

1.	GENERAL INFORMATION		
1.1	Date updated:	July 30, 2021	
1.2	Vessel's name (IMO number):	CAPELLA (9278650)	
1.3	Vessel's previous name(s) and date(s) of change:	Chembulk Hongkong/ July 26, 2021	
1.4	Date delivered / Builder (where built):	Apr 04, 2003 / Shin Kurushima Dockyard Co.,Ltd	
1.5	Flag / Port of Registry:	Viet Nam/ Sai Gon	
1.6	Call sign / MMSI:	XVJM7/574005430	
1.7	Vessel's contact details (satcom/fax/email etc.):	capella@svt.commbox.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	

Ownership and Operation

1.10	Registered owner - Full style:	SAO VIET PETROL TRANSPORTATION COMPANY Add: 3 rd floor, Viet Tower Building, 1 Thai Ha Street, Trung Liet Ward, Dong Da District, Hanoi City, Vietnam Tel: 0888660033 Email: saoviettrans@gmail.com IMO: 6169710	
1.11	Technical operator - Full style:	PHUONG DONG VIET TRANSPORTATION OIL JOINT STOCK COMPANY Add: 8th Floor, Citilight Tower, 45 Vo Thi Sau Street, Dakao Ward, District 1, Ho Chi Minh City, Vietnam. Tel: (+8428) 6291 1281/ Fax: (+8428) 6291 1280 Email: info@pvoilshipping.vn Website: https://www.pvoilshipping.vn	
1.12	Commercial operator - Full style:		
1.13	Disponent owner - Full style:		

Insurance

1.14	P & I Club - Full Style:	The Swedish Club Postal address: P.O. Box 171, SE-401 22 Gothenburg Tel +46 31 638 400, Emergency No. +46 31 151 328 swedish.club@swedishclub.com www.swedishclub.com	
1.15	P & I Club pollution liability coverage / expiration date:	1,000,000,000 US\$	Feb 20, 2022
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)		
1.17	Hull & Machinery insured value / expiration date:	11,000,000.00 US\$	Jul 18, 2022

Classification

1.18	Classification society:	VR & BV	
1.19	Class notation:	+1 A 1 Tanker for Chemicals and Oil Products ESP	
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No NA	
1.21	If classification society changed, name of previous and date of change:	DNV, Jul 26, 2021	
1.22	Does the vessel have ice class? If yes, state what level:	No, Not Applicable	
1.23	Date / place of last dry-dock:	May 30, 2018 / Gdansk	

1.24	Date next dry dock due / next annual survey due:	May 30, 2021			
1.25	Date of last special survey / next special survey due:	May 30, 2018		Apr 03, 2023	
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	Yes, 1			
Dimensions					
1.27	Length overall (LOA):	174.38 m			
1.28	Length between perpendiculars (LBP):	167.00 m			
1.29	Extreme breadth (Beam):	27.73 m			
1.30	Moulded depth:	16.00 m			
1.31	Keel to masthead (KTM) / Keel to masthead (KTM) in collapsed condition, if applicable:	42.59 m	m		
1.32	Distance bridge front to center of manifold:	56.14 m			
1.33	Bow to center manifold (BCM) / Stern to center manifold (SCM):	89.21 m	85.17 m		
1.34	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:	32.37 m	36.87 m	36.87 m	
	Aft to mid-point manifold:	22.26 m	31.49 m	38.04 m	
	Parallel body length:	54.63 m	68.36 m	74.91 m	
Tonnages					
1.35	Net Tonnage:	8,489.00			
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	20,058.00	15,621		
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	21,301.33	19,142.86		
1.38	Panama Canal Net Tonnage (PCNT):	16,744.00			
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	5.41 m	10.62 m	32,315.00 MT	40,105.00 MT
	Winter:	5.64 m	10.40 m	31,400.00 MT	39,190.00 MT
	Tropical:	5.19 m	10.84 m	33,235.00 MT	41,025.00 MT
	Lightship:	13.51 m	2.49 m	Not Applicable	7,790.00 MT
	Normal Ballast Condition:	9.09 m	6.95 m	17,319.00 MT	25,319.00 MT
	Segregated Ballast Condition:	m	m	MT	MT
1.40	FWA/TPC at summer draft:	241.00 mm		41.52 MT	
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	No			
1.42	Constant (excluding fresh water):	500 MT			
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	Ocean Passage: 50% of dynamic draft Fairways outside ports: 15% of dynamic draft Fairways inside ports (within port limits): 1.5% of the moulded breadth or 0.6m dynamic UKC, whichever is greater Whilst alongside the berth, SBM/CBM moorings: 1.5% of the moulded breadth or 0.3m static UKC, whichever is greater			
1.44	What is the max height of mast above waterline (air draft)	Full Mast		Collapsed Mast	
	Summer deadweight:	31.97 m		0 m	
	Normal ballast:	31.97 m		0 m	
	Lightship:	40.10 m		0 m	
2. CERTIFICATES					
2.1	Safety Equipment Certificate (SEC):	Issued	Last Annual	Last Intermediate	Expires
2.2	Safety Radio Certificate (SRC):				
2.3	Safety Construction Certificate (SCC):				

2.4	International Loadline Certificate (ILC):				
2.5	International Oil Pollution Prevention Certificate (IOPPC):				
2.6	International Ship Security Certificate (ISSC):				
2.7	Maritime Labour Certificate (MLC):				
2.8	ISM Safety Management Certificate (SMC):				
2.9	Document of Compliance (DOC):				
2.10	USCG Certificate of Compliance (USCGCOC):				
2.11	Civil Liability Convention (CLC) 1992 Certificate:				
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:				
2.13	Liability for the Removal of Wrecks Certificate (WRC):				
2.14	U.S. Certificate of Financial Responsibility (COFR):				
2.15	Certificate of Class (COC):				
2.16	International Sewage Pollution Prevention Certificate (ISPPC)				
2.17	Certificate of Fitness (COF):				
2.18	International Energy Efficiency Certificate (IEEC):				
2.19	International Air Pollution Prevention Certificate (IAPPC):				

Documentation

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)?	Yes
2.23	ITF Blue Card expiry date (if applicable):	Feb 20, 2022

3. CREW

3.1	Nationality of Master:	Vietnamese	
3.2	Number and nationality of Officers:	8	Vietnamese
3.3	Number and nationality of Crew:	12	Vietnamese
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:	N/A	

		N/A			
4. FOR USA CALLS					
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?				Yes
4.2	Qualified individual (QI) - Full style:				
4.3	Oil Spill Response Organization (OSRO) - Full style:				
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:				
5. SAFETY/HELICOPTER					
5.1	Is the vessel operated under a Quality Management System? If Yes, what type of system? (ISO9001 or IMO Resolution A.741(18) as amended):				Yes IMO Resolution A.741(18)
5.2	Can the ship comply with the ICS Helicopter Guidelines?				No
5.2.1	If Yes, state whether winching or landing area provided:				
5.2.2	If Yes, what is the diameter of the circle provided:				m
6. COATING/ANODES					
Tank Coating					
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	All tanks: Stainless steel		No
	Ballast tanks:	Yes	Epoxy	Whole tanks	Yes
	Slop tanks:	Yes	Stainless Steel	Whole Tank	
7. BALLAST					
7.1	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	650 m3/hr	240 m
	Ballast Eductors:			m3/hr	m
8. CARGO-CHEMICAL					
Double Hull Vessels					
8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:				Yes, Solid
Cargo Tank Capacities					
8.2	Number of cargo tanks and total cubic capacity (98%):			16	36,608.27 m3
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):				
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):			2	
8.3	Number of slop tanks and total cubic capacity (98%):			Slop P / Slop S	95 m3
Cargo Handling and Pumping Systems					
8.4	How many grades/products can vessel load/discharge with double valve segregation:				16
8.4.1	State type of cargo containment (integral, independent, gravity or pressure tanks):				

8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	No 1) All tanks to have no restriction for cargo of 1.85 t/cbm - subject to sloshing load 2) Maximum Filling Level for the cargoes, of which SG exceed $1.5 = 1.5 \times \text{Depth of tank} \times 0.9 / \text{SG of cargo}$		
8.6	Max loading rate for homogenous cargo	With VECS		Without VECS
	Loaded per manifold connection:	341 m3/hr		341 m3/hr
	Loaded simultaneously through all manifolds:	2,000.00 m3/hr		2,000.00 m3/hr
Cargo Control Room				
8.7	Is ship fitted with a Cargo Control Room (CCR)?	Yes		
8.8	Can tank innage / ullage be read from the CCR?	Yes		
Gauging and Sampling				
8.9	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:	Yes,		
	What type of gauging system as per IBC 13.1 is fitted (Open/Restricted/Closed)?			
	Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves?:	Yes,		
8.10	Number of portable gauging units (example- MMC) on board:	2		
Vapor Emission Control System (VECS)				
8.11	Is a Vapour Emission Control System (VECS) fitted?	Yes		
8.12	Number/size of VECS manifolds (per side):	2	200 mm	
8.13	Number / size / type of VECS reducers:	Yes 8X10		
Venting				
8.14	State what type of venting system is fitted:	Independent		
Cargo Manifolds and Reducers				
8.15	Total number / size of cargo manifold connections on each side:	16 / 150.00 mm		
8.15.1	Does the vessel have a Common Line Manifold connection? If yes, describe:	2 Common line connection on both side; port and starboard with 10 inch connection.		
8.16	What type of valves are fitted at manifold:	Butterfly		
8.17	What is the material/rating of the manifold:	SUS / ANSI		
8.18	Distance between cargo manifold centers:	375.00 mm		
8.19	Distance ships rail to manifold:	3,480.00 mm		
8.20	Distance manifold to ships side:	3,700.00 mm		
8.21	Top of rail to center of manifold:	1,850.00 mm		
8.22	Distance main deck to center of manifold:	3,100.00 mm		
8.23	Spill tank grating to center of manifold:	860.00 mm		
8.24	Manifold height above the waterline in normal ballast / at SDWT condition:	12.15 m	8.50 m	
8.25	Number / size / type of reducers:	4 x 100/150mm (4/6") 2 x 150/200mm (6/8") 3 x 150/250mm (6/10") 2 x 200/250mm (8/10") 1 x 150/125mm (6/5") ANSI		
8.26	Is vessel fitted with a stern manifold? If yes, state size:	No, mm		
Heating				
8.27	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo tanks:	STEAM COIL	Yes	SS
	Slop tanks:	STEAM COIL	Yes	SS
8.27.1	Is a Thermal Oil Heating system fitted? If yes, identify tanks?:	,		
8.28	Maximum temperature cargo can be loaded / maintained:	80.0 Â°C / 176.0 Â°F		70 Â°C / 158 Â°F
8.28.1	Minimum temperature cargo can be loaded / maintained:	5.0 Â°C / 41.0 Â°F		30.0 Â°C / 86.0 Â°F

Inert Gas and Crude Oil Washing						
8.29	Is an Inert Gas System (IGS) fitted / operational?				Yes / Yes	
8.30	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:				Flue Gas	
8.30.1	If nitrogen generator, specify the applicable flow rate for each of the designed purity modes:				NA	
Cargo Pumps						
8.31	How many cargo pumps can be run simultaneously at full capacity:				8	
8.32	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)	
	Cargo Pumps:	14 2	FRAMO submersible pump FRAMO submersible pump	300 M3/HR 100 M3/HR	115 Meters 115 Meters	
	Cargo Eductors:			m3/hr	m	
	Stripping:			m3/hr	m	
8.33	Is at least one emergency portable cargo pump provided?				Yes	
Tank Cleaning Systems						
8.34	Is tank cleaning equipment fixed in cargo tanks?				Yes	
8.35	Is portable tank cleaning equipment provided?				Yes	
8.36	Tank washing pump capacity:				150.00 m3/hr	
8.37	Is a washing water heater fitted? If yes is it operational and state max washing water temperature:				Yes, 80.00 Â°C	
8.38	What is the maximum number of machines that can be operated at their designed max pressure?				6	
Other Deck Equipment						
8.39	Is vessel fitted with a remote cargo tank temperature monitoring system. If yes, is it operational?				Yes, Yes	
8.40	Is vessel fitted with a remote cargo tank pressure monitoring system. If yes, is it operational?				Yes, Yes	
8.41	Is vessel fitted with a cargo tank drier. If yes is it operational and state capacity:				Yes, Yes, 24,000 m3/hr	
8.42	Is vessel fitted with a cargo cooling system. If yes is it operational and state tanks applicable:				No, N/A,	
8.43	Is steam available on deck?				Yes	
9. MOORING						
9.1	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
9.2	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
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	52.00 mm	Polyester/Polypropylene	220.00 m	57.30 MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:	4	52.00 mm	Polyester/Polypropylene	220.00 m	57.30 MT
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	52.00 mm	Polyester/Polypropylene	200.00 m	57.30 MT
	Main deck fwd:		mm		m	MT

	Main deck aft:		mm		m	MT
	Poop deck:	4	52.00 mm	Polyester/Polypropylene	200.00 m	57.30 MT
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Triple Drums	Hydraulic	35.70 MT	Band Brake
	Main deck fwd:				MT	
	Main deck aft:				MT	
	Poop deck:	2	Double Drums	Hydraulic	35.70 MT	Band Brake
9.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		6	52 MT	6	42 MT
	Main deck fwd:		4	52 MT	4	42 MT
	Main deck aft:		4	52 MT	4	42 MT
	Poop deck:		6	52 MT	6	42 MT
Anchors/Emergency Towing System						
9.7	Number of shackles on port / starboard cable:				11 / 11	
9.8	Type / SWL of Emergency Towing system forward:				TK20F	101.97 MT
9.9	Type / SWL of Emergency Towing system aft:				TK20A	101.97 MT
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern:				400 Millimeters	
Escort Tug						
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:				101.97 MT	
9.11	What is SWL of bollard on poop deck suitable for escort tug:				64.03 MT	
Lifting Equipment/Gangway						
9.12	Derrick / Crane description (Number, SWL and location):				Derricks: 2 x 0.5 Tonnes, Cranes: 1 x 10.00 Tonnes Centre	
9.13	Accommodation ladder direction:				Aft	
	Does vessel have a portable gangway? If yes, state length:				Yes	9.00 m
Single Point Mooring (SPM) Equipment						
9.14	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)'?				No	
9.15	If fitted, how many chain stoppers:					
9.16	State type / SWL of chain stopper(s):				MT	
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:				mm	
9.18	Distance between the bow fairlead and chain stopper/bracket:				m	
9.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:				No 450 Millimetres	
10. PROPULSION						
10.1	Speed				Maximum	Economical
	Ballast speed:				14.50 Kts (WSNP)	12.50 Kts (WSNP)
	Laden speed:				14.00 Kts (WSNP)	12.00 Kts (WSNP)
10.2	What type of fuel is used for main propulsion / generating plant:				HFO	HFO
10.3	Type / Capacity of bunker tanks:				Fuel Oil: 1,268 m3 Diesel Oil: 352 m3 Gas Oil: 0 m3	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):				Fixed	
10.5	Engines		No	Capacity	Make/Type	
	Main engine:		1	6,783 Kw	Mitsui B&W 6S 50MC	
	Aux engine:		3	750 Kw	Yanmar	
	Power packs:		4	600 m3/hr	Framo	
	Boilers:		1	20.00 MT/Hr	Sunflame / AALBORG	

					CPH20
Bow/Stern Thruster					
10.6	What is brake horse power of bow thruster (if fitted):		No, bhp		
10.7	What is brake horse power of stern thruster (if fitted):		No, bhp		
Emissions					
10.8	Main engine IMO NOx emission standard:		Tier III		
10.9	Energy Efficiency Design Index (EEDI) rating number:				
11. SHIP TO SHIP TRANSFER					
11.1	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquefied Gas, as applicable)?		Yes		
11.2	What is maximum outreach of cranes / derricks outboard of the ship's side:				4.15 m
11.3	Date/place of last STS operation:		06th Jun 2020 / Amsterdam		
12. RECENT OPERATIONAL HISTORY					
12.1	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):				
12.2	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, N/A Repair: No, Collision: No, N/A		
12.3	Date and place of last Port State Control inspection:		Feb 08, 2021 / Jubail		
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:		No		
12.5	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>		INEOS, SHELL, ALMA PETROLI		
12.6	Date / place of last SIRE inspection:		Jan 21, 2021 / Mumbai		
12.6.1	Date / place of last CDI inspection:		Dec 07, 2020 / Lake Charles		
12.7	Additional information relating to features of the ship or operational characteristics:				