

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 Trinity	
1.3	IMO number:	9118458	
1.4	Vessel's previous name(s) and date(s) of change:	MARINA M. ()	
1.5	Date delivered:	May 22, 1996	
1.6	Builder (where built):	SAMSUNG HEAVY INDUSTRIES KOJE - KOREA	
1.7	Flag:	Marshall Island	
1.8	Port of Registry:	MAJURO	
1.9	Call sign:	V7I03	
1.10	Vessel's satcom phone number:	353898959	
	Vessel's fax number:	353898960	
	Vessel's telex number:	453846625trin	
	Vessel's email address:	ftrin@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(E) OIL CARRIER+AMS+ACCU "SH"	
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:	Apr 29, 2006	Singapore
1.20	Date next dry dock due	May 31, 2011	
1.21	Date of last special survey / next survey due:	May 26, 2006	May 31, 2011
1.22	Date of last annual survey:	Jul 06, 2008	
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?	No	
Dimensions			
1.25	Length Over All (LOA):	274.1 Metres	
1.26	Length Between Perpendiculars (LBP):	264 Metres	
1.27	Extreme breadth (Beam):	47.81 Metres	
1.28	Moulded depth:	22.8 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	50.7 Metres	Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	136.17 Metres	137.93 Metres
1.31	Distance bridge front to center of manifold:	92.2 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	29 Metres	77 Metres 77 Metres
	Aft to mid-point manifold:	36 Metres	60 Metres 78 Metres
	Parallel body length:	106.88 Metres	136.0 Metres 155.0 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	364 Millimetres	116.7 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	48.252 Metres	0.0 Metres
	Normal ballast:	42.682 Metres	0.0 Metres
	At loaded summer deadweight:	34.678 Metres	0.0 Metres
Tonnages			
1.35	Net Tonnage:	45,963	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	80,637	
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:	6.819 Metres	16.022 Metres	148,017.7 Metric Tonnes	170,360.1 Metric Tonnes
	Winter:	7.152 Metres	15.689 Metres	146,469.8 Metric Tonnes	168,812.2 Metric Tonnes
	Tropical:	6.486 Metres	16.355 Metres	151,908.1 Metric Tonnes	174,250.5 Metric Tonnes
	Lightship:	20.393 Metres	2.448 Metres		22,342.4 Metric Tonnes
	Normal Ballast Condition:	14.782 Metres	8.018 Metres	56,943.2 Metric Tonnes	79,285.6 Metric Tonnes
1.40	Does vessel have multiple SDWT?			Yes	
1.41	If yes, what is the maximum assigned deadweight?			148,017.7 Metric Tonnes	
Ownership and Operation					
1.42	Registered owner - Full style:			MS "Hellespont Trinity" 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:			Hellespont Trinity Shipping Limited Trust Company Complex Ajeltake Road, Ajeltake Islands Majuro, Marshall Islands C/O Hellespont Hammonia GmbH & Co. KG Kaiser-Wilhelm-Str. 9, D-20355 Hamburg, Germany Tel: Tel +49-40-27862-131 Fax: Fax +49-40-2351318-4 Email: crude@hellesponthammonia.de	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Nov 10, 2008	Nov 10, 2008	May 31, 2011
2.2	Safety Radio Certificate:	May 26, 2006	Jul 29, 2009	May 31, 2011
2.3	Safety Construction Certificate:	May 26, 2006	Jul 06, 2008	May 31, 2011
2.4	Loadline Certificate:	May 26, 2006	Jul 06, 2008	May 31, 2011
2.5	International Oil Pollution Prevention Certificate (IOPPC):	May 26, 2006	Jul 06, 2008	May 31, 2011
2.6	Safety Management Certificate (SMC):	Mar 14, 2008	Jul 06, 2008	Dec 15, 2010
2.7	Document of Compliance (DOC):	Dec 11, 2008		Nov 11, 2009
2.8	USCG (specify: COC, LOC or COI): COC	Jan 23, 2008	Jan 14, 2009	Jan 23, 2010
2.9	Civil Liability Convention Certificate (CLC):	Jan 26, 2009		Feb 20, 2010
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Jan 26, 2009		Feb 20, 2010
2.11	U.S. Certificate of Financial Responsibility (COFR):	Jul 14, 2008		Jul 14, 2011
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:	Jun 23, 2006	Jul 06, 2008	May 31, 2011

2.15	International Ship Security Certificate (ISSC):	Dec 16, 2005	Jul 06, 2008	Dec 15, 2010
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jan 22, 2007		May 31, 2011
2.17	International Air Pollution Prevention Certificate (IAPP):	May 26, 2006	Jul 06, 2008	May 31, 2011

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:	Greek Master / Philippino officer s	
3.3	Nationality of Crew:	Philippines	
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Manila Shipmanagement & Manning Amorsolo House, Amorsolo 132, Legaspi City, Makati, Metro Manila, Philippines Tel: +632 892 4071 Fax: +632 816 6993 Email: email@manship.com Crew: Manila Shipmanagement & Manning Tel: + 632 892 4071 Fax: + 632 816 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:	O'Briens Response Management 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):		
6.4	Total cubic capacity (98%, excluding slop tanks):	163,420 Cu. Metres	
6.5	Slop tank(s) capacity (98%):	4,709.4 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?	56,654.5 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	38.27		
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:	4,934 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	14,800 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	3500 M3/HR
	Stripping:	1	Reciprocating	350 Cu. Metres/Hour
	Eductors:	1		600 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:	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):	2	400 Millimetres	
Venting				
6.24	State what type of venting system is fitted:	HV INDIV.		
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:	400		
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:	4,600 Millimetres		
6.31	Distance manifold to ships side:	4,800 Millimetres		
6.32	Top of rail to center of manifold:	719 Millimetres		
6.33	Distance main deck to center of manifold:	1,819 Millimetres		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	17.16 Metres	8.597 Metres	
6.35	Number / size reducers:	5 x 400/300mm (16/12") 4 x 400/250mm (16/10") 3 x 400/200mm (16/8") 1 x 200/300mm (8/12") 1 x 200/250mm (8/10")		
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?	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:	73.9 °C / 165.0 °F	57.2 °C / 134.96 °F

Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	EPOXY	FM BOTTOM(1) 3METERS - (2) 1METER
	Ballast tanks:	Yes	CTE	Whole Tank
	Slop tanks:	Yes	CTE	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:	6	38 Millimetres	galv. w.steelcore	220 Metres	85 Metric Tonnes
	Main deck fwd:	2	38 Millimetres	galv. w.steelcore	220 Metres	85 Metric Tonnes
	Main deck aft:	2	38 Millimetres	galv. w.steelcore	270 Metres	85 Metric Tonnes
	Poop deck:	6	38 Millimetres	galg. w.steelcore	220 Metres	85 Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	85 Millimetres	polyamide	11 Metres	117 Metric Tonnes
	Main deck fwd:	2	85 Millimetres	polyamide	11 Metres	117 Metric Tonnes
	Main deck aft:	2	85 Millimetres	polyamide	11 Metres	117 Metric Tonnes
	Poop deck:	6	85 Millimetres	polyamide	11 Metres	117 Metric Tonnes
8.3	Mooring ropes (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
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	72 Millimetres	polysteel	220 Metres	89 Metric Tonnes
	Main deck fwd:		Millimetres		Metres	Metric Tonnes
	Main deck aft:		Millimetres		Metres	Metric Tonnes
	Poop deck:	2	72 Millimetres	polysteel	220 Metres	89 Metric Tonnes
8.5	Mooring winches	No.			# Drums	Brake Capacity
	Forecastle:	3			Double Drums	50 Metric Tonnes
	Main deck fwd:	1			Double Drums	50 Metric Tonnes
	Main deck aft:	1			Double Drums	50 Metric Tonnes
	Poop deck:	3			Double Drums	50 Metric Tonnes
8.6	Mooring bitts	No.				SWL
	Forecastle:	4				80 Metric Tonnes
	Main deck fwd:	2				80 Metric Tonnes
	Main deck aft:	2				80 Metric Tonnes
	Poop deck:	4				80 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type	No.				SWL
	Forecastle:	12				Metric Tonnes
	Main deck fwd:	10				Metric Tonnes
	Main deck aft:	8				Metric Tonnes
	Poop deck:	12				Metric Tonnes

Emergency Towing System			
8.8	Type / SWL of Emergency Towing system forward:	AKD Tongue type	400 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	ETS-200 D	200 Metric Tonnes
Anchors			
8.10	Number of shackles on port cable:		14
8.11	Number of shackles on starboard cable:		13
Escort Tug			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	200 Metric Tonnes	600 Millimetres
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		80 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):	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:	2 X 200 T / TONGUE	
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:		78 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
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):		Cranes: 2 x 15 Tonnes, port & stbd
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		5 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	
9.2	What type of fuel is used in the generating plant?	IFO 380	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	4,279.5 Cu. Metres	524.1 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?		
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:	Jan 14, 2009 / Cherry Point, Washington	
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, Grounding: No , Serious casualty: No , Collision: No ,	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Please contact the Owners for this info	
Vetting			
9.12	Date/Place of last SIRE Inspection:	Sep 16, 2009 / Slagen	
9.13	Date/Place of last CDI Inspection:	N/A	

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>	STATOILHYDRO / BP / CHEVRON / EXXONMOBIL
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