

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)
Version 3

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Jan 27, 2010	
1.2	Vessel's name:	Hellespont Charger	
1.3	IMO number:	9436381	
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.5	Date delivered:	Dec 17, 2009	
1.6	Builder (where built):	Sekwang Shipbuilding Co. LTD	
1.7	Flag:	Marshall Island	
1.8	Port of Registry:	Majuro	
1.9	Call sign:	V7RU4	
1.10	Vessel's satcom phone number:	47 23676677 /78	
	Vessel's fax number:	764947310	
	Vessel's telex number:	453834844	
	Vessel's email address:	cchar@hellesponthammonia.de	
1.11	Type of vessel:		
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	American Bureau of Shipping	
1.14	Class notation:	+A1, "OIL/CHEMICAL CARRIER, E, +AMS, +ACCU, VEC-L, TCM, UWILD,CRC,POT, ESP, CPP	
1.15	If Classification society changed, name of previous society:		
1.16	If Classification society changed, date of change:	Not Applicable	
1.17	IMO type, if applicable:	2	
1.18	Does the vessel have ice class? If yes, state what level:	No,	
1.19	Date / place of last dry-dock:	Not Applicable	
1.20	Date next dry dock due	Dec 17, 2014	
1.21	Date of last special survey / next survey due:	Not Applicable	Not Applicable
1.22	Date of last annual survey:	Not Applicable	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	0	
1.24	Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date?	N/A	
Dimensions			
1.25	Length Over All (LOA):	144.0 Metres	
1.26	Length Between Perpendiculars (LBP):	136 Metres	
1.27	Extreme breadth (Beam):	22.627 Metres	
1.28	Moulded depth:	12.8 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	41.42 Metres	Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	72.3 Metres	71.7 Metres
1.31	Distance bridge front to center of manifold:	44.3 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	23.1 Metres	32.55 Metres 37.8 Metres
	Aft to mid-point manifold:	31.85 Metres	38.5 Metres 44.65 Metres
	Parallel body length:	54.95 Metres	71.05 Metres 82.45 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	196 Millimetres	28.714 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	38.824 Metres	0.0 Metres
	Normal ballast:	35.104 Metres	0.0 Metres
	At loaded summer deadweight:	32.406 Metres	0.0 Metres
Tonnages			
1.35	Net Tonnage:	4,965	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	11,551	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	12,252.24	9,853.25

1.38	Panama Canal Net Tonnage (PCNT):				9,719
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.812 Metres	9.014 Metres	16,801.654 Metric Tonnes	22,495.904 Metric Tonnes
	Winter:	4 Metres	8.826 Metres	16,261.832 Metric Tonnes	21,956.082 Metric Tonnes
	Tropical:	3.624 Metres	9.202 Metres	17,342.008 Metric Tonnes	23,036.258 Metric Tonnes
	Lightship:	10.257 Metres	2.596 Metres		5,694.25 Metric Tonnes
	Normal Ballast Condition:	6.51 Metres	6.316 Metres	9,368.949 Metric Tonnes	15,063.199 Metric Tonnes
1.40	Does vessel have multiple SDWT?				No
1.41	If yes, what is the maximum assigned deadweight?				Metric Tonnes
Ownership and Operation					
1.42	Registered owner - Full style:			<p>MT Hellespont Charger GmbH & Co.KG Kaiser-Wilhelm-Straße 9 D-20355 Hamburg-Germany Tel: +49 (0) 40 235 13 18 Fax: +49 (0) 40 278 621 3 Email: operations@hellesponthammonia.de Company IMO#: 5472887</p>	
1.43	Technical operator - Full style:			<p>HELLESPONT HAMMONIA GmbH & Co. KG Kaiser-Wilhelm-Str. 9, D-20355, Hamburg, Germany PIC Cpt. Fredrik Andersson Mobile: +49 (0) 172 4555 692 Alternate Cpt. Sam Dadachanji Mobile: +49 (0) 172 9906 778 Vetting: Cpt. Lars Sandsdalen Mobile: +49 (0) 172 9908 760</p> <p>Office : 09:00 - 17:00 Hrs (CET) Tel: +49 40 27 86 21 31 Fax: +49 40 27 86 21 30 Email: operations@hellesponthammonia.de</p>	
1.44	Commercial operator - Full style:			<p>Hellespont Tankers GmbH & Co. KG Domstrasse 17 20095 Hamburg Tel: +49 40 879 798 100 Fax: +49 40 879 798 200 Email: operations@seatrampintermediate.de</p>	
1.45	Disponent owner - Full style:			<p>Hellespont Charger Shipping Limited Majuro Marshall Islands</p>	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Dec 17, 2009	Not Applicable	Dec 16, 2014
2.2	Safety Radio Certificate:	Dec 17, 2009	Not Applicable	Dec 16, 2014
2.3	Safety Construction Certificate:	Dec 17, 2009	Not Applicable	Dec 16, 2014
2.4	Loadline Certificate:	Dec 17, 2009	Not Applicable	Dec 16, 2014
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Dec 17, 2009	Not Applicable	Dec 16, 2014
2.6	Safety Management Certificate (SMC):	Dec 17, 2009	Not Applicable	Jun 16, 2010
2.7	Document of Compliance (DOC):	Sep 22, 2009	Not Applicable	Nov 17, 2010
2.8	USCG (specify: COC, LOC or COI):			
2.9	Civil Liability Convention Certificate (CLC):	Dec 17, 2009		Feb 20, 2010
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Dec 17, 2009		Feb 20, 2010
2.11	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable		Not Applicable

2.12	Certificate of Fitness (Chemicals):	Dec 17, 2009	Not Applicable	Dec 16, 2014
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Dec 17, 2009	Not Applicable	May 16, 2010
2.15	International Ship Security Certificate (ISSC):	Dec 17, 2009	Not Applicable	Jun 16, 2010
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Dec 17, 2009		Dec 16, 2014
2.17	International Air Pollution Prevention Certificate (IAPP):	Dec 17, 2009	Not Applicable	Dec 16, 2014

Documentation				
2.18	Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable:	Yes		
2.19	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:	Yes		

3.	CREW MANAGEMENT			
3.1	Nationality of Master:	Germany		
3.2	Nationality of Officers:	Filipino		
3.3	Nationality of Crew:	Filipino		
3.4	If Officers/Crew employed by a Manning Agency - Full style:	<p>Officers: Manila Shipmanagement and Manning Ground floor,Princess Building 104,Esteban str.,Legaspi Village,Makati city,Manila,Philippines Tel: +632 892 4071 Fax: +632 816 6993 Email: email@manship.com</p> <p>Crew: Manila Shipmanagement and Manning Ground floor,Princess Building 104,Esteban str.,Legaspi Village,Makati city,Manila,Philippines Tel: + 632 892 4071 Fax: + 632 816 6993 Email: email@manship.com</p>		
3.5	What is the common working language onboard:	English		
3.6	Do officers speak and understand English:	Yes		
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:	Yes		

4.	HELICOPTERS			
4.1	Can the ship comply with the ICS Helicopter Guidelines:	N/A		
4.2	If Yes, state whether winching or landing area provided:			

5.	FOR USA CALLS			
5.1	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter:	Yes		
5.2	Qualified individual (QI) - Full style:	<p>The O'Briens Group Gulf Coast New Orleans Office (Slidell) 645 Codifer Street Slidell,Louisiana USA 70458 Tel: +1 985 781 0804 Fax: +1 985 781 0804 Telex: commandcenter@oopsus</p>		
5.3	Oil Spill Response Organization (OSRO) -Full style:	<p>NRC NRC 3500 Sunrise Hwy str.T103 Great River,NY 11739 Tel: +1 631 224 9141 Fax: +1 631 224 9086 Email: iocdo@ncrr.com</p>		
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	Yes		

6.	CARGO AND BALLAST HANDLING			
Double Hull Vessels				
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	Yes		

6.2	If Yes, is bulkhead solid or perforated:	Solid		
Cargo Tank Capacities				
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg #1: 1114.032 m3 (COT 1 P) Seg #2: 1114.018 m3 (COT 1S) Seg #3: 1289.223 m3 (COT 2P) Seg #4: 1289.295 m3 (COT 2S) Seg #5: 1343.038 m3 (COT 3P) Seg #6: 1343.027 m3 (COT 3S) Seg #7: 1342.654 m3 (COT 4P) Seg #8: 1342.622 m3 (COT 4S) Seg #9: 1342.397 m3 (COT 5P) Seg #10: 1342.323 m3 (COT 5S) Seg #11: 1342.661 m3 (COT 6P) Seg #12: 1342.675 m3 (COT 6S) Seg #13: 1325.211 m3 (COT 7P) Seg #14: 1325.124 m3 (COT 7S) Seg #15: 992.144 m3 (SLOP (P+S))		
6.4	Total cubic capacity (98%, excluding slop tanks):	18,198.3 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	992.144 Cu. Metres		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	Cu. Metres		
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	SBT		
SBT Vessels				
6.8	What is total capacity of SBT?	7,526.229 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	45		
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)	Yes		
Cargo Handling				
6.11	How many grades/products can vessel load/discharge with double valve segregation:	15		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	1,400 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1,400 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No Not Applicable		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	14 2 1	FRAMO-SD-150 FRAMO-SD-100 FRAMO TK 80	300 M3/HR 100 M3/HR 70 M3/HR
	Stripping:			Cu. Metres/Hour
	Eductors:			Cu. Metres/Hour
	Ballast:		FRAMO SB-200	350 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:	6		
Cargo Control Room				
6.17	Is ship fitted with a Cargo Control Room (CCR):	Yes		
6.18	Can tank innage / ullage be read from the CCR:	Yes		
Gauging and Sampling				
6.19	Can ship operate under closed conditions in accordance with ISGOTT:	Yes		
6.20	What type of fixed closed tank gauging system is fitted:	Radar		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	All Tanks		
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:	Yes		
6.23	Number/size of VRS manifolds (per side):	1	200 Millimetres	
Venting				
6.24	State what type of venting system is fitted:	Individual High Velocity PV with gas free vent cov		
Cargo Manifolds				

6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':	Yes
6.26	What is the number of cargo connections per side:	16
6.27	What is the size of cargo connections:	150
6.28	What is the material of the manifold:	stainless steel

Manifold Arrangement

6.29	Distance between cargo manifold centers:	1,500 Millimetres	
6.30	Distance ships rail to manifold:	5,000 Millimetres	
6.31	Distance manifold to ships side:	5,100 Millimetres	
6.32	Top of rail to center of manifold:	590 Millimetres	
6.33	Distance main deck to center of manifold:	2,100 Millimetres	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	8.682 Metres	5.892 Metres
6.35	Number / size reducers:	2 x 150/100mm (6/4") 2 x 150/150mm (6/6") 1 x 150/200mm (6/8") 22 x 150/300mm (6/12") 3 x 300/250mm (12/10")	

Stern Manifold

6.36	Is vessel fitted with a stern manifold:	Yes
6.37	If stern manifold fitted, state size:	250 Millimetres

Cargo Heating

6.38	Type of cargo heating system?	Dk Htrs 1-7 w/tns + h.cls for 2 slopt tnks	
6.39	If fitted, are all tanks coiled?	No	
6.40	If fitted, what is the material of the heating coils:	Stainless Steel	
6.41	Maximum temperature cargo can be loaded/maintained:	80.0 °C / 176.0 °F	80 °C / 176 °F

Tank Coating

6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	PHENOLIC EPOXY COATING CMP epicon T-800	Whole Tank
	Ballast tanks:	Yes	MODIFIED EPOXY CMP BANNOH-500	Whole Tank
	Slop tanks:	Yes	PHENOLIC EPOXY COATING CMP EPICON T-800	Whole Tank
6.43	If fitted, what type of anodes are used:	Zinc		

7. INERT GAS AND CRUDE OIL WASHING

7.1	Is an Inert Gas System (IGS) fitted:	Yes
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	Nitrogen Generator
7.3	Is a Crude Oil Washing (COW) installation fitted:	No

8. MOORING

8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		Millimetres		Metres	Metric Tonnes
	Main deck fwd:		Millimetres		Metres	Metric Tonnes
	Main deck aft:		Millimetres		Metres	Metric Tonnes
	Poop deck:		Millimetres		Metres	Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		Millimetres		Metres	Metric Tonnes
	Main deck fwd:		Millimetres		Metres	Metric Tonnes
	Main deck aft:		Millimetres		Metres	Metric Tonnes
	Poop deck:		Millimetres		Metres	Metric Tonnes
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	48 Millimetres	JETFLEX (Polypropylene and Polyester Composite Rope)	200 Metres	44.2 Metric Tonnes

	Main deck fwd:		Millimetres		Metres	Metric Tonnes
	Main deck aft:		Millimetres		Metres	Metric Tonnes
	Poop deck:		Millimetres		Metres	Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	48 Millimetres	KAPA FLOAT, 25% Polyester, 75% Polysteel	200 Metres	45.9 Metric Tonnes
	Main deck fwd:		Millimetres		Metres	Metric Tonnes
	Main deck aft:		Millimetres		Metres	Metric Tonnes
	Poop deck:	4	48 Millimetres	KAPA FLOAT, 25% Polyester, 75% Polysteel	200 Metres	45.9 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double Drums	26.5 Metric Tonnes
	Main deck fwd:					Metric Tonnes
	Main deck aft:					Metric Tonnes
	Poop deck:			2	Double Drums	26.5 Metric Tonnes
8.6	Mooring bitts				No.	SWL
	Forecastle:				6	Metric Tonnes (4 bitts each 64 tons SWL, 2 bitts each 39 tons SWL)
	Main deck fwd:				4	Metric Tonnes (2 bitts each 45 tons SWL, 2 bitts each 39 tons)
	Main deck aft:				4	39 Metric Tonnes
	Poop deck:				7	Metric Tonnes (2 bitts each 64 tons SWL, 2 bitts each 45 tons SWL, 2 bitts each 39 tons SWL)
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				7	Metric Tonnes (1 x 200 tons, 2 x 64 tons, 4 x 39 tons)
	Main deck fwd:				8	Metric Tonnes (2 x 45 tons, 2 x 39 tons, 4 x 25 tons (Manifold))
	Main deck aft:				2	39 Metric Tonnes
	Poop deck:				10	64 Metric Tonnes (8 x 39 tons, 2,45 tons)
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				TONGUE	200 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:				Not Applicable	Metric Tonnes
Anchors						
8.10	Number of shackles on port cable:					10
8.11	Number of shackles on starboard cable:					10
Escort Tug						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				64 Metric Tonnes	600 x 450
8.13	What is SWL of bollard on poopdeck suitable for escort tug:					42 Metric Tonnes
Bow/Stern Thruster						
8.14	What is brake horse power of bow thruster (if fitted):				670 bhp	499.61 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):				bhp	0 Kilowatt
Single Point Mooring (SPM) Equipment						
8.16	Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)':					Yes

8.17	Is vessel fitted with chain stopper(s):	Yes
8.18	How many chain stopper(s) are fitted:	1
8.19	State type of chain stopper(s) fitted:	TOUNGE
8.20	Safe Working Load (SWL) of chain stopper(s):	200 Metric Tonnes
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	76 Millimetres
8.22	Distance between the bow fairlead and chain stopper/bracket:	4,500 Millimetres
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	Yes
Lifting Equipment		
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 10 Tonnes, center
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	5.7 Metres
Ship To Ship Transfer (STS)		
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):	Yes

9.	MISCELLANEOUS	
Engine Room		
9.1	What type of fuel is used for main propulsion?	IFO 380CST
9.2	What type of fuel is used in the generating plant?	IFO 380CST
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1,036.06 Cu. Metres 112.532 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch
Insurance		
9.5	P & I Club - Full Style:	BRITANNIA
9.6	P & I Club coverage - pollution liability coverage:	1000000000
Port State Control		
9.7	Date and place of last Port State Control inspection:	N/A / N/A
9.8	Any outstanding deficiencies as reported by any Port State Control:	N/A
9.9	If yes, provide details:	
Recent Operational History		
9.10	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:	Pollution: No, Grounding: No , Serious casualty: No , Collision: No ,
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	NEW BUILDING
Vetting		
9.12	Date/Place of last SIRE Inspection:	/
9.13	Date/Place of last CDI Inspection:	/
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: * Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.	