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|-----------------------|---|--|---------------------------|
| 1. | VESSEL DESCRIPTION | | |
| 1.1 | Date updated: | 25/01/2020 | |
| 1.2 | Vessel's name: | M/T ERATO | |
| 1.3 | IMO number: | 8105088 | |
| 1.4 | Vessel's previous name(s) and date(s) of change: | EX EUROPA SUPPLIER I (24/04/2014) | |
| 1.5 | Date delivered: | 28/10/1981 | |
| 1.6 | Builder (where built): | LINDENAU WERFT,KIEL | |
| 1.7 | Flag: | GREEK | |
| 1.8 | Port of Registry: | PIRAEUS | |
| 1.9 | Call sign: | SVBZ3 MMSI 241324000 | |
| 1.10 | Vessel's mobile phone number / Master's cabin | | |
| | Vessel's PHONE number: | +306946760270 | |
| | Vessel's SAT number: | +870776447533 | |
| | INMARSAT e-mail address (SHORT MESSAGES ONLY): | 424132411@c12.stratosmobile.net 424132410@c12.stratosmobile.net | |
| | Terrestrial e-mail account | erato12238@gmail.com | |
| 1.11 | Type of vessel: | OIL TANKER | |
| 1.12 | Type of hull: | DOUBLE HULL | |
| Classification | | | |
| 1.13 | Classification society: | INTERNATIONAL NAVAL SURVEY BUREAU (I.N.S.B) | |
| 1.14 | Class notation: | H/M-100-A-E-ESP | |
| 1.15 | If Classification society changed, name of previous society: | DNV GL | |
| 1.16 | If Classification society changed, date of change: | 20.SEPTEMBER.2019 | |
| 1.17 | IMO type, if applicable: | OIL TANKER | |
| 1.18 | Does the vessel have ice class? If yes, state what level: | NO | |
| 1.19 | Date / place of last dry-dock: | SEPTEMBER. 2019 | PIRAEUS,GREECE |
| 1.20 | Date next dry dock due | SEPTEMBER 2021 | |
| 1.21 | Date of last special survey / next survey due: | 20/09/2019 | 20/09/2021 |
| 1.22 | Date of last annual survey: | SEPTEMBER 2019 | |
| 1.23 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | NO | |
| 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? | NO | |
| Dimensions | | | |
| 1.25 | Length Over All (LOA): | 115.87 m | |
| 1.26 | Length Between Perpendiculars (LBP): | 106.49 m | |
| 1.27 | Extreme breadth (Beam): | 15.8 m | |
| 1.28 | Moulded depth: | 9.3 m | |
| 1.29 | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): | 35.7 m | |
| 1.30 | Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM): | 66.5 m | 49.4 m |
| 1.31 | Distance bridge front to center of manifold: | 24m | |
| 1.32 | Parallel body distances: | Lightship | Normal Ballast Summer Dwt |
| | Forward to mid-point manifold: | Meters | Meters 66.5 meters |
| | Aft to mid-point manifold: | Meters | Meters 49 meters |
| | Parallel body length: | Meters | Meters 62 meters |
| 1.33 | FWA at summer draft / TPC immersion at summer draft: | 150mm | 15.09 metric Tons |
| 1.34 | What is the max height of mast above waterline (air draft) | Full Mast | Collapse Mast |
| | Lightship: | 27.8 meters | meters |

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|--------------------------------|--|---|--------------------|--------------------------|--------------------------|
| | Normal ballast: | | Meters | Meters | |
| | At loaded summer deadweight: | | 23.1 meters | Meters | |
| Tonnages | | | | | |
| 1.35 | Net Tonnage: | | 1816 | | |
| 1.36 | Gross Tonnage / Reduced Gross Tonnage (if applicable): | | 3250 | | |
| 1.37 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | | 4466.28 | | |
| 1.38 | Panama Canal Net Tonnage (PCNT): | | 2882.15 | | |
| Loadline Information | | | | | |
| 1.39 | Loadline | Freeboard (Meters) | Draft (Meters) | Deadweight (Tones) | Displacement (Tones) |
| | Summer: | 2155 Meters | 7171 Meters | 6403 Metric Tones | 9029 Metric Tones |
| | Winter: | 2305 Meters | 7021 Meters | 6176 Metric Tones | 8802 Metric Tones |
| | Tropical: | 2005 Meters | 7321 Meters | 6629 Metric Tones | 9255 Metric Tones |
| | Lightship: | 6906 Meters | 2420 Meters | | 2626 Metric Tones |
| | Normal Ballast Condition: | Meters | Meters | Metric Tones | Metric Tones |
| 1.40 | Does vessel have multiple SDWT? | | | no | |
| 1.41 | If yes, what is the maximum assigned deadweight? | | | | 6390 Metric Tons |
| Ownership and Operation | | | | | |
| 1.42 | Registered owner - Full style: | Seka 02 Shipping Company,53-55, Akti Miaouli str., Piraeus 18535, Greece | | | |
| 1.43 | Technical operator - Full style: | Okeanos Tankers Co 99 Akti Miaouli Str., Piraeus – 18538 Athens Greece VAT: 996998376 Tel: 2104291005 | | | |
| 1.44 | Commercial operator - Full style: | Okeanos Tankers Co 99 Akti Miaouli Str., Piraeus – 18538 Athens Greece VAT: 996998376 Tel: 2104291005 | | | |
| 1.45 | Disponent owner - Full style: | | | | |

| 2. | CERTIFICATION | Issued | Last Annual or Intermediate | Expires |
|------|--|-------------------|-----------------------------|-------------------|
| 2.1 | Certificate of General Inspection: | 26/09/2019 | | 05/09/2021 |
| 2.2 | Safety Equipment Certificate: | 13/08/2013 | 07/08/2014 | 31/10/2021 |
| 2.3 | Safety Radio Certificate: | 28/11/2011 | 07/08/2014 | 31/10/2021 |
| 2.4 | Safety Construction Certificate: | 13/08/2013 | 07/08/2014 | 31/10/2021 |
| 2.5 | Loadline Certificate: | 20/09/2019 | | 19/09/2024 |
| 2.6 | International Oil Pollution Prevention Certificate (IOPPC): | 20/09/2019 | | 19/09/2024 |
| 2.7 | Safety Management Certificate (SMC): | 04/12/2018 | 1/12/2018 | 30/11/2023 |
| 2.8 | Document of Compliance (DOC): | 13/07/2018 | 11/07/2018 | 10/07/2023 |
| 2.9 | USCG (specify: COC, LOC or COI): | | | |
| 2.10 | Civil Liability Convention Certificate (CLC): | 04/02/2020 | | 04/02/2021 |
| 2.11 | Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC): | 04/02/2020 | | 04/02/2021 |
| 2.12 | U.S. Certificate of Financial Responsibility (COFR): | | | |
| 2.13 | Certificate of Fitness (Chemicals): | | | |
| 2.14 | Certificate of Fitness (Gas): | | | |

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| 2.15 | Certificate of Class: | 20/09/2019 | 29/03/2019 | 31/10/2021 |
| 2.16 | International Ship Security Certificate (ISSC): | 18/12/2018 | | 12/12//2023 |
| 2.17 | International Sewage Pollution Prevention Certificate (ISPPC) | 20/09/2019 | | 19/09/2024 |
| 2.18 | International Air Pollution Prevention Certificate (IAPP): | 01/04/2019 | 22/03/2019 | 31/10/2021 |
| 2.19 | Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable: | YES | | |
| 2.20 | Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract: | YES | | |
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| 3. | CREW MANAGEMENT | | | |
| 3.1 | Nationality of Master: | GREEK | | |
| 3.2 | Nationality of Officers: | GREEK | | |
| 3.3 | Nationality of Crew: | GREEK | | |
| 3.4 | If Officers/Crew employed by a Manning Agency - Full style: | N/A | | |
| 3.5 | What is the common working language onboard: | HELLENIC | | |
| 3.6 | Do officers speak and understand English: | YES | | |
| 3.7 | In case of Flag Of Convenience, is the ITF Special Agreement on board: | | | |

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| 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: | N/A | | |

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| 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: | N/A | | |

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| 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): | 1P&S 561.50m3, 2P&S 1171.50m3, 3P&S 1138.055m3, 4P&S 1347.418m3, 5P&S 1276.46m3, 6P&S 718.605m3 | | |
| 6.4 | Total cubic capacity (98%, excluding slop tanks): | 6213,538 m3 | | |
| 6.5 | Slop tank(s) capacity (98%): | 227.154 m3 | | |
| 6.6 | Residual/Retention oil tank(s) capacity (98%), if applicable: | N/A m3 | | |
| 6.7 | Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT): | SBT | | |
| SBT Vessels | | | | |

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|-------------------------------|--|-------------------------------|------------------|-----------|
| 6.8 | What is total capacity of SBT? | 3228.36 m3 | | |
| 6.9 | What percentage of SDWT can vessel maintain with SBT only: | 51.7% | | |
| 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: | 2 | | |
| 6.12 | Maximum loading rate for homogenous cargo per manifold connection: | 500 | | |
| 6.13 | Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds: | 1500 | | |
| 6.14 | Are there any cargo tank filling restrictions. If yes, please specify: | NO | | |
| Pumping Systems | | | | |
| 6.15 | Pumps: | No. | Type | Capacity |
| | Cargo: | 4 | ELECTRICAL SCREW | 385m3/hts |
| | Stripping: | | | |
| | Eductors: | | | |
| | Ballast: | 2 | CENTIRFUGAL | 200m3/hrs |
| 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: | 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: | SAAB RADAR AND UTI | | |
| 6.21 | Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial: | YES/ALL | | |
| Vapor Emission Control | | | | |
| 6.22 | Is a vapor return system (VRS) fitted: | YES | | |
| 6.23 | Number/size of VRS manifolds (per side): | 1 | 150 mm | |
| Venting | | | | |
| 6.24 | State what type of venting system is fitted: | PV VALVES TO INDIVIDUAL TANKS | | |
| 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: | 5 | | |
| 6.27 | What is the size of cargo connections: | 250mm | | |
| 6.28 | What is the material of the manifold: | Stainless Steel | | |
| Manifold Arrangement | | | | |
| 6.29 | Distance between cargo manifold centers: | 1000 mm | | |
| 6.30 | Distance ships rail to manifold: | 2120 mm | | |
| 6.31 | Distance manifold to ships side: | 2250 mm | | |
| 6.32 | Top of rail to center of manifold: | 200 mm | | |
| 6.33 | Distance main deck to center of manifold: | 1000 mm | | |
| 6.34 | Manifold height above the waterline in normal ballast / at SDWT condition: | meters | 3.155 meters | |
| 6.35 | Number / size reducers: | | | |
| Stern Manifold | | | | |
| 6.36 | Is vessel fitted with a stern manifold: | YES | | |
| 6.37 | If stern manifold fitted, state size: | FO 6''+ D.O 4'' | | |

| Cargo Heating | | | |
|----------------------|---|-----------------|-----------------|
| 6.38 | Type of cargo heating system? | Steam Coil | |
| 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: | 90 deg. Celcius | 90 deg. Celcius |
| Tank Coating | | | |
| 6.42 | Are cargo, ballast and slop tanks coated? | Coated | Type |
| | Cargo tanks: | YES | CAMKOTE EP |
| | Ballast tanks: | YES | PAINT EPOXY |
| | Slop tanks: | YES | CAMKOTE EP |
| 6.43 | If fitted, what type of anodes are used: | EPOXY | |

| 7. INERT GAS AND CRUDE OIL WASHING | | |
|---|--|----|
| 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: | |
| 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: | 0 | mm | | meters | Metric tons |
| | Main deck fwd: | 0 | mm | | meters | Metric tons |
| | Main deck aft: | 0 | mm | | meters | Metric tons |
| | Poop deck: | 0 | mm | | meters | Metric tons |
| 8.2 | Wire tails | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 0 | mm | | meters | Metric tons |
| | Main deck fwd: | 0 | mm | | meters | Metric tons |
| | Main deck aft: | 0 | mm | | meters | Metric tons |
| | Poop deck: | 0 | mm | | meters | Metric tons |
| 8.3 | Mooring ropes (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 0 | mm | | meters | Metric tons |
| | Main deck fwd: | 0 | mm | | meters | Metric tons |
| | Main deck aft: | 0 | mm | | meters | Metric tons |
| | Poop deck: | 0 | mm | | meters | Metric tons |
| 8.4 | Other mooring lines | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 4/2 | 56/20mm | Polypropylene | 220meters | 25.8 Metric Tons |
| | Main deck fwd: | | mm | | meters | Metric tons |
| | Main deck aft: | | mm | | meters | Metric tons |
| | Poop deck: | 4/2 | 52/20mm | Polypropylene | 220meters | 25.8 Metric Tons |
| 8.5 | Mooring winches | No. | | | # Drums | Brake Capacity |
| | Forecastle: | 1 | | | Double | Metric tons |
| | Main deck fwd: | 0 | | | Single,Double,Triple | Metric tons |
| | Main deck aft: | 0 | | | Single,Double,Triple | Metric tons |
| | Poop deck: | 1 | | | Single | Metric tons |
| 8.6 | Mooring bitts | No. | | | | SWL |
| | Forecastle: | 4 | | | | 11 METRIC TONS |
| | Main deck fwd: | 1 | | | | 11 METRIC TONS |
| | Main deck aft: | 1 | | | | 11 METRIC TONS |
| | Poop deck: | 6 | | | | 11 METRIC TONS |

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| 8.7 | Closed chocks and/or fairleads of enclosed type | No. | SWL |
| | Forecastle: | 3 | METRIC TONS |
| | Main deck fwd: | 1 | METRIC TONS |
| | Main deck aft: | 1 | METRIC TONS |
| | Poop deck: | 5 | METRIC TONS |

Emergency Towing System

| | | | |
|-----|--|--|-------------|
| 8.8 | Type / SWL of Emergency Towing system forward: | | METRIC TONS |
| 8.9 | Type / SWL of Emergency Towing system aft: | | METRIC TONS |

Anchors

| | | | |
|------|--|---|--|
| 8.10 | Number of shackles on port cable: | 9 | |
| 8.11 | Number of shackles on starboard cable: | 9 | |

Escort Tug

| | | | |
|------|--|----------------|------------------------|
| 8.12 | What is SWL and size of closed chock and/or fairleads of enclosed type on stern: | METRIC TONS | 400X270MM 325X225MM |
| 8.13 | What is SWL of bollard on poopdeck suitable for escort tug: | 11 METRIC TONS | |

Bow/Stern Thruster

| | | | |
|------|--|---------|--------|
| 8.14 | What is brake horse power of bow thruster (if fitted): | 374 BHP | 275 KW |
| 8.15 | What is brake horse power of stern thruster (if fitted): | N/A BHP | 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): | YES | |
| 8.18 | How many chain stopper(s) are fitted: | 2 | |
| 8.19 | State type of chain stopper(s) fitted: | CLAMP | |
| 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: | 70MM | |
| 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: | NO 400X270MM | |

Lifting Equipment

| | | | |
|------|--|-------------------------|--|
| 8.24 | Derrick / Crane description (Number, SWL and location): | 1. 1.3 TONNES, MIDSHIPS | |
| 8.25 | What is maximum outreach of cranes / derricks outboard of the ship's side: | 13.1 METERS | |

Ship To Ship Transfer (STS)

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|------|---|-----|--|
| 8.26 | Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable): | YES | |
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9. MISCELLANEOUS

Engine Room

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|-----|---|-----------------|----|
| 9.1 | What type of fuel is used for main propulsion? | MGO/IFO | |
| 9.2 | What type of fuel is used in the generating plant? | MGO | |
| 9.3 | Capacity of bunker tanks – IFO and MDO/MGO: | 385 M3 | m3 |
| 9.4 | Is vessel fitted with fixed or controllable pitch propeller(s)? | PITCH PROPELLER | |

Insurance

| | | | |
|-----|---|--|--|
| 9.5 | P & I Club - Full Style: | SHIPOWNERS White Chapel Building, 2nd Floor 10 Whitechapel High Street London E1 8QS | |
| 9.6 | P & I Club coverage - pollution liability coverage: | YES | |
| 9.7 | Hull & Machinery insured by - Full Style: | 1. Cambiaso Risso Marine S.p.A. | |

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|-----------------------------------|--|--|
| | | Corso Andrea Podestà 1- 16128 Genoa (Italy) Ph. +39 010 5714.1 Fax +39 010 5714374/375 2. Seascope Insurance Services Ltd 57 Mansell Street, London E1 8AN |
| 9.8 | Hull & Machinery insured value / expiration date: | 2,400,000 US\$/ 11.04.2020 |
| Port State Control | | |
| 9.9 | Date and place of last Port State Control inspection: | 30/04/2013 GIBRALTAR |
| 9.10 | Any outstanding deficiencies as reported by any Port State Control: | NO |
| 9.11 | If yes, provide details: | |
| Recent Operational History | | |
| 9.12 | Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description: | NO |
| 9.13 | Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last): | |
| Vetting | | |
| 9.14 | Date/Place of last SIRE Inspection: | NIL |
| 9.15 | Date/Place of last CDI Inspection: | NIL |
| 9.16 | 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> | NIL |