

1. VESSEL DESCRIPTION				
1.1	Date updated:	Oct 05, 2016		
1.2	Vessel's name (IMO number):	Orasund (9336701)		
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable		
1.4	Date delivered / Builder (where built):	Mar 14, 2008 / Desan Ship yard, Tuzla Turkey.		
1.5	Flag / Port of Registry:	Denmark / Svendborg		
1.6	Call sign / MMSI:	OXBU2 / 220514000		
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: 422051410 - 422051411 Fax: Not Applicable Email: orasund.master@mhsimonsen.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		
Classification				
1.10	Classification society:	Det Norske Veritas		
1.11	Class notation:	1A1 Ice-1B Tanker for chemicals and oil products ESP E0 HL(1.54)		
1.12	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No NA		
1.13	If classification society changed, name of previous and date of change:	Bureau Veritas, Mar 30, 2010		
1.14	IMO type, if applicable:	2		
1.15	Does the vessel have ice class? If yes, state what level:	Yes, 1B		
1.16	Date / place of last dry-dock:	Mar 12, 2013 / Marstal, DK		
1.17	Date next dry dock due / next annual survey due:	Mar 12, 2018	Jun 14, 2017	
1.18	Date of last special survey / next special survey due:	Mar 11, 2013	Mar 14, 2018	
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):	106.20 Metres		
1.22	Length between perpendiculars (LBP):	100.70 Metres		
1.23	Extreme breadth (Beam):	15.60 Metres		
1.24	Moulded depth:	7.80 Metres		
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	31.50 Metres	0 Metres	
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):	54.00 Metres	52.00 Metres	
1.27	Distance bridge front to center of manifold:	30.00 Metres		
1.28	Parallel body distances	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	16.00 Metres	30.00 Metres	37.00 Metres
	Aft to mid-point manifold:	16.00 Metres	34.00 Metres	38.00 Metres
	Parallel body length:	32 Metres	64 Metres	75 Metres
1.29	FWA/TPC at summer draft:	126.00 Millimetres	14.18 Metric Tonnes	
1.30	Constant (excluding fresh water):	50 Metric Tonnes		
1.31	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		
1.32	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast	
	Lightship:	29.14 Metres	0 Metres	
	Normal ballast:	25.88 Metres	0 Metres	
	At loaded summer deadweight:	25.20 Metres	0 Metres	
Tonnages				
1.33	Net Tonnage:	1,495.00		
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	3,691.00	3,051	
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):			
1.36	Panama Canal Net Tonnage (PCNT):			
Ownership and Operation				
1.37	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 Web: www.mhsimonsen.com Company IMO#: 0243438
1.38	Technical operator - Full style:	M.H.Simonsen ApS Christiansmindevej 76, DK-5700 Svendborg Tel: +45 62202033 Fax: +45 62203533 Telex: Not Applicable Email: mhs@mhsimonsen ApS Web: www.mhsimonsen.com Company IMO#: 0243438
1.39	Commercial operator - Full style:	Simonsen Chartering ApS Christiansmindevej 76, DK-5700 Svendborg Tel: +45 62202033 Fax: +45 62213629 Telex: Not Applicable Email: sc@simchart.com Web: simchart.com
1.40	Disponent owner - Full style:	M.H.Simonsen ApS Christiansmindevej 76 5700 Svendborg Denmark Tel: +45 6220 2033 Fax: NA Email: mhs@mhsimonsen.com Web: www.mhsimonsen.com

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate (SEC):	Mar 11, 2013	Apr 12, 2016	Mar 14, 2018
2.2	Safety Radio Certificate (SRC):	Mar 11, 2013	Mar 21, 2016	Mar 14, 2018
2.3	Safety Construction Certificate (SCC):	Mar 11, 2013	Apr 12, 2016	Mar 14, 2018
2.4	International Loadline Certificate (ILC):	Mar 11, 2013	Apr 14, 2014	Mar 14, 2018
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Mar 11, 2013	Feb 18, 2016	Mar 14, 2018
2.6	ISM Safety Management Certificate (SMC):	Nov 27, 2013	Aug 22, 2013	Sep 22, 2018
2.7	Document of Compliance (DOC):	Dec 06, 2012	Dec 10, 2015	Oct 07, 2017
2.8	USCG Certificate of Compliance (COC):			
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:	Sep 13, 2016	Not Applicable	Mar 12, 2017
2.12	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable	Not Applicable	Not Applicable
2.13	Certificate of Class (COC):	Mar 11, 2013	Apr 12, 2016	Mar 14, 2018
2.14	International Sewage Pollution Prevention Certificate (ISPPC):	May 11, 2013	Not Applicable	Mar 14, 2018
2.15	Certificate of Fitness (COF):	Oct 03, 2013	Apr 12, 2016	Mar 14, 2018
2.16	International Energy Efficiency Certificate (IEEC):	Mar 11, 2013	Not Applicable	Not Applicable
2.17	International Ship Security Certificate (ISSC):	Aug 22, 2013	Apr 12, 2015	Sep 22, 2018
2.18	International Air Pollution Prevention Certificate (IAPPC):	Mar 11, 2013	Apr 12, 2016	Mar 14, 2018
2.19	Maritime Labour Certificate (MLC):	Aug 30, 2013	Not Applicable	Jul 16, 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)?		N/A	
2.23	ITF Blue Card expiry date:			

3.	CREW
3.1	Nationality of Master: Danish

3.2	Number and Nationality of Officers:	6 Danish, Polish
3.3	Number and Nationality of Crew:	5 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: M.H.Simonsen ApS Christiansmindevej 76, DK-5700 Svendborg. Tel: +45 62202033 Fax: +45 62203533 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

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:	1.51 Metres	6.30 Metres	4,975.00 Metric Tonnes	7,437.00 Metric Tonnes	
	Winter:	1.65 Metres	6.14 Metres	4,788.00 Metric Tonnes	7,250.00 Metric Tonnes	
	Tropical:	1.69 Metres	6.12 Metres			
	Lightship:	5.44 Metres	2.36 Metres	Not Applicable	2,462.00 Metric Tonnes	
	Normal Ballast Condition:	3.30 Metres	4.40 Metres	2,538.00 Metric Tonnes	5,000.00 Metric Tonnes	
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%):			14	5,336 Cu. Metres	
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):			Seg#1: 295.3 m3 (1 P & S) Seg#2: 626.2 m3 (2 P & S) Seg#3: 1172.5 m3 (3 P & S) Seg#4: 740.6 m3 (4 P & S) Seg#5: 1173.9 m3 (5 P & S) Seg#6: 303.4 m3 (6 P) Seg#7: 305.7 m3 (6 S) Seg#8: 326.0 m3 (7 P) Seg#9: 327.9 m3 (7 S)		
5.6	Number of slop tanks and total cubic capacity (98%):			1	153 Cu. Metres	
5.7	Specify segregations which slops tanks belong to and their capacity with double valve:			NA		
5.8	Residual/Retention oil tank(s) capacity (98%), if applicable:			0 Cu. Metres		
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?			2,265.00 Cu. Metres	50.00 %	
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 1.54/m3		

5.14	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	3	Screw	300 M3/HR	70 Meters 70 Meters 70 Meters
	Cargo Eductors:	0	N/A	0 Cu. Metres/Hour	0 Metres
	Stripping:	1	Other	40 Cu. Metres/Hour	30 Metres
	Ballast Pumps:	2	Centrifugal	350 Cu. Metres/Hour	50 Metres
	Ballast Eductors:	2	Other	40 Cu. Metres/Hour	3.50 Metres
5.15	Max loading rate for homogenous cargo per manifold connection:			500 Cu. Metres/Hour	
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:			900.00 Cu. Metres/Hour	
5.17	How many cargo pumps can be run simultaneously at full capacity:			All 3	
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:			API	
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:			N/A, NA	
5.25	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:			Yes, NA	
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):			1	150 Millimetres
5.28	Number / size / type of VECS reducers:			NA	
Venting					
5.29	State what type of venting system is fitted:			Independent PV	
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 / 200.00 Millimetres	
5.32	What type of valves are fitted at manifold:			Butterfly	
5.33	What is the material/rating of the manifold:			316 L Stainless Steel / 8 inch	
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:			Common line in cargo pump room	
5.35	Distance between cargo manifold centers:			1,000.00 Millimetres	
5.36	Distance ships rail to manifold:			2,500.00 Millimetres	
5.37	Distance manifold to ships side:			3,600.00 Millimetres	
5.38	Top of rail to center of manifold:			500.00 Millimetres	
5.39	Distance main deck to center of manifold:			1,900.00 Millimetres	
5.40	Spill tank grating to center of manifold:			900.00 Millimetres	
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:			6.00 Metres	4.00 Metres
5.42	Number / size / type of reducers:			3 x 200/150mm (8/6") 3 x 200/100mm (8/4") DIN	
5.43	Is vessel fitted with a stern manifold? If yes, state size:			N/A, 0 Millimetres	
Heating					
5.44	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material	
	Cargo Tanks:	Steam	Yes	SS	
	Slop Tanks:	steam	Yes	SS	
5.45	Maximum temperature cargo can be loaded / maintained:			85.0 °C / 185.0 °F	85 °C / 185 °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	Marine Line	Whole Tank	No
	Ballast tanks:	Yes	Epoxy coating	Whole Tank	Yes

Slop tanks:	Yes	Marine Line	Whole Tank	No
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6.	INERT GAS AND CRUDE OIL WASHING			
6.1	Is a Crude Oil Washing (COW) installation fitted / operational?		No / No	
6.2	Is an Inert Gas System (IGS) fitted / operational?		Yes / Yes	
6.3	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:		Nitrogen Generator	

7.	MOORING					
7.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Poop deck:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
7.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Poop deck:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
7.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	40.00 Millimetres	polyester 40 nikasteel 60	220.00 Metres	30.00 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Poop deck:	4	40.00 Millimetres	polyester nikasteel	220.00 Metres	30.00 Metric Tonnes
7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	1	40.00 Millimetres	Polyester / nikasteel	220.00 Metres	30.00 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Poop deck:	1	40.00 Millimetres	Polyester / nikasteel	220.00 Metres	30.00 Metric Tonnes
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Single Drum	Hydraulic	25.00 Metric Tonnes	Brake lining
	Main deck fwd:	0	N/A	N/A	0 Metric Tonnes	N/A
	Main deck aft:	0	N/A	N/A	0 Metric Tonnes	N/A
	Poop deck:	2	Single Drum	Hydraulic	25.00 Metric Tonnes	Brake lining
7.6	Bits, closed chocks/fairleads	No. Bits		SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:	8		80 Metric Tonnes	9	120 Metric Tonnes
	Main deck fwd:	2		50 Metric Tonnes	2	50 Metric Tonnes
	Main deck aft:	2		50 Metric Tonnes	2	50 Metric Tonnes
	Poop deck:	5		80 Metric Tonnes	7	80 Metric Tonnes

Anchors/Emergency Towing System			
7.7	Number of shackles on port / starboard cable:		8 / 9
7.8	Type / SWL of Emergency Towing system forward:		NA 0 Metric Tonnes
7.9	Type / SWL of Emergency Towing system aft:		NA 0 Metric Tonnes

Escort Tug			
7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:		NA 5.00 Metric Tonnes
7.11	What is SWL of bollard on poop deck suitable for escort tug:		8.00 Metric Tonnes

Bow/Stern Thruster			
7.12	What is brake horse power of bow thruster (if fitted):		Yes, 340.00 bhp
7.13	What is brake horse power of stern 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 Metric Tonnes
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:		0 Millimetres

7.18	Distance between the bow fairlead and chain stopper/bracket:	0 Millimetres
7.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	N/A NA
Lifting Equipment		
7.20	Derrick / Crane description (Number, SWL and location):	Derricks: 5 Tonnes, Cranes: 2 x 3.00 Tonnes One hose crane - center One stores crane - starboard (aft)
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:	4.50 Metres
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)?	Yes
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:	N/A, 0 Metres

8. MISCELLANEOUS			
Engine			
8.1	Speed	Maximum	Economic
	Ballast speed:	15 Knots (WSNP)	13 Knots (WSNP)
	Laden speed:	15 Knots (WSNP)	13 Knots (WSNP)
8.2	What type of fuel is used for main propulsion / generating plant:	HFO	MDO
8.3	Type / Capacity of bunker tanks:	Fuel Oil: 239.61 Cu. Metres Diesel Oil: 0 Cu. Metres Gas Oil: 47.03 Cu. Metres	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):	Controllable	
8.5	Engines	No	Capacity
	Main engine:	1	3,250 Kilowatt
	Aux engine:	3	380 Kilowatt
	Power packs:	2	160 Cu. Metres
	Boilers:	2	25 Metric Tonnes/Hour
			MAN B&W 5L35MC Volvo Penta TAMD 165A-A Damcos NA
Emissions			
8.6	Main engine IMO NOx emission standard:	Not Applicable	
8.7	Energy Efficiency Design Index (EEDI) rating number:	NA	
Insurance			
8.8	P & I Club - Full Style:	SKULD	
8.9	P & I Club pollution liability coverage / expiration date:	1,000,000,000 US\$	Feb 20, 2017
8.10	Hull & Machinery insured by - Full Style:	Danske Søforsikring - Danish Maritime Insurance	
8.11	Hull & Machinery insured value / expiration date:	18,150,000 US\$	Jan 01, 2017
Recent Operational History			
8.12	Date and place of last Port State Control inspection:	Apr 30, 2016 / Brunsbuttel	
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, Grounding: No, Casualty: No, Collision: No,	
8.15	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Charterers can be contacted for details	
8.16	Date/place of last STS operation:	NA	
Vetting			
8.17	Date of last SIRE inspection:	Oct 03, 2016	
8.18	Date of last CDI inspection:	Apr 25, 2016	
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.	TOTAL, LUKOIL, BASF, CDI, STATOIL, REPSOL, PHILLIPS66	
Additional Information			
8.20	Additional information relating to features of the ship or operational characteristics:		

