

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 Trust	
1.3	IMO number:	9159672	
1.4	Vessel's previous name(s) and date(s) of change:	Seamagic (Not Applicable)	
1.5	Date delivered:	Jan 06, 1999	
1.6	Builder (where built):	SAMSUNG HEAVY INDUSTRIES	
1.7	Flag:	Liberia	
1.8	Port of Registry:	Monrovia	
1.9	Call sign:	A8PC3	
1.10	Vessel's satcom phone number:	363704144	
	Vessel's fax number:	363704145	
	Vessel's telex number:	324833810	
	Vessel's email address:	ftrus@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, Ice Class D0, (E), +AMS, +ACCU, VEC-L, SH, RES, ESP, CRC	
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:	1	
1.18	Does the vessel have ice class? If yes, state what level:	Yes, Ice Class D0	
1.19	Date / place of last dry-dock:	Dec 11, 2008	Pasir Gudang, Malaysia
1.20	Date next dry dock due	Jan 31, 2014	
1.21	Date of last special survey / next survey due:	Dec 12, 2008	Jan 31, 2014
1.22	Date of last annual survey:	Dec 12, 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?	N/A Not Applicable	
Dimensions			
1.25	Length Over All (LOA):	274 Metres	
1.26	Length Between Perpendiculars (LBP):	264 Metres	
1.27	Extreme breadth (Beam):	47.8 Metres	
1.28	Moulded depth:	22.8 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	51.8 Metres	Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	137.08 Metres	136.92 Metres
1.31	Distance bridge front to center of manifold:	92.32 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	55.12 Metres	76.8 Metres
	Aft to mid-point manifold:	38.4 Metres	60 Metres
	Parallel body length:	93.52 Metres	136.8 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	365 Millimetres	116.75 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	49.326 Metres	0.0 Metres
	Normal ballast:	43.81 Metres	0.0 Metres
	At loaded summer deadweight:	35.778 Metres	0.0 Metres
Tonnages			
1.35	Net Tonnage:	45,810	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	80,668	63,225
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	81,575	75,315

1.38	Panama Canal Net Tonnage (PCNT):				0
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.819 Metres	16.022 Metres	147,261.9 Metric Tonnes	170,360.1 Metric Tonnes
	Winter:	7.152 Metres	15.869 Metres	143,371.6 Metric Tonnes	166,469.8 Metric Tonnes
	Tropical:	6.486 Metres	16.355 Metres	151,152.3 Metric Tonnes	174,250.5 Metric Tonnes
	Lightship:	20.367 Metres	2.474 Metres		23,098 Metric Tonnes
	Normal Ballast Condition:	14.851 Metres	7.99 Metres	55,673.8 Metric Tonnes	78,772 Metric Tonnes
1.40	Does vessel have multiple SDWT?			Yes	
1.41	If yes, what is the maximum assigned deadweight?			147,261.9 Metric Tonnes	
Ownership and Operation					
1.42	Registered owner - Full style:			MT "Hellespont Trust" 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 Inc. 20 Glover Ave. Norwalk, CT 06850 USA 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:	Nov 08, 2009	Nov 08, 2009	Jan 31, 2014
2.2	Safety Radio Certificate:	Dec 12, 2008	Nov 07, 2009	Jan 31, 2014
2.3	Safety Construction Certificate:	Dec 12, 2008	Dec 12, 2008	Jan 31, 2014
2.4	Loadline Certificate:	Dec 12, 2008	Dec 12, 2008	Jan 31, 2014
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Dec 12, 2008	Dec 12, 2008	Jan 31, 2014
2.6	Safety Management Certificate (SMC):	May 20, 2008		May 19, 2013
2.7	Document of Compliance (DOC):	Sep 22, 2009		Nov 17, 2010
2.8	USCG (specify: COC, LOC or COI): COC	Mar 03, 2009	Mar 03, 2009	Feb 06, 2010
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):	Feb 01, 2008		Feb 01, 2011
2.12	Certificate of Fitness (Chemicals):	Not Applicable	Not Applicable	Not Applicable
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Dec 12, 2008	Dec 12, 2008	Jan 31, 2014

2.15	International Ship Security Certificate (ISSC):	May 20, 2008		May 19, 2013
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Dec 12, 2008		Jan 31, 2014
2.17	International Air Pollution Prevention Certificate (IAPP):	Dec 12, 2008	Dec 12, 2008	Jan 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:	FILLIPINO		
3.3	Nationality of Crew:	FILLIPINO		
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Manila Shipmanagement & Manning GND FLOOR PRINCESS BLDG. ESTEBAN ST. MAKATI CITY PHILIPPINES Tel: +63 289 24071 Fax: +63 281 66993 Email: email@manship.com Crew: Manila Shipmanagement & Manning -GND FLOOR PRINCESS BLDG. ESTEBAN ST. MAKATI CITY PHILIPPINES Tel: +63 289 24071 Fax: +63 281 66993 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'BRIENS OIL POLLUTION SERVICES 645 CODIFER STR SLIDEL LA 70458-4094 USA Tel: 001 985 781 0804 Fax: 001 985 781 0580 Telex: -		
5.3	Oil Spill Response Organization (OSRO) -Full style:	NATIONAL RESPONSE CORPORATION 3500 SUNRISE HIGHWAY SUITE T 103 GREAT RIVER NEW YORK 11739 Tel: 001 800 899 4672 Fax: 001 631 224 9082 Telex: -		
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: 55119.9 m3 (1,4 P&S, SLOPS)		

		P&S) Seg #2: 56892.4 m3 (2,5 P&S) Seg #3: 55569.1 m3 (3,6 P&S)		
6.4	Total cubic capacity (98%, excluding slop tanks):	163,420 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	4,161.5 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?	56,560.8 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	39.37		
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:	4,000 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:	No		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	3	Centrifugal	3500 M3/HR
	Stripping:	1	Reciprocating	300 Cu. Metres/Hour
	Eductors:	1	Other	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:	ALL 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:	Radar		
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:	Common Line and Individual		
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:	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:	4,800 Millimetres		
6.32	Top of rail to center of manifold:	700 Millimetres		
6.33	Distance main deck to center of manifold:	1,800 Millimetres		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	16.65 Metres	8.624 Metres	
6.35	Number / size reducers:	5 x 400/300mm (16/12") 5 x 400/250mm (16/10")		

		3 x 400/200mm (16/8") 1 x 300/250mm (12/10") 1 x 300/200mm (12/8")
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?	COILS
6.39	If fitted, are all tanks coiled?	Yes
6.40	If fitted, what is the material of the heating coils:	Stainless Steel
6.41	Maximum temperature cargo can be loaded/maintained:	70.0 °C / 158.0 °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
	Ballast tanks:	Yes EPOXY Whole Tank
	Slop tanks:	Yes EPOXY 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 STEEL	220 Metres	94.5 Metric Tonnes
	Main deck fwd:	2	38 Millimetres	GALV STEEL	220 Metres	94.5 Metric Tonnes
	Main deck aft:	4	38 Millimetres	GALV STEEL	270 Metres	94.5 Metric Tonnes
	Poop deck:	6	38 Millimetres	GALV STEEL	220 Metres	93 Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	88 Millimetres	NYLON	11 Metres	130.0 Metric Tonnes
	Main deck fwd:	2	88 Millimetres	NYLON	11 Metres	130.0 Metric Tonnes
	Main deck aft:	4	88 Millimetres	NYLON	11 Metres	130.0 Metric Tonnes
	Poop deck:	6	88 Millimetres	NYLON	11 Metres	130.0 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:		Millimetres	N/A	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		57 Metric Tonnes
	Main deck fwd:	1		Double Drums		57 Metric Tonnes
	Main deck aft:	2		Double Drums		57 Metric Tonnes
	Poop deck:	3		Double Drums		57 Metric Tonnes
8.6	Mooring bitts	No.				SWL
	Forecastle:	6				64 Metric Tonnes
	Main deck fwd:	8				64 Metric Tonnes
	Main deck aft:	8				64 Metric Tonnes
	Poop deck:	4				64 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type	No.				SWL

	Forecastle:	13	96 Metric Tonnes
	Main deck fwd:	10	96 Metric Tonnes
	Main deck aft:	10	96 Metric Tonnes
	Poop deck:	18	96 Metric Tonnes

Emergency Towing System

8.8	Type / SWL of Emergency Towing system forward:	2 CHAIN STOPPERS	200 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	TOWING BRACKET	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	400mmX250mm
8.13	What is SWL of bollard on poopdeck suitable for escort tug:	200 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:	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:	76 Millimetres	
8.22	Distance between the bow fairlead and chain stopper/bracket:	3,100 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, center	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	5.1 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?	FO 380 CTS	
9.2	What type of fuel is used in the generating plant?	FO 380 CTS	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	4,546.3 Cu. Metres	524.1 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:	Oct 08, 2009 / Pachi Megara, Greece	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
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):	1. NHC / WAF - MED.	

		2. NHC / WAF - CARIBS. 3. NHC/ BLACK SEA - MED.
Vetting		
9.12	Date/Place of last SIRE Inspection:	Jul 02, 2009 / PORTLAND,ME, USA
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 / TOTAL / SHELL / BP / EXXONMOBIL / CONOCOPHILLIPS

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