

1. VESSEL DESCRIPTION			
1.1	Date updated:	06 SEPT 2011	
1.2	Vessel's name:	HARLINGTON	
1.3	IMO number:	9514444	
1.4	Vessel's previous name(s) and date(s) of change:	CF HARLINGTON / 06 September 2010	
1.5	Date delivered:	16 September 2009	
1.6	Builder (where built):	Rongcheng Shenfei SHIPBUILDING INDUSTRY CO., LTD CHINA.	
1.7	Flag:	SINGAPORE	
1.8	Port of Registry:	SINGAPORE	
1.9	Call sign:	9V8928	
1.10	Vessel's satcom phone number:	870-773182858 IRRIDIUM: 001-8816-77710908	
	Vessel's fax number:	870-783181161	
	Vessel's telex number:	456426610, 456426611, 456426612	
	Vessel's email address:	Master.9V8928@globeemail.com	
1.11	Type of vessel:	Oil Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	Bureau VERITAS	
1.14	Class notation:	+Hull +Mach, OIL TANKER ESP, UNRESTRICTED NAVIGATION, AUT-UMS, MON Shaft	
1.15	If Classification society changed, name of previous society:	Not Applicable	
1.16	If Classification society changed, date of change:	Not Applicable	
1.17	IMO type, if applicable:	Not Applicable	
1.18	Does the vessel have ice class? If yes, state what level:	Not Applicable	
1.19	Date / place of last dry-dock:	Not Applicable	
1.20	Date next dry dock due	16 SEPTEMBER 2012	
1.21	Date of last special survey / next survey due:	16 SEPT 2009	15 SEPT 2014
1.22	Date of last annual survey:	10 SEPT 2010	
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?	N/A	
Dimensions			
1.25	Length Over All (LOA):	102.70 M	
1.26	Length Between Perpendiculars (LBP):	95.23 M	
1.27	Extreme breadth (Beam):	17.8 M	
1.28	Moulded depth:	8.824 M	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	34.20 M	M
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	52.80 M	49.90 M
1.31	Distance bridge front to center of manifold:	28.00 M	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	19.18 M	24.66 M
	Aft to mid-point manifold:	14.87 M	22.79 M
	Parallel body length:	34.05 M	47.45 M
1.33	FWA at summer draft / TPC immersion at summer draft:	142 MM	15.433 MT
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast

Lightship:	32.019 M	0.000 M
Normal ballast:	29.45 M	0.000 M
At loaded summer deadweight:	27.687 M	0.000 M

Tonnages

1.35 Net Tonnage:	1,871
1.36 Gross Tonnage / Reduced Gross Tonnage (if applicable):	4,568
1.37 Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	N/A
1.38 Panama Canal Net Tonnage (PCNT):	N/A

Loadline Information

1.39 Loadline	Freeboard	Draft	Deadweight	Displacement
Summer:	2.311 M	6.513 M	6076.699 MT	8745.19 MT
Winter:	2.446 M	6.378 M	5944.08 MT	8536.95 MT
Tropical:	2.176 M	6.648 M	6360.91 MT	8953.78 MT
Lightship:	6.643 M	2.181 M		2592.87 MT
Normal Ballast Condition:	4.074 M	4.75 M	3465.582 MT	6058.452 MT
1.40 Does vessel have multiple SDWT?			N/A	
1.41 If yes, what is the maximum assigned deadweight?			N/A	

Ownership and Operation

1.42 Registered owner - Full style:	RUMFORD SINGAPORE PTE.LTD 30 CECIL STREET #24-01/02 PRUDENTIAL TOWER SINGAPORE 049712
1.43 Technical operator - Full style:	NORSTAR SHIPPING ASIA PTE, LTD. 1 RAFFLES PLACE, #58-00 ONE RAFFLES PLACE, SINGAPORE 048616 Tel: + 65 65331040 Fax: + 65 65331041 Email: ops@norstarshipping.com
1.44 Commercial operator - Full style:	Sea Sea Singapore Pte Ltd 24th Floor Prudential Tower 30 Cecil Street Singapore E.mail : chart@seaseasingapore.com tel: +65 6603 9276
1.45 Disponent owner - Full style:	NA

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	01-11-2010	Not Applicable	15-09-2014
2.2	Safety Radio Certificate:	10-09-2010	Not Applicable	15-09-2014
2.3	Safety Construction Certificate:	10-09-2010	Not Applicable	15-09-2014
2.4	Loadline Certificate:	10-09-2010	Not Applicable	15-09-2014
2.5	International Oil Pollution Prevention Certificate (IOPPC):	10-09-2010	Not Applicable	15-09-2014
2.6	Safety Management Certificate (SMC):	10-09-2010	Not Applicable	03-06-2015
2.7	Document of Compliance (DOC):	25-06-2010	Not Applicable	03-06-2015
2.8	USCG (specify: COC, LOC or COI): LOC	27-11-2009	Not Applicable	27-11-2011
2.9	Civil Liability Convention Certificate (CLC):	15-02-2011	Not Applicable	20-02-2012
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	15-02-2011	Not Applicable	20-02-2012
2.11	U.S. Certificate of Financial Responsibility (COFR):	15-09-2009		15/09/2012
2.12	Certificate of Fitness (Chemicals):	Not Applicable		

2.13 Certificate of Fitness (Gas):	Not Applicable	
2.14 Certificate of Class:	10-09-2010	15-09-2014
2.15 International Ship Security Certificate (ISSC):	01-04-2011	10-09-2015
2.16 International Sewage Pollution Prevention Certificate (ISPPC)	10-09-2010	10-09-2015
2.17 International Air Pollution Prevention Certificate (IAPP):	10-09-2010	15-09-2014

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 ITOPF and will remain so for the entire duration of this voyage/contract:	Yes

3. CREW MANAGEMENT

3.1 Nationality of Master:	MYANMAR
3.2 Nationality of Officers:	MYANMAR
3.3 Nationality of Crew:	MYANMAR
3.4 If Officers/Crew employed by a Manning Agency - Full style:	NORSTAR SHIPPING ASIA PTE, LTD. 1 RAFFLES PLACE, #58-00 ONE RAFFLES PLACE, SINGAPORE 048616 Tel: +65 6597 7288 Fax: +65 6597 7277
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:	YES

4. HELICOPTERS

4.1 Can the ship comply with the ICS Helicopter Guidelines:	YES
4.2 If Yes, state whether winching or landing area provided:	Winching

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:	Yes
5.2 Qualified individual (OI) - Full style:	O'Brien Response Management Inc, Crisis Response Center, OOPS 2000 Old Spanish Trail, Suite 210 Slidell, Louisiana 70458-8680,USA Tel: +1-985-781-0804 (24 hour emergency) Fax: +1 985 781 0580 Telex: 49617361 OOPS UI Mobile: +1-985-781-0580 Email: commandcenter@oopsusa.com
5.3 Oil Spill Response Organization (OSRO) -Full style:	Marine Spill Response Corp (MSRC) 220 Spring Street, Suite 500 Herndon, VA 20170 USA Tel: +1-800-645-7745 Fax: +1-732-417-0097 Web: www.msrc.org
5.4 Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	NO

6. CARGO AND BALLAST HANDLING

Double Hull Vessels

6.1 Is vessel fitted with centerline bulkhead in all cargo tanks:	YES
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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): Group 1(1w & slops) capacity – 1345.881cbm
Group 2(2W & 4W) ; capacity – 2670.044cbm
Group 3(3W & 5W) ; capacity – 2828.119cbm

6.4 Total cubic capacity (98%, excluding slop tanks): 6612.515 M3

6.5 Slop tank(s) capacity (98%): 231.529 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

SBT Vessels

6.8 What is total capacity of SBT? 2930.330 M3

6.9 What percentage of SDWT can vessel maintain with SBT only: 47.34 %

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: 3

6.12 Maximum loading rate for homogenous cargo per manifold connection: 600 M3/HR

6.13 Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds: 1200 M3/HR

6.14 Are there any cargo tank filling restrictions. If yes, please specify: SG 1.025

Pumping Systems

6.15 Pumps:	No.	Type	Capacity
Cargo:	2+1	Twin screw pump	750 M3/HR 300 M3/HR
Stripping:	1	Twin screw pump	150 M3/HR
Eductors:		N/A	M3/HR
Ballast:	2	horizontal centrifugal	200 M3/HR

6.16 How many cargo pumps can be run simultaneously at full capacity: 2

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: ENRAF radar system

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): 2 x 200 MM

Venting

6.24 State what type of venting system is fitted: High velocity vent and Vacuum relief valves with Pressure/vacuum sensors

Cargo Manifolds

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: 3

6.27 What is the size of cargo connections: 250 MM

6.28 What is the material of the manifold: mild steel

Manifold Arrangement

6.29	Distance between cargo manifold centers:	1500 MM	
6.30	Distance ships rail to manifold:	3800 MM	
6.31	Distance manifold to ships side:	3800 MM	
6.32	Top of rail to center of manifold:	1050 MM	
6.33	Distance main deck to center of manifold:	2100 MM	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	6.30 M	4.40 M
6.35	Number / size reducers:	3 x 250/300mm (10/12") 3 x 250/200mm (10/8") 3 x 250/150mm (10/6") 1 x 75/100mm (3/4") 1 x 75/125mm (3/5") 1 x 100/125mm (4/5") 1 x 125/130mm (5/6") 1 x 150/200mm (6/8")	

Stern Manifold

6.36	Is vessel fitted with a stern manifold:	YES
6.37	If stern manifold fitted, state size:	4"

Cargo Heating

6.38	Type of cargo heating system?	STEAM	
6.39	If fitted, are all tanks coiled?	Yes	
6.40	If fitted, what is the material of the heating coils:	Stainless Steel	
6.41	Maximum temperature cargo can be loaded/maintained:	60C/ 140 F	60C/ 140 F

Tank Coating

6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	JOTUN Tank guard HB Light Grey (EPOXY RESIN)	FULLY COATED
	Ballast tanks:	Yes	JOTUN Balloxy HB Light Green	FULLY COATED
	Slop tanks:			
6.43	If fitted, what type of anodes are used:		Zinc anodes	

7. INERT GAS AND CRUDE OIL WASHING

7.1	Is an Inert Gas System (IGS) fitted:	N/A
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	N/A
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:		MM		M	MT
	Main deck fwd:		MM		M	MT
	Main deck aft:		MM		M	MT
	Poop deck:		MM		M	MT
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		MM		M	MT
	Main deck fwd:		MM		M	MT
	Main deck aft:		MM		M	MT
	Poop deck:		MM		M	MT
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	40 MM	Polyamide	200 M	38.3 MT
	Main deck fwd:		MM	Not Applicable	M	MT

	Main deck aft:		MM	Not Applicable	M	MT
	Poop deck:	2	40 MM	Polyamide	200 M	38.3 MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	1	40 MM	Polyamide	200 M	38.3 MT
	Main deck fwd:		MM	Not Applicable	M	MT
	Main deck aft:		MM	Not Applicable	M	MT
	Poop deck:	1	40 MM	Polyamide	200M	38.3 MT
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Single	23.0MT
	Main deck fwd:				N/A	MT
	Main deck aft:				N/A	MT
	Poop deck:			2	Single	23.5 MT
8.6	Mooring bitts				No.	SWL
	Forecastle:				5	3X26MT & 2X64MT
	Main deck fwd:				8	25MT
	Main deck aft:				6	26MT
	Poop deck:				6	26MT
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				Panama Chock x 1 Fairleads(Closed Type) x 4	64MT
	Main deck fwd:				Panama Chock x 2 Closed Chock x 2	45MT
	Main deck aft:				Closed Chock x 2	26MT
	Poop deck:				Panama Chock x 3 Fairleads(Closed Type) x 4	45MT

Emergency Towing System

8.8	Type / SWL of Emergency Towing system forward:				N/A	MT
8.9	Type / SWL of Emergency Towing system aft:				N/A	MT

Anchors

8.10	Number of shackles on port cable:				9	
8.11	Number of shackles on starboard cable:				9	

Escort Tug

8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				64 MT	620mm X 1080mm X 350mm
8.13	What is SWL of bollard on poop deck suitable for escort tug:				45 MT	

Bow/Stern Thruster

8.14	What is brake horse power of bow thruster (if fitted):				380 BHP	280 KW
8.15	What is brake horse power of stern thruster (if fitted):				BHP	0 KW

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):				No	
8.18	How many chain stopper(s) are fitted:				No	
8.19	State type of chain stopper(s) fitted:				No	
8.20	Safe Working Load (SWL) of chain stopper(s):				MT	
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:				MM	
8.22	Distance between the bow fairlead and chain stopper/bracket:				MM	

8.23 Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:

Lifting Equipment

- 8.24 Derrick / Crane description (Number, SWL and location): 1 x 2.0 T- Mid ship – Hose Handling Crane
- 8.25 What is maximum outreach of cranes / derricks outboard of the ship's side: 7.5 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 380
- 9.2 What type of fuel is used in the generating plant? MGO
- 9.3 Capacity of bunker tanks - IFO and MDO/MGO: 266.5 M3 113 M3
0 M3
- 9.4 Is vessel fitted with fixed or controllable pitch propeller(s)? Controllable Pitch

Insurance

- 9.5 P & I Club - Full Style: Assurance foreningen Gard- gjensidig-
P.O Box 789 Stoa
NO-4809 ARENDAL
NORWAY
- 9.6 P & I Club coverage - pollution liability coverage: 1,000,000,000 US\$

Port State Control

- 9.7 Date and place of last Port State Control inspection: 22 December 2010
- 9.8 Any outstanding deficiencies as reported by any Port State Control: No
- 9.9 If yes, provide details: No

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: Pollution: N/A ,
Grounding: N/A ,
Serious casualty: N/A ,
Collision: N/A ,
- 9.11 Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last): SK Shipping / Diesel Oil for all last three voyages.

Vetting

- 9.12 Date/Place of last SIRE Inspection: Mar 08, 2010 / Barber's Point Harbour.
- 9.13 Date/Place of last CDI Inspection: N/A
- 9.14 Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: N/A

**Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.*