sup>th</sup> November, 2012	Aykin Shipyards
1.20	Date next dry dock due	16 <sup>th</sup> November, 2014	
1.21	Date of last special survey / next survey due:	16 <sup>th</sup> November, 2012	16 <sup>th</sup> November, 2014
1.22	Date of last annual survey:	16 <sup>th</sup> November, 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	
<b>Dimensions</b>			
1.25	Length Over All (LOA):	67.5 Meters	
1.26	Length Between Perpendiculars (LBP):	61.7 Meters	
1.27	Extreme breadth (Beam):	10.7 Meters	
1.28	Moulded depth:	6.0 Meters	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	23.20 Meters	N/A
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	42.30 Meters	33.20 Meters
1.31	Distance bridge front to center of manifold:	05.00 Meters	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:		
	Aft to mid-point manifold:		
	Parallel body length:		
1.33	FWA at summer draft / TPC immersion at summer draft:	95 Millimeters	5.75 Metric Tons/M <sup>3</sup>
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	23.20 Meters	N/A
	Normal ballast:	19.70 Meters	N/A
	At loaded summer deadweight:	18.54 Meters	N/A
<b>Tonnages</b>			
1.35	Net Tonnage:	528	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	991	N/A
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	N/A	

1.38	Panama Canal Net Tonnage (PCNT):				N/A
<b>Loadline Information</b>					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1,360 mm	4.68 Meters	1,545 Metric Tons	2,186.63 Metric Tons
	Winter:	1,460 mm			
	Tropical:				
	Lightship:		2.30 Meters		1,960 Metric Tons
	Normal Ballast Condition:		1.80 Meters		661,483 Metric Tons
1.40	Does vessel have multiple SDWT?				No
1.41	If yes, what is the maximum assigned deadweight?				N/A
<b>Ownership and Operation</b>					
1.42	Registered owner - Full style: Ruble Shipping Co Ltd			Flat 9, Cuore di Gesu Flats, Triq tal-Qroqq, Msida MSD 1700, Malta	
1.43	Technical operator - Full style: MT Transport Ltd			16, Shore Street, Mgarr GSM 9033, Gozo, Malta	
1.44	Commercial operator - Full style: MT Transport Ltd			16, Shore Street, Mgarr GSM 9033, Gozo, Malta	
1.45	Disponent owner - Full style: Ruble Shipping Co Ltd			Flat 9, Cuore di Gesu Flats, Triq tal-Qroqq, Msida MSD 1700, Malta	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	16 <sup>th</sup> November, 2012	16 <sup>th</sup> November, 2012	15 <sup>th</sup> April, 2013
2.2	Safety Radio Certificate:	16 <sup>th</sup> November, 2012		15 <sup>th</sup> April, 2013
2.3	Safety Construction Certificate:	16 <sup>th</sup> November, 2012	16 <sup>th</sup> November, 2012	15 <sup>th</sup> April, 2013
2.4	Loadline Certificate:	16 <sup>th</sup> November, 2012		15 <sup>th</sup> April, 2013
2.5	International Oil Pollution Prevention Certificate (IOPPC):	16 <sup>th</sup> November, 2012		15 <sup>th</sup> April, 2013
2.6	Safety Management Certificate (SMC):	16 <sup>th</sup> November, 2012	16 <sup>th</sup> November, 2012	15 <sup>th</sup> May, 2013
2.7	Document of Compliance (DOC):	16 <sup>th</sup> November, 2012	16 <sup>th</sup> November, 2012	15 <sup>th</sup> May, 2013
2.8	USCG (specify: COC, LOC or COI):	N/A		
2.9	Civil Liability Convention Certificate (CLC):	4 <sup>th</sup> September, 2012		20 <sup>th</sup> February, 2012
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	4 <sup>th</sup> September, 2012		20 <sup>th</sup> February, 2012
2.11	U.S. Certificate of Financial Responsibility (COFR):	N/A		
2.12	Certificate of Fitness (Chemicals):	N/A		
2.13	Certificate of Fitness (Gas):	N/A		
2.14	Certificate of Class:	16 <sup>th</sup> November, 2012		15 <sup>th</sup> May, 2013
2.15	International Ship Security Certificate (ISSC):	16 <sup>th</sup> November, 2012		
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	16 <sup>th</sup> November, 2012		15 <sup>th</sup> May, 2013
2.17	International Air Pollution Prevention Certificate (IAPP):	16 <sup>th</sup> November, 2012		15 <sup>th</sup> May, 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:			No	

3.	CREW MANAGEMENT	
3.1	Nationality of Master:	Turkish
3.2	Nationality of Officers:	Egyptian/Turkish
3.3	Nationality of Crew:	Indonesian
3.4	If Officers/Crew employed by a Manning Agency - Full style: Orsa Tanker Isletmeciligi/PT Harindo Utama	Istanbul/Turkey and Jakarta/Indonesia
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:	N/A

<b>4.</b>	<b>HELICOPTERS</b>	
4.1	Can the ship comply with the ICS Helicopter Guidelines:	No
4.2	If Yes, state whether winching or landing area provided:	N/A

<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:	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

<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:	N/A	
6.2	If Yes, is bulkhead solid or perforated:	N/A	
<b>Cargo Tank Capacities</b>			
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):		
6.4	Total cubic capacity (98%):	1,682.55 CBM (Including designated slop tanks)	
6.5	Slop tank(s) capacity (98%):	0,369.20 CBM (Tanks No 1 P & 1 S)	
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	
<b>SBT Vessels</b>			
6.8	What is total capacity of SBT?	584.76 CBM	
6.9	What percentage of SDWT can vessel maintain with SBT only:	%	
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:	One (1)	
6.12	Maximum loading rate for homogenous cargo per manifold connection:	400 Cu.M/Hour	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	600 Cu.M/Hour	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No	
<b>Pumping Systems</b>			
6.15	Pumps:	No.	Type
	Cargo:	2	Screw
	Stripping:	1	Screw
	Eductors:		N/A
	Ballast:	1	Centrifugal
			Capacity
			400 Cu.M/Hour
			20 Cu.M/Hour
			Cu.M/Hour
			50 Cu.M/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:	One (1)	
<b>Cargo Control Room</b>			
6.17	Is ship fitted with a Cargo Control Room (CCR):	No	
6.18	Can tank innage / ullage be read from the CCR:	No	
<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:	Portable Sounding Devices	
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or	Yes (all tanks)	

	partial:			
<b>Vapor Emission Control</b>				
6.22	Is a vapor return system (VRS) fitted:	No		
6.23	Number/size of VRS manifolds (per side):	N/A	Millimeters	
<b>Venting</b>				
6.24	State what type of venting system is fitted:	PV-Valve (Individual)		
<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:	One per side		
6.27	What is the size of cargo connections:	8 Inch		
6.28	What is the material of the manifold:	Steel		
<b>Manifold Arrangement</b>				
6.29	Distance between cargo manifold centers:	04.10 Meters		
6.30	Distance ships rail to manifold:	03.20 Meters		
6.31	Distance manifold to ships side:	03.40 Meters		
6.32	Top of rail to center of manifold:	03.10 Meters		
6.33	Distance main deck to center of manifold:	01.30 Meters		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	03.88 Meters	02.66 Meters	
6.35	Number / size reducers	3"Inch(1), 4"Inch(1), 5"Inch(1), 6"Inch(1), 8"Inch(1).		
<b>Stern Manifold</b>				
6.36	Is vessel fitted with a stern manifold:	Yes		
6.37	If stern manifold fitted, state size:	8 Inch		
<b>Cargo Heating</b>				
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:	Steel		
6.41	Maximum temperature cargo can be loaded/maintained:	80 deg Celsius	70 deg Celsius	
<b>Tank Coating</b>				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	No	N/A	N/A
	Ballast tanks:	Yes	Epoxy	All
	Slop tanks:	No	N/A	N/A
6.43	If fitted, what type of anodes are used:	N/A		

<b>7.</b>	<b>INERT GAS AND CRUDE OIL WASHING</b>			
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:	N/A		
7.3	Is a Crude Oil Washing (COW) installation fitted:	No		

<b>8.</b>	<b>MOORING</b>					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		Millimeters	N/A	Meters	Metric Tons
	Main deck fwd:		Millimeters	N/A	Meters	Metric Tons
	Main deck aft:		Millimeters	N/A	Meters	Metric Tons
	Poop deck:		Millimeters	N/A	Meters	Metric Tons
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		Millimeters	N/A	Meters	Metric Tons
	Main deck fwd:		Millimeters	N/A	Meters	Metric Tons
	Main deck aft:		Millimeters	N/A	Meters	Metric Tons
	Poop deck:		Millimeters	N/A	Meters	Metric Tons
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	72 Millimeters	Polypropylene	220 Meters	52 Metric Tons

	Main deck fwd:	3	56 Millimeters	Polypropylene	220 Meters	58 Metric Tons
	Main deck aft:	2	52 Millimeters	Polypropylene	220 Meters	52 Metric Tons
	Poop deck:	2	72 Millimeters	Polypropylene	220 Meters	88 Metric Tons
8.4	Other mooring lines	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
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:	1		Double		Metric Tons
	Main deck fwd:	0		N/A		Metric Tons
	Main deck aft:	0		N/A		Metric Tons
	Poop deck:	1		Single		Metric Tons
8.6	Mooring bitts			No.		SWL
	Forecastle:	4				17.5 Metric Tons
	Main deck fwd:	2				17.5 Metric Tons
	Main deck aft:	2				17.5 Metric Tons
	Poop deck:	3				17.5 Metric Tons
8.7	Closed chocks and/or fairleads of enclosed type			No.		SWL
	Forecastle:	4 (FLs)				17.5 Metric Tons
	Main deck fwd:	N/A				N/A
	Main deck aft:	N/A				N/A
	Poop deck:	2 (Chocks) & 3 (FLs)				17.5 Metric Tons
<b>Emergency Towing System</b>						
8.8	Type / SWL of Emergency Towing system forward:			N/A		N/A
8.9	Type / SWL of Emergency Towing system aft:			N/A		N/A
<b>Anchors</b>						
8.10	Number of shackles on port cable:			9 x 34 mm dia		
8.11	Number of shackles on starboard cable:			9 x 34 mm dia		
<b>Escort Tug</b>						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:			Metric Tons		
8.13	What is SWL of bollard on poopdeck suitable for escort tug:			17.5 Metric Tons		
<b>Bow/Stern Thruster</b>						
8.14	What is brake horse power of bow thruster (if fitted):			N/A		
8.15	What is brake horse power of stern thruster (if fitted):			N/A		
<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)':			No		
8.17	Is vessel fitted with chain stopper(s):			Yes		
8.18	How many chain stopper(s) are fitted:			Two (2)		
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		
<b>Lifting Equipment</b>						
8.24	Derrick / Crane description (Number, SWL and location):			One (1) x 2 tons crane near cargo manifold and two (2) x 0.5 tons manual derricks near cargo manifold also		
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:			12 meters (crane) and 0.5 meters (derricks)		
<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.</b>	<b>MISCELLANEOUS</b>	
<b>Engine Room</b>		
9.1	What type of fuel is used for main propulsion?	MGO
9.2	What type of fuel is used in the generating plant?	MGO
9.3	Capacity of bunker tanks - MDO/MGO:	42.755 Cu.Meters
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed
<b>Insurance</b>		
9.5	P & I Club - Full Style: British Marine	British Marine Plantation Place 30 Fenchurch Street London EC3M 3BD United Kingdom
9.6	P & I Club coverage - pollution liability coverage:	US\$ 500,000,000
<b>Port State Control</b>		
9.7	Date and place of last Port State Control inspection:	N/A (vessel passed successful flag state and class inspection at Tuzla, 16 <sup>th</sup> November, 2012)
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	N/A
<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:	No
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	IFO and MGO combined
<b>Vetting</b>		
9.12	Date/Place of last SIRE Inspection:	N/A
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)*:  <i>* Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	N/A