

1.	GENERAL INFORMATION		
1.1	Date updated:		
1.2	Vessel's name (IMO number):	Silver Kenna (9427524)	
1.3	Vessel's previous name(s) and date(s) of change:	Global Sun (Nov 07, 2012)	
1.4	Date delivered / Builder (where built):	Apr 13, 2011 / Yitzheng Yangzi Shipbuilding CO.	
1.5	Flag / Port of Registry:	Denmark / Svendborg	
1.6	Call sign / MMSI:	OWOL2 / 219021321	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +1 203 3460573; +1 203 3460574	
		Fax: +1 203 3460573; +1 203 3460574	
		Email: silver.kenna@silverburngroup.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	
Ownership and Operation			
1.10	Registered owner - Full style:	Rederiet M.H. Simonsen Christiansmindevej 76, DK-5700 Svendorg Denmark Tel: +4562203633 Email: mhs@mhsimonsen.com Web: www.mhsimonsen.com	
1.11	Technical operator - Full style:	Rederiet M.H. Simonsen ApS Christiansmindevej 76, 5700 Svendborg Denmark Denmark Tel: +45 6220 3633 Fax: +45 6220 3533 Email: mhs@mhsimonsen.com Web: www.mhsimonsen.com Company IMO#: 3018836	
1.12	Commercial operator - Full style:	Simonsen Chartering Christiansmindevej 76 5700 Svendborg Denmark Tel: +45 6220 2033 Fax: NA Telex: NA Email: sc@simchart.com Web: www.simchart.com	
1.13	Disponent owner - Full style:	N/A	
Insurance			
1.14	P & I Club - Full Style:	SKULD	
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 GS	
1.17	Hull & Machinery insured value / expiration date:	5,600,000 US\$	N/A
Classification			
1.18	Classification society:	Bureau Veritas	
1.19	Class notation:	I HULL MACH Oil tanker ESP; Chemical tanker ESP IMO TYPE 2 Unrestricted navigation COMF-NOISE 3 , AVM-DPS ,{ AUT-UMS , MON-SHAFT , CLEANSHIP 1 ERS-S , INWATERSURVEY , VCS ,ice 1C	
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No	

1.21	If classification society changed, name of previous and date of change:				,	
1.22	Does the vessel have ice class? If yes, state what level:				Yes, 1C	
1.23	Date / place of last dry-dock:				Apr 15, 2016 / Svendborg	
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):				92.35 m	
1.28	Length between perpendiculars (LBP):				86.35 m	
1.29	Extreme breadth (Beam):				15.20 m	
1.30	Moulded depth:				7.20 m	
1.31	Keel to masthead (KTM) / Keel to masthead (KTM) in collapsed condition, if applicable:				30.07 m	0 m
1.32	Distance bridge front to center of manifold:				31.48 m	
1.33	Bow to center manifold (BCM) / Stern to center manifold (SCM):				41.95 m	47.50 m
1.34	Parallel body distances:		Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:		9.50 m	19.40 m	22.40 m	
	Aft to mid-point manifold:		18.40 m	22.20 m	24.60 m	
	Parallel body length:		27.90 m	41.60 m	47 m	
Tonnages						
1.35	Net Tonnage:				1,318.00	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):				3,166.00	2,696
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):				3,489.81	2,654.12
1.38	Panama Canal Net Tonnage (PCNT):					
Loadline Information						
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement	
	Summer:	1.412 m	5.80 m	4,393.43 MT	6,414.83 MT	
	Winter:	1.533 m	5.679 m	4,243.95 MT	6,265.35 MT	
	Tropical:	1.291 m	5.921 m	4,543.17 MT	6,564.58 MT	
	Lightship:	4.276 m	2.924 m	Not Applicable	3,008.13 MT	
	Normal Ballast Condition:	3.46 m	3.74 m	1,919.67 MT	3,941.07 MT	
1.40	Segregated Ballast Condition:		m	m	MT	MT
1.40	FWA/TPC at summer draft:				130.00 mm	12.37 MT
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:				No N/A	
1.42	Constant (excluding fresh water):				50 MT	
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?				5,0 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:				24.27 m	0 m
	Normal ballast:				26.33 m	0 m
	Lightship:				27.146 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	N/A	N/A	N/A	N/A

	Certificate (IEEC):				
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):	Not Applicable

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:	7 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:	<p>Officers: M.H. Simonsen ApS Christiansmindevej 76 5700 Svendborg Denmark Tel: +45 6220 2033 Fax: NA Telex: NA Email: mhs@mhsimonsen.com Web: www.mhsimonsen.com</p> <p>Crew: M.H. Simonsen ApS Christiansmindevej 76 5700 Svendborg Denmark Tel: +45 6220 2033 Fax: NA Telex: NA Email: mhs@mhsimonsen.com Web: www.mhsimonsen.com</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:	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?	N/A
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:	0 m

6.	COATING/ANODES				
Tank Coating					
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Marine line 784	100%	No
	Ballast tanks:	Yes	Sigmaguard 440 Epoxy	Whole Tank	Yes
	Slop tanks:	Yes	Marine line 784	Whole Tank	No
7.	BALLAST				
7.1	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	180 m3/hr	25 m
	Ballast Eductors:	1	Ejector-type	50 m3/hr	0.60 m
8.	CARGO-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%):			12	4,548.28 m3
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):			Seg#1: 580.4 m3 (1P&S) Seg#2: 741.8 m3 (2 P&S) Seg#3: 767.4 m3 (3 P&S) Seg#4: 958.8 m3 (4 P&S) Seg#5: 766.8 m3 (5 P&S) Seg#6: 758 m3 (6 P&S) Seg#7: 149 m3 (SLOP P&S)	
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%):			2	148.529 m3
Cargo Handling and Pumping Systems					
8.4	How many grades/products can vessel load/discharge with double valve segregation:				14
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 98 % max 1,35 t/m3	
8.6	Max loading rate for homogenous cargo			With VECS	Without VECS
	Loaded per manifold connection:			m3/hr	350 m3/hr
	Loaded simultaneously through all manifolds:			m3/hr	1,300.00 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,	
	What type of gauging system as per IBC 13.1 is fitted (Open/Restricted/Closed)?				
	Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves?:			Yes,	
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

	Cargo Eductors:	0	N/A	0 m3/hr	0 m	
	Stripping:	1	Other	40 m3/hr	0 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:			130.00 m3/hr		
8.37	Is a washing water heater fitted? If yes is it operational and state max washing water temperature:			Yes, 70.00 °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:			Yes, , 10,000.00 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	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
9.2	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
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	36.00 mm	Tipto twelve high performance	210.00 m	22.20 MT
	Main deck fwd:	2	36.00 mm	Tipto twelve high performance	110.00 m	22.20 MT
	Main deck aft:	0	0 mm	0	0 m	0 MT
	Poop deck:	4	36.00 mm	Tipto twelve high performance	180.00 m	22.20 MT
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	36.00 mm	Tipto twelve high performance	110.00 m	22.40 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:	4	36.00 mm	Tipto twelve high performance	110.00 m	22.20 MT
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	3	2 single drums, 1 double drums	Hydraulic	13.70 MT	Brake lining
	Main deck fwd:	0			MT	
	Main deck aft:	0			MT	
	Poop deck:	2	Single Drum	Hydraulic	13.70 MT	Brake lining
9.6	Bitts, closed chocks/fairleads	No. Bitts		SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:	8		25.50 MT	11	31.40 MT (1 mooring chock for emergency towing with swl of 54.9 mt. Fairleads of 27.5 mt.)
	Main deck fwd:	2		11.80 MT	4	31.40 MT
	Main deck aft:	2		11.80 MT	4	31.40 MT
	Poop deck:	4		25.50 MT	9	31.40 MT
Anchors/Emergency Towing System						
9.7	Number of shackles on port / starboard cable:				9 / 8	
9.8	Type / SWL of Emergency Towing system forward:				54.90 MT	
9.9	Type / SWL of Emergency Towing system aft:				NA	0 MT
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern:				Not Applicable	
Escort Tug						
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:				54.90 MT	
9.11	What is SWL of bollard on poop deck suitable for escort tug:				25.50 MT	
Lifting Equipment/Gangway						
9.12	Derrick / Crane description (Number, SWL and location):				Cranes: 1 x 2.00 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):				n/a	0 MT
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:				0 mm	
9.18	Distance between the bow fairlead and chain stopper/bracket:				0 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 0	
10. PROPULSION						
10.1	Speed				Maximum	Economical
	Ballast speed:				13.40 Kts (WSNP)	11.50 Kts (WSNP)
	Laden speed:				12.50 Kts (WSNP)	11 Kts (WSNP)

10.2	What type of fuel is used for main propulsion / generating plant:	MGO in seca, HFO outside	MDO
10.3	Type / Capacity of bunker tanks:	Fuel Oil: 197.30 m3 Diesel Oil: 63.60 m3 Gas Oil: 0 m3	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):	Controllable	
10.5	Engines	No	Capacity
	Main engine:	2	1,280 Kw
	Aux engine:	2	400 Kw
	Power packs:	1	230 m3
	Boilers:	2	6.00 MT/Hr
			JIANGYIN SANJIE / LSK3-1.0
Bow/Stern Thruster			
10.6	What is brake horse power of bow thruster (if fitted):	Yes, 400.00 bhp	
10.7	What is brake horse power of stern thruster (if fitted):	No, 0 bhp	
Emissions			
10.8	Main engine IMO NOx emission standard:	Not Applicable	
10.9	Energy Efficiency Design Index (EEDI) rating number:	NA	
11. SHIP TO SHIP TRANSFER			
11.1	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquefied Gas, as applicable)?	Yes	
11.2	What is maximum outreach of cranes / derricks outboard of the ship's side:	8.50 m	
11.3	Date/place of last STS operation:	N/A	
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, N/A Grounding: No, N/A Casualty: No, N/A Repair: , Not Applicable Collision: No, N/A	
12.3	Date and place of last Port State Control inspection:	Jul 01, 2017 / Brest	
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)*: <i>*"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	Statoil, BHP-Rightship, Preem, Neste	
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:	N/A	