

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	Sep 15, 2016	
1.2	Vessel's name (IMO number):	Oravita (8918605 )	
1.3	Vessel's previous name(s) and date(s) of change:	Vitta Theresea (Apr 20, 2016)	
1.4	Date delivered / Builder (where built):	Aug 30, 1991 / Breko-Pappendrect Holland	
1.5	Flag / Port of Registry:	Singapore / Singapore	
1.6	Call sign / MMSI:	9VHR9 / 565617000	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: (581)456561710 / (581) 456561711	
		Fax: Not Applicable	
		Email: master.tankeroravita@gmai.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	
<b>Classification</b>			
1.10	Classification society:	Lloyds Register	
1.11	Class notation:	+100A1 Oil / Chemical tanker, Ship type 2., Ice 1C, ESP, UMS	
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:	N/A , Not Applicable	
1.14	IMO type, if applicable:	2	
1.15	Does the vessel have ice class? If yes, state what level:	Yes , Ice 1C	
1.16	Date / place of last dry-dock:	Apr 02, 2014 / Soeby	
1.17	Date next dry dock due / next annual survey due:	Aug 01, 2016	
1.18	Date of last special survey / next special survey due:	Aug 30, 2011	Aug 29, 2016
1.19	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	Yes , 1	
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	
<b>Dimensions</b>			
1.21	Length overall (LOA):	93.26 m	
1.22	Length between perpendiculars (LBP):	95.45 m	
1.23	Extreme breadth (Beam):	10.90 m	
1.24	Moulded depth:	6.55 m	
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	26.00 m	m
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):	58.30 m	39.00 m
1.27	Distance bridge front to center of manifold:	23.20 m	
1.28	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	49.00 m	49.00 m 49.00 m
	Aft to mid-point manifold:	27.30 m	27.30 m 27.30 m
	Parallel body length:	76.5 m	76.5 m 76.5 m
1.29	FWA/TPC at summer draft:	91.00 mm	102.00 MT
1.30	Constant (excluding fresh water):	MT	
1.31	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	10% 20% 0.3 m minimum	
1.32	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	24.46 m	0 m

Normal ballast:	21.00 m	0 m
At loaded summer deadweight:	21.64 m	0 m

### Tonnages

1.33	Net Tonnage:	739.00
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	1892.00
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	
1.36	Panama Canal Net Tonnage (PCNT):	1685.00

### Ownership and Operation

1.37	Registered owner - Full style:	Vita Shipping Pte. Ltd 112 Robinson Road #05-01 068902 Singapore IMO: 5916972 Singapore Tel: +31786521700 Fax: - Telex: - Email: operations@se-tm.com Company IMO#: 5916972
1.38	Technical operator - Full style:	South End Tanker Management B.V. Aventurijn 218 3316 LB Dordrecht The Netherlands Denmark Tel: +31786521700 Fax: - Telex: - Email: operations@se-tm.com Company IMO#: 1740677
1.39	Commercial operator - Full style:	Simonsen Chartering APS Christiansmindevej 74, 5700 Svendborg Denmark Denmark Tel: +45 62202033 Fax: - Telex: - Email: sc@simchart.com
1.40	Disponent owner - Full style:	Simonsen Chartering Aps Christiansmindevej 76 5700 Svendborg Denmark Tel: +45 62202033 Fax: - Telex: - Email: sc@simchart.com

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate (SEC):	Apr 25, 2016	Jun 03, 2015	Aug 29, 2016
2.2	Safety Radio Certificate (SRC):	Apr 25, 2016	Jun 03, 2015	Aug 29, 2016
2.3	Safety Construction Certificate (SCC):	Sep 25, 2016	Jun 03, 2015	Aug 29, 2016
2.4	International Loadline Certificate (ILC):	Apr 25, 2016	Jun 03, 2015	Aug 29, 2016
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jun 14, 2016	Jun 03, 2015	Aug 29, 2016
2.6	ISM Safety Management Certificate (SMC):	Apr 27, 2016		Oct 26, 2016
2.7	Document of Compliance (DOC):	Apr 11, 2016		Apr 10, 2017
2.8	USCG Certificate of Compliance (COC):	Not Applicable	Not Applicable	Not Applicable
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:	May 03, 2016	Not Applicable	Nov 03, 2016
2.12	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable	Not Applicable	Not Applicable
2.13	Certificate of Class (COC):	Apr 25, 2016	Jun 03, 2015	Aug 29, 2016
2.14	International Sewage Pollution Prevention Certificate (ISPPC)	Apr 25, 2016	Not Applicable	Aug 29, 2016

2.15	Certificate of Fitness (COF):	Jun 09, 2016	Jun 03, 2015	Aug 29, 2016	
2.16	International Energy Efficiency Certificate (IEEC):	May 20, 2016	Not Applicable	Not Applicable	
2.17	International Ship Security Certificate (ISSC):	Apr 27, 2016		Oct 26, 2016	
2.18	International Air Pollution Prevention Certificate (IAPPC):	Apr 25, 2016	Jul 03, 2015	Aug 29, 2016	
2.19	Maritime Labour Certificate (MLC):	Apr 26, 2016	Not Applicable	Oct 25, 2016	
<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)?	Yes			
2.23	ITF Blue Card expiry date:	Apr 30, 2019			
<b>3. CREW</b>					
3.1	Nationality of Master:	Polish			
3.2	Number and Nationality of Officers:	5 Russian, Ukrainian, Croatian, Polish			
3.3	Number and Nationality of Crew:	5 Indonesian , 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: Marlow Navigation Marlow Building 13 Alexandrias Street P.O. Box 54077 CY-3720 Limassol Cyprus Tel: +357 25882246 Email: a9@marlow.com.cy Web: http://marlow-navigation.com  Crew:			
<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?	No			
4.2	Qualified individual (QI) - Full style:	N/A Tel: N/A Fax: N/A			
4.3	Oil Spill Response Organization (OSRO) - Full style:	N/A N/A Tel: N/A Fax: N/A			
<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:	2.21 m	4.36 m	2925.00 MT	4150.00 MT
	Winter:	2.30 m	4.27 m	2803.00 MT	4057.00 MT
	Tropical:	2.12 m	4.45 m	2933.5 MT	4282.3 MT
	Lightship:	4.970 m	1.54 m	Not Applicable	1255 MT

	Normal Ballast Condition:	3.25 m	3.15 m	1397 MT	2704.00 MT
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%):			3381.534 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%):			2	27 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:			1.6 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?			1328.70 m3	45.80 %
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:			2	
5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:			No Not Applicable	
5.14	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	2	Screw	330 M3/HR	60 Meters
	Cargo Eductors:			m3/hr	m
	Stripping:			m3/hr	m
	Ballast Pumps:	2	Other	160 m3/hr	m
5.15	Max loading rate for homogenous cargo per manifold connection:			500 m3/hr	
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:			400.00 m3/hr	
5.17	How many cargo pumps can be run simultaneously at full capacity:			2	
<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:			3	
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:			Yes ,	
5.25	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:			Yes ,	
<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	200 mm
5.28	Number / size / type of VECS reducers:				
<b>Venting</b>					

5.29	State what type of venting system is fitted:			Individual High Velocity Press vac		
<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'?			Yes		
5.31	Total number / size of cargo manifold connections on each side:			2 / 200.00 mm		
5.32	What type of valves are fitted at manifold:			Butterfly		
5.33	What is the material/rating of the manifold:			SS /		
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:					
5.35	Distance between cargo manifold centers:			980.00 mm		
5.36	Distance ships rail to manifold:			3100.00 mm		
5.37	Distance manifold to ships side:			3100.00 mm		
5.38	Top of rail to center of manifold:			420.00 mm		
5.39	Distance main deck to center of manifold:			1420.00 mm		
5.40	Spill tank grating to center of manifold:			730.00 mm		
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:			5.27 m	3.63 m	
5.42	Number / size / type of reducers:			2 x 100/150mm (4/6") 4 x 150/200mm (6/8") 1 x 75/100mm (3/4") 1 x 200/250mm (8/10") 1 x 200/200mm (8/8") DIN/ANSI		
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:		Coils	Yes	Mildsteel	
	Slop tanks:		Coils			
5.45	Maximum temperature cargo can be loaded / maintained:			75.0 Å°C / 167.0 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	Epoxy ( Kansai and Hempels )	Whole Tank	No	
	Ballast tanks:	Yes	Whole Tank	Good	Yes	
	Slop tanks:	Yes	Epoxy	Whole Tank		
<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?			No / N/A		
6.3	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:					
<b>7. MOORING</b>						
7.1	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
7.2	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
7.3	Ropes (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
7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	36.00 mm	Fybaline	110.00 m	26.00 MT
	Main deck fwd:	2	40.00 mm	Fybaline	110.00 m	32.00 MT
	Main deck aft:	2	40.00 mm	Fybaline	110.00 m	32.00 MT
	Poop deck:	2	36.00 mm	Fybaline	110.00 m	26.00 MT
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	1	N/A	N/A	0 MT	
	Main deck fwd:	0			0 MT	
	Main deck aft:	0			0 MT	
	Poop deck:	1			0 MT	
7.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		4	40 MT	2	MT
	Main deck fwd:		2	8 MT	2	MT
	Main deck aft:		2	8 MT	2	MT
	Poop deck:		4	30 MT	2	MT
<b>Anchors/Emergency Towing System</b>						
7.7	Number of shackles on port / starboard cable:				9 / 10	
7.8	Type / SWL of Emergency Towing system forward:				Wire	0 MT
7.9	Type / SWL of Emergency Towing system aft:				Not Applicable	0 MT
<b>Escort Tug</b>						
7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:					0 MT
7.11	What is SWL of bollard on poop deck suitable for escort tug:					0 MT
<b>Bow/Stern Thruster</b>						
7.12	What is brake horse power of bow thruster (if fitted):				Yes , 360.00 bhp	
7.13	What is brake horse power of bow thruster (if fitted):				No , 0 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)'?				N/A	
7.15	If fitted, how many chain stoppers:				0	
7.16	State type / SWL of chain stopper(s):				N/A	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:					
<b>Lifting Equipment</b>						
7.20	Derrick / Crane description (Number, SWL and location):				Cranes: 1 x 55.00 Tonnes	
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:				0 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)?		No	
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:		11 Kts (WSNP)	Kts (WSNP)
	Laden speed:		10 Kts (WSNP)	Kts (WSNP)
8.2	What type of fuel is used for main propulsion?		Gas oil low sulphur	Go
8.3	Type / Capacity of bunker tanks:		Fuel Oil: 0 m3 Diesel Oil: 0 m3 Gas Oil: 706 m3	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):		No	
8.5	Engines	No	Capacity	Make/Type
	Main engine:		Kw	
	Aux engine:	2	Kw	
	Power packs:		m3	
	Boilers:	2	1.00 MT/Hr	
<b>Emissions</b>				
8.6	Main engine IMO NOx emission standard:			
8.7	Energy Efficiency Design Index (EEDI) rating number:			
<b>Insurance</b>				
8.8	P & I Club - Full Style:	SKULD Tel: +47 952 92 200		
8.9	P & I Club pollution liability coverage / expiration date:		1000000000 US\$	
8.10	Hull & Machinery insured by - Full Style:	Marsh		
8.11	Hull & Machinery insured value / expiration date:		5000000 US\$	May 17, 2017
<b>Recent Operational History</b>				
8.12	Date and place of last Port State Control inspection:		Sep 26, 2014 / Struer, Denmark	
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 , n/a Grounding: No , n/a Casualty: No , n/a Collision: No , n/a	
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:		Aug 06, 2015	
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:			