1.	**VESSEL DESCRIPTION**			
1.1	Date updated:		Jul 08, 2013	
1.2	Vessel's name:		Orasund	
1.3	IMO number:		9336701	
1.4	Vessel's previous name(s) and date(s) of change:		Not Applicable	
1.5	Date delivered:		Mar 20, 2008	
1.6	Builder (where built):		Desan Ship yard, Tuzla Turkey.	
1.7	Flag:		Denmark	
1.8	Port of Registry:		Svendborg	
1.9	Call sign:		OXBU2	
1.10	Vessel's satcom phone number:		422051410 - 422051411	
	Vessel's fax number:		Not Applicable	
	Vessel's telex number:		Not Applicable	
	Vessel's email address:		orasund@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-1B Tankeer for chemicals and oil products ESP E0 HL(1.54)	
1.15	If Classification society changed, name of previous society:		Det Norske Veritas	
1.16	If Classification society changed, date of change:		Mar 30, 2010	
1.17	IMO type, if applicable:		2	
1.18	Does the vessel have ice class? If yes, state what level:		Yes , B	
1.19	Date / place of last dry-dock:		Mar 12, 2013	Varna
1.20	Date next dry dock due		Not Applicable	
1.21	Date of last special survey / next survey due:		Not Applicable	Not Applicable
1.22	Date of last annual survey:		Mar 11, 2013	
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):			106.2 m
1.26	Length Between Perpendiculars (LBP):			100.7 m
1.27	Extreme breadth (Beam):			15.6 m
1.28	Moulded depth:			7.8 m
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		31.5 m	m
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		54 m	52 m
1.31	Distance bridge front to center of manifold:			30 m
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	16 m	30 m	37 m
	Aft to mid-point manifold:	16 m	34 m	38 m
	Parallel body length:	32 m	64 m	75 m
1.33	FWA at summer draft / TPC immersion at summer draft:		126 mm	14.18 MT
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		29.14 m	0 m
	Normal ballast:		27.1 m	0 m
	At loaded summer deadweight:		25.2 m	0 m
Tonnages				
1.35	Net Tonnage:		1495	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		3691	

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:	1.51 m	6.30 m	4975 MT	7437 MT
	Winter:	1.645 m	6.139 m	4788 MT	7250 MT
	Tropical:	1.69 m	6.12 m	MT	MT
	Lightship:	5.44 m	2.36 m		2462 MT
	Normal Ballast Condition:	3.3 m	4.4 m	2538 MT	5000 MT
1.40	Does vessel have multiple SDWT?			N/A	
1.41	If yes, what is the maximum assigned deadweight?				4733 MT
Ownership and Operation					
1.42	Registered owner - Full style:			Partrederiet Orasund M.H.Simonsen ApS, Christiansmindevej 76, DK-5700 Svendborg, Denmark Tel: +45 62202033 Fax: +45 6220 3533 Telex: Not Applicable Email: mhs@mhsimonsen.com - nautic@mhsimosen.com	
1.43	Technical operator - Full style:			M.H.Simonsen ApS M.H.Simonsen ApS, Christiansmindevej 76, DK-5700 Svendborg Tel: +45 62202033 Fax: +45 62203533 Telex: Not Applicable Email: mhs@mhsimonsen ApS	
1.44	Commercial operator - Full style:			Simonsen Chartering ApS M.H.Simonsen ApS, Christiansmindevej 76, DK-5700 Svendborg Tel: +45 62202033 Fax: +45 62213629 Telex: Not Applicable Email: sc@simchart.com	
1.45	Disponent owner - Full style:				

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Mar 11, 2013	Mar 11, 2013	Mar 14, 2018
2.2	Safety Radio Certificate:	Mar 11, 2013	Mar 11, 2013	Mar 14, 2018
2.3	Safety Construction Certificate:	Mar 11, 2013	Mar 11, 2013	Mar 14, 2018
2.4	Loadline Certificate:	Mar 11, 2013	Mar 11, 2013	Mar 14, 2018
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Mar 11, 2013	Mar 11, 2013	Mar 14, 2018
2.6	Safety Management Certificate (SMC):	Apr 23, 2010	Not Applicable	Sep 22, 2013
2.7	Document of Compliance (DOC):	Dec 06, 2012	Dec 21, 2011	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, 2013		Feb 20, 2014
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 20, 2013		Feb 20, 2014
2.11	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable		
2.12	Certificate of Fitness (Chemicals):	Aug 14, 2013	Mar 11, 2013	Mar 14, 2018
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Mar 11, 2013	Mar 11, 2013	Mar 14, 2018
2.15	International Ship Security Certificate (ISSC):	Apr 23, 2010	Not Applicable	Sep 22, 2013
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	May 11, 2013		Mar 14, 2018
2.17	International Air Pollution Prevention Certificate (IAPP):	Mar 11, 2013	Mar 11, 2013	Mar 14, 2018
Documentation				
2.18	Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable:		Yes	

2.19	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:	Yes
3.	**CREW MANAGEMENT**	
3.1	Nationality of Master:	Danish
3.2	Nationality of Officers:	Polish, Danish
3.3	Nationality of Crew:	Polish
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: M.H.Simonsen ApS Christiansmindevej 76, PO Box 224, DK-5700 Svendborg. Tel: +45 62202033 Fax: +45 62203533 Telex: Not Applicable 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:	English.
3.6	Do officers speak and understand English:	Yes
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:	N/A
4.	**HELICOPTERS**	
4.1	Can the ship comply with the ICS Helicopter Guidelines:	N/A
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:	No
6.2	If Yes, is bulkhead solid or perforated:	
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):	5183 m3
6.5	Slop tank(s) capacity (98%):	153 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?	2265 m3
6.9	What percentage of SDWT can vessel maintain with SBT only:	50 %
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:	3
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:	500 m3/hr
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes 1.54/m3
Pumping Systems		

6.15	Pumps:	No.	Type	Capacity
	Cargo:	3	Screw	300 M3/HR
	Stripping:	1	Other	40 m3/hr
	Eductors:		N/A	m3/hr
	Ballast:	2	Centrifugal	350 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:		API	
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):		1	150 mm
Venting				
6.24	State what type of venting system is fitted:		Independent PV	
Cargo Manifolds				
6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':		Yes	
6.26	What is the number of cargo connections per side:		3	
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:			1000 mm
6.30	Distance ships rail to manifold:			2500 mm
6.31	Distance manifold to ships side:			3600 mm
6.32	Top of rail to center of manifold:			500 mm
6.33	Distance main deck to center of manifold:			1900 mm
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:		6 m	4 m
6.35	Number / size reducers:		3 x 200/150mm (8/6") 3 x 200/100mm (8/4")	
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:		N/A	
6.37	If stern manifold fitted, state size:			mm
Cargo Heating				
6.38	Type of cargo heating system?		Steam	
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:		85.0 Â°C / 185.0 Â°F	85 Â°C / 185 Â°F
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	Epoxy coating	Whole Tank
	Slop tanks:	Yes	Marine Line	Whole Tank
6.43	If fitted, what type of anodes are used:		Not Applicable	

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:	N/A

8.	**MOORING**					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm		m	MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:		mm		m	MT
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm		m	MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:		mm		m	MT
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	40 mm	polyester 40 nikasteel 60	220 m	30 MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:	4	40 mm	polyester nikasteel	220 m	30 MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	1	40 mm	Polyester / nikasteel	220 m	30 MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:	1	40 mm	Polyester / nikasteel	220 m	30 MT
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Single Drum	25 MT
	Main deck fwd:				N/A	MT
	Main deck aft:				N/A	MT
	Poop deck:			2	Single Drum	25 MT
8.6	Mooring bitts				No.	SWL
	Forecastle:				8	MT
	Main deck fwd:				2	MT
	Main deck aft:				2	MT
	Poop deck:				5	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:					MT
8.9	Type / SWL of Emergency Towing system aft:					MT
Anchors						
8.10	Number of shackles on port cable:				8	
8.11	Number of shackles on starboard cable:				9	
Escort Tug						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				5 MT	
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):				340 bhp	253.53 Kw
8.15	What is brake horse power of stern thruster (if fitted):				bhp	0 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):	No	
8.18	How many chain stopper(s) are fitted:		
8.19	State type of chain stopper(s) fitted:		
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:		
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 2 x 3 Tonnes One hose crane - center One stores crane - starboard (aft)	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	4.5 m	
Ship To Ship Transfer (STS)			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquified Gas, as applicable):	N/A	
9.	**MISCELLANEOUS**		
Engine Room			
9.1	What type of fuel is used for main propulsion?	HFO	
9.2	What type of fuel is used in the generating plant?	MDO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	239.61 m3	0 m3 47.03 m3
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Controllable Pitch	
Insurance			
9.5	P & I Club - Full Style:	SKULD	
9.6	P & I Club coverage - pollution liability coverage:	1000000000 US$	
Port State Control			
9.7	Date and place of last Port State Control inspection:	May 02, 2013 / Rotterdam	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
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: No , 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:	May 23, 2013 / Santander	
9.13	Date/Place of last CDI Inspection:	Jun 07, 2013 / Rotterdam	
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: **Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.*	Contact owner for details.	