



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

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Jan 21, 2010	
1.2	Vessel's name:	Zenovia Lady	
1.3	IMO number:	9389277	
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.5	Date delivered:	Aug 18, 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:	A8TJ4	
1.10	Vessel's satcom phone number:	764 914 746 / 747	
	Vessel's fax number:	764 914 748	
	Vessel's telex number:	463 705 458	
	Vessel's email address:	zenovia.lady@westship.com.sg	
1.11	Type of vessel:	Oil Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	Lloyds Register	
1.14	Class notation:	+100A1 Double Hull Oil Tanker, CSR, ESP, ShipRight(CM), *IWS&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	Feb 17, 2012	
1.21	Date of last special survey / next survey due:	Not Applicable	Aug 17, 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	
Dimensions			
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
	Forward to mid-point manifold:	26.08 Metres	67.52 Metres
	Aft to mid-point manifold:	37.6 Metres	64.01 Metres
	Parallel body length:	63.68 Metres	131.52 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	325 Millimetres	98.42 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:		42.098 Metres	0.0 Metres
	At loaded summer deadweight:		34.508 Metres	0.0 Metres
Tonnages				
1.35	Net Tonnage:		34,156	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		62,201	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		63,780.85	57,779.21
1.38	Panama Canal Net Tonnage (PCNT):			
Loadline Information				
1.39	Loadline	Freeboard	Draft	Deadweight
	Summer:	6.217 Metres	14.8215 Metres	112,062 Metric Tonnes
	Winter:	6.525 Metres	14.5135 Metres	109,038 Metric Tonnes
	Tropical:	5.909 Metres	15.1295 Metres	115,093 Metric Tonnes
	Lightship:	18.399 Metres	2.601 Metres	20,017 Metric Tonnes
	Normal Ballast Condition:	13.768 Metres	7.232 Metres	40,246 Metric Tonnes
1.40	Does vessel have multiple SDWT?		Yes	
1.41	If yes, what is the maximum assigned deadweight?		112,062 Metric Tonnes	
Ownership and Operation				
1.42	Registered owner - Full style:	ELFLAND CORPORATIOON 80, Broad Street, Monrovia, Liberia c/o Western Shipping Pte Ltd, 10 Hoe Chiang Road, #15-01 Keppel Towers, Singapore 089315 Tel: +65 6221 9377 Fax: +65 6224 7344 Email: westship@westship.com.sg		
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 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:	Aug 18, 2009	Not Applicable	Aug 17, 2014
2.2	Safety Radio Certificate:	Aug 18, 2009	Not Applicable	Aug 17, 2014
2.3	Safety Construction Certificate:	Aug 18, 2009	Not Applicable	Aug 17, 2014
2.4	Loadline Certificate:	Aug 18, 2009	Not Applicable	Aug 17, 2014
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Aug 18, 2009	Not Applicable	Aug 17, 2014
2.6	Safety Management Certificate (SMC):	Aug 18, 2009	Not Applicable	Feb 17, 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):	Jul 20, 2009		Feb 19, 2010
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Jul 20, 2009		Feb 19, 2010
2.11	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable		
2.12	Certificate of Fitness (Chemicals):	Not Applicable		
2.13	Certificate of Fitness (Gas):	Not Applicable		
2.14	Certificate of Class:	Aug 18, 2009	Not Applicable	Aug 17, 2014

2.15	International Ship Security Certificate (ISSC):	Aug 18, 2009	Not Applicable	Jan 17, 2010
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Aug 18, 2009		Aug 17, 2014
2.17	International Air Pollution Prevention Certificate (IAPP):	Aug 18, 2009	Not Applicable	Aug 17, 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:	Latvia		
3.2	Nationality of Officers:	Latvian, Russian, Indian and 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 Telex: Not Applicable 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		

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:			
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		

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: 39882.8 m3 (1 Ws, 4 Ws, SLOP Ws) Seg #2: 43979.2 m3 (3 Ws, 5 Ws) Seg #3: 41369.0 m3 (2 Ws, 6 Ws)		
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		
SBT Vessels				
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		
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:	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		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	5	Centrifugal	3000 M3/HR
	Stripping:	1	Reciprocating	250 Cu. Metres/Hour
	Eductors:	2	Liquid Driven	500 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		
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 overflow (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	ALL TANKS		
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:	Yes		
6.23	Number/size of VRS manifolds (per side):	2	300 Millimetres	
Venting				
6.24	State what type of venting system is fitted:	High Velocity valves, mast riser		
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, JIS G 3201		
Manifold Arrangement				
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")		
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?	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:		
Tank Coating			
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type To What Extent
	Cargo tanks:	Yes	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	

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:	4	34 Millimetres	Steel wire	250 Metres	79 Metric Tonnes
	Main deck fwd:	4	34 Millimetres	Steel	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	200 Metres	95 Metric Tonnes
8.5	Mooring winches		No.	# Drums	Brake Capacity	
	Forecastle:		2	Double	63.3 Metric Tonnes	
	Main deck fwd:		4	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:		8	75 Metric Tonnes		
	Main deck aft:		8	75 Metric Tonnes		
	Poop deck:		12	75 Metric Tonnes		
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:	Tongue type			204 Metric Tonnes	

8.9	Type / SWL of Emergency Towing system aft:	TOWING WIRE	200 Metric Tonnes
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 Metric Tonnes	Not Applicable
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):	bhp	0 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):	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 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
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:		7.946 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 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	
Insurance			
9.5	P & I Club - Full Style:	UK CLUB	
9.6	P & I Club coverage - pollution liability coverage:	100000000	
Port State Control			
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:	N/A	
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):	VITOL - JETA1 VITOL - GASOIL	
Vetting			
9.12	Date/Place of last SIRE Inspection:	N/A	
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>	
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