

COOK INLET RCAC Board Meeting

Eric F. Smith - Vice President, Overseas Shipholding Group

December 7, 2012



OSG Corporate Overview



Crude Oil

Products

U.S. Flag

Gas

A market leader in global energy transportation services

Quick Facts

Offices	North America New York, Tampa, Houston, Ft. Lauderdale, Philadelphia, Montreal Europe London, Newcastle, Athens Asia/Pac Singapore, Manila, Doha
Fleet	114 Operating and Under Construction
Cargoes Traded	Crude oil, refined petroleum products and liquefied natural gas
Markets	U.S. and International
Employees	3,800 ashore and afloat worldwide
Founded	1948
Exchange / Index	NYSE: OSG / Dow Jones Transportation Index

OSG – U.S. Flag Fleet

Largest Blue Water fleet in the US

- 10 Product Tankers
- 2 Shuttle Tanker
- 7 Clean Articulated Tug/Barges (ATB's)
- 3 STS Lightering vessels

Largest U.S. Lightering presence

Largest transporter of clean product into Florida

Ownership in the Alaska Tanker Company (ATC)

Largest mover of crude oil in and around U.S. waters



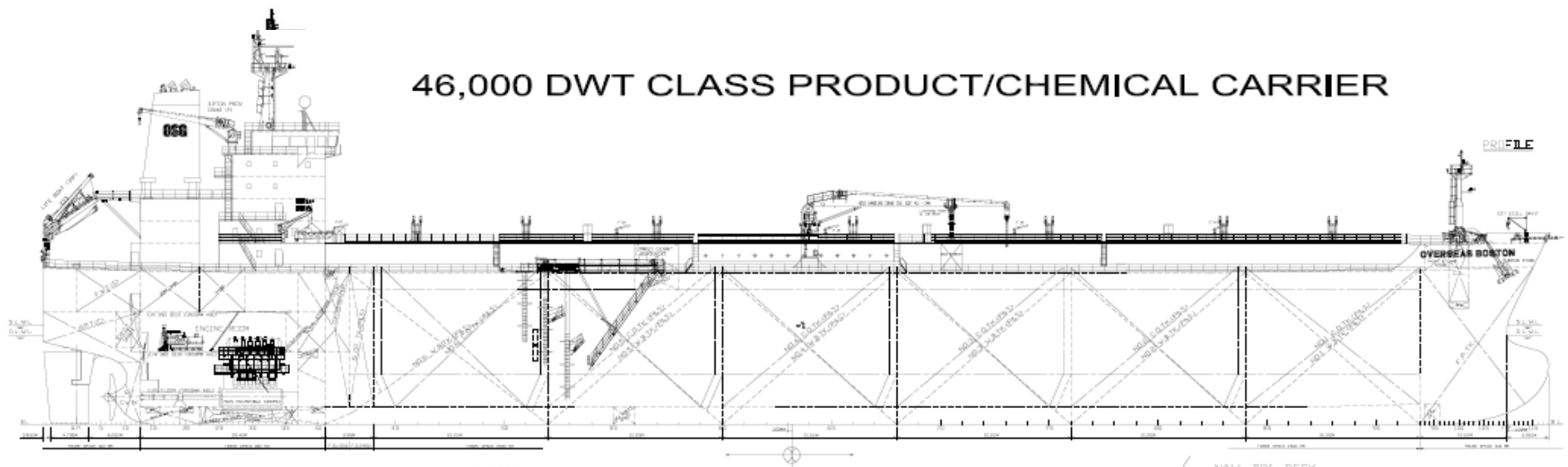
Tesoro Vessel's

- **OVERSEAS BOSTON**
- **OVERSEAS NIKISKI**
- **OVERSEAS MARTINEZ**
 - **Veteran Class' MT46 tanker**
 - **Designed for maximum cargo flexibility**
 - **Equipped with PWS Towing Package**
 - **FRAMO Cargo System**



Aker 'Veteran Class' MT46 Chemical / Product tanker

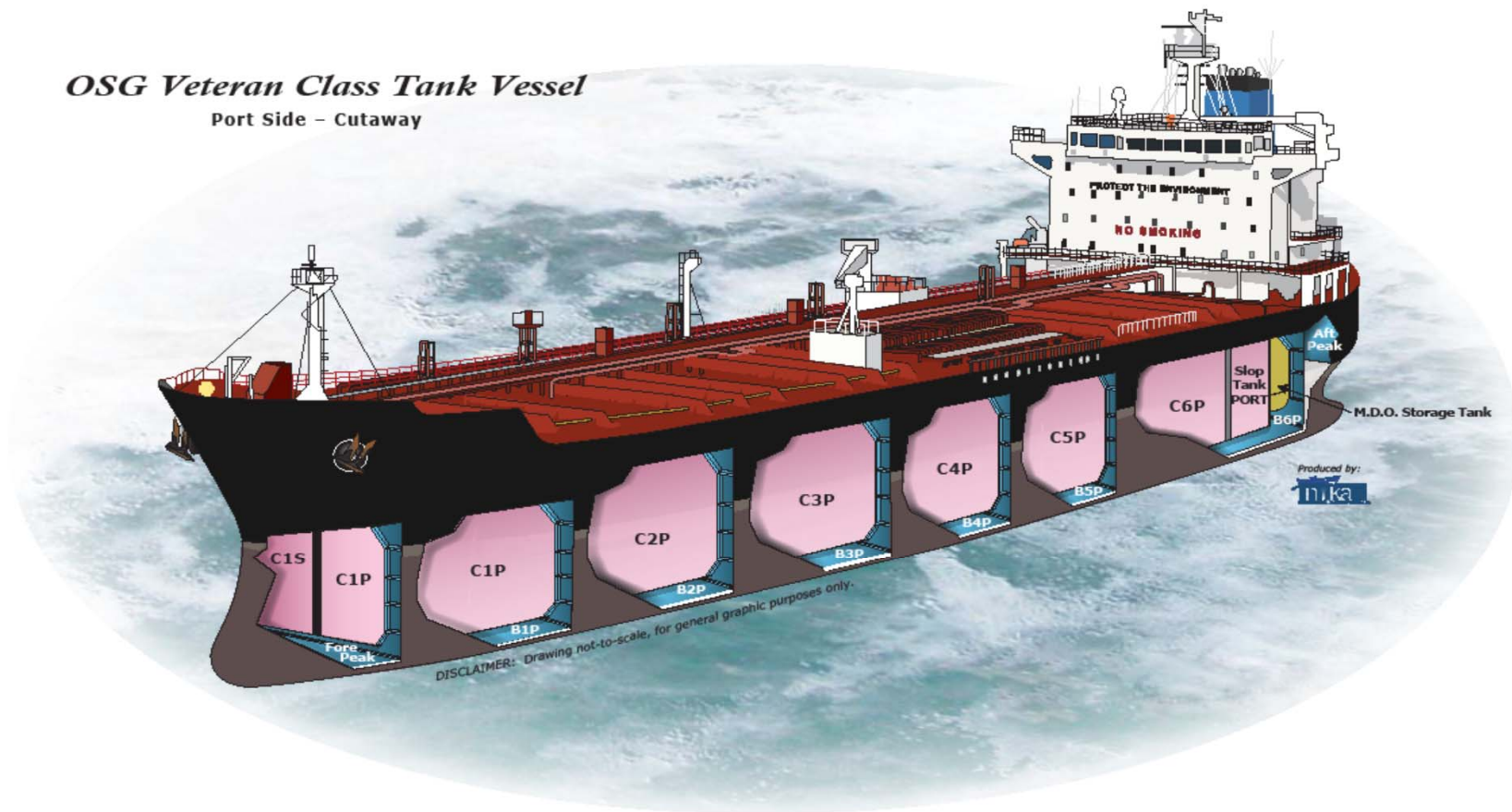
- Length (O.A.) 183.2 M
- Breadth 32.2 M
- Depth 18.8 M
- Draft (Sum) 12.2 M
- DWT 46,287 MT
- Main Engine MAN-B&W 6S50MC
- BHP 11,640 @ 127 RPM



Environmental Design Features

OSG Veteran Class Tank Vessel

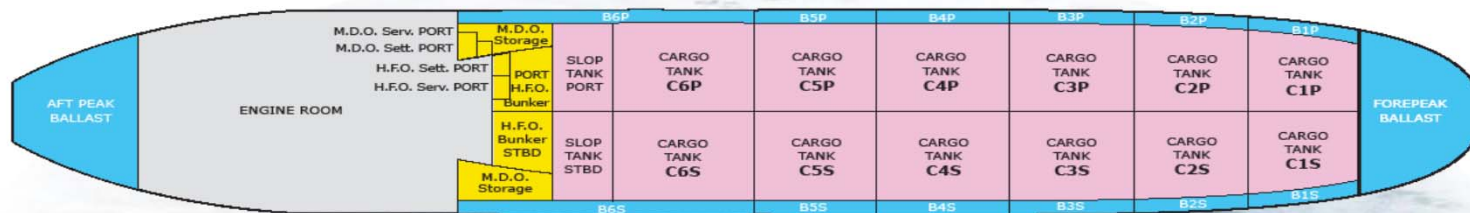
Port Side – Cutaway



Environmental Design Features – Cont'd

- No FO Tanks are common with Ships Side or Bottom

OSG Veteran Class Tank Vessel
Plan View



Cargo Tank Summary	
Tank	Qty (bbls)
NO. 1 Cargo Tank Port (C1P)	20,508
NO. 1 Cargo Tank STBD (C1S)	20,508
NO. 2 Cargo Tank Port (C2P)	28,684
NO. 2 Cargo Tank STBD (C2S)	28,684
NO. 3 Cargo Tank Port (C3P)	29,322
NO. 3 Cargo Tank STBD (C3S)	29,322
NO. 4 Cargo Tank Port (C4P)	29,322
NO. 4 Cargo Tank STBD (C4S)	29,322
NO. 5 Cargo Tank Port (C5P)	29,213
NO. 5 Cargo Tank STBD (C5S)	29,213
NO. 6 Cargo Tank Port (C6P)	25,209
NO. 6 Cargo Tank STBD (C6S)	25,209
Slop Tank Port	3,583
Slop Tank STBD	3,583

Intermediate Fuel Oil	
Tank	Qty (TON)
H.F.O. Bunker Tank Port	588
H.F.O. Bunker Tank STBD	550
H.F.O. Serv. Tank Port	35
H.F.O. Sett. Tank Port	44
L.S.H.F.O. Bunker Tank STBD	168

Marine Diesel Oil	
Tank	Qty (TON)
M.D.O. Stor. Tank Port	62
M.D.O. Stor. Tank STBD	88
M.D.O. Serv. Tank Port	24
M.D.O. Sett. Tank Port	11

Ballast Tank Summary	
Tank	Qty (TON)
Forepeak	2,488
NO. 1 Ballast Port	1,981
NO. 1 Ballast STBD	1,683
NO. 2 Ballast Port	1,875
NO. 2 Ballast STBD	1,576
NO. 3 Ballast Port	1,851
NO. 3 Ballast STBD	1,559
NO. 4 Ballast Port	1,851
NO. 4 Ballast STBD	1,551
NO. 5 Ballast Port	1,842
NO. 5 Ballast STBD	1,542
NO. 6 Ballast Port	2,411
NO. 6 Ballast STBD	2,050
Aft Peak Tank Ballast	705

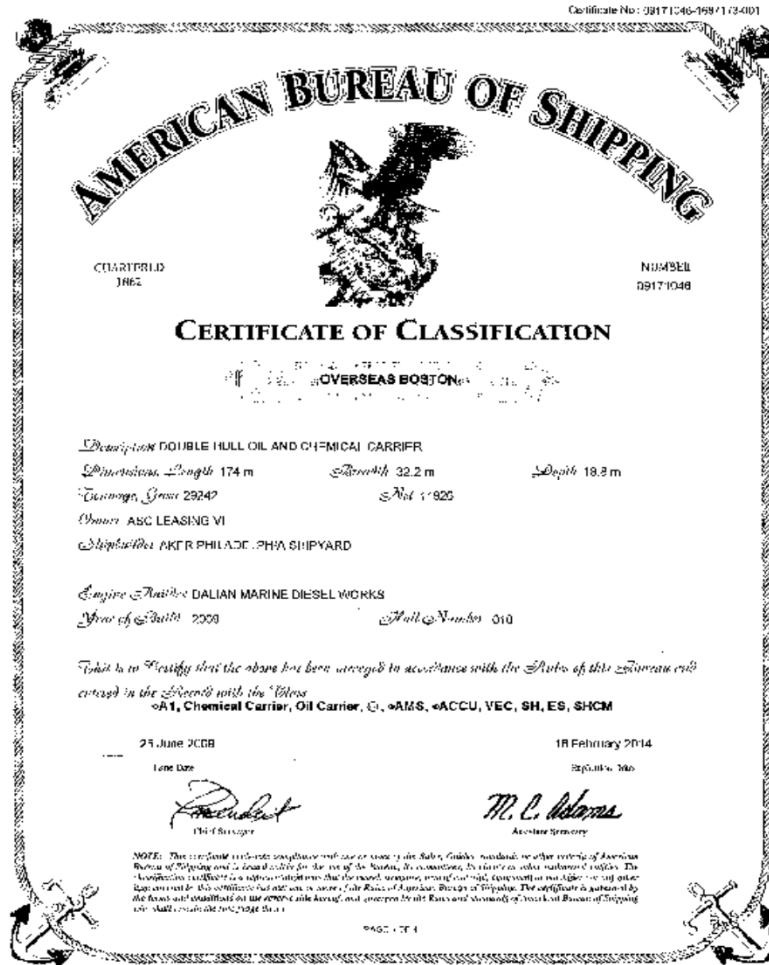
Environmental Design Features – Cont'd

- All Engines EPA Tier II Compliant
- Type II MSD / Vacuum Flush



ABS Class ES Notation

- **Hull Anti-fouling Systems**
- **Ballast Water Management**
- **Oil Pollution Prevention**
- **Sewage Pollution Prevention**
- **Garbage Pollution Prevention**
- **Emission to Air**



OSG Betterments

- **OWS Polishing Filter & 3 Way Valve**
- **Foscle Modifications / Work Benches**
- **Main Deck Ramp Hand Rails**
- **Ballast Sighting Mod**
- **Man Hole Guards**
- **Machine Shop Work Benches**
- **Engine Stores Jib Crane**
- **Storm Ballast Crossover**
- **Bilge to Slop Tank Transfer Line**
- **Additional heater throughout the ship**
- **Variable Frequency Drives (VFD's) - De-Icing System**
- **Forward & Aft Winch Tray's**

OSG's Commitment to ALASKA



- **Roller Chocks Installed**
- **Upgrade Mooring Wire size for increased strength**

OSG's Commitment to ALASKA

- Replace Bow Wire Ropes with DPX 75 (HMPE) Mooring Lines (Head Lines). Strength Upgraded 68 to 75 MT
- SAMSON P7 Pendants used to replace Shipyard Supply.



AMSTEEL-BLUE: THE BEST ALL-AROUND DYNEEMA ROPE, A DIRECT REPLACEMENT FOR WIRE ROPES PROVEN TO REDUCE TUG ASSIST AND MOORING COSTS.

FEATURES:

- Uses Dyneema® SK-75 HMPE fiber
- A size for size strength replacement for wire rope at only 1/7th the weight
- Torque-free, very flexible, easy to handle
- Similar elastic elongation to wire rope
- Easily inspected or field spliced
- Floats

APPLICATIONS:

- Primary vessel mooring lines
- Tractor tug working lines off winch drum
- Face and wire ropes for push tugs
- Emergency and seismic tow lines

For More Information Contact:
American Rigging Supply, Inc.

AMSTEEL-BLUE IS A PROVEN COST-SAVING REPLACEMENT FOR WIRE ROPE IN KEY APPLICATIONS WHERE STRENGTH, WEIGHT AND SAFETY ARE IMPORTANT.

Recognized worldwide as the standard for single braid HMPE ropes, AmSteel-Blue is easily spliced and inspected. These features, with the superior wear and flex fatigue of Dyneema SK-75 fiber and Samthane™ coating, are combined in a torque-free 12-strand single braid design. The result is an industry leading braided synthetic rope that outlasts wire rope and has proven operator cost saving benefits.

AmSteel-Blue, at only 1/7th the weight of wire, requires less committed crew for mooring operations, significantly reduces mooring times and tug costs, and improves crew safety. The reduced weight, high strength and low stretch also make it ideal for Tug Assist/maneuvering lines, resulting in quick, efficient connections and control response. AmSteel-Blue is proven to provide longer service life and reduced costs in a variety of applications.

Standardized working pendants are available for mooring and tug assist lines, see page 14 & 17.

Recommended for split drum winch applications; not recommended for use on bitts, capstans or cleats if sagging or rendering the rope is required.

12-STRAND

Size Dia. inches	Size Dia. inches	Weight lbs. Per 100 FT.	SWT MBS/ft.	Size Dia. mm	Weight kg Per 100 M	SWT MBS/Metric Tonnes	ISO/BS EN818 Strength/Metric Tonnes
3/16"	9/16"	1.0 lb.	4,500 lb.	8mm	1.5 kg	2.2 wt	2.4 wt
1/4"	3/4"	1.6 lb.	7,100 lb.	8mm	2.4 kg	3.5 wt	3.9 wt
5/16"	1"	2.7 lb.	12,300 lb.	8mm	4.0 kg	5.6 wt	6.2 wt
3/8"	1-1/8"	3.6 lb.	17,600 lb.	8mm	5.4 kg	8.0 wt	8.9 wt
7/16"	1-1/4"	4.2 lb.	21,500 lb.	11mm	6.2 kg	9.8 wt	10.9 wt
1/2"	1-1/2"	6.4 lb.	30,600 lb.	12mm	9.5 kg	13.9 wt	15.4 wt
9/16"	1-3/4"	7.9 lb.	36,900 lb.	14mm	11.8 kg	16.6 wt	18.4 wt
5/8"	2"	10.2 lb.	47,500 lb.	16mm	15.2 kg	21.5 wt	23.9 wt
3/4"	2-1/4"	13.3 lb.	58,000 lb.	18mm	19.8 kg	28.3 wt	30.2 wt
7/8"	2-3/4"	16.6 lb.	81,700 lb.	22mm	29.2 kg	37.1 wt	41.2 wt
1"	3"	21.8 lb.	98,100 lb.	24mm	32.4 kg	44.5 wt	49.4 wt
1-1/16"	3-1/4"	27.9 lb.	118,000 lb.	26mm	40.9 kg	53.6 wt	59.6 wt
1-1/8"	3-1/2"	31.9 lb.	133,000 lb.	28mm	47.5 kg	60.4 wt	67.1 wt
1-1/4"	3-3/4"	36.2 lb.	149,000 lb.	30mm	53.9 kg	67.5 wt	75.0 wt
1-3/16"	4"	41.8 lb.	168,000 lb.	32mm	62.2 kg	78.2 wt	83.9 wt
1-3/8"	4-1/8"	45.0 lb.	185,000 lb.	34mm	67.0 kg	83.9 wt	93.2 wt
1-1/2"	4-1/2"	51.7 lb.	205,000 lb.	36mm	76.9 kg	92.9 wt	103.0 wt
1-5/8"	5"	58.2 lb.	230,000 lb.	40mm	87.0 kg	116.0 wt	128.0 wt
1-3/4"	5-1/2"	78.4 lb.	302,000 lb.	44mm	117.0 kg	137.0 wt	152.0 wt
2"	6"	87.0 lb.	343,000 lb.	48mm	130.0 kg	155.0 wt	173.0 wt
2-1/8"	6-1/2"	109.0 lb.	411,000 lb.	52mm	162.0 kg	196.0 wt	207.0 wt
2-1/4"	7"	115.0 lb.	483,000 lb.	56mm	173.0 kg	219.0 wt	244.0 wt
2-1/2"	7-1/2"	148.0 lb.	529,000 lb.	60mm	220.0 kg	240.0 wt	267.0 wt
2-3/8"	8"	167.0 lb.	596,000 lb.	64mm	248.0 kg	270.0 wt	300.0 wt
2-3/4"	8-1/2"	187.0 lb.	662,000 lb.	68mm	271.0 kg	300.0 wt	333.0 wt
3"	9"	206.0 lb.	748,000 lb.	72mm	307.0 kg	336.0 wt	377.0 wt
3-1/4"	10"	240.0 lb.	906,000 lb.	80mm	357.0 kg	411.0 wt	457.0 wt

AMSTEEL-BLUE

PRODUCT CODE: 872

TECHNICAL SPECIFICATIONS:

CLASS II ROPE

SPECIFIC GRAVITY:
(98 floats)

ELASTIC ELONGATION PERCENTAGE:
At 1% of break strength
10% 0.46%
20% 0.70%
30% 0.96%

SPlicing PROCEDUREs REQUIRED:

- EYE SPLICE –
12-Strand/Class II Rope
- END FOR END SPLICE –
12-Strand/Class II Rope

OSG's Commitment to ALASKA

- Alaska Ship Simulator – Seward, AK
- 3 Bridge Setup Allows for Interaction Between Vessels or as Separate Traffic Scenarios



Home Admissions Training Programs/Courses Student Services AVTEC Community Search AVTEC

AVTEC Alaska Maritime Training Center

Alaska's Highest Technology

Alaska has more coastline than all the other United States combined. Alaska's active seaborne trade is one of the most challenging in the world. Safely transporting passengers and freight or carrying out commercial fishing operations in Alaskan waters requires well-trained captains and crews. The goal of the Alaska Maritime Training Center is to provide safe marine operations by effectively preparing captains and crewmembers for employment in the Alaskan maritime industry.

The Alaska Maritime Training Center is a United States Coast Guard approved training facility located in Seward, Alaska, and offers USCG/STCW compliant training. It is active in a wide range of courses, offers customized training available to meet the specific needs of maritime companies. Courses are delivered through the use of our most class ship simulators, state-of-the-art computer based navigational laboratory and museum classrooms equipped with the latest instructional delivery technologies.

Mission

To provide Alaskans with the skills and technical knowledge to enable them to be productive in our continuously evolving maritime industry.

Online Training

Supplemental to our on-campus classroom training, the Alaska Maritime Training Center has a dedicated facility with the Maritime Learning System to provide mariners with online training for entry-level USCG Licenses, endorsements and renewals. For more information click here.

MARINERS LEARNING SYSTEM
Earn Your Captain's License Online!
Training programs approved by the USCG.

U.S. Coast Guard Approved/STCW Compliant Courses

- 1 Able Seaman
- 1 Assistance Towing Operations
- 1 Automatic Radar Plotting Aids (ARPA) Operations
- 1 Basic Safety Training - STCW95 includes:
 - Fire, Abandon Ship and Personal Survival
 - Basic First Aid
 - Personal Survival Techniques
- 1 Bridge Resource Management (BRM)
- 1 Global Maritime Distress & Safety System (GMDSS)
- 1 Master Not More Than 200 Tons Program
- 1 Meteorology
- 1 Operator of Unmanned Passenger Vessels (OUPV)
- 1 Proficiency in Survival Craft
- 1 Qualified Member of Engine Department (QMED) Officer
- 1 Radar Observer (Unlimited), Original
- 1 Radar Observer (Unlimited), Refresher
- 1 Radar Observer (Unlimited), Recertification
- 1 Rating Forming Part of a Navigational Watch
- 1 Seafood Processor Orientation and Safety Course
- 1 Shipboard Emergency Medicine
- 1 Tanker - Dangerous Liquids (T.L.C.)
- 1 Visual Communications-Fishing Lights
- 1 Medical Care Provider

OSG's Commitment to ALASKA



- Lap Tops with Air Card for Real Time Weather Information
- Continued Vessel Visits / Managing Office

OSG's Commitment to ALASKA

- **Best Practice Sharing between Vessel's**
- **Ice Mate**



Chapter 11 Filing

- Filed in Delaware U.S. Bankruptcy Court November 14, 2012
- Origin of the problem
- Adequate cash to operate with DIP financing
- Operations will not be interrupted, business as usual
- Safe, Reliable, Environmentally Sound Operations
- www.kccllc.net/osg
- www.osg.com

Thank You for your Attention

