1.	**GENERAL INFORMATION**		
1.1	Date updated:	Jun 30, 2016	
1.2	Vessel's name (IMO number):	Long Hu San (9534054)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered / Builder (where built):	Jul 18, 2013 / SHANGHAI JIANGNAN - CHANGXING SHIPBUILDING COMPANY LIMITED, P. R. CHINA	
1.5	Flag / Port of Registry:	Singapore / Singapore	
1.6	Call sign / MMSI:	9V8388 / 566652000	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +870 773 209 680	
		Fax: +870 783 984 775	
		Email: 9V8388@globeemail.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:	NAN YI MARITIME (PTE) LTD. 1 Playfair Road, Singapore 367981 Singapore Tel: +65 6863 2202 Fax: +[65] 6863 9506 Telex: RS 35549 HINOIL Email: safety@oceantankers.com.sg	
1.11	Technical operator - Full style:	Ocean Tankers (PTE) Ltd No.37, Tuas Road, Singapore 638503 Singapore Tel: +[65] 6863 2202 Fax: +[65] 6863 9506 Telex: RS 38856 TANKER Email: safety@oceantankers.com.sg Company IMO#: 0665364	
1.12	Commercial operator - Full style:	Ocean Tankers (PTE) Ltd No. 37, Tuas Road, Singapore 638503 Tel: +[65] 6863 2202 Fax: +[65] 6863 9506 Telex: RS 38856 TANKER Email: safety@oceantankers.com.sg	
1.13	Disponent owner - Full style:	Ocean Tankers(Pte) Ltd 37, Tuas Road Singapore 638503 Tel: +65 6863 2202 Fax: +65 6863 9489 Email: chartering@oceantankers.com.sg	
Insurance			
1.14	P & I Club - Full Style:	The United Kingdom Mutual Steam Ship THE UNITED KINGDOM MUTUAL STEAM SHIP ASSURANCE ASSOCIATION (EUROPE) LIMITED 90 FENCHURCH STREET, LONDON EC3M 4ST, ENGLAND	
1.15	P & I Club pollution liability coverage / expiration date:	1,000,000,000 US$	Feb 20, 2017
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	QBE INSURANCE (INTERNATIONAL) LTD 60 ANSON ROAD #11-01 MAPLETREE ANSON SINGAPORE 079914	
1.17	Hull & Machinery insured value / expiration date:	66,667,000 US$	Oct 27, 2016
Classification			
1.18	Classification society:	American Bureau of Shipping	
1.19	Class notation:	+A1, Oil Carrier, (E), +AMS, +ACCU, VEC-L, TCM, AB-CM, GP, SPMA, POT, RRDA, ESP, UWILD, CPS, CRC, CPP, RW, CSR, SPM, COW, RRDA, SERS, Green Passport	
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No	
1.21	If classification society changed, name of previous and date of change:	N/A, Not Applicable	
1.22	Does the vessel have ice class? If yes, state what level:	No, Not Applicable	

1.23	Date / place of last dry-dock:			Not Applicable / Not Applicable	
1.24	Date next dry dock due / next annual survey due:			Jul 17, 2016	Jul 17, 2016
1.25	Date of last special survey / next special survey due:			Not Applicable	Jul 16, 2018
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:			No,	
Dimensions					
1.27	Length overall (LOA):				333.00 m
1.28	Length between perpendiculars (LBP):				320.00 m
1.29	Extreme breadth (Beam):				60.05 m
1.30	Moulded depth:				30.50 m
1.31	Keel to masthead (KTM) / Keel to masthead (KTM) in collapsed condition, if applicable:			65.41 m	0 m
1.32	Distance bridge front to center of manifold:				113.20 m
1.33	Bow to center manifold (BCM) / Stern to center manifold (SCM):			165.20 m	167.80 m
1.34	Parallel body distances:		Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:		71.78 m	80.38 m	81.50 m
	Aft to mid-point manifold:		39.81 m	62.19 m	88.40 m
	Parallel body length:		111.59 m	142.57 m	169.90 m
Tonnages					
1.35	Net Tonnage:				108,429.00
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):			164,169.00	132,410
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):			165,286.45	157,564.63
1.38	Panama Canal Net Tonnage (PCNT):				0.00
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	7.878 m	22.662 m	318,510 MT	366,534 MT
	Winter:	8.35 m	22.19 m	309,894 MT	357,918 MT
	Tropical:	7.406 m	23.134 m	327,062 MT	375,086 MT
	Lightship:	27.04 m	3.50 m	Not Applicable	48,024.00 MT
	Normal Ballast Condition:	21.08 m	9.47 m	92,834.00 MT	140,858.00 MT
	Segregated Ballast Condition:	17.72 m	12.82 m	144,409.00 MT	192,935.00 MT
1.40	FWA/TPC at summer draft:			506 mm	181.20 MT
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			Yes (1) 318 510 mt (2) 299 994 mt (3) 288 863 mt	
1.42	Constant (excluding fresh water):				MT
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?			Ocean Passage : 20 % of deepest draft Coastal Passage : 15% of deepest draft Channel/River Passage/Shallow Water/Within Port Limit/At SBM/CBM : 10% of deepest draft At Berth : 0.5 meters under keel	
1.44	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Summer deadweight:			42.748 m	0 m
	Normal ballast:			55.95 m	0 m
	Lightship:			61.91 m	0 m

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	Jun 30, 2016	Jun 30, 2016		Jul 17, 2018
2.2	Safety Radio Certificate (SRC):	Jul 18, 2013	Jun 30, 2016		Jul 17, 2018
2.3	Safety Construction Certificate (SCC):	Jul 18, 2013	Jun 30, 2016		Jul 17, 2018

2.4	International Loadline Certificate (ILC):	Jul 18, 2013	Jun 21, 2014		Jul 17, 2018
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jul 18, 2013	Jun 30, 2016		Jul 17, 2018
2.6	International Ship Security Certificate (ISSC):	Jan 13, 2014	Not Applicable	Not Applicable	Jan 12, 2019
2.7	Maritime Labour Certificate (MLC):	Apr 01, 2014	Not Applicable		Sep 03, 2018
2.8	ISM Safety Management Certificate (SMC):	Jan 13, 2014	Not Applicable	Not Applicable	Jan 12, 2019
2.9	Document of Compliance (DOC):	Jun 19, 2015			Jul 20, 2020
2.10	USCG Certificate of Compliance (USCGCOC):	Not Applicable			Not Applicable
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Dec 06, 2016	Not Applicable	Not Applicable	Feb 20, 2017
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Jan 05, 2016	Not Applicable	Not Applicable	Feb 20, 2017
2.13	Liability for the Removal of Wrecks Certificate (WRC):		Not Applicable	Not Applicable	
2.14	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable	Not Applicable	Not Applicable	Not Applicable
2.15	Certificate of Class (COC):	Dec 24, 2014	Jun 30, 2016		Jul 17, 2018
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jul 18, 2013	Not Applicable	Not Applicable	Jul 17, 2018
2.17	Certificate of Fitness (COF):	Not Applicable	Not Applicable		Not Applicable
2.18	International Energy Efficiency Certificate (IEEC):	Jun 21, 2014	Not Applicable	Not Applicable	Not Applicable
2.19	International Air Pollution Prevention Certificate (IAPPC):	Jun 30, 2016	May 06, 2015		Jul 17, 2018

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)?	
2.23	ITF Blue Card expiry date (if applicable):	Dec 31, 2017

3.	**CREW**		
3.1	Nationality of Master:	South Korean	
3.2	Number and nationality of Officers:	10	Chinese, South Korean, Georgian, Russian
3.3	Number and nationality of Crew:	16	P.R.Chinese, Myanmar
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:	Officers: Ocean Tankers Pte. Ltd No.37 Tuas Road, Singapore 638503 Tel: +65 6863 2202 Fax: +65 6863 9506 Telex: RS 35549 HINOIL Email: crewing@oceantankers.com.sg Web: www.oceantankers.com	

		Crew: Ocean Tankers Pte. Ltd No.37 Tuas Road, Singapore 638503 Tel: +65 6863 2202 Fax: +65 6863 9506 Telex: RS 35549 HINOIL Email: www.oceantankers.com Web: www.oceantankers.com

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?	No	
4.2	Qualified individual (QI) - Full style:	Not Applicable	
4.3	Oil Spill Response Organization (OSRO) - Full style:	Not Applicable	
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?	Yes	
5.2.1	If Yes, state whether winching or landing area provided:	Landing	
5.2.2	If Yes, what is the diameter of the circle provided:	5.00 m	

6.	**COATING/ANODES**				
Tank Coating					
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Tar free Modified Epoxy	Slop tanks - full, Cargo tanks - top 2.5m and bottom 1m.	No
	Ballast tanks:	Yes	Tar free modified epoxy	Whole Tank	Yes
	Slop tanks:	Yes	SigmaPrime 200 Series (Polyamide Cured Anticorrosi	Whole Tank	No

7.	**BALLAST**				
7.1	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Shinko CVL450 Centrifugal	3,000 m3/hr	35 m
	Ballast Eductors:	1	Teamtec 12-12-14	400 m3/hr	25 m

8.	**CARGO-OIL**		
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%):	17	335,807 m3
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 110278 m3 (1C+2C+4C+5P+5S) Seg#2: 121181 m3 (3C+1P+1S+4P+4S+SlopP+SlopS) Seg#3: 115816 m3 (5C+2P+2S+3P+3S)	
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):	N/A	
8.3	Number of slop tanks and total cubic capacity (98%):	2	11,469.92 m3
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	NO.2 GROUP / DOUBLE VALVE	
8.3.2	Residual/Retention oil tank(s) capacity (98%), if applicable:		0 m3

SBT Vessels				
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?		99,310.30 m3	31.90 %
8.3.4	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:		Yes	
Cargo Handling and Pumping Systems				
8.4	How many grades/products can vessel load/discharge with double valve segregation:			3
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:		No Not Applicable	
8.6	Max loading rate for homogenous cargo		With VECS	Without VECS
	Loaded per manifold connection:		m3/hr	6,000 m3/hr
	Loaded simultaneously through all manifolds:		m3/hr	15,000.00 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, Not Applicable	
	What type of fixed closed tank gauging system is fitted:		SAAB Tank RADAR	
	Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial:		Yes, All	
8.9.1	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?		Yes	
8.9.2	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:		Yes, MMC	
8.10	Number of portable gauging units (example- MMC) on board:			4
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	400 mm
8.13	Number / size / type of VECS reducers:		4 / 400 MM / ANSI	
Venting				
8.14	State what type of venting system is fitted:		Common Mast riser and individual PV Valves	
Cargo Manifolds and Reducers				
8.15	Total number / size of cargo manifold connections on each side:		3 / 500.00 mm	
8.16	What type of valves are fitted at manifold:		MANUAL - Butterfly	
8.17	What is the material/rating of the manifold:		Steel /	
8.17.1	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?		Yes	
8.18	Distance between cargo manifold centers:			3,000.00 mm
8.19	Distance ships rail to manifold:			4,350.00 mm
8.20	Distance manifold to ships side:			4,600.00 mm
8.21	Top of rail to center of manifold:			710.00 mm
8.22	Distance main deck to center of manifold:			2,100.00 mm
8.23	Spill tank grating to center of manifold:			900.00 mm
8.24	Manifold height above the waterline in normal ballast / at SDWT condition:		22.60 m	10.12 m
8.25	Number / size / type of reducers:		6 x 650/500mm (26/20") 3 x 650/400mm (26/16") 3 x 650/300mm (26/12") 1 x 650/150mm (26/6") ANSI	
8.26	Is vessel fitted with a stern manifold? If yes, state size:		No, 0.00 mm	
Heating				
8.27	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo tanks:	Steam	Yes	SS
	Slop tanks:	Steam	Yes	Stainless Steel

8.28	Maximum temperature cargo can be loaded / maintained:				66.0 Â°C / 150.8 Â°F	66 Â°C / 150.8 Â°F
8.28.1	Minimum temperature cargo can be loaded / maintained:				0.0 Â°C / 32.0 Â°F	20.0 Â°C / 68.0 Â°F
Inert Gas and Crude Oil Washing						
8.29	Is an Inert Gas System (IGS) fitted / operational?				Yes / Yes	
8.29.1	Is a Crude Oil Washing (COW) installation fitted / operational?				Yes / Yes	
8.30	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:				Flue Gas	
Cargo Pumps						
8.31	How many cargo pumps can be run simultaneously at full capacity:					3
8.32	Pumps:		No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:		3	Shinko KV 450-4 Centrigugal	5000 M3/HR	150 Meters 150 Meters 150 Meters
	Cargo Eductors:		2	Teamtec Type 10-12-14	700 m3/hr	30 m
	Stripping:		1	Shinko KPH 425 Reciprocal	400 m3/hr	150 m
8.33	Is at least one emergency portable cargo pump provided?					
9.	**MOORING**					
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	42.00 mm	Galvanized Steel Wire	300.00 m	114.00 MT
	Main deck fwd:	6	42.00 mm	Galvanized Steel Wire	300.00 m	114.00 MT
	Main deck aft:	4	42.00 mm	Galvanized Steel Wire	300.00 m	114.00 MT
	Poop deck:	6	42.00 mm	Galvanized Steel Wire	300.00 m	114.00 MT
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	105.00 mm	Nylon	11.00 m	157.00 MT
	Main deck fwd:	6	105.00 mm	Nylon	11.00 m	157.00 MT
	Main deck aft:	4	105.00 mm	Nylon	11.00 m	157.00 MT
	Poop deck:	6	105.00 mm	Nylon	11.00 m	157.00 MT
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	42.00 mm	Galvanized steel wire	300.00 m	114.00 MT
	Main deck fwd:	6	42.00 mm	Galvanized steel wire	300.00 m	114.00 MT
	Main deck aft:	4	42.00 mm	Galvanized steel wire	300.00 m	114.00 MT
	Poop deck:	6	42.00 mm	Galvanized steel wire	300.00 m	114.00 MT
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	97.00 mm	Nylon	220.00 m	135.00 MT
	Main deck fwd:	0	0.00 mm	Not Applicable	0.00 m	0.00 MT
	Main deck aft:	2	97.00 mm	Nylon	220.00 m	135.00 MT
	Poop deck:	2	42.00 mm	Galvanized steel wire	300.00 m	114.00 MT
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Electro Hydraulic	91.20 MT	Non Asbestos frictional brake band
	Main deck fwd:	3	Double Drum	Electro Hydraulic	91.20 MT	Non Asbestos frictional brake band
	Main deck aft:	2	Double Drums	Electro Hydraulic	91.20 MT	Non Asbestos frictional brake band
	Poop deck:	3	Double Drum	Elevtro Hydraulic	91.20 MT	Non Asbestos frictional brake band
9.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		2	70 MT	12	115 MT
	Main deck fwd:		8	70 MT	14	115 MT
	Main deck aft:		6	70 MT	14	115 MT

	Poop deck:	4	70 MT	12	115 MT
Anchors/Emergency Towing System					
9.7	Number of shackles on port / starboard cable:			14 / 14	
9.8	Type / SWL of Emergency Towing system forward:			Tongue type	350 MT
9.9	Type / SWL of Emergency Towing system aft:			Quick Deployment Wire on Storage drum type	200 MT
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern:				600mmX350mm
Escort Tug					
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:				200.00 MT
9.11	What is SWL of bollard on poop deck suitable for escort tug:				200.00 MT
Lifting Equipment/Gangway					
9.12	Derrick / Crane description (Number, SWL and location):			Cranes: 2 x 20.00 Tonnes Midship [Port and Stbd Side]	
9.13	Accommodation ladder direction:				
	Does vessel have a portable gangway? If yes, state length:				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)'?			Yes	
9.15	If fitted, how many chain stoppers:			2	
9.16	State type / SWL of chain stopper(s):			Tounge	350.00 MT
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:				76.00 mm
9.18	Distance between the bow fairlead and chain stopper/bracket:				3,100.00 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:			Yes Not Applicable	
10.	**PROPULSION**				
10.1	Speed			Maximum	Economical
	Ballast speed:			16.50 Kts (WSNP)	13.00 Kts (WSNP)
	Laden speed:			15.50 Kts (WSNP)	13.00 Kts (WSNP)
10.2	What type of fuel is used for main propulsion / generating plant:			380 CST	HFO / Diesel
10.3	Type / Capacity of bunker tanks:			Fuel Oil: 9,944.759 m3 Diesel Oil: 549.893 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	29,400 Kw	Hyundai-Wartsila,7RT-flex 84T-D/ / 2 stroke
	Aux engine:		3	1,360 Kw	Yanmar 8N21 AL-GW Diesel Engine// 4 Stroke
	Power packs:		1	480 m3	Cummins NTA855-DM Diesel Engine // 4 stroke
	Boilers:		2	45.00 MT/Hr	Aalborg Industries // Mission D-type
Bow/Stern Thruster					
10.6	What is brake horse power of bow thruster (if fitted):			No, 0.00 bhp	
10.7	What is brake horse power of stern thruster (if fitted):			N/A, 0.00 bhp	
Emissions					
10.8	Main engine IMO NOx emission standard:			Tier II	
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 Liquified Gas, as applicable)?	Yes
11.2	What is maximum outreach of cranes / derricks outboard of the ship's side:	8.60 m
11.3	Date/place of last STS operation:	Kindly Contact Operator
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, Not Applicable Collision: No, N/A
12.3	Date and place of last Port State Control inspection:	Aug 22, 2015 / Jubilee Fpso
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	N/A NIL
12.5	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: **"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.*	BHPB
12.6	Date / place of last SIRE inspection:	Jun 11, 2016 / Qinzhou STS Area China
12.7	Additional information relating to features of the ship or operational characteristics:	