

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 Trader	
1.3	IMO number:	9114608	
1.4	Vessel's previous name(s) and date(s) of change:	SEA STAR (Jun 28, 2005)	
1.5	Date delivered:	Jun 28, 1996	
1.6	Builder (where built):	Mitsui, Chiba, Japan	
1.7	Flag:	Marshall Island	
1.8	Port of Registry:	MAJURO	
1.9	Call sign:	V7IH2	
1.10	Vessel's satcom phone number:	353898949	
	Vessel's fax number:	353898950	
	Vessel's telex number:	353898952	
	Vessel's email address:	ftrad@hellesponthammonia.de	
1.11	Type of vessel:	Oil Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	American Bureau of Shipping	
1.14	Class notation:	+A1, OIL CARRIER, (E), AMS, +ACCU, OMBO, VEC-L, SH, ESP, CRC	
1.15	If Classification society changed, name of previous society:	N/A	
1.16	If Classification society changed, date of change:	Not Applicable	
1.17	IMO type, if applicable:		
1.18	Does the vessel have ice class? If yes, state what level:		
1.19	Date / place of last dry-dock:	Jul 04, 2006	SETUBAL, PORTUGAL
1.20	Date next dry dock due	Jul 04, 2011	
1.21	Date of last special survey / next survey due:	Jul 04, 2006	Jun 30, 2011
1.22	Date of last annual survey:	Sep 09, 2009	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		
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):	269 Metres	
1.26	Length Between Perpendiculars (LBP):	258 Metres	
1.27	Extreme breadth (Beam):	46.034 Metres	
1.28	Moulded depth:	23.9 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	50.46 Metres	Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	132 Metres	137 Metres
1.31	Distance bridge front to center of manifold:	91 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	73 Metres	74.3 Metres
	Aft to mid-point manifold:	36.1 Metres	56.4 Metres
	Parallel body length:	109.1 Metres	130.7 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	385 Millimetres	111.1 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	47.862 Metres	0.0 Metres
	Normal ballast:	41.88 Metres	0.0 Metres
	At loaded summer deadweight:	33.59 Metres	0.0 Metres
Tonnages			
1.35	Net Tonnage:	45,131	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	79,832	64,400
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	80,974	74,112

1.38	Panama Canal Net Tonnage (PCNT):				
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	7.078 Metres	16.87 Metres	148,435 Metric Tonnes	171,600 Metric Tonnes
	Winter:	7.429 Metres	16.51 Metres	144,538 Metric Tonnes	167,703 Metric Tonnes
	Tropical:	6.727 Metres	17.216 Metres	152,340 Metric Tonnes	175,505 Metric Tonnes
	Lightship:	21.345 Metres	2.598 Metres		23,165 Metric Tonnes
	Normal Ballast Condition:	15.363 Metres	8.58 Metres	54,540 Metric Tonnes	81,705 Metric Tonnes
1.40	Does vessel have multiple SDWT?				Yes
1.41	If yes, what is the maximum assigned deadweight?				148,435 Metric Tonnes
Ownership and Operation					
1.42	Registered owner - Full style:			MS "Hellespont Trader" 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 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:			Heidmar Trading LLC 20 Glover Ave Norwalk, CT 06850 Tel: +1 203 662 2620 Fax: +1 203 662 2782 Email: Bulletin@heidmar.com	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Dec 25, 2008	Dec 25, 2008	Jun 30, 2011
2.2	Safety Radio Certificate:	Jul 03, 2006	Sep 16, 2008	Jun 30, 2011
2.3	Safety Construction Certificate:	Jul 03, 2006	Sep 16, 2008	Jun 30, 2011
2.4	Loadline Certificate:	Jul 03, 2006	Sep 16, 2008	Jun 30, 2011
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jul 03, 2006	Sep 16, 2008	Jun 30, 2011
2.6	Safety Management Certificate (SMC):	Mar 14, 2008	Sep 16, 2008	Nov 24, 2010
2.7	Document of Compliance (DOC):	Dec 11, 2008	Dec 11, 2008	Nov 17, 2010
2.8	USCG (specify: COC, LOC or COI): COC	Nov 21, 2007	Nov 21, 2007	Nov 21, 2009
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 2009		Feb 20, 2010
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 20, 2009		Feb 20, 2010
2.11	U.S. Certificate of Financial Responsibility (COFR):	Jun 21, 2008		Jun 21, 2011
2.12	Certificate of Fitness (Chemicals):			Not Applicable
2.13	Certificate of Fitness (Gas):			Not Applicable
2.14	Certificate of Class:	Jul 26, 2006	Sep 09, 2009	Jun 30, 2011
2.15	International Ship Security Certificate (ISSC):	Mar 14, 2008	Sep 16, 2008	Nov 24, 2010
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jul 03, 2006		Jun 30, 2011
2.17	International Air Pollution Prevention Certificate (IAPP):	Jul 03, 2006	Sep 16, 2008	Jun 30, 2011
Documentation				
2.18	Does vessel have all updated publications as listed in the Vessel Inspection			Yes

	Questionnaire, Chapter 2- Question 2.24, as applicable:	
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:	Filipinos
3.3	Nationality of Crew:	Filipinos
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Manila Shipmanagement & Manning Ground Floor, Princess Bldg 104 Esteban Str. Legaspi Village Makati City 1229 Manila, Philippines Tel: +63 2 892 4071 Fax: +63 2 816 6993 Email: email@manship.com Crew: Manila Shipmanagement & Manning Ground Floor, Princess Bldg 104 Esteban Str. Legaspi Village Makati City 1229 Manila, Philippines Tel: +63 2 892 4071 Fax: +63 2 816 6993 Email: email@manship.com
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: 55939.7 m3 (1(P&S)+4(P&S)+Slop(S)) Seg #2: 53812.1 m3 (2(P&S)+5(P&S)+Slop(P)) Seg #3: 52678.5 m3 (3(P&S)+6(P&S)+)
6.4	Total cubic capacity (98%, excluding slop tanks):	160,401 Cu. Metres
6.5	Slop tank(s) capacity (98%):	4,059.4 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?	55,089.4 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	38.01		
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:	4,000 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	12,000 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	3	Centrifugal	4000 M3/HR
	Stripping:	1	Reciprocating	300 Cu. Metres/Hour
	Eductors:	2	High Pressure	470 Cu. Metres/Hour
	Ballast:	2	Centrifugal	2,000 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:			
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:	SAAB-RADAR		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:			
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:	Yes		
6.23	Number/size of VRS manifolds (per side):	300 Millimetres		
Venting				
6.24	State what type of venting system is fitted:	common mast riser		
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:	16		
6.28	What is the material of the manifold:	ductile cast steel		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	2,500 Millimetres		
6.30	Distance ships rail to manifold:	4,600 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:	1,805 Millimetres		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	17.09 Metres	8.81 Metres	
6.35	Number / size reducers:	3 x 600/400mm (24/16") 3 x 600/300mm (24/12") 3 x 600/250mm (24/10") 3 x 600/200mm (24/8") 3 x 600/150mm (24/6")		
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:	No		
6.37	If stern manifold fitted, state size:	Millimetres		
Cargo Heating				

6.38	Type of cargo heating system?	Steam Heating Coils	
6.39	If fitted, are all tanks coiled?	Yes	
6.40	If fitted, what is the material of the heating coils:	Other	
6.41	Maximum temperature cargo can be loaded/maintained:	66.0 °C / 150.8 °F	57 °C / 134.6 °F
Tank Coating			
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type
	Cargo tanks:	Yes	Coal Tar Epoxy
	Ballast tanks:	Yes	
	Slop tanks:	Yes	COAL TAR EPOXY
6.43	If fitted, what type of anodes are used:	Zinc	
To What Extent			
			Bottom and underdeck area
			100 percent
			Whole Tank

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:	6	34 Millimetres	steel	305 Metres	79.6 Metric Tonnes
	Main deck fwd:	2	34 Millimetres	steel	305 Metres	79.6 Metric Tonnes
	Main deck aft:	2	34 Millimetres	steel	305 Metres	79.6 Metric Tonnes
	Poop deck:	6	34 Millimetres	steel	305 Metres	79.6 Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	80 Millimetres	mixture	11 Metres	110.0 Metric Tonnes
	Main deck fwd:	2	80 Millimetres	mixture	11 Metres	110.0 Metric Tonnes
	Main deck aft:	2	80 Millimetres	mixture	11 Metres	110.0 Metric Tonnes
	Poop deck:	6	80 Millimetres	mixture	11 Metres	110.0 Metric Tonnes
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	Millimetres		Metres	Metric Tonnes
	Main deck fwd:	0	Millimetres		Metres	Metric Tonnes
	Main deck aft:	0	Millimetres		Metres	Metric Tonnes
	Poop deck:	0	Millimetres		Metres	Metric Tonnes
8.4	Other mooring lines	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
8.5	Mooring winches	No.			# Drums	Brake Capacity
	Forecastle:	3			Double Drums	60 Metric Tonnes
	Main deck fwd:	1			Double Drums	60 Metric Tonnes
	Main deck aft:	1			Double Drums	60 Metric Tonnes
	Poop deck:	3			Double Drums	60 Metric Tonnes
8.6	Mooring bitts	No.				SWL
	Forecastle:	6				103 Metric Tonnes
	Main deck fwd:	8				103 Metric Tonnes
	Main deck aft:	8				103 Metric Tonnes
	Poop deck:	4				103 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type	No.				SWL
	Forecastle:	14				Metric Tonnes
	Main deck fwd:	10				Metric Tonnes
	Main deck aft:	10				Metric Tonnes
	Poop deck:	14				Metric Tonnes

Emergency Towing System			
8.8	Type / SWL of Emergency Towing system forward:	TATENO-KASHIWA	200 Metric Tonnes

		TK 40F-CS	
8.9	Type / SWL of Emergency Towing system aft:	TATENO-KASHIWA TK-40A	200 Metric Tonnes
Anchors			
8.10	Number of shackles on port cable:		13
8.11	Number of shackles on starboard cable:		14
Escort Tug			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	80 Metric Tonnes	600 x 350
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		103 Metric Tonnes
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	bhp	0 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:	2	
8.19	State type of chain stopper(s) fitted:	tongue 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:		3,500 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 0
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):		Cranes: 2 x 15 Tonnes,
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		3.2 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 380 cst	
9.2	What type of fuel is used in the generating plant?	IFO 380 cst	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	9,070.6 Cu. Metres	672.4 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:	Jul 21, 2009 / Come by Chance. Canada	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:	No outstanding Deficiencies	
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, Collision: No, N/A	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Please contact Owners for details	
Vetting			
9.12	Date/Place of last SIRE Inspection:	Aug 31, 2009 / Canaport	
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 / TOTAL / EXXONMOBIL
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