

1.	GENERAL INFORMATION		
1.1	Date updated:		
1.2	Vessel's name (IMO number):	Oralora (9534066)	
1.3	Vessel's previous name(s) and date(s) of change:	Cesme (Mar 05, 2019)	
1.4	Date delivered / Builder (where built):	May 19, 2011 / Yizheng Yangzi Shipbuilding Co.	
1.5	Flag / Port of Registry:	Denmark / Svendborg	
1.6	Call sign / MMSI:	OYIB2 /	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel:	
		Fax:	
		Email: Oralora@mhsimonsen.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	
Ownership and Operation			
1.10	Registered owner - Full style:	Rederiet M. H. Simonsen ApS Christiansmindevej 76 Att: P/R Oralora 5700 Svendborg Denmark Tel: +45 62202033 Fax: n/a Telex: n/a Email: mhs@mhsimonsen.com Web: www.mhsimonsen.com	
1.11	Technical operator - Full style:	Rederiet M.H.Simonsen ApS Christiansmindevej 76 5700 Svendborg Denmark Tel: +45 62202033 Fax: n/a Telex: n/a Email: mhs@mhsimonsen.com Web: www.mhsimonsen.com Company IMO#: 0243438	
1.12	Commercial operator - Full style:	Simonsen Chartering ApS Christiansmindevej 76 5700 Svendborg Denmark Tel: +45 62202033 Fax: n/a Telex: n/a Email: sc@simchart.com Web: www.simchart.com	
1.13	Disponent owner - Full style:		
Insurance			
1.14	P & I Club - Full Style:		
1.15	P & I Club pollution liability coverage / expiration date:	US\$	
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)		
1.17	Hull & Machinery insured value / expiration date:	US\$	
Classification			
1.18	Classification society:		
1.19	Class notation:		
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:		
1.21	If classification society changed, name of previous and date of change:	American Bureau of Shipping, Mar 06, 2019	

1.22	Does the vessel have ice class? If yes, state what level:	Yes, 1C
1.23	Date / place of last dry-dock:	/
1.24	Date next dry dock due / next annual survey due:	
1.25	Date of last special survey / next special survey due:	
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	,

Dimensions

1.27	Length overall (LOA):		90.00 m	
1.28	Length between perpendiculars (LBP):		84.15 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:	26.50 m	m	
1.32	Distance bridge front to center of manifold:		25.90 m	
1.33	Bow to center manifold (BCM) / Stern to center manifold (SCM):	27.50 m	62.50 m	
1.34	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	18.00 m	19.50 m	23.50 m
	Aft to mid-point manifold:	23.00 m	25.50 m	29 m
	Parallel body length:	50 m	m	m

Tonnages

1.35	Net Tonnage:		1,246.00
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	2,918.00	2,436.00
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	3,346.00	2,663.00
1.38	Panama Canal Net Tonnage (PCNT):		

Loadline Information

1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.613 m	5.60 m	4,139.07 MT	5,979.41 MT
	Winter:	1.729 m	5.471 m	3,995.81 MT	5,836.38 MT
	Tropical:	1.495 m	5.705 m	4,266.00 MT	6,110.97 MT
	Lightship:	5.28 m	1.91 m	Not Applicable	1,840.57 MT
	Normal Ballast Condition:	3.31 m	3.80 m	2,047.00 MT	3,884.83 MT
	Segregated Ballast Condition:	m	m	MT	MT
1.40	FWA/TPC at summer draft:			125 mm	11.94 MT
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			No	
1.42	Constant (excluding fresh water):				MT
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?				
1.44	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Summer deadweight:			20.90 m	0 m
	Normal ballast:			m	0 m
	Lightship:			24.59 m	0 m

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment	N/A	N/A	N/A	N/A

	Certificate (SEC):				
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 Certificate (IEEC):	N/A	N/A	N/A	N/A
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)?	Yes
2.23	ITF Blue Card expiry date (if applicable):	N/A

3. CREW

3.1	Nationality of Master:	Danish
3.2	Number and nationality of Officers:	7 Polish, Danish
3.3	Number and nationality of Crew:	4 Polish, 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: Rederiet M.H.Simonsen ApS Christiansmindevej 76 5700 Svendborg Denmark Tel: +45 62202033 Email: crew@mhsimonsen.com Web: www.mhsimonsen.com</p> <p>Crew:</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:	
4.3	Oil Spill Response Organization (OSRO) - Full style:	
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:	m

6. COATING/ANODES

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Tank Coating					
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	MarineLine	Whole Tank	No
	Ballast tanks:	Yes	Epoxy	Whole Tank	Yes
	Slop tanks:	Yes	MarineLine	Whole Tank	No
7. BALLAST					
7.1	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2		m3/hr	m
	Ballast Eductors:			m3/hr	m
8. CARGO-OIL					
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	4,358.51 m3		
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):	98% TOTAL 4449.098 Cu.metres (1 P&S : 580.75) / (2 P&S 737.552) / (3 P&S 762.547) / (4 P&S 764.543) / (5 P&S 762.852)/ (6 P&S 750.269 / (SLOP P&S 90.585)			
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	90.585 m3 (98%)		
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	SLOP P&S 90.585			
8.3.2	Residual/Retention oil tank(s) capacity (98%), if applicable:	m3			
SBT Vessels					
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	1,918.00 m3	49.50 %		
8.3.4	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:	Yes			
Cargo Handling and Pumping Systems					
8.4	How many grades/products can vessel load/discharge with double valve segregation:	3			
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	Yes Maximum specific gravity on 98% filling is 1.35 t/Cu. m			
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS		
	Loaded per manifold connection:	500 m3/hr	500 m3/hr		
	Loaded simultaneously through all manifolds:	1,200 m3/hr	1,200 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 fixed closed tank gauging system is fitted:	Radar			
	Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes, All			
8.9.1	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?	Yes			

8.9.2	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:	Yes, 1 manual gauging point and 1 automatic (radar) gauging point per tank.		
8.10	Number of portable gauging units (example- MMC) on board:	3		
Vapor Emission Control System (VECS)				
8.11	Is a Vapour Emission Control System (VECS) fitted?	Yes		
8.12	Number/size of VECS manifolds (per side):	1	203.20 mm	
8.13	Number / size / type of VECS reducers:			
Venting				
8.14	State what type of venting system is fitted:	P/V valves		
Cargo Manifolds and Reducers				
8.15	Total number / size of cargo manifold connections on each side:	3 / 203.20 mm		
8.16	What type of valves are fitted at manifold:	Butterfly		
8.17	What is the material/rating of the manifold:	Stainless steel /		
8.17.1	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?	Yes		
8.18	Distance between cargo manifold centers:	740.00 mm		
8.19	Distance ships rail to manifold:	mm		
8.20	Distance manifold to ships side:	2,400.00 mm		
8.21	Top of rail to center of manifold:	1,600.00 mm		
8.22	Distance main deck to center of manifold:	2,000.00 mm		
8.23	Spill tank grating to center of manifold:	mm		
8.24	Manifold height above the waterline in normal ballast / at SDWT condition:	5.30 m	3.60 m	
8.25	Number / size / type of reducers:	None ANSI		
8.26	Is vessel fitted with a stern manifold? If yes, state size:	No, mm		
Heating				
8.27	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo tanks:	Steam	Yes	SS
	Slop tanks:	Steam	Yes	SS
8.28	Maximum temperature cargo can be loaded / maintained:	80.0 °C / 176.0 °F		80 °C / 176 °F
8.28.1	Minimum temperature cargo can be loaded / maintained:	0.0 °C / 32.0 °F		0.0 °C / 32.0 °F
Inert Gas and Crude Oil Washing				
8.29	Is an Inert Gas System (IGS) fitted / operational?	No / N/A		
8.29.1	Is a Crude Oil Washing (COW) installation fitted / operational?	No / N/A		
8.30	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:			
Cargo Pumps				
8.31	How many cargo pumps can be run simultaneously at full capacity:	3		
8.32	Pumps:	No.	Type	Capacity
	Cargo Pumps:			At What Head (sg=1.0)
	Cargo Eductors:			m3/hr
	Stripping:			m3/hr
8.33	Is at least one emergency portable cargo pump provided?	N/A		

9. MOORING						
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm		m	MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:		mm		m	MT
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm		m	MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:		mm		m	MT
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	44.00 mm	PolyPropylene	220.00 m	27.30 MT
	Main deck fwd:	2	44.00 mm	Fibre	220.00 m	17.00 MT
	Main deck aft:		mm		m	MT
	Poop deck:	2	44.00 mm	Fibre	220.00 m	27.30 MT
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	10.00 mm	PolyPropylene	220.00 m	27.30 MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:		mm		m	MT
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums		25.00 MT	
	Main deck fwd:				MT	
	Main deck aft:				MT	
	Poop deck:	1	Double Drums		MT	
9.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		12	MT		MT
	Main deck fwd:		8	MT		MT
	Main deck aft:		4	MT		MT
	Poop deck:		12	MT		MT
9.7 Anchors/Emergency Towing System						
9.7	Number of shackles on port / starboard cable:				8 / 8	
9.8	Type / SWL of Emergency Towing system forward:				MT	
9.9	Type / SWL of Emergency Towing system aft:				MT	
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern:					
Escort Tug						

9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:		45.00 MT
9.11	What is SWL of bollard on poop deck suitable for escort tug:		MT
Lifting Equipment/Gangway			
9.12	Derrick / Crane description (Number, SWL and location):	Center	
9.13	Accommodation ladder direction:		N/A
	Does vessel have a portable gangway? If yes, state length:	Yes	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)'?		
9.15	If fitted, how many chain stoppers:		
9.16	State type / SWL of chain stopper(s):		MT
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:		mm
9.18	Distance between the bow fairlead and chain stopper/bracket:		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:		
10. PROPULSION			
10.1	Speed	Maximum	Economical
	Ballast speed:	12 Kts (WSNP)	10 Kts (WSNP)
	Laden speed:	11 Kts (WSNP)	9 Kts (WSNP)
10.2	What type of fuel is used for main propulsion / generating plant:	IFO 180	MGO
10.3	Type / Capacity of bunker tanks:	Fuel Oil: 189 m3 Diesel Oil: 80.40 m3 Gas Oil: m3	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):	Fixed	
10.5	Engines	No	Capacity
	Main engine:	2	960 Kw
	Aux engine:		Kw
	Power packs:		m3
	Boilers:		MT/Hr
Bow/Stern Thruster			
10.6	What is brake horse power of bow thruster (if fitted):	Yes, 340 bhp	
10.7	What is brake horse power of stern thruster (if fitted):	No, bhp	
Emissions			
10.8	Main engine IMO NOx emission standard:		
10.9	Energy Efficiency Design Index (EEDI) rating number:		
11. SHIP TO SHIP TRANSFER			
11.1	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquified Gas, as applicable)?	Yes	
11.2	What is maximum outreach of cranes / derricks outboard of the ship's side:	m	

11.3	Date/place of last STS operation:	02/06-2018 ODESSA OPL
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, Grounding: No, Casualty: No, Repair: , Collision: No,
12.3	Date and place of last Port State Control inspection:	/
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>	Contact owner for details.
12.6	Date / place of last SIRE inspection:	/
12.7	Additional information relating to features of the ship or operational characteristics:	

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