

The MT “Miltiadis MII”, was built to ICE CLASS 1A specs. with higher standards of construction. Additionally, she counts on a BOW THRUSTER and VARIABLE PITCH PROPELLER offering a superior maneuverability.

Before a tanker is accepted for STS operations and prior arrival, the vessel should notify at piliou@mobileemail.vodafone.gr and master.mm2@gtships.com, the following documentation:

- ❖ Q88 Questionnaires
- ❖ Class Certification (IACS members only)
- ❖ P&I COE (International Group of members with coverage USD 1 Billion)
- ❖ Validity of Trading Certificates
- ❖ CAS (if applicable accordingly to vessel’s age)

General Information

Ship Type: OILTANKER
Built (Year/Month): 2006
Flag: Liberia
Port of Registry: Monrovia
Call Sign: A8HK8
IMO: 9311610
MMSI: 636012728 :
Vessel's email address: master.mm2@gtships.com
Classification society: Lloyds Register
Class notation: +1A1, Double Hull Oil Tanker, ESP, LI, SPM.

Ownership and Operation

Owner: Miltiadis M II Carriers Corp.
Technical Operator: Capital Ship Management Corp.
Commercial Operator: Capital Ship Management Corp.
Disponent Owner: Capital Maritime & Trading Corp.

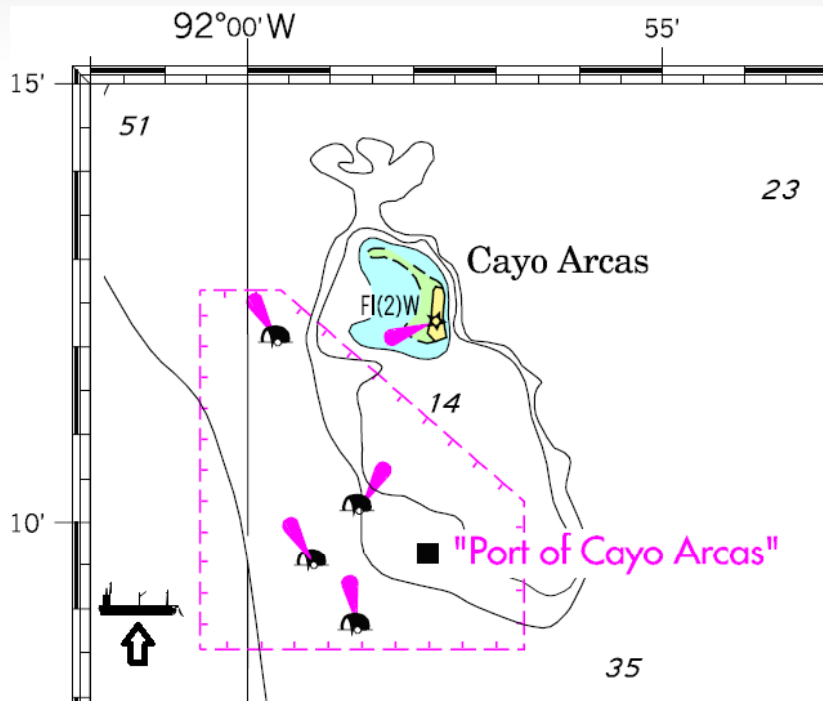
Tonnage

GT (Gross Tonnage): 87,146 MT
NT (Net Tonnage): 51,548 MT
DWT (Deadweight): 162,396 MT
Displacement: 138,139 MT
Total capacity: 1,100,000 Bls.



Dimensions

Length Overall): 280.5 Mtrs.
Extreme breadth: 50 Mtrs.
Moulded Depth: 23 Mtrs.
Summer Draft: 16.5 Mtrs.
Bow to Center Manifold (BCM) 136.27 Mtrs.
Stern to center Manifold (SCM): 144.23 Mtrs.
Brigde to center Manifold: 97.2 Mtrs.
Parallel body N. Ballast: 127 Mtrs.
Parallel body Summer Dwt: 143.5 Mtrs.



MT Miltiadis M II is anchored in Cayo Arcas Port at 3.7 MN from Stabilized Platform , in the position:

Lat. N 20°09' 00”

Lon. W 092 °01' 30”

Pilot Station located 2.5 miles SW of the Platform.

The STS mooring operations be conducted under the supervision of the Superintendent of B/T Miltiadis M II and a Harbor Pilot certificate and authorized by the Mexican Government Secretary.

During the mooring manoeuver Two tugboats will normally assist in mooring by tandem.



To contain the energy absorption and avoid contact, the tanker has SIX FENDERS along its starboard side, four major and two secondary side of the lines in the bow and stern, distributed as recommended in Chapter 9 of Ship to Ship Transfer Guide (Petroleum) of OCIMF (Oil Companies International Marine Forum).



For transfer of oil, there are TWO CARGO HOSES of 12 Inches and with a total length of 18 Mtrs., sufficient to allow continuous operation regardless of distance differences in height loading manifolds and differential movements from bow to stern.

Operative Restrictions

TERMINAL	LATITUD AND LONGITUD AT SITE	MAXIMUN DEPTH (FT)	DEADWEIGHT METRIC TONS MIN / MAX	LOA MIN/MAX	PBL MILTIADIS M II BALL/SUM DW	DISCHARGE RATE MIN / MAX	CARGO HOSES
CAYO ARCAS IV (BT MILTIADIS M II)	Lat N 20° 09' 00" Lon W 092° 01' 30"	158' 00"	50,000/150,000	150 M / 250 M	127 M / 143 M	10,000/40,000 (BPH)	2 / 12 INCHES

Weather Restrictions

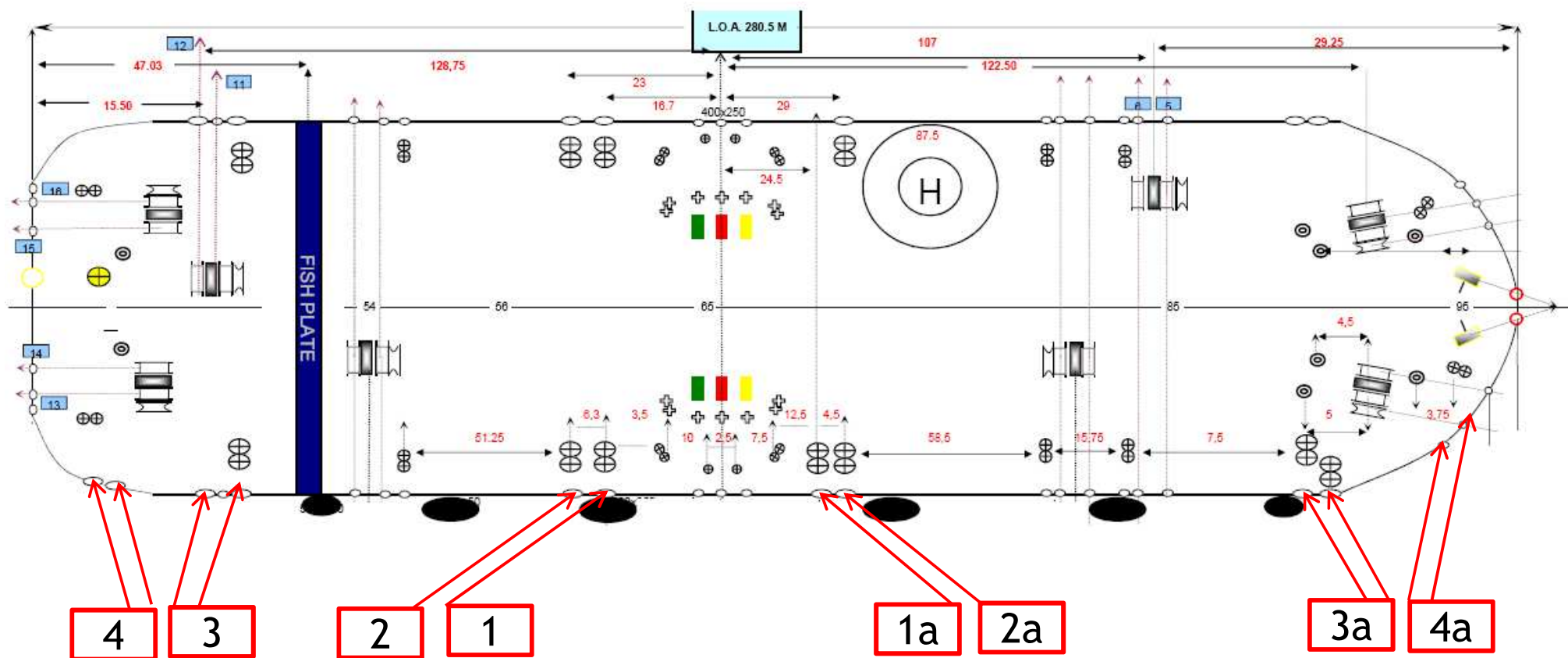
Mooring alongside another vessel is not permitted when:

- Wind velocity is 20 knots or more.
- Wave height is 2 meters or more.
- Swell height is 2 meters or more.

Cargo transfer operations must cease and transfer hoses drained and blanked when:

- Wind velocity exceeds 30 knots.
- Wave height exceeds 3 meters.
- Swell height is 3 meters or more.

Sequence of passing mooring lines during mooring manoeuvre



Step 1 .- 1 & 1a

Step 2 .- 2 & 2a

Step 3 .- 3 & 3a

Step 4 .- 4 & 4a