

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	Sep 02, 2016	
1.2	Vessel's name (IMO number):	Orasila (9336725 )	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered / Builder (where built):	Sep 04, 2006 / DESAN SHIPYARD, TUZLA, ISTANBUL	
1.5	Flag / Port of Registry:	Denmark / Svendborg	
1.6	Call sign / MMSI:	OYDK2 / 220443000	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: 422044310	
		Fax: NA	
		Email: orasila@mhsimonsen.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Other	
1.9	Type of hull:	Double Hull	
<b>Classification</b>			
1.10	Classification society:	Det Norske Veritas	
1.11	Class notation:	1A1 Ice-1A Tanker for oil Products and Chemicals ESP E0	
1.12	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No NA	
1.13	If classification society changed, name of previous and date of change:	Bureau Veritas , Sep 10, 2007	
1.14	IMO type, if applicable:	2	
1.15	Does the vessel have ice class? If yes, state what level:	Yes , ICE-1A	
1.16	Date / place of last dry-dock:	Jul 08, 2016 / Nuuk	
1.17	Date next dry dock due / next annual survey due:	Jun 04, 2021	Jun 04, 2017
1.18	Date of last special survey / next special survey due:	Jul 08, 2016	Jun 04, 2021
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	
<b>Dimensions</b>			
1.21	Length overall (LOA):	77.20 m	
1.22	Length between perpendiculars (LBP):	72.10 m	
1.23	Extreme breadth (Beam):	13.40 m	
1.24	Moulded depth:	8.35 m	
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	26.40 m	m
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):	36.00 m	41.00 m
1.27	Distance bridge front to center of manifold:	21.00 m	
1.28	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	39.00 m	34.00 m 34.00 m
	Aft to mid-point manifold:	34.00 m	39.00 m 39.00 m
	Parallel body length:	34 m	39 m 72.20 m
1.29	FWA/TPC at summer draft:	1.31 mm	8.56 MT
1.30	Constant (excluding fresh water):	50 MT	
1.31	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	5 meters during sea voyage 0,5 meters in shallow Waters 0,5 meters during harbour approach 0,5 meters alongside	
1.32	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast

Lightship:	24.27 m	0 m
Normal ballast:	21.41 m	0 m
At loaded summer deadweight:	21.41 m	0 m

#### Tonnages

1.33	Net Tonnage:	658.00
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	2194.00 / 1744
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:	<p>Partrederiet Orasila  M.H.Simonsen ApS Christiansmindevej 76 DK-5700  Svendborg  Denmark  Tel: +45 6220 2033  Fax: +45 6220 3533  Telex: NA  Email: mhs@mhsimonsen.com  Web: www.mhsimonsen.com  Company IMO#: 0243438</p>
1.38	Technical operator - Full style:	<p>M.H.Simonsen Aps  Christiansmindevej 76 DK-5700 Svendborg  Denmark  Tel: +45 6220 2033  Fax: +45 6220 3533  Telex: NA  Email: mhs@mhsimonsen.com  Web: www.mhsimonsen.com</p>
1.39	Commercial operator - Full style:	<p>M.H.Simonsen Chartering  Christiansmindevej 76 DK-5700 Svendborg  Denmark  Tel: +45 6220 2033  Fax: +45 6220 3533  Telex: NA  Email: sc@simchart.com</p>
1.40	Disponent owner - Full style:	<p>Simonsen Chartering ApS  Christiansmindevej 76 5700 Svendborg DK  Tel: +45 6220 2033  Fax: +45 6220 1033  Email: sc@mhsimonsen.com  Web: www.mhsimonsen.com</p>

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate (SEC):	Jul 08, 2016	Jul 08, 2016	Sep 04, 2021
2.2	Safety Radio Certificate (SRC):	Jul 08, 2016	Jul 08, 2016	Sep 04, 2021
2.3	Safety Construction Certificate (SCC):	Jul 08, 2016	Jul 08, 2016	Sep 04, 2021
2.4	International Loadline Certificate (ILC):	Jul 08, 2016	Jul 08, 2016	Sep 04, 2021
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jul 08, 2016	Jul 08, 2016	Sep 04, 2021
2.6	ISM Safety Management Certificate (SMC):	Jan 28, 2012	Apr 15, 2014	Mar 04, 2017
2.7	Document of Compliance (DOC):	Dec 06, 2012	Dec 09, 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:	Not Applicable	Not Applicable	Not Applicable
2.12	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable	Not Applicable	Not Applicable
2.13	Certificate of Class (COC):	Jul 08, 2016	Jul 08, 2016	Sep 04, 2021

2.14	International Sewage Pollution Prevention Certificate (ISPPC)	Jul 08, 2016	Not Applicable	Sep 04, 2021	
2.15	Certificate of Fitness (COF):	Jul 08, 2016	Jul 08, 2016	Sep 04, 2021	
2.16	International Energy Efficiency Certificate (IEEC):	Nov 26, 2013	Not Applicable	Not Applicable	
2.17	International Ship Security Certificate (ISSC):	Jan 28, 2012	Apr 15, 2014	Mar 04, 2017	
2.18	International Air Pollution Prevention Certificate (IAPPC):	Jul 08, 2016	Jul 08, 2016	Sep 04, 2021	
2.19	Maritime Labour Certificate (MLC):	Sep 09, 2013	Not Applicable	Aug 14, 2018	
<b>Documentation</b>					
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)?	N/A			
2.23	ITF Blue Card expiry date:				
<b>3. CREW</b>					
3.1	Nationality of Master:	Danish			
3.2	Number and Nationality of Officers:	5 Danish			
3.3	Number and Nationality of Crew:	5 Danish/Greenlandic			
3.4	What is the common working language onboard:				
3.5	Do officers speak and understand English:	Yes			
3.6	If Officers/Crew employed by a Manning Agency - Full style:	Officers: M.H.Simonsen ApS Christiansmindevej 76 DK-5700 Svendborg Tel: +45 6220 2033 Fax: +45 6220 3533 Telex: NA Email: mhs@mhsimonsen.com  Crew: NA			
<b>4. FOR USA CALLS</b>					
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:	Not Applicable			
4.3	Oil Spill Response Organization (OSRO) - Full style:	Not Applicable			
<b>5. CARGO AND BALLAST HANDLING</b>					
<b>Double Hull Vessels</b>					
5.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:	Yes , Solid			
<b>Loadline Information</b>					
5.2	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	0.90 m	4.99 m	2025.00 MT	3556.00 MT
	Winter:	1.01 m	4.90 m	1930.00 MT	3479.00 MT
	Tropical:	0.81 m	5.09 m	0 MT	0 MT
	Lightship:	6.42 m	2.13 m	Not Applicable	1531.29 MT
	Normal Ballast	1.00 m	4.90 m	1710.20 MT	3240.00 MT

	Condition:				
5.3	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			No	
<b>Cargo Tank Capacities</b>					
5.4	Number of cargo tanks and total cubic capacity (98%):				1862.335 m3
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):				
5.6	Number of slop tanks and total cubic capacity (98%):				74.304 m3
5.7	Specify segregations which slops tanks belong to and their capacity with double valve:				
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	
<b>SBT Vessels</b>					
5.10	What is total SBT capacity and percentage of SDWT vessel can maintain?			1600.00 m3	80.00 %
5.11	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:			Yes	
<b>Cargo Handling and Pumping Systems</b>					
5.12	How many grades/products can vessel load/discharge with double valve segregation:				12
5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:			Yes Not Applicable	
5.14	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	7	Screw	300 M3/HR	
	Cargo Eductors:	0	NA	0 m3/hr	m
	Stripping:	1	Diaphragm pump	30 m3/hr	m
	Ballast Pumps:	2	Centrifugal	250 m3/hr	m
	Ballast Eductors:	0	N/A	0 m3/hr	0 m
5.15	Max loading rate for homogenous cargo per manifold connection:				469 m3/hr
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:				600.00 m3/hr
5.17	How many cargo pumps can be run simultaneously at full capacity:				7
<b>Cargo Control Room</b>					
5.18	Is ship fitted with a Cargo Control Room (CCR)?			Yes	
5.19	Can tank innage / ullage be read from the CCR?			Yes	
<b>Gauging and Sampling</b>					
5.20	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?			Yes	
5.21	What type of fixed closed tank gauging system is fitted:			Radar	
5.22	Number of portable gauging units (example- MMC) on board:				2
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 , NA	
5.25	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:			Yes , NA	
<b>Vapor Emission Control System (VECS)</b>					
5.26	Is a Vapour Emission Control System (VECS) fitted?			Yes	
5.27	Number/size of VECS manifolds (per side):			1	1 mm
5.28	Number / size / type of VECS reducers:				
<b>Venting</b>					
5.29	State what type of venting system is fitted:			one independent PV "Press Vac" in	

					each tank	
<b>Cargo Manifolds and Reducers</b>						
5.30	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?			No		
5.31	Total number / size of cargo manifold connections on each side:			4 / 200.00 mm		
5.32	What type of valves are fitted at manifold:			Butterfly		
5.33	What is the material/rating of the manifold:			316 L Stainless Steel /		
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:					
5.35	Distance between cargo manifold centers:			970.00 mm		
5.36	Distance ships rail to manifold:			1650.00 mm		
5.37	Distance manifold to ships side:			2750.00 mm		
5.38	Top of rail to center of manifold:			400.00 mm		
5.39	Distance main deck to center of manifold:			1200.00 mm		
5.40	Spill tank grating to center of manifold:			1000.00 mm		
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:			2.20 m	2.10 m	
5.42	Number / size / type of reducers:			None DIN		
5.43	Is vessel fitted with a stern manifold? If yes, state size:			No , 0 mm		
<b>Heating</b>						
5.44	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material		
	Cargo tanks:	Steam coil	Yes	SS		
	Slop tanks:	Steam	Yes	SS		
5.45	Maximum temperature cargo can be loaded / maintained:		80.0 Å°C / 176.0 Å°F	80 Å°C / 176 Å°F		
5.46	Minimum temperature cargo can be loaded / maintained:					
<b>Coating / Anodes</b>						
5.47	Tank Coating	Coated	Type	To What Extent	Anodes	
	Cargo tanks:	Yes	Marine line	Whole Tank	No	
	Ballast tanks:	Yes	International. Intershield 300	Whole Tank	Yes	
	Slop tanks:	Yes	Marine line	Whole Tank	No	
<b>6. INERT GAS AND CRUDE OIL WASHING</b>						
6.1	Is a Crude Oil Washing (COW) installation fitted / operational?			No / N/A		
6.2	Is an Inert Gas System (IGS) fitted / operational?			Yes / Yes		
6.3	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:			Nitrogen Generator		
<b>7. MOORING</b>						
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:	4	48.00 mm	Signal B5 Yarn (co-polymer olefins)	110.00 m	43.20 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:	4	48.00 mm	Signal B5 yarn (co-polymer olefins)	220.00 m	43.20 MT
7.4	Other lines	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
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Single Drum	Hydraulic	41.00 MT	Brake lining
	Main deck fwd:	0	N/A	N/A	0 MT	NA
	Main deck aft:	0	N/A	N/A	0 MT	NA
	Poop deck:	2	Single Drum	Hydraulic	41.00 MT	Brake lining
7.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		7	80 MT	0	0 MT
	Main deck fwd:		2	50 MT	0	0 MT
	Main deck aft:		2	50 MT	0	0 MT
	Poop deck:		4	80 MT	0	0 MT
<b>Anchors/Emergency Towing System</b>						
7.7	Number of shackles on port / starboard cable:				12 / 12	
7.8	Type / SWL of Emergency Towing system forward:				NA	0 MT
7.9	Type / SWL of Emergency Towing system aft:				NA	0 MT
<b>Escort Tug</b>						
7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:				Not Applicable	MT
7.11	What is SWL of bollard on poop deck suitable for escort tug:				8.00 MT	
<b>Bow/Stern Thruster</b>						
7.12	What is brake horse power of bow thruster (if fitted):				Yes , 335.00 bhp	
7.13	What is brake horse power of bow thruster (if fitted):				Yes , 335.00 bhp	
<b>Single Point Mooring (SPM) Equipment</b>						
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)'?				No	
7.15	If fitted, how many chain stoppers:				0	
7.16	State type / SWL of chain stopper(s):				NA	0.00 MT
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:				0.00 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:				No NA	
<b>Lifting Equipment</b>						
7.20	Derrick / Crane description (Number, SWL and location):				Cranes: 1 x 5.00 Tonnes Center	
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:				5.00 m	
<b>Ship To Ship Transfer (STS) / Helicopter Operations</b>						

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:		No , m	
<b>8. MISCELLANEOUS</b>				
<b>Engine</b>				
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?		MGO	MGO
8.3	Type / Capacity of bunker tanks:		Fuel Oil: 0 m3 Diesel Oil: 0 m3 Gas Oil: 0 m3	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):		Controllable	
8.5	Engines	No	Capacity	Make/Type
	Main engine:	1	Kw	
	Aux engine:	2	Kw	
	Power packs:		m3	
	Boilers:	2	1670.00 MT/Hr	
<b>Emissions</b>				
8.6	Main engine IMO NOx emission standard:			
8.7	Energy Efficiency Design Index (EEDI) rating number:		N/A	
<b>Insurance</b>				
8.8	P & I Club - Full Style:	SKULD Frederiksborggade 15 1360 København K Denmark Tel: +45 3343 3400 Fax: +45 3311 3341 Telex: NA Email: underwriting.cph@skuld.com Web: 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:		Danske søforsikring - Danish Maritime insurance	
8.11	Hull & Machinery insured value / expiration date:		18150000 US\$	Feb 01, 2017
<b>Recent Operational History</b>				
8.12	Date and place of last Port State Control inspection:		Jun 12, 2014 / Nuuk	
8.13	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:		No	
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:			
<b>Vetting</b>				
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)*:  *"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.		Contact owner for details.	
<b>Additional Information</b>				

8.20	Additional information relating to features of the ship or operational characteristics:	No
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