

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	20/12/2016	
1.2	Vessel's name:	<b>SAM YOUNG</b>	
1.3	IMO number:	8816273	
1.4	Vessel's previous name(s) and date(s) of change:	Koshin Maru	
1.5	Date delivered:	28/02/1989	
1.6	Builder (where built):	Japan	
1.7	Flag:	Cook Islands	
1.8	Port of Registry:	Avatiu	
1.9	Call sign:	E5U3096	
1.10	Vessel's satcom phone number:	+870773408840	
	Vessel's fax number:	NA	
	Vessel's telex number:	NA	
	Vessel's email address:	Master.samyoung@amosconnet.com	
1.11	Type of vessel:	Tanker – Oil Products	
1.12	Type of hull:	Double bottom- Single hull	
<b>Classification</b>			
1.13	Classification society:	Sing-Lloyd	
1.14	Class notation:	S1 (Oil Tanker > 60°C) SMS	
1.15	If Classification society changed, name of previous society:	Korean Register of Shipping	
1.16	If Classification society changed, date of change:	03th April 2016	
1.17	IMO type, if applicable:	NA	
1.18	Does the vessel have ice class? If yes, state what level:	NA	
1.19	Date / place of last dry-dock:	03 April 2014	Busan
1.20	Date next dry dock due	03 April 2017	
1.21	Date of last special survey / next survey due:	03 April 2014	03 April 2017
1.22	Date of last annual survey:	03 April 2016	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	NA	
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?	NA	
<b>Dimensions</b>			
1.25	Length Over All (LOA):	69.98 m	
1.26	Length Between Perpendiculars (LBP):	66.00 m	
1.27	Extreme breadth (Beam):	12.00 m	
1.28	Moulded depth:	5.30 m	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	23.63 m	NA
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	41.50 m	28.5 m
1.31	Distance bridge front to center of manifold:	13.75 m	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	41.50 m	
	Aft to mid-point manifold:	28.50 m	
	Parallel body length:	26 m	27.0 m 32.58 m
1.33	FWA at summer draft / TPC immersion at summer draft:	4.85 m	
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collaosed Mast
	Lightship:	21.57 m	NA
	Normal ballast:	20.65 m	NA
	At loaded summer deadweight:	18.81 m	NA
<b>Tonnages</b>			
1.35	Net Tonnage:	586 T	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	999 T	NA
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	NA	NA

1.38	Panama Canal Net Tonnage (PCNT):			NA	
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	0.45 m	4.851 m	1957.29	2641.65
	Winter:	NA	NA	NA	NA
	Tropical:	NA	NA	NA	NA
	Lightship:	3.724 m	1.576 m		684.36
	Normal Ballast Condition:				
1.40	Does vessel have multiple SDWT?			NO	
1.41	If yes, what is the maximum assigned deadweight?			NA	
Ownership and Operation					
1.42	Registered owner - Full style:		EAST GAGNANT PTE LTD 1093 LOWER DELTA ROAD #07-12/13 SINGAPORE 169204		
1.43	Technical operator - Full style:		SKIPS MARINE SERVICES PTE LTD No. 3 Soon Lee Street Pioneer Junction #06-10 Singapore 627606		
1.44	Commercial operator - Full style:		EAST GAGNANT PTE LTD 1093 LOWER DELTA ROAD #07-12/13 SINGAPORE 169204		
1.45	Disponent owner - Full style:		NA		

<b>2.</b>	<b>CERTIFICATION</b>	<b>Issued</b>	<b>Last Annual or Intermediate</b>	<b>Expires</b>
2.1	Interim Safety Equipment Certificate:	11/12/2016	NA	10/03/2017
2.2	Interim Safety Radio Certificate:	11/12/2016	NA	10/03/2017
2.3	Interim Safety Construction Certificate:	11/12/2016	NA	10/03/2017
2.4	Interim Loadline Certificate:	11/12/2016	NA	10/03/2017
2.5	Interim International Oil Pollution Prevention Certificate (IOPPC):	11/12/2016	NA	10/03/2017
2.6	Safety Management Certificate (SMC):	11/12/2016	NA	11/09/2021
2.7	Document of Compliance (DOC):	31/03/2016	NA	25/08/2019
2.8	USCG (specify: COC, LOC or COL):	NA		
2.9	Civil Liability Convention Certificate (CLC):	14/3/2016	NA	14/3/2017
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	16/3/2016	NA	14/3/2017
2.11	U.S. Certificate of Financial Responsibility (COFR):	NA		
2.12	Certificate of Fitness (Chemicals):	NA		
2.13	Certificate of Fitness (Gas):	NA		
2.14	Certificate of Class:	11/12/2016	NA	10/03/2017
2.15	International Ship Security Certificate (ISSC):	11/12/2016	NA	11/09/2021
2.16	Interim International Sewage Pollution Prevention Certificate (ISPPC)	11/12/2016	NA	10/03/2017
2.17	Interim International Air Pollution Prevention Certificate (IAPP):	11/12/2016	NA	10/03/2017
<b>Documentation</b>				
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 ITOPI and will remain so for the entire duration of this voyage/contract:		NA	

<b>3.</b>	<b>CREW MANAGEMENT</b>
3.1	Nationality of Master:
3.2	Nationality of Officers:

MYANMAR

MYANMAR

3.3	Nationality of Crew:	MYANMAR
3.4	If Officers/Crew employed by a Manning Agency - Full style:	NA
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:	NA

<b>4.</b>	<b>HELICOPTERS</b>	
4.1	Can the ship comply with the ICS Helicopter Guidelines:	NA
4.2	If Yes, state whether winching or landing area provided:	NA

<b>5.</b>	<b>FOR USA CALLS</b>	
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:	NA
5.2	Qualified individual (QI) - Full style:	NA
5.3	Oil Spill Response Organization (OSRO) -Full style:	NA
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	NA

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):	No 1 P/S – 108.969 M3/110.643 M3 No 2 P/S – 266.095 M3/266.222 M3 No 3 P/S - 268.335 M3/270.982 M3 No 4 P/S – 267.952 M3/270.428 M3 No 5 P/S – 182.428 M3/185.023 M3
6.4	Total cubic capacity (98%, excluding slop tanks):	2154.23 M3
6.5	Slop tank(s) capacity (98%):	29.43 M3
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	NA
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	SBT

<b>SBT Vessels</b>		
6.8	What is total capacity of SBT?	309.15 M3
6.9	What percentage of SDWT can vessel maintain with SBT only:	
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)	YES

<b>Cargo Handling</b>		
6.11	How many grades/products can vessel load/discharge with double valve segregation:	1
6.12	Maximum loading rate for homogenous cargo per manifold connection:	NA
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	500 M3 / Hour
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	NO

<b>Pumping Systems</b>				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	2	Screw	375 m3/hr
	Stripping:	1	screw	100 m3/hr
	Eductors:		NA	
	Ballast:	2	Centrifugal	120 m3/hr
6.16	How many cargo pumps can be run simultaneously at full capacity:	2		

<b>Cargo Control Room</b>		
6.17	Is ship fitted with a Cargo Control Room (CCR):	Yes

6.18	Can tank innage / ullage be read from the CCR:	Yes		
<b>Gauging and Sampling</b>				
6.19	Can ship operate under closed conditions in accordance with ISGOTT:	No		
6.20	What type of fixed closed tank gauging system is fitted:	NA		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes		
<b>Vapor Emission Control</b>				
6.22	Is a vapor return system (VRS) fitted:	NO		
6.23	Number/size of VRS manifolds (per side):	NA	NA	
<b>Venting</b>				
6.24	State what type of venting system is fitted:	Common		
<b>Cargo Manifolds</b>				
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:	2		
6.27	What is the size of cargo connections:	200mm		
6.28	What is the material of the manifold:	Steel		
<b>Manifold Arrangement</b>				
6.29	Distance between cargo manifold centers:	1500 mm		
6.30	Distance ships rail to manifold:	2400 mm		
6.31	Distance manifold to ships side:	2600 mm		
6.32	Top of rail to center of manifold:	1200 mm		
6.33	Distance main deck to center of manifold:	1700 mm		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	5m	2.2m	
6.35	Number / size reducers:			
<b>Stern Manifold</b>				
6.36	Is vessel fitted with a stern manifold:	NO		
6.37	If stern manifold fitted, state size:	NA		
<b>Cargo Heating</b>				
6.38	Type of cargo heating system?	NA		
6.39	If fitted, are all tanks coiled?	NA		
6.40	If fitted, what is the material of the heating coils:	NA		
6.41	Maximum temperature cargo can be loaded/maintained:	NA	NA	
<b>Tank Coating</b>				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	EPOXY	Full
	Ballast tanks:	Yes	EPOXY	Full
	Slop tanks:	Yes	EPOXY	Full
6.43	If fitted, what type of anodes are used:			

7.	<b>INERT GAS AND CRUDE OIL WASHING</b>			
7.1	Is an Inert Gas System (IGS) fitted:	No		
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	NA		
7.3	Is a Crude Oil Washing (COW) installation fitted:	No		

8.	<b>MOORING</b>					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		NA			
	Main deck fwd:		NA			
	Main deck aft:		NA			
	Poop deck:		NA			
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength

	Forecastle:		NA			
	Main deck fwd:		NA			
	Main deck aft:		NA			
	Poop deck:		NA			
8.3	Mooring ropes (on deck)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		40 Mm	Polyster & Polyp	200m	32 M/T
	Main deck fwd:		NA			
	Main deck aft:		NA			
	Poop deck:		40 Mm	Polyster & Polyp	200m	32 M/T
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		40 Mm	Polyster & Polyp	200m	32 M/T
	Main deck fwd:		NA			
	Main deck aft:		NA			
	Poop deck:		40 Mm	Polyster & Polyp	200m	32 M/T
8.5	Mooring winches		No.	# Drums	Brake Capacity	
	Forecastle:		1	Double	7.0 M Ton	
	Main deck fwd:					
	Main deck aft:					
	Poop deck:		1	Double	7.0 M Ton	
8.6	Mooring bitts		No.	SWL		
	Forecastle:		4	12 M ton		
	Main deck fwd:		2	12 M ton		
	Midship deck:					
	Main deck aft:		4	12 M ton		
	Poop deck:		4	12 M ton		
8.7	Closed chocks and/or fairleads of enclosed type					
	Forecastle:		4	12 M ton		
	Main deck fwd:		2	12 M ton		
	Midship deck:					
	Main deck aft:		2	12 M ton		
	Poop deck:		4	12 M ton		
<b>Emergency Towing System</b>						
8.8	Type / SWL of Emergency Towing system forward:		1	25 M Ton		
8.9	Type / SWL of Emergency Towing system aft:		1	25 M Ton		
<b>Anchors</b>						
8.10	Number of shackles on port cable:		7			
8.11	Number of shackles on starboard cable:		7			
<b>Escort Tug</b>						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:		NA	NA		
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		NA			
<b>Bow/Stern Thruster</b>						
8.14	What is brake horse power of bow thruster (if fitted):		NA	NA		
8.15	What is brake horse power of stern thruster (if fitted):		NA	NA		
<b>Single Point Mooring (SPM) Equipment</b>						
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)':		NA			
8.17	Is vessel fitted with chain stopper(s):		NA			
8.18	How many chain stopper(s) are fitted:		NA			
8.19	State type of chain stopper(s) fitted:		NA			
8.20	Safe Working Load (SWL) of chain stopper(s):		NA			
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		NA			
8.22	Distance between the bow fairlead and chain stopper/bracket:		NA			

8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	NA
<b>Lifting Equipment</b>		
8.24	Derrick / Crane description (Number, SWL and location):	NA
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	NA
<b>Ship To Ship Transfer (STS)</b>		
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?	MGO	
9.2	What type of fuel is used in the generating plant?	MGO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	NA	991.19 M3
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed	
Insurance			
9.5	P & I Club - Full Style:	British Steamship P&I Association (Bermuda) Limited Clarendon House, 2 Church Street, Hamilton HM 11, Bermuda	
9.6	P & I Club coverage - pollution liability coverage:	USD \$600,000	
Port State Control			
9.7	Date and place of last Port State Control inspection:	NA	
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:	NO	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Gas Oil , Gas Oil , Gas Oil	
Vetting			
9.12	Date/Place of last SIRE Inspection:	NA	
9.13	Date/Place of last CDI Inspection:	NA	
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*:  * Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.	NA	