

**INTERTANKO CHARTERING QUESTIONNAIRE 88 - OIL/CHEMICAL**
**Version 5**

1.	GENERAL INFORMATION		
1.1	Date updated:		
1.2	Vessel's name (IMO number):	Orahalm (9336696)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered / Builder (where built):	Apr 07, 2006 / Desan Shipyard - Tuzla - Turkey	
1.5	Flag / Port of Registry:	Denmark / Svendborg	
1.6	Call sign / MMSI:	OYAA2 / 220442000	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: 422044210	
		Fax: Not Applicable	
		Email: orahalm.master@mhsimonsen.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Other (Product carrier)	
1.9	Type of hull:	Double Hull	
Ownership and Operation			
1.10	Registered owner - Full style:	Rederiet M. H. Simonsen ApS CHRISTIANSMINDEVEJ 76 5700 Svendborg Att: P/R Orahalm Denmark Tel: +45 6220 2033 Email: mhs@mhsimonsen.com Web: mhsimonsen.com	
1.11	Technical operator - Full style:	Rederiet M.H.Simonsen ApS Christiansmindevej 76 DK 5700 Svendborg Denmark Tel: +45 62202033 Email: mhs@mhsimonsen.com Web: mhsimonsen.com Company IMO#: 0243438	
1.12	Commercial operator - Full style:	Simonsen Chartering Christiansmindevej 76 DK-5700 Svendborg Denmark Tel: +45 62202033 Email: sc@simchart.com Web: simchart.com	
1.13	Disponent owner - Full style:	Rederiet M.H. Simonsen ApS Christiansmindevej 76 5700 Svendborg Denmark Tel: +45 62202033 Email: mhs@mhsimonsen.com Web: www.mhsimonsen.com	
Insurance			
1.14	P & I Club - Full Style:	SKULD	
1.15	P & I Club pollution liability coverage / expiration date:	1,000,000,000 US\$	N/A
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	Nørrejylland	
1.17	Hull & Machinery insured value / expiration date:	18,150,000 US\$	N/A
Classification			
1.18	Classification society:	Bureau Veritas	

1.19	Class notation:	Oil tanker ESP Chemical tanker ESP Unrestricted navigation AUT-UMS , ICE CLASS IB			
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No N/A			
1.21	If classification society changed, name of previous and date of change:	DNV GL, Jan 28, 2018			
1.22	Does the vessel have ice class? If yes, state what level:	Yes, 1B			
1.23	Date / place of last dry-dock:	Apr 25, 2016 / Soeby, Denmark			
1.24	Date next dry dock due / next annual survey due:	N/A		N/A	
1.25	Date of last special survey / next special survey due:	N/A		N/A	
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	No,			
Dimensions					
1.27	Length overall (LOA):	106.20 m			
1.28	Length between perpendiculars (LBP):	100.70 m			
1.29	Extreme breadth (Beam):	15.80 m			
1.30	Moulded depth:	7.80 m			
1.31	Keel to masthead (KTM) / Keel to masthead (KTM) in collapsed condition, if applicable:	33.20 m		0 m	
1.32	Distance bridge front to center of manifold:	30.00 m			
1.33	Bow to center manifold (BCM) / Stern to center manifold (SCM):	54.00 m		52.00 m	
1.34	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:	16.00 m	30.00 m	37.00 m	
	Aft to mid-point manifold:	15.00 m	34.00 m	38.00 m	
	Parallel body length:	32 m	64 m	75 m	
Tonnages					
1.35	Net Tonnage:	1,495.00			
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	3,709.00		3,069	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):				
1.38	Panama Canal Net Tonnage (PCNT):				
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.53 m	6.28 m	4,987.80 MT	7,409.30 MT
	Winter:	1.67 m	6.15 m	4,802.67 MT	7,224.17 MT
	Tropical:	1.40 m	6.41 m	5,174.96 MT	7,595.46 MT
	Lightship:	5.47 m	2.35 m	Not Applicable	2,421.54 MT
	Normal Ballast Condition:	3.40 m	4.40 m	2,580.00 MT	5,000.00 MT
	Segregated Ballast Condition:	3.40 m	4.40 m	2,580.00 MT	5,000.00 MT
1.40	FWA/TPC at summer draft:			125.00 mm	13.70 MT

1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	No		
1.42	Constant (excluding fresh water):	50 MT		
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	5,0m at sea 0,5m under pilotage and alongside		
1.44	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast	
	Summer deadweight:	26.92 m	0 m	
	Normal ballast:	27.70 m	0 m	
	Lightship:	30.85 m	0 m	

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	N/A	N/A	N/A	N/A
2.2	Safety Radio Certificate (SRC):	N/A	N/A	N/A	N/A
2.3	Safety Construction Certificate (SCC):	N/A	N/A	N/A	N/A
2.4	International Loadline Certificate (ILC):	N/A	N/A	N/A	N/A
2.5	International Oil Pollution Prevention Certificate (IOPPC):	N/A	N/A	N/A	N/A
2.6	International Ship Security Certificate (ISSC):	N/A	N/A	N/A	N/A
2.7	Maritime Labour Certificate (MLC):	N/A	N/A	N/A	N/A
2.8	ISM Safety Management Certificate (SMC):	N/A	N/A	N/A	N/A
2.9	Document of Compliance (DOC):	N/A	N/A	N/A	N/A
2.10	USCG Certificate of Compliance (USCGCOC):	N/A	N/A	N/A	N/A
2.11	Civil Liability Convention (CLC) 1992 Certificate:	N/A	N/A	N/A	N/A

2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	N/A	N/A	N/A	N/A
2.13	Liability for the Removal of Wrecks Certificate (WRC):	N/A	N/A	N/A	N/A
2.14	U.S. Certificate of Financial Responsibility (COFR):	N/A	N/A	N/A	N/A
2.15	Certificate of Class (COC):	N/A	N/A	N/A	N/A
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	N/A	N/A	N/A	N/A
2.17	Certificate of Fitness (COF):	N/A	N/A	N/A	N/A
2.18	International Energy Efficiency 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):	Not Applicable

3.	CREW
3.1	Nationality of Master: Polish
3.2	Number and nationality of Officers: 7 Polish
3.3	Number and nationality of Crew: 4 Polish
3.4	What is the common working language onboard: English
3.5	Do officers speak and understand English: Yes
3.6	If Officers/Crew employed by a Manning Agency - Full style: Officers: M. H. Simonsen

		Christiansmindevej 76, 5700 Svendborg Tel: +4562203633 Fax: +4562203533 Telex: NA Email: mhs@mhsimonsen.com  Crew: NA			
4. FOR USA CALLS					
4.1	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter?			No	
4.2	Qualified individual (QI) - Full style:		Not Applicable		
4.3	Oil Spill Response Organization (OSRO) - Full style:		Not Applicable		
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:				
5. SAFETY/HELICOPTER					
5.1	Is the vessel operated under a Quality Management System? If Yes, what type of system? (ISO9001 or IMO Resolution A.741(18) as amended):			Yes IMO Resolution A.741 (18)	
5.2	Can the ship comply with the ICS Helicopter Guidelines?			N/A	
5.2.1	If Yes, state whether winching or landing area provided:				
5.2.2	If Yes, what is the diameter of the circle provided:			0 m	
6. COATING/ANODES					
Tank Coating					
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Marine Line / Chemco	Whole Tank	No
	Ballast tanks:	Yes	Intershield	Whole Tank	Yes
	Slop tanks:	Yes	Marine Line / Chemco	Whole Tank	No
7. BALLAST					
7.1	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	350 m3/hr	50 m
	Ballast Eductors:	2	Other	40 m3/hr	3.50 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%):	14	10,666.01 m3 (98%)
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):	1p/s = 298.3 2p/s = 627.972 3p/s = 1177.68 4p/s = 740.27 5p/s = 1173.992 6p/s = 610.0 7p/s = 654.7 (98%)	
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	150.77 m3 (98%)
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	NA	
8.3.2	Residual/Retention oil tank(s) capacity (98%), if applicable:	0 m3	
SBT Vessels			
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	2,265.00 m3	49.00 %
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):		
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	Yes Max. cargo density 1.54 t/m3	
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:	m3/hr	500 m3/hr
	Loaded simultaneously through all manifolds:	m3/hr	1,000.00 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, NA	
	What type of gauging system as per IBC 13.1 is fitted (Open/Restricted/Closed)?		
	What type of fixed closed tank gauging system is fitted:	API	
	Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves?:	Yes,	
	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:	N/A, NA	
8.10	Number of portable gauging units (example- MMC) on board:	4	

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		152.40 mm
8.13	Number / size / type of VECS reducers:	NA		
Venting				
8.14	State what type of venting system is fitted:	One independant PV "Press Vac" in each tank.		
Cargo Manifolds and Reducers				
8.15	Total number / size of cargo manifold connections on each side:	3 / 170.00 mm		
8.15.1	Does the vessel have a Common Line Manifold connection? If yes, describe:	Common line in cargo pump room		
8.16	What type of valves are fitted at manifold:	Butterfly		
8.17	What is the material/rating of the manifold:	316 L Stainless steel / 8 inch		
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:	1,000.00 mm		
8.19	Distance ships rail to manifold:	2,500.00 mm		
8.20	Distance manifold to ships side:	3,700.00 mm		
8.21	Top of rail to center of manifold:	1,200.00 mm		
8.22	Distance main deck to center of manifold:	1,800.00 mm		
8.23	Spill tank grating to center of manifold:	900.00 mm		
8.24	Manifold height above the waterline in normal ballast / at SDWT condition:	6.00 m		4.00 m
8.25	Number / size / type of reducers:	2 x 203/102mm (8/4") 2 x 203/152mm (8/6") 1 x 203/254mm (8/10") 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	Stainless steel
8.27.1	Is a Thermal Oil Heating system fitted? If yes, identify tanks?:	,		
8.28	Maximum temperature cargo can be loaded / maintained:	85.0 Â°C / 185.0 Â°F		85 Â°C / 185 Â°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?	Yes / Yes		
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 Generator		

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	350 M3/HR	70 Meters 70 Meters 70 Meters	
	Cargo Eductors:	0	N/A	0 m3/hr	0 m	
	Stripping:	2	Other	50 m3/hr	30 m	
8.33	Is at least one emergency portable cargo pump provided?				Yes	
Tank Cleaning Systems						
8.34	Is tank cleaning equipment fixed in cargo tanks?				Yes	
8.35	Is portable tank cleaning equipment provided?				Yes	
8.36	Tank washing pump capacity:				60.00 m3/hr	
8.37	Is a washing water heater fitted? If yes is it operational and state max washing water temperature:				Yes, 90.00 Å°C	
8.38	What is the maximum number of machines that can be operated at their designed max pressure?				6	
Other Deck Equipment						
8.39	Is vessel fitted with a remote cargo tank temperature monitoring system. If yes, is it operational?				Yes,	
8.40	Is vessel fitted with a remote cargo tank pressure monitoring system. If yes, is it operational?				Yes,	
8.41	Is vessel fitted with a cargo tank drier. If yes is it operational and state capacity:				No, , m3/hr	
8.42	Is vessel fitted with a cargo cooling system. If yes is it operational and state tanks applicable:				, ,	
8.43	Is steam available on deck?				Yes	
9.	MOORING					
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 mm	Not Applicable	0 m	0 MT
	Main deck fwd:	0	0 mm	Not Applicable	0 m	0 MT
	Main deck aft:	0	0 mm	Not Applicable	0 m	0 MT
	Poop deck:	0	0 mm	Not Applicable	0 m	0 MT
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 mm	Not Applicable	0 m	0 MT
	Main deck fwd:	0	0 mm	Not Applicable	0 m	0 MT
	Main deck aft:	0	0 mm	Not Applicable	0 m	0 MT



	Poop deck:	0	0 mm	Not Applicable	0 m	0 MT
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	40.00 mm	pp	220.00 m	30.00 MT
	Main deck fwd:	0	0 mm	Not Applicable	0 m	0 MT
	Main deck aft:	0	0 mm	Not Applicable	0 m	0 MT
	Poop deck:	2	40.00 mm	pp	220.00 m	30.00 MT
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	40.00 mm	pp	220.00 m	30.00 MT
	Main deck fwd:	0	0 mm	Not Applicable	0 m	0 MT
	Main deck aft:	0	0 mm	Not Applicable	0 m	0 MT
	Poop deck:	4	40.00 mm	pp	220.00 m	30.00 MT
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Single Drum	Hydraulic	80.00 MT	Brake lining
	Main deck fwd:	0	N/A	N/A	0 MT	NA
	Main deck aft:	0	N/A	N/A	0 MT	N/A
	Poop deck:	2	Single Drum	Hydraulic	80.00 MT	Brake lining
9.6	Bits, closed chocks/fairleads	No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks	
	Forecastle:	7	80 MT	7	50 MT	
	Main deck fwd:	2	50 MT	2	50 MT	
	Main deck aft:	2	50 MT	2	50 MT	
	Poop deck:	5	80 MT	5	50 MT	
Anchors/Emergency Towing System						
9.7	Number of shackles on port / starboard cable:				8 / 9	
9.8	Type / SWL of Emergency Towing system forward:				Not Applicable	0 MT
9.9	Type / SWL of Emergency Towing system aft:				Not Applicable	0 MT
Escort Tug						
9.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:				Not Applicable	50.00 MT
9.11	What is SWL of bollard on poop deck suitable for escort tug:					80.00 MT
Lifting Equipment/Gangway						
9.12	Derrick / Crane description (Number, SWL and location):				Cranes: 1 x 5.00 Tonnes Center	
9.13	Accommodation ladder direction:					
	Does vessel have a portable gangway? If yes, state length:					m
Single Point Mooring (SPM) Equipment						

9.14	Does the vessel meet the recommendations in the latest edition of OCIMF 'Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings (SPM)'?	No		
9.15	If fitted, how many chain stoppers:	0		
9.16	State type / SWL of chain stopper(s):	Not Applicable	0 MT	
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:	0 mm		
9.18	Distance between the bow fairlead and chain stopper/bracket:	0 m		
9.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	Yes Not Applicable		
10.	PROPULSION			
10.1	Speed	Maximum	Economical	
	Ballast speed:	15.00 Kts (WSNP)	12.50 Kts (WSNP)	
	Laden speed:	14 Kts (WSNP)	11.80 Kts (WSNP)	
10.2	What type of fuel is used for main propulsion / generating plant:	IFO or MDO-DMA	MGO	
10.3	Type / Capacity of bunker tanks:	Fuel Oil: 239.61 m3 Diesel Oil: 239.61 m3 Gas Oil: 50.59 m3		
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):	Controllable		
10.5	Engines	No	Capacity	Make/Type
	Main engine:	1	3,250 Kw	MAN B&W 5L35MC
	Aux engine:	3	342 Kw	Volvo Penta TAMD 165A-A
	Power packs:	2	160 m3	Damcos
	Boilers:	2	25.00 MT/Hr	NA
Bow/Stern Thruster				
10.6	What is brake horse power of bow thruster (if fitted):	Yes, 340.00 bhp		
10.7	What is brake horse power of stern thruster (if fitted):	No, 0 bhp		
Emissions				
10.8	Main engine IMO NOx emission standard:	Not Applicable		
10.9	Energy Efficiency Design Index (EEDI) rating number:	N/A		
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:	3.00 m		
11.3	Date/place of last STS operation:	Contact Charterers for details		
12.	RECENT OPERATIONAL HISTORY			

12.1	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	
12.2	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:	Pollution: No, N/A Grounding: No, N/A Casualty: No, N/A Repair: No, Not Applicable Collision: No, N/A
12.3	Date and place of last Port State Control inspection:	May 01, 2018 / Birkenhead
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No Expanded inspection - Nil obs raised.
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 owners for details
12.6	Date / place of last SIRE inspection:	N/A
12.6.1	Date / place of last CDI inspection:	N/A
12.7	Additional information relating to features of the ship or operational characteristics:	

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