1.	VESSEL DESCRIPTION			
1.1	Date updated:		Oct 20, 2011	
1.2	Vessel's name:		Cala	
1.3	IMO number:		7928718	
1.4	Vessel's previous name(s) and date(s) of change:		Astor (Jan 28, 2007) Bralanta (Dec 18, 2005) Tom Lis (Jul 27, 1998) Liesel Essberger (Feb 27, 1981)	
1.5	Date delivered:		Jul 02, 1981	
1.6	Builder (where built):		Buesumer Werft/Germany	
1.7	Flag:		Uruguay	
1.8	Port of Registry:		Montevideo	
1.9	Call sign:		CXVO	
1.10	Vessel's satcom phone number:		47000027 and 47000028	
	Vessel's fax number:			
	Vessel's telex number:			
	Vessel's email address:			
1.11	Type of vessel:		Chemical	
1.12	Type of hull:		Double Hull	
Classification				
1.13	Classification society:		Lloyds Register	
1.14	Class notation:		A1 IWW Oil and Chemical tanker type N closed, ICE, LMC	
1.15	If Classification society changed, name of previous society:		Germanischer Lloyd	
1.16	If Classification society changed, date of change:		Jul 19, 2009	
1.17	IMO type, if applicable:		2	
1.18	Does the vessel have ice class? If yes, state what level:		N/A,	
1.19	Date / place of last dry-dock:		Jul 20, 2009	Tandanor SACIF Buenos Aires
1.20	Date next dry dock due		Jun 27, 2011	
1.21	Date of last special survey / next survey due:		Feb 28, 2006	Feb 27, 2012
1.22	Date of last annual survey:		Mar 04, 2011	
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):			80.88 Metres
1.26	Length Between Perpendiculars (LBP):			74.50 Metres
1.27	Extreme breadth (Beam):			13.43 Metres
1.28	Moulded depth:			7.025 Metres
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		32 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		33.60 Metres	47.30 Metres
1.31	Distance bridge front to center of manifold:			27.60 Metres
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	11.80 Metres	14.20 Metres	15.60 Metres
	Aft to mid-point manifold:	31.70 Metres	32.30 Metres	33.40 Metres
	Parallel body length:	43.50 Metres	46.50 Metres	49 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:		110 Millimetres	8.85 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		29.98 Metres	0 Metres
	Normal ballast:		28.50 Metres	0 Metres
	At loaded summer deadweight:		26.852 Metres	0 Metres
Tonnages				
1.35	Net Tonnage:		779	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		1,958	

1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):				
1.38	Panama Canal Net Tonnage (PCNT):				1
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.125 Metres	5.148 Metres	2,541.50 Metric Tonnes	3,945.60 Metric Tonnes
	Winter:	1.23 Metres	5.043 Metres	2,450 Metric Tonnes	3,845.10 Metric Tonnes
	Tropical:				
	Lightship:	4.253 Metres	2.02 Metres		1,404 Metric Tonnes
	Normal Ballast Condition:	2.773 Metres	3.50 Metres	1,169 Metric Tonnes	2,573 Metric Tonnes
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?				
Ownership and Operation					
1.42	Registered owner - Full style:				
1.43	Technical operator - Full style:				
1.44	Commercial operator - Full style:				
1.45	Disponent owner - Full style:				

2.	**CERTIFICATION**	**Issued**	**Last Annual or Intermediate**	**Expires**
2.1	Safety Equipment Certificate:	Sep 17, 2008	Oct 18, 2011	Sep 17, 2013
2.2	Safety Radio Certificate:	Not Applicable	Not Applicable	Not Applicable
2.3	Safety Construction Certificate:	Not Applicable	Not Applicable	Not Applicable
2.4	Loadline Certificate:	Oct 16, 2008	Oct 18, 2011	Oct 16, 2013
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Oct 22, 2009	Oct 18, 2011	Oct 16, 2013
2.6	Safety Management Certificate (SMC):	Jun 25, 2009	Oct 18, 2011	Jun 25, 2014
2.7	Document of Compliance (DOC):	Nov 03, 2010	Nov 03, 2010	Oct 24, 2015
2.8	USCG (specify: COC, LOC or COI):			
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 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		
2.12	Certificate of Fitness (Chemicals):	Nov 26, 2008	May 02, 2011	Nov 26, 2013
2.13	Certificate of Fitness (Gas):	Not Applicable		
2.14	Certificate of Class:	Mar 04, 2011	Mar 04, 2011	Feb 27, 2012
2.15	International Ship Security Certificate (ISSC):	Aug 31, 2010	Aug 21, 2011	Sep 23, 2013
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Oct 17, 2008		Oct 17, 2013
2.17	International Air Pollution Prevention Certificate (IAPP):	Apr 12, 2008	Oct 18, 2011	Apr 12, 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:	Uruguayan
3.2	Nationality of Officers:	Uruguayan

3.3	Nationality of Crew:	Uruguayan
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Not Applicable Not Applicable Tel: Not Applicable Fax: Not Applicable Telex: Not Applicable Email: Not Applicable Crew: Not Applicable Not Applicable Tel: Not Applicable Fax: Not Applicable Telex: Not Applicable Email: Not Applicable
3.5	What is the common working language onboard:	Spanish/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

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:	

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):	
6.4	Total cubic capacity (98%, excluding slop tanks):	3,017.70 Cu. Metres
6.5	Slop tank(s) capacity (98%):	0 Cu. Metres
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	CBT
SBT Vessels		
6.8	What is total capacity of SBT?	
6.9	What percentage of SDWT can vessel maintain with SBT only:	49 %
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:	16
6.12	Maximum loading rate for homogenous cargo per manifold connection:	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	300 Cu. Metres/Hour
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No

			Not Applicable	
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	10 1 6	FRAMO type 50S 5 - 80 m3 an FRAMO TK 4 FRAMO SVS 4 40m3	80 M3/HR 70 M3/HR 40 M3/HR
	Stripping:			
	Eductors:			
	Ballast:		Screw	100 Cu. Metres/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):		No	
6.18	Can tank innage / ullage be read from the CCR:		N/A	
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:		hermetic UTI	
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:			
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:		Yes	
6.23	Number/size of VRS manifolds (per side):			50 Millimetres
Venting				
6.24	State what type of venting system is fitted:		Individual	
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:		4	
6.27	What is the size of cargo connections:			150 Millimetres
6.28	What is the material of the manifold:		Stainless Steel	
Manifold Arrangement				
6.29	Distance between cargo manifold centers:			
6.30	Distance ships rail to manifold:			3,100 Millimetres
6.31	Distance manifold to ships side:			3,250 Millimetres
6.32	Top of rail to center of manifold:			500 Millimetres
6.33	Distance main deck to center of manifold:			1,510 Millimetres
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:		5.06 Metres	3.42 Metres
6.35	Number / size reducers:		2 x 150/125mm (6/5") 10 x 150/100mm (6/4") 1 x 125/100mm (5/4") 1 x 250/150mm (10/6") 1 x 150/150mm (6/6")	
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:		No	
6.37	If stern manifold fitted, state size:			
Cargo Heating				
6.38	Type of cargo heating system?			
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:	No	st steel	
	Ballast tanks:	Yes	Whole Tank	Good
	Slop tanks:			

6.43	If fitted, what type of anodes are used:	Not Applicable

7.	**INERT GAS AND CRUDE OIL WASHING**	
7.1	Is an Inert Gas System (IGS) fitted:	N/A
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:	

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:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	48 Millimetres	Nylon	110 Metres	28 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	48 Millimetres	Nylon	110 Metres	28 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			1	Double Drums	12 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:			1	Single Drum	6 Metric Tonnes
8.6	Mooring bitts				No.	SWL
	Forecastle:				4	
	Main deck fwd:					
	Main deck aft:					
	Poop deck:				4	
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:					
8.9	Type / SWL of Emergency Towing system aft:					
Anchors						
8.10	Number of shackles on port cable:					
8.11	Number of shackles on starboard cable:					
Escort Tug						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:					
8.13	What is SWL of bollard on poopdeck suitable for escort tug:					
Bow/Stern Thruster						

8.14	What is brake horse power of bow thruster (if fitted):	200 bhp	149.14 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):		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):		
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):		
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		
8.22	Distance between the bow fairlead and chain stopper/bracket:		
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:		
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 1.4 Tonnes,	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	12 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?	MGO	
9.2	What type of fuel is used in the generating plant?	MDO MGO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	128.70 Cu. Metres	73.79 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Controllable Pitch	
Insurance			
9.5	P & I Club - Full Style:	SHIPOWNERS MUTUAL	
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:	Feb 01, 2008 / Ghent	
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):		
Vetting			
9.12	Date/Place of last SIRE Inspection:	N/A	
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.*		