

1. VESSEL DESCRIPTION	
1.1	Date updated: Jul 24, 2016
1.2	Vessel's name (IMO number): Maximus (9387164)
1.3	Vessel's previous name(s) and date(s) of change: SP BRUSSELS (Apr 07, 2015) W-O Mahalu (Feb 05, 2010) Tolson Sea (Jun 30, 2009)
1.4	Date delivered / Builder (where built): Jul 03, 2007 / Nanjing Shenghua Shipbuilding, Co. Ltd, China
1.5	Flag / Port of Registry: Panama / Panama
1.6	Call sign / MMSI: 3FXJ9 / 357132000
1.7	Vessel's contact details (satcom/fax/email etc.): Tel: +870773176880 Fax: 435713211 Email: maximus@gtmailplus.com
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
<b>Classification</b>	
1.10	Classification society: Bureau Veritas
1.11	Class notation: Oil Tanker ESP Unrestricted navigation
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, Jul 02, 2013
1.14	IMO type, if applicable:
1.15	Does the vessel have ice class? If yes, state what level: No,
1.16	Date / place of last dry-dock: Jun 22, 2016 / Sharjah
1.17	Date next dry dock due / next annual survey due: Jul 02, 2022 Jul 02, 2017
1.18	Date of last special survey / next special survey due: Jul 03, 2012 Jul 02, 2017
1.19	If ship has Condition Assessment Program (CAP), what is the latest overall rating: No,
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
<b>Dimensions</b>	
1.21	Length overall (LOA): 115 Metres
1.22	Length between perpendiculars (LBP): 109 Metres
1.23	Extreme breadth (Beam): 17.60 Metres
1.24	Moulded depth: 8.70 Metres
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: 32.70 Metres
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM): 44.10 Metres 65.90 Metres
1.27	Distance bridge front to center of manifold: 49.10 Metres
1.28	Parallel body distances
	Lightship Normal Ballast Summer Dwt
	Forward to mid-point manifold: 19.80 Metres 25.60 Metres 22 Metres
	Aft to mid-point manifold: 22.45 Metres 27.70 Metres 33.90 Metres
	Parallel body length: 40.25 Metres 53.30 Metres 55.90 Metres
1.29	FWA/TPC at summer draft: 152 Millimetres 16.74 Metric Tonnes
1.30	Constant (excluding fresh water): 200 Metric Tonnes
1.31	What is the company guidelines for Under Keel Clearance (UKC) for this vessel? At Berth in sheltered waters - 0.3 mts; Fairways, Channels, Canals and Port Approaches - 0.6 mts; Open coastal route - 1.76 mts (10% of beam) Ocean Passage - 50 mts
1.32	What is the max height of mast above waterline (air draft)
	Full Mast Collapsed Mast
	Lightship: 30.78 Metres 0 Metres
	Normal ballast: 29.20 Metres 0 Metres
	At loaded summer deadweight: 25.90 Metres 0 Metres
<b>Tonnages</b>	
1.33	Net Tonnage: 2,425

1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	4,535	
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		
1.36	Panama Canal Net Tonnage (PCNT):		0
<b>Ownership and Operation</b>			
1.37	Registered owner - Full style:	Maximus Shipping Corporation Marbella, 54th Street, #3A, City of Panama, Republic of Panama Company IMO#: 5857574	
1.38	Technical operator - Full style:	Warm Seas Development & Trading Co. LLC C/o Office 207, Burj Daman Office Tower PO Box 482041, Dubai, United Arab Emirates Tel: +971 4 354 6070 Fax: +971 4 354 6002 Email: info@warmseas.com	
1.39	Commercial operator - Full style:	Warm Seas Development & Trading Co. LLC C/o Office 207, Burj Daman Office Tower PO Box 482041, Dubai, United Arab Emirates Tel: +971 4 354 6070 Fax: +971 4 354 6002 Email: info@warmseas.com	
1.40	Disponent owner - Full style:		

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate (SEC):	Oct 04, 2015	May 01, 2015	Jul 02, 2017
2.2	Safety Radio Certificate (SRC):	Oct 04, 2015	May 01, 2015	Jul 02, 2017
2.3	Safety Construction Certificate (SCC):	Oct 04, 2015		Jul 02, 2017
2.4	International Loadline Certificate (ILC):	Oct 04, 2015	May 01, 2015	Jul 02, 2017
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Oct 04, 2015		Jul 02, 2017
2.6	ISM Safety Management Certificate (SMC):	Nov 17, 2015	Oct 12, 2015	Oct 11, 2020
2.7	Document of Compliance (DOC):	Mar 30, 2015	Mar 16, 2016	Feb 17, 2018
2.8	USCG Certificate of Compliance (COC):			
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:	Feb 18, 2016	Not Applicable	Feb 20, 2017
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate:	Mar 04, 2016	Not Applicable	Sep 03, 2016
2.12	U.S. Certificate of Financial Responsibility (COFR):		Not Applicable	
2.13	Certificate of Class (COC):	Oct 04, 2015	May 01, 2015	Jul 02, 2017
2.14	International Sewage Pollution Prevention Certificate (ISPPC):	Oct 04, 2015	Not Applicable	Jul 02, 2017
2.15	Certificate of Fitness (COF):			
2.16	International Energy Efficiency Certificate (IEEC):	May 01, 2015	Not Applicable	Not Applicable
2.17	International Ship Security Certificate (ISSC):	Nov 16, 2015	Oct 12, 2015	Oct 11, 2020
2.18	International Air Pollution Prevention Certificate (IAPPC):	Oct 04, 2015		Jul 02, 2017
2.19	Maritime Labour Certificate (MLC):	Nov 17, 2015	Not Applicable	Oct 11, 2020
<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)?		N/A	
2.23	ITF Blue Card expiry date:			

3.	CREW	
3.1	Nationality of Master:	Indian
3.2	Number and Nationality of Officers:	8 / Indian, Pakistani
3.3	Number and Nationality of Crew:	8 / Indian, Pakistani,

3.4	What is the common working language onboard:	English
3.5	Do officers speak and understand English?	Yes
3.6	If Officers/Crew employed by a Manning Agency - Full style:	<p>Officers:  Warm Seas Development &amp; Trading Co. LLC  C/o Office 207, Burj Daman Office Tower  PO Box 482041, Dubai, United Arab Emirates  Tel: +971 4 354 6070  Fax: +971 4 354 6002  Email: info@warmseas.com</p> <p>Crew:  Warm Seas Development &amp; Trading Co. LLC  C/o Office 207, Burj Daman Office Tower  PO Box 482041, Dubai, United Arab Emirates  Tel: +971 4 354 6070  Fax: +971 4 354 6002  Email: info@warmseas.com</p>

<b>4.</b>	<b>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.</b>	<b>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:				Yes, Solid
<b>Loadline Information</b>					
5.2	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.912 Metres	6.80 Metres	7,695 Metric Tonnes	10,156 Metric Tonnes
	Winter:	2.054 Metres	6.658 Metres	7,451 Metric Tonnes	9,916 Metric Tonnes
	Tropical:	1.77 Metres	6.942 Metres	7,933 Metric Tonnes	10,398 Metric Tonnes
	Lightship:	6.81 Metres	1.92 Metres	Not Applicable	2,464.80 Metric Tonnes
	Normal Ballast Condition:	5.21 Metres	3.50 Metres	2,384 Metric Tonnes	4,849 Metric Tonnes
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%):			12	8,316.99 Cu. Metres (Basis 98% filling)
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):			Seg#1: 3953.56 m3 (1W, 3W, 5W) Seg#2: 4363.43 m3 (2W, 4W, 6W) (Basis 98% filling)	
5.6	Number of slop tanks and total cubic capacity (98%):			2	182.28 Cu. Metres (Basis 98% filling)
5.7	Specify segregations which slops tanks belong to and their capacity with double valve:			Seg#1	
5.8	Residual/Retention oil tank(s) capacity (98%), if applicable:			0 Cu. Metres	
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?			2,820.96 Cu. Metres	37 %
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:				2
5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:				No
5.14	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	2	Screw	450 M3/HR	70 Meters 70 Meters
	Cargo Eductors:				
	Stripping:	1	Screw	80 Cu. Metres/Hour	70 Meters

	Ballast Pumps:	2	Centrifugal	150 Cu. Metres/Hour	35 Metres
	Ballast Eductors:				
5.15	Max loading rate for homogenous cargo per manifold connection:			750 Cu. Metres/Hour	
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:			1,500 Cu. Metres/Hour	
5.17	How many cargo pumps can be run simultaneously at full capacity:			2	
<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:			Pressure Sensor	
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:			Yes (System can be used only for monitoring), Radar Type (Cannot be used for determining final quantities)	
5.25	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:			No, None	
<b>Vapor Emission Control System (VECS)</b>					
5.26	Is a Vapour Emission Control System (VECS) fitted?			No	
5.27	Number/size of VECS manifolds (per side):				
5.28	Number / size / type of VECS reducers:				
<b>Venting</b>					
5.29	State what type of venting system is fitted:			Mast Riser	
<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:			2 / 300 Millimetres	
5.32	What type of valves are fitted at manifold:			Gate	
5.33	What is the material/rating of the manifold:			Mild Steel /	
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:				
5.35	Distance between cargo manifold centers:			1,650 Millimetres	
5.36	Distance ships rail to manifold:			2,800 Millimetres	
5.37	Distance manifold to ships side:			2,950 Millimetres	
5.38	Top of rail to center of manifold:			1,350 Millimetres	
5.39	Distance main deck to center of manifold:			1,550 Millimetres	
5.40	Spill tank grating to center of manifold:			1,000 Millimetres	
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:			6.70 Metres	3.40 Metres
5.42	Number / size / type of reducers:			None	
5.43	Is vessel fitted with a stern manifold? If yes, state size:			No,	
<b>Heating</b>					
5.44	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material	
	Cargo Tanks:	Thermal Oil System	Yes	Mildsteel	
	Slop Tanks:	Thermal Oil System	Yes	Mildsteel	
5.45	Maximum temperature cargo can be loaded / maintained:			72.0 °C / 161.6 °F	57.2 °C / 134.96 °F
5.46	Minimum temperature cargo can be loaded / maintained:			5.0 °C / 41.0 °F	
<b>Coating / Anodes</b>					
5.47	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	penguard HB (Two-Component)	Whole Tank	No
	Ballast tanks:	Yes	balloxy JW 115 (Two-Component)	Whole Tank	Yes
	Slop tanks:		Penguard HB (Two-Component)	Whole Tank	No

<b>6.</b>	<b>INERT GAS AND CRUDE OIL WASHING</b>	
6.1	Is a Crude Oil Washing (COW) installation fitted / operational?	No / N/A
6.2	Is an Inert Gas System (IGS) fitted / operational?	No / N/A
6.3	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	

<b>7.</b>	<b>MOORING</b>					
7.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0				
	Main deck fwd:	0				
	Main deck aft:	0				
	Poop deck:	0				
7.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0			0 Metres	
	Main deck fwd:	0				
	Main deck aft:	0				
	Poop deck:	0				
7.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	56 Millimetres	Polypropylene / Polyester	200 Metres	48 Metric Tonnes
	Main deck fwd:	0				
	Main deck aft:	0				
	Poop deck:	3	48 Millimetres	Polypropylene / Polyester	200 Metres	48 Metric Tonnes
7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	9	48 Millimetres	Polypropylene / Polyester	200 Metres	48 Metric Tonnes
	Main deck fwd:	0				
	Main deck aft:	0				
	Poop deck:	3	48 Millimetres	Polypropylene / Polyester	200 Metres	48 Metric Tonnes
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Single Drums	Hydraulic	18 Metric Tonnes	Screw
	Main deck fwd:	0				
	Main deck aft:	0				
	Poop deck:	3	Single Drums	Hydraulic	18 Metric Tonnes	Screw
7.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		5	13.50 Metric Tonnes	4	23 Metric Tonnes
	Main deck fwd:		4	13.50 Metric Tonnes	4	23 Metric Tonnes
	Main deck aft:		2	13.50 Metric Tonnes	2	23 Metric Tonnes
	Poop deck:		5	13.50 Metric Tonnes	4	23 Metric Tonnes

#### **Anchors/Emergency Towing System**

7.7	Number of shackles on port / starboard cable:	9 / 9
7.8	Type / SWL of Emergency Towing system forward:	Not fitted
7.9	Type / SWL of Emergency Towing system aft:	Not fitted

#### **Escort Tug**

7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:	430mm x 320mm	26 Metric Tonnes
7.11	What is SWL of bollard on poop deck suitable for escort tug:		26 Metric Tonnes

#### **Bow/Stern Thruster**

7.12	What is brake horse power of bow thruster (if fitted):	Yes, 270 bhp
7.13	What is brake horse power of stern thruster (if fitted):	No

#### **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	No
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	Tankers at Single Point Moorings (SPM)?	
7.15	If fitted, how many chain stoppers:	0
7.16	State type / SWL of chain stopper(s):	N.A.
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:	
7.18	Distance between the bow fairlead and chain stopper/bracket:	
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

#### Lifting Equipment

7.20	Derrick / Crane description (Number, SWL and location):	Cranes: 2 x 2 Tonnes Crane fitted on Port and Starboard midships
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:	2.20 Metres

#### 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

### 8. MISCELLANEOUS

#### Engine

8.1	Speed		Maximum	Economic
	Ballast speed:		7.50 Knots (WSNP)	7 Knots (WSNP)
	Laden speed:		7.50 Knots (WSNP)	7 Knots (WSNP)
8.2	What type of fuel is used for main propulsion / generating plant:		MGO	MGO
8.3	Type / Capacity of bunker tanks:		Fuel Oil: 278.75 Cu. Metres (Changed to MGO) Diesel Oil: 0 Cu. Metres Gas Oil: 174.33 Cu. Metres	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):		Fixed	
8.5	Engines	No	Capacity	Make/Type
	Main engine:	1	2,206 Kilowatt	NINGBO CSI G8300ZC30B
	Aux engine:	3	380 Kilowatt	WEIFANG X6170ZC
	Power packs:			
	Boilers:	1	0 Metric Tonnes/Hour	

#### Emissions

8.6	Main engine IMO NOx emission standard:	Tier I
8.7	Energy Efficiency Design Index (EEDI) rating number:	

#### Insurance

8.8	P & I Club - Full Style:	SKULD Assurancefeorning SKULD PO Box 1376 Vika, N-0114 Oslo, Norway
8.9	P & I Club pollution liability coverage / expiration date:	1,000,000,000 US\$ Feb 20, 2017
8.10	Hull & Machinery insured by - Full Style:	Emirates Insurance Co. PO Box 3856 Abu Dhabi Tel: +971 2 6440400
8.11	Hull & Machinery insured value / expiration date:	4,000,000 US\$ Apr 14, 2017

#### Recent Operational History

8.12	Date and place of last Port State Control inspection:	Oct 14, 2015 / Cotonou, Benin
8.13	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No
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: No, Collision: No,
8.15	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Gasoil / SK / West Africa
8.16	Date/place of last STS operation:	Off Abidjan

<b>Vetting</b>		
8.17	Date of last SIRE inspection:	
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>	
<b>Additional Information</b>		
8.20	Additional information relating to features of the ship or operational characteristics:	

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Form completed on <http://www.q88.com/integration.aspx> Please email [support@q88.com](mailto:support@q88.com) an updated copy if this is not the latest version.  
To the best of Owners knowledge all information is true and given without any guarantee.