

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Sep 06, 2016	
1.2	Vessel's name (IMO number):	Orahholm (9336696)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered / Builder (where built):	Apr 07, 2006 / Desan Shipyard - Tuzla - Turkey	
1.5	Flag / Port of Registry:	Denmark / Svendborg	
1.6	Call sign / MMSI:	OYAA2 / 220442000	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: 422044210	
		Fax: Not Applicable	
		Email: orahholm.master@mhsimonsen.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Other	
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	
1.12	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	Yes CC14 Buckling of the Composite Boiler Furnace Floor observed. Expiring 20-Oct-2016	
1.13	If classification society changed, name of previous and date of change:	Bureau Veritas , Sep 29, 2008	
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:	Apr 25, 2016 / Soeby, Denmark	
1.17	Date next dry dock due / next annual survey due:	Apr 07, 2021	Jul 07, 2017
1.18	Date of last special survey / next special survey due:	Apr 25, 2016	Apr 07, 2021
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	
Dimensions			
1.21	Length overall (LOA):	106.20 m	
1.22	Length between perpendiculars (LBP):	100.70 m	
1.23	Extreme breadth (Beam):	15.80 m	
1.24	Moulded depth:	7.80 m	
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	33.20 m	0 m
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):	54.00 m	52.00 m
1.27	Distance bridge front to center of manifold:	30.00 m	
1.28	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	16.00 m	30.00 m
	Aft to mid-point manifold:	15.00 m	34.00 m
	Parallel body length:	32 m	64 m
1.29	FWA/TPC at summer draft:	125.00 mm	13.70 MT
1.30	Constant (excluding fresh water):	50 MT	
1.31	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	5,0m at sea 0,5m under pilotage and alongside	
1.32	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast

Lightship:	30.85 m	0 m
Normal ballast:	27.70 m	0 m
At loaded summer deadweight:	26.92 m	0 m

Tonnages

1.33	Net Tonnage:		1495.00
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	3709.00	3069
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:	M. H. Simonsen ApS CHRISTIANSMINDEVEJ 76 5700 Svendborg Denmark Att: P/R Oraholm Denmark Tel: +45 6220 2033 Fax: +45 6220 3533 Telex: NA Email: mhs@mhsimonsen.com Web: mhsimonsen.com Company IMO#: 0243438
1.38	Technical operator - Full style:	M.H.Simonsen ApS M.H.Simonsen Aps. Christiansmindevej 76 DK 5700 Svendborg Denmark Tel: +45 62202033 Fax: +45 6220 3533 Telex: NA Email: mhs@mhsimonsen.com Web: mhsimonsen.com Company IMO#: 0243438
1.39	Commercial operator - Full style:	Simonsen Chartering M.H.Simonsen Christiansmindevej 76 DK-5700 Svendborg Denmark Tel: +45 62202033 Fax: +45 62213639 Telex: NA Email: sc@simchart.com Web: simchart.com
1.40	Disponent owner - Full style:	M.H. Simonsen ApS Christiansmindevej 76 5700 Svendborg Denmark Tel: +45 62203633 Fax: NA Email: mhs@mhsimonsen.com Web: www.mhsimonsen.com

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate (SEC):	Apr 25, 2016	Apr 25, 2016	Apr 07, 2021
2.2	Safety Radio Certificate (SRC):	Apr 25, 2016	Apr 25, 2016	Apr 07, 2021
2.3	Safety Construction Certificate (SCC):	Apr 25, 2016	Apr 25, 2016	Apr 07, 2021
2.4	International Loadline Certificate (ILC):	Apr 25, 2016	Apr 25, 2016	Apr 07, 2021
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Apr 25, 2016	Apr 25, 2016	Sep 24, 2016
2.6	ISM Safety Management Certificate (SMC):	Sep 05, 2016	Not Applicable	Oct 24, 2021
2.7	Document of Compliance (DOC):	Dec 06, 2012	Dec 10, 2015	Oct 07, 2017
2.8	USCG Certificate of Compliance (COC):			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:	Sep 01, 2016	Not Applicable	Mar 01, 2017
2.12	U.S. Certificate of Financial Responsibility	Not Applicable	Not Applicable	Not Applicable

	(COFR):				
2.13	Certificate of Class (COC):	Apr 25, 2016	Apr 25, 2016	Apr 07, 2021	
2.14	International Sewage Pollution Prevention Certificate (ISPPC)	Apr 25, 2016	Not Applicable	Apr 07, 2021	
2.15	Certificate of Fitness (COF):	Apr 25, 2016	Apr 25, 2016	Apr 07, 2021	
2.16	International Energy Efficiency Certificate (IEEC):	Jun 13, 2013	Not Applicable	Not Applicable	
2.17	International Ship Security Certificate (ISSC):	Sep 05, 2016	Not Applicable	Sep 24, 2021	
2.18	International Air Pollution Prevention Certificate (IAPPC):	Apr 25, 2016	Apr 25, 2016	Apr 25, 2021	
2.19	Maritime Labour Certificate (MLC):	Jul 20, 2016	Not Applicable	Apr 23, 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:			Not Applicable	
3. CREW					
3.1	Nationality of Master:		Polish		
3.2	Number and Nationality of Officers:		7 Polish, Danish		
3.3	Number and Nationality of Crew:		4 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 Christiansmindevej 76, 5700 Svendborg Tel: +4562203633 Fax: +4562203533 Telex: NA 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?		No		
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:	1.53 m	6.28 m	4987.80 MT	7409.30 MT
	Winter:	1.67 m	6.15 m	4802.67 MT	7224.17 MT

	Tropical:	1.40 m	6.41 m	5174.96 MT	7595.46 MT
	Lightship:	5.47 m	2.35 m	Not Applicable	2421.54 MT
	Normal Ballast Condition:	3.40 m	4.40 m	2580.00 MT	5000.00 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%):			14	5282.954 m3
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):			1p/s = 298.3 2p/s = 627.972 3p/s = 1177.68 4p/s = 740.27 5p/s = 1173.992 6p/s = 610.0 7p/s = 654.7	
5.6	Number of slop tanks and total cubic capacity (98%):			2	298.34 m3
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 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?			2265.00 m3	49.00 %
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 Max. cargo density 1.54 t/m3	
5.14	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	3	Screw	350 M3/HR	70 Meters 70 Meters 70 Meters
	Cargo Eductors:	0	N/A	0 m3/hr	0 m
	Stripping:	2	Other	50 m3/hr	30 m
	Ballast Pumps:	2	Centrifugal	350 m3/hr	50 m
	Ballast Eductors:	2	Other	40 m3/hr	3.5 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:			1000.00 m3/hr	
5.17	How many cargo pumps can be run simultaneously at full capacity:			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:			4	
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			N/A , NA	

	and locations:				
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	152.4 mm	
5.28	Number / size / type of VECS reducers:		NA		
Venting					
5.29	State what type of venting system is fitted:		One independant PV "Press Vac" in each tank.		
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 / 170.00 mm		
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:		1000.00 mm		
5.36	Distance ships rail to manifold:		2500.00 mm		
5.37	Distance manifold to ships side:		3700.00 mm		
5.38	Top of rail to center of manifold:		1200.00 mm		
5.39	Distance main deck to center of manifold:		1800.00 mm		
5.40	Spill tank grating to center of manifold:		900.00 mm		
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:		6.00 m	4.00 m	
5.42	Number / size / type of reducers:		2 x 203/102mm (8/4") 2 x 203/152mm (8/6") 1 x 203/254mm (8/10") DIN		
5.43	Is vessel fitted with a stern manifold? If yes, state size:		No , 0 mm		
Heating					
5.44	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material	
	Cargo tanks:	Steam	Yes	SS	
	Slop tanks:	Steam	Yes	Stainless steel	
5.45	Maximum temperature cargo can be loaded / maintained:		85.0 Å°C / 185.0 Å°F	85 Å°C / 185 Å°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	Intershield	Whole Tank	Yes
	Slop tanks:	Yes	Marine Line	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?		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 mm	Not Applicable	0 m	0 MT
	Main deck fwd:	0	0 mm	Not Applicable	0 m	0 MT
	Main deck aft:	0	0 mm	Not Applicable	0 m	0 MT
	Poop deck:	0	0 mm	Not Applicable	0 m	0 MT
7.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 mm	Not Applicable	0 m	0 MT
	Main deck fwd:	0	0 mm	Not Applicable	0 m	0 MT
	Main deck aft:	0	0 mm	Not Applicable	0 m	0 MT
	Poop deck:	0	0 mm	Not Applicable	0 m	0 MT
7.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	40.00 mm	pp	220.00 m	30.00 MT
	Main deck fwd:	0	0 mm	Not Applicable	0 m	0 MT
	Main deck aft:	0	0 mm	Not Applicable	0 m	0 MT
	Poop deck:	2	40.00 mm	pp	220.00 m	30.00 MT
7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	40.00 mm	pp	220.00 m	30.00 MT
	Main deck fwd:	0	0 mm	Not Applicable	0 m	0 MT
	Main deck aft:	0	0 mm	Not Applicable	0 m	0 MT
	Poop deck:	4	40.00 mm	pp	220.00 m	30.00 MT
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Single Drum	Hydraulic	80.00 MT	Brake lining
	Main deck fwd:	0	N/A	N/A	0 MT	NA
	Main deck aft:	0	N/A	N/A	0 MT	N/A
	Poop deck:	2	Single Drum	Hydraulic	80.00 MT	Brake lining
7.6	Bits, closed chocks/fairleads	No. Bits		SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:	7		80 MT	7	50 MT
	Main deck fwd:	2		50 MT	2	50 MT
	Main deck aft:	2		50 MT	2	50 MT
	Poop deck:	5		80 MT	5	50 MT
Anchors/Emergency Towing System						
7.7	Number of shackles on port / starboard cable:				8 / 9	
7.8	Type / SWL of Emergency Towing system forward:				Not Applicable	0 MT
7.9	Type / SWL of Emergency Towing system aft:				Not Applicable	0 MT
Escort Tug						
7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:				Not Applicable	50.00 MT
7.11	What is SWL of bollard on poop deck suitable for escort tug:				80.00 MT	
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 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):				Not Applicable	0 MT
7.17	What is the maximum size chain diameter the bow stopper(s) can				0 mm	

	handle:		
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:	Yes Not Applicable	
Lifting Equipment			
7.20	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 5.00 Tonnes Center	
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:		3.00 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)?	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 m	
8. MISCELLANEOUS			
Engine			
8.1	Speed	Maximum	Economic
	Ballast speed:	15.0 Kts (WSNP)	12.5 Kts (WSNP)
	Laden speed:	14 Kts (WSNP)	11.8 Kts (WSNP)
8.2	What type of fuel is used for main propulsion?	IFO or MDO-DMA	MGO
8.3	Type / Capacity of bunker tanks:	Fuel Oil: 239.61 m3 Diesel Oil: 239.61 m3 Gas Oil: 50.59 m3	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):	Controllable	
8.5	Engines	No	Capacity
	Main engine:	1	3250 Kw
	Aux engine:	3	342 Kw
	Power packs:	2	160 m3
	Boilers:	2	25.00 MT/Hr
			Make/Type
			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:	N/A	
Insurance			
8.8	P & I Club - Full Style:	SKULD	
8.9	P & I Club pollution liability coverage / expiration date:	1000000000 US\$	Feb 20, 2017
8.10	Hull & Machinery insured by - Full Style:	Danske Søforsikring - Danish Marine Insurance	
8.11	Hull & Machinery insured value / expiration date:	18150000 US\$	Jan 15, 2017
Recent Operational History			
8.12	Date and place of last Port State Control inspection:	Jun 13, 2016 / Brest	
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:	Contact Charterers for details	
Vetting			
8.17	Date of last SIRE inspection:	May 29, 2016	

8.18	Date of last CDI inspection:	Feb 08, 2015
8.19	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>	CONOCOPHILLIPS, REPSOL, INEOS
Additional Information		
8.20	Additional information relating to features of the ship or operational characteristics:	NA
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