

1.	GENERAL INFORMATION		
1.1	Date updated:		
1.2	Vessel's name (IMO number):	Orahope (9297151)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered / Builder (where built):	Aug 10, 2004 / Dearsan, Tuzla, Turkey	
1.5	Flag / Port of Registry:	Denmark / Svendborg	
1.6	Call sign / MMSI:	OUQV2 / 220264000	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +45 51166233 / +45 89871970	
		Fax: N/A	
		Email: orahope@mhsimonsen.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Chemical	
1.9	Type of hull:	Double Hull	
Ownership and Operation			
1.10	Registered owner - Full style:	Rederiet M.H. Simonsen ApS Christiansmindevej 76 DK-5700 Svendborg Denmark Phn +45 62202033 Mail : mhs@mhsimonsen.com Web: www.mhsimonsen.com	
1.11	Technical operator - Full style:	Rederiet M.H. Simonsen ApS Christiansmindevej 76 DK-5700 Svendborg Denmark Phn +45 62202033 Mail : mhs@mhsimonsen.com Web: www.mhsimonsen.com	
1.12	Commercial operator - Full style:	Rederiet M.H. Simonsen ApS Christiansmindevej 76 DK-5700 Svendborg Denmark Phn +45 62202033 Mail : mhs@mhsimonsen.com Web: www.mhsimonsen.com	
1.13	Disponent owner - Full style:	Rederiet M.H. Simonsen ApS Christiansmindevej 76 DK-5700 Svendborg Denmark Phn +45 62202033 Mail : mhs@mhsimonsen.com Web: www.mhsimonsen.com	
Insurance			
1.14	P & I Club - Full Style:	BRITANNIA Regis House 45 King William Street London EC4R 9AN Tel: +44 0 74073588	
1.15	P & I Club pollution liability coverage / expiration date:	1,000,000,000 US\$	
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	CODAN Gammel kongevej 60 1790 Copenhagen V Tel: +45 33555550	
1.17	Hull & Machinery insured value / expiration date:	US\$	
Classification			
1.18	Classification society:	Bureau Veritas	
1.19	Class notation:	I + HULL + MACH; Oil Tanker ESP / Chemical Tanker ESP; Unrestricted Navigation; + AUT-UMS , Ice class 1 C	
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No	
1.21	If classification society changed, name of previous and date of change:		
1.22	Does the vessel have ice class? If yes, state what level:	Yes, ICE 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:	Yes, 1	

Dimensions					
1.27	Length overall (LOA):				92.86 m
1.28	Length between perpendiculars (LBP):				86.65 m
1.29	Extreme breadth (Beam):				14.10 m
1.30	Moulded depth:				7.21 m
1.31	Keel to masthead (KTM) / Keel to masthead (KTM) in collapsed condition, if applicable:		34.00 m	m	
1.32	Distance bridge front to center of manifold:				18.22 m
1.33	Bow to center manifold (BCM) / Stern to center manifold (SCM):		54.14 m	37.20 m	
1.34	Parallel body distances:		Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:		10.00 m	24.00 m	26.00 m
	Aft to mid-point manifold:		6.00 m	10.00 m	16.00 m
	Parallel body length:		26 m	34 m	42 m
Tonnages					
1.35	Net Tonnage:				1,085.00
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		2,660.00	2,231.00	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):				
1.38	Panama Canal Net Tonnage (PCNT):				0
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.61 m	5.60 m	3,418.20 MT	5,145.30 MT
	Winter:	1.73 m	5.48 m	3,292.41 MT	5,019.51 MT
	Tropical:	1.49 m	5.72 m	3,545.13 MT	5,272.23 MT
	Lightship:	5.12 m	2.08 m	Not Applicable	1,727.10 MT
	Normal Ballast Condition:	3.40 m	3.80 m	1,601.00 MT	3,328.10 MT
	Segregated Ballast Condition:	3,940.00 m	3,900.00 m	1,706.00 MT	3,430.00 MT
1.40	FWA/TPC at summer draft:		120.00 mm	10.76 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?		Open water: 5 meters during sea voyage – taking into account the effects of squat, tides, FWA and waves. • Confined water: 0,5 meters in shallow waters – taking into account the effects of squat, tides, FWA and waves. • Pilot: 0,5 meters during harbour approach (same for anchoring) – taking into account the effects of squat, tides, FWA and waves. • Harbour: 0,5 meters alongside (same when moored in bouys) – taking into account the effects of squat, tides, FWA and waves. If UKC is less than 0.5 metres in any shallow water/harbour approach/alongside terminal and this is unavoidable, the company must be contacted and permission granted before arrival/departure.		
1.44	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast	
	Summer deadweight:		28.40 m	0 m	
	Normal ballast:		29.00 m	0 m	
	Lightship:		31.92 m	0 m	
2. CERTIFICATES					
	Issued	Last Annual	Last Intermediate	Expires	
2.1	Safety Equipment				

	Certificate (SEC):				
2.2	Safety Radio Certificate (SRC):				
2.3	Safety Construction Certificate (SCC):				
2.4	International Loadline Certificate (ILC):				
2.5	International Oil Pollution Prevention Certificate (IOPPC):				
2.6	International Ship Security Certificate (ISSC):		Not Applicable		
2.7	Maritime Labour Certificate (MLC):		Not Applicable		
2.8	ISM Safety Management Certificate (SMC):		Not Applicable		
2.9	Document of Compliance (DOC):				
2.10	USCG Certificate of Compliance (USCGCOC):		Not Applicable	Not Applicable	Not Applicable
2.11	Civil Liability Convention (CLC) 1992 Certificate:		Not Applicable	Not Applicable	
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:		Not Applicable	Not Applicable	
2.13	Liability for the Removal of Wrecks Certificate (WRC):		Not Applicable	Not Applicable	
2.14	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable	Not Applicable	Not Applicable	Not Applicable
2.15	Certificate of Class (COC):				
2.16	International Sewage Pollution Prevention Certificate (ISPPC)		Not Applicable	Not Applicable	

2.17	Certificate of Fitness (COF):				
2.18	International Energy Efficiency Certificate (IEEC):		Not Applicable	Not Applicable	Not Applicable
2.19	International Air Pollution Prevention Certificate (IAPPC):				

Documentation

2.20	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:		Yes
2.21	Does vessel have in place a Drug and Alcohol Policy complying with OCIMF guidelines for Control of Drugs and Alcohol Onboard Ship?		Yes
2.22	Is the ITF Special Agreement on board (if applicable)?		N/A
2.23	ITF Blue Card expiry date (if applicable):		

3. CREW

3.1	Nationality of Master:	Polish
3.2	Number and nationality of Officers:	6 Polish / Latvian
3.3	Number and nationality of Crew:	5 Latvian
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 DK-5700 Svendborg Denmark Tel: +45 62202033 Email: crew@mhsimonsen.com Web: www.mhsimonsen.com</p> <p>Crew: Rederiet M. H. Simonsen ApS Christiansmindevej 76 DK-5700 Svendborg Denmark Tel: +45 62202033 Email: crew@mhsimonsen.com Web: www.mhsimonsen.com</p>

4. FOR USA CALLS

4.1	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter?	N/A
4.2	Qualified individual (QI) - Full style:	N/A N/A Tel: N/A Email: N/A
4.3	Oil Spill Response Organization (OSRO) - Full style:	N/A N/A Tel: N/A Email: N/A
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?	No			
5.2.1	If Yes, state whether winching or landing area provided:				
5.2.2	If Yes, what is the diameter of the circle provided:	0 m			
6. COATING/ANODES					
Tank Coating					
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Marine line	Whole Tank	No
	Ballast tanks:	Yes	Jotaguard 85 Black	Whole Tank	Yes
	Slop tanks:	Yes	Marine Line	Whole Tank	No
7. BALLAST					
7.1	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	300 m3/hr	0 m
	Ballast Eductors:	2		0 m3/hr	0 m
8. CARGO-OIL/CHEMICAL					
Double Hull Vessels					
8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:	Yes, Solid			
Cargo Tank Capacities					
8.2	Number of cargo tanks and total cubic capacity (98%):	11	3,911 m3		
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):	98% Full: 3911.0 m3			
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%):	1	163 m3		
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:				
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?	1,632.00 m3	48.00 %		
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			
8.4.1	State type of cargo containment (integral, independent, gravity or pressure tanks):	2G (Integral Gravity)			
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	No Not Applicable			
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS		
	Loaded per manifold connection:	400 m3/hr	400 m3/hr		
	Loaded simultaneously through all manifolds:	600 m3/hr	600.00 m3/hr		
Cargo Control Room					

8.7	Is ship fitted with a Cargo Control Room (CCR)?	Yes		
8.8	Can tank innage / ullage be read from the CCR?	Yes		
Gauging and Sampling				
8.9	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:	Yes,		
	What type of gauging system as per IBC 13.1 is fitted (Open/Restricted/Closed)?	Closed		
	What type of fixed closed tank gauging system is fitted:	Radar		
	Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves?:	Yes, No		
	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:	No,		
8.10	Number of portable gauging units (example- MMC) on board:	2		
Vapor Emission Control System (VECS)				
8.11	Is a Vapour Emission Control System (VECS) fitted?	Yes		
8.12	Number/size of VECS manifolds (per side):	2	150 mm	
8.13	Number / size / type of VECS reducers:			
Venting				
8.14	State what type of venting system is fitted:	Pres/vac valves and gas vent.		
Cargo Manifolds and Reducers				
8.15	Total number / size of cargo manifold connections on each side:	3 / 200.00 mm		
8.15.1	Does the vessel have a Common Line Manifold connection? If yes, describe:			
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:	920.00 mm		
8.19	Distance ships rail to manifold:	3,050.00 mm		
8.20	Distance manifold to ships side:	3,050.00 mm		
8.21	Top of rail to center of manifold:	500.00 mm		
8.22	Distance main deck to center of manifold:	1,750.00 mm		
8.23	Spill tank grating to center of manifold:	850.00 mm		
8.24	Manifold height above the waterline in normal ballast / at SDWT condition:	4.80 m	3.30 m	
8.25	Number / size / type of reducers:	2 x 250/200mm (10/8") 2 x 200/150mm (8/6") 2 x 150/100mm (6/4") 1 x 150/125mm (6/5") DIN		
8.26	Is vessel fitted with a stern manifold? If yes, state size:	No, 0 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

8.27.1	Is a Thermal Oil Heating system fitted? If yes, identify tanks?:			No,		
8.28	Maximum temperature cargo can be loaded / maintained:			85.0 °C / 185.0 °F		85 °C / 185 °F
8.28.1	Minimum temperature cargo can be loaded / maintained:					
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:			Nitrogen (Bottled)		
8.30.1	If nitrogen generator, specify the applicable flow rate for each of the designed purity modes:					
Cargo Pumps						
8.31	How many cargo pumps can be run simultaneously at full capacity:			3		
8.32	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)	
	Cargo Pumps:	3	Screw	285 M3/HR	9 Meters 9 Meters 9 Meters	
	Cargo Eductors:			m3/hr	m	
	Stripping:	3	Screw	30 m3/hr	0 m	
8.33	Is at least one emergency portable cargo pump provided?			No		
Tank Cleaning Systems						
8.34	Is tank cleaning equipment fixed in cargo tanks?			Yes		
8.35	Is portable tank cleaning equipment provided?			Yes		
8.36	Tank washing pump capacity:			60.00 m3/hr		
8.37	Is a washing water heater fitted? If yes is it operational and state max washing water temperature:			Yes, 95.00 °C		
8.38	What is the maximum number of machines that can be operated at their designed max pressure?			2		
Other Deck Equipment						
8.39	Is vessel fitted with a remote cargo tank temperature monitoring system. If yes, is it operational?			Yes, Yes		
8.40	Is vessel fitted with a remote cargo tank pressure monitoring system. If yes, is it operational?			Yes, Yes		
8.41	Is vessel fitted with a cargo tank drier. If yes is it operational and state capacity:			Yes, N/A, m3/hr		
8.42	Is vessel fitted with a cargo cooling system. If yes is it operational and state tanks applicable:			No, N/A,		
8.43	Is steam available on deck?			Yes		
9. MOORING						
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0.00 mm		0.00 m	0.00 MT
	Main deck fwd:	0	0.00 mm		0.00 m	0.00 MT
	Main deck aft:	0	0.00 mm		0.00 m	0.00 MT
	Poop deck:	0	0.00 mm		0.00 m	0.00 MT
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0.00 mm		0.00 m	0.00 MT

	Main deck fwd:	0	0.00 mm		0.00 m	0.00 MT
	Main deck aft:	0	0.00 mm		0.00 m	0.00 MT
	Poop deck:	0	0.00 mm		0.00 m	0.00 MT
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	44.00 mm	Estalon UV Resistant Blend	110.00 m	38.00 MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:	2	44.00 mm	PP/PE	110.00 m	38.00 MT
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	44.00 mm	PP/PE	220.00 m	38.00 MT
	Main deck fwd:	3	44.00 mm	PP/PE	220.00 m	38.00 MT
	Main deck aft:		mm		m	MT
	Poop deck:	3	44.00 mm	PP/PE	220.00 m	38.00 MT
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	1	Double Drums	Hydraulic	22.80 MT	
	Main deck fwd:	0			0.00 MT	
	Main deck aft:	0			0.00 MT	
	Poop deck:	2	Single Drum	Hydraulic	22.80 MT	
9.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		4	50 MT	5	50 MT
	Main deck fwd:		2	50 MT	2	50 MT
	Main deck aft:		2	50 MT	2	50 MT
	Poop deck:		5	50 MT	5	50 MT
Anchors/Emergency Towing System						
9.7	Number of shackles on port / starboard cable:				8 / 9	
9.8	Type / SWL of Emergency Towing system forward:				0 MT	
9.9	Type / SWL of Emergency Towing system aft:				0 MT	
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern:				Millimetres	
Escort Tug						
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:				0.00 MT	
9.11	What is SWL of bollard on poop deck suitable for escort tug:				0.00 MT	
Lifting Equipment/Gangway						
9.12	Derrick / Crane description (Number, SWL and location):				Cranes: 1 x 2.00 Tonnes Amidships ships tank deck	
9.13	Accommodation ladder direction:					
	Does vessel have a portable gangway? If yes, state length:				Yes	8 m
Single Point Mooring (SPM) Equipment						

9.14	Does the vessel meet the recommendations in the latest edition of OCIMF 'Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings (SPM)'?	No		
9.15	If fitted, how many chain stoppers:	0		
9.16	State type / SWL of chain stopper(s):		0.00 MT	
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:	0.00 mm		
9.18	Distance between the bow fairlead and chain stopper/bracket:	0.00 m		
9.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	No 0		
10. PROPULSION				
10.1	Speed	Maximum	Economical	
	Ballast speed:	13.50 Kts (WSNP)	11.50 Kts (WSNP)	
	Laden speed:	13.00 Kts (WSNP)	11.00 Kts (WSNP)	
10.2	What type of fuel is used for main propulsion / generating plant:	AGO	gasoil	
10.3	Type / Capacity of bunker tanks:	Fuel Oil: 268 m3 Diesel Oil: 0 m3 Gas Oil: 45 m3		
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):	Controllable		
10.5	Engines	No	Capacity	Make/Type
	Main engine:	1	2,040 Kw	MAN B&W / 6L 27/38
	Aux engine:	3	320 Kw	MAN / 2840LE
	Power packs:	0	m3/hr	
	Boilers:	2	2.50 MT/Hr	Garionni Naval
Bow/Stern Thruster				
10.6	What is brake horse power of bow thruster (if fitted):	Yes, 320.00 bhp		
10.7	What is brake horse power of stern thruster (if fitted):	No, 0 bhp		
Emissions				
10.8	Main engine IMO NOx emission standard:	Tier I		
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 Liquefied Gas, as applicable)?	Yes		
11.2	What is maximum outreach of cranes / derricks outboard of the ship's side:	2.00 m		
11.3	Date/place of last STS operation:			
12. RECENT OPERATIONAL HISTORY				
12.1	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):			
12.2	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:	Pollution: No, N/A Grounding: No, na Casualty: No, Repair: No, Collision: No, na		
12.3	Date and place of last Port State Control inspection:	Jul 16, 2022 / Bilbao		

12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No N/A
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:	
12.6.1	Date / place of last CDI inspection:	N/A
12.7	Additional information relating to features of the ship or operational characteristics:	