

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Aug 17, 2016	
1.2	Vessel's name (IMO number):	Oraluna (9537094)	
1.3	Vessel's previous name(s) and date(s) of change:	Oralina (Jul 14, 2012) n.a (Not Applicable)	
1.4	Date delivered / Builder (where built):	May 18, 2012 / Rongcheng Xiaxiakou Shipyard	
1.5	Flag / Port of Registry:	Gibraltar / Gibraltar	
1.6	Call sign / MMSI:	ZDKZ6 / 236111857	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: 00870773212879 Fax: 765087673 Email: master.tankeroraluna@gmail.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Oil Tanker	
1.9	Type of hull:	Double Hull	
Classification			
1.10	Classification society:	Bureau Veritas	
1.11	Class notation:	Hull-mach-AVM-APS-AUT-UMS oil tanker ESP; chemical tanker ESP IMO type 2 unrestricted navigation, non-shaft, inwatersurvey	
1.12	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No n/a	
1.13	If classification society changed, name of previous and date of change:	, Not Applicable	
1.14	IMO type, if applicable:	2	
1.15	Does the vessel have ice class? If yes, state what level:	Yes , n/a	
1.16	Date / place of last dry-dock:	Jun 09, 2016 / Shanghai, China	
1.17	Date next dry dock due / next annual survey due:	May 17, 2017	May 17, 2017
1.18	Date of last special survey / next special survey due:	Jun 09, 2016	May 18, 2017
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 Not Applicable	
Dimensions			
1.21	Length overall (LOA):	103.00 m	
1.22	Length between perpendiculars (LBP):	96.50 m	
1.23	Extreme breadth (Beam):	16.00 m	
1.24	Moulded depth:	8.70 m	
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	28.31 m	0 m
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):	54.52 m	48.48 m
1.27	Distance bridge front to center of manifold:	30.40 m	
1.28	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	18.30 m	20.50 m
	Aft to mid-point manifold:	16.30 m	37.50 m
	Parallel body length:	34.75 m	58.1 m
1.29	FWA/TPC at summer draft:	153.00 mm	14.88 MT
1.30	Constant (excluding fresh water):	100 MT	
1.31	What is the company guidelines for Under Keel Clearance (UKC)	10%/20% and 0.3 m	

	for this vessel?		
1.32	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	25.81 m	0 m
	Normal ballast:	24.31 m	0 m
	At loaded summer deadweight:	21.31 m	0 m

Tonnages

1.33	Net Tonnage:		1940.00
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	3953.00	652
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	4269.45	3487.24
1.36	Panama Canal Net Tonnage (PCNT):		0

Ownership and Operation

1.37	Registered owner - Full style:	Priority Shipping C.V. Zuideinde 72, 2991 LK Barendrecht The Netherlands Tel: +31 786521700 Fax: - Telex: - Email: operations@se-tm.com Web: - Company IMO#: 5683510
1.38	Technical operator - Full style:	South End Tanker Management B.V. Aventurijn 218, 3316 LB Dordrecht Tel: +31 78 652 1700 Fax: 0 Telex: n/a Email: operations@se-tm.com Company IMO#: 17040677
1.39	Commercial operator - Full style:	Simonsen Chartering Aps Christiansmindevej 74PO Box 2245700 Svendborg Denmark Tel: +45 6220 2033 Fax: +45 6220 1033 Telex: 0 Email: sc@simchart.com Web: www.simchart.com
1.40	Disponent owner - Full style:	

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate (SEC):	Jan 08, 2016	Jun 08, 2016	May 17, 2017
2.2	Safety Radio Certificate (SRC):	Jan 28, 2015	Jun 08, 2016	May 17, 2017
2.3	Safety Construction Certificate (SCC):	Jul 30, 2012	Jun 08, 2016	May 17, 2017
2.4	International Loadline Certificate (ILC):	Jul 30, 2012	Jun 08, 2016	May 17, 2017
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Mar 17, 2016	Jun 08, 2016	May 17, 2017
2.6	ISM Safety Management Certificate (SMC):	Jul 09, 2013	Jan 18, 2016	Jan 22, 2018
2.7	Document of Compliance (DOC):	Jul 03, 2013	Feb 17, 2016	Nov 29, 2017
2.8	USCG Certificate of Compliance (COC):	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 31, 2016	Not Applicable	Nov 30, 2016
2.12	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable	Not Applicable	Not Applicable
2.13	Certificate of Class (COC):	Mar 01, 2013	Jun 09, 2016	May 17, 2017
2.14	International Sewage Pollution Prevention Certificate (ISPPC)	Jul 30, 2012	Not Applicable	May 17, 2017
2.15	Certificate of Fitness (COF):	Nov 02, 2012	Jul 08, 2016	May 17, 2017

2.16	International Energy Efficiency Certificate (IEEC):	Jun 03, 2014	Not Applicable	Not Applicable	
2.17	International Ship Security Certificate (ISSC):	Jul 09, 2013	Jan 18, 2016	Jan 22, 2018	
2.18	International Air Pollution Prevention Certificate (IAPPC):	Aug 02, 2012	Jun 08, 2016	May 17, 2017	
2.19	Maritime Labour Certificate (MLC):	Nov 20, 2013	Not Applicable	Aug 13, 2018	
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)?	Yes			
2.23	ITF Blue Card expiry date:	Nov 21, 2018			
3. CREW					
3.1	Nationality of Master:	Polish			
3.2	Number and Nationality of Officers:	6 Polish, Russian, Ukrainian			
3.3	Number and Nationality of Crew:	6 Indonesian , Ukrainian			
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:	<p>Officers: Q-Shipping BV Zuideinde 62 2991 LK Barendrecht Tel: +31 180 680010 Fax: +31 180 680011 Email: crew@q-shipping.nl</p> <p>Crew: Q-Shipping BV Zuideinde 62 2991 LK Barendrecht The Netherlands Tel: +31 180 680010 Fax: +31 180 680011 Email: crew@q-shipping.nl</p>			
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:	n/a			
4.3	Oil Spill Response Organization (OSRO) - Full style:	n/a			
5. CARGO AND BALLAST HANDLING					
Double Hull Vessels					
5.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:	Yes , Solid			
Loadline Information					
5.2	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.71 m	7.00 m	6800 MT	9130.00 MT
	Winter:	1.85 m	6.85 m	6847.00 MT	8897.00 MT
	Tropical:	1.55 m	7.15 m	5010.00 MT	7060.00 MT
	Lightship:	6.72 m	2.50 m	Not Applicable	2229.00 MT
	Normal Ballast Condition:	4.73 m	4.00 m	2814.00 MT	4864.00 MT

5.3	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	No			
Cargo Tank Capacities					
5.4	Number of cargo tanks and total cubic capacity (98%):		6655.557 m3		
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 3253.1 m3 (1 P/S - 3 P/S - 5 P/S) Seg#2: 1058.4 m3 (6 P/S) Seg#3: 2344 m3 (2 P/S - 4 P/S)			
5.6	Number of slop tanks and total cubic capacity (98%):	2	112.564 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:	12.6 m3			
5.9	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	SBT			
SBT Vessels					
5.10	What is total SBT capacity and percentage of SDWT vessel can maintain?	2507.00 m3	37.00 %		
5.11	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:	Yes			
Cargo Handling and Pumping Systems					
5.12	How many grades/products can vessel load/discharge with double valve segregation:	3			
5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	Yes s.g. 1.025. Partially loading of heavy gravity up to about 73% full with s.g. up to about 1.4			
5.14	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	3	Screw	510 M3/HR	
	Cargo Eductors:			m3/hr	m
	Stripping:			m3/hr	m
	Ballast Pumps:	2	Centrifugal	200 m3/hr	m
	Ballast Eductors:	1		50 m3/hr	7 m
5.15	Max loading rate for homogenous cargo per manifold connection:	600 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:	2			
Cargo Control Room					
5.18	Is ship fitted with a Cargo Control Room (CCR)?	Yes			
5.19	Can tank innage / ullage be read from the CCR?	Yes			
Gauging and Sampling					
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:	,			
5.25	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:	Yes ,			
Vapor Emission Control System (VECS)					
5.26	Is a Vapour Emission Control System (VECS) fitted?	Yes			
5.27	Number/size of VECS manifolds (per side):	2	203 mm		
5.28	Number / size / type of VECS reducers:				
Venting					

5.29	State what type of venting system is fitted:			Individual P/V valves		
Cargo Manifolds and Reducers						
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:			3 / 219.00 mm		
5.32	What type of valves are fitted at manifold:			Butterfly		
5.33	What is the material/rating of the manifold:			Stainless Steel AISI 316L / ANSI		
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:			no		
5.35	Distance between cargo manifold centers:			1100.00 mm		
5.36	Distance ships rail to manifold:			2100.00 mm		
5.37	Distance manifold to ships side:			2100.00 mm		
5.38	Top of rail to center of manifold:			2100.00 mm		
5.39	Distance main deck to center of manifold:			2000.00 mm		
5.40	Spill tank grating to center of manifold:			1160.00 mm		
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:			6.34 m	3.71 m	
5.42	Number / size / type of reducers:			2 x 203/254mm (8/10") 2 x 152/203mm (6/8") 2 x 101/203mm (4/8") ANSI		
5.43	Is vessel fitted with a stern manifold? If yes, state size:			No , 0.00 mm		
Heating						
5.44	Cargo / slop tanks fitted with a cargo heating system?		Type	Coiled	Material	
	Cargo tanks:		steam	Yes	SS	
	Slop tanks:		heating coils	Yes	316 L	
5.45	Maximum temperature cargo can be loaded / maintained:			80.0 Â°C / 176.0 Â°F	80 Â°C / 176 Â°F	
5.46	Minimum temperature cargo can be loaded / maintained:					
Coating / Anodes						
5.47	Tank Coating	Coated	Type	To What Extent	Anodes	
	Cargo tanks:	Yes	MarineLine 784	Whole Tank	No	
	Ballast tanks:	Yes	Epoxy	Whole Tank	Yes	
	Slop tanks:	Yes	MarineLine 784	Whole Tank	No	
6. INERT GAS AND CRUDE OIL WASHING						
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:			Nitrogen (Bottled)		
7. MOORING						
7.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 mm	0	0 m	0 MT
	Main deck fwd:	0	0 mm	0	0 m	0 MT
	Main deck aft:	0	0 mm	0	0 m	0 MT
	Poop deck:	0	0 mm	0	0 m	0 MT
7.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 mm	0	0 m	0 MT
	Main deck fwd:	0	0 mm	0	0 m	0 MT
	Main deck aft:	0	0 mm	0	0 m	0 MT

	Poop deck:	0	0 mm	0	0 m	0 MT
7.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	48.00 mm	Polypropylene - TIPTO?TWELVE	220.00 m	38.20 MT
	Main deck fwd:		mm		m	MT
	Main deck aft:	2	48 mm	TipTo 12	220 m	38.2 MT
	Poop deck:	2	48.00 mm	Polypropylene - TIPTO?TWELVE	220.00 m	38.20 MT
7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	48.00 mm	Polypropylene - TIPTO?TWELVE	220.00 m	38.20 MT
	Main deck fwd:		mm		m	MT
	Main deck aft:	2	48 mm	TipTo 12	220 m	38.2 MT
	Poop deck:	2	48.00 mm	Polypropylene - TIPTO?TWELVE	220.00 m	38.20 MT
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Single Drum, combined with windlass	Electric	16.40 MT	band brake
	Main deck fwd:				MT	
	Main deck aft:	2	Double Drums		55.0 MT	
	Poop deck:	2	Single Drums	Electric	16.40 MT	band brake
7.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		6	26 MT	7	26 MT
	Main deck fwd:		4	MT		MT
	Main deck aft:		4	MT		MT
	Poop deck:		6	26 MT	9	26 MT
Anchors/Emergency Towing System						
7.7	Number of shackles on port / starboard cable:				9 / 9	
7.8	Type / SWL of Emergency Towing system forward:				n.a.	MT
7.9	Type / SWL of Emergency Towing system aft:					MT
Escort Tug						
7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:					26.00 MT
7.11	What is SWL of bollard on poop deck suitable for escort tug:					26.00 MT
Bow/Stern Thruster						
7.12	What is brake horse power of bow thruster (if fitted):				Yes , 407.00 bhp	
7.13	What is brake horse power of bow thruster (if fitted):				No , 0 bhp	
Single Point Mooring (SPM) Equipment						
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):				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:				No	
Lifting Equipment						
7.20	Derrick / Crane description (Number, SWL and location):				Cranes: 1 x 1.0 Tonnes center amidships	

7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:	8.00 m	
Ship To Ship Transfer (STS) / Helicopter Operations			
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	
8. MISCELLANEOUS			
Engine			
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?	HFO 380	MDO
8.3	Type / Capacity of bunker tanks:	Fuel Oil: 308.7 m3 Diesel Oil: 73.8 m3 Gas Oil: 0 m3	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):	Controllable	
8.5	Engines	No	Capacity
	Main engine:	1	Kw
	Aux engine:	2	Kw
	Power packs:		m3
	Boilers:	2	6400.00 MT/Hr
Emissions			
8.6	Main engine IMO NOx emission standard:		
8.7	Energy Efficiency Design Index (EEDI) rating number:		
Insurance			
8.8	P & I Club - Full Style:	SKULD P.O. Box 1376 Vika N-0114 Oslo Norway	
8.9	P & I Club pollution liability coverage / expiration date:	1000000000 US\$	Feb 20, 2017
8.10	Hull & Machinery insured by - Full Style:	MARSH Uitbreidingstraat 72 B-2600 Antwerp Belgium Tel: +3232866444	
8.11	Hull & Machinery insured value / expiration date:	US\$	May 17, 2017
Recent Operational History			
8.12	Date and place of last Port State Control inspection:	May 18, 2016 / Seville	
8.13	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	N/A n/a	
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:		
Vetting			
8.17	Date of last SIRE inspection:	Mar 08, 2016	
8.18	Date of last CDI inspection:	Oct 31, 2015	
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.	STATOIL, REPSOL	

Additional Information	
8.20	Additional information relating to features of the ship or operational characteristics:
Version 4 (INTERTANKO / Q88.com)	