

IONIA MANAGEMENT S.A	Prepared by: DPA	Effective Date: 01/07/2009
Environmental Management Manual	Approved by: MD	Revision: 0
	Section: Environmental Planning	Form: ENV 011

NON-CONFORMITY / OBSERVATION REPORT
(Please delete as appropriate)

Date: 26/03/2010	Vessel / Dept.: M/T PLOUTOS	Audit Ref.: 01/10
Auditor: Cpt. Aristeidis Dimou	Auditee: Chief Engineer	NCR/Obs No.:03/10
Environmental Management System Audited: Pollution Prevention Equipment		
Environmental Management System Ref: 5.14	ISO 14001 Ref.:	

Non-conformity Description:

There were no records onboard indicating that the OWS is being maintained according to the manufacturer instructions.

Analysis Results (root cause):

After investigating the issue it was established that the Company's PMS system does not include relevant tasks or instructions for performing the maintenance of the OWS system based on the maker's requirements.

Corrective Actions

Immediate Actions:

Corrective Actions to be Taken

Description	Responsible Person	Date to be completed	Date closed out
The Technical department shall review the Company's PMS in order to ensure that relevant task and job descriptions regarding the maintenance of the environmental critical equipment are included in the PMS.	Technical Department	30/09/2010	

Preventive Actions to be Taken

Description	Responsible Person	Date to be completed	Date closed out
The issue will be distributed throughout the fleet and relevant confirmation will be requested in order to identify relevant omissions.	EMR	31/05/2010	
The Tech. Department shall ensure that relevant PMS instructions are adequate onboard all vessels.	Tech. Dpt.	25/07/2010	

Auditor's Signature: 

Auditee's Signature: 

Approved by EMR (date/signature):

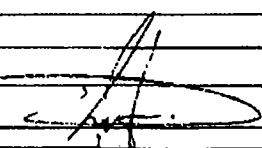
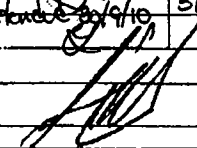
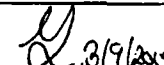
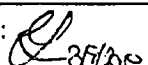
Closed out by EMR (date/signature):

Other comments:

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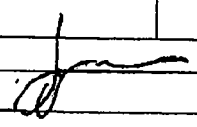
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Date: 26/03/2010	Vessel / Dept.: M/T PLOUTOS	Audit Ref.: 01/10	
Auditor: Cpt. Aristeidis Dimou		Auditee: Chief Engineer	
NCR/Obs No.: 04/10			
Environmental Management System Audited: Environmental Tag system			
Environmental Management System Ref: 5.3	ISO 14001 Ref.:		
<p>Non-conformity Description:</p> <p>During the audit with the Chief Engineer and the Master it was established that the vessel's Seal log book and Spare Seal log book were not available on board and therefore were not implemented eventually. It was also observed that although a tag system had been established satisfactorily, the new seals as required by the company were not yet available on board.</p>			
<p>Analysis Results (root cause):</p> <p>After investigating the issue it was established that the seals were not delivered on board timely due to the vessel's previous area of trade..</p>			
<p>Corrective Actions</p> <p>Immediate Actions:</p>			
Corrective Actions to be Taken			
Description	Responsible Person	Date to be completed	Date closed out
The Technical department shall ensure that the relevant seals and logs will be delivered on board with the first opportunity.	Technical Department	31/5/2010	3/9/2010 REF PN:565457
Preventive Actions to be Taken			
Description	Responsible Person	Date to be completed	Date closed out
The issue will be distributed throughout the fleet and relevant confirmation will be requested in order to identify relevant omissions.	EMR	31/05/2010 Schedule 3-6/10 Schedule 3/9/10	Distributed on 3/3/10 PN: 267119 3/9/2010 PN: 565457
Auditor's Signature: 		Auditee's Signature: 	
Approved by EMR (date/signature):  3/9/2010		Closed out by EMR (date/signature):  3/9/2010	
Other comments:			

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(Please delete as appropriate)

Date: 26/03/2010	Vessel / Dept.: M/T PLOUTOS	Audit Ref.: 01/10	
Auditor: Cpt. Aristeidis Dimou	Auditee: Environmental Officer	NCR/Obs No.: 05/10	
Environmental Management System Audited: Company's policy			
Environmental Management System Ref: 10.9	ISO 14001 Ref.:		
Non-conformity Description: <p>There was no evidence that visitors boarding the vessel are made aware of the company's environmental policy and requirements upon their arrival onboard</p>			
Analysis Results (root cause): <p>After investigating the issue it was established that the Environmental officer onboard was not aware of the company's procedures.</p>			
Corrective Actions			
Immediate Actions:			
Corrective Actions to be Taken			
Description	Responsible Person	Date to be completed	Date closed out
The attending superintendent briefed the vessel's Environmental officer in order to enhance his awareness on the matter.	EMR	31/5/2010	26/3/10
Preventive Actions to be Taken			
Description	Responsible Person	Date to be completed	Date closed out
The issue will be distributed throughout the fleet in order to enhance the awareness of the crew on the particular matter and to avoid recurrence in the future.	EMR	31/05/2010	31/03/10
Supporting evidence shall be requested to be sent to the company in order to verify that the relevant procedures are properly implemented onboard regarding the particular issue.	EMR	25/07/2010	28/5/10 PW. 296900 15/10 PW. 296821
Auditor's Signature: 		Auditee's Signature: 	
Approved by EMR (date/signature): Isx lalan Kyshyna 19/5/2010		Closed out by EMR (date/signature): Isx lalan Kyshyna 19/5/2010	
Other comments:			

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NON CONFORMITY / OBSERVATION REPORT

(Please delete as appropriate)

Date: 26/03/2010	Vessel / Dept.: M/T PLOUTOS	Audit Ref.: 01/10
Auditor: Cpt. Aristeidis Dimou	Auditee: Chief Engineer	NCR/Obs No.:06/10
Environmental Management System Audited: Record Keeping		
Environmental Management System Ref: 9.5	ISO 14001 Ref.:	

Non-conformity Description:

While reviewing the supplement of the IOPP certificate it was established that the incinerator sludge tank was not included in the list of the sludge tanks. However the Chief Engineer in order to be in line with Marpol requirements and to record the relevant quantities transferred or maintained in the respective tank records the respective records in the ORB par I under code C11 1,2,3 as per Marpol requirements.

Analysis Results (root cause):

Omission on the part of the Class.

Corrective Actions

Immediate Actions: No immediate action is deemed necessary for the respective issue.

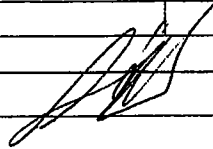
Corrective Actions to be Taken

Description	Responsible Person	Date to be completed	Date closed out
The Technical department shall liaise with the vessel's Classification society in order to correct the issue at the next class attendance.	Tech. Dpt	31/12/2010	

Preventive Actions to be Taken

Description	Responsible Person	Date to be completed	Date closed out
The issue shall be distributed throughout the fleet in order to identify relevant omissions.	EMR	31/05/2010	

Auditor's Signature: 

Auditee's Signature: 

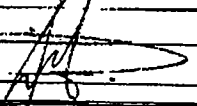
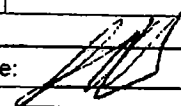
Approved by EMR (date/signature):

Closed out by EMR (date/signature):

Other comments:

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NON-CONFORMITY / OBSERVATION REPORT
(Please delete as appropriate)

Date: 26/03/2010	Vessel / Dept.: M/T PLOUTOS	Audit Ref.: 01/10	
Auditor: Cpt. Aristeidis Dimou	Auditee: Chief Engineer	NCR/Obs No.:07/10	
Environmental Management System Audited: Bilge water Management			
Environmental Management System Ref: 5.4	ISO 14001 Ref.:		
Non-conformity Description: It was observed that the deck plates, valve bodies and valve handles near or above locations of cross connections were not painted in accordance with the company's requirements.			
Analysis Results (root cause): The relevant company's requirements were not properly followed by the vessel's relevant department.			
Corrective Actions Immediate Actions: No immediate action is deemed necessary for the respective issue.			
Corrective Actions to be Taken			
Description	Responsible Person	Date to be completed	Date closed out
The attending superintendent briefed the Chief Engineer on the matter in order to enhance his awareness on the particular matter.	EMR	30/06/2010	the briefing was carried out on 26/3/2010
The Chief Engineer shall correct the issue. Supporting evidence shall be requested to be sent to the office in order to verify that the issue was properly followed up and corrected.	Chief Engineer	31/5/2010	photos have been sent (in color) on 29/5/10 PU 297258
Preventive Actions to be Taken			
Description	Responsible Person	Date to be completed	Date closed out
The issue shall be distributed throughout the fleet in order to identify relevant omissions.	EMR	31/05/2010	Distributed on 31/3/10 PU 267119
Auditor's Signature: 	Auditee's Signature: 		
Approved by EMR (date/signature): Isachlos Kyriakos 31/5/2010	Closed out by EMR (date/signature): Isachlos Kyriakos 31/5/2010		
Other comments:			

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Fleet Engineering Survey

Question	Comments
A) Ways that the OWS, OCM and other pollution prevention equipment in order to prevent by - passing.	
1. What can you do to ensure that the OWS cannot be by - passed?	FLANGES SEALS
2. Can the OWS or the OCM onboard your vessel be by - passed?	NO.
3. How can you modify the OWS to ensure that the system cannot be by - passed?	NO MODIFICATION
4. How can you modify the OCM to ensure that the system cannot be by - passed?	SEALS. FITTING.
5. Do you have any ideas to improve the performance of pollution prevention equipment?	NO ONLY TIGHTS AND NOT THEM TO ORECE GOOD
B) Methods of handling and reducing waste accumulations within the engine room and machinery spaces.	
6. What sources of waste (sludge/bilges) are on your ship?	DIRTY BILGE H. T. (F. PURIF.) / SUDGES.
7. How can you reduce the waste produced onboard?	BY COOKING THE IMPURE AND QUANTITIES
8. How is the ship's bilge water treated?	BY OILS
9. What difficulties do you have when handling bilge water?	NO.
10. Is the OWS operating normally?	YES
11. How often is the OWS operated?	ONCE PER MONTH APPROX
12. How are sludges handled onboard?	INCINERATING
13. What difficulties do you have when handling sludges?	NONE
14. Is the incinerator working normally?	YES
15. How often is the incinerator operated?	2-3 TIMES PER WEEK APPROX
16. Compare the bilge generation onboard this vessel with other vessels you have worked on?	YES
17. Compare the sludge generation onboard this vessel with other vessels you have worked on?	YES
C) Ability to adequately maintain the vessel's pollution prevention equipment and systems.	
18. Does the company's maintenance program support the vessel's operations?	YES
19. How can the maintenance system be improved?	BY UNLESS.

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20. Does the company support the vessel's maintenance needs?	Y<>
21. Are spares supplied and delivered to the vessel?	Y<>
22. Are there adequate spares onboard for proper maintenance?	Y<>

Name: Stavros Iliadis Date: 18 March 2010 Signature: 

Remark: No retaliation of any kind will be taken against open and honest opinions and reports of non-compliant conditions. Additional sheets may be used as necessary. This form will be completed by all Engineering Officers, including the Electrician within three months of joining and forwarded to the Technical Department. Information requested is on the status of the above items as on board the named vessel only and not on a general or fleet-wide basis.

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INTERNAL ENVIRONMENTAL AUDIT REPORT

Number: 01

Issued: (date) 26/03/2010

Internal Audit Number: 01/2010	Department / Vessel:												
<p>A. Internal Audit Purpose: The purpose of the audit was to verify the effective implementation of the Environmental Management Plan onboard and to identify any weak areas and any other opportunity which will lead to continuous improvement. Furthermore, the scope of the audit is to verify the effective implementation of the onboard planned activities, including monitoring, measurement and improvement processes by key personnel onboard.</p> <p>A. Scope (functions audited): The audit was conducted based on:</p> <ul style="list-style-type: none"> - Interviewing key personnel; - Reviewing and evaluating records related to Environmental Activities onboard; - Recording objective evidence of the implementation of the company's Environmental Management Plan. <p>C. Auditor or Auditors Team (Names and Titles):</p> <ul style="list-style-type: none"> - Lead Auditor: Cpt. Aristeidis L. Dimou - Auditor A: - Auditor B: 													
This report is issued by (Name and Title): Cpt. Aristeidis L. Dimou – Marine Superintendent													
<p style="text-align: center;">Distribution</p> <table style="width: 100%;"> <tr> <td style="width: 60%;">- Environmental Management Representative</td> <td style="width: 5%; text-align: center;"><input checked="" type="checkbox"/></td> <td style="width: 35%;"></td> </tr> <tr> <td>- Head(s) of the department(s) being audited</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td></td> </tr> <tr> <td>- Company's Compliance Manager</td> <td style="text-align: center;"><input type="checkbox"/></td> <td></td> </tr> <tr> <td>- Master of M/T PLOUTOS</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td></td> </tr> </table>		- Environmental Management Representative	<input checked="" type="checkbox"/>		- Head(s) of the department(s) being audited	<input checked="" type="checkbox"/>		- Company's Compliance Manager	<input type="checkbox"/>		- Master of M/T PLOUTOS	<input checked="" type="checkbox"/>	
- Environmental Management Representative	<input checked="" type="checkbox"/>												
- Head(s) of the department(s) being audited	<input checked="" type="checkbox"/>												
- Company's Compliance Manager	<input type="checkbox"/>												
- Master of M/T PLOUTOS	<input checked="" type="checkbox"/>												

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INTERNAL AUDIT PLAN:

A. Opening Meeting (date and time): 25/03/2010

Members of Personnel Present

- Master: Cpt. Vestarchis Stylianos
- C/E : Ilias Simoudis
- Chief Officer: Gapasinao Lemwel

B. Function(s) / Department Audited:

Function / Department	Date - Time
Chief Engineer's records, activities and responsibilities	25/03/2010 08:00 – 12:00
Touring in the Engine room	25/03/2010 13:00 – 15:00
Interviewing Engine personnel	25/03/2010 15:30 – 16:00
Chief Officer's records, activities and responsibilities	26/03/2010 08:00 – 10:00
Interviewing Galley department personnel	26/03/2010 10:30 – 11:00
Touring on deck	26/03/2010 11:00 – 12:00
Master's records	26/03/2010 13:00 – 15:00

C. Closing Meeting (date and time): 26/03/2010 - 16:00

Members of Personnel Present

Master : Cpt. Vestarchis Stylianos
C/E : Simoudis Ilias

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The following records were reviewed and found in order:

- Declaration of environmental commitment;
- Fleet Engineer's surveys;
- Familiarization records;
- Environmental monthly committee meetings;
- Company's feedback on the monthly committee meetings;

The company's Code of Ethics was available onboard and accessible to all personnel.

During the audit with the Chief Engineer it was verified that an effective environmental tag system was implemented onboard.

The following records were reviewed and found to be in order:

- Extraordinary E/R operations log;
- Tank sounding log;
- Chief's Engineers weekly report
- Instruction manuals of pollution prevention equipment.

However it was noted that the following tank "Incinerated Sludge Tank which is included in the "E/R sounding log" it was excluded from the IOPP supplement B in section 3.1 (residue tanks)

The Chief Engineer confirmed that the OWS and OCM were operational. An entry in the Oil Record Book Part I on 21/02/2010 concerning the disposal of bilge water through the OWS was verified by the undersigned by comparing the records in the ORB with the relevant data entries in the OCM records. The OCM was replaced on the 25th of March 2010 and relevant record had been made in the ORB part I under code I.

It was observed that vaporization during heating up of the Waste Oil Tank was recorded in the ORB under code C 12.4 which is in accordance with the instructions provided in the ORB part I. However the instructions provided in the EMP regarding the relevant Code as mentioned above is incorrect.

During the audit with the Chief officer it was verified that he was aware of his duties and responsibilities regarding the provisions of the Environmental Management Plan. A method for managing and keeping the generated garbage was properly established onboard. The following records were reviewed and found to be in order:

- Flexible hose inventory;
- Garbage receipts;
- Oil Record Book Part II;
- Training records;
- Environmental monthly report.

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Summary of Internal Audit Results

The audit onboard M/T Ploutos was conducted by the company's marine superintendent on 25/03/2010 and 26/03/2010 while the vessel was at Rotterdam anchorage.

Before commencing the audit the Chief Officer, who was the appointed Environmental Officer onboard, briefed the attending auditor about the requirements of the company's EMP and requested from the auditor to read and sign the relevant form.

During the audit it was verified that the personnel onboard was familiar with their duties and responsibilities while the operational activities onboard were carried out under the provisions of the company's Environmental Management Plan.

An updated copy of the EMP was available at the designated locations and copies of the company's Environmental Policy, Ethics Policy and Non – Retaliation Policy were properly posted at Master's & Chief Engineer's office as well as on the Bridge, the CCR and in the ECR.

During the audit with the Master it was verified that approved and updated SOPEP & VRP manuals were available. Furthermore the following were verified to be updated and available in the vessel's SOPEP:

- SOPEP drill;
- National List of port contacts;
- Company's Response contact;
- List of antipollution Equipment;
- Vessel's drawings.

It was also verified that the following certificates were available and endorsed as required:

- IOPP Certificate and Supplement Form B;
- ISSP Certificate;
- IAPP Certificates.

Continuous Evaluation Improvement

It was verified that a formal procedure for continuous evaluation improvement was properly established onboard. The Master's review had been carried out by the previous Master on the 15/10/2009. **However company's feedback was not available onboard.**

In addition it was verified that the Fleet Engineer's survey had been completed by each engineer onboard. However it was emphasised by the auditor that the Fleet Engineer's survey should be used as a tool in order to enhance and improve the environmental procedures onboard by providing to the company feedback regarding any weaknesses or omissions in the company's management system identified.

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In addition the galley personnel were found to be familiar with the proper handling of the cooking oil and the segregation of garbage according to the requirements of the Environmental Management Plan.

The last calibration and verification of the alarms, activation of the overboard discharge valve was carried out on by a third party the 12th of May 2009.

The ODME was last tested by the crew on the 08th of March 2010.

Conclusions and Recommendations:

The results of the audit can be considered satisfactory as the company's procedures are being well implemented, however it is recommended that further improvement should be made on the weak areas which were identified during the audit. Furthermore it is suggested that relevant consideration shall be given in order to enhance the awareness of the crew on the company's requirements concerning the Anonymous reporting procedures.

Officers and crew were found familiar with the EMP and their duties and responsibilities.

During the audit *three (3) observation* and *four (4) non-conformities* were identified.

The Auditors would like to thank the Master, the Officers and Crew for their kind co-operation throughout the audit.

The Auditor

Cap. Aristeidis L. Dimou - Marine Superintendent

Attachments:

- Opening and Closing Meeting form
- Non Conformity Report(s)/ Observation Reports

✓
✓

IONIA MANAGEMENT S.A	Prepared by: DPA	Effective Date: 01/07/2009
Environmental Management Manual	Approved by: MD	Revision: 0
	Section: Operational Controls	Form: ENV 024

MT: PLOUTOS
AT: SEA
DATE: 06/09/2010

ENVIROLOGGER CHECK LIST				
			YES	NO
Main Logger Unit				
Daily				
Verify that the system is on.			YES	
Verify that there are no system alarms.			YES	
Verify that the GPS is corresponding to actual position.				NO
Verify that level data of measured tanks correspondign to manual soundings*				NO
Verify that the daily e-mails are being produced and sent ashore				
Verify that there are no problems with the printout.			YES	
Each Printer Paper Change				
While the systems door is open verify that there are no obvious problems like loose or missing			YES	
When there is no paper in the printer look to make sure that there are no small torn pieces of printer paper left in the print head assembly.			YES	
Each OWS Operation				
Verify that the PPM readings indicated on the LCD are within 1 PPM of the Oil Content Monitor.				NO
Review the printout on occasion to confirm that functions that are known to have occurred during operation like PPM alarms, OCM flushing, and OWS purge cycles have indeed been logged and printed.			YES	
OWS LockBox				
Daily				
Verify that there are no water or air leaks in the system.			YES	
Verify that no tampering has been done to the system.			YES	
Verify that none of the security tags are missing.			YES	
Each OWS Operation				
Look at the outside of the unit and through the door window to verify that there is no obvious damage that requires attention before using.			YES	
Verify that the air pressure supply to the system is at least 6 bar.			YES	
Verify that the filter/regulator is free of water or oil.			YES	
Push the Flushing pushbutton on the door front and confirm that the sample/flushing 3-way valve inside rotates and that there are no water leaks seen inside the box.			YES	
NO				
Incinerator Interface				
Each Operation				
Verify that the operation is logged on the printout.			YES	
ENVIROLOGGER DATA MONTHLY COMPARISON				
Tank	Manual Sounding		Envirologger Readings*	
	Level	Volume	Level	Volume
CLEAN BILGE H.Tk	1.16	13.45	94	10.05
DIRTY BILGE H.Tk	0.7	7.3	36	2.96
BILGE OIL Tk	0.65	1.47	86	2.35
INCINERATOR SLUDGE Tk	1.1	1.44	66	0.76
F.O. SLUDGE Tk	0.98	3.25	10	0.09
L.O. PURIF SLUDGE Tk	0.29	1.52	17	0.92
F.O. PURIFIER SLUDGE Tk	0.14	1.48	10	1.04
FWD PORT BILGE WELL -	3	0.04	4	0.06
FWD STBD BILGE WELL	13	0.32	59	99.99
AFT BILGE WELL	3	0.15	5	0.29
* Level readings are not corrected for trim or list so may not correspond to manual soundings. Comparisons are best made when the vessel is at even keel.				

C/E

Eng. Officer 2/5/92. 306

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MT: PLOUTOS
AT: SEA
DATE: 07/09/2010

ENVIROLOGGER CHECK LIST		
	YES	NO
Main Logger Unit		
Daily		
Verify that the system is on.	YES	
Verify that there are no system alarms.	YES	
Verify that the GPS is corresponding to actual position		NO
Verify that level data of measured tanks correspondign to manual soundings*		NO
Verify that the daily e-mails are being produced and sent ashore		
Verify that there are no problems with the printout.	YES	
Each Printer Paper Change		
While the systems door is open verify that there are no obvious problems like loose or missing	YES	
When there is no paper in the printer look to make sure that there are no small torn pieces of printer paper left in the print head assembly.	YES	
Each OWS Operation		
Verify that the PPM readings indicated on the LCD are within 1 PPM of the Oil Content Monitor.		NO
Review the printout on occasion to confirm that functions that are known to have occurred during operation like PPM alarms, OCM flushing, and OWS purge cycles have indeed been logged and printed.	YES	
OWS LockBox		
Daily		
Verify that there are no water or air leaks in the system.	YES	
Verify that no tampering has been done to the system.	YES	
Verify that none of the security tags are missing.	YES	
Each OWS Operation		
Look at the outside of the unit and through the door window to verify that there is no obvious damage that requires attention before using.	YES	
Verify that the air pressure supply to the system is at least 6 bar.	YES	
Verify that the filter/regulator is free of water or oil.	YES	
Push the Flushing pushbutton on the door front and confirm that the sample/flushing 3-way valve inside rotates and that there are no water leaks seen inside the box.	YES	
NO		
Incinerator Interface		
Each Operation		
Verify that the operation is logged on the printout.	YES	

ENVIROLOGGER DATA MONTHLY COMPARISON				
Tank	Manual Sounding		Envirologger Readings*	
	Level	Volume	Level	Volume
CLEAN BILGE H.Tk	1.16	13.45	94	10.03
DIRTY BILGE H.Tk	0.72	7.56	40	3.41
BILGE OIL Tk	0.65	1.47	86	2.34
INCINERATOR SLUDGE Tk	0.92	1.16	56	0.61
F.O. SLUDGE Tk	0.98	3.25	10	0.09
L.O. PURIF SLUDGE Tk	0.29	1.52	17	0.92
F.O. PURIFIER SLUDGE Tk	0.14	1.48	10	1.04
FWD PORT BILGE WELL	28	0.42	4	0.06
FWD STBD BILGE WELL	14	0.35	59	99.99
AFT BILGE WELL	10	0.5	8	0.61

* Level readings are not corrected for trim or list so may not correspond to manual soundings. Comparisons are best made when the vessel is at even keel.

C/E

Eng. Officer *[Signature]*

Exhibit 3
58 of 107

IONIA MANAGEMENT S.A	Prepared by: DPA	Effective Date: 01/07/2009
Environmental Management Manual	Approved by: MD	Revision: 0
	Section: Operational Controls	Form: ENV 024

MT: PLOUTOS

AT: SEA

DATE: 08/09/2010

ENVIROLOGGER CHECK LIST				
			YES	NO
Main Logger Unit				
Daily				
Verify that the system is on.			YES	
Verify that there are no system alarms.			YES	
Verify that the GPS is corresponding to actual position				NO
Verify that level data of measured tanks correspondign to manual soundings*				NO
Verify that the daily e-mails are being produced and sent ashore				
Verify that there are no problems with the printout.			YES	
Each Printer Paper Change				
While the systems door is open verify that there are no obvious problems like loose or missing			YES	
When there is no paper in the printer look to make sure that there are no small torn pieces of printer paper left in the print head assembly.			YES	
Each OWS Operation				
Verify that the PPM readings indicated on the LCD are within 1 PPM of the Oil Content Monitor.				NO
Review the printout on occasion to confirm that functions that are known to have occurred during operation like PPM alarms, OCM flushing, and OWS purge cycles have indeed been logged and printed.			YES	
OWS LockBox				
Daily				
Verify that there are no water or air leaks in the system.			YES	
Verify that no tampering has been done to the system.			YES	
Verify that none of the security tags are missing.			YES	
Each OWS Operation				
Look at the outside of the unit and through the door window to verify that there is no obvious damage that requires attention before using.			YES	
Verify that the air pressure supply to the system is at least 6 bar.			YES	
Verify that the filter/regulator is free of water or oil.			YES	
Push the Flushing pushbutton on the door front and confirm that the sample/flushing 3-way valve inside rotates and that there are no water leaks seen inside the box.			YES	
NO				
Incinerator Interface				
Each Operation				
Verify that the operation is logged on the printout.			YES	
ENVIROLOGGER DATA MONTHLY COMPARISON				
Tank	Manual Sounding		Envirologger Readings*	
	Level	Volume	Level	Volume
CLEAN BILGE H.Tk	1.16	13.45	118	13.85
DIRTY BILGE H.Tk	0.97	11.93	40	5.65
BILGE OIL Tk	0.65	1.47	86	2.36
INCINERATOR SLUDGE Tk	0.89	1.12	1	1.29
F.O. SLUDGE Tk	0.98	3.25	10	0.09
L.O. PURIF SLUDGE Tk	0.3	1.54	17	0.92
F.O. PURIFIER SLUDGE Tk	0.14	1.48	10	1.07
FWD PORT BILGE WELL	39	0.62	4	0.06
FWD STBD BILGE WELL	14	0.35	59	99.99
AFT BILGE WELL	20	1.01	15	0.76

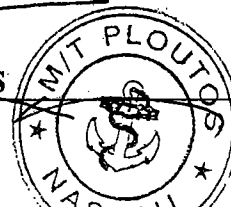
* Level readings are not corrected for trim or list so may not correspond to manual soundings. Comparisons are best made when the vessel is at even keel.

C/E

Eng. Officer *Zengle*

GOODS – SPARE PARTS LANDING FORM

VESSEL: M/T PLOUTOS		MASTER: STELIOS VESTARHIS	
PORT: SITRA BAHRAIN		CH. ENG: SIMOUDIS ILIAS	
DATE: 11/9/2010		VESSEL'S DEPT: ENGINE DEPT	
WHO ISSUED INSTRUCTIONS FOR LANDING: IONIA			
QUANTITY / WEIGHT: 4 CONTAINERS TOTAL WEIGHT 4KG			
SPECIFICATION OF GOODS: <u>CLEAN BILGE WATER</u> <i>Samples from bilges, BNT & CWS.</i>			
CONDITION OF GOODS: GOOD			
REASON FOR LANDING: <u>FOR ANALYSIS</u>			
RETURN TO VESSEL? NO		IF YES DATE OF RETURN	
DESTINATION OF GOODS LANDED: NAIAS 44 IMITTOU STRT 18540 PIRAEUS GREECE TEL: 0030 210 4100300			
LANDED TO: WILHELMSSEN SHIPS SERVICE Mr KHALIL ABDULLA			
FORWARDING MEANS: AIRFREIGHT <input type="checkbox"/> COURIER <input checked="" type="checkbox"/> SEA FREIGHT <input type="checkbox"/>			
FOR HANDLING INSTRUCTIONS, PLS CONTACT: IONIA MANAGEMENT S.A. 12 LASKOU ST. 185-36 PIRAEUS HELLAS TEL. +302104283860			
RECEIVER, NAME AND SIGNATURE: Mr KHALIL ABDULLA		MASTERS SIGNATURE AND STAMP: STELIOS VESTARHIS	

Exhibit 3
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11-9-2010

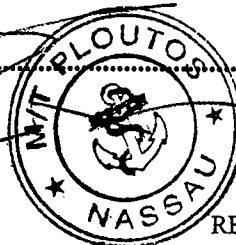
Name of ship M/T PLOUTOS

IMO Number 9324023

MACHINERY SPACE OPERATIONS

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
30/8/10	I		TESTED INCINERATOR ABARUS AND FUNCTION <i>OK</i>
	C	12	0,63m ³ FROM DIRTY F.O.F. ROB 1,03m ³
		12,2	TO INCINERATOR SWDGETS ROB 2,34m ³ and fyg <i>psdw</i>
	C	12	0,37m ³ INCINERATOR SWDGETS 1,74m ³
		12,3	INCINERATED TOTAL 8,5HRS and fyg <i>psdw</i>
31/8/10	C	12	0,53m ³ INCINERATED FROM INCINERATOR SWDGET ROB 1,91m ³
		12,3	INCINERATED TOTAL 15 HOURS and fyg <i>psdw</i>
	C	12	0,39m ³ FROM M/F SCAVEN DRAIN F.Y.
		12,2	TO F.O. SWDGETS ROB 2,9m ³ and fyg. <i>psdw</i>
01/9/10	D	15,1	CLEAN BILGE HOLDING T. <i>psdw</i>
01/9/10	D	13	1,23m ³ FROM PORT BILGE WITH.
		14	START 16:15 STOP 16:32
		15	TO CLEAN BILGE HOLDING T. ROB 15,68m ³ and fyg <i>psdw</i>
01/9/10	D	13	1,23m ³ FROM CLEAN BILGE HOLDING T. ROB 14,45m ³
		15,3	1m ³ RETURN TO DIRTY BILGE HOLDING T. ROB 3,925m ³
		15,1	THROUGH 15PPM. START 10N 053°57,6E STOP 10N 054°17,0E LAT 14°49,3N * LAT 15°00,9N
		14	START 16:32 STOP 18:33 and fyg. <i>psdw</i>
		13	1m ³ CLEAN BILGE HOLDING T. ROB 23,45m ³ CRT
			TURNS TO DIRTY BILGE HOLDING T. and fyg. <i>psdw</i>

Signature of Master *Uf*



REV. 02 December 2006

Exhibit 3
63 of 107

Name of ship M/T PLOUTOS
IMO Number 9327023

MACHINERY SPACE OPERATIONS

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
01/9/10	C	12	0,35m ³ INCINERATED FROM INCINERATOR SWDGT TO ROB 0,56m ³
		12,3	INCINERATED TOTAL 1,5 HRS 2nd Eng. <i>[Signature]</i>
02/9/10	C	12	0,64m ³ INCINERATOR SWDGT TO ROB 0,92m ³
		12,3	INCINERATED TOTAL 1,5,00 HRS - 2nd Eng. <i>[Signature]</i>
	C	12	0,35m ³ FROM SCAVIN DRAIN TO ROB
		12,2	SWDGT TO ROB 3,25 2nd Eng. <i>[Signature]</i>
03/9/10	C	12	0,41m ³ INCINERATOR SWDGT TO ROB 0,61m ³
		12,3	INCINERATED TOTAL 2,5 HRS 2nd Eng. <i>[Signature]</i>
	C	12	1,81m ³ FROM PURIFIER F.O. & L.O. SWDGT TO ROB 4,41m ³
		12,2	INCINERATOR SWDGT TO ROB 4,98m ³ 2nd Eng. <i>[Signature]</i>
04/9/10	I		TESTED O.V.S. ALARMS C/H <i>[Signature]</i>
	H	26	BUNKERING LUBRICANTS
		26,1	FUJAIH
		26,2	START 18:30 COMPLETE 14:00
		26,4	20.000 LIT. 20 15,8 m ³ /T. TO CYLINDER OIL STO
			RAFFIN ² ROB 20.000 LIT. 15,8 m ³ /T. AND.
			5000 LIT. 3,9 m ³ /T TO GEN. L.O. STORAGE TO ROB
			5000 LIT. - QUANTITIES MIXED AND TYPE:
			CYLTECH TO 20.000 LIT GEN. OIL TLX 303 5000 LIT.

Signature of Master

[Signature]

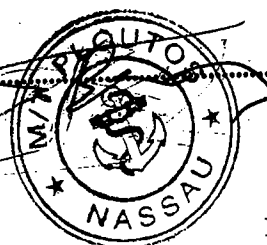


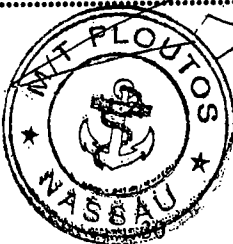
Exhibit 3
REV. 02 December 2006
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Name of ship M/T PLOUTOS
IMO Number 9327023

MACHINERY SPACE OPERATIONS

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
04/9/10	I		CLEANED AND TESTED INCINERATOR <i>C/H</i>
04/9/10	C	12	0.33m ³ INCINERATOR SLUDGE TO ROB 1.52m ³
		12.4	EVAPORATED WATER 2nd try <i>Redup</i>
05/9/10	C	12	0.08m ³ INCINERATOR SLUDGE TO ROB 1.51m ³
		12.4	EVAPORATED WATER and fuel <i>Redup</i>
	C	11	1 2 3
			DIRTY L.O. 5.34m ³ 0.04
			DIRTY F.O. 6.52m ³ 1.18m ³
			F.O. SLUDGE 11.89m ³ 3.25m ³
			L.O. PURIFIED SLUDGE 4.56m ³ 1.52m ³
			F.O. PURIFIED SLUDGE 7.98m ³ 1.48m ³
			BILGE OIL 5.78m ³ 0.82m ³ <i>C/H</i>
	I		CLEAN BILGE HOLDING 13.45m ³ ROB
			DIRTY BILGE HOLDING 3.96m ³ ROB <i>C/H</i>
06/9/10	D	13	3.30m ³ FROM BILGE WELLS FWD PORT & AFT. ROB 0.05
		14	START 07:35 STOP 07:50 / START 22:48 STOP 01:00
		15.3	DIRTY TO CLEAN BILGE HOLDING 7.34m ³ ROB
			<i>Redup</i>
	C	12	0.07m ³ INCINERATOR SLUDGE TO ROB 1.44m ³

Signature of Master



MT PLOUTOS
NASSAU

PORT:
DATE:
VOY NO.:



LAST SIX CARGOES

TANK	1ST	2ND	3RD	4TH	5TH	6TH
1P	ULD GASOLINE	NAPHTHA	GAS OIL	JET A1	GAS OIL	JET A1
1S	ULD GASOLINE	NAPHTHA	GAS OIL	JET A1	GAS OIL	JET A1
2P	ULD GASOLINE	NAPHTHA	GAS OIL	JET A1	JET A1	GAS OIL
2S	ULD GASOLINE	NAPHTHA	GAS OIL	JET A1	JET A1	GAS OIL
3P	ULD GASOLINE	NAPHTHA	GAS OIL	JET A1	JET A1	GAS OIL
3S	ULD GASOLINE	NAPHTHA	GAS OIL	JET A1	JET A1	GAS OIL
4P	ULD GASOLINE	NAPHTHA	GAS OIL	JET A1	GAS OIL	JET A1
4S	ULD GASOLINE	NAPHTHA	GAS OIL	JET A1	GAS OIL	JET A1
5P	ULD GASOLINE	NAPHTHA	GAS OIL	JET A1	JET A1	GAS OIL
5S	ULD GASOLINE	NAPHTHA	GAS OIL	JET A1	JET A1	GAS OIL
6P	ULD GASOLINE	NAPHTHA	GAS OIL	JET A1	JET A1	GAS OIL
6S	ULD GASOLINE	NAPHTHA	GAS OIL	JET A1	JET A1	GAS OIL
SL P	ULD GASOLINE	NAPHTHA	JET A1	JET A1	GAS OIL	JET A1
SL S	ULD GASOLINE	NAPHTHA	JET A1	JET A1	GAS OIL	JET A1

RODERICK A. RUIZ
CHIEF OFFICER

From: DPA

To: All company's Vessels

Date: 30th December 2009

(Bahamas Flag)

DRILLS PROGRAM (for the year: 2010)

Note: Refer to Company Procedure No 06, Safety Manual, (Section 4)

N	Title	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
0													
1	Man over board				X						X		
2	Abandoning Ship	X Launch L/B into water & manoeuvre	X	X	X Launch L/B into water & manoeuvre	X	X	X Launch L/B into water & manoeuvre	X	X	X Launch L/B into water & manoeuvre	X	X
3	Fire in Accommodation	X							X				
4	Fire in Pumproom		X							X			
5	Fire in Mach. Spaces			X							X		
6	Fire in galley				X							X	
7	Fire at manifolds					X							X
8	Fire in the Paint Locker						X						
9	Fire in Cargo Tank							X					
10	Enclosed Space Rescue	X			X			X			X		
11	Pumproom Rescue			X			X			X			X
12	Gas /Chemical Leak	X						X					
13	Failure of the Steering Gear		X			X			X			X	
14	E/R Flooding			X									
15	M/E Failure								X				
16	Electrical Power Failure											X	
17	Emergency Towing		X										
18	Helicopter Operations					X							
19	Heavy weather damage									X			
OIL SPILL - SOPEP / SMPEP - DRILLS													
20	Collision/oil spill	X									X		
21	Grounding/oil spill		X									X	
22	Tank Over Flow			X									X
23	Pipeline Leak Loading				X								
24	Pipeline Leak Discharge					X							
25	Pipeline Leak Ship to Ship Transfer						X						
26	Spill during Bunkering Operations							X					
27	Hull leakage								X				
28	Excessive List									X			

Remarks: Drills No: 20 to 28 must be carried out according to the instructions provided in vessels SOPEP/SMPEP and Safety Manual Section 4. For these drills an "Initial Notification TLX" and a "Follow up Report - TLX" should be send to the HEAD OFFICE, with the indication "This is a Drill - This is a drill". At the end of each drill, an entry must be made in the deck logbook. File onboard in "Drill File" the relevant checklist (s) (from Safety Manual) used for the drill dated and signed by the Master. Report to the Office must be done with the following forms Drills Report (Monthly) (do not send the drills checklists to the Head office), Boat Drill Report (Monthly) and Fire Drill Report (Monthly). An additional Fire and Abandon ship drill must be carried out within 24 hours of the ship leaving the port, if more than 25% have not participated in any abandon and fire drill onboard in the previous month.

DPA: Krystyna Tsochlias

Date: 30th December 2009

Spare Seal Inventory

Instructions for Use

- 1) The purpose for use of this log book is to maintain an inventory of the spare seals available onboard the vessel.
 - 2) The Spare Seal Inventory is to be maintained by the Master in a safe place that is not accessible to any other personnel.
 - 3) The log book is to be maintained for three years following the last entry into the log book.
 - 4) All spare seals received onboard are to be entered into the log book in accordance with their unique number immediately upon their receipt.
 - 5) In the event that the Chief Engineer requests a seal, the following information must be entered in the entry relevant to the spare seal that shall be provided to him:
 - Date of request
 - The number of the seal intended to be replaced
 - 6) The Master and the Chief Engineer **MUST SIGN** for each seal that is provided for **REPLACEMENT**.
- 7) **ALL SPARE SEALS AVAILABLE ONBOARD MUST BE ENTERED INTO THE SPARE SEALS INVENTORY.**
 - 8) The available spare seals and spare seals log inventory must be included in the Master's Handover Report.
 - 9) Correction fluid is not to be used in the Spare Seal Inventory.
 - 10) The Spare Seals inventory should accurately reflect the status of the spare seals onboard.
 - 11) Pages are not to be removed from the log book.



Drew Marine

DREW MARINE TECHNICAL SERVICE PROGRAM
SERVICE REPORT MSR-2

GENERAL DATA

Vessel Operator	Ionia Shipmanagement	Service Scenario	Request by vessel
Vessel Name	MT Ploutos	Vessel / IMO Number	
Ex Vessel Name		DR Number	736-152
Flag State		Service Location	Jebel Ali, Dubai
Engineer(s) contacted	C/E. Electrician	Service Date	September 5, 2010

COMMENTS & RECOMMENDATIONS

- 1) Boarded vessel on the 7th morning, and met up with Master and Chief Engineer
- 2) Took over the GPS unit from Master and proceed to work.
- 3) Explain clearly to C/E my required jobscope for this visit.
- 4) Proceed with my inspection of the full EL system, checking the various voltages on the GPS lines
- 5) Suspect the GPS is faulty, and proceed to the funnel stack area to replace the unit with the new ones
- 6) Half way thru the job, Master and the IT engineer (Mr Nikolas) came up to me asking me to stop working immediately, because the Port Authority here spotted me working on the GPS, which was not allow at all during cargo operations
- 7) I then came back into the bridge, and asked Mr Nikolas to call Tech Ionia dept to explain the situations here.
- 8) Then i explained to both C/E and electrician on the GPS replacement procedure, so that they can replace it during voyage
- 9) Still awaiting BIN files from Vigilant Marine, which supposed to have all the updated information of various IP address to be link to the Rydex server
- 10) Vessel will completes cargo operations by 0200 hrs on 8th sept. Left vessel at the end of the day and fly back to Singapore the next day



[Handwritten signature]

[Handwritten signature]

Ivan Lau

MSR 2E / Ver 0703

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Subject Report is computer generated and therefore unsigned

Drew Marine Service Engineer

ASHLAND®

From: "Master mvPloutos" <Master.mvPloutos@telaurus.net>
To: "IT Ionia Management" <it@ioniaman.gr>
Sent: Wednesday, September 08, 2010 01:21 PM
Attach: DREW MARINE SERVICE REPORT.pdf
Subject: M/T PLOUTOS - SERVICE ENGINEER ATTENDANCE

FROM :M/T PLOUTOS

TO:IONIA MANAGEMENT / IT / TECH

KINDLY BE ADVISED THAT ENVIROLOGGER TECHNICIAN (ACCORDING HIS INFORMATION)
WORKS DONE ARE:

- 1)NEW "BIN" FILE FLASHED
- 2)CLEAN BILGE HOLDING TANK CALIBRATED THE SOUNDINGS
- 3)FOR THE REST TANKS HE DID NOT CALIBRATE THEM BECAUSE AS HE SAID NO HAVE CONNECTION WITH HIS LAPTOP.
- 4)ABOUT REPORT HE SAID THAT HE WILL SEND TO YOU AND ME LATER.THE ATTACHED REPORT IS FROM FIRST VISIT YESTERDAY. HE CAME AGAIN TODAY EVENING TIME.
- 5)THE GPS ANTENNA WILL BE INSTALLED BY ME LATER DUE TO IS NOT PERMITTED ANY JOB OUTSIDE BY LOCAL PORT REGULATIONS.

BRGS C/E

MASTER

----- Original Message -----

From: "IT Ionia Management" <it@ioniaman.gr>
To: <master.mvploutos@telaurus.net>
Cc: "Technical Ionia Management" <tech@ioniaman.gr>
Sent: Wednesday, September 08, 2010 5:51 PM
Subject: FW: (PN:563999)M/T PLOUTOS - SERVICE ENGINEER ATTENDANCE

> URGENT - URGENT _ URGENT
>

> Kalispera Capt. Stelio,
>
> Please inform us if Ashland's Engineer boarded your good Vessel TODAY and
> if yes, did he get the attached BIN file, to upload it on the
> Envirollogger?
>

> Best regards,
>

> Michalis Giannoulis
> IT Manager
>

> -----Original Message-----

> From: Craig [mailto:craig@vigilantmarine.com]
> Sent: Wednesday, September 08, 2010 6:06 AM
> To: IT Ionia Management; 'Bhaskaran Veeraraghavan'; Technical Ionia
> Management; 'DMSEnvirollogger'; 'Ivan Lau'
> Cc: 'Kiaw Ann Tee'; 'Ploutos'
> Subject: RE: (PN:563999)Re: 563898)RE: 553233)M/T PLOUTOS - SERVICE
> ENGINEER ATTENDANCE
>

> Michalis,
>

> Please find the attached BIN file with the updated IP addresses and email
> address.

> Regards,
>

> Craig A Mason
> Vigilant Marine Systems, LLC
> 7000 Merrill Ave.
> Suite F, Bldg. B210
> Chino, CA 91710 USA
> Ph. +1 909-597-9508
> Fx. +1 909-597-9514
>
>
> _____
>

> Please consider the environment before printing this e-mail
>

**Seil Seres****B.S. SERVICES**

OFF. SERES MARINE SERVICE STATION

Service Department Rotterdam

Phone : + 31 10 484 95 75

Fax : + 31 10 486 42 88

CERTIFICATE FOR OIL CONTENT METER TYPE : SEIL-SERES ODME SS 2000 & S 3000

Our Order No.:	09-1005	Date:	12-5-2009
Yr. Ref. No.:	E-Mail 8-05-2009		
Type:	S 3000	Name of ship:	POULTOS
Hull No.	NCS 0307325	Place of test:	BP Europoort, Rotterdam
Serv. Eng.:	W. Henninger	Witnessed by :	Chief Officer

Scope of tests:

STAND BY :

- Calibration
- Back Flushing
- Across Running

MONITORING :

- Verifications of alarms, activation
of Overboard Discharge Valve

All testing executed including verification of alarms e.g. 30 L/NM EXCEEDED,
according to Maker's Instructions, no failures.

We herewith confirm that the a.m. installation is in good working condition.

B.S. SERVICES

Official SEIL - SERES Marine Service Station

B.S. SERVICES
P.O. Box 5611
3008 AP Rotterdam
THE NETHERLANDS

Seil Seres

B.S. SERVICES

P.O. Box 5611

3008 AP Rotterdam

The Netherlands

OFF. SERES MARINE SERVICE STATION

Phone : + 31 10 484 95 75

Fax : + 31 10 486 42 88

E-mail: service@seres-rotterdam.nl

VAT: NL 070932499B01

Comm. Reg.: Rotterdam 264579



IONIA MANAGEMENT S.A.

Corporate Compliance Manager's Role

According to the Special Master's Appointment and Scope of Work, the company is required to appoint a Corporate Compliance Manager (CCM).

The Corporate Compliance Manager is responsible for:

- Co-ordinating with the Special Master in accordance with the terms of probation.
- Ensuring the implementation and ensuring compliance with the terms of probation.
- Ensuring that observations resulting from any internal audit, inspection or record review are appropriately documented, tracked and resolved and that such resolutions are thoroughly documented in a format that can be readily audited.
- Ensuring that each covered vessel submits copies of records submitted in accordance with the terms of probation on a monthly basis.
- Ensuring that no duplication of ETS seal numbers occurs and maintaining a master tracking document indicating which series have been supplied to each vessel.
- Selecting an appropriate laboratory in order to carry out an analysis of the bilge samples provided by the covered vessels.
- Evaluating responses provided by shipboard personnel through the Fleet Engineering Survey and establishing a plan to evaluate, test and implement viable tamper-proofing solutions and methods to reduce and handle waste accumulations, cargo slips and address the maintenance concerns suggested by the shipboard engineers.

Managing Director



IONIA MANAGEMENT S.A.

Anonymous Reporting Procedure

Ionia Management S.A. provides a means for any member of personnel to be able to report any suspected violation to applicable standards, policies, regulations, requirements or legislation without fearing that his career or employment may be jeopardized.

- 1) Any member of personnel, both ashore and onboard company managed vessels that may become aware of a situation that is detrimental to the company's integrity and reputation is obliged to report the issue to the Technical Manager.
- 2) The suspected violation may be reported anonymously, addressed to the Technical Manager, through any one of the following means:

- Toll free telephone number

Australia	1 800 88 731
Australia	1 800 88 44 66
Belgium	020 55 571
Canada	1 877 26 53 55
Cyprus	020 55 555
France	020 55 55 55
Germany	800 125 55 554
Ireland	1 800 85 55 42
Israel	1 800 454 301
Italy	800 87 12 75
Netherlands	800 12 45 40
Poland	800 30 11 304
Portugal	800 55 555 4
Romania	800 55 40 55
Russia	810 555 555 210 30
Spain	800 55 5555
Sweden	877 07 555
United Kingdom	800 555 55 55
USA	1 877 555 55 55
PHILIPPINES*	1000 125 10001
GREECE	800 11 75 555

*Calls cannot be made through call centres or private/anonymous numbers

- Anonymous reporting email (anon.rep@ioniaman.gr)
- Anonymous reporting letter by post mail

Managing Director

Exhibit 3
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**ENVIRONMENT COMPLIANCE PROGRAM
ON-GOING AUDIT REPORT
M/T PLOUTOS, IMO NO.9327023
UNDERWAY FROM JEBEL ALI, DUBAI – SITRA, BAHRAIN
TABLE 1 – VESSEL MOVEMENT
DATES: SEPTEMBER 07- 11, 2010**

DATE/DAY SEPT/2010	TIME	ACTIVITY
05/Sunday	0830	EOSP arrival Jabel Ali port
06/Monday	0000-2200	V/L at anchor, waiting for pilot
06/Monday	2200-2400	V/L proceeding towards pilotage position
07/Tuesday	0042	Pilot on board
07/Tuesday	0312	V/L all fast a/s jetty No.6 at Jebel Ali port
07/Tuesday	0830	Auditor boarded the vessel at Jebel Ali
08/Wednesday	0000-2400	Discharging/loading cargo
09/Thursday	0800	Completed cargo ops.
09/Thursday	1200	Port clearance received, v/l on 20 mts notice for departure pilot
09/Thursday	1700	Pilot on board for departure
09/Thursday	1742	All lines cast off
09/Thursday	1842	Pilot away
09/Thursday	1900	C.O.S.P towards Sitra Bahrain
10/Friday	1420	End Of Sea Passage arr. Sitra, Bahrain
10/Friday	1530	FWE v/l at anchor at Sitra awaiting berthing
11/Saturday	0715	SBE at. Sitra Anchorage
11/Saturday	0848	Pilot on board
11/Saturday	1018	All fast a/s sea Island at Sitra
11/Saturday	1130	Auditor disembarked the vessel at sea island berth, Sitra , Bahrain

01. Total time from berth to berth:	01d 17hr 36mts
02. Time Berth Jebel Ali to C.O.S.P:	00d 02hr 18mts
03. Time at sea COSP dep. Jebel Ali to EOSP arr. Sitra	00d 19hr 20mts
04. Time E.S.O.P. to Berth at Sitra	00d 19hr 58mts
05. Clocks changed:	Retard one hour
06. Weather:	wind/force Light
07. Sea conditions:	Fair to good

ENVIRONMENT COMPLIANCE PROGRAM
ON-GOING AUDIT REPORT
M/T PLOUTOS, IMO No- 9327023
UNDERWAY: JEBEL ALI, DUBAI – SITRA, BAHRAIN
TABLE 2 – PERSONAL TIMETABLE

Breakfast, lunch and dinner breaks were as per ship's routine

Date/Day September, 2010	From	To	Description
02/Thursday	1755		Departure Vancouver Air port by British Airways for Dubai via London
03/Friday	2250		Arrival Dubai
04/Saturday	0030		Check in Hotel Ascot, Bur Dubai
05/Sunday			Waiting for vessel berthing
06/Monday			Waiting for vessel berthing
07/Tuesday	0830		Boarded the vessel at Jetty No.6 Jebel Ali port
07/Tuesday	0845	0900	Informal meeting with Master, C/E and Company Superintendent about the audit.
07/Tuesday			V/s staff occupied with cargo ops, vetting inspection by BP, repairs to Inmarsat, SWOMS GPS unit, survey of all measuring instruments and receiving stores, spares and provisions. Auditor checking documents
08/Wednesday	0800	1200	Document check with C/E
08/Wednesday	1300	1800	Document and records check continued with Master and C/E
09/Thursday	0800	1200	Sorting out immigration procedure with agent to sail with the vessel to Bahrain due to change in Visa condition
09/Thursday	1300	1800	Physical inspection of E/R for OWS, SWOMS, Incinerator, Sewage plant, steering engine, bilges and general hose keeping
09/Thursday	1900	2000	Briefing with Master and C/E
10/Friday	0800	1200	Testing, Bilge alarms, OWS, OCM, re-circulation test, incinerator test and 1 hour test of OWS
10/Friday	1330	1800	Physical inspection of accommodation, galley for Garbage collection With C/O testing ODME, for'd store bilge valves, pump room, GMP, BWM all documents and records, Compiling EMS check list
11/Saturday	1030	1045	Closing meeting
11/Saturday		1130	Auditor disembarked the vessel for hotel in Sitra, Bahrain
12/Sunday		0700	Dep. for Airport at Manama, Bahrain
12/Sunday		1430	Arrival at hotel in Dubai

Exhibit 3

M/V PLOUTOS. Ongoing Audit Month/Year September/2010

13/Monday		0700	Depart Hotel for Dubai airport – London - Vancouver
13/Monday		2000	Arrival Vancouver

All available time in between cargo, berthing/unberthing and pilotage operations was used for interviews, collecting information, observation of documents, records, inspection of vessel, operation and testing of waste stream related equipment.

All the activities were carried out without compromising vessel operations including berthing/unberthing operations, pilotage passages, cargo and safe navigation, and essential ship routine, safety of the crew, vessel, cargo and environment.

**ENVIRONMENT COMPLIANCE PROGRAM
ON-GOING/INITIAL AUDIT REPORT
M/T PLOUTOS, IMO No.9327023
UNDERWAY JEBEL ALI, DUBAI – SITRA, BAHRAIN
DATES: SEPTEMBER 07 -10, 2010**

**Table 3
Details of Waste Stream Management Equipment on Board**

No	EQUIPMENT	MAKE	TYPE	CAPACITY	CERT. DETAILS (TYPE TESTED)
1	OWS MEPC 107(49)	JOWA	3SEPOWS 5.0	5.0m ³ /hr	DNV MED=B- 2547 Exp. 2009/10/27
2*	OCM MEPC 107(49)	DECKMA	OMD 2005	-----	EC 320028 Exp. 2009/09/30
3	Incinerator IMO Class 02	TEAMTEC	OGS 400C	65 l/hr (L) 400 L per charge	EC 10569/A1 Exp. 2007/01/23
4	Sewage Plant MEPC 2(VI)	HAMWORTHY	ST3A Super Trident	BOD 3Kg/day	EC MED0550345 Exp. 2008/12/15
5	ODME MEPC 108(49)	SEIL - SERES	S-3000	-----	DNV MED-B-2590 EXP. 2009/10/15

COMMENTS:

01. All the manufacturer's manuals, copies of type tested certificates were on board and were sighted by the auditor.
02. The OCM was last calibrated ashore on 2010/05/01
Cert. No. 5009761
03. The ODME last calibrated/tested 2009/05/12
Last test done on 2010/09/06

ENVIRONMENT COMPLIANCE PROGRAM
INITIAL AUDIT REPORT
MT PLOUTOS, IMO No.9327023
Underway From Jebel Ali, Dubai – Sitra, Bahrain
DATES: September 07-10, 2010

Form 06

Present Owner/Manager: Ginger Maritime/Ionia Management S.A.

Vessel under current management from: December 15, 2006

No.	Description of Item	dd	mm	yy	Port/At sea /remarks
A	MASTER				
	INSPECTIONS				
01	Last Port State control inspection	04	08	2010	Aqaba, Jordan
02	Last Flag State inspection	26	04	2010	
03	Last Vetting inspection/by BP	07	09	2010	Jebel Ali
	AUDITS				
04	Last Internal ISM audit	13	09	2009	
05	Last External ISM audit	16	09	2009	BV
06	Last EMS audit	26	03	2010	
07	Last Dry-docking	---	---	---	N/A
08	Last quarterly Class survey report	04	09	2010	
	SOPEP/VRP				
09	Date/ SOPEP approved by	14	05	2009	BV
10	Latest date of SOPEP Annex contact list	30	06	2010	
11	Approval date of VRP/By	12	02	2009	USCG
12	Approval date of state VRP	28	03	2008	California
	Drills & Training				
13	Last Q.I. Drill	---	---	---	No records
14	Last bunker spill drill	24	07	2010	
15	Last pollution drill other than spill drill	18	08	2010	
16	Last SOPEP training	18	08	2010	
17	Last EMS training	29	08	2010	

	Description of Item	dd	mm	yr	Port/At sea/remarks
B	CHIEF ENGINEER				
	OWS/OCM				
01	Last test of OWS	07	09	2010	
02	Last operation of OWS	01	09	2010	
03	Last time OWS cleaned	25	03	2010	
04	Last time OWS filter changed	25	03	2010	
05	Last calibration of OCM	01	05	2010	Cert. 5009761
	Tank Cleaning Reports				
06	Last time Bilge source tank cleaned	05	04	2010	
07	Last time sludge source tank cleaned	13	04	2010	
08	Last cleaning of Sewage holding tank	07	06	2010	
09	Last cleaning of Sewage plant	07	06	2010	
	Incinerator				
10	Last test of Incinerator	01	09	2010	
11	Last operation of Incinerator	01	09	2010	
12	Last cleaning of Incinerator service tank	23	04	2010	
	Shore disposal				
13	Last shore disposal of Bilge water	01	04	2010	Amsterdam
14	Last shore disposal of Sludge	01	04	2010	Amsterdam
15	Last shore disposal of sewage	---	---	---	
	Miscellaneous				
16	Last Engineering plant analysis for WSM	05	04	2010	
17	Last Bilge water sample sent ashore for analysis	---	---	---	No records. /samples sent from Bahrain

Exhibit 3

	Description of Item	dd	mm	yr	Port/At sea/remarks
C	CHIEF OFFICER				
	Ballast Water management				
01	Date and approval by	14	12	2009	BV
02	Last Ballast Water Mgmt log report	26	08	2010	
03	Last BW report submitted	29	-6	2010	Rotterdam
04	Last ballast Tanks cleaned	---	---	---	
05	Last tank sediment cleaning report	---	---	---	
06	Last Chain Locker sediment cleaned	---	---	---	N/A
07	Last BWM Training	24	07	2010	
	Garbage Management Plan				
08	Date and approval by		Dec.	2006	Revised plan recd. at Jebel Ali
09	Last shore disposal of Garbage	02	08	2010	
10	Last Garbage Management Training	24	07	2010	
	O.D.M.E.				
11	Last date of Calibration /Test	12/06	05/0 9	2010/ 2010	

Legend:

BWM -- Ballast Water Management,
 GMP -- Garbage Management Plan
 OCM -- Oil Content Meter,
 ODM -- Oil Detection Monitoring Equipment
 OWS -- Oily Water Separator,
 QI - Qualified Individual,
 SM PE P - Shipboard Marine Pollution Emergency Plan
 SOPEP - Ship Oil Pollution Emergency Plan
 VRP- Vessel Response Plan,
 WSM - Waste Stream Management

CSI/ EMS Audit Information**Ship: MT PLOUTOS Date: Sept. 07-10, 2010 Port: Jebel Ali-Sitra****IOPP Supplement Tanks**

No.	Tank	Capacity m ³
1	Dirty L.O.	5.34
2	Dirty F.O.	6.52
3	F.O. Sludge	11.89
4	Purifier L.O.	4.56
5	Purifier F.O. Sludge	2.98
6	Bilge Oil	11.89
	Total	48.18
1	Dirty bilge	32.49
2	Clean Bilge	32.21
	Total	64.70

OWS Test**Max rated Capacity: 5.0 m³/hr**

Source tank: Clean Bilge

No	Time Sept. 10/10	Sounding	Quantity m ³
1	0955	115	13.25
2	1010	111	12.25
3	1025	107	11.80
4	1040	103	11.35
5	1055	100.5	10.90

Soundings taken every 15 minutes

Samples of incoming and outgoing effluents in clean transparent bottles for comparison taken every 15 minutes.

Actual capacity: 2.35 m³/hr**Incinerator Test Data****Max rated Capacity: 65 L/hr**

Source Tank: Bilge Oil

No	Time Sept 10/10	Sounding	Quantity m ³
1	0948	---	1.22
2	1339	---	1.01

Actual Capacity: 54.5 L/hr