INTERTANKO CHARTERING QUESTIONNAIRE 88 - OIL/CHEMICAL **Version 5**

1.	GENERAL INFORMATION		
1.1	Date updated:		
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	
	Ownership and Operation		
1.10	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: NA Email: mhs@mhsimonsen.com Web: www.mhsimonsen.com	
1.11	Technical operator - Full style:	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	
1.12	Commercial operator - Full style:	M.H.Simonsen Chartering Christiansmindevej 76 DK-5700 Svendborg Denmark Tel: +45 6220 2033 Fax: +45 6220 3533 Telex: NA Email: sc@simchart.com	
1.13	Disponent owner - Full style:	Simonsen Chartering ApS Christiansmindevej 76 5700 Svendborg DK Tel: +45 6220 2033 Fax: +45 6220 1033 Email: sc@mhsimonsen.com Web: www.mhsimonsen.com	
	Insurance		
1.14	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	
1.15	P & I Club pollution liability coverage / expiration date:	1,000,000,000 US$	N/A
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	Danske søforsikring - Danish Maritime insurance	
1.17	Hull & Machinery insured value / expiration date:	18,150,000 US$	N/A

Classification					
1.18	Classification society:		Det Norske Veritas		
1.19	Class notation:		1A1 Ice-1A Tanker for oil Products and Chemicals ESP E0		
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:		No NA		
1.21	If classification society changed, name of previous and date of change:		Bureau Veritas, Sep 10, 2007		
1.22	Does the vessel have ice class? If yes, state what level:		Yes, ICE-1A		
1.23	Date / place of last dry-dock:		Mar 16, 2017 / Lindoe		
1.24	Date next dry dock due / next annual survey due:		N/A	N/A	
1.25	Date of last special survey / next special survey due:		N/A	N/A	
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		No,		
Dimensions					
1.27	Length overall (LOA):		89.14 m		
1.28	Length between perpendiculars (LBP):		m		
1.29	Extreme breadth (Beam):		13.40 m		
1.30	Moulded depth:		8.35 m		
1.31	Keel to masthead (KTM) / Keel to masthead (KTM) in collapsed condition, if applicable:		26.40 m	m	
1.32	Distance bridge front to center of manifold:		m		
1.33	Bow to center manifold (BCM) / Stern to center manifold (SCM):		51.08 m	38 m	
1.34	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:	m	m	m	
Tonnages					
1.35	Net Tonnage:		812		
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		2,707		
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	2,025.00 MT	3,556.00 MT
	Winter:	1.01 m	4.90 m	1,930.00 MT	3,479.00 MT
	Tropical:	0.81 m	5.09 m	0 MT	0 MT
	Lightship:	6.42 m	2.13 m	Not Applicable	1,531.29 MT
	Normal Ballast Condition:	1.00 m	4.90 m	1,710.20 MT	3,240.00 MT
	Segregated Ballast Condition:	3.72 m	4.63 m	1,710.20 MT	3,240.00 MT
1.40	FWA/TPC at summer draft:			1.31 mm	8.56 MT
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:		No		
1.42	Constant (excluding fresh water):		50 MT		
1.43	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		

1.44	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Summer deadweight:	21.41 m	0 m
	Normal ballast:	21.41 m	0 m
	Lightship:	24.27 m	0 m

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	N/A	N/A	N/A	N/A
2.2	Safety Radio Certificate (SRC):	N/A	N/A	N/A	N/A
2.3	Safety Construction Certificate (SCC):	N/A	N/A	N/A	N/A
2.4	International Loadline Certificate (ILC):	N/A	N/A	N/A	N/A
2.5	International Oil Pollution Prevention Certificate (IOPPC):	N/A	N/A	N/A	N/A
2.6	International Ship Security Certificate (ISSC):	N/A	N/A	N/A	N/A
2.7	Maritime Labour Certificate (MLC):	N/A	N/A	N/A	N/A
2.8	ISM Safety Management Certificate (SMC):	N/A	N/A	N/A	N/A
2.9	Document of Compliance (DOC):	N/A	N/A	N/A	N/A
2.10	USCG Certificate of Compliance (USCGCOC):	N/A	N/A	N/A	N/A
2.11	Civil Liability Convention (CLC) 1992 Certificate:	N/A	N/A	N/A	N/A
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	N/A	N/A	N/A	N/A
2.13	Liability for the Removal of Wrecks Certificate (WRC):	N/A	N/A	N/A	N/A
2.14	U.S. Certificate of Financial Responsibility (COFR):	N/A	N/A	N/A	N/A

2.15	Certificate of Class (COC):	N/A	N/A	N/A	N/A
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	N/A	N/A	N/A	N/A
2.17	Certificate of Fitness (COF):	N/A	N/A	N/A	N/A
2.18	International Energy Efficiency Certificate (IEEC):	N/A	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	N/A	N/A	N/A	N/A

	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)?	N/A
2.23	ITF Blue Card expiry date (if applicable):	

3.	CREW		
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	

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:	Not Applicable
4.3	Oil Spill Response Organization (OSRO) - Full style:	Not Applicable
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:	

5.	SAFETY/HELICOPTER	
5.1	Is the vessel operated under a Quality Management System? If Yes, what type of system? (ISO9001 or IMO Resolution A.741(18) as amended):	Yes IMO Resolution A.741 (18)
5.2	Can the ship comply with the ICS Helicopter Guidelines?	No

5.2.1	If Yes, state whether winching or landing area provided:				
5.2.2	If Yes, what is the diameter of the circle provided:				m
6.	COATING/ANODES				
	Tank Coating				
6.1	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
7.	BALLAST				
7.1	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	250 m3/hr	m
	Ballast Eductors:	0	N/A	0 m3/hr	0 m
8.	CARGO-OIL/CHEMICAL				
	Double Hull Vessels				
8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:			Yes, Solid	
	Cargo Tank Capacities				
8.2	Number of cargo tanks and total cubic capacity (98%):			14	1,862.36 m3
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):				
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):			2	
8.3	Number of slop tanks and total cubic capacity (98%):			1	74.304 m3
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:				
8.3.2	Residual/Retention oil tank(s) capacity (98%), if applicable:			m3	
	SBT Vessels				
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?			2,073.80 m3	80.00 %
8.3.4	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:			Yes	
	Cargo Handling and Pumping Systems				
8.4	How many grades/products can vessel load/discharge with double valve segregation:			12	
8.4.1	State type of cargo containment (integral, independent, gravity or pressure tanks):				
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:			Yes Not Applicable	
8.6	Max loading rate for homogenous cargo			With VECS	Without VECS
	Loaded per manifold connection:			m3/hr	469 m3/hr
	Loaded simultaneously through all manifolds:			m3/hr	600.00 m3/hr
	Cargo Control Room				
8.7	Is ship fitted with a Cargo Control Room (CCR)?			Yes	
8.8	Can tank innage / ullage be read from the CCR?			Yes	
	Gauging and Sampling				
8.9	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:			Yes, NA	
	What type of gauging system as per IBC 13.1 is fitted (Open/Restricted/Closed)?				

	What type of fixed closed tank gauging system is fitted:		Sonic	
	Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves?:		Yes,	
	Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial:		Yes, All	
8.9.1	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?		Yes	
8.9.2	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:		N/A, NA	
8.10	Number of portable gauging units (example- MMC) on board:		2	
Vapor Emission Control System (VECS)				
8.11	Is a Vapour Emission Control System (VECS) fitted?		Yes	
8.12	Number/size of VECS manifolds (per side):		1	1 mm
8.13	Number / size / type of VECS reducers:			
Venting				
8.14	State what type of venting system is fitted:		one independent PV "Press Vac" in each tank	
Cargo Manifolds and Reducers				
8.15	Total number / size of cargo manifold connections on each side:		4 / 200.00 mm	
8.15.1	Does the vessel have a Common Line Manifold connection? If yes, describe:			
8.16	What type of valves are fitted at manifold:		Butterfly	
8.17	What is the material/rating of the manifold:		316 L Stainless Steel /	
8.17.1	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?		No	
8.18	Distance between cargo manifold centers:		970.00 mm	
8.19	Distance ships rail to manifold:		1,650.00 mm	
8.20	Distance manifold to ships side:		2,750.00 mm	
8.21	Top of rail to center of manifold:		400.00 mm	
8.22	Distance main deck to center of manifold:		1,200.00 mm	
8.23	Spill tank grating to center of manifold:		1,000.00 mm	
8.24	Manifold height above the waterline in normal ballast / at SDWT condition:		2.20 m	2.10 m
8.25	Number / size / type of reducers:		None DIN	
8.26	Is vessel fitted with a stern manifold? If yes, state size:		No, 0 mm	
Heating				
8.27	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo tanks:	Steam coil	Yes	SS
	Slop tanks:	Steam	Yes	SS
8.27.1	Is a Thermal Oil Heating system fitted? If yes, identify tanks?:		,	
8.28	Maximum temperature cargo can be loaded / maintained:		80.0 Â°C / 176.0 Â°F	80 Â°C / 176 Â°F
8.28.1	Minimum temperature cargo can be loaded / maintained:			
Inert Gas and Crude Oil Washing				
8.29	Is an Inert Gas System (IGS) fitted / operational?		Yes / Yes	
8.29.1	Is a Crude Oil Washing (COW) installation fitted / operational?		No / N/A	

8.30	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:			Nitrogen Generator	
8.30.1	If nitrogen generator, specify the applicable flow rate for each of the designed purity modes:				
Cargo Pumps					
8.31	How many cargo pumps can be run simultaneously at full capacity:			7	
8.32	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	2 5	Screw Centrifugal	300 M3/HR 75 M3/HR	
	Cargo Eductors:	0	NA	0 m3/hr	m
	Stripping:	1	Diaphragm pump	30 m3/hr	m
8.33	Is at least one emergency portable cargo pump provided?			Yes	
Tank Cleaning Systems					
8.34	Is tank cleaning equipment fixed in cargo tanks?			Yes	
8.35	Is portable tank cleaning equipment provided?			Yes	
8.36	Tank washing pump capacity:			60.00 m3/hr	
8.37	Is a washing water heater fitted? If yes is it operational and state max washing water temperature:			Yes, 90.00 Â°C	
8.38	What is the maximum number of machines that can be operated at their designed max pressure?			4	
Other Deck Equipment					
8.39	Is vessel fitted with a remote cargo tank temperature monitoring system. If yes, is it operational?			Yes,	
8.40	Is vessel fitted with a remote cargo tank pressure monitoring system. If yes, is it operational?			Yes,	
8.41	Is vessel fitted with a cargo tank drier. If yes is it operational and state capacity:			No, , m3/hr	
8.42	Is vessel fitted with a cargo cooling system. If yes is it operational and state tanks applicable:			, ,	
8.43	Is steam available on deck?			Yes	

9.	MOORING					
9.1	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
9.2	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
9.3	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
9.4	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
9.5	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
9.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	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
Anchors/Emergency Towing System						
9.7	Number of shackles on port / starboard cable:				12 / 12	
9.8	Type / SWL of Emergency Towing system forward:				NA	0 MT
9.9	Type / SWL of Emergency Towing system aft:				NA	0 MT
Escort Tug						
9.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:				Not Applicable	MT
9.11	What is SWL of bollard on poop deck suitable for escort tug:				8.00 MT	
Lifting Equipment/Gangway						
9.12	Derrick / Crane description (Number, SWL and location):				Cranes: 1 x 5.00 Tonnes Center	
9.13	Accommodation ladder direction:					
	Does vessel have a portable gangway? If yes, state length:					m
Single Point Mooring (SPM) Equipment						
9.14	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	
9.15	If fitted, how many chain stoppers:				0	
9.16	State type / SWL of chain stopper(s):				NA	0.00 MT
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:				0.00 mm	
9.18	Distance between the bow fairlead and chain stopper/bracket:				0.00 m	
9.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:				No NA	

10.	PROPULSION			
10.1	Speed		Maximum	Economical
	Ballast speed:		Kts (WSNP)	Kts (WSNP)
	Laden speed:		Kts (WSNP)	Kts (WSNP)
10.2	What type of fuel is used for main propulsion / generating plant:		MGO	MGO
10.3	Type / Capacity of bunker tanks:		Fuel Oil: 0 m3 Diesel Oil: 0 m3 Gas Oil: 0 m3	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):		Controllable	
10.5	Engines	No	Capacity	Make/Type
	Main engine:	1	Kw	
	Aux engine:	2	Kw	
	Power packs:		m3	
	Boilers:	2	1,670.00 MT/Hr	
Bow/Stern Thruster				
10.6	What is brake horse power of bow thruster (if fitted):		Yes, 335.00 bhp	
10.7	What is brake horse power of stern thruster (if fitted):		Yes, 335.00 bhp	
Emissions				
10.8	Main engine IMO NOx emission standard:			
10.9	Energy Efficiency Design Index (EEDI) rating number:		N/A	
11.	SHIP TO SHIP TRANSFER			
11.1	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquified Gas, as applicable)?		Yes	
11.2	What is maximum outreach of cranes / derricks outboard of the ship's side:		5.00 m	
11.3	Date/place of last STS operation:			
12.	RECENT OPERATIONAL HISTORY			
12.1	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):			
12.2	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, Repair: No, Not Applicable Collision: No,	
12.3	Date and place of last Port State Control inspection:		Jun 12, 2014 / Nuuk	
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:		No	
12.5	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.	
12.6	Date / place of last SIRE inspection:		N/A	
12.6.1	Date / place of last CDI inspection:		N/A	
12.7	Additional information relating to features of the ship or operational characteristics:		No	