

1.	VESSEL DESCRIPTION		
1.1	Date updated:	03rd Dec. 2014	
1.2	Vessel's name:	FORTUNE SWAN	
1.3	IMO number:	9322994	
1.4	Vessel's previous name(s) and date(s) of change:	Clipper Kate	
1.5	Date delivered:	MAY 15 2006	
1.6	Builder (where built):	STX Shipyard Korea	
1.7	Flag:	Korea	
1.8	Port of Registry:	Jeju	
1.9	Call sign:	D7NK	
1.10	Vessel's satcom phone number:	+ 870-773-244-406	
	Vessel's fax number:	+ 870-783-226-194	
	Vessel's telex number:	444000868	
	Vessel's email address:	fcswan@ipsignature3.net	
1.11	Type of vessel:	Oil/chemical	
1.12	Type of hull:	IMO II (Double hull)	
Classification			
1.13	Classification society:	Korean Register of Shipping	
1.14	Class notation:	KRS1 OIL/CHEMICAL TANKER(DOUBLE HULL) 'ESP' (FBC) PRODUCT/II 2G 1.025 S.G(IBC) ERS ENV(IAFS,IOPP,ISPP,IAPP,VEC-1,IEE) CHA LI KRM1 UMA STCM	
1.15	If Classification society changed, name of previous society:	ABS	
1.16	If Classification society changed, date of change:	03 rd July 2014	
1.17	IMO type, if applicable:	II	
1.18	Does the vessel have ice class? If yes, state what level:	NO	
1.19	Date / place of last dry-dock:	13th May 2014	-
1.20	Date next dry dock due	14 th MAY 2016	
1.21	Date of last special survey / next survey due:	18 th MAY 2011	14 th MAY 2016
1.22	Date of last annual survey:	30th June 2014	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	N/A	
1.24	Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date?	N/A	
Dimensions			
1.25	Length Over All (LOA):	116.50 Metres	
1.26	Length Between Perpendiculars (LBP):	109.36 Metres	
1.27	Extreme breadth (Beam):	20 Metres	
1.28	Moulded depth:	11.71 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	35.92 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	52.696 Metres	63.80 Metres
1.31	Distance bridge front to center of manifold:	30.80 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	26 Metres	29.088 Metres
	Aft to mid-point manifold:	17 Metres	27 Metres
	Parallel body length:	43 Metres	55.52 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	182 Millimetres	20.60 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	33.492 Metres	
	Normal ballast:	30.994 Metres	
	At loaded summer deadweight:	27.52 Metres	
Tonnages			
1.35	Net Tonnage:	3,266	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	7687	
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):	8,469.71	6,613

1.38	Panama Canal Net Tonnage (PCNT):			6,529	
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.311 Metres	8.40 Metres	11,259 Metric Tonnes	15,020.7 Metric Tonnes
	Winter:	3.486 Metres	8.225 Metres	10871.937 Metric Tonnes	14,657.7 Metric Tonnes
	Tropical:	3.136 Metres	8.575 Metres	11597.987 Metric Tonnes	15,383.75 Metric Tonnes
	Lightship:	9.311 Metres	2.428 Metres		3785.763 Metric Tonnes
	Normal Ballast Condition:	6.774 Metres	4.926 Metres	4,390.8 Merric Tonnes	8176.6 Metric Tonnes
1.40	Does vessel have multiple SDWT?			YES	
1.41	If yes, what is the maximum assigned deadweight?			11,420 Metric Tonnes	
Ownership and Operation					
1.42	Registered owner - Full style:			Y-ENTEC CO.,LTD 1232, Yeosusandan-ro, Yeosu-si, Jeollanam-do, Korea	
1.43	Technical operator - Full style:			FORTUNE MARINE. CO., LTD. 3FL, GYEONHBOK BLDG, 6-8, Gwangbok-ro 97beonan-gil, Jung-gu, Busan, Korea	
1.44	Commercial operator - Full style:			TK SHIPPING CO.,LTD. RM. 803-1, 7-5, 260 BEONGIL, JUNGANGDAERO, DONG-KU, BUSAN, KOREA	
1.45	Disponent owner - Full style:			FORTUNE MARINE. CO., LTD. 3FL, GYEONHBOK BLDG, 6-8, Gwangbok-ro 97beonan-gil, Jung-gu, Busan, Korea	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	2014-06-30	N/A	2016-05-14
2.2	Safety Radio Certificate:	2014-06-30	N/A	2016-05-14
2.3	Safety Construction Certificate:	2014-06-30	N/A	2016-05-14
2.4	Loadline Certificate:	2014-06-30	N/A	2016-05-14
2.5	International Oil Pollution Prevention Certificate (IOPPC):	2014-06-30	N/A	2016-05-14
2.6	Safety Management Certificate (SMC):	2014-12-02	N/A	2019-12-01
2.7	Document of Compliance (DOC):	2013-03-15	2014-07-08	2018-04-08
2.8	USCG (specify: COC, LOC or COI):	N/A		
2.9	Civil Liability Convention Certificate (CLC):	2014-06-11	N/A	2015-02-20
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	2014-06-11	N/A	2015-02-20
2.11	U.S. Certificate of Financial Responsibility (COFR):	N/A		
2.12	Certificate of Fitness (Chemicals):	2014-06-30	N/A	2016-05-14
2.13	Certificate of Fitness (Gas):	N/A		
2.14	Certificate of Class:	2014-06-30	N/A	2014-11-29
2.15	International Ship Security Certificate (ISSC):	2014-12-02	N/A	2019-12-01
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	2014-06-30	N/A	2016-05-14
2.17	International Air Pollution Prevention Certificate (IAPP):	2014-06-30	N/A	2016-05-14
Documentation				
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:		Yes	

3.	CREW MANAGEMENT	
3.1	Nationality of Master:	KOREA

3.2	Nationality of Officers:	KOREA&INDONESIA
3.3	Nationality of Crew:	KOREA, INDONESIA,MYANMAR
3.4	If Officers/Crew employed by a Manning Agency - Full style:	DONG JIN CO. LTD., SUN JIN SHIPPING CO., LTD.
3.5	What is the common working language onboard:	ENGLISH
3.6	Do officers speak and understand English:	YES
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:	N/A

4.	HELICOPTERS	
4.1	Can the ship comply with the ICS Helicopter Guidelines:	NO
4.2	If Yes, state whether winching or landing area provided:	

5.	FOR USA CALLS	
5.1	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter:	NO
5.2	Qualified individual (QI) - Full style:	
5.3	Oil Spill Response Organization (OSRO) -Full style:	
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	N/A

6.	CARGO AND BALLAST HANDLING	
Double Hull Vessels		
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	YES
6.2	If Yes, is bulkhead solid or perforated:	Solid
Cargo Tank Capacities		
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 1463.9 m3 (1PS) Seg#2: 2980.9 m3 (2PS) Seg#3: 1484.1 m3 (3PS) Seg#4: 3197.6 m3 (4PS) Seg#5: 2461.6 m3 (5PS) Seg#6: 665.3 m3 (SLOPS PS)
6.4	Total cubic capacity (98%, excluding slop tanks):	11588.1 m3
6.5	Slop tank(s) capacity (98%):	665.3 m3
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	21.35 Cu. Metres
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	SBT
SBT Vessels		
6.8	What is total capacity of SBT?	4238.1 m3
6.9	What percentage of SDWT can vessel maintain with SBT only:	37.6 %
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)	YES

Cargo Handling		
6.11	How many grades/products can vessel load/discharge with double valve segregation:	6
6.12	Maximum loading rate for homogenous cargo per manifold connection:	330 Cu. Metres/Hour
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1300 Cu. Metres/Hour
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes Max 98,Max Loadrate 700m3/h per grade,Final top off rate 70m3/h per tank, Mac Loading rate using N2 plant - 752 M3/Hr.

Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	10 2	Centrifugal Centrifugal	300 M3/HR 100 M3/HR
	Stripping:	N/A		
	Eductors:	N/A		
	Ballast:	2	Centrifugal	250
6.16	How many cargo pumps can be run simultaneously at full capacity:		4	

Cargo Control Room				
6.17	Is ship fitted with a Cargo Control Room (CCR):			Yes
6.18	Can tank innage / ullage be read from the CCR:			Yes
Gauging and Sampling				
6.19	Can ship operate under closed conditions in accordance with ISGOTT:			Yes
6.20	What type of fixed closed tank gauging system is fitted:			Radar
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:			Yes/All tanks
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:			Yes
6.23	Number/size of VRS manifolds (per side):		1 Per Side (2)	150mm
Venting				
6.24	State what type of venting system is fitted:			P/V VALVES
Cargo Manifolds				
6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':			N/A
6.26	What is the number of cargo connections per side:			7
6.27	What is the size of cargo connections:			200 mm
6.28	What is the material of the manifold:			SUS 316L
Manifold Arrangement				
6.29	Distance between cargo manifold centers:			800 Millimetres
6.30	Distance ships rail to manifold:			3,850 Millimetres
6.31	Distance manifold to ships side:			4,050 Millimetres
6.32	Top of rail to center of manifold:			650 Millimetres
6.33	Distance main deck to center of manifold:			1,970 Millimetres
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:			8.88 Metres 5.30 Metres
6.35	Number / size reducers:			2 x 250/200mm (10/8") 1 x 250/300mm (10/12") 1 x 150/200mm (6/8") 8 x 200/200mm (8/8") 2 x 300/300mm (12/12")
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:			YES
6.37	If stern manifold fitted, state size:			250mm
Cargo Heating				
6.38	Type of cargo heating system?			2, heating Coils
6.39	If fitted, are all tanks coiled?			YES
6.40	If fitted, what is the material of the heating coils:			SUS 316L
6.41	Maximum temperature cargo can be loaded/maintained:			60.0 A°C / 140.0 A°F 60.0 A°C / 140.0 A°F
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?		Coated	Type To What Extent
	Cargo tanks	YES	Phenolic Epoxy	Whole Tank
	Ballast tanks:	YES	Phenolic Epoxy	Whole Tank
	Slop tanks:	YES	Phenolic Epoxy	Whole Tank
6.43	If fitted, what type of anodes are used:			ZINC

7.	INERT GAS AND CRUDE OIL WASHING			
7.1	Is an Inert Gas System (IGS) fitted:			Yes
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:			IG Generator
7.3	Is a Crude Oil Washing (COW) installation fitted:			N/A

8.	MOORING					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	N/A				
	Main deck fwd:	N/A				
	Main deck aft:	N/A				
	Poop deck:	N/A				

8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	N/A				
	Main deck fwd:	N/A				
	Main deck aft:	N/A				
	Poop deck:	N/A				
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	48 Millimetres	Pilipropilene + Polyester	200 Metres	38.90 Metric Tonnes
	Main deck fwd:	N/A				
	Main deck aft:	N/A				
	Poop deck:	4	48 Millimetres	Pilipropilene + Polyester	200 Metres	38.90 Metric Tonnes
8.4	Other mooring lines		Diameter	Material	Length	Breaking Strength
	Forecastle:	4	48 Millimetres	Pilipropilene + Polyester	200 Metres	38.90 Metric Tonnes
	Main deck fwd:	N/A				
	Main deck aft:	N/A				
	Poop deck:	4	44 Millimetres	Pilipropilene + Polyester	200 Metres	38.9 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	DOUBLE+SPLIT	27.50 Metric Tonnes
	Main deck fwd:			N/A		
	Main deck aft:			N/A		
	Poop deck:			2	DOUBLE+SPLIT	27.50 Metric Tonnes
8.6	Mooring bitts				No.	SWL
	Forecastle:				4	27 Metric Tonnes
	Main deck fwd:				2	27 Metric Tonnes
	Main deck aft:				2	27 Metric Tonnes
	Poop deck:				6	27 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type					
	Forecastle:				5	46 Metric Tonnes
	Main deck fwd:				6	27 Metric Tonnes
	Main deck aft:				6	27 Metric Tonnes
	Poop deck:				5	46 Metric Tonnes
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				N/A	
8.9	Type / SWL of Emergency Towing system aft:				N/A	
Anchors						
8.10	Number of shackles on port cable:				10	
8.11	Number of shackles on starboard cable:				10	
Escort Tug						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				64 Metric Tonnes	N/A
8.13	What is SWL of bollard on poopdeck suitable for escort tug:				27MT	
Bow/Stern Thruster						
8.14	What is brake horse power of bow thruster (if fitted):				610BHP	454.87KW
8.15	What is brake horse power of stern thruster (if fitted):				N/A	N/A
Single Point Mooring (SPM) Equipment						
8.16	Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)':				N/A	
8.17	Is vessel fitted with chain stopper(s):				N/A	
8.18	How many chain stopper(s) are fitted:				N/A	
8.19	State type of chain stopper(s) fitted:				N/A	
8.20	Safe Working Load (SWL) of chain stopper(s):				N/A	

8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	N/A
8.22	Distance between the bow fairlead and chain stopper/bracket:	N/A
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	YES
Lifting Equipment		
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 5 Ton
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	7 M
Ship To Ship Transfer (STS)		
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):	YES

9.	MISCELLANEOUS		
Engine Room			
9.1	What type of fuel is used for main propulsion?	HFO	
9.2	What type of fuel is used in the generating plant?	HFO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	831.6 m3	93.1 m3
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	FIXED PITCH	
Insurance			
9.5	P & I Club - Full Style:	JAPAN P&I	
9.6	P & I Club coverage - pollution liability coverage:	US\$ 1 billion	
Port State Control			
9.7	Date and place of last Port State Control inspection:	20 th Sep. 2014 / Yantai, China	
9.8	Any outstanding deficiencies as reported by any Port State Control:	N/A	
9.9	If yes, provide details:	N/A	
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:	N/A	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	1 ST : 1416 YEOSU > DALIAN, CHINA / PX 2 ND : 1415 DAESAN > NINGBO, CHINA / PX 3 RD : 1414 INCHON & DAESAN > DALIAN / PX 5,000MT + PX 5,000MT	
Vetting			
9.12	Date/Place of last SIRE Inspection:	IDEMITSU: 19 th Sep. 2014 (Incheon, Korea)	
9.13	Date/Place of last CDI Inspection:	-	
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: <i>* Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>		