

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Aug 02, 2010	
1.2	Vessel's name:	Alam Bakti	
1.3	IMO number:	9275983	
1.4	Vessel's previous name(s) and date(s) of change:	Pacific Serenity (Jun 23, 2010)	
1.5	Date delivered:	Jul 17, 2003	
1.6	Builder (where built):	Iwagi Zosen Co., Ltd.	
1.7	Flag:	Singapore	
1.8	Port of Registry:	Singapore	
1.9	Call sign:	9V8765	
1.10	Vessel's satcom phone number:	356402810	
	Vessel's fax number:	356402811	
	Vessel's telex number:	356402813	
	Vessel's email address:	alambakti@ship.rydex.com.sg	
1.11	Type of vessel:	Oil Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	Lloyds Register	
1.14	Class notation:	100A1, Double Hull Oil Tanker, ESP, LI, LMC, UMS, IGS	
1.15	If Classification society changed, name of previous society:	Nippon Kaiji Kyokai	
1.16	If Classification society changed, date of change:	Jun 24, 2010	
1.17	IMO type, if applicable:	N/A	
1.18	Does the vessel have ice class? If yes, state what level:	No,	
1.19	Date / place of last dry-dock:	May 08, 2008	SINGAPORE
1.20	Date next dry dock due	May 16, 2011	
1.21	Date of last special survey / next survey due:	May 07, 2008	Jul 16, 2013
1.22	Date of last annual survey:	Jun 25, 2010	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		
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?	N/A	
Dimensions			
1.25	Length Over All (LOA):	179.99 Metres	
1.26	Length Between Perpendiculars (LBP):	172 Metres	
1.27	Extreme breadth (Beam):	32.2 Metres	
1.28	Moulded depth:	19.05 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	44.51 Metres	Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	92.36 Metres	87.6 Metres
1.31	Distance bridge front to center of manifold:	54.1 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	28.57 Metres	46.117 Metres 46.713 Metres
	Aft to mid-point manifold:	28.08 Metres	37.858 Metres 43.173 Metres
	Parallel body length:	56.65 Metres	83.975 Metres 89.886 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	276 Millimetres	51.8 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	41.97 Metres	0.0 Metres
	Normal ballast:	37.15 Metres	0.0 Metres
	At loaded summer deadweight:	32.032 Metres	0.0 Metres
Tonnages			
1.35	Net Tonnage:	12,945	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	28,822	22,560
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	30,162.22	27,265.54

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1.38	Panama Canal Net Tonnage (PCNT):	23,933			
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.601 Metres	12.478 Metres	47,999 Metric Tonnes	57,258 Metric Tonnes
	Winter:	6.861 Metres	12.218 Metres	46,653 Metric Tonnes	55,939 Metric Tonnes
	Tropical:	6.341 Metres	12.738 Metres	49,348 Metric Tonnes	58,634 Metric Tonnes
	Lightship:	16.539 Metres	2.54 Metres		9,286 Metric Tonnes
	Normal Ballast Condition:	11.719 Metres	7.36 Metres	22,664 Metric Tonnes	31,950 Metric Tonnes
1.40	Does vessel have multiple SDWT?			Yes	
1.41	If yes, what is the maximum assigned deadweight?			47,999 Metric Tonnes	
Ownership and Operation					
1.42	Registered owner - Full style:			Bakti Shipping Pte Ltd No.1 Kim Seng Promenade, Great world city #07-02, Singapore 237994 Tel: +65 6733 3500 Fax: +65 67673966 Telex: Not Applicable Email: marine@paccship.com.sg	
1.43	Technical operator - Full style:			PACC SHIP MANAGERS PTE LTD No 1 Kim Seng Promenade #07-02 Great World City Singapore 237994 Tel: +65 6733 3500 Fax: +65 8396083 Telex: Not Applicable Email: marine@paccship.com.sg Company IMO#: 1627986	
1.44	Commercial operator - Full style:			PCL Tankers Pte. Ltd No 1 Kim Seng Promenade #07-02 Great world City Singapore 237994 Tel: +65 6839 6087 Fax: +65 6839 6007 Telex: Not Applicable Email: tanker@pacificcarriers.com.sg	
1.45	Disponent owner - Full style:			ESHIPS TANKERS LTD, BERMUDA	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Jul 05, 2010	Not Applicable	Jul 16, 2013
2.2	Safety Radio Certificate:	Jun 25, 2010	Jun 25, 2010	Jul 16, 2013
2.3	Safety Construction Certificate:	Jun 25, 2010	Jun 25, 2010	Jul 16, 2013
2.4	Loadline Certificate:	Jun 25, 2010	Jun 25, 2010	Jul 16, 2013
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jun 25, 2010	Jun 25, 2010	Jul 16, 2013
2.6	Safety Management Certificate (SMC):	Jun 25, 2010		Dec 24, 2010
2.7	Document of Compliance (DOC):	Oct 16, 2010	Mar 08, 2010	Mar 01, 2011
2.8	USCG (specify: COC, LOC or COI):			
2.9	Civil Liability Convention Certificate (CLC):	Jun 23, 2010		Feb 20, 2011
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Jun 23, 2010		Feb 20, 2011
2.11	U.S. Certificate of Financial Responsibility (COFR):	Jul 01, 2010		Jun 30, 2012
2.12	Certificate of Fitness (Chemicals):			
2.13	Certificate of Fitness (Gas):			
2.14	Certificate of Class:	Jun 25, 2010	Jun 25, 2010	Jul 16, 2013
2.15	International Ship Security Certificate (ISSC):	Jul 25, 2010		Dec 24, 2010
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jun 25, 2010		Jul 16, 2013
2.17	International Air Pollution Prevention Certificate (IAPP):	Jun 25, 2010	Jun 25, 2010	Jul 16, 2013
Documentation				

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2.18	Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable:	Yes
2.19	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:	Yes

3.	CREW MANAGEMENT	
3.1	Nationality of Master:	Philippines
3.2	Nationality of Officers:	Chinese, Philippines, Myanmar
3.3	Nationality of Crew:	Philippines
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: PSM Perkapalan Sdn Bhd Level 17/18, PJ Tower No.18, Jalan Persiaran Barat, Off Jalan Timur, 46050 Petaling Jaya, Selangor, Malaysia Tel: + 60-3-79661688 Fax: +60-3-79661628 Telex: Not Applicable Email: crew@psm.com.my Crew: Pacc Shipping Phils Inc B & C, 9th floor, Ramon Magsaysay Center, 1680 Roxas Blvd, Malate Manila Tel: +63 2 521 4422 Fax: +63 2 521 4423 Telex: Not Applicable Email: commbox@paccship.com.ph
3.5	What is the common working language onboard:	ENGLISH
3.6	Do officers speak and understand English:	Yes
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:	N/A

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:	

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:	Yes
5.2	Qualified individual (QI) - Full style:	O'Briens Response Management Inc. 103 Morgan Lane, Suite 103, Plainsboro, NJ 08536 USA Tel: +1 985 781 0804 (24H) Fax: +1 985 781 0580 Email: commandcenter@obriensrm.com
5.3	Oil Spill Response Organization (OSRO) -Full style:	Natinal Response Corporation 3500 Sunrise Highway Suite T103 Great River, NY 11739 USA Tel: +1 631 224 9141 Fax: +1 631 224 9086 Email: iocdo@nrcc.com
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	No

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):	Seg #1: 12679.977 m3 (NO1(P&S))

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		+NO5(P&S) + SLOP(S)) Seg #2: 14125.851 m3 (NO2(P&S) + NO6(P&S)) Seg #3: 15226.004 m3 (NO3(P&S) + NO7(P&S) + SLOP(P)) Seg #4: 14069.89 m3 (NO4(P&S) + NO8(P&S))		
6.4	Total cubic capacity (98%, excluding slop tanks):	54,733.6 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	1,368.16 Cu. Metres		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	180 Cu. Metres		
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	SBT		
SBT Vessels				
6.8	What is total capacity of SBT?	20,896 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	44.6		
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:	4		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	1,920 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	7,680 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	4	Centrifugal	1250 M3/HR
	Stripping:	1	Reciprocating	100 Cu. Metres/Hour
	Eductors:	1		120 Cu. Metres/Hour
	Ballast:	1	Centrifugal	1,500 Cu. Metres/Hour
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):			
6.18	Can tank innage / ullage be read from the CCR:			
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:	Floating		
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):	2	400 Millimetres	
Venting				
6.24	State what type of venting system is fitted:	MAST VENT RISER		
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:	4		
6.27	What is the size of cargo connections:	400		
6.28	What is the material of the manifold:	STEEL IRON		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	200 Millimetres		
6.30	Distance ships rail to manifold:	4,600 Millimetres		

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6.31	Distance manifold to ships side:	4,600 Millimetres
6.32	Top of rail to center of manifold:	700 Millimetres
6.33	Distance main deck to center of manifold:	2,100 Millimetres
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	13.79 Metres 8.1 Metres
6.35	Number / size reducers:	4 x 400/300mm (16/12") 4 x 400/250mm (16/10") 4 x 400/200mm (16/8")

Stern Manifold

6.36	Is vessel fitted with a stern manifold:	No
6.37	If stern manifold fitted, state size:	Millimetres

Cargo Heating

6.38	Type of cargo heating system?	STEAM TYPE
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:	75.0 °C / 167.0 °F 60 °C / 140 °F

Tank Coating

6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	PURE EPOXY	Whole Tank
	Ballast tanks:	Yes	TAR EPOXY	Whole Tank
	Slop tanks:	Yes	PURE EPOXY	Whole Tank
6.43	If fitted, what type of anodes are used:	BALLAST / ZINC		

7. INERT GAS AND CRUDE OIL WASHING

7.1	Is an Inert Gas System (IGS) fitted:	Yes
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	Flue Gas
7.3	Is a Crude Oil Washing (COW) installation fitted:	Yes

8. MOORING

8.1	Moorings wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	30 Millimetres	STEEL WIRE ROPE	305 Metres	62.6 Metric Tonnes
	Main deck fwd:	4	30 Millimetres	STEEL WIRE ROPE	305 Metres	62.6 Metric Tonnes
	Main deck aft:	4	30 Millimetres	STEEL WIRE ROPE	305 Metres	62.6 Metric Tonnes
	Poop deck:	4	30 Millimetres	STEEL WIRE ROPE	305 Metres	62.6 Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	60 Millimetres	PP	11 Metres	80 Metric Tonnes
	Main deck fwd:	4	60 Millimetres	PP	11 Metres	80 Metric Tonnes
	Main deck aft:	2	60 Millimetres	PP	11 Metres	80 Metric Tonnes
	Poop deck:	6	60 Millimetres	PP	11 Metres	80 Metric Tonnes
8.3	Moorings ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		Millimetres		Metres	Metric Tonnes
	Main deck fwd:		Millimetres		Metres	Metric Tonnes
	Main deck aft:		Millimetres		Metres	Metric Tonnes
	Poop deck:		Millimetres		Metres	Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	10	55 Millimetres	PP Hi-Man	220 Metres	69.6 Metric Tonnes
	Main deck fwd:		Millimetres		Metres	Metric Tonnes
	Main deck aft:		Millimetres		Metres	Metric Tonnes
	Poop deck:	10	55 Millimetres	PP Hi-Man	220 Metres	69.6 Metric Tonnes
8.5	Moorings winches	No.	# Drums	Brake Capacity		
	Forecastle:	4	Double Drums	37.5 Metric Tonnes		
	Main deck fwd:	4	Double Drums	37.5 Metric Tonnes		
	Main deck aft:	2	Double Drums	37.5 Metric Tonnes		
	Poop deck:	6	Double Drums	37.5 Metric Tonnes		
8.6	Moorings bitts	No.	SWL			

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	Forecastle:	6	58 Metric Tonnes
	Main deck fwd:	6	58 Metric Tonnes
	Main deck aft:	6	58 Metric Tonnes
	Poop deck:	6	58 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type	No.	SWL
	Forecastle:	8	43.5 Metric Tonnes
	Main deck fwd:	6	43.5 Metric Tonnes
	Main deck aft:	6	43.5 Metric Tonnes
	Poop deck:	14	43.5 Metric Tonnes
Emergency Towing System			
8.8	Type / SWL of Emergency Towing system forward:	RETA-45F	200 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	RETA-20A	100 Metric Tonnes
Anchors			
8.10	Number of shackles on port cable:	13	
8.11	Number of shackles on starboard cable:	13	
Escort Tug			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	100 Metric Tonnes	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:	100 Metric Tonnes	
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	bhp	0 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):	bhp	0 Kilowatt
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)':	Yes	
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:	TANGUE TYPE	
8.20	Safe Working Load (SWL) of chain stopper(s):	200 Metric Tonnes	
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	78 Millimetres	
8.22	Distance between the bow fairlead and chain stopper/bracket:	3,500 Millimetres	
8.23	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			
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 10 Tonnes, AT MIDSHIP	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	3.8 Metres	
Ship To Ship Transfer (STS)			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):	Yes	

9. MISCELLANEOUS
Engine Room

9.1	What type of fuel is used for main propulsion?	Heavy Fuel Oil	
9.2	What type of fuel is used in the generating plant?	Marine Diesel Oil	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	2,095.55 Cu. Metres	264.87 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	

Insurance

9.5	P & I Club - Full Style:	SKULD Ruselokkvn 26, Oslo, Norway Tel: +47 22 00 22 00 Fax: +47 22 42 42 22 Email: osl@skuld.com	
9.6	P & I Club coverage - pollution liability coverage:	1000000000	

Port State Control

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9.7	Date and place of last Port State Control inspection:	Nov 11, 2009 / Yosu, South Korea
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	
Recent Operational History		
9.10	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 , Serious casualty: No , Collision: No ,
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Contact Owner/Operator for detail
Vetting		
9.12	Date/Place of last SIRE Inspection:	
9.13	Date/Place of last CDI Inspection:	
9.14	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>	SHELL

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To the best of owners knowledge, all information is true and given without any guarantee

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