

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Mar 18, 2016	
1.2	Vessel's name (IMO number):	Mantaro (9369875)	
1.3	Vessel's previous name(s) and date(s) of change:	Noble Express (May 28, 2013)	
1.4	Date delivered / Builder (where built):	Dec 08, 2008 / STX SHIPBUILDING Co LTD, JINHAE, SOUTH KOREA	
1.5	Flag / Port of Registry:	Peru / Callao	
1.6	Call sign / MMSI:	OA-2241 / 538003290	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: Satelitales:+ 870 765 092 618 / + 870 773 227 365 Fax: Email: btmantaro@navitranso.com, 476000112@stratosmobile.net	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Oil Tanker	
1.9	Type of hull:	Double Hull	
Classification			
1.10	Classification society:	Lloyds Register	
1.11	Class notation:	"+100 A1 Double Hull oil and Chemical tanker Ship Type 3", ESP, LI +LMC, IGS, UMS"	
1.12	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:		
1.13	If classification society changed, name of previous and date of change:	DNV GL , Jan 09, 2015	
1.14	IMO type, if applicable:	3	
1.15	Does the vessel have ice class? If yes, state what level:	,	
1.16	Date / place of last dry-dock:	Dec 23, 2013 / Talcahuano - Chile	
1.17	Date next dry dock due / next annual survey due:	Dec 08, 2018	Feb 23, 2017
1.18	Date of last special survey / next special survey due:	Dec 06, 2013	Dec 07, 2018
1.19	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	,	
1.20	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			
1.21	Length overall (LOA):	183.00 m	
1.22	Length between perpendiculars (LBP):	173.90 m	
1.23	Extreme breadth (Beam):	32.20 m	
1.24	Moulded depth:	19.10 m	
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	47.92 m	m
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):	92.50 m	90.50 m
1.27	Distance bridge front to center of manifold:	56.00 m	
1.28	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	40.00 m	44.50 m
	Aft to mid-point manifold:	36.00 m	45.50 m
	Parallel body length:	76 m	90 m
1.29	FWA/TPC at summer draft:	295.00 mm	52.00 MT
1.30	Constant (excluding fresh water):	MT	
1.31	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?		
1.32	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	45.44 m	0 m
	Normal ballast:	40.00 m	0 m
	At loaded summer deadweight:	34.77 m	0 m
Tonnages			
1.33	Net Tonnage:	13639.00	

1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	30099.00	
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	31080.77	25343.45
1.36	Panama Canal Net Tonnage (PCNT):		

Ownership and Operation

1.37	Registered owner - Full style:	<p>NAVIERA TRANSOCEANICA S.A. AV. MANUEL OLGUÍN 501 PISO 12 LIMA 33 - LIMA PERU Tel: +51 1 5139300 Fax: +51 1 5139318 Telex: Not Applicable Email: comercial@navitranso.com,flota@navitranso.com Web: http://www.navitranso.com Company IMO#: 5514496</p>
1.38	Technical operator - Full style:	<p>Naviera Transoceanica S.A AV. MANUEL OLGUÍN 501 PISO 12 LIMA 33 - LIMA PERU Tel: +51 1 5139300 Fax: +51 1 5139319 Telex: Not Applicable Email: flota@navitranso.com Web: http://www.navitranso.com Company IMO#: 5514496</p>
1.39	Commercial operator - Full style:	<p>NAVIERA TRANSOCEANICA S.A. AV. MANUEL OLGUÍN 501 PISO 12 LIMA 33 - LIMA PERU Tel: +511 513 9300 Fax: +51 1 5139318 Telex: Not Applicable Email: comercial@navitranso.com Web: http://www.navitranso.com</p>
1.40	Disponent owner - Full style:	

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate (SEC):	Jul 30, 2015	Jun 15, 2015	May 28, 2018
2.2	Safety Radio Certificate (SRC):	Jul 30, 2015	Jun 15, 2015	May 28, 2018
2.3	Safety Construction Certificate (SCC):	Jul 30, 2015	Jun 15, 2015	May 28, 2018
2.4	International Loadline Certificate (ILC):	Jul 30, 2015	Jun 15, 2015	May 28, 2018
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jul 16, 2015	May 11, 2015	May 30, 2018
2.6	ISM Safety Management Certificate (SMC):	Jul 30, 2015		May 28, 2018
2.7	Document of Compliance (DOC):	Aug 28, 2015	Aug 24, 2015	Sep 01, 2020
2.8	USCG Certificate of Compliance (COC):	Not Applicable		Not Applicable
2.9	Civil Liability Convention (CLC) 1992 Certificate:	Feb 24, 2016	Not Applicable	Feb 20, 2017
2.10	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:		Not Applicable	
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate:	Mar 04, 2016	Not Applicable	Sep 04, 2016
2.12	U.S. Certificate of Financial Responsibility (COFR):	Dec 08, 2014	Not Applicable	
2.13	Certificate of Class (COC):	Jun 05, 2015	Feb 23, 2016	Dec 07, 2018
2.14	International Sewage Pollution Prevention Certificate (ISPPC)	Jul 16, 2015	Not Applicable	May 30, 2018
2.15	Certificate of Fitness (COF):	Nov 18, 2014	Oct 11, 2015	Dec 08, 2018
2.16	International Energy Efficiency Certificate (IEEC):		Not Applicable	Not Applicable
2.17	International Ship Security Certificate (ISSC):	May 30, 2015		May 28, 2018
2.18	International Air Pollution Prevention Certificate (IAPPC):	Jul 16, 2015	May 30, 2015	May 30, 2018
2.19	Maritime Labour Certificate (MLC):		Not Applicable	

Documentation

2.20	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:	N/A
2.21	Does vessel have in place a Drug and Alcohol Policy complying with OCIMF guidelines	Yes

	for Control of Drugs and Alcohol Onboard Ship?				
2.22	Is the ITF Special Agreement on board (if applicable)?				
2.23	ITF Blue Card expiry date:				
3. CREW					
3.1	Nationality of Master:	Peruvian			
3.2	Number and Nationality of Officers:	9 PERUVIAN			
3.3	Number and Nationality of Crew:	15 PERUVIAN			
3.4	What is the common working language onboard:	Spanish			
3.5	Do officers speak and understand English:	Yes			
3.6	If Officers/Crew employed by a Manning Agency - Full style:	<p>Officers: Naviera Transoceanica S.A AV. MANUEL OLGUÍN 501 PISO 12 LIMA 33 - LIMA, PERU Company IMO#: 5514496 Tel: + 51 1 5139300 Fax: + 51 1 5139318 Telex: Not Applicable Email: flota@navitranso.com Web: http://navitranso.com</p> <p>Crew: Naviera Transoceanica S.A AV. MANUEL OLGUÍN 501 PISO 12 LIMA 33 - LIMA PERU Company IMO#: 5514496 Tel: +51 1 5139300 Fax: +51 1 5139318 Telex: Not Applicable Email: flota@navitranso.com</p>			
4. FOR USA CALLS					
4.1	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter?	Yes			
4.2	Qualified individual (QI) - Full style:				
4.3	Oil Spill Response Organization (OSRO) - Full style:				
5. CARGO AND BALLAST HANDLING					
Double Hull Vessels					
5.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:	N/A , Solid			
Loadline Information					
5.2	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	5.96 m	13.15 m	51392.20 MT	61381.90 MT
	Winter:	6237.00 m	12.88 m	49968.80 MT	59958.20 MT
	Tropical:	5689.00 m	13.42 m	52818.90 MT	62808.30 MT
	Lightship:	16.63 m	2.48 m	Not Applicable	9989.40 MT
	Normal Ballast Condition:	11.72 m	7.45 m	22459.00 MT	3248.00 MT
5.3	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	No			
Cargo Tank Capacities					
5.4	Number of cargo tanks and total cubic capacity (98%):				52064.215 m3
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 6144.90 m3 (1P/1S) Seg#2: 9242.50 m3 (2P/2S) Seg#3: 9405.60 m3 (3P/3S) Seg#4: 9397.20 m3 (4P/4S) Seg#5: 9398.40 m3 (5P/5S) Seg#6: 8475.70 m3 (6P/6S)			
5.6	Number of slop tanks and total cubic capacity (98%):				1382.612 m3

5.7	Specify segregations which slops tanks belong to and their capacity with double valve:	
5.8	Residual/Retention oil tank(s) capacity (98%), if applicable:	270.7 m3
5.9	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	SBT
SBT Vessels		
5.10	What is total SBT capacity and percentage of SDWT vessel can maintain?	21266.60 m3 42.30 %
5.11	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:	Yes
Cargo Handling and Pumping Systems		
5.12	How many grades/products can vessel load/discharge with double valve segregation:	7
5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	Yes 100% at SG 1.025
5.14	Pumps:	No. Type Capacity At What Head (sg=1.0)
	Cargo Pumps:	12 Framo SD200 600 M3/HR 125 Meters 2 Deepwell 300 M3/HR 125 Meters Framo SD150epwell
	Cargo Eductors:	N/A m3/hr m
	Stripping:	N/A m3/hr m
	Ballast Pumps:	2 Deepwell, centrifugal 750 m3/hr 25 m
	Ballast Eductors:	1 Venturi 100 m3/hr m
5.15	Max loading rate for homogenous cargo per manifold connection:	1360.0 m3/hr
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:	4080.00 m3/hr
5.17	How many cargo pumps can be run simultaneously at full capacity:	
Cargo Control Room		
5.18	Is ship fitted with a Cargo Control Room (CCR)?	Yes
5.19	Can tank innage / ullage be read from the CCR?	Yes
Gauging and Sampling		
5.20	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?	Yes
5.21	What type of fixed closed tank gauging system is fitted:	Kongberg K Gauge tank gauging system
5.22	Number of portable gauging units (example- MMC) on board:	4
5.23	Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes , All
5.24	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:	,
5.25	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:	Yes ,
Vapor Emission Control System (VECS)		
5.26	Is a Vapour Emission Control System (VECS) fitted?	Yes
5.27	Number/size of VECS manifolds (per side):	305 mm
5.28	Number / size / type of VECS reducers:	
Venting		
5.29	State what type of venting system is fitted:	PV
Cargo Manifolds and Reducers		
5.30	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?	Yes
5.31	Total number / size of cargo manifold connections on each side:	7 / 304.00 mm
5.32	What type of valves are fitted at manifold:	Butterfly
5.33	What is the material/rating of the manifold:	steel (STGP370-E-9-5) /
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:	
5.35	Distance between cargo manifold centers:	2000.00 mm
5.36	Distance ships rail to manifold:	4600.00 mm
5.37	Distance manifold to ships side:	4600.00 mm
5.38	Top of rail to center of manifold:	800.00 mm

5.39	Distance main deck to center of manifold:	2100.00 mm
5.40	Spill tank grating to center of manifold:	900.00 mm
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:	13.80 m 8.05 m
5.42	Number / size / type of reducers:	1 x 203/203mm (8/8") 1 x 254/203mm (10/8") 6 x 254/305mm (10/12") 7 x 305/203mm (12/8") 6 x 305/305mm (12/12") ANSI
5.43	Is vessel fitted with a stern manifold? If yes, state size:	No , mm

Heating

5.44	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo tanks:	Heat Exchange		
	Slop tanks:			
5.45	Maximum temperature cargo can be loaded / maintained:	57.2 Å°C / 135.0 Å°F	57.222 Å°C / 135 Å°F	
5.46	Minimum temperature cargo can be loaded / maintained:			

Coating / Anodes

5.47	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Phenolic epoxy	100%	No
	Ballast tanks:	Yes	Epoxy	100%	Yes
	Slop tanks:				

6. INERT GAS AND CRUDE OIL WASHING

6.1	Is a Crude Oil Washing (COW) installation fitted / operational?	Yes /
6.2	Is an Inert Gas System (IGS) fitted / operational?	Yes / Yes
6.3	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	

7. MOORING

7.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm		m	MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:		mm		m	MT
7.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm		m	MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:		mm		m	MT
7.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	68.00 mm	Polypropylene 60 / Polyester 40	220.00 m	80.00 MT
	Main deck fwd:	2	68.00 mm	Polypropylene 60 / Polyester 40	220.00 m	80.00 MT
	Main deck aft:	2	68.00 mm	Polypropylene 60 / Polyester 40	220.00 m	80.00 MT
	Poop deck:	4	68.00 mm	Polypropylene 60 / Polyester 40	220.00 m	80.00 MT
7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm		m	MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT

	Poop deck:		mm		m	MT
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double	Hydraulic	47.00 MT	lining brake
	Main deck fwd:	1	Double	Hydraulic	47.00 MT	lining brake
	Main deck aft:	1	Double	Hydraulic	47.00 MT	lining brake
	Poop deck:	2	Double	Hydraulic	47.00 MT	lining reake
7.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		6	MT		MT
	Main deck fwd:		8	MT		MT
	Main deck aft:		6	MT		MT
	Poop deck:		8	MT		MT
Anchors/Emergency Towing System						
7.7	Number of shackles on port / starboard cable:				11 / 12	
7.8	Type / SWL of Emergency Towing system forward:				Chaffing Chain/Pawl type	200 MT
7.9	Type / SWL of Emergency Towing system aft:				Towing Pendant with stopper ring	200 MT
Escort Tug						
7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:				600 x 450	204.00 MT
7.11	What is SWL of bollard on poop deck suitable for escort tug:					67.00 MT
Bow/Stern Thruster						
7.12	What is brake horse power of bow thruster (if fitted):				No , bhp	
7.13	What is brake horse power of bow thruster (if fitted):				, bhp	
Single Point Mooring (SPM) Equipment						
7.14	Does the vessel meet the recommendations in the latest edition of OCIMF 'Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings (SPM)'?				Yes	
7.15	If fitted, how many chain stoppers:				2	
7.16	State type / SWL of chain stopper(s):				Pawl type	200.00 MT
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:				100.00 mm	
7.18	Distance between the bow fairlead and chain stopper/bracket:				3300 mm	
7.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:				Yes Not Applicable	
Lifting Equipment						
7.20	Derrick / Crane description (Number, SWL and location):				Cranes: 1 x 10.00 Tonnes	
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:				8.90 m	
Ship To Ship Transfer (STS) / Helicopter Operations						
7.22	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquefied Gas, as applicable)?				Yes	
7.23	Can the ship comply with the ICS Helicopter Guidelines? If Yes, state whether winching or landing area provided and diameter of the circle provided:				No , m	
8. MISCELLANEOUS						
Engine						
8.1	Speed			Maximum	Economic	
	Ballast speed:			Kts (WSNP)	Kts (WSNP)	
	Laden speed:			Kts (WSNP)	Kts (WSNP)	
8.2	What type of fuel is used for main propulsion?				HFO 380 cST/50	HFO 380 cST/50
8.3	Type / Capacity of bunker tanks:				Fuel Oil: 1535.6 m3 Diesel Oil: 133.1 m3 Gas Oil: 67.6 m3	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):					
8.5	Engines		No	Capacity	Make/Type	

	Main engine:			Kw
	Aux engine:	3		Kw
	Power packs:			m3
	Boilers:	1		10.00 MT/Hr
Emissions				
8.6	Main engine IMO NOx emission standard:			
8.7	Energy Efficiency Design Index (EEDI) rating number:			
Insurance				
8.8	P & I Club - Full Style:	STEAMSHIP MUTUAL		
8.9	P & I Club pollution liability coverage / expiration date:		1000000 US\$	Feb 20, 2017
8.10	Hull & Machinery insured by - Full Style:	Bergvallmarine		
8.11	Hull & Machinery insured value / expiration date:		US\$	May 31, 2016
Recent Operational History				
8.12	Date and place of last Port State Control inspection:		N/A	
8.13	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:		N/A	
8.14	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 , Casualty: , Collision: No ,	
8.15	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):			
8.16	Date/place of last STS operation:			
Vetting				
8.17	Date of last SIRE inspection:		Nov 25, 2015	
8.18	Date of last CDI inspection:			
8.19	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: <i>*"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>		Contact owner for details.	
Additional Information				
8.20	Additional information relating to features of the ship or operational characteristics:			