



## REDERI AB VERITAS TANKERS SHIP PARTICULARS

|   |  |                    |  |                                  |                                 |
|---|--|--------------------|--|----------------------------------|---------------------------------|
| <b>Ship's Name</b>                              | <b>M/T Astina</b>  |                    |  |                                  |                                 |
| <b>Owner / Manager</b>                          | REDERI AB VERITAS TANKERS,   |                    |  |                                  |                                 |
| <b>Full Adress</b>                              | Tjärebergsvägen 10, SE-430 82 Donsö, Sweden  |                    |  | <b>SHIP COMMUNICATION DETAIL</b> |                                 |
| <b>TEL:</b>                                     | +46 31 97 33 50  |                    |  | Telephone                        | +46 31 758 83 20                |
| <b>Fax</b>                                      | +46 31 97 26 11  |                    |  | Telephone Cpt.                   | +46 31 758 83 21                |
| <b>E-Mail</b>                                   | info@veritastankers.se   |                    |  | Sat F-77                         | + 870 76 157 9354               |
| <b>D.P.A</b>                                    | Mats Torell +46 706 710 155  |                    |  | e-mail                           | master@astina.veritastankers.se |
| <b>Official No:</b>                             | <b>IMO Number</b>  | <b>MMSI No:</b>    | <b>Call Sign</b>   | <b>Nationality</b>               | <b>Port of Registry</b>         |
|   | 9320063  | 266 220 000        | SHZA   | SWEDEN                           | DONSÖ                           |
| <b>Ship Type</b>                                | <b>IMO TYPE II CHEMICAL TANKER &amp; OIL TANKER</b>  |                    |  |                                  |                                 |
| <b>Ship Builder</b>                             | Torlak shipyard - Tuzla/Istanbul, Hull No:44   |                    |  |                                  |                                 |
| <b>Class Society</b>                            | BUREAU VERITAS   |                    |  |                                  |                                 |
| <b>Class Notation</b>                           | I+HULL+MACH OIL; TANKER ESP; CHEMICAL TANKER ESP; UNRESTRICTED NAVIGATION+AUT-UMS,CLEAN SEA, CLEAN AIR, ICE CLASS 1A, MOON-SHAFT VCS; IG   |                    |  |                                  |                                 |
| <b>Delivery Date:</b>                           |  |                    | <b>Summer Deadweight</b>   |                                  |                                 |
| 2006-03-02                                      |  |                    | 11283,039  |                                  |                                 |
| <b>L.O.A</b>                                    | <b>L.B.P</b>   | <b>BREADTH</b>     | <b>DEPTH</b>   | <b>SUMMER DRAFT</b>              |                                 |
| 129,75  | 123,44   | 19,60              | 10,40  | 8,00                             |                                 |
| <b>FULL LOADED CONDITION AT SUMMER DRAFT</b>    |  |                    | <b>BALLAST CONDITION</b>   |                                  |                                 |
| <b>FREEBOARD</b>                                |  | <b>AIR DRAFT</b>   |  | <b>AIR DRAFT</b>                 |                                 |
| 2,41 METERS                                     |  | 26,35 METERS       |  | 27,88 METERS                     |                                 |
| <b>GROSS TONNAGE</b>                            |  | <b>NET TONNAGE</b> |  | <b>SUEZ CANAL GRT</b>            |                                 |
| 7636 / 6270 (SBT)                               |  | 3644               |  | NA                               |                                 |
| Dist. Man. To . Bow                             | 68.10 m  |                    | Lightship parallel body  |                                  | 38,64 m                         |
| Dist. Man. To . Accom.                          | 36,58 m  |                    | Ballast cond. Parallel body  |                                  | 53,35 m                         |
| Dist. Bow. To .Accom.                           | 104,68 m   |                    | Summer DWT parallel body   |                                  | 62,69 m                         |
| Dist. Acc. To .Stern.                           | 25,08 m  |                    | Dist manifold to ship side   |                                  | 4,28 m                          |
| FWA & TPC AT SDWT                               |  |                    | 174 MM / 21,78 mt  |                                  |                                 |
| TOTAL 100% AND 98% CAPACITY OF CARGO TANKS      |  |                    | 12654 / 12401  |                                  |                                 |
| NUMBER OF MANIFOLDS AND SIZE                    |  |                    | 6 x 8" + 2 X 10" (PORT & STARBOARD)  |                                  |                                 |
| NUMBER OF CARGO REDUCERS AND SIZE               |  |                    | DIN: 2x(250-300)+ 3x(250-150)+1x(300-250)+ 1x(250-150)+ 1x(200-150)+ 1x(150-100)                       |                                  |                                 |
| ANCHOR CHAIN                                    |  |                    | Dia:56 mm/Q2a,STBD: 10 Schackles, PORT:9 Schackles   |                                  |                                 |
| ANCHOR CHAIN MAX RATE OF HEAVING                |  |                    | LESS THAN 3 MINUTES / 1 SCHACLE (PORT & STBD)  |                                  |                                 |
| ANCHOR WEIGHT                                   |  |                    | MSPEK ANCHOR: STBD: 4320 KG, PORT: 4145 KG   |                                  |                                 |
| TYPE OF ENGINE                                  |  |                    | <b>MAK 9M32C, CATERPILLAR MOTOREN GMBH</b>   |                                  |                                 |
| ENGINE POWER                                    |  |                    | 4320 KW, 5793 BHP, 4 STROKE & 600 rpm (IFO 380)  |                                  |                                 |
| NUMBER OF D/G AND POWER                         |  |                    | 3 D/G;620 KW / 1800 rpm & SHAFT GEN.:1250 KW-1800 RPM  |                                  |                                 |
| DIA. OF PROPELLER / PITCH & BOW THRUSTER        |  |                    | 1xLB 10 YEARS, 4750mm / CPP & B/T: 450kw ( 603 HP)   |                                  |                                 |
| AUX BOILERS                                     |  |                    | 2 x AALBORG-THERMAL FLUID HEATER-OIL FIRED, SURFACE 65m2, 13 BAR                                       |                                  |                                 |
| STEAM BOILER & EXHAUSTGAS ECONOMISER            |  |                    | 1 x AALBORG-UNIFIRED STEAM BOILER, 10,5 BAR/2 TON/HR & 1X AALBORG EXHAUSTGAS ECONOMISER, 30,3 m2 10BAR |                                  |                                 |
| <b>CARGO &amp; BALLAST PUMPS PARTICULARS</b>    |  |                    |  |                                  |                                 |
| <b>CARGO &amp; WBT TK</b>                       | COTS: 1-6+DECK COT/SLOP TK (14 TANKS-FULL HEMPEL PHENOLIC EPOXY/HEMPADUR 1550 COATED) MAX CARGO CARRIAGE TEMP 80C, MAX S.G. OF CGO 1,54 TON/CBM & WBT: 1-7 P/S+TRIM TANK+APT (17 TANKS-FULL HEMPEL EPOXY COATED) |                    |  |                                  |                                 |
| <b>CARGO PUMPS</b>                              | 12 Pcs 300 m3/h at 10 MTH. HAMWORTY SVANEHOJ DL132d/150 SINGLE STAGE DEEPWEEL  |                    |  |                                  |                                 |
| <b>SLOP PUMPS</b>                               | 2 PCS * 65 m3/h at 80 MTH. EPTEC OSLO  |                    |  |                                  |                                 |
| <b>BALLAST PUMPS</b>                            | 2 PCS * 350 m3/h AT 35 MTH ELECTRICAL DRIVEN CENTRIFUGAL PUMP  |                    |  |                                  |                                 |
| <b>CARGO &amp; BALLAST EDUCTOR PARTICULARS</b>  |  |                    |  |                                  |                                 |
| <b>OIL SPILL PUMP</b>                           | 2 PCS 36 m3/h AT 100 MTH. HAKPI POMPALARI d/d 1400   |                    |  |                                  |                                 |
| <b>W.B. STRIPPING EDUCTOR</b>                   | 1 PCS DNG 200 & 100, 50 m3 /h AT 80 MLC.   |                    |  |                                  |                                 |
| <b>TANK CLEANING HEATER</b>                     |  |                    |  |                                  |                                 |
| <b>TANK WASH HEAT EXCHANGER</b>                 | 1 PCC THERMAL OIL, 35,1 m2 & 2 PCS THERMAL OIL FLUID HEATER-OIL FIRED, FM 44 TO 66 C: 96 hrs (WHILE SEA TEMP 0 & AIR 10 C.   |                    |  |                                  |                                 |
| <b>INERT GAS GENERATOR PLANTS PARTICULARS</b>   |  |                    |  |                                  |                                 |
| <b>INERT GAS GENERATOR</b>                      | ENRAF SMITH, SCRUBBER & DECK SEAL: SMITH GAS, 2 PCS BLOWERS 2250 m3/h EACH.  |                    |  |                                  |                                 |
| <b>CRANE'S</b>                                  |  |                    |  |                                  |                                 |
| 1 x GD-KHK 20/9 GURDESAN HOSES CRANE (SWL 5 mt) |  |                    | 1 x GD.KHK.20/9 RESCUE BOAT, LIFE RAFT & PROVISION CRANE (SWL 2,1 mt)                                  |                                  |                                 |