

**QUESTIONNAIRE 88 (Version 2)**

**INTERTANKO'S STANDARD TANKER VOYAGE CHARTERING QUESTIONNAIRE 1988 (Version 2)**

(Metric system to be applied, HVPQ reference specified where applicable)

<b>GENERAL INFORMATION</b>		<b>HVPQ Ref</b>
Date Updated:	2014-04-03	
Vessel's name:	HICRI KAAAN	<b>1.2</b>
IMO number:	8508670	<b>1.3</b>
Vessel's previous name(s):	GLOBAL BAHIA JO HASSEL GOLDEN SUNSHINE GOLDEN PRINCESS	<b>1.4-1.7</b>
Flag:	REPUBLIC OF PANAMA	<b>1.8</b>
Port of Registry:	PANAMA	<b>1.9</b>
Call sign:	3FKQ2	<b>1.11</b>
Inmarsat phone number:		<b>1.12</b>
Fax number:		<b>1.13</b>
Email address:	hicrikaan@skyfile-c.com	<b>1.16</b>
Type of vessel:	CHEMICAL/OIL TANKER	<b>1.17</b>
Type of hull:	DOUBLE/DOUBLE	<b>1.19</b>
<b>OWNERSHIP &amp; OPERATION</b>		
Registered owner - Full Style:	TRANSCHEM SHIPPING INC.	<b>1.20</b>
Technical operator - Full Style:	HICRI ERCILI DENIZ NAKLIYAT SANAYI VE TIC.LTD.STI	<b>1.22</b>
Commercial operator - Full Style:	HICRI ERCILI DENIZ NAKLIYAT SANAYI VE TIC.LTD.STI	<b>1.25</b>
Disponent owner / Bareboat charterer - Full Style:		
Number of vessels in Disponent owner's fleet::	4	
<b>BUILDER</b>		
Where Built :	MITSUBISHI HEAVY INDUSTRIES LTD. SHIMOMONOSEKI SHPYARD / JAPAN	<b>1.26</b>
Date Delivered:	1986-02-28	<b>1.31</b>
<b>CLASSIFICATION</b>		
Vessel's classification society:	TURKISH LLOYD	<b>1.34</b>
Class notation:	HULL:+100A5 E with freeboard 1.810 m ESP T1D21 T3D10 Chemical tanker Type-2 , Oil Tanker. ENGINE:+MC E AUT	<b>1.35</b>
If Classification society changed, name of previous society?	GL	<b>1.36</b>
If Classification society changed, date of change?	2011-01.12	<b>1.37</b>
Last dry-dock:	2013-01-30	<b>1.38</b>
Last special survey:	2011-07-25	<b>1.41</b>
Latest CAP Rating (if applicable)	N/A	<b>1.44</b>
Last annual survey:	2014-03-15	<b>1.45</b>
Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS)?	NO	
<b>DIMENSIONS</b>		
LOA (Length Over All):	108,50 Metres	<b>1.49</b>
Extreme breadth:	17,80 Metres	<b>1.51</b>
KTM (Keel to Masthead):	39,8 Metres	<b>1.54</b>
BCM (Bow to Center Manifold):	49,4 Metres	<b>1.57.1</b>

Lightship parallel body length:		41,5 Metres	<b>1.57.3</b>		
Normal ballast parallel body length:		41,5 Metres	<b>1.57.6</b>		
Parallel body length at Summer DWT:		50,8 Metres	<b>1.57.9</b>		
<b>TONNAGES</b>					
Net Tonnage:		1608	<b>1.59</b>		
Gross Tonnage:		5359	<b>1.60</b>		
Suez Net Tonnage:		4241,28	<b>1.61</b>		
Panama Net Tonnage:		4080	<b>1.62</b>		
<b>LOADLINE INFORMATION</b>					
	Freeboard (Metres)	Draft (Metres)	Deadweight (Tonnes)	Displacement (Tonnes)	
Summer:	1,810	8,021	7859	11045	<b>1.63</b>
Winter:	1,977	7,854	7655	10782	<b>1.64</b>
Tropical:	1,643	8,188	8122	11308	<b>1.65</b>
Lightship:	7,227	2,604		3186	<b>1.66</b>
Normal Ballast Condition:	5,331	4,50	2600	5786	<b>1.67</b>
TPC on summer draft:			15,75 Tonnes		<b>1.70</b>
Does vessel have Multiple SDWT?			No		<b>1.72</b>
If yes what is the maximum assigned Deadweight?				Tonnes	<b>1.73</b>
Air draft (sea level to top of mast/highest point) in normal SBT condition?			35,3 Metres		<b>1.74</b>
<b>RECENT OPERATIONAL HISTORY</b>					
Has vessel been involved in any collision, grounding or pollution incident the past 12 months, full description:		NO			<b>1.77-1.79</b>
<b>CERTIFICATION</b>					
Owners warrant following certificates to be valid throughout the Charter Party period:					
SOLAS Safety Equipment:		17-05-2014			<b>2.2</b>
SOLAS Safety Radio:		17-05-2014			<b>2.3</b>
SOLAS Safety Construction:		17-05-2014			<b>2.4</b>
Load line:		17-05-2014			<b>2.5</b>
IOPPC:		17-05-2014			<b>2.6</b>
Safety Management (ISM):		16-07-2014			<b>2.8</b>
USCG COC:		N/A			<b>2.11</b>
CLC:		20-02-2015			<b>2.13</b>
US COFR:		N/A			<b>2.15</b>
Certificate of Fitness (Gas/Chemicals):		17-05-2014			<b>2.16 &amp; 2.17</b>
Certificate of Class:		31-03-2016			
ISPS ISSC:		10-03-2016			
<b>DOCUMENTATION</b>					
Does the vessel have the following documents on board?					
International Safety Guide for Oil Tankers & Terminals (ISGOTT):		Yes			<b>2.28</b>
OCIMF/ICS Ship to Ship Transfer Guide (Petroleum):		Yes			<b>2.31</b>
Is the vessel entered with ITOPIF?		Yes			
<b>CREW MANAGEMENT</b>					
Nationality of Master		AZERBAIDJAN			
Nationality of Officers:		TURKISH			<b>3.1</b>
Nationality of Crew:		TURKISH			<b>3.2</b>
If Officers/Crew employed by a Manning Agency - Full Style:		NO			<b>3.1 &amp; 3.2</b>
What is the common working language onboard?		TURKISH&ENGLISH			<b>3.1</b>
Do key officers understand English?		Yes			
In case of Flag Of Convenience (FOC), is the ITF Special Agreement on board?		No			
<b>STRUCTURAL CONDITION</b>					
Are cargo tanks coated?		ST.ST. 316L			<b>7.1</b>
If Yes, specify type of coating:					<b>7.1.1</b>

If cargo tanks are coated, specify to what extent:	Stainless Steel 316L	7.1.3
Are slop tanks coated?	Stainless Steel	
If slop tanks are coated, specify to what extent:		
<b>CARGO &amp; BALLAST SYSTEMS</b>		
If double hull, is vessel fitted with centreline bulkhead in all cargo tanks?	Yes	8.2
Groups / Tank Capacities	Center Tanks:4864,9	8.3
Total cubic capacity 98% ex slop tank:	4864,9 cbm	8.4 & 8.6
Slop tank(s) capacity 98%:	737,9	8.5 & 8.7
SBT or CBT?	SBT	
If SBT, what percentage of SDWT can vessel maintain with SBT only?	26%	8.14.2
If SBT, does vessel meet the requirements of MARPOL Reg 18(2)?	YES	8.14.3
Number of natural segregations with double valve:	8	8.15
<b>CARGO PUMPS</b>		
Type:	Centrifugal	8.18-8.25
Number:	8	8.18-8.25
Capacity:	C3+C6::80- C2+C4+C5+C7+C8::200 C1::150Cu. M/Hour	8.18-8.25
<b>GAUGING AND SAMPLING</b>		
Can tank innage/ullage be read from the CCR?	Yes	8.48
Can vessel operate under closed conditions in accordance with ISGOTT 7.6.3?	Yes	8.51
Type of tank gauging system (radar / floating / other)	Radar	8.51.1
Are high level alarms fitted and operational in cargo tanks?	Yes	8.54
<b>VAPOUR EMISSION CONTROL AND VENTING</b>		
Is a vapour return system fitted?	Yes	8.65
State what type of venting system is fitted:	High Velocity P/V valves	8.67
Max loading rate per midships connection for homogenous cargo?	300 Cu. M/Hour	8.79
<b>CARGO MANIFOLDS</b>		
Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?	Yes	8.80
What is the number of cargo connections per side?	8	8.83
What is the size of cargo connections?	150 Millimetres	8.84
What is the material of the manifold?	Stainless steel	8.86
Distance between cargo manifold centres:	400 Millimetres	8.93
Distance ships rail to manifold:	3500 Millimetres	8.95
Distance main deck to centre of manifold:	2400 Millimetres	8.97
Height of manifold connections above the waterline at loaded (Summer Deadweight) condition?	4,21Metres	8.101
Height of manifold connections above the waterline in normal ballast?	7,71Metres	8.102
Is vessel fitted with a stern manifold?	No	8.104
Number / size reducers:		8.106-8.110
<b>CARGO HEATING</b>		
Type of cargo heating system?	Heating coils	8.120
Material of heating system?	Stainless steel	8.128
Max load temp:	deg Celsius	
Max temp maintain:	deg Celsius	
<b>IGS &amp; COW</b>		
Is an Inert Gas System (IGS) fitted?	No	9.1
Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen?	NITROGEN	9.3
Is a Crude Oil Washing (COW) installation fitted?	No	9.17
<b>MOORING ARRANGEMENTS</b>		
Number / length / diameter / breaking strength of wires:	On Drums	

Focsle:		<b>10.2</b>
Main deck fwd:		<b>10.3</b>
Main deck aft:		<b>10.4</b>
Poop:		<b>10.5</b>
Number / length / diameter / breaking strength of ropes:	On Drums	
Focsle:	4/220m -60mm-61mts	<b>10.11</b>
Main deck fwd:		<b>10.12</b>
Main deck aft:		<b>10.13</b>
Poop:	4/220m -60mm-61mts	<b>10.14</b>
	Other Lines	
Focsle:	2/220m -60mm-61mts	<b>10.15</b>
Main deck fwd:		<b>10.16</b>
Main deck aft:		<b>10.17</b>
Poop:	1/220m -60mm-61mts	<b>10.18</b>
Number and brake holding power of winches:		
Focsle:	2/35,2 mts/double drums	<b>10.22</b>
Main deck fwd:		<b>10.23</b>
Main deck aft:		<b>10.24</b>
Poop:	2/41 mts/double drums	<b>10.25</b>
How many closed chocks and/or fairleads of enclosed type are fitted on:		
Focsle:	2/20 mts	
Main deck fwd:		
Main deck aft:		
Poop:	2/20mst	
<b>SINGLE POINT MOORING (SPM) EQUIPMENT</b>		
Fairlead size:	Millimetres	<b>10.48</b>
Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)'?	No	<b>10.60</b>
Is vessel fitted with chain stopper(s)?	No	<b>10.61</b>
Number:		<b>10.61.1</b>
Type:		<b>10.61.2</b>
SWL:	Tonnes	<b>10.61.3</b>
Max diameter chain size:	Millimetres	<b>10.62</b>
<b>LIFTING EQUIPMENT</b>		
Derrick(s) - Number / SWL:	4/0,9mts	<b>10.75</b>
Crane(s) - Number / SWL:	1/3 mts	<b>10.76</b>
<b>ENGINE ROOM</b>		
What type of fuel is used for main propulsion?	Ifo 180 cst	<b>12.5</b>
What type of fuel is used in the generating plant?	Mdo 0,1 sulphur	<b>12.14</b>
<b>MISCELLANOUS</b>		
P & I Club name:	Shipowners Mutual	
Last three cargoes (Last / 2 <sup>nd</sup> Last / 3 <sup>rd</sup> Last):	TBA	
Last three charterers (Last / 2 <sup>nd</sup> Last / 3 <sup>rd</sup> Last):	TBA	
Last three voyages (Last / 2 <sup>nd</sup> Last / 3 <sup>rd</sup> Last):	TBA	
Date of last SIRE Inspection:		
Date of last CDI Inspection:		
Current Oil Major Company Acceptances (TBOOK):	Pls contact with Owner	
Date and place of last Port State Control:	28 DEC 2012 - Varna	
Any outstanding deficiencies as reported by any Port State Control?	No	
If yes, provide details:		

<b>FOR USA CALLS ONLY</b>		
Qualified individual (QI) - Full Style:	N/A	
Oil Spill Response Organization (OSRO) -Full Style:	N/A	
Has owner, manager, or operator signed the Sea Carrier Initiative agreement with US customs concerning drug smuggling?	No	

Revised: July 2004 ([INTERTANKO.com](http://INTERTANKO.com) / [Q88.com](http://Q88.com))