

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

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Jan 12, 2010	
1.2	Vessel's name:	Hellespont Tatina	
1.3	IMO number:	9187760	
1.4	Vessel's previous name(s) and date(s) of change:	MINERVA ANNA (Apr 29, 2004) PINE VENTURE (Nov 04, 1999)	
1.5	Date delivered:	Nov 04, 1999	
1.6	Builder (where built):	SUMITOMO HEAVY INDUSTRIES LTD.	
1.7	Flag:	Marshall Island	
1.8	Port of Registry:	Majuro	
1.9	Call sign:	V7GB3	
1.10	Vessel's satcom phone number:	353898273	
	Vessel's fax number:	353898274	
	Vessel's telex number:	353898276 HTIN	
	Vessel's email address:	dtati@hellesponthammonia.de (Size limit 100kb)	
1.11	Type of vessel:	Oil Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	Lloyds Register	
1.14	Class notation:	100A1, DOUBLE HULL, OIL TANKER, ESP, LI, LMC, IGS, UMS	
1.15	If Classification society changed, name of previous society:	Nipon Kaiji Kyokai	
1.16	If Classification society changed, date of change:	Oct 10, 2002	
1.17	IMO type, if applicable:	N/A	
1.18	Does the vessel have ice class? If yes, state what level:	No,	
1.19	Date / place of last dry-dock:	Aug 14, 2009	Singapore
1.20	Date next dry dock due	Aug 13, 2012	
1.21	Date of last special survey / next survey due:	Aug 14, 2009	Oct 31, 2014
1.22	Date of last annual survey:	Aug 23, 2009	
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):	239 Metres	
1.26	Length Between Perpendiculars (LBP):	229 Metres	
1.27	Extreme breadth (Beam):	42.034 Metres	
1.28	Moulded depth:	21.3 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	51.156 Metres	Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	116.9 Metres	122.1 Metres
1.31	Distance bridge front to center of manifold:	85.3 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	12.4 Metres	64 Metres
	Aft to mid-point manifold:	30.3 Metres	42 Metres
	Parallel body length:	42.7 Metres	106 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	340 Millimetres	89.22 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	48.916 Metres	0.0 Metres
	Normal ballast:	44.876 Metres	0.0 Metres
	At loaded summer deadweight:	36.276 Metres	0.0 Metres
Tonnages			
1.35	Net Tonnage:	22,809	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	56,324	44,567
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	58,298	54,552.29

1.38	Panama Canal Net Tonnage (PCNT):				0
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.467 Metres	14.88 Metres	105,535 Metric Tonnes	121,500 Metric Tonnes
	Winter:	6.776 Metres	14.57 Metres	102,772 Metric Tonnes	118,737 Metric Tonnes
	Tropical:	6.158 Metres	15.19 Metres	108,298 Metric Tonnes	124,263 Metric Tonnes
	Lightship:	19.112 Metres	2.24 Metres		15,965 Metric Tonnes
	Normal Ballast Condition:	15.067 Metres	6.28 Metres	31,189 Metric Tonnes	47,154 Metric Tonnes
1.40	Does vessel have multiple SDWT?				Yes
1.41	If yes, what is the maximum assigned deadweight?				105,535 Metric Tonnes
Ownership and Operation					
1.42	Registered owner - Full style:			SAG Unternehmensbeteil.ges MT Tatina mbH & Co. Tankschiff KG Kaiser-Wilhelm-Str. 9 , D-20355, Hamburg, Germany Tel: +49 40 27 86 21 31 Fax: +49 40 27 86 21 30 Telex: VIA OPERATORS Email: operations@hellesponthammonia.de	
1.43	Technical operator - Full style:			HELLESPONT HAMMONIA GmbH & Co. KG Kaiser-Wilhelm-Str. 9, D-20355, Hamburg, Germany Tel: +49 40 27 86 21 31 Fax: +49 40 27 86 21 30 Email: operations@hellesponthammonia.de	
1.44	Commercial operator - Full style:			Hellespont Hammonia GmbH & Co. KG Kaiser-Wilhelm-Str. 9, D-20355 Hamburg, Germany Tel: +49 40 27 86 21 31 Fax: +49 40 27 86 21 30 Email: operations@hellesponthammonia.de	
1.45	Disponent owner - Full style:			The Sanko Steamship Co., Ltd. Hibiya Kokusai Building 2-3, Uchisaiwaicho 2-Chome, Chiyoda-ku, Tokyo, 100-0011, Japan Tel: +81 3 3507 8361 Fax: +81 3 3507 8369 Telex: N/A	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Aug 23, 2009	Aug 23, 2009	Oct 31, 2014
2.2	Safety Radio Certificate:	Aug 23, 2009	Aug 23, 2009	Oct 31, 2014
2.3	Safety Construction Certificate:	Aug 23, 2009	Aug 23, 2009	Oct 31, 2014
2.4	Loadline Certificate:	Aug 23, 2009	Aug 23, 2009	Oct 31, 2014
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Aug 23, 2009	Aug 23, 2009	Oct 31, 2014
2.6	Safety Management Certificate (SMC):	Aug 13, 2009	Jul 28, 2009	Jul 01, 2011
2.7	Document of Compliance (DOC):	Sep 22, 2009		Nov 17, 2010
2.8	USCG (specify: COC, LOC or COI): COC	Jul 23, 2008	Jul 23, 2008	Jun 23, 2010
2.9	Civil Liability Convention Certificate (CLC):	Jan 27, 2009		Feb 20, 2010
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Jan 27, 2009		Feb 20, 2010
2.11	U.S. Certificate of Financial Responsibility (COFR):	Jun 01, 2008		May 31, 2010
2.12	Certificate of Fitness (Chemicals):	Not Applicable		Not Applicable
2.13	Certificate of Fitness (Gas):	Not Applicable		Not Applicable
2.14	Certificate of Class:	Aug 23, 2009	Aug 23, 2009	Oct 31, 2014

2.15	International Ship Security Certificate (ISSC):	Jul 28, 2009	Jul 28, 2009	Jul 01, 2011
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Aug 23, 2009		Oct 31, 2014
2.17	International Air Pollution Prevention Certificate (IAPP):	Aug 23, 2009	Aug 23, 2009	Oct 31, 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:	Philippines		
3.2	Nationality of Officers:	Philippines		
3.3	Nationality of Crew:	Philippines		
3.4	If Officers/Crew employed by a Manning Agency - Full style:	<p>Officers: MANILA SHIPMANAGEMENT & MANNING INC. Ground Flr. Alexander House, 132 Amorsolo Street, Legaspi Village, Makati City 1229, PHILIPPINES Tel: +63 2 8924071 - 73 Fax: +30 210 4282818 Telex: n/a Email: email@manship.com</p> <p>Crew: MANILA SHIPMANAGEMENT & MANNING INC. GROUND FLOOR, ALEXANDER HOUSE, 132 AMORSOLO ST., LEGASPI VILLAGE, MAKATI CITY, 1229 PHILIPPINES Tel: +63 2 8924071 - 73 Fax: +63 2 8166993 Telex: n/a 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:	Yes		
4.2	If Yes, state whether winching or landing area provided:	Landing		

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:	O'Brien Oil Pollution Service 645 CODIFER STREET SLIDELL, LA 70458-4094 U.S.A Tel: 001-985-7810804 Fax: 001-985-7810580 Telex: 49617361 Email: oops-usa@oopsusa.com		
5.3	Oil Spill Response Organization (OSRO) -Full style:	NATIONAL RESPONSE CORP. 3500 Sunrise Highway, Suite T-103, Great River, New York 11739, U.S.A. Tel: 001-631-2249141 Fax: 001-631-2249082		
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	No		

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: 35701.7 m3 (1P/S, 4P/S, Slop S) Seg #2: 43819.6 m3 (2P/S, 5P/S, Slop P) Seg #3: 40362.4 m3 (3P/S, 6P/S)		
6.4	Total cubic capacity (98%, excluding slop tanks):	115,572 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	4,311.8 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?	38,508 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	37		
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:	3		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	3,500 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	10,500 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	N/A		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	3	Centrifugal	2500 M3/HR
	Stripping:	1	Reciprocating	150 Cu. Metres/Hour
	Eductors:	1		300 Cu. Metres/Hour
	Ballast:	0	Centrifugal	0 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:	3		
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:	Floating		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	All		
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:	Yes		
6.23	Number/size of VRS manifolds (per side):	2	400 Millimetres	
Venting				
6.24	State what type of venting system is fitted:	Mast Riser w/ High Velocity vent & Individual P/V valves.		
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:	3		
6.27	What is the size of cargo connections:	450		
6.28	What is the material of the manifold:	STEEL		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	2,500 Millimetres		
6.30	Distance ships rail to manifold:	4,410 Millimetres		
6.31	Distance manifold to ships side:	4,600 Millimetres		
6.32	Top of rail to center of manifold:	700 Millimetres		
6.33	Distance main deck to center of manifold:	1,900 Millimetres		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	16.92 Metres	8.35 Metres	

6.35	Number / size reducers:	6 x 450/400mm (18/16") 3 x 450/300mm (18/12") 3 x 450/250mm (18/10") 2 x 450/200mm (18/8") 3 x 400/300mm (16/12")
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Stern Manifold

6.36	Is vessel fitted with a stern manifold:	No
6.37	If stern manifold fitted, state size:	0 Millimetres

Cargo Heating

6.38	Type of cargo heating system?	Heating coils	
6.39	If fitted, are all tanks coiled?	Yes	
6.40	If fitted, what is the material of the heating coils:	Mild steel	
6.41	Maximum temperature cargo can be loaded/maintained:	71.1 °C / 160.0 °F	57.2222 °C / 135 °F

Tank Coating

6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	No		
	Ballast tanks:	Yes		Whole Tank
	Slop tanks:	Yes	Epoxy Tar	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:	Flue Gas
7.3	Is a Crude Oil Washing (COW) installation fitted:	Yes

8. MOORING

8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	36 Millimetres	G. steel	220 Metres	83 Metric Tonnes
	Main deck fwd:	4	36 Millimetres	G. STEEL	220 Metres	83 Metric Tonnes
	Main deck aft:	2	36 Millimetres	G. steel	220 Metres	83 Metric Tonnes
	Poop deck:	6	36 Millimetres	G.STEEL	220 Metres	83 Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	72 Millimetres	Nylon	11 Metres	90 Metric Tonnes
	Main deck fwd:	4	72 Millimetres	Nylon	11 Metres	90 Metric Tonnes
	Main deck aft:	2	72 Millimetres	Nylon	11 Metres	90 Metric Tonnes
	Poop deck:	6	72 Millimetres	Nylon	11 Metres	90 Metric Tonnes
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck fwd:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Poop deck:	0	0 Millimetres		0 Metres	0 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	72 Millimetres	P/P + additives	220 Metres	70 Metric Tonnes
	Main deck fwd:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Poop deck:	2	72 Millimetres	P/P + additives	220 Metres	70 Metric Tonnes
8.5	Mooring winches	No.	# Drums	Brake Capacity		
	Forecastle:	2	Double Drums	40 Metric Tonnes		
	Main deck fwd:	2	Double Drums	40 Metric Tonnes		
	Main deck aft:	1	Double Drums	40 Metric Tonnes		
	Poop deck:	3	Double Drums	40 Metric Tonnes		
8.6	Mooring bitts	No.	SWL			
	Forecastle:	2	57 Metric Tonnes			
	Main deck fwd:	4	57 Metric Tonnes			
	Main deck aft:	2	57 Metric Tonnes			
	Poop deck:	4	57 Metric Tonnes			

8.7	Closed chocks and/or fairleads of enclosed type	No.	SWL
	Forecastle:	8	Metric Tonnes
	Main deck fwd:	8	Metric Tonnes
	Main deck aft:	6	Metric Tonnes
	Poop deck:	14	Metric Tonnes

Emergency Towing System

8.8	Type / SWL of Emergency Towing system forward:	DOG TYPE	200 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	Reel type strong point	200 Metric Tonnes

Anchors

8.10	Number of shackles on port cable:	12
8.11	Number of shackles on starboard cable:	12

Escort Tug

8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	57 Metric Tonnes	450 x 600
8.13	What is SWL of bollard on poopdeck suitable for escort tug:	57 Metric Tonnes	

Bow/Stern Thruster

8.14	What is brake horse power of bow thruster (if fitted):	0 bhp	0 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):	0 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:	2	
8.19	State type of chain stopper(s) fitted:	HINGED BAR TYPE	
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:	3,200 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 0	

Lifting Equipment

8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 15 Tonnes, Center	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	2.8 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	
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9. MISCELLANEOUS

Engine Room

9.1	What type of fuel is used for main propulsion?	380	
9.2	What type of fuel is used in the generating plant?	HFO/Diesel	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	3,010.8 Cu. Metres	296.2 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:	UK	
9.6	P & I Club coverage - pollution liability coverage:	1000000000	

Port State Control

9.7	Date and place of last Port State Control inspection:	Apr 16, 2009 / Vancouver	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:	No outstanding Deficiencis	

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, N/A Grounding: No, N/A Serious casualty: No, N/A	
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		Collision: No , N/A
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Please contact Managers for details.
Vetting		
9.12	Date/Place of last SIRE Inspection:	Sep 19, 2009 / Dalian
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)*: <i>* Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	CHEVRON / SHELL / BHP-RIGHTSHIP

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