

1.	VESSEL DESCRIPTION	
1.1	Date updated:	Apr 11, 2013
1.2	Vessel's name:	Orasila
1.3	IMO number:	9336725
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable
1.5	Date delivered:	
1.6	Builder (where built):	DESAN SHIPYARD, TUZLA, ISTANBUL
1.7	Flag:	Denmark
1.8	Port of Registry:	Svendborg
1.9	Call sign:	OYDK2
1.10	Vessel's satcom phone number:	422044310
	Vessel's fax number:	Not Applicable
	Vessel's telex number:	Not Applicable
	Vessel's email address:	orasila@mhsimonsen.com
1.11	Type of vessel:	Chemical
1.12	Type of hull:	Double Hull

Classification		
1.13	Classification society:	Det Norske Veritas
1.14	Class notation:	1A1 Ice-1A Tanker for oil Products and Chemicals ESP E0
1.15	If Classification society changed, name of previous society:	Bureau Veritas
1.16	If Classification society changed, date of change:	Sep 10, 2007
1.17	IMO type, if applicable:	2
1.18	Does the vessel have ice class? If yes, state what level:	Yes ,
1.19	Date / place of last dry-dock:	Jul 12, 2011
1.20	Date next dry dock due	Jun 17, 2013
1.21	Date of last special survey / next survey due:	Jun 04, 2016
1.22	Date of last annual survey:	Aug 12, 2012
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	
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):	77.20 m
1.26	Length Between Perpendiculars (LBP):	72.10 m
1.27	Extreme breadth (Beam):	13.40 m
1.28	Moulded depth:	8.35 m
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	26.40 m
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	36 m
1.31	Distance bridge front to center of manifold:	21.0 m
1.32	Parallel body distances:	Lightship
	Forward to mid-point manifold:	39 m
	Aft to mid-point manifold:	34 m
	Parallel body length:	34 m
1.33	FWA at summer draft / TPC immersion at summer draft:	1.31 mm
1.34	What is the max height of mast above waterline (air draft)	Full Mast
	Lightship:	24.27 m
	Normal ballast:	21.5 m
	At loaded summer deadweight:	21.41 m

Tonnages		
1.35	Net Tonnage:	658
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	2194

1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):				
1.38	Panama Canal Net Tonnage (PCNT):				
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	0.90 m	4.99 m	2025 MT	3556 MT
	Winter:	1.01 m	4.90 m	1930 MT	3479 MT
	Tropical:	0.805 m	5.09 m	MT	MT
	Lightship:	6.42 m	2.13 m		1531.29 MT
	Normal Ballast Condition:	1 m	4.9 m	1710.20 MT	3240 MT
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?			MT	
Ownership and Operation					
1.42	Registered owner - Full style:			Partrederiet Orasila M.H.Simonsen Aps Christiansmindevej 76 DK-5700 Svendborg Denmark Tel: +45 6220 2033 Fax: +45 6220 3533 Telex: Not Applicable Email: mhs@mhsimonsen.com	
1.43	Technical operator - Full style:			M.H.Simonsen Aps Christiansmindevej 76 DK-5700 Svendborg Tel: +45 6220 2033 Fax: +45 6220 3533 Telex: Not Applicable Email: mhs@mhsimonsen	
1.44	Commercial operator - Full style:			M.H.Simonsen Aps Christiansmindevej 76 DK-5700 Svendborg Denmark Tel: +45 6220 2033 Fax: +45 6220 3533/6221 3 Telex: Not Applicable Email: mhs@mhsimonsen.com	
1.45	Disponent owner - Full style:				
2. CERTIFICATION					
	CERTIFICATION		Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:		Aug 31, 2011	Aug 12, 2012	Sep 04, 2016
2.2	Safety Radio Certificate:		Aug 31, 2011	Aug 12, 2012	Sep 04, 2016
2.3	Safety Construction Certificate:		Aug 31, 2011	Aug 12, 2012	Sep 04, 2016
2.4	Loadline Certificate:		Aug 31, 2011	Aug 12, 2012	Sep 04, 2016
2.5	International Oil Pollution Prevention Certificate (IOPPC):		Nov 12, 2012	Aug 12, 2012	Sep 04, 2016
2.6	Safety Management Certificate (SMC):		Jan 28, 2012	Jan 28, 2012	Mar 04, 2017
2.7	Document of Compliance (DOC):		Dec 06, 2012	Oct 02, 2012	Oct 07, 2017
2.8	USCG (specify: COC, LOC or COI): Not Applicable		Not Applicable	Not Applicable	Not Applicable
2.9	Civil Liability Convention Certificate (CLC):		Feb 20, 2012		
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):				
2.11	U.S. Certificate of Financial Responsibility (COFR):		Not Applicable		
2.12	Certificate of Fitness (Chemicals):		Aug 29, 2011		
2.13	Certificate of Fitness (Gas):		Not Applicable		
2.14	Certificate of Class:			Aug 12, 2012	
2.15	International Ship Security Certificate (ISSC):				
2.16	International Sewage Pollution Prevention Certificate (ISPPC)				
2.17	International Air Pollution Prevention Certificate (IAPP):				
Documentation					
2.18	Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable:				
2.19	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this				

	voyage/contract:	
3.	CREW MANAGEMENT	
3.1	Nationality of Master:	Danish
3.2	Nationality of Officers:	Danish
3.3	Nationality of Crew:	Danish/Greenlandic
3.4	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: None Email: mhs@mhsimonsen.com Crew: Not Applicable Not Applicable Tel: Not Applicable Fax: Not Applicable Telex: Not Applicable Email: Not Applicable
3.5	What is the common working language onboard:	Danish
3.6	Do officers speak and understand English:	
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:	
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:	N/A
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:	
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):	
6.4	Total cubic capacity (98%, excluding slop tanks):	1862.335 m3
6.5	Slop tank(s) capacity (98%):	74.304 m3
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	m3
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?	1600 m3
6.9	What percentage of SDWT can vessel maintain with SBT only:	80 %
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:	12
6.12	Maximum loading rate for homogenous cargo per manifold connection:	m3/hr
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	600 m3/hr
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No Not Applicable
Pumping Systems		
6.15	Pumps:	No. Type Capacity

	Cargo:			
	Stripping:		N/A	m3/hr
	Eductors:		N/A	m3/hr
	Ballast:	2	Centrifugal	250 m3/hr
6.16	How many cargo pumps can be run simultaneously at full capacity:			
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:			
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:		Yes	
6.23	Number/size of VRS manifolds (per side):			mm
Venting				
6.24	State what type of venting system is fitted:		one independent PV "Press Vac" in each tank	
Cargo Manifolds				
6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':		No	
6.26	What is the number of cargo connections per side:		4	
6.27	What is the size of cargo connections:		200 mm	
6.28	What is the material of the manifold:		316 L Stainless Steel	
Manifold Arrangement				
6.29	Distance between cargo manifold centers:		970 mm	
6.30	Distance ships rail to manifold:		1650 mm	
6.31	Distance manifold to ships side:		2750 mm	
6.32	Top of rail to center of manifold:		400 mm	
6.33	Distance main deck to center of manifold:		1200 mm	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:		2.2 m	2.10 m
6.35	Number / size reducers:		2 x 200/150mm (8/6") 2 x 150/100mm (6/4")	
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:		No	
6.37	If stern manifold fitted, state size:		mm	
Cargo Heating				
6.38	Type of cargo heating system?			
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:			
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	Marine line	Whole Tank
	Ballast tanks:	Yes	International. Intershield 300	Whole Tank
	Slop tanks:			
6.43	If fitted, what type of anodes are used:		Zink	
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:			
7.3	Is a Crude Oil Washing (COW) installation fitted:		No	

8. MOORING						
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm	Not Applicable	m	MT
	Main deck fwd:		mm	Not Applicable	m	MT
	Main deck aft:		mm	Not Applicable	m	MT
	Poop deck:		mm	Not Applicable	m	MT
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm	Not Applicable	m	MT
	Main deck fwd:		mm	Not Applicable	m	MT
	Main deck aft:		mm	Not Applicable	m	MT
	Poop deck:		mm	Not Applicable	m	MT
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	48 mm	Signal B5 Yarn (co-polymer olefins)	110 m	43.2 MT
	Main deck fwd:		mm	Not Applicable	m	MT
	Main deck aft:		mm	Not Applicable	m	MT
	Poop deck:	4	48 mm	Signal B5 yarn (co-polymer olefins)	220 m	43.2 MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm	Not Applicable	m	MT
	Main deck fwd:		mm	Not Applicable	m	MT
	Main deck aft:		mm	Not Applicable	m	MT
	Poop deck:		mm	Not Applicable	m	MT
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Single Drum	41 MT
	Main deck fwd:				N/A	MT
	Main deck aft:				N/A	MT
	Poop deck:			2	Single Drum	41 MT
8.6	Mooring bits				No.	SWL
	Forecastle:				7	MT
	Main deck fwd:				2	MT
	Main deck aft:				2	MT
	Poop deck:				4	MT
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:					MT
	Main deck fwd:					MT
	Main deck aft:					MT
	Poop deck:					MT
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				Not Applicable	MT
8.9	Type / SWL of Emergency Towing system aft:				Not Applicable	MT
Anchors						
8.10	Number of shackles on port cable:				12	
8.11	Number of shackles on starboard cable:				12	
Escort Tug						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				MT	Not Applicable
8.13	What is SWL of bollard on poopdeck suitable for escort tug:					8 MT
Bow/Stern Thruster						
8.14	What is brake horse power of bow thruster (if fitted):				335 bhp	249.81 Kw
8.15	What is brake horse power of stern thruster (if fitted):				335 bhp	249.81 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):	N/A	
8.18	How many chain stopper(s) are fitted:		
8.19	State type of chain stopper(s) fitted:	Not Applicable	
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:	N/A Not Applicable	
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 5 Tonnes	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	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):	No	
9. MISCELLANEOUS			
Engine Room			
9.1	What type of fuel is used for main propulsion?	MGO	
9.2	What type of fuel is used in the generating plant?	MGO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	0 m3	0 m3 137.81 m3
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Controllable Pitch	
Insurance			
9.5	P & I Club - Full Style:		
9.6	P & I Club coverage - pollution liability coverage:	US\$	
Port State Control			
9.7	Date and place of last Port State Control inspection:	/	
9.8	Any outstanding deficiencies as reported by any Port State Control:		
9.9	If yes, provide details:		
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: No , Grounding: No , Serious casualty: , Collision: No ,	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Contact owner for details	
Vetting			
9.12	Date/Place of last SIRE Inspection:		
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>	Contact owner for details.	
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