1.	**VESSEL DESCRIPTION**			
1.1	Date updated:	Feb 26, 2010		
1.2	Vessel's name:	Marida Magnolia		
1.3	IMO number:	9445643		
1.4	Vessel's previous name(s) and date(s) of change:	Sichem Hamburg ()		
1.5	Date delivered:	Jun 27, 2008		
1.6	Builder (where built):	Jinse ship building, Busan		
1.7	Flag:	Marshall Island		
1.8	Port of Registry:	Majuro		
1.9	Call sign:	V7PL4		
1.10	Vessel's satcom phone number:	764861281/ 764861282		
	Vessel's fax number:	764861283		
	Vessel's telex number:	453833346		
	Vessel's email address:	magnolia@amosconnect.com		
1.11	Type of vessel:	Oil/ Chemical		
1.12	Type of hull:	Double Hull		
Classification				
1.13	Classification society:	American Bureau of Shipping		
1.14	Class notation:	+ A1 (E) Chemical carrier, ESP, IMO Ship Type II / III, + AMS, ACCU, VEC, UWILD, CRC		
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:	2,3		
1.18	Does the vessel have ice class? If yes, state what level:	N/A , N/A		
1.19	Date / place of last dry-dock:	Not Applicable	N/A	
1.20	Date next dry dock due	Jun 25, 2011		
1.21	Date of last special survey / next survey due:	Not Applicable	Jan 01, 2013	
1.22	Date of last annual survey:	Not Applicable		
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	0		
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 Not Applicable		
Dimensions				
1.25	Length Over All (LOA):			127.9 M
1.26	Length Between Perpendiculars (LBP):			119.7 M
1.27	Extreme breadth (Beam):			20.4 M
1.28	Moulded depth:			11.5 M
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		38.72 M	0 M
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		61.15 M	66.75 M
1.31	Distance bridge front to center of manifold:			39.75 M
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	21.105 M	28.715 M	33.529 M
	Aft to mid-point manifold:	26.237 M	32.883 M	37.927 M
	Parallel body length:	47.342 M	61.598 M	71.456 M
1.33	FWA at summer draft / TPC immersion at summer draft:		189 MM	23.12 MT
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		0.000 M	0.000 M
	Normal ballast:		0.000 M	0.000 M
	At loaded summer deadweight:		29.956 M	0.000 M
Tonnages				
1.35	Net Tonnage:		4055	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		8505	0
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		9915.36	6992.56
1.38	Panama Canal Net Tonnage (PCNT):			7189
Loadline Information				
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.762 M	8.764 M	13226 MT	17482.67 MT
	Winter:	2.944 M	8.582 M	12853.02 MT	17062.63 MT
	Tropical:	2.58 M	8.946 M	13695.08 MT	17904.69 MT
	Lightship:	9.107 M	0 M		4209.61 MT
	Normal Ballast Condition:	5.947 M	0 M	6269.85 MT	10506.46 MT
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?				0 MT
Ownership and Operation				
1.42	Registered owner - Full style:	MT Marida Magnolia Schifffahrtsges. mbH & Co. KG c/o OMCI Shipmanagement GmbH & Co. KG. Boschstrasse 21 49733 Haren (Ems) Germany Tel: +49 5932 73556-0 Fax: +49 5932 73556-22 Email: operations.omci@w-o-shipping.com		
1.43	Technical operator - Full style:	OMCI Shipmanagement GmbH & Co. KG. Boschstrasse 21 49733 Haren (Ems) Germany Tel: +49 5932 73556-0 Fax: +49 5932 73556-22 Email: operations.omci@w-o-shipping.com		
1.44	Commercial operator - Full style:	WOMAR (UK) Limited 4, Matthew Parker Street 4th Floor London SW1H 9NP United Kingdom Tel: +44 (20) 7654 5050 Fax: +44 (20) 7654 5051 Email: operations@womarpools.com		
1.45	Disponent owner - Full style:			

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Sep 03, 2009	Sep 03, 2009	Jun 25, 2013
2.2	Safety Radio Certificate:	Jun 26, 2008	Sep 03, 2009	Jun 25, 2013
2.3	Safety Construction Certificate:	Jun 26, 2008	Sep 03, 2009	Jun 25, 2013
2.4	Loadline Certificate:	Jun 26, 2008	Sep 03, 2009	Jun 25, 2013
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jun 26, 2008	Not Applicable	Jun 25, 2013
2.6	Safety Management Certificate (SMC):	Aug 27, 2009	Not Applicable	Nov 13, 2013
2.7	Document of Compliance (DOC):	Aug 27, 2009	Aug 24, 2009	Nov 13, 2013
2.8	USCG (specify: COC, LOC or COI): COI	Jun 13, 2009		Jun 13, 2011
2.9	Civil Liability Convention Certificate (CLC):	Feb 12, 2009		Feb 20, 2011
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 12, 2009		Feb 20, 2011
2.11	U.S. Certificate of Financial Responsibility (COFR):	Aug 19, 2008		Aug 19, 2011
2.12	Certificate of Fitness (Chemicals):	Jun 26, 2008	Sep 03, 2009	Jun 25, 2013
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Oct 23, 2008	Not Applicable	Jun 25, 2013
2.15	International Ship Security Certificate (ISSC):	Nov 13, 2008	Not Applicable	Nov 13, 2013
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jun 26, 2008		Jun 25, 2013
2.17	International Air Pollution Prevention Certificate (IAPP):	Jun 26, 2008	Not Applicable	Jun 25, 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:	India
3.2	Nationality of Officers:	Indian
3.3	Nationality of Crew:	Indian
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: OMCI Shipmanagement Pvt Ltd A 201/202, Delphi, Hiranandani Business Park, Powai, Mumbai, India Tel: 91-22-67512100 Fax: 91-22-67512133 Email: marinehr.omci@w-o-shipping.com Crew: OMCI Shipmanagement Pvt Ltd A 201/202, Delphi, Hiranandani Business Park, Powai, Mumbai, India Tel: 91-22-67512100 Fax: 91-22-67512133 Telex: n/a Email: marinehr.omci@w-o-shipping.com
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

4.	HELICOPTERS	
4.1	Can the ship comply with the ICS Helicopter Guidelines:	Yes
4.2	If Yes, state whether winching or landing area provided:	Winching

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:	O'Brien Oil Pollution Service, Inc. 2000 Old Spanish Trail Suite 210 Slidell Louisiana 70458 USA Tel: +1 985 781 0804 Fax: +1 985 781 0580 Email: commandcenter@oopsusa.com
5.3	Oil Spill Response Organization (OSRO) -Full style:	National Resonse Corporation 3500 Sunrise Highway Suite T103 Great River NY 11739 USA Tel: +1 631 224 9141 Fax: +1 9631 24 9086 Email: iocdo@nrcc.com
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	Yes

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):			13241 M3
6.5	Slop tank(s) capacity (98%):			699.034 M3
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:			14.58 M3
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?			5212.3 M3
6.9	What percentage of SDWT can vessel maintain with SBT only:			43 %
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:			300 M3/HR
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:			1800 M3/HR
6.14	Are there any cargo tank filling restrictions. If yes, please specify:		N/A	
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12 2	Centrifugal Centrifugal	300 M3/HR 100 M3/HR

	Stripping:			M3/HR
	Eductors:			M3/HR
	Ballast:	2	Centrifugal	350 M3/HR
6.16	How many cargo pumps can be run simultaneously at full capacity:			
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:		Yes	
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:		Radar	
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:		Yes, all tanks	
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:		Yes	
6.23	Number/size of VRS manifolds (per side):		2	600 MM
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:		12	
6.27	What is the size of cargo connections:			150 MM
6.28	What is the material of the manifold:		Stainless Steel	
Manifold Arrangement				
6.29	Distance between cargo manifold centers:			800 MM
6.30	Distance ships rail to manifold:			3800 MM
6.31	Distance manifold to ships side:			3400 MM
6.32	Top of rail to center of manifold:			1070 MM
6.33	Distance main deck to center of manifold:			2710 MM
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:		8.62 M	5.46 M
6.35	Number / size reducers:		4 x 100/200mm (4/8") 2 x 250/300mm (10/12") 2 x 150/200mm (6/8") 2 x 150/250mm (6/10") 4 x 200/300mm (8/12")	
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:		No	
6.37	If stern manifold fitted, state size:			0 MM
Cargo Heating				
6.38	Type of cargo heating system?		Deck heater type	
6.39	If fitted, are all tanks coiled?		No	
6.40	If fitted, what is the material of the heating coils:			
6.41	Maximum temperature cargo can be loaded/maintained:		80.0 ℃ / 176.0 ℉	80 ℃ / 176 ℉
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	Sigma Phenguard, Phenolic Epoxy	Whole Tank
	Ballast tanks:	Yes		Whole Tank
	Slop tanks:	Yes		Whole Tank
6.43	If fitted, what type of anodes are used:			

7.	**INERT GAS AND CRUDE OIL WASHING**		
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:	No	

8. MOORING

8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	MM		M	MT
	Main deck fwd:	2	MM		M	MT
	Main deck aft:	2	MM		M	MT
	Poop deck:	4	MM		M	MT
8.2	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
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	65 MM	Polyester polyprop blend	200 M	70.1 MT
	Main deck fwd:		MM		M	MT
	Main deck aft:		MM		M	MT
	Poop deck:	4	65 MM	Polyester polyrop blend	200 M	79.3 MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	65 MM	Polyester polyrop blend	200 M	70.1 MT
	Main deck fwd:		MM		M	MT
	Main deck aft:		MM		M	MT
	Poop deck:	2	65 MM	Polyester polyrop blend	200 M	79.3 MT
8.5	Mooring winches			No.	# Drums	Brake Capacity
			Forecastle:	4	Double Drums	22.8 MT
			Main deck fwd:			MT
			Main deck aft:			MT

	Poop deck:	4	Double Drums	22.8 MT
8.6	Mooring bitts		No.	SWL
	Forecastle:		4	33 MT
	Main deck fwd:		4	33 MT
	Main deck aft:		2	33 MT
	Poop deck:		8	33 MT
8.7	Closed chocks and/or fairleads of enclosed type		No.	SWL
	Forecastle:		7	MT
	Main deck fwd:		4	MT
	Main deck aft:		2	MT
	Poop deck:		7	MT
Emergency Towing System				
8.8	Type / SWL of Emergency Towing system forward:		N/A	0 MT
8.9	Type / SWL of Emergency Towing system aft:		N/A	0 MT
Anchors				
8.10	Number of shackles on port cable:		10	
8.11	Number of shackles on starboard cable:		10	
Escort Tug				
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:		46 MT	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:			46 MT
Bow/Stern Thruster				
8.14	What is brake horse power of bow thruster (if fitted):		400 BHP	298.28 KW
8.15	What is brake horse power of stern thruster (if fitted):		0 BHP	0 KW
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):		N/A	
8.18	How many chain stopper(s) are fitted:		0	
8.19	State type of chain stopper(s) fitted:		NF	
8.20	Safe Working Load (SWL) of chain stopper(s):			0 MT
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:			0 MM
8.22	Distance between the bow fairlead and chain stopper/bracket:			MM
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 10 Tonnes	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:			M
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?	Fuel oil	
9.2	What type of fuel is used in the generating plant?	Fuel oil	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	0 M3	0 M3 0 M3
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?		
Insurance			
9.5	P & I Club - Full Style:	UK CLUB Web: www.ukpandi.com	
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:	Nov 19, 2009 / Klaipeda	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:	NA	
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 , NA Grounding: No , NA Serious casualty: No , NA Collision: No , NA	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Contact owner for details	
Vetting			
9.12	Date/Place of last SIRE Inspection:	Oct 09, 2009 / EASTHAM	
9.13	Date/Place of last CDI Inspection:	Sep 09, 2009 / THAMES	
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.*	Contact owner for details.	