

**QUESTIONNAIRE 88****COLONIAL NAVIGATION COMPANY INC.**

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STANDARD TANKER VOYAGE CHARTERING QUESTIONNAIRE 1988 METRIC SYSTEM TO BE APPLIED WHERE NOT OTHERWISE STATED

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

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	Jan 21, 2010	
1.2	Vessel's name:	Ellie Lady	
1.3	IMO number:	9390173	
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.5	Date delivered:	Oct 19, 2009	
1.6	Builder (where built):	Sungdong Shipbuilding and Marine Engineering CO., Ltd Korea	
1.7	Flag:	Liberia	
1.8	Port of Registry:	MONROVIA	
1.9	Call sign:	A8TT3	
1.10	Vessel's satcom phone number:	764943794, 764943795	
	Vessel's fax number:	764943796	
	Vessel's telex number:	463706264	
	Vessel's email address:	ellie.lady@westship.com.sg	
1.11	Type of vessel:	Oil Tanker	
1.12	Type of hull:	Double Hull	
<b>Classification</b>			
1.13	Classification society:	Lloyds Register	
1.14	Class notation:	Oil Tanker, CSR, ESP, ShipRight(CM), *IWS and It; LI, SPM +LMC,IGS,UMS COW, ETA, Part High Tensile Steel, ShipRight(BWMP(F,S S+F), PCWBT(08/2009), SERS,SCM)	
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:	No,	
1.19	Date / place of last dry-dock:	Not Applicable	
1.20	Date next dry dock due	Apr 20, 2012	
1.21	Date of last special survey / next survey due:	Not Applicable	Oct 18, 2014
1.22	Date of last annual survey:	Not Applicable	
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 Not Applicable	
<b>Dimensions</b>			
1.25	Length Over All (LOA):	247.9 Metres	
1.26	Length Between Perpendiculars (LBP):	237 Metres	
1.27	Extreme breadth (Beam):	44 Metres	
1.28	Moulded depth:	21 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	49.33 Metres	Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	128.56 Metres	124.34 Metres
1.31	Distance bridge front to center of manifold:	81.54 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	26.08 Metres	67.52 Metres 67.85 Metres
	Aft to mid-point manifold:	37.6 Metres	64.01 Metres 78.91 Metres
	Parallel body length:	63.68 Metres	131.52 Metres 146.76 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	335 Millimetres	98.4 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	46.729 Metres	0.0 Metres

	Normal ballast:		41.918 Metres	0.0 Metres	
	At loaded summer deadweight:		34.547 Metres	0.0 Metres	
<b>Tonnages</b>					
1.35	Net Tonnage:		34,156		
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		62,201	49,364	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		63,780.85	57,779.21	
1.38	Panama Canal Net Tonnage (PCNT):				
<b>Loadline Information</b>					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.217 Metres	14.783 Metres	89,999 Metric Tonnes	132,062 Metric Tonnes
	Winter:	6.525 Metres	14.475 Metres	109,017 Metric Tonnes	129,034 Metric Tonnes
	Tropical:	5.909 Metres	15.091 Metres	115,076 Metric Tonnes	135,093 Metric Tonnes
	Lightship:	18.44 Metres	2.601 Metres		20,017 Metric Tonnes
	Normal Ballast Condition:	13.627 Metres	7.412 Metres	41,856 Metric Tonnes	61,873 Metric Tonnes
1.40	Does vessel have multiple SDWT?			Yes	
1.41	If yes, what is the maximum assigned deadweight?			112,045 Metric Tonnes	
<b>Ownership and Operation</b>					
1.42	Registered owner - Full style:	FRAISE FINANCE LTD. 80, BROAD STREET, MONROVIA, LIBERIA			
1.43	Technical operator - Full style:	WESTERN SHIPPING PTE. LTD. 10, HOE CHIANG ROAD, #15-01 KEPPEL TOWERS, SINGAPORE - 089315 Tel: +65 6221 9377 Fax: +65 6224 7344, +65 6 Email: westship@westship.com.sg			
1.44	Commercial operator - Full style:	Colonial Navigation Co., Inc. 750, Lexington Avenue (26th Floor) New York NY 10022 Tel: +1 212 319 2828 Fax: +1 212 319 2826 Telex: 6790701 / 2 Email: tankers@colonialnavigation.com			
1.45	Disponent owner - Full style:				

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Oct 19, 2009	Not Applicable	Oct 18, 2014
2.2	Safety Radio Certificate:	Apr 19, 2009	Not Applicable	Apr 18, 2014
2.3	Safety Construction Certificate:	Oct 19, 2009	Not Applicable	Oct 18, 2014
2.4	Loadline Certificate:	Oct 19, 2009	Not Applicable	Oct 18, 2014
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Oct 19, 2009	Not Applicable	Oct 18, 2014
2.6	Safety Management Certificate (SMC):	Oct 19, 2009	Not Applicable	Apr 18, 2010
2.7	Document of Compliance (DOC):	Mar 06, 2009	Mar 06, 2009	Dec 28, 2010
2.8	USCG (specify: COC, LOC or COI):			
2.9	Civil Liability Convention Certificate (CLC):	Oct 15, 2009		Feb 20, 2010
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Oct 15, 2009		Feb 20, 2010
2.11	U.S. Certificate of Financial Responsibility (COFR):	Oct 30, 2009		Oct 30, 2012
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:	Oct 19, 2009	Not Applicable	Oct 18, 2014
2.15	International Ship Security Certificate (ISSC):	Oct 19, 2009	Not Applicable	Oct 18, 2010
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Oct 19, 2009		Oct 18, 2014
2.17	International Air Pollution Prevention Certificate (IAPP):	Oct 19, 2009	Not Applicable	Oct 18, 2014
<b>Documentation</b>				

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

<b>3.</b>	<b>CREW MANAGEMENT</b>	
3.1	Nationality of Master:	Latvia
3.2	Nationality of Officers:	Latvian, Russian, Filipino
3.3	Nationality of Crew:	Filipino
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: HANZA MARINE MANAGEMENT LTD. PILS STREET 6, RIGALV - 1050, LATVIA Tel: +37 1 6722 2980 Fax: +37 1 6782 0091 Telex: Not Applicable Email: info@hmm.lv Crew: Western Shipping South East Asia Inc. 1810, Prestige Towers, F.Ortigas Jr. Avenue, Ortigas center, Pasig City, Metro Manila, Phillipines 1605 Tel: +632 636 4897 / 98 Fax: +632 636 4891 Email: info@westshipmanila.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

<b>4.</b>	<b>HELICOPTERS</b>	
4.1	Can the ship comply with the ICS Helicopter Guidelines:	Yes
4.2	If Yes, state whether winching or landing area provided:	Landing

<b>5.</b>	<b>FOR USA CALLS</b>	
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:	No
5.2	Qualified individual (QI) - Full style:	
5.3	Oil Spill Response Organization (OSRO) -Full style:	
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	Yes

<b>6.</b>	<b>CARGO AND BALLAST HANDLING</b>	
<b>Double Hull Vessels</b>		
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	Yes
6.2	If Yes, is bulkhead solid or perforated:	Solid
<b>Cargo Tank Capacities</b>		
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg #1: 39882.8 m3 (1W, 4W, Slop W) Seg #2: 43979.2 m3 (3W, 5W) Seg #3: 41369 m3 (2W, 6W)
6.4	Total cubic capacity (98%, excluding slop tanks):	122,834 Cu. Metres
6.5	Slop tank(s) capacity (98%):	2,644.8 Cu. Metres
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	247.4 Cu. Metres
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	SBT
<b>SBT Vessels</b>		
6.8	What is total capacity of SBT?	41,931.5 Cu. Metres
6.9	What percentage of SDWT can vessel maintain with SBT only:	38.5
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)	Yes

<b>Cargo Handling</b>			
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:	3,600 Cu. Metres/Hour	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	10,800 Cu. Metres/Hour	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No	
<b>Pumping Systems</b>			
6.15	Pumps:	No.	Type
	Cargo:	3	Centrifugal
	Stripping:	1	Reciprocating
	Eductors:	2	Liquid driven
	Ballast:	2	Centrifugal
			Capacity
			3000 M3/HR
			250 Cu. Metres/Hour
			500 Cu. Metres/Hour
			2,000 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:	3	
<b>Cargo Control Room</b>			
6.17	Is ship fitted with a Cargo Control Room (CCR):	Yes	
6.18	Can tank innage / ullage be read from the CCR:	Yes	
<b>Gauging and Sampling</b>			
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, for sll tanks	
<b>Vapor Emission Control</b>			
6.22	Is a vapor return system (VRS) fitted:	Yes	
6.23	Number/size of VRS manifolds (per side):	2	350 Millimetres
<b>Venting</b>			
6.24	State what type of venting system is fitted:	High velocity vents and Mast Riser	
<b>Cargo Manifolds</b>			
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, JIS G 3201	
<b>Manifold Arrangement</b>			
6.29	Distance between cargo manifold centers:	2,500 Millimetres	
6.30	Distance ships rail to manifold:	4,500 Millimetres	
6.31	Distance manifold to ships side:	4,600 Millimetres	
6.32	Top of rail to center of manifold:	725 Millimetres	
6.33	Distance main deck to center of manifold:	2,100 Millimetres	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	15.69 Metres	8.3 Metres
6.35	Number / size reducers:	6 x 500/400mm (20/16") 3 x 500/300mm (20/12") 3 x 500/250mm (20/10") 3 x 500/200mm (20/8") 2 x /mm (0/0")	
<b>Stern Manifold</b>			
6.36	Is vessel fitted with a stern manifold:	No	
6.37	If stern manifold fitted, state size:	Millimetres	
<b>Cargo Heating</b>			
6.38	Type of cargo heating system?	Steam	
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 &deg;C / 158.0 &deg;F	
<b>Tank Coating</b>			

6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	Pure Epoxy	Whole Tank
	Ballast tanks:	Yes	Epoxy	Whole Tank
	Slop tanks:	Yes	Epoxy	Whole Tank
6.43	If fitted, what type of anodes are used:		Zinc	

<b>7.</b>	<b>INERT GAS AND CRUDE OIL WASHING</b>			
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	

<b>8.</b>	<b>MOORING</b>					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	34 Millimetres	Steel wire	250 Metres	79 Metric Tonnes
	Main deck fwd:	4	34 Millimetres	Steel Wire	250 Metres	79 Metric Tonnes
	Main deck aft:	2	34 Millimetres	Steel wire	250 Metres	79 Metric Tonnes
	Poop deck:	6	34 Millimetres	Steel wire	250 Metres	79 Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	75 Millimetres	Nylon	11 Metres	110.6 Metric Tonnes
	Main deck fwd:	4	75 Millimetres	Nylon	11 Metres	110.6 Metric Tonnes
	Main deck aft:	2	75 Millimetres	Nylon	11 Metres	110.6 Metric Tonnes
	Poop deck:	6	75 Millimetres	Nylon	11 Metres	110.6 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:	3	72 Millimetres	Megaflex	220 Metres	95 Metric Tonnes
	Main deck fwd:		Millimetres		Metres	Metric Tonnes
	Main deck aft:		Millimetres		Metres	Metric Tonnes
	Poop deck:	3	72 Millimetres	Megaflex	220 Metres	95 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double Drums	63.3 Metric Tonnes
	Main deck fwd:			2	Double	63.2 Metric Tonnes
	Main deck aft:			1	Double	63.2 Metric Tonnes
	Poop deck:			3	double	63.2 Metric Tonnes
8.6	Mooring bitts				No.	SWL
	Forecastle:				4	75 Metric Tonnes
	Main deck fwd:				4	75 Metric Tonnes
	Main deck aft:				4	75 Metric Tonnes
	Poop deck:				4	75 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				6	75 Metric Tonnes
	Main deck fwd:				10	75 Metric Tonnes
	Main deck aft:				10	75 Metric Tonnes
	Poop deck:				6	75 Metric Tonnes
<b>Emergency Towing System</b>						
8.8	Type / SWL of Emergency Towing system forward:				Tongue type chain stopper	204 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:				Towing wire	200 Metric Tonnes
<b>Anchors</b>						
8.10	Number of shackles on port cable:					13
8.11	Number of shackles on starboard cable:					13
<b>Escort Tug</b>						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on				200 Metric Tonnes	600 mm x 450 mm

	stern:		
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		200 Metric Tonnes
<b>Bow/Stern Thruster</b>			
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
<b>Single Point Mooring (SPM) Equipment</b>			
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):		250 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:		3,428 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 Not Applicable
<b>Lifting Equipment</b>			
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:		7.94 Metres
<b>Ship To Ship Transfer (STS)</b>			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):		Yes
<b>9. MISCELLANEOUS</b>			
<b>Engine Room</b>			
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:	2,923.2 Cu. Metres	196.7 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?		Fixed Pitch
<b>Insurance</b>			
9.5	P & I Club - Full Style:		UK CLUB
9.6	P & I Club coverage - pollution liability coverage:		1000000000
<b>Port State Control</b>			
9.7	Date and place of last Port State Control inspection:		N/A / N/A
9.8	Any outstanding deficiencies as reported by any Port State Control:		No
9.9	If yes, provide details:		
<b>Recent Operational History</b>			
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, NA Grounding: No, Serious casualty: No, Collision: No,
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):		Last :Jet A1 / Vitol/Singapore New Vsl
<b>Vetting</b>			
9.12	Date/Place of last SIRE Inspection:		/
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)*:  * Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.		