

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Sep 02, 2016	
1.2	Vessel's name (IMO number):	Oraness (8416786)	
1.3	Vessel's previous name(s) and date(s) of change:	Inisheer () Dunkerque Express () Inisheer () Lia Ventura ()	
1.4	Date delivered / Builder (where built):	Mar 15, 1985 / Tille Scheepsbow B.V., Holland	
1.5	Flag / Port of Registry:	Denmark / Svendborg	
1.6	Call sign / MMSI:	OWAB2 / 220018000	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +45 23398033	
		Fax: N/A	
		Email: oraness@mhsimonsen.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Chemical	
1.9	Type of hull:	Double Hull	
Classification			
1.10	Classification society:	Det Norske Veritas	
1.11	Class notation:	1A1 R0 ICE-1B Tanker for Chemicals with FP above 60 deg C ESP HC E0	
1.12	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No	
1.13	If classification society changed, name of previous and date of change:	Germanischer Lloyd , Jul 15, 2006	
1.14	IMO type, if applicable:	1	
1.15	Does the vessel have ice class? If yes, state what level:	Yes , ICE-1B	
1.16	Date / place of last dry-dock:	May 20, 2015 / Marstal	
1.17	Date next dry dock due / next annual survey due:	Feb 28, 2017	Feb 28, 2017
1.18	Date of last special survey / next special survey due:	Feb 15, 2012	Feb 28, 2017
1.19	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	No ,	
1.20	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 Not Applicable	
Dimensions			
1.21	Length overall (LOA):	78.63 m	
1.22	Length between perpendiculars (LBP):	74.71 m	
1.23	Extreme breadth (Beam):	12.60 m	
1.24	Moulded depth:	5.40 m	
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	25.0 m	0 m
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):	50.00 m	m
1.27	Distance bridge front to center of manifold:	m	
1.28	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	m	m m
	Aft to mid-point manifold:	m	m m
	Parallel body length:	68 m	71 m 73 m
1.29	FWA/TPC at summer draft:	100 mm	MT
1.30	Constant (excluding fresh water):	MT	
1.31	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?		

1.32	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast	
	Lightship:	23.34 m	0 m	
	Normal ballast:	m	0 m	
	At loaded summer deadweight:	20.21 m	0 m	
Tonnages				
1.33	Net Tonnage:		809	
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	1804	1481	
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	0	0	
1.36	Panama Canal Net Tonnage (PCNT):		0	
Ownership and Operation				
1.37	Registered owner - Full style:	M.H.Simonsen Aps Christiansmindevej 76 DK, 5700 Svendborg Tel: +45 62202033 Fax: +45 62203533 Email: mhs@mhsimonsen.com Web: www.mhsimonsen.com		
1.38	Technical operator - Full style:	M.H.Simonsen Aps Christiansmindevej 76 DK, 5700 Svendborg Tel: +45 62202033 Fax: +45 62203533 Email: mhs@mhsimonsen.com Web: www.mhsimonsen.com		
1.39	Commercial operator - Full style:	Simonsen Chartering Christiansmindevej 76 DK, 5700 Svendborg Tel: +45 62202033 Fax: +45 62203533 Email: mhs@mhsimonsen.com		
1.40	Disponent owner - Full style:	Simonsen Chartering ApS Christiansmindevej 74 5700 Svendborg Denmark Tel: +45 6220 2033 Fax: +45 6220 1033 Email: sc@simchart.com Web: www.simchart.com		
2. CERTIFICATION				
2.1	Safety Equipment Certificate (SEC):	Apr 04, 2012	May 19, 2016	Feb 28, 2017
2.2	Safety Radio Certificate (SRC):	Apr 04, 2012	May 19, 2016	Feb 28, 2017
2.3	Safety Construction Certificate (SCC):	Apr 04, 2012	May 19, 2016	Feb 28, 2017
2.4	International Loadline Certificate (ILC):	Apr 04, 2012	May 19, 2016	Feb 28, 2017
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Apr 04, 2012	May 19, 2016	Feb 28, 2017
2.6	ISM Safety Management Certificate (SMC):	Apr 06, 2012	Jun 13, 2014	Apr 06, 2017
2.7	Document of Compliance (DOC):	Dec 06, 2012	Dec 10, 2015	Oct 07, 2017
2.8	USCG Certificate of Compliance (COC):			
2.9	Civil Liability Convention (CLC) 1992 Certificate:	Feb 20, 2016	Not Applicable	Feb 20, 2017
2.10	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 20, 2016	Not Applicable	Feb 20, 2017
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate:	Sep 21, 2015	Not Applicable	Sep 23, 2016
2.12	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable	Not Applicable	Not Applicable
2.13	Certificate of Class (COC):	Apr 04, 2012	May 19, 2016	Feb 28, 2017
2.14	International Sewage Pollution Prevention Certificate (ISPPC)	Apr 04, 2012	Not Applicable	Feb 28, 2017
2.15	Certificate of Fitness (COF):	Feb 15, 2012	May 19, 2016	Feb 28, 2017
2.16	International Energy Efficiency Certificate (IEEC):		Not Applicable	Not Applicable

2.17	International Ship Security Certificate (ISSC):	Apr 06, 2012	Jun 13, 2014	Jun 23, 2019	
2.18	International Air Pollution Prevention Certificate (IAPPC):	Apr 04, 2012	May 19, 2016	Feb 28, 2017	
2.19	Maritime Labour Certificate (MLC):	Jul 03, 2013	Not Applicable	Jul 03, 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)?	Yes			
2.23	ITF Blue Card expiry date:				
3. CREW					
3.1	Nationality of Master:	Danish			
3.2	Number and Nationality of Officers:	4 Danish - Polish			
3.3	Number and Nationality of Crew:	4 Polish			
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: N/A Crew: N/A			
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?	N/A			
4.2	Qualified individual (QI) - Full style:				
4.3	Oil Spill Response Organization (OSRO) - Full style:				
5. CARGO AND BALLAST HANDLING					
Double Hull Vessels					
5.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:	No ,			
Loadline Information					
5.2	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	0.73 m	4.79 m	2582 MT	3732 MT
	Winter:	0.83 m	4.69 m	2491 MT	3641 MT
	Tropical:	0.65 m	4.75 m	2673 MT	3823 MT
	Lightship:	3.75 m	1.66 m	Not Applicable	1177 MT
	Normal Ballast Condition:	1.96 m	4.30 m	1417 MT	2567 MT
5.3	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	No			
Cargo Tank Capacities					
5.4	Number of cargo tanks and total cubic capacity (98%):	10	2924.2 m3		
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 284.9 m3 (1 P) Seg#2: 284.9 m3 (1 S) Seg#3: 295.1 m3 (2 P) Seg#4: 298.3 m3 (2 S) Seg#5: 297.2 m3 (3 P)			

		Seg#6: 295.8 m3 (3 S) Seg#7: 295.3 m3 (4 P) Seg#8: 297.6 m3 (4 S) Seg#9: 287.3 m3 (5 P) Seg#10: 287.8 m3 (5 S)			
5.6	Number of slop tanks and total cubic capacity (98%):	1	74 m3		
5.7	Specify segregations which slops tanks belong to and their capacity with double valve:	NA			
5.8	Residual/Retention oil tank(s) capacity (98%), if applicable:	m3			
5.9	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	SBT			
SBT Vessels					
5.10	What is total SBT capacity and percentage of SDWT vessel can maintain?	1237.1 m3	48 %		
5.11	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:	Yes			
Cargo Handling and Pumping Systems					
5.12	How many grades/products can vessel load/discharge with double valve segregation:	3			
5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	Yes 95%			
5.14	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	3 3	Other Screw	250 M3/HR 250 M3/HR	
	Cargo Eductors:	0	NA	0 m3/hr	m
	Stripping:			m3/hr	m
	Ballast Pumps:	2	Centrifugal	300 m3/hr	m
	Ballast Eductors:			m3/hr	m
5.15	Max loading rate for homogenous cargo per manifold connection:	250 m3/hr			
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:	300 m3/hr			
5.17	How many cargo pumps can be run simultaneously at full capacity:				
Cargo Control Room					
5.18	Is ship fitted with a Cargo Control Room (CCR)?	No			
5.19	Can tank innage / ullage be read from the CCR?	No			
Gauging and Sampling					
5.20	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?	No			
5.21	What type of fixed closed tank gauging system is fitted:	N/A			
5.22	Number of portable gauging units (example- MMC) on board:				
5.23	Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes , All			
5.24	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:	N/A ,			
5.25	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:	N/A ,			
Vapor Emission Control System (VECS)					
5.26	Is a Vapour Emission Control System (VECS) fitted?	No			
5.27	Number/size of VECS manifolds (per side):	0	0 mm		
5.28	Number / size / type of VECS reducers:				
Venting					
5.29	State what type of venting system is fitted:	Others			
Cargo Manifolds and Reducers					
5.30	Does vessel comply with the latest edition of the OCIMF	Yes			

	'Recommendations for Oil Tanker Manifolds and Associated Equipment'?	
5.31	Total number / size of cargo manifold connections on each side:	3 / 200 mm
5.32	What type of valves are fitted at manifold:	
5.33	What is the material/rating of the manifold:	Stainless steel /
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:	
5.35	Distance between cargo manifold centers:	650 mm
5.36	Distance ships rail to manifold:	2590 mm
5.37	Distance manifold to ships side:	2590 mm
5.38	Top of rail to center of manifold:	2000 mm
5.39	Distance main deck to center of manifold:	840 mm
5.40	Spill tank grating to center of manifold:	mm
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:	4.80 m 3.40 m
5.42	Number / size / type of reducers:	2 x 200/150mm (8/6") 2 x 150/100mm (6/4")
5.43	Is vessel fitted with a stern manifold? If yes, state size:	No , mm

Heating

5.44	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo tanks:	Coils with steam		SS
	Slop tanks:			
5.45	Maximum temperature cargo can be loaded / maintained:		75.0 Å°C / 167.0 Å°F	70 Å°C / 158 Å°F
5.46	Minimum temperature cargo can be loaded / maintained:			

Coating / Anodes

5.47	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Marine Line	Whole Tank	
	Ballast tanks:	No	NA	Whole Tank	Yes
	Slop tanks:	Yes		Whole Tank	

6. INERT GAS AND CRUDE OIL WASHING

6.1	Is a Crude Oil Washing (COW) installation fitted / operational?	No / N/A
6.2	Is an Inert Gas System (IGS) fitted / operational?	No / N/A
6.3	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	

7. MOORING

7.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 mm	Not Applicable	0 m	0 MT
	Main deck fwd:	0	0 mm	Not Applicable	0 m	0 MT
	Main deck aft:	0	0 mm	Not Applicable	0 m	0 MT
	Poop deck:	0	0 mm	Not Applicable	0 m	0 MT
7.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 mm	Not Applicable	0 m	0 MT
	Main deck fwd:	0	0 mm	Not Applicable	0 m	0 MT
	Main deck aft:	0	0 mm	Not Applicable	0 m	0 MT
	Poop deck:	0	0 mm	Not Applicable	0 m	0 MT
7.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 mm	NA	0 m	0 MT

	Main deck fwd:	0	0 mm	NA	0 m	0 MT
	Main deck aft:	0	0 mm	NA	0 m	0 MT
	Poop deck:	0	0 mm	NA	0 m	0 MT
7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	48 mm		100 m	MT
	Main deck fwd:	0	0 mm	0	0 m	0 MT
	Main deck aft:	2	48 mm		60 m	MT
	Poop deck:	2	48 mm		100 m	MT
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	1	Single Drum		11.2 MT	
	Main deck fwd:	0			0 MT	
	Main deck aft:	0			0 MT	
	Poop deck:	1	Capstan		3.0 MT	
7.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		4	27.40 MT	0	0 MT
	Main deck fwd:		0	0 MT	3	27.40 MT
	Main deck aft:		0	0 MT	0	0 MT
	Poop deck:		4	27.40 MT	4	27.40 MT
Anchors/Emergency Towing System						
7.7	Number of shackles on port / starboard cable:				8 / 8	
7.8	Type / SWL of Emergency Towing system forward:				NA	0 MT
7.9	Type / SWL of Emergency Towing system aft:				NA	0 MT
Escort Tug						
7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:				15.5	27.4 MT
7.11	What is SWL of bollard on poop deck suitable for escort tug:				27.4 MT	
Bow/Stern Thruster						
7.12	What is brake horse power of bow thruster (if fitted):				, 110 bhp	
7.13	What is brake horse power of bow thruster (if fitted):				, 0 bhp	
Single Point Mooring (SPM) Equipment						
7.14	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)'?				N/A	
7.15	If fitted, how many chain stoppers:				0	
7.16	State type / SWL of chain stopper(s):				NA	0 MT
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:				0 mm	
7.18	Distance between the bow fairlead and chain stopper/bracket:				0 mm	
7.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:				N/A NA	
Lifting Equipment						
7.20	Derrick / Crane description (Number, SWL and location):				None	
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:				0 m	
Ship To Ship Transfer (STS) / Helicopter Operations						
7.22	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquefied Gas, as applicable)?				Yes	
7.23	Can the ship comply with the ICS Helicopter Guidelines? If Yes, state whether winching or landing area provided and diameter of the circle provided:				N/A , m	

8. MISCELLANEOUS			
Engine			
8.1	Speed		Maximum Economic
	Ballast speed:		Kts (WSNP) Kts (WSNP)
	Laden speed:		Kts (WSNP) Kts (WSNP)
8.2	What type of fuel is used for main propulsion?	Marine Gas Oil	marine Gas Oil
8.3	Type / Capacity of bunker tanks:	Fuel Oil: 0 m3 Diesel Oil: 0 m3 Gas Oil: 83 m3	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):	Fixed	
8.5	Engines	No	Capacity Make/Type
	Main engine:		Kw
	Aux engine:		Kw
	Power packs:		m3
	Boilers:		MT/Hr
Emissions			
8.6	Main engine IMO NOx emission standard:		
8.7	Energy Efficiency Design Index (EEDI) rating number:		
Insurance			
8.8	P & I Club - Full Style:	SKULD Frederiksborggade 15 1360 København K Danmark Tel: +45 33433400 Fax: NA Telex: NA Email: underwriting.cph@skuld.com Web: http://www.skuld.com	
8.9	P & I Club pollution liability coverage / expiration date:	1000000000 US\$	Feb 20, 2017
8.10	Hull & Machinery insured by - Full Style:	Dansk Søforsikring G/S	
8.11	Hull & Machinery insured value / expiration date:	20000000 US\$	Feb 20, 2017
Recent Operational History			
8.12	Date and place of last Port State Control inspection:	Aug 07, 2016 / Karlshamn	
8.13	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No 4 deficiency noted, all rectified	
8.14	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:	Pollution: No , Grounding: No , Casualty: No , Collision: No ,	
8.15	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):		
8.16	Date/place of last STS operation:	NA	
Vetting			
8.17	Date of last SIRE inspection:	Not Applicable	
8.18	Date of last CDI inspection:	Not Applicable	
8.19	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: * <i>"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	Contact owner for details.	
Additional Information			
8.20	Additional information relating to features of the ship or operational characteristics:	N/A	