1.	**VESSEL DESCRIPTION**			
1.1	Date updated:		Oct 20, 2011	
1.2	Vessel's name:		Cardo	
1.3	IMO number:		7432070	
1.4	Vessel's previous name(s) and date(s) of change:		Elbe Double (Dec 27, 2006) Hahaar Double (Dec 31, 2004) Ida Wonsild (May 26, 1996) Merete Wonsild ()	
1.5	Date delivered:		Nov 29, 1976	
1.6	Builder (where built):		Nieuwe Noord Nederlandanse Scheepswerven Holland	
1.7	Flag:		Uruguay	
1.8	Port of Registry:		Montevideo	
1.9	Call sign:		CXOC	
1.10	Vessel's satcom phone number:		00881621414866	
	Vessel's fax number:		598294370073	
	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:		+100A1, Chemical Tanker a SG up to 1.5 in association with an approved list of cargoes ((cc)): Ice Class 3:ESP+LMC UMS	
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,	
1.19	Date / place of last dry-dock:		Mar 02, 2010	TANDANOR BsAs
1.20	Date next dry dock due		Sep 30, 2012	
1.21	Date of last special survey / next survey due:		Sep 17, 2006	Nov 16, 2011
1.22	Date of last annual survey:		Nov 05, 2010	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		3	
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):			81 Metres
1.26	Length Between Perpendiculars (LBP):			73 Metres
1.27	Extreme breadth (Beam):			12.70 Metres
1.28	Moulded depth:			6.56 Metres
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		27.70 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		42 Metres	39 Metres
1.31	Distance bridge front to center of manifold:			20.40 Metres
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	19 Metres	19 Metres	19 Metres
	Aft to mid-point manifold:	22 Metres	25 Metres	22 Metres
	Parallel body length:	42 Metres	44 Metres	44 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:			7.90 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		24.95 Metres	0.00 Metres
	Normal ballast:		0.00 Metres	0.00 Metres
	At loaded summer deadweight:		22.28 Metres	0.00 Metres
Tonnages				
1.35	Net Tonnage:		726	

1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):			1,780	
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:		5.42 Metres	2,580 Metric Tonnes	3,800 Metric Tonnes
	Winter:		5.25 Metres	2,470 Metric Tonnes	3,699 Metric Tonnes
	Tropical:		5.48 Metres	2,680 Metric Tonnes	3,880 Metric Tonnes
	Lightship:		2.75 Metres		1,780 Metric Tonnes
	Normal Ballast Condition:				
1.40	Does vessel have multiple SDWT?			Yes	
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:	Apr 22, 2010	Apr 13, 2011	Apr 22, 2015
2.2	Safety Radio Certificate:	Apr 22, 2010	Apr 13, 2011	Apr 22, 2015
2.3	Safety Construction Certificate:	Apr 22, 2010	Apr 13, 2011	Apr 22, 2015
2.4	Loadline Certificate:	Apr 12, 2007	Apr 13, 2011	Dec 14, 2011
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Mar 24, 2010	Mar 30, 2011	Mar 24, 2015
2.6	Safety Management Certificate (SMC):	Nov 03, 2010	Nov 04, 2010	Oct 20, 2015
2.7	Document of Compliance (DOC):	Nov 03, 2010	Nov 03, 2010	Oct 04, 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):	Jun 15, 2007	Mar 10, 2011	Mar 10, 2014
2.13	Certificate of Fitness (Gas):	Not Applicable		
2.14	Certificate of Class:	Nov 27, 2008	Nov 05, 2010	Nov 16, 2011
2.15	International Ship Security Certificate (ISSC):	Jul 12, 2010	Jul 12, 2010	Jul 12, 2014
2.16	International Sewage Pollution Prevention Certificate (ISPPC)			
2.17	International Air Pollution Prevention Certificate (IAPP):	Mar 30, 2011	Mar 30, 2011	Mar 30, 2012
Documentation				
2.18	Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable:			
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:	Uruguay

3.3	Nationality of Crew:	URUGUAY
3.4	If Officers/Crew employed by a Manning Agency - Full style:	
3.5	What is the common working language onboard:	espanol
3.6	Do officers speak and understand English:	Yes
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:	

4.	**HELICOPTERS**	
4.1	Can the ship comply with the ICS Helicopter Guidelines:	No
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:	Yes
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):	2,587.76 Cu. Metres
6.5	Slop tank(s) capacity (98%):	72 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):	SBT
SBT Vessels		
6.8	What is total capacity of SBT?	686 Cu. Metres
6.9	What percentage of SDWT can vessel maintain with SBT only:	67 %
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:	12
6.12	Maximum loading rate for homogenous cargo per manifold connection:	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	350 Cu. Metres/Hour
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	N/A 1 Normally load 95 for safety practice,2 Closed

Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12 1	Centrifugal Centrifugal	125 M3/HR 28 M3/HR
	Stripping:	2	Screw Houttuin Series 136	6 Cu. Metres/Hour
	Eductors:			

	Ballast:	2	twin screw Houttuin 2D 130/80 HO	80 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):		Yes	
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:		Other	
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:		All tanks 95% and 98%	
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:		Yes	
6.23	Number/size of VRS manifolds (per side):		1	50 Millimetres
Venting				
6.24	State what type of venting system is fitted:		pv	
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:		steel	
Manifold Arrangement				
6.29	Distance between cargo manifold centers:			400 Millimetres
6.30	Distance ships rail to manifold:			2,840 Millimetres
6.31	Distance manifold to ships side:			1,700 Millimetres
6.32	Top of rail to center of manifold:			800 Millimetres
6.33	Distance main deck to center of manifold:			990 Millimetres
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:		5 Metres	1 Metres
6.35	Number / size reducers:		2 x 150/76mm (6/3") 2 x 150/50mm (6/2") 2 x 150/100mm (6/4") 1 x 100/75mm (4/3")	
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:		Yes	
6.37	If stern manifold fitted, state size:			150 Millimetres
Cargo Heating				
6.38	Type of cargo heating system?		external ducts bottom and side of cargo tanks	
6.39	If fitted, are all tanks coiled?		Yes	
6.40	If fitted, what is the material of the heating coils:		Mild steel	
6.41	Maximum temperature cargo can be loaded/maintained:			60 °C / 140 °F
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	ZINCSILICATE	Whole Tank
	Ballast tanks:	Yes	Bitumen paint Hempell	80%
	Slop tanks:	Yes	zincsilicate	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:	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:	4	52 Millimetres	nylon	220 Metres	57 Metric Tonnes
	Main deck fwd:	2	48 Millimetres	polypropilene	220 Metres	47 Metric Tonnes
	Main deck aft:	3	52 Millimetres	Composite PP+PES	220 Metres	60 Metric Tonnes
	Poop deck:	2	52 Millimetres	nylon	220 Metres	57 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			1	2	
	Main deck fwd:					
	Main deck aft:					
	Poop deck:			1	1	
8.6	Mooring bitts				No.	SWL
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
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):				300 bhp	223.71 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)':				No	
8.17	Is vessel fitted with chain stopper(s):				Yes	

8.18	How many chain stopper(s) are fitted:	2
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:	34 Millimetres
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 Tonnes,
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	10 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?	Gas Oil	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	0 Cu. Metres	180 Cu. Metres 32 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	
Insurance			
9.5	P & I Club - Full Style:	SHIPOWNERS MUTUAL St Claire House, 30 - 33 Minories london EC3N 1BP Tel: 0044 20 7488 0911 Fax: 0044 20 7480 5806 Email: info@shipowners.co.uk	
9.6	P & I Club coverage - pollution liability coverage:	100000000 US$	
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:	Pollution: No, Grounding: No , Serious casualty: No , Collision: No ,	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	MGO, MDO, IFO 180, IFO 380	
Vetting			
9.12	Date/Place of last SIRE Inspection:	Jul 21, 2010 /	
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.*		