

Rederiet M. H. Simonsen



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Shipping Company 1931-2001
Tanker Company 1961-2001



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*Løgstør's fleet about 1900. The vessel to the left is Niels Simonsen's Haabet.
Photo: Limfjordsmuseet, Løgstør.*

Introduction

The story of Rederiet M.H. Simonsen begins with the purchase of Martin Hjorth Simonsen's first vessel in 1931. At the same time, he became the third generation in a line of family shipmasters who owned their own vessels.

His grandfather, Lars Simonsen, owned vessels in the mid 1800s, and Martin's father, Niels Simonsen, owned two pearboats, »Mary« and »Håbet«, around 1900. Niels died in 1919 when Martin was twenty years old, and eleven years would pass before the family owned yet another ship.

In the first thirty years, from 1931 to 1961, the shipping company's main business consisted of dry cargo vessels plying the domestic molasses trade. The first tanker was bought in 1961, again chiefly for shipping molasses, but also for the transport of other food products, such as fish oil.

Today the company's fleet consists of 8 tankers, one new tanker being built in a shipyard in Turkey, and one dry cargo vessel currently being converted into a tanker. Molasses is still being transported, but fish oil, animal fat, wax, fertilizer, and the like make up the present product list. Finally, since 1990 M/T Oragreen has been used for bunkering the fishing fleet at sea in Greenland.

Naturally, our employees, business partners, insurance companies, Rederiforeningen for mindre skibe (Shipping Company for Small Vessels), The Classification Society, and public institutions, such as The Danish Maritime Authority, comprise the shipping company's history; but especially our ships' crews have always been the company's most valuable resource. There are approximately 100 employees in the company today.

Since 1987 the company has had their own chartering division. Thus, the organisation now constitutes a fully modern shipping operation.

Looking at the company today, one sees an ongoing business celebrating its 70th anniversary as a shipping company and 40 years of success with tankers. The future will be influenced by the fourth generation, Lars Hjorth Simonsen, who is further expanding the fleet to fulfil customers' demands for quality transport of liquid products at sea.

Four Generations of Captains as Shipowners

Lars Hjorth Simonsen, born in 1954.

After taking his late morning final exam at high school in 1974, Lars Hjorth Simonsen travelled immediately to Skagen to sign up with the family vessel, *M/T Grindal*. His father, Martin Hjorth Simonsen, was captain on board. Unfortunately, the ship had already left port but was called back by the harbour agent. Later Lars went to navigation school in Svendborg and became a shipmaster. Thereafter, he sailed with the shipping company's fleet until the workload of buying, maintenance, administration and chartering became too demanding combined with a career at sea.

Since Martin Hjorth Simonsen's death in 1992, his son Lars Hjorth Simonsen has been a shipowner and head of the company.



*Martin Hjorth Simonsen
and his son, Lars Hjorth
Simonsen, on board M/T
Oragreen 1990.*

Photo: Bent Mikkelsen



Martin Simonsen is standing in the rear. He was a mate on S/S Kina. The vessel was owned by Rederiet Orient.



The letter is dated 19. 3. 1924 and is from Martin Simonsen's mother.



Mr. "Babine" af Thuro
Havells autoret
Sjefe, Sverig.

The date of the letter is 25. 4. 1918 and it was written by Martin Simonsen's sister.

The photo is a postcard from Martin Simonsen to an aunt. It has the date 11. 8. 1918. In front are the captain and chief officer. Martin Simonsen is seen in the rear in a white shirt with tie.

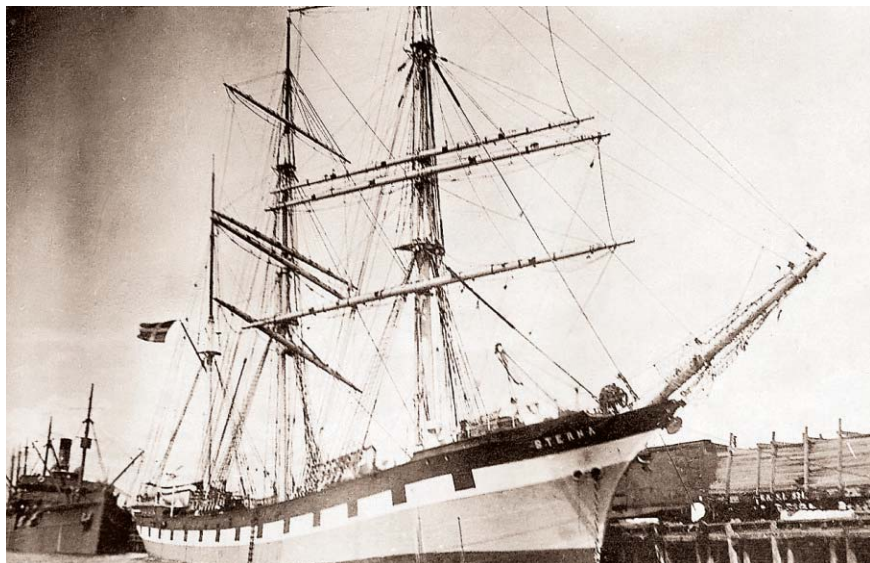
Martin Hjorth Simonsen, 1899-1992.

Martin Simonsen essentially followed the same course of education. When he was 15 years old and had received his secondary education in Løgstør, he sailed on the galley, "*Familiens Håb*", to Falkenberg, Sweden for a cargo of timber. He then went to navigation school in Copenhagen and became a shipmaster and telegraph operator. Later he sailed as chief officer for DFDS (United Danish Steamship Company), among others. He went to China and sailed with a Chinese crew on a sailboat and for a number of years he also sailed around Greenland's waters.

Martin then aspired to become a settler on Vancouver Island in British Columbia. He got a job as chief officer and met his friend, chief officer Clemens Sørensen, who later would become a clergyman in Vancouver. They lived as settlers, fished and worked together with native Indians, but returned after a while because of their lack of knowledge of agriculture.



In 1919 Martin sailed on Barque Sterna. Here he is on the vessel in Gulfport.



Barque Sterna in Gulfport harbour, 1919.



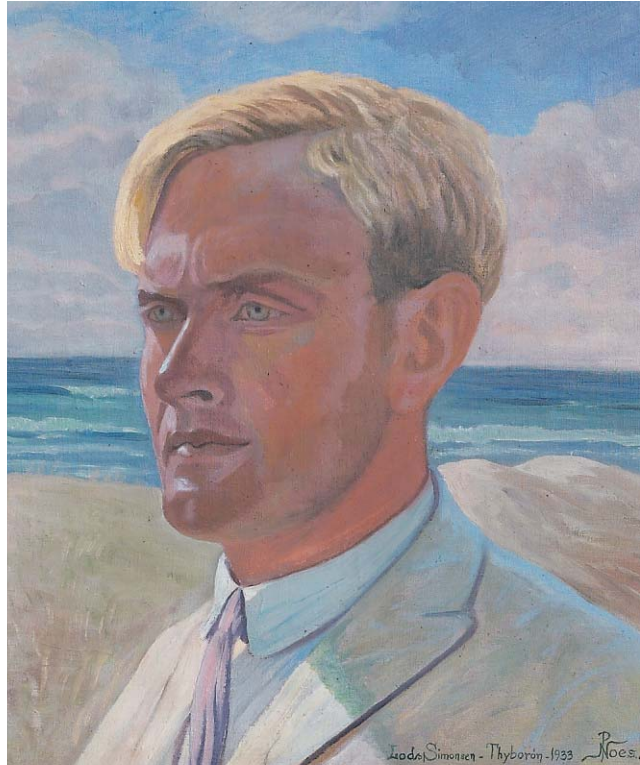
1923. Martin Hjorth Simonsen sailed to Greenland on Godthaab as chief officer.



S/S Godthaab.



Olga S was owned by Rederiet Torm, and Martin Hjorth Simonsen sailed as chief officer on the vessel in 1928.



*On the painting:
Lods Simonsen.
Thyborøn. 1933.
Sign.: P. Noes.*

Clemens Sørensen studied for the clergy when he came home. He got a position as a clergyman, a job that opened in Vancouver just as he had completed his education in Denmark. Back in Canada, he encouraged Danish emigrants to build nursing homes and churches. He later ended up on Danish soil again in Svendborg, where he became a highly respected and loved minister.

Martin Simonsen was employed as a pilot at Thyborøn Lodseri (pilot station in north-west Jutland), when in 1931 he bought his own ship with money he had saved.

This was the start of his life as a self-employed shipowner until 1992, when he died at the age of 92.

25^{te} Nr.
30 Jule 2534

Søfartsbog
for
Niels Andreas Simonsen

der er sødt i *København* Aaret 1860.

Udstedt uden Betaling den *29 Jule* 1860

af
Simonsen,
Fødselsøjeblik. Landsforstander.
København.

1705

Bogst. Markhandl.
1861

af Jule

Logstor. 1903.

Boje's Merchants.		No. 1.	No. 2.
Jan.			
9.	Machmoudi Amour	11	
	Ed. Wolter	16	
	Wormann Lorenz	17	
	Anton Müller	22	
	Emil Müller	14	
	Conrad Berg	18	
	Karl Gaudel	14	
	Heinrich Lorenzen	14	
	Edgar Toff	14	
	Handschuh Nielsen	14	
	Anton Kroger	12	
	Jon. Chr. Lohm	12	
	Herman Jensen	12	
	Hermes. Joh. Gaudel	6	
	N. K.		
	Th. P. Kristensen	13	
	Henrichsen David	16	
	Hans Nordenskiöld	13	
	Hildam Caroline Jacobsen	13	

14

Niels Andreas Simonsen 1860-1919

Niels Andreas Simonsen was the father of Martin. The family lived in Fjordgade 13 in Løgstør. Niels Simonsen was married to Ane Madsen (Hjorth) and they had 7 children. Martin's younger brother, Simon, also sailed, but died young in Shanghai.



Family portait of Niels A. Simonsen and his wife Ane and their seven children. Martin is standing in the rear to the left.

The eldest brother, Lars, became head telegraph operator at Store Nord and travelled all over the world for this company. Later he took over the bookkeeping and administration of his brother Martin's ships. During his time overseas he accumulated many fine pieces of antique furniture which now decorate the office at the shipping company.



The painting is signed: 13. 3. 1907. Haabet. Løgstør. N. A. Simonsen.



*Gl. Mary. Martin
Simonsen and his
father paint the vessel.*



*Niels Simonsen passed
away in 1919 and the
vessel was sold.*

JANUS ANDERSEN & CO.

DAMP- OG SEJLSKIBS-BEFRAGTNING.
SPEDITIONSFORRETNING.
KØB OG SALG AF DAMP- OG SEJLSKIBE.
ASSURANCE- OG HAVARIAGENTER.

TELEFONER NR. 2836, 2837 og 2828.
STATSTELEFON NR. 41.
TELEGRAM-ADR.: „JANUS“.

AALBORG, 24/4 1919.

Herr

Skibsfører N. S i m o n s e n ,

KASSA- & BOGHOLDERIAFD. L ø g s t ø r .

2% af Salgssummen for		
Gl. "Mary" af Løgstør		
(Kr. 20500)	Kr	410 00

Janus Andersen & Co.

Janus Andersen

Martin described how his father, Niels, owned two ships: *Mary* and *Haabet*, and pictures and paintings exist of both ships.

Niels is referred to in the census as “skipper” and “captain”. He operated a small vessel trade. Martin recounted how one year his father picked up a cargo of fresh apples in Bogense (northern Funen) and was the first ship with the new harvest on Limfjorden (northern Jutland). He made as much money on this trip as he otherwise would earn in one whole year.



Over the centuries the people living on the coast of north Jutland had worked extensively with small vessel trade and often loaded and unloaded cargo directly on shore. This trade and run eventually declined with the opening of the Vendsyssel railway in 1871, but did not completely cease until around the year 1900.

Lars Simonsen 1821 - 1884.


Martin's grandfather is also referred to in the census as "skipper" and "captain". It is also recorded that he lived on Fjordgade in Løgstør.

Fjordgade was at that time the main street in town. A story tells of how Lars walked from Øsløs and proposed to Johanne, who was a widow and shipowner. They became married and photos of them still remain today. No photographs of Lars Simonsen's ships can be found.



Fjordgade number 13 in Løgstør. Address of the company until 1945.

78.



(F) ACCOUNT OF WAGES.

Name of Ship.	Port of Registry.	Name of Master.	Description of Voyage or Employment.
<i>Louis Napoleon</i>	<i>Capebreck.</i>	<i>Jacob G. Marshall</i>	<i>from Hamburg to New York and back.</i>

SANCTIONED BY THE BOARD OF TRADE, NOV. 1860.
In pursuance of 12 & 14 Vict. c. 50, s. 55.

Name of Seaman.	Date of Engagement.	Date of Discharge.	Rate of Wages.	Shipping Office or Home No. (if any).
<i>Lars Simonsen</i>	<i>Oct 10th 1855.</i>	<i>April 12th 1856</i>	<i>15 Dollars</i>	<i>Nat. Currency</i>

CREDITOR.	Amount.	Description.	Amount.
Wages at 15 th March.	6.		44
For 6 months & 2 days.	41		75
		Deduction	45
		Balance due	30

DEBITOR.	Amount.	Description.	Amount.
Advance	5		39
Aliment	50		15
Fine and Forfeiture	15		34
<i>Expenses New York</i>			45
		Total Deductions	109

Dated this 12 Day of April 1856.

Signed J. W. Marshall Master.

NOTE.—One of these Accounts must be filled up and delivered to each Member of the Crew, at least Twenty-four Hours before he is paid off, under a Penalty of £5, and no Deduction will be allowed unless duly inserted.

LONDON: Printed by, GEORGE E. EYRE and WILLIAM SPOTTISWOODE, Printers to the Queen's most Excellent Majesty.

Lars Simonsen sailed from Hamburg to New York as a seaman on the ship Louis Napoleon in 1856.

Family portrait of Lars Simonsen and his wife Johanne together with their son Niels about 1866.



Lars Simonsen's "thermo clothes" about 1870, made of chamois-leather.
Photo: Limfjordsmuseet. Løgstør



Dry Cargo Vessels 1931 - 1971

The First Vessels

The first ship Martin bought in 1931 was a Dutch kuff, which he named *Mary*. The same name as his father's ship. The new *Mary* was, however, not very suitable and was sold shortly thereafter. Yet, this was the beginning of the Simonsen shipping company.

M/S Inger

M/S Inger, built in Holland in 1916, was bought for DKK 14,000 in 1934. It was originally a logger used for fishing in the North Sea and North Atlantic, but rigged as a normal freighter also included equipment for dredging up stones from the sea bed. This vessel was made of steel, the new ship building material replacing the traditional wood from which the old schooners and galeases were made.



*M/S Inger
with a cargo of stone.*

*M/S Inger in Västervik
loading herring to Gdynia.
November 1937.*



Inger had a deadweight of 175 tons and was first sold in 1971. In the beginning, the vessel was primarily used for rock dredging. The stones were taken from Kattegat and used by the Department of Hydraulic Engineering at Thyborøn Canal and Harbour. It was gruelling work, done at a fast pace.

The predominant task of *Inger*, however, was shipping for De Danske Sukker og Spritfabrikker (The Danish Sugar Factories and Distilleries). Molasses was freighted in iron drums stowed in the cargo hold and sometimes even on the deck.

Molasses is a liquid by-product of sugar used in the production of yeast and spirits. The shipping routes were usually from the sugar factories in Sakskøbing, Nakskov, Stege, and Assens to the four factories in Jutland: Randers, Grenå, Hobro, and Aalborg. Molasses is produced during the sugar season and is primarily transported from October to June. For many years chartering was handled by the shipbroker firm, Holger Kristiansen & Son in Sakskøbing.

In the summer months with no molasses transport, freight could include a wide range of products such as timber from Sweden and Finland, saltpetre from Norway (Herøya on Skienfjord) and various types of salvage operations, the first being of particular note.

Salvage Operations

Martin Simonsen's first salvage operation took place in 1936 and is described in an article in the newspaper Aalborg Stiftstidende on the 8th of June 1936.

The motor schooner M/S Jylland sank after a collision with the German steamship "Erika" about 20 nautical miles south east of Hals Barre lighthouse. M/S Jylland sank at a depth of 12 meters with only its mast protruding. The salvage operation cost DKK 8,000 and it took one month to raise and tow the schooner to Aalborg. "Jylland" had a cargo of 320,000 cobblestones, which were singularly loaded on board *Inger*. Thereafter, the hold on "Jylland" was packed with water-filled oil drums, which were then emptied and caused the ship to rise. When the bow rose above the water line the towing commenced. It took 20 hours to tow "Jylland" the 40 nautical miles to Aalborg. "Jylland" was fastened to the side of *Inger*, and three large fishing boats from Hadsund also helped to haul the ship to port.



In a 1936 edition of Aalborg Stiftstidende it read: "There wasn't a lot of money made on this job", Captain Simonsen said. "That's due to the many work days wasted because of the bad weather. This is my first

Diver Block, 1936, loading 320,000 cobblestones on board M/S Inger from the sunken M/S Jylland.



*M/S Inger alongside the
sunken M/S Jylland, of
which only the mast is seen.*



*Water-filled oil drums
being packed into the hold of
M/S Jylland.*

salvage operation of this type, but I hope the next job will be more profitable.” The technology used to fill the ship with oil drums pumped with air was – as far as is known – the first of its kind.

Many admirable words were used to describe the salvage operation when owner and captain, Nielsen, from Hasseris, along with business manager, Christensen, from Nørrejylland's Gensidige Søforsikring, “Jyllands” insurer, inspected the shipwreck: “Many would have given up, but Simonsen is a man who completes the assignment no matter the amount of work or cost involved”.

During the war, Martin removed a steamer damaged by a mine. He told the story in a newspaper interview in Berlingske Tidende on 31 January 1988. It was a profitable job that earned him DKK 40,000 from the government to remove the wreck. First, an agent tried to sell him the remains in exchange for its removal. The price was DKK 30,000 and would not have been profitable. It required luck, skill, and experience to take on salvage operations at the right price.

M/S Gudrun was a hoy bought in 1941 and co-owned by Martin and his brother Lars. It was used during the war as a wreck salvager in Kattegat outside of Juelsminde. One job was to bring a cargo of coal to land that lay in a sunken ship.

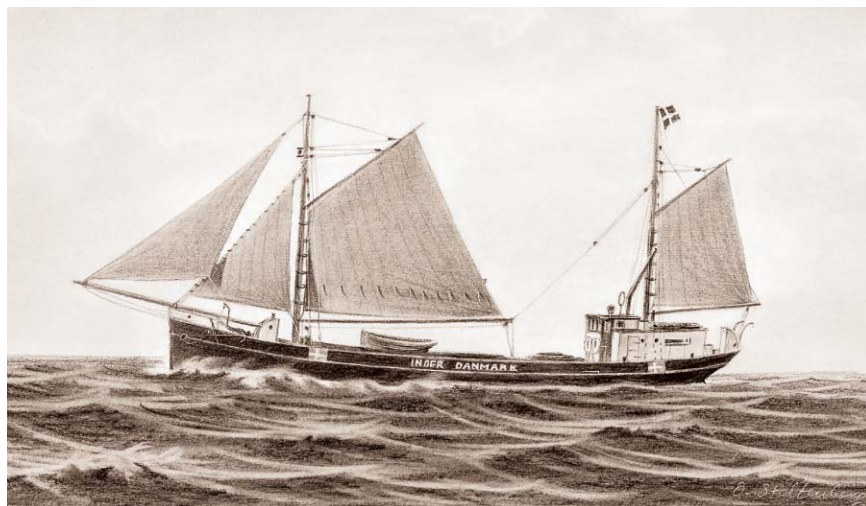
World War II

These were difficult years for navigation of small ships due to the danger posed by magnetic mines and wrecks littering the seas. Liners stopped sailing because it was too dangerous and small ships became a vital link to different parts of the country.

All buoyage was removed and the Germans only allowed light-houses to be lit when they themselves used them.

At the end of the 1930s the Danish government established War Insurance for Danish ships, which took over compensation for war damaged ships.

*M/S Inger with two flags
and "Denmark" painted on
each side.
Sign.: O. Stoltenberg 1946.
Original drawing.*



Even before the Danish occupation, the war insurance bureau instructed Danish trade ships to have large Danish flags painted on each side, along with the ship's name and "Denmark" painted in large letters. Danish ships were also told to fly the flag both night and day. These precautions were taken to prevent attack from the air.

In 1943 15 small ships and 25 sailors perished in Danish waters. An equal number were lost due to mines the following year.

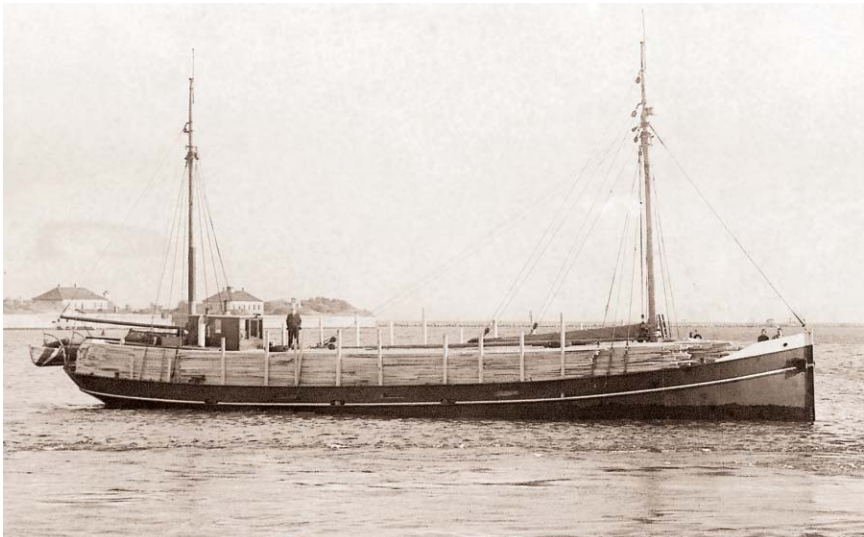
Shortly before the occupation, both Danes and Germans laid mines to obstruct national waters and parts of the Baltic Sea. The British also laid thousands of magnetic mines to close the straits and belts of the Danish coast. As a countermeasure there was an ongoing effort to try to keep certain routes free of mines by constantly mine sweeping a path clear. The Danish Navy was to carry out the actual job according to an agreement with the Germans. The authorities had classified information on 80 Danish harbours and routes that were safe to sail. This information was passed on to the ships' captains. However, the situation changed constantly, in that what was a secure area one day could be filled with mines the next day.

Gertrud Simonsen's Narrative

When Martin married in 1944, his wife, Gertrud, insisted that she also sail. This was during the war when many Danish freighters were blown up by mines and disappeared. The uncertainty while waiting on land was often unbearable, which is why she quit her good job as a translator at a large trading company and signed on as a cook on *Inger*.

She recounts:

"It was undeniably a huge change. One learned to live one day at a time and to live each day to the fullest. When we sailed in the Kattegat (waters between Denmark and Sweden), we regularly saw mines detonated around us. One day as we rested in the cabin at noon, we awoke as a tremendous blast hurled us across the floor. "Get up fast", my husband shouted, "we've been hit". Yet, the first mate, who was taking a nap on the cargo hatch – rose slowly and said: "Nothing happened, it just missed us". We saw huge amounts of stunned fish floating and



*M/S Inger
with timber cargo.*

unconscious and others were dead from burst gills. We immediately became busy trying to get as many fish on board as possible.

One got used to it and learned to live more intensely and appreciate every day that went well. The worst was certainly arriving in the harbour and learning that a certain vessel sank and lives were lost, sometimes people we knew well and saw only a few days earlier.



*Martin Hjorth Simonsen
and his wife Gertrud on
board M/S Toto.*

It did not make things easier for me that we had to have two new German soldiers on board for each voyage. Their job was to make certain that we did not escape and kept within the country's shipping borders. To be honest, I must admit that they all behaved themselves in a thoughtful and correct manner.

I also recall an episode in Helsingør. It was a dark winter's day late in the afternoon and I was on land to do some shopping. At the harbour area I was suddenly shouted at with the words: "Hände hoch". I was furious, but had to politely obey as I, in my

obvious state of pregnancy and hands held high, had to tolerate the fact that two nervous German soldiers were aiming at me with their firearms. Occurrences like this were not uncommon, but we had to sail in order to avoid them seizing the ship for another purpose.

In order to take a well-needed break, my husband decided to have *Inger* lengthened at Aalborg Shipyard. I was glad to get away from the mines and thought we could really relax – but I got wiser. Already on the first night the ship astern of us was sabotaged and sank with a huge explosion. Sirens went off regularly and loudspeakers advised everyone to seek shelter from the bombs at the shipyard. We always

stayed on board *Inger*. Yet, it was hair-raising to wait for the explosions, although sometimes they were just false alarms.

One night I awoke because of an unusual infernal noise. I tried to wake my husband, but when he sleeps, he really sleeps. He mumbled: “It’s only the blacksmiths hammering”. The noise just kept getting louder and louder, and as I tried to wake him again, he said: “Well, it must be an invasion then”. During those days, there was much talk of the English invading Jutland. Gradually the noise subsided and the next morning we learned that Bispensgade had been blown up. It wasn’t exactly a recreational place we had come to at the shipyard.

Well anyway, I had signed on as a cook and my little galley – which was about 2.5 square meters – was my domain where I cooked meals for 5 people. The work conditions were quite primitive. All water for washing and housekeeping was normally brought on board in two drums, so one learned to use every drop wisely. My kitchen equipment consisted, moreover, of two paraffin cooking stoves -also called primus stoves. One was a three-legged tall model that was difficult to work with as soon as there was a heavy sea.

Needless to say, the weather forecast wasn’t disregarded when planning the day’s menu. When preparing pea soup – in which seawater was used when we were in Kattegat – and the seas unexpectedly began to roll, I had to hold the large kettle in place until the meal was cooked.

There was neither the luxury of a refrigerator nor an ice cooler, so it required a great deal of thought to have the right provisions and raw materials on board, especially when supplies were limited during the war. When I see a galley today, I have a hard time understanding the change that has occurred in just 50 years time.

On the 4th of May 1945 we loaded molasses in Randers. Wild rumours were going around that a sea battle was taking place in Kattegat. Of course, I was nervous at the thought of coming in harms way there, but we had to sail. “Now we have to listen to the “news” from England



M/S Inger with a cargo of molasses in drums.



Gertrud Simonsen together with her children on board M/S Toto. Summer 1959.

and then we have to leave”, my husband said. Then came the news that the war was over in Denmark. The feelings triggered in me cannot be put into words. I sat down quietly and cried of simple relief that it was all over. We waited to depart until the next day.

Mines were still a danger, though. I especially recall the 11th of June 1948. I think we had returned from Norway, the day was very warm and the sea was smooth as a mill-pond. South of Randers Fjord we saw that flags were flying at half-mast.

We turned on the radio and heard an endless list of names mentioned and realised that something terrible must have happened. It turned out that a ferry from Copenhagen to Aalborg was blown up by a mine and 48 lives were lost.

The war was over, we had more children, and I returned to land. Every summer, though, we would all return to sea. In the end that meant 6 children, sometimes joined by classmates.

Other Vessels

Martin owned *M/S Viking* and *M/S Albatros* together with other partners, but he never sailed on these ships.

M/S Toto was bought in March 1956 from De Danske Sukkerfabrikker. Martin was himself captain of *Toto* and a skipper was hired to sail with *Inger*. *Toto* had deadweight of 400 tons, and since it was rebuilt from steam to motor it had many cabins because steamships require a larger crew than motorships.

M/S Toto travelled the same shipping area as *Inger* and together they often had the whole family along on holidays. It was a very suitable family ship with its many sleeping quarters. Especially timber from Finland was transported during the summer months.

The Freight Market

In the years leading up to World War II, “Danmarks Rederiforening for Mindre Skibe” introduced minimum freight rates. All members had to comply with these rates. If one was caught sailing at lower charges, it meant exclusion from the mutual marine insurance. There was a close working relationship between “Rederiforeningen for Mindre Skibe” and the mutual marine insurance companies. It was not until 1981 that the “Nørrejyllandss Gensidige Søforsikring” repealed the regulation requiring compulsory membership of “Rederiforeningen for Mindre Skibe” in order to be eligible for marine insurance membership.

We do not have conclusive evidence of the consequences these measures had on our shipping company. Martin was, however, always convinced that it was best to lay up a ship than it was to sail with a deficit. The ships were paid for and he thus had the liberty to leave an unprofitable market. Nevertheless, there have only been short idle periods in the company's history.



*M/S Toto.
Sign.: O. Stoltzenberg - 56,
Kalundborg.
Original drawing.*

At the beginning of the war, the government scaled down the Freight Board, which was charged with setting standard price rates. The board also had the power to direct a shipping company to sail certain routes at already fixed rates, and sailing was compulsory, even though the waters were filled with mines.

It was the board's task to assure the necessary supplies, such as fuel, grain and foodstuffs. For a brief time, it was the board's job to make sure that as much foreign currency as possible was earned in Denmark.

Economic times were generally good from 1934 and rising until 1957, when a change suddenly occurred. Fortunately, the downturn was short-lived, and the good economic times continued on into the 60s. For instance, the price of a ship increased four or five times its value in just a few years' time. The price of a ship always adjusts to the freight market. The amount of earnings on a voyage is determined by the sum buying price, on which interest is paid.

The working relationship with De Danske Sukker og Spritfabrikker developed positively. There was a tradition that they paid well during bad times and the shipping company sailed for under market price when times were good.

When *M/S Inger* was sold in 1971, the freight market for those types of ships was about to disappear. Vessels became larger and new techniques and ship types were more competitive than smaller ships, which also received stiff competition from lorries. *M/S Inger* and *M/S Toto* were the ships, which formed the foundation of the company's sound economy.



*Gertrud and Martin Hjorth
Simonsen together with
Hanne, Anders and Niels.
Summer 1958.*

Tankers 1961-2001

The First Tankers

When Martin Hjorth Simonsen bought his first tanker, *M/T Brotank*, in 1961, it was not an ordinary type for small vessels. Tankers were primarily owned by oil companies and large shipping companies. The ship was only two years old when it was bought in Sweden to meet the requirements of De Danske Sukker og Spritfabrikker for another method of transportation.

The cooperative relationship with De Danske Sukker og Spritfabrikker continued, whilst the factories made it possible for molasses to be pumped directly on board instead of being delivered in drums. The molasses trade continued as it had through the decades,



*M/T Brotank.
Notice the "S"
in the front of the vessel.*

but was at times supplemented by the transport of fish oil and the Polish molasses market, which began around 1980.

Ever since “Fiskernes Fiskeindustri in Skagen” started in 1960, we have been shipping fish oil for them. *M/T Pia* was bought in 1969 in partnership with a ship broker, Erik Kristiansen, but was sold already in 1971.

M/T Brosund was bought in 1970. Built in 1913, it was an older dry cargo vessel converted to a tanker. It sailed exclusively with molasses until 1988, when the working relationship with De Danske Sukker og Spritfabrikker ceased. The ship was sold in 1988 to a Danish shipowner on Gibraltar, where it sailed for a number of years as a water boat.

M/T Grindal was bought in 1974. The ship has a dead weight of 658 tons and is still sailing today.

*M/T Grindal and
M/T Oratuna. 2000.*

When the shipping company was offered a good price for *M/T Brotank* in 1976, it was sold to Sweden as a bunker ship.





*Painting of M/T Orasund
in Sønderborg.
Sign.: Lass Andersen*

Two new sister ships, *M/T Oratank* and *M/T Orasund*, built in Norway, were added and acquired in 1984 and 1987 respectively. *Oratank* was rebuilt to enable it to carry more cargo than *Orasund*, but they have always been able to replace and complement one another.

It was with the purchase of *M/T Oratank* that the name *Ora* originated. The ship was originally named *Toratank*, and the shipping company asked for permission to keep the name. The seller denied the request and thereafter the T's were removed and *Ora* became the prefix for the future ships' names. *Ora* means coast in Latin. According to seaman's superstition, it means bad luck to give a ship a new name.

Administration of Ships

The administration of ships in the 60s took place in the same way as earlier. The captain was in charge of the crew, supplies, purchase of spare parts, contact with the charterer, and repairs of motor and pumps. Naturally, professional repairmen came on board to help



*M/T Oratank at Göta Elven.
Photo: Bent Mikkelsen.*

*Hytten, Strandvejen 81,
Middelfart. Address of the
company 1945-1992.*



with difficult jobs. At that time, one did not just buy new parts, but repaired as often as possible. It surely would have been more sensible and cheaper at times to replace older machinery with new parts.

At the end of the 60s, Martin cut down on his workload at sea and worked from the dining room in his house, “Hytten” (the hut), on Strandvejen 81 in Middelfart. He had already moved here with his family in 1945 because it was centrally located in relation to domestic shipping for De Danske Sukker og Spritfabrikker.

When Martin's brother, Lars, who did the accounting, became ill, the department was moved to Middelfart. With Gertrud Simonsen's experience as a bookkeeper, she set up a bookkeeping office to replace the simple cash book in which the accounts had previously been kept.

When a new law on private limited companies was introduced in 1974, such a company was quickly created, has existed ever since and is named Rederiet M.H. Simonsen ApS. The company owned *M/T Brotank* and *M/T Brosund*. The chairman of the board was Martin's eldest son, M. D. Anders Hjorth Simonsen, a position he has held ever since.

Chartering Office

From the start of the shipping company in the early 1930s, Holger Kristiansen and his successors in Saksøbing managed chartering of ships.

When huge disagreements began to surface in 1987 and as the company owned four ships: *M/T Brosund*, *M/T Grindal*, *M/T Oratank* and *M/T Orasund*, a chartering office of its own was set up. The commissions could cover the expenses of running of the office.

At first all chartering was moved to Johannes Petersen's office in Århus and Simonsen Chartering ApS was established. The brokers also owned a part of the company. After a few years at Johannes Petersen's, the chartering company continued in leased offices where two ship brokers saw to it that the ships were kept busy. Meanwhile, the shipping company lost the domestic shipping contract for molasses. This had been the company's main source of income for over 50 years, and now it had to find its bearings in an international market, finding new customers there.



Northern European Shipping Area

After 50 years of having earned its income from domestic shipping, the northern European shipping area would come to leave its mark on the future. Poland was already at the beginning of the 80s exporting molasses to Denmark and other European countries, and we transported huge amounts of molasses out of Poland. For some years it was our largest market, and the molasses trade was still our primary business.

M/T Orateca.

Photo: Bent Mikkelsen.



*Lars Hjorth Simonsen.
Martin Hjorth Simonsen is
seen in the background.*

In good years, a shipping weight of 200,000 tons molasses was transported from Szczecin and Gdynia to the northern European market. This increased tons of molasses required the purchase of another ship, *M/T Orasund*, bought in 1987. She was the sistership of *M/T Oratank*, which had been bought and already put into operation in 1984.

Danish International Register of Shipping

In order for Danish ships to compete internationally, they had to have the same conditions as other nations' ships. The Danish trading fleet had been reduced from 564 to 510 ships in 1987. There was also a tendency for Danish shipping companies to fly foreign flags on their ships and ship administration to be conducted from foreign offices.

M.H. Simonsen Shipping Company has at times considered and studied these opportunities to be more competitive.

In the meantime, in 1988 the Danish government introduced the Danish International Register of Shipping (DIS), which gave Danish ships the opportunity to sail on the same international terms as others, while at the same time preserving the national identity of ships.

This arrangement meant that the crew no longer had to pay Danish taxes. Net wages became gross wages and in this way savings were made on wage costs.

In connection with the introduction of DIS, the law regarding crews was revised so that foreigners could also work on Danish vessels. The law required, though, that the shipmaster be Danish. Furthermore, it became common on tankers that officers sailed 1:1. One had a double crew, so that two men shared one job.

When the company's vessels sailed in northern European waters it became possible to alternate crews monthly. In that way it was possible for Danish captains, ships officers and machine chiefs to main-

tain a close relationship with their families on land. DIS rules also meant that it was no longer allowed to sail domestically in Denmark. In that way it would not have been possible to maintain the domestic molasses market in Denmark. Foreign ships overtook this market because the ships in DAS (Danish Common Ship Registry) had large wage expenses for crews that were taxable to the Danish government. Consequently, the ships were not competitive. The carbotage rule was not abolished until 1996.

Even though the company attained wage cost savings on the crew, the previous laws favoured the establishment of unsound co-operative shipping companies. People invested in the projects solely to save on taxes. Tenderers of these projects earned large amounts of money, while the bills and debts from these enterprises were sent to the investors.

A number of smaller tankers were built in the 1980s under this financial scheme. This was extremely damaging to the small ship trade. In the first place, we got a bad reputation and secondly, wages shot up skyward. Shortly after DIS was acted on, the net wages here at the company were the same as gross wages had been a few years earlier. When the newly built tankers were to be manned, it was naturally officers from other small tankers that were enticed by higher wages. This unhealthy financial scheme was fortunately discontinued in 1988.

Ships should not be built for speculation purposes, but rather at a pace which the market can absorb. If too many ships exist, no one can succeed at making a living, and ships built on speculation create an unfair competition for other shipping companies.

Since the 80s the shipping company has sailed with Danish officers and Polish privates, and today we have our own office in Szczecin to carry out the manning of the Polish seamen.



Two seamen on the deck.

The ships often call at Polish ports, and travel expenses can thereby be held to a reasonable level when crews are changed.

New Customers – New Ships

The general trend in the small ship trade has been that ships needed to constantly increase in size. We have also followed this trend because it is not profitable to build small tankers, which will eventually disappear altogether.

When *M/T Oradana* was bought in 1989, it went directly to the shipyard in Svendborg to be rebuilt to meet the maintenance standards of the other ships. It took a long time and was costly, but it was an expense that was included in calculations at the time of purchase.

M/T Oradana arrived at the Svendborg shipyard on 11 August 1989 and loaded its first cargo at Gdansk on the 1st of November of that year. *M/T Oradana*, with a dead-weight tonnage of 2,500, was our first

*M/T Oradana in dock,
Svendborg 1989.*





double-hulled ship, which made it possible to transport refined edible oil. The shipping company had originally purchased the ship to serve the growing Polish molasses market. The ship was also used on the spot market. When we bought two other ships of the same size in the mid 90s it created a synergy effect. The three ships of equal size could complement and replace each other, whereby the shipping company could take on larger operations.

When the Malik company in Ålborg started a bunkering business supplying the fishing fleet around Greenland and New Foundland with bunkers, both the *M/T Orasund* and *M/T Oratank* came in t/c to that company. *M/T Oratank* sailed past Skagen on the way to Greenland with bunkers on 28 August 1988. Each voyage took about a month, and that autumn the ship undertook two trips in a row. *Orasund* was also on a single trip in September. The following year

M/T Oratuna 2000.

Photo: Foto Flite.

Orasund went on five trips to Greenland in the months from April to August and *Oratank* was on two Greenland voyages from April to June.

Malik had good results with the new opportunities, but needed larger ships. To fill the need, *M/T Oragreen* was bought in 1990 as a time charter for Malik. This service is still provided by the ship and it has only been used for short periods of time for other types of hire. We have had a good working relationship all these years. The ships' crews have been skilful in tackling difficult weather conditions, such as when autumn storms set in or icebergs demand critical alertness in the winter and spring months. A skilful crew and a solid ship have made it possible for *Oragreen* to bunker fishing fleets all year round. The ship seldom calls at port in Greenland, but bunkers at sea.

Business Consolidates in Svendborg

The shipping company owned five tankers in 1990 and the administration of them needed to be done on land. Lars Simonsen quit sailing as captain because of his full workload. It was no longer possible to buy ships, administer ports of call, be involved in chartering, and sail as a captain all at the same time.

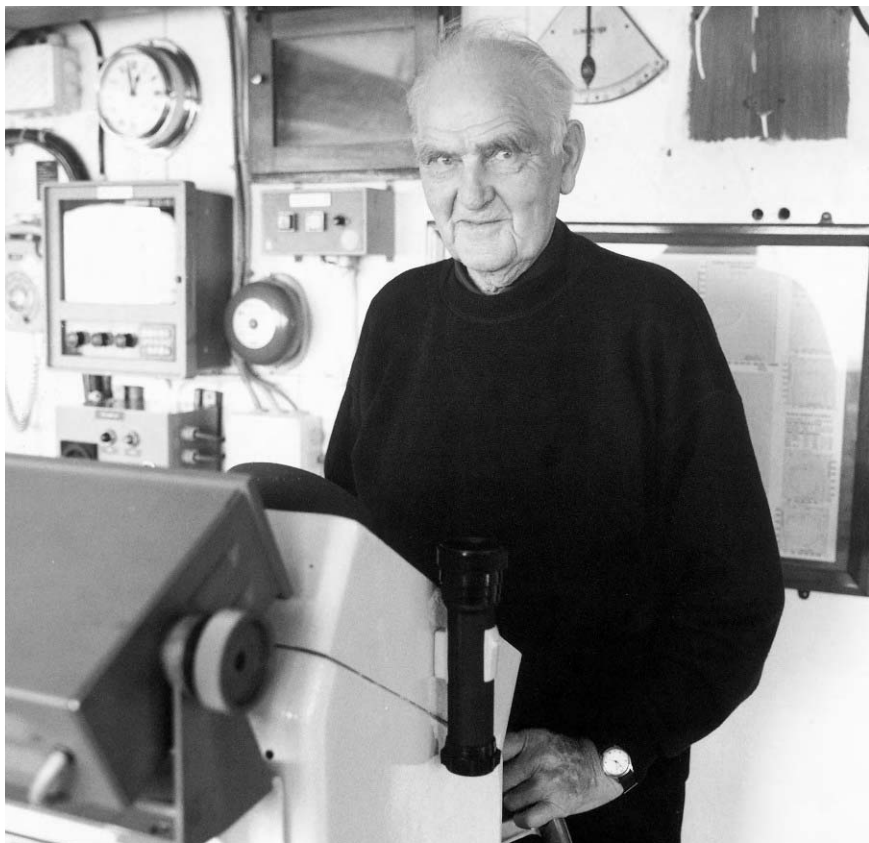
The company's address was still in Middelfart, but both Martin and Gertrud Simonsen's health began to fail.

Martin Hjorth Simonsen passed away on 12 May 1992. Gertrud Simonsen had done the bookkeeping and all other office work since the late 60s. In 1986, Kirsten Simonsen began to go to Middelfart to help her mother. Kirsten, who had a master's degree in art history, was taught double entry bookkeeping by Gertrud. Kirsten also went to evening business school and got a degree.

Lars Simonsen lived in Svendborg, the chartering office was located in Århus, accounts were kept in Middelfart and, finally, an engineer surveyor was in Maribo.



Villa Svea, address of the company since 1997.



*Martin Hjorth Simonsen
on board
M/T Oragreen 1990.
Photo: Bent Mikkelsen.*

On Januar 1992 all offices were moved to Svendborg, making life much easier for everyone.

The company rented office space in a converted six-room apartment on the second floor at Krøyer's courtyard on Møllergade 24.

Each of the above mentioned company departments had one person each, while Lars Simonsen was the managing director and shipowner. Shortly after moving in, another charterer was added and in 1995 an experienced bookkeeper, formerly employed at an accounting firm, was hired.

When Villa Svea on Christiansmindevej 76 in Svendborg was put up for sale in 1997, it was bought by the company. There had previously been a shipping company in the house. A widow with five children built the house as a residence in 1903. The house has three floors, is approximately 1,000 square meters, built in the Italian Baroque style and located in a beautiful garden by Svendborg Sound.

A thorough renovation of the house was done at the time of purchase. Among others, an extension was torn down to bring the house back to its original form. In 1933, “Manzana tower”, a large wooden structure was built on the grounds beside the house. It is now used to store spare parts for ships. The town council gave the renovation work an award because of excellent workmanship and the respect given to the original architectural style.

Villa Svea.

The town council in Svendborg gave an award for the renovation of the house.



Today in 2001 there are ten of us employed here at Villa Svea: four in the chartering office, three in machine inspection (plus one inspector stationed in Turkey to oversee new building assignments), two in book-keeping and Lars Simonsen.

Two Sister Ships

When *Orakota* and *Orateca* were purchased in 1994 and 1995 respectively, their size complemented the rest of the fleet. The shipping company had experienced the advantages of having the other sister ships, *Orasund* and *Oratank*, work the same trade. *Oradana* was at that time the only ship which had 2,500 dead weight tons, and as it turned out made it difficult to get contracts when one could only offer one ship of that size.

Now there are three ships of the same size, all of which are double hulled, have epoxy coated tanks with coils, and are especially well suited for the transport of edible oil and other liquid products in the food industry.

Larger tankers with a capacity of 10,000-30,000 dead weight tons enter Rotterdam with cargo from the Far East, and our vessels distribute this oil to factories in northern Europe. Strict conditions are required for the ships' tanks to carry these oils. We are, therefore, members of Fosfa, that provides a list over which products a ship may carry. Even stricter requirements are put on ships that are food-graded, which *Orakota* and *Orateca* are today.

The shipping company has in this way found a niche in the transport of liquids in the food industry.

In addition to contract chartering, the ships are also engaged in the spot market with the same products.



Villa Svea is beautifully located at Svendborg Sound.



MIT Oratuna being built in Turkey at Gem Yat Shipyard.

Anders Hjorth Simonsen and his daughter Anna, who gave the vessel its name, 26 February, 2000.

These ships each have a crew of nine men: captain, chief officer, mate, machine chief, engine man, cook and three sailors. Officers are employed by the shipping company. There are two crews of officers, one replacing the other each month.

The Shipping Company's First New Building

M/T Oratuna was delivered at the end of July 2000 from Gem Yat Shipyard in Tuzla, a suburb of Istanbul with many shipyards. Shipbuilding is labour intensive and with the cheap labour in Turkey, costs are kept down compared to northern Europe. *Oratuna* has a deadweight of 2,800 and is, naturally, double hulled.

The steel work was perfect but the accommodations were not up to northern European standards. After delivery, a pair of Danish craftsmen were sent on board to put things right.

The ship was originally ordered by another company, which gave up on the project. Although it was bought after construction already had begun at Tuzla Shipyard, it was possible to change the original design. The ship has been lengthened with a tank section and instead of a deepwell pump, it is installed with three screw pumps in a traditional pump room. These pumps are best suited for products like molasses and heavy oils. An environmentally friendly cleaning process for the cargo tanks can recycle some of the cleaning water. The new vessel was obtained by a crew of nine men, all of which had their own rooms with bath and toilet, in addition to a shared canteen and salon.

The ship sails in the northern European area in the same segment as ships with 2,500 deadweight tons. The company's next new ship is a little larger and comes from the same shipyard.



M/T Oratuna under construction at Gem Yat Shipyard.



DET NORSKE VERITAS
ENVIRONMENTAL
MANAGEMENT SYSTEM CERTIFICATE

Certificate No. 2000-ABG-AE-05616

This is to certify that

THE ENVIRONMENTAL MANAGEMENT SYSTEM
of

Rederiet M.H. Simonsen ApS

at

Christiansmindevej 76, DK-5700 Svendborg, Denmark

Has been found to conform to the Environmental Management System Standard
DS/EN ISO 14001:1996

This Certificate is valid concerning all activities related to:

Shipping and Sea Transportation of Oil Products

Place and date
Aalborg 2001-07-20

This certificate is valid until
2003-06-30

for the Certification Dept. in
DNV, Danmark A/S



DANAK
Reg.nr. 6001

Jan C. Schmidt
Jan C. Schmidt
Management Representative

Certification audit has been
performed by Lead Auditor
Annette Kromann

Lack of fulfilment of conditions as set out in the Appendix 1 and the Periodical Audit Plan may render this certificate invalid.

Temp. IE cert
08/2000

page 1 of 3

Det Norske Veritas, Danmark A/S, Certificeringsafdelingen
Vandmanden 36, DK-9200 Aalborg SV
Tel.: +45 98 79 08 33, Fax.: +45 98 79 04 33

*Environmental
Management System
Certificate. 20. 7. 2000.*

ISM and Environment Certification

The International Maritime Organisation (IMO) has issued a resolution to increase security on board ships and improve the environment in general. This resolution is called International Safety Management (ISM). The shipping company's ships were certified in 1998. The safety system includes among others: procedures for the maintenance of ships, standards for hiring qualified personnel and requirements for always present land based emergency measures. New procedures had to be learned on the ships and in the office, and the classification company controls whether the crew and administration observe the prescribed rules.

The ISM code has been compulsory for tankers since 1998 and for dry cargo ships shortly thereafter.

Most of the industrialised nations have ratified this resolution, and it is important that all countries acknowledge and observe the international conventions, which we in this country follow in all respects.

The shipping company completed environmental certification in the year 2000. These were not conditions set by public authorities but a desire on the part of the shipping company to improve the safety of the crew, as well as to protect the environment around the ship.

All dangerous products on board are registered and their quantity limited. Moreover, a classification company called Det Norske Veritas controls this certification. Once a year the office is checked for compliance of the prescribed rules, and a random ship is also controlled annually.



*M/T Oratuna.
Photo: Foto Flite.*



Shipowner Lars Hjorth Simonsen.



Chartering Department.



*Bookkeeping Department:
Kirsten Hjorth Simonsen, Inger Marie Pedersen.*



Technical department.

Conclusion

The present situation

The first time Martin Simonsen travelled at the age of 15 in 1915 was to Falkenberg in Sweden. His last trip as captain was likewise to Falkenberg, at the age of 88. The captain on board *M/T Brosund* had an accident and when a quick replacement could not be found, Martin himself took off to do the job.

The progress during these 73 years is huge. Ship models, instruments, motors as well as the products transported have changed. Yet it is the increased effectiveness that is most remarkable. The present day tanker is only in the harbour for a few hours. It can arrive at night and sail again the next morning.

Through the years one has always talked about return cargo, but earlier it was not a necessity to make ends meet economically. It is essential today. Freight costs have pretty much not risen since the late 70s, so increased effectiveness has had to compensate for the fact that freight costs have not risen with inflation.

Due to this, it is important that ships are in good condition, so that there is not a lot of idle time when ships are not in use or being repaired. Today a tanker sails about 340 days a year and does not use much time at a shipyard to repair defective motor parts or for regular maintenance. Parts are replaced and maintenance is done continually, so the ship is ready to sail when orders come in.

The shipping company has a fleet of eight ships today and two are on their way.

They are all in the niche market of either the transport of liquid products to the food industry or the transport of bunkers to the fishing fleet in Greenland.



Seven out of the eight vessels carry the Danish flags.

M/T Oragreen, a bunker ship, is the only one to sail with a foreign flag, partly due to the ship's age and partly due to a periodic fishing conflict between EU and Canada.

Today seven ships sail with the Danish flag according to the DIS standard, and the two new ships will also fly the Danish flag.

A replacement of tonnage is already underway, as the first new ship has been delivered and the second is on its way. Conversely, our other ships are older, though they are in very good condition and continually being improved to meet today's standards.

Ship size has gradually increased through time, and this trend will persist. Though, we will still continue to use small tankers to fulfil customers' needs in the transport of liquid products. The ships are both ISM and Environmentally certified, and ship transport is the most environmentally friendly method to move products.

The organisation on land consists of 12 people in chartering, book-keeping, inspection and manning, and management. There is an office in Poland, one of its functions being the hiring of Polish seamen. Finally, an inspector is stationed in Turkey to supervise the building of new ships. This development occurred as the need arose, and it is first since the late 80s that we established the different land based functions.

The shipping company is family owned today and financing of new shipbuilding is attained by loans from our long standing bank relationship. The company today is sound financially and most of the ships are free of debt.

Shipping is a changing business, so flexibility and new thinking are necessary to adapt to new situations and ensure future success. In the first 50 years, the company primarily sailed for one customer and with one product. Today we offer quality transport to a variety of customers with different products within the food industry. We aim to complete our transport work to everyone's total satisfaction.

Future

Increased demands for ships and protection of the environment are to be expected.

Current law already requires all tankers over 5,000 deadweight tons to be double-hulled, and similar demands for smaller tankers are anticipated.

The company will continue to enlarge and improve the fleet of tankers, both for our own ships and for time charter ships.

Ships do not accomplish this alone. Skilful and highly educated employees will also be decisive in the future. The company aims to do its best to be an appealing workplace which can attract and keep talented workers.

The company appreciates the trust and support our customers have shown throughout the years, and we will aspire to offer competitive, quality transport of liquid products in the future.



*The staff
outside Villa Svea.*

Fleet List 1931 - 2001

1. Mary

Year of build: 1895
Date of purchase: 4/1931
Date of sale: 4/1932
Former names: Built as Morgenstern
Later history: 1944 - Alway
1947 - Dyrnæs
1979 - to Caribbean,
trading out of
Georgetown, Guanas

3. Gudrun

Year of build: 1898
Date of purchase: 5/1941
Date of sale: 8/1950
Former names: Built as
Anna Elisabeth
1903 - Mariane
1918 - Rosa
1919 - Gudrun
Later history: 1945 - converted to
stone-fishing vessel
1964 - Allan Juul
1973 - L/F Fulvia
1982 - Hamburg

2. Inger

Year of build: 1916
Date of purchase: 5/1934
Date of sale: 2/1971
Former names: Built as Corrie (NLD)
(DEU), converted to
passenger
1988 - Bjørnsholm
(DNK)
Later history: 1971 - sold to owners
in Grenå
1978 - Helmsand

4. Viking

Year of build: 1915
Date of purchase: 5/1947
Date of sale: 9/1961
Former names: Built as Neptunus II
1925 - Vining
Later history: 1964 - converted to
dredger
1976 - Viking R
1987 - broken up
in Denmark

5. Albatros

Year of build: 1899

Date of purchase: 1/1956

Date of sale: 2/1963

Former names: Built as Albatros

Later history: 1980 - Sold to Amsterdam owners and converted to Sail-carrying freighter
1988 - De Albatros
1989 - Albatros

7. Brotank

Year of build: 1959

Date of purchase: 9/1961

Date of sale: 2/1976

Former names: Built as Brotank (SWE)

Later history: 1976 - sold to Gothenburg owners
1980 - Eldaren, Bunkering tanker for the Swedish navy at Karlskrona (pen-nant number A229)

6. Toto

Year of build: 1902

Date of purchase: 3/1956

Date of sale: 9/1962

Former names: Built as Toto

Later history: 1962 - converted to dredger
1985 - broken up at Odense

8. Pia

Year of build: 1939

Date of purchase: 5/1969

Date of sale: 3/1971

Former names: Built as Estred
1960 - BP Estred

Later history: 1971 - Henny Kaz
1985 - broken up at Nyborg

9. Brosund

Year of build: 1913

Date of purchase: 3/1970

Date of sale: 7/1988

Former names: Built as Ingegerd (SWE)
1922-Haneström II
1962-Brosund

Later history: 1988-sold to Gibraltar for use as water tanker
1992-broken up in Spain

10. Grindal

Year of build: 1956

Date of purchase: 7/1974

Former names: Built as Vestskjell (NOR) 1973-Grindal

11. Oratank

Year of build: 1968

Date of purchase: 7/1984

Former names: Built as Bras (NOR)
1971-Toratank

12. Orasund

Year of build: 1969

Date of purchase: 5/1987

Former names: Built as Sinmar (NOR)
1971-Torasund
1976-Tora Lupe
1985-Capella

13. Oradana

Year of build: 1971

Date of purchase: 5/1989

Former names: Built as Scarlino Primo (ITA)

14. Oragreen

Year of build: 1956/83

Date of purchase: 1/1990

Former names: Built as Erich
Schrøder (DEU)
1972-Vulcanus
1983-Vulcanus I

17. Oratuna

Year of build: 2000

Date of purchase: 7/2000

15. Orakota

Year of build: 1981

Date of purchase: 12/1994

Former names: Built as Doris (DEU)
1986-Dakota
1994-Dakota-I

18. Oraness

Year of build: 1985

Date of purchase: 7/2001

Former names: Built as Elisa von
Barss.
Flagship I
Lia Ventura
Inisheer

Later history: 2001 - converted to
tanker

16. Orateca

Year of build: 1982

Date of purchase: 10/1995

Former names: Built as Tecumseh
(DEU)

*The Fleet List is from the book "Fleet in Focus -
M.H. Simonsen." Coastal Shipping by Bent Mikkelsen.*



Current Vessels with Photographs



M/T GRINDAL Grenå

Danish flag, built 1956,
rebuilt 1977 & 1980

Summer dw	700	mt
Winter dw	680	mt
Length o.a	53.80	meters
Breadth moulded	7.35	meters
Draft (summer)	3.50	meters
Cargo 100%	712	cbm
Cargo tank coating system	N/A	
Enable to heat cargo to 50 deg. C.		



M/T ORASUND Løgstør

Danish flag, built 1969

Summer dw	1420	mt
Winter dw	1370	mt
Length o.a	72.94	meters
Breadth moulded	11.50	meters
Draft (summer)	3.56	meters
Cargo 100%	1601	cbm
Cargo tank coating system	N/A	
Enable to heat cargo to 60 deg. C.		

Photo: Bent Mikkelsen.



M/T ORATANK Grenå

Danish flag, built 1968,

Summer dw	2100	mt
Winter dw	2020	mt
Length o.a	73.00	meters
Breadth moulded	11.50	meters
Draft (summer)	4.72	meters
Cargo 100%	1601	cbm
Cargo tank coating system	N/A	
Enable to heat cargo to 60 deg. C.		

Photo: Bent Mikkelsen.



M/T ORADANA Svendborg

Danish flag, built 1971
Double hull

Summer dw	2495	mt
Winter dw	2423	mt
Length o.a	76.00	meters
Breadth moulded	11.50	meters
Draft (summer)	4.75	meters
Cargo 100%	2174.83	cbm
Cargo tank coating system	Epoxy	
Enable to heat cargo to 100 deg. C.		

Photo: Bent Mikkelsen.



M/T ORATECA Svendsborg

Danish flag, built 1982
Double hull

Summer dw	2650	mt
Winter dw	2550	mt
Length o.a	84.83	meters
Breadth moulded	13.00	meters
Draft (summer)	4.75	meters
Cargo 100%	2232.09	cbm
Cargo tank coating system	Epoxy	
Enable to heat cargo to 100 deg. C.		

Photo: Bent Mikkelsen.



M/T ORAKOTA Svendsborg

Danish flag, built 1979
Double hull

Summer dw	2650	mt
Winter dw	2550	mt
Length o.a	84.90	meters
Breadth moulded	13.02	meters
Draft (summer)	4.75	meters
Cargo 100%	2236.12	cbm
Cargo tank coating system	Epoxy	
Enable to heat cargo to 100 deg. C.		

Photo: Foto Flite.



M/T ORATUNA Svendborg

Danish flag, built 2000,
Double hull

Summer dw	2800	mt
Winter dw	2725	mt
Length o.a	89.37	meters
Breadth moulded	12.00	meters
Draft (summer)	5.10	meters
Cargo 100%	3146	cbm
Cargo tank coating system	Epoxy	
Enable to heat cargo to 100 deg. C.		

Photo: Bent Mikkelsen.



M/T ORAGREEN Nassau

Bahamas flag, built 1956/83
Double hull

Summer dw	4004	mt
Winter dw	3846	mt
Length o.a	97.08	meters
Breadth moulded	16.00	meters
Draft (summer)	6.06	meters
Cargo 100%	4163	cbm
Cargo tank coating system	N/A	
Enable to heat cargo to 100 deg. C.		

Photo: Bent Mikkelsen.



M/T ORANESS Svendborg

Danish flag, built 1982

Double hull

Summer dw	2440	mt
Winter dw	2342	mt
Length o.a	78.63	meters
Breadth moulded	12.60	meters
Draft (summer)	4.68	meters
Cargo 100 %	3030	cbm
Cargo tank coating system:	Marine Line	
Enable to heat cargo to 80 deg. C.		

Photo: Gert Laisbo.



M/T ORAHOPE Svendborg

Danish flag, built 2002

Double hull

Summer dw	3500	mt
Winter dw	3388	mt
Length o.a	92,86	meters
Breadth moulded	14,10	meters
Draft (summer)	5,60	meters
Cargo 100 %	4018	cbm
Cargo tank coating system:	Marine Line	
Enable to heat cargo to 100 deg. C.		

Photo: Gert Laisbo.

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