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

| | | | | |
|---|---|---|---|---|
| **1.** | **VESSEL DESCRIPTION** | | | |
| 1.1 | Date updated: | | 21/07/2011 | |
| 1.2 | Vessel's name: | | Ocean Sapphire | |
| 1.3 | IMO number: | | 8906987 | |
| 1.4 | Vessel's previous name(s) and date(s) of change: | | Front Emperor | |
| 1.5 | Date delivered: | | 26 May 1992 | |
| 1.6 | Builder (where built): | | Astilleros Espanoles, Cadis | |
| 1.7 | Flag: | | Singapore | |
| 1.8 | Port of Registry: | | Singapore | |
| 1.9 | Call sign: | | S6MV | |
| 1.10 | Vessel's satcom phone number: Mini M | | 764855096 | |
| | Vessel's fax number: Mini M | | 764855098 | |
| | Vessel's telex number: | | 456 327811 | |
| | Vessel's email address: | | S6MV | |
| 1.11 | Type of vessel: | | Crude Oil /Product Tanker | |
| 1.12 | Type of hull: | | Single Hull | |
| **Classification** | | | | |
| 1.13 | Classification society: | | Det Norske Veritas | |
| 1.14 | Class notation: | | +1A1 Tanker for Oil ESP EO | |
| 1.15 | If Classification society changed, name of previous society: | | N/A | |
| 1.16 | If Classification society changed, date of change: | | N/A | |
| 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: | | 20-10-2009 | Singapore |
| 1.20 | Date next dry dock due | | 06-09-2011 | |
| 1.21 | Date of last special survey / next survey due: | | 06-09-2006 | 06-09-2011 |
| 1.22 | Date of last annual survey: | | 28-10-2010 | |
| 1.23 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | | 1 | |
| 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? | | Yes / 06-03-2012 | |
| **Dimensions** | | | | |
| 1.25 | Length Over All (LOA): | | | 274,3 Meters |
| 1.26 | Length Between Perpendiculars (LBP): | | | 265,0 Meters |
| 1.27 | Extreme breadth (Beam): | | | 43,2 Meters |
| 1.28 | Moulded depth: | | | 23.8 Meters |
| 1.29 | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): | | 55.06 Meters | N/A Meters |
| 1.30 | Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM): | | 139.5 Meters | 134.8 Meters |
| 1.31 | Distance bridge front to center of manifold: | | | 93.0 Meters |
| 1.32 | Parallel body distances: | Lightship | Normal Ballast | Summer Dwt |
| | Forward to mid-point manifold: | 64.3 Meters | 58.68 Meters | 71.93 Meters |
| | Aft to mid-point manifold: | 43.0 Meters | 73.82 Meters | 87.07 Meters |
| | Parallel body length: | 107.3 Meters | 132.5 Meters | 159.0 Meters |
| 1.33 | FWA at summer draft / TPC immersion at summer draft: | | 390 Millimeters | 108.3 Metric Tons |
| 1.34 | What is the max height of mast above waterline (air draft) | | Full Mast | Collapsed Mast |
| | Lightship: | | 52.54 Meters | Meters |
| | Normal ballast: | | 47.06 Meters | Meters |
| | At loaded summer deadweight: | | 38.038 Meters | Meters |
| **Tonnages** | | | | |
| 1.35 | Net Tonnage: | | 45731 | |
| 1.36 | Gross Tonnage / Reduced Gross Tonnage (if applicable): | | 77356 | 61193 |
| 1.37 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | | 84288.19 | 78149.69 |

| | | | | | |
|---|---|---|---|---|---|
| 1.38 | Panama Canal Net Tonnage (PCNT): | | | N/A | |
| **Loadline Information** | | | | | |
| 1.39 | Loadline | Freeboard | Draft | Deadweight | Displacement |
| | Summer: | 6.816 Meters | 17.022 Meters | 147273.0 Metric Tons | 167877.0 Metric Tons |
| | Winter: | 7.170 Meters | 16.668 Meters | 143482.0 Metric Tons | 164086.0 Metric Tons |
| | Tropical: | 7.462 Meters | 17.376 Meters | 150687.0 Metric Tons | 171291.0 Metric Tons |
| | Lightship: | 21.318 Meters | 2.520 Meters | | 20604.0 Metric Tons |
| | Normal Ballast Condition: | 15.838 Meters | 8.000 Meters | 54653.0 Metric Tons | 75257.0 Metric Tons |
| 1.40 | Does vessel have multiple SDWT? | | | No | |
| 1.41 | If yes, what is the maximum assigned deadweight? | | | Metric Tons | |
| **Ownership and Operation** | | | | | |
| 1.42 | Registered owner - Full style: | | | Dong Jiang Tankers (Pte) Ltd<br>No.1 Play Fair Road<br>Singapore, 367981 | |
| 1.43 | Technical operator - Full style: | | | Ocean Tankers (Pte) Ltd<br>37 Tuas Road<br>Singapore 638503<br>Tel: +65 6863 2202<br>Fax: +65 6863 9478 | |
| 1.44 | Commercial operator - Full style: | | | Ocean Tankers (Pte) Ltd<br>37 Tuas Road<br>Singapore 638503<br>Tel: +65 6863 2202<br>Fax: +65 6863 9479 | |
| 1.45 | Disponent owner - Full style: | | | Ocean Tankers (Pte) Ltd<br>37 Tuas Road<br>Singapore 638503<br>Tel: +65 6863 2202<br>Fax: +65 6863 9489 | |

| **2.** | **CERTIFICATION** | **Issued** | **Last Annual or Intermediate** | **Expires** |
|---|---|---|---|---|
| 2.1 | Safety Equipment Certificate: | 18.10.2006 | 28.10.2010 | 06.09.2011 |
| 2.2 | Safety Radio Certificate: | 24.10.2006 | 28.10.2010 | 06.09.2011 |
| 2.3 | Safety Construction Certificate: | 18.10.2006 | 28.10.2010 | 06.09.2011 |
| 2.4 | Loadline Certificate: | 26.10.2008 | 28.10.2010 | 06.09.2011 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | 14.12.2010 | 28.10.2010 | 06.09.2011 |
| 2.6 | Safety Management Certificate (SMC): | 13.12.2010 | N/A | 27.11.2015 |
| 2.7 | Document of Compliance (DOC): | 28.07.2010 | 16/06/2011 | 20.07.2015 |
| 2.8 | USCG (specify: COC, LOC or COI): | N/A | N/A | N/A |
| 2.9 | Civil Liability Convention Certificate (CLC): | 20/01/2011 | | 20/02/2012 |
| 2.10 | Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC): | 21/01/2011 | | 20/02/2012 |
| 2.11 | U.S. Certificate of Financial Responsibility (COFR): | N/A | | N/A |
| 2.12 | Certificate of Fitness (Chemicals): | N/A | N/A | N/A |
| 2.13 | Certificate of Fitness (Gas): | N/A | N/A | N/A |
| 2.14 | Certificate of Class: | 27.09.2006 | 28.10.2010 | 06.09.2011 |
| 2.15 | International Ship Security Certificate (ISSC): | 13.12.2010 | N/A | 27.11.2015 |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC) | 09.10.2006 | | 06.09.2011 |
| 2.17 | International Air Pollution Prevention Certificate (IAPP): | 24.09.2010 | 28.10.2010 | 06.09.2011 |
| **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: | S. Korean |

| | | |
|---|---|---|
| 3.2 | Nationality of Officers: | Chinese, Myanmar, Indonesian, Georgia |
| 3.3 | Nationality of Crew: | Chinese |
| 3.4 | If Officers/Crew employed by a Manning Agency - Full style: | Korean : Cosmos Shipping Co<br>P.R.China (Rating) : Putian County Int'l Economic Technology Cooperation Co. |
| 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 |

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| **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 |

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| **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: | N/A |
| 5.2 | Qualified individual (QI) - Full style: | N/A |
| 5.3 | Oil Spill Response Organization (OSRO) -Full style: | N/A |
| 5.4 | Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling: | N/A |

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| **6.** | **CARGO AND BALLAST HANDLING** | | | |
| **Double Hull Vessels** | | | | |
| 6.1 | Is vessel fitted with centerline bulkhead in all cargo tanks: | | N/A | |
| 6.2 | If Yes, is bulkhead solid or perforated: | | N/A | |
| **Cargo Tank Capacities** | | | | |
| 6.3 | Capacity (98%) of each natural segregation with double valve (specify tanks): | | 1c-16094.93 m3. 2c-28881.356 m3. 3c-14440.66 m3.4c-14440.664 m3. 5c-28881.365 m3. 6c-11545.123 m3. 1w-10408.366 m3. 3w-23120.534 m3. 5w-7872.434 m3. 6w-2593.916 m3. | |
| 6.4 | Total cubic capacity (98%, excluding slop tanks): | | 155114 Cu.Meters | |
| 6.5 | Slop tank(s) capacity (98%): | | 5187,832Cu.Meters | |
| 6.6 | Residual/Retention oil tank(s) capacity (98%), if applicable: | | Cu.Meters | |
| 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? | | 52496.0 Cu.Meters | |
| 6.9 | What percentage of SDWT can vessel maintain with SBT only: | | 35.6% | |
| 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: | | 4800 Cu.M/Hour | |
| 6.13 | Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds: | | 12500Cu.M/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 | 3400.0 Cu.M/Hour |
| | Stripping: | 1 | Reciprocating | 200.0 Cu.M/Hour |
| | Eductors: | 1 | Teamtec | 450.0 Cu.M/Hour |
| | Ballast: | 2 | Centrifugal | 2250.0 Cu.M/Hour |
| 6.16 | How many cargo pumps can be run simultaneously at full capacity: | | 2 | |

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| **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: | Yes, All | |
| **Vapor Emission Control** | | | |
| 6.22 | Is a vapor return system (VRS) fitted: | Yes | |
| 6.23 | Number/size of VRS manifolds (per side): | 2 Manifold Each Side (port & strb) | 600Millimeters |
| **Venting** | | | |
| 6.24 | State what type of venting system is fitted: | HI-JET P/V | |
| **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: | 600 Millimeters | |
| 6.28 | What is the material of the manifold: | Steel | |
| **Manifold Arrangement** | | | |
| 6.29 | Distance between cargo manifold centers: | 2500.0 Millimeters | |
| 6.30 | Distance ships rail to manifold: | 3920.0 Millimeters | |
| 6.31 | Distance manifold to ships side: | 5130.0 Millimeters | |
| 6.32 | Top of rail to center of manifold: | 1010.0 Millimeters | |
| 6.33 | Distance main deck to center of manifold: | 1800.0 Millimeters | |
| 6.34 | Manifold height above the waterline in normal ballast / at SDWT condition: | 14.638 Meters | 5.616 Meters |
| 6.35 | Number / size reducers: | 6 fm 600mm to 400mm.,3 fm600mm to300mm.,3 fm 600mm to250mm., 3 fm 600mm to 200mm., 2 fm 600mm to 150mm. | |
| **Stern Manifold** | | | |
| 6.36 | Is vessel fitted with a stern manifold: | No | |
| 6.37 | If stern manifold fitted, state size: | Millimeters | |
| **Cargo Heating** | | | |
| 6.38 | Type of cargo heating system? | Steam Heating Coil | |
| 6.39 | If fitted, are all tanks coiled? | Yes, All | |
| 6.40 | If fitted, what is the material of the heating coils: | A1.Brass | |
| 6.41 | Maximum temperature cargo can be loaded/maintained: | 66.0 deg Celsius | 44.0deg Celsius |

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| **Tank Coating** | | | | |
| 6.42 | Are cargo, ballast and slop tanks coated? | Coated | Type | To What Extent |
| | Cargo tanks: | Yes | Coal Tar Epoxy | 4c Only. Top&Bottom 3m only |
| | Ballast tanks: | Yes | Coal Tar Epoxy | Whole Tank |
| | Slop tanks: | Yes | Coal Tar Epoxy | Fully Coated |
| 6.43 | If fitted, what type of anodes are used: | | | |

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| **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 |

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| **8.** | **MOORING** | | | | | |
| 8.1 | Mooring wires (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 6 | 38.0 Millimeters | Steel | 220.0 Meters | 100.0 Metric Tons |
| | Main deck fwd: | 3 | 38.0 Millimeters | Steel | 220.0 Meters | 90.0 Metric Tons |
| | Main deck aft: | 2 | 38.0 Millimeters | Steel | 220.0 Meters | 90.0 Metric Tons |

| | | | | | | |
|---|---|---|---|---|---|---|
| | Poop deck: | 6 | 38.0 Millimeters | Steel | 220.0 Meters | 90.0 Metric Tons |
| 8.2 | Wire tails | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 6 | 88.0 Millimeters | Nylon | 12.0 Meters | 140.0 Metric Tons |
| | Main deck fwd: | 3 | 88.0 Millimeters | Nylon | 12.0 Meters | 140.0 Metric Tons |
| | Main deck aft: | 2 | 88.0 Millimeters | Nylon | 12.0 Meters | 140.0 Metric Tons |
| | Poop deck: | 6 | 88.0 Millimeters | Nylon | 12.0 Meters | 140.0 Metric Tons |
| 8.3 | Mooring ropes (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | N/A | Millimeters | N/A | Meters | Metric Tons |
| | Main deck fwd: | N/A | Millimeters | N/A | Meters | Metric Tons |
| | Main deck aft: | N/A | Millimeters | N/A | Meters | Metric Tons |
| | Poop deck: | N/A | Millimeters | N/A | Meters | Metric Tons |
| 8.4 | Other mooring lines | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | N/A | Millimeters | N/A | Meters | Metric Tons |
| | Main deck fwd: | N/A | Millimeters | N/A | Meters | Metric Tons |
| | Main deck aft: | N/A | Millimeters | N/A | Meters | Metric Tons |
| | Poop deck: | N/A | Millimeters | N/A | Meters | Metric Tons |
| 8.5 | Mooring winches | | | No. | # Drums | Brake Capacity |
| | Forecastle: | | | 2 | Triple | 54.0 Metric Tons |
| | Main deck fwd: | | | 1 | Triple | 54.0 Metric Tons |
| | Main deck aft: | | | 1 | Double | 54.0 Metric Tons |
| | Poop deck: | | | 3 | Double | 54.0 Metric Tons |
| 8.6 | Mooring bitts | | | | No. | SWL |
| | Forecastle: | | | | 4 | 200.0 Metric Tons |
| | Main deck fwd: | | | | 4 | 100.0 Metric Tons |
| | Main deck aft: | | | | 6 | 50.0 Metric Tons |
| | Poop deck: | | | | 10 | 200.0 Metric Tons |
| 8.7 | Closed chocks and/or fairleads of enclosed type | | | | No. | SWL |
| | Forecastle: | | | | 8 | 200Metric Tons |
| | Main deck fwd: | | | | 6 | 200Metric Tons |
| | Main deck aft: | | | | 4 | 200Metric Tons |
| | Poop deck: | | | | 11 | 200Metric Tons |
| **Emergency Towing System** | | | | | | |
| 8.8 | Type / SWL of Emergency Towing system forward: | | | | Chafing Chain | 200.0 Metric Tons |
| 8.9 | Type / SWL of Emergency Towing system aft: | | | | Marlow Ropes towing | 200.0 Metric Tons |
| **Anchors** | | | | | | |
| 8.10 | Number of shackles on port cable: | | | | 13 | |
| 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: | | | | 200.0 Metric Tons | |
| 8.13 | What is SWL of bollard on poopdeck suitable for escort tug: | | | | 200.0Metric Tons | |
| **Bow/Stern Thruster** | | | | | | |
| 8.14 | What is brake horse power of bow thruster (if fitted): | | | | N/A BHP | kW |
| 8.15 | What is brake horse power of stern thruster (if fitted): | | | | N/A BHP | kW |
| **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): | | | | 200.0 Metric Tons | |
| 8.21 | What is the maximum size chain diameter the bow stopper(s) can handle: | | | | 76.0 Millimeters | |
| 8.22 | Distance between the bow fairlead and chain stopper/bracket: | | | | 2700.0 Millimeters | |
| 8.23 | Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size: | | | | 76 Millimeters | |

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| **Lifting Equipment** | | |
| 8.24 | Derrick / Crane description (Number, SWL and location): | 2 Cranes / 15Tonnes |
| 8.25 | What is maximum outreach of cranes / derricks outboard of the ship's side: | 6 Meters |
| **Ship To Ship Transfer (STS)** | | |
| 8.26 | Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquified Gas, as applicable): | Yes |

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| **9.** | **MISCELLANEOUS** | **N/A** | |
| **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 | |
| 9.3 | Capacity of bunker tanks - IFO and MDO/MGO: | 5039.42 Cu.Meters | 221.927 Cu.Meters<br>Cu.Meters |
| 9.4 | Is vessel fitted with fixed or controllable pitch propeller(s)? | Fixed | |
| **Insurance** | | | |
| 9.5 | P & I Club - Full Style: | North England P&I Limited | |
| 9.6 | P & I Club coverage - pollution liability coverage: | US$ 1 Billion | |
| **Port State Control** | | | |
| 9.7 | Date and place of last Port State Control inspection: | 10 Nov 2009 / Kalbut Sitobondo,, Indonesia | |
| 9.8 | Any outstanding deficiencies as reported by any Port State Control: | Nil | |
| 9.9 | If yes, provide details: | N/A | |
| **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: | NO | |
| 9.11 | Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last): | Contact Operator for Details | |
| **Vetting** | | | |
| 9.12 | Date/Place of last SIRE Inspection: | 25.08.2009, Singapore | |
| 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)*:<br><br>** Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.* | BHPB | |