

<b>1. VESSEL DESCRIPTION</b>			
1.1	Date updated:	Mar 22, 2016	
1.2	Vessel's name (IMO number):	Moquegua (9262869 )	
1.3	Vessel's previous name(s) and date(s) of change:	ORIENTAL BOUQUET (Dec 01, 2009)	
1.4	Date delivered / Builder (where built):	Apr 23, 2002 / Asakawa Shipbuilding Co., Ltd.	
1.5	Flag / Port of Registry:	Peru / Callao	
1.6	Call sign / MMSI:	OA-2214 / 760-000440	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: 00870-773210449	
		Fax: N/A	
		Email: OA2214@globeemail.com or btmoquegua@navitranso.com or btmoquegua@petral.com.pe	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Chemical	
1.9	Type of hull:	Double Hull	
<b>Classification</b>			
1.10	Classification society:	Lloyds Register	
1.11	Class notation:	*100 A1 Double Hull Oil and Chemical Tanker, Ship Type 2, ESP, LI *LMC	
1.12	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No	
1.13	If classification society changed, name of previous and date of change:	Nippon Kaiji Kyokai , Dec 03, 2010	
1.14	IMO type, if applicable:	2	
1.15	Does the vessel have ice class? If yes, state what level:	,	
1.16	Date / place of last dry-dock:	Nov 03, 2014 / Valparaiso	
1.17	Date next dry dock due / next annual survey due:	Apr 22, 2017	Apr 22, 2016
1.18	Date of last special survey / next special survey due:	Apr 23, 2012	Apr 22, 2017
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 (not applicable)	
<b>Dimensions</b>			
1.21	Length overall (LOA):	134.16 m	
1.22	Length between perpendiculars (LBP):	125.00 m	
1.23	Extreme breadth (Beam):	20.52 m	
1.24	Moulded depth:	11.60 m	
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	35.85 m	m
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):	62.86 m	71.36 m
1.27	Distance bridge front to center of manifold:	49.30 m	
1.28	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	19.65 m	20.07 m
	Aft to mid-point manifold:	26.67 m	30.50 m
	Parallel body length:	46.316 m	50.568 m
1.29	FWA/TPC at summer draft:	mm	23.41 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:	33.54 m	0 m
	Normal ballast:	30.95 m	0 m
	At loaded summer deadweight:	27.04 m	0 m
<b>Tonnages</b>			
1.33	Net Tonnage:	4735.00	
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	8259.00	

1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):			
1.36	Panama Canal Net Tonnage (PCNT):			6984.00
<b>Ownership and Operation</b>				
1.37	Registered owner - Full style:	Naviera Petral S.A. Calle Alcanfores N° 393, Of. 102Miraflores, Lima - Peru Tel: +51 1 444 0519 Fax: +51 1 444 1455 Telex: N/A Email: operations@petral.com.pe		
1.38	Technical operator - Full style:	NAVIERA TRANSOCEANICA S.A. Av. Manuel Olguin N° 501Edificio Macros Piso 12Santiago Surco, Lima 33 - Perú Tel: +51 1 513-9300 Fax: +51 1 513-9319 Telex: N/A Email: hsqe@navitranso.com Company IMO#: 1708871		
1.39	Commercial operator - Full style:	Naviera Petral S.A. Calle Alcanfores n° 393, Of. 102Miraflores, Lima - Peru Tel: +51 1 444 0519 Fax: +51 1 444 1455 Telex: 29637 Email: operations@petral.com.pe		
1.40	Disponent owner - Full style:			
<b>2. CERTIFICATION</b>				
		<b>Issued</b>	<b>Last Annual</b>	<b>Expires</b>
2.1	Safety Equipment Certificate (SEC):	Sep 03, 2015	Aug 12, 2015	Oct 12, 2020
2.2	Safety Radio Certificate (SRC):	Sep 03, 2015	Aug 12, 2015	Oct 12, 2020
2.3	Safety Construction Certificate (SCC):	Sep 07, 2015	Oct 12, 2015	Oct 12, 2020
2.4	International Loadline Certificate (ILC):	Sep 03, 2015	Aug 12, 2015	Sep 07, 2020
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Aug 04, 2015	Jul 22, 2015	Oct 12, 2020
2.6	ISM Safety Management Certificate (SMC):	Oct 20, 2015		Nov 02, 2020
2.7	Document of Compliance (DOC):	Aug 28, 2015	Aug 24, 2015	Sep 01, 2020
2.8	USCG Certificate of Compliance (COC):			Not Applicable
2.9	Civil Liability Convention (CLC) 1992 Certificate:	Feb 18, 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:	Nov 26, 2015	Not Applicable	May 26, 2016
2.12	U.S. Certificate of Financial Responsibility (COFR):		Not Applicable	
2.13	Certificate of Class (COC):	Apr 23, 2012	May 15, 2015	Apr 22, 2017
2.14	International Sewage Pollution Prevention Certificate (ISPPC)	Aug 04, 2015	Not Applicable	Oct 12, 2020
2.15	Certificate of Fitness (COF):	Mar 28, 2014	Mar 11, 2015	Mar 28, 2019
2.16	International Energy Efficiency Certificate (IEEC):		Not Applicable	Not Applicable
2.17	International Ship Security Certificate (ISSC):	Oct 20, 2015		Nov 02, 2020
2.18	International Air Pollution Prevention Certificate (IAPPC):	Aug 17, 2015	May 28, 2015	Jun 21, 2016
2.19	Maritime Labour Certificate (MLC):		Not Applicable	
<b>Documentation</b>				
2.20	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:			Yes
2.21	Does vessel have in place a Drug and Alcohol Policy complying with OCIMF guidelines for Control of Drugs and Alcohol Onboard Ship?			Yes
2.22	Is the ITF Special Agreement on board (if applicable)?			
2.23	ITF Blue Card expiry date:			

<b>3. CREW</b>					
3.1	Nationality of Master:			Peruvian	
3.2	Number and Nationality of Officers:			10 Peruvian	
3.3	Number and Nationality of Crew:			12 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 Petral S.A  Calle Alcanfores N° 393, Of. 102Miraflores, Lima - Peru  Tel: +51 1 444 0519  Fax: +51 1 444 1455  Telex: Not Applicable  Email: petral@petral.com.pe</p> <p>Crew:  Naviera Petral S.A.  Calle Alcanfores N° 393, Of. 102Miraflores, Lima - Peru  Tel: +51 1 444 0519  Fax: +51 1 444 1455  Telex: N.A.  Email: petral@petral.com.pe</p>		
<b>4. FOR USA CALLS</b>					
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?			No	
4.2	Qualified individual (QI) - Full style:				
4.3	Oil Spill Response Organization (OSRO) - Full style:				
<b>5. CARGO AND BALLAST HANDLING</b>					
<b>Double Hull Vessels</b>					
5.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:			No , Solid	
<b>Loadline Information</b>					
5.2	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.81 m	8.81 m	14298.00 MT	18570.00 MT
	Winter:	3.00 m	8.63 m	13870.00 MT	18142.00 MT
	Tropical:	2630.00 m	9.00 m	14728.00 MT	19000.00 MT
	Lightship:	9316.00 m	2.31 m	Not Applicable	4272.00 MT
	Normal Ballast Condition:	6.73 m	4.90 m	5464.00 MT	9736.00 MT
5.3	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			No	
<b>Cargo Tank Capacities</b>					
5.4	Number of cargo tanks and total cubic capacity (98%):			20	16270.256 m3
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):				
5.6	Number of slop tanks and total cubic capacity (98%):			n/a	651.611 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:			m3	
5.9	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):			SBT	
<b>SBT Vessels</b>					
5.10	What is total SBT capacity and percentage of SDWT vessel can maintain?			4228.09 m3	30.00 %
5.11	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:			Yes	
<b>Cargo Handling and Pumping Systems</b>					
5.12	How many grades/products can vessel load/discharge with double valve segregation:			20	

5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:			Yes 1.9t/m3	
5.14	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	10	SD 150	300 M3/HR	115 Meters
		10	SD 125	200 M3/HR	115 Meters
		1	TK 80	80 M3/HR	70 Meters
	Cargo Eductors:			m3/hr	m
	Stripping:			m3/hr	m
Ballast Pumps:	1		300 m3/hr	0 m	
Ballast Eductors:			m3/hr	m	
5.15	Max loading rate for homogenous cargo per manifold connection:			500 m3/hr	
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:			800.00 m3/hr	
5.17	How many cargo pumps can be run simultaneously at full capacity:			4	
<b>Cargo Control Room</b>					
5.18	Is ship fitted with a Cargo Control Room (CCR)?			Yes	
5.19	Can tank innage / ullage be read from the CCR?			Yes	
<b>Gauging and Sampling</b>					
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:			Floating	
5.22	Number of portable gauging units (example- MMC) on board:			4	
5.23	Are overflow (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 ,	
<b>Vapor Emission Control System (VECS)</b>					
5.26	Is a Vapour Emission Control System (VECS) fitted?			Yes	
5.27	Number/size of VECS manifolds (per side):			0 mm	
5.28	Number / size / type of VECS reducers:				
<b>Venting</b>					
5.29	State what type of venting system is fitted:			independent High Velocity	
<b>Cargo Manifolds and Reducers</b>					
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:			22 / 150.00 mm	
5.32	What type of valves are fitted at manifold:			Gate	
5.33	What is the material/rating of the manifold:			SUS316L /	
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:				
5.35	Distance between cargo manifold centers:			600.00 mm	
5.36	Distance ships rail to manifold:			2600.00 mm	
5.37	Distance manifold to ships side:			2800.00 mm	
5.38	Top of rail to center of manifold:			200.00 mm	
5.39	Distance main deck to center of manifold:			2475.00 mm	
5.40	Spill tank grating to center of manifold:			800.00 mm	
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:			9.25 m	5.37 m
5.42	Number / size / type of reducers:			2 x 150/100mm (6/4") 2 x 200/150mm (8/6") 2 x 250/150mm (10/6") 2 x 250/200mm (10/8") ANSI	
5.43	Is vessel fitted with a stern manifold? If yes, state size:			No , mm	
<b>Heating</b>					

5.44	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material		
	Cargo tanks:	STEAM HEATING	Yes	SS		
	Slop tanks:					
5.45	Maximum temperature cargo can be loaded / maintained:		80.0 Å°C / 176.0 Å°F	80 Å°C / 176 Å°F		
5.46	Minimum temperature cargo can be loaded / maintained:					
<b>Coating / Anodes</b>						
5.47	Tank Coating	Coated	Type	To What Extent	Anodes	
	Cargo tanks:	No	N/A	N/A	No	
	Ballast tanks:	Yes	Zin Zilicate	Whole Tank	Yes	
	Slop tanks:					
<b>6. INERT GAS AND CRUDE OIL WASHING</b>						
6.1	Is a Crude Oil Washing (COW) installation fitted / operational?		N/A / N/A			
6.2	Is an Inert Gas System (IGS) fitted / operational?		Yes / N/A			
6.3	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:		Nitrogen Generator			
<b>7. MOORING</b>						
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	55.00 mm	Polypro Pylene & Ployester Composite	200.00 m	41.00 MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:	4	55.00 mm	Polypro Pylene & Polyester Composite	200.00 m	41.00 MT
7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	55.00 mm	Polypro Pylene & Polyester Composite	200.00 m	41.00 MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:	2	55.00 mm	Polypro Pylene & Polyester Composite	200.00 m	41.00 MT
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	22.50 MT	
	Main deck fwd:				MT	
	Main deck aft:				MT	
	Poop deck:	2	Double Drums	Hydraulic	22.50 MT	
7.6	Bits, closed chocks/fairleads	No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks	
	Forecastle:	6	46 MT			MT

	Main deck fwd:	8	13.3 MT		MT
	Main deck aft:	2	25 MT		MT
	Poop deck:	6	46 MT		MT
<b>Anchors/Emergency Towing System</b>					
7.7	Number of shackles on port / starboard cable:			/	
7.8	Type / SWL of Emergency Towing system forward:			MT	
7.9	Type / SWL of Emergency Towing system aft:			MT	
<b>Escort Tug</b>					
7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:			0.00 MT	
7.11	What is SWL of bollard on poop deck suitable for escort tug:			0.00 MT	
<b>Bow/Stern Thruster</b>					
7.12	What is brake horse power of bow thruster (if fitted):			Yes , 510.00 bhp	
7.13	What is brake horse power of bow thruster (if fitted):			No , bhp	
<b>Single Point Mooring (SPM) Equipment</b>					
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)'?			N/A	
7.15	If fitted, how many chain stoppers:			0	
7.16	State type / SWL of chain stopper(s):			0.00 MT	
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:			mm	
7.18	Distance between the bow fairlead and chain stopper/bracket:			0 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:			No	
<b>Lifting Equipment</b>					
7.20	Derrick / Crane description (Number, SWL and location):			Derricks: 1 x 0.90 Tonnes, Cranes: 1 x 5.00 Tonnes	
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:			3.75 m	
<b>Ship To Ship Transfer (STS) / Helicopter Operations</b>					
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 , 0.00 m	
<b>8. MISCELLANEOUS</b>					
<b>Engine</b>					
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?			Heavy oil(380cst at 50 degreesC) diesel oil	
8.3	Type / Capacity of bunker tanks:			Fuel Oil: 740.76 m3 Diesel Oil: 103.65 m3 Gas Oil: 0 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:	2	Kw		
	Power packs:		m3		
	Boilers:	1	12.00 MT/Hr		
<b>Emissions</b>					
8.6	Main engine IMO NOx emission standard:				

8.7	Energy Efficiency Design Index (EEDI) rating number:	
<b>Insurance</b>		
8.8	P & I Club - Full Style:	The Steamship Mutual Underwriting Association (Bermuda) Limited
8.9	P & I Club pollution liability coverage / expiration date:	1000000000 US\$ Feb 20, 2017
8.10	Hull & Machinery insured by - Full Style:	
8.11	Hull & Machinery insured value / expiration date:	US\$ May 31, 2016
<b>Recent Operational History</b>		
8.12	Date and place of last Port State Control inspection:	Feb 12, 2016 / Mejillones - Chile
8.13	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	Yes 1. Botes salvavidas, guirnalda se encuentran cortados. 2. Cañería descarga de aguas sucias en baño enfermería con pitting. 3. Puertas a los costados en cubierta no cierran correctamente. 4. Puerta de escape trunk en sala de máquinas no cierra correctamente. 5. Botes salvavidas, Auto trigger line en mal estado. 7. Locker del puente de gobierno mal utilizado. 8. Buque no cuenta con el Certificado de Eficiencia Energética. 9. Certificado Internacional de Construcción para buque de carga se encuentra incompleto, faltan hojas de refrendo.
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 , N/A Grounding: No , N/A Casualty: No , Collision: No , N/A
8.15	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	
8.16	Date/place of last STS operation:	
<b>Vetting</b>		
8.17	Date of last SIRE inspection:	Mar 09, 2016
8.18	Date of last CDI inspection:	Mar 01, 2016
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.
<b>Additional Information</b>		
8.20	Additional information relating to features of the ship or operational characteristics:	