

INTERTANKO CHARTERING QUESTIONNAIRE 88 - OIL

Version 5

1.	GENERAL INFORMATION		
1.1	Date updated:		
1.2	Vessel's name (IMO number):	Orateca (8023527)	
1.3	Vessel's previous name(s) and date(s) of change:	Tecumseh ()	
1.4	Date delivered / Builder (where built):	Jan 25, 1982 / Mectem Shipyard Beykoz Istanbul Turkey	
1.5	Flag / Port of Registry:	Denmark / Svendborg	
1.6	Call sign / MMSI:	OZJA2 / 219675000	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: 421 967 510	
		Fax: NA	
		Email: orateca@mhsimonsen.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Chemical	
1.9	Type of hull:	Double Hull	
Ownership and Operation			
1.10	Registered owner - Full style:	M.H.Simonsen APS Christiansmindevej 76 DK-5700 Svendborg Tel: +45 6220 2033 Fax: +45 6220 3533 Telex: NA Email: mhs@mhsimonsen.com Web: www.mhsimonsen.com	
1.11	Technical operator - Full style:	M.H. Simonsen ApS Christiansmindevej 76 5700 Svendborg Denmark Tel: +45 6220 2033 Fax: +45 6220 3533 Email: mhs@mhsimonsen.com Web: www.mhsimonsen.com	
1.12	Commercial operator - Full style:	Simonsen Chartering same as owner	
1.13	Disponent owner - Full style:	Simonsen Chartering ApS Christiansmindevej 76 5700 Svendborg Denmark Tel: +45 6220 2033 Fax: +45 6220 3533 Email: sc@simchart.com Web: www.mhsimonsen.com	
Insurance			
1.14	P & I Club - Full Style:	SKULD Frederiksborggade 15 1360 København K Danmark Tel: +45 33433400 Fax: NA Telex: NA Email: underwriting.cph@skuld.com Web: http://www.skuld.com	
1.15	P & I Club pollution liability coverage / expiration date:	1,000,000,000 US\$	N/A
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	Dansk Søforsikring G/S	
1.17	Hull & Machinery insured value / expiration date:	20,000,000 US\$	N/A

Classification					
1.18	Classification society:	Bureau Veritas			
1.19	Class notation:	Chemical tanker ESP -flash point > 60°C AUT-UMS (SS) Unrestricted navigation			
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No			
1.21	If classification society changed, name of previous and date of change:	DNV GL, Jan 13, 2018			
1.22	Does the vessel have ice class? If yes, state what level:	No, NA			
1.23	Date / place of last dry-dock:	Oct 26, 2016 / Marstal			
1.24	Date next dry dock due / next annual survey due:	N/A	N/A		
1.25	Date of last special survey / next special survey due:	N/A	N/A		
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	No,			
Dimensions					
1.27	Length overall (LOA):	85.00 m			
1.28	Length between perpendiculars (LBP):	78.90 m			
1.29	Extreme breadth (Beam):	13.32 m			
1.30	Moulded depth:	4.75 m			
1.31	Keel to masthead (KTM) / Keel to masthead (KTM) in collapsed condition, if applicable:	30 m	0 m		
1.32	Distance bridge front to center of manifold:	m			
1.33	Bow to center manifold (BCM) / Stern to center manifold (SCM):	50 m	m		
1.34	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:	m	m	m	
	Aft to mid-point manifold:	m	m	m	
	Parallel body length:	m	41.25 m	43 m	
Tonnages					
1.35	Net Tonnage:	593			
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	1,757	1,299		
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	0	0		
1.38	Panama Canal Net Tonnage (PCNT):	0			
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.25 m	4.75 m	2,681 MT	3,889 MT
	Winter:	1.35 m	4.65 m	2,591 MT	3,799 MT
	Tropical:	m	m	MT	MT
	Lightship:	4.35 m	1.65 m	Not Applicable	1,241 MT
	Normal Ballast Condition:	2.50 m	4.20 m	1,650 MT	2,858 MT

	Segregated Ballast Condition:	m	m	MT	MT
1.40	FWA/TPC at summer draft:			mm	MT
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	N/A			
1.42	Constant (excluding fresh water):				MT
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	5,0 meters during sea voyage 0,5 meters in shallow Waters 0,5 meters during harbour approach 0,5 meters alongside			
1.44	What is the max height of mast above waterline (air draft)		Full Mast		Collapsed Mast
	Summer deadweight:		25.25 m		0 m
	Normal ballast:		26.20 m		0 m
	Lightship:		28.35 m		0 m
2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	N/A	N/A	N/A	N/A
2.2	Safety Radio Certificate (SRC):	N/A	N/A	N/A	N/A
2.3	Safety Construction Certificate (SCC):	N/A	N/A	N/A	N/A
2.4	International Loadline Certificate (ILC):	N/A	N/A	N/A	N/A
2.5	International Oil Pollution Prevention Certificate (IOPPC):	N/A	N/A	N/A	N/A
2.6	International Ship Security Certificate (ISSC):	N/A	N/A	N/A	N/A
2.7	Maritime Labour Certificate (MLC):	N/A	N/A	N/A	N/A
2.8	ISM Safety Management Certificate (SMC):	N/A	N/A	N/A	N/A
2.9	Document of Compliance (DOC):	N/A	N/A	N/A	N/A
2.10	USCG Certificate of Compliance (USCGCOC):	N/A	N/A	N/A	N/A

2.11	Civil Liability Convention (CLC) 1992 Certificate:	N/A	N/A	N/A	N/A
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	N/A	N/A	N/A	N/A
2.13	Liability for the Removal of Wrecks Certificate (WRC):	N/A	N/A	N/A	N/A
2.14	U.S. Certificate of Financial Responsibility (COFR):	N/A	N/A	N/A	N/A
2.15	Certificate of Class (COC):	N/A	N/A	N/A	N/A
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	N/A	N/A	N/A	N/A
2.17	Certificate of Fitness (COF):	N/A	N/A	N/A	N/A
2.18	International Energy Efficiency Certificate (IEEC):	N/A	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	N/A	N/A	N/A	N/A

Documentation

2.20	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:	Yes
2.21	Does vessel have in place a Drug and Alcohol Policy complying with OCIMF guidelines for Control of Drugs and Alcohol Onboard Ship?	Yes
2.22	Is the ITF Special Agreement on board (if applicable)?	N/A
2.23	ITF Blue Card expiry date (if applicable):	

3.	CREW
3.1	Nationality of Master: Danish
3.2	Number and nationality of Officers: 3 Danish and Polish

3.3	Number and nationality of Crew:	4	Polish		
3.4	What is the common working language onboard:	English			
3.5	Do officers speak and understand English:	Yes			
3.6	If Officers/Crew employed by a Manning Agency - Full style:	Officers: NA	Crew: NA		
4. FOR USA CALLS					
4.1	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			
4.2	Qualified individual (QI) - Full style:				
4.3	Oil Spill Response Organization (OSRO) - Full style:				
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:				
5. SAFETY/HELICOPTER					
5.1	Is the vessel operated under a Quality Management System? If Yes, what type of system? (ISO9001 or IMO Resolution A.741(18) as amended):				
5.2	Can the ship comply with the ICS Helicopter Guidelines?	N/A			
5.2.1	If Yes, state whether winching or landing area provided:				
5.2.2	If Yes, what is the diameter of the circle provided:	m			
6. COATING/ANODES					
Tank Coating					
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Interline 994	Whole Tank	No
	Ballast tanks:	Yes	Inter	Whole Tank	Yes
	Slop tanks:	Yes	Inter	Whole Tank	No
7. BALLAST					
7.1	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	400 m3/hr	m
	Ballast Eductors:			m3/hr	m
8. CARGO-OIL					
Double Hull Vessels					
8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:	Yes, Solid			
Cargo Tank Capacities					
8.2	Number of cargo tanks and total cubic capacity (98%):	12	0 m3		

8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 142 m3 (1 P) Seg#2: 134 m3 (1 S) Seg#3: 183 m3 (2 P) Seg#4: 177 m3 (2 S) Seg#5: 228 m3 (3 P) Seg#6: 220 m3 (3 S) Seg#7: 228 m3 (4 P) Seg#8: 220 m3 (4 S) Seg#9: 212 m3 (5 P) Seg#10: 203 m3 (5 S) Seg#11: 118 m3 (6 P) Seg#12: 114 m3 (6 S)	
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):	2	
8.3	Number of slop tanks and total cubic capacity (98%):	1	114.60 m3
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	NA	
8.3.2	Residual/Retention oil tank(s) capacity (98%), if applicable:	m3	
SBT Vessels			
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	1,608 m3	60 %
8.3.4	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:	Yes	
Cargo Handling and Pumping Systems			
8.4	How many grades/products can vessel load/discharge with double valve segregation:	2	
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	Yes 98% unless non heated cargo and homogenous cargo	
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:	m3/hr	300 m3/hr
	Loaded simultaneously through all manifolds:	m3/hr	300 m3/hr
Cargo Control Room			
8.7	Is ship fitted with a Cargo Control Room (CCR)?	No	
8.8	Can tank innage / ullage be read from the CCR?	No	
Gauging and Sampling			
8.9	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:	N/A,	
	What type of fixed closed tank gauging system is fitted:	Open hatch	
	Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes, All	
8.9.1	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?	No	
8.9.2	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:	N/A,	
8.10	Number of portable gauging units (example- MMC) on board:		
Vapor Emission Control System (VECS)			
8.11	Is a Vapour Emission Control System (VECS) fitted?	No	

8.12	Number/size of VECS manifolds (per side):				mm
8.13	Number / size / type of VECS reducers:				
Venting					
8.14	State what type of venting system is fitted:		Open air		
Cargo Manifolds and Reducers					
8.15	Total number / size of cargo manifold connections on each side:		2 / 200 mm		
8.16	What type of valves are fitted at manifold:		Butterfly		
8.17	What is the material/rating of the manifold:		Stainless Steel /		
8.17.1	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?			Yes	
8.18	Distance between cargo manifold centers:				500 mm
8.19	Distance ships rail to manifold:				6,000 mm
8.20	Distance manifold to ships side:				3,400 mm
8.21	Top of rail to center of manifold:				3,400 mm
8.22	Distance main deck to center of manifold:				1,000 mm
8.23	Spill tank grating to center of manifold:				mm
8.24	Manifold height above the waterline in normal ballast / at SDWT condition:		4.50 m		m
8.25	Number / size / type of reducers:		1 x 200/150mm (8/6") 1 x 200/100mm (8/4") 1 x 200/250mm (8/10")		
8.26	Is vessel fitted with a stern manifold? If yes, state size:		No, mm		
Heating					
8.27	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled		Material
	Cargo tanks:	Steam coils	Yes		SS
	Slop tanks:	Steam	Yes		
8.28	Maximum temperature cargo can be loaded / maintained:		80.0 Â°C / 176.0 Â°F		80 Â°C / 176 Â°F
8.28.1	Minimum temperature cargo can be loaded / maintained:				
Inert Gas and Crude Oil Washing					
8.29	Is an Inert Gas System (IGS) fitted / operational?			No / N/A	
8.29.1	Is a Crude Oil Washing (COW) installation fitted / operational?			N/A / N/A	
8.30	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:				
Cargo Pumps					
8.31	How many cargo pumps can be run simultaneously at full capacity:				2
8.32	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	3	Screw	350 M3/HR	
	Cargo Eductors:	0		0 m3/hr	m
	Stripping:	1	Other	0 m3/hr	m

8.33	Is at least one emergency portable cargo pump provided?					
9.	MOORING					
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 mm	0	0 m	0 MT
	Main deck fwd:	0	0 mm	0	0 m	0 MT
	Main deck aft:	0	0 mm	0	0 m	0 MT
	Poop deck:	0	0 mm	0	0 m	0 MT
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 mm	0	0 m	0 MT
	Main deck fwd:	0	0 mm	0	0 m	0 MT
	Main deck aft:	0	0 mm	0	0 m	0 MT
	Poop deck:	0	0 mm	0	0 m	0 MT
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	150 mm	PP	110 m	30 MT
	Main deck fwd:	2	200 mm	PP	110 m	30 MT
	Main deck aft:	2	200 mm	PP	110 m	30 MT
	Poop deck:	2	150 mm	PP	110 m	30 MT
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	1	150 mm	PP	110 m	30 MT
	Main deck fwd:	0	0 mm	0	0 m	0 MT
	Main deck aft:	0	0 mm	0	0 m	0 MT
	Poop deck:	0	0 mm	0	0 m	0 MT
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	1	Single Drum		0 MT	
	Main deck fwd:	0	N/A		0 MT	
	Main deck aft:	0	N/A		0 MT	
	Poop deck:	1	Single Drum		0 MT	
9.6	Bits, closed chocks/fairleads	No. Bits		SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:	4		MT		MT
	Main deck fwd:	2		MT		MT
	Main deck aft:	2		MT		MT

	Poop deck:	4	MT		MT
Anchors/Emergency Towing System					
9.7	Number of shackles on port / starboard cable:			7 / 8	
9.8	Type / SWL of Emergency Towing system forward:	NA			0 MT
9.9	Type / SWL of Emergency Towing system aft:	NA			0 MT
Escort Tug					
9.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:		NA		0 MT
9.11	What is SWL of bollard on poop deck suitable for escort tug:				0 MT
Lifting Equipment/Gangway					
9.12	Derrick / Crane description (Number, SWL and location):	None			
9.13	Accommodation ladder direction:				
	Does vessel have a portable gangway? If yes, state length:				m
Single Point Mooring (SPM) Equipment					
9.14	Does the vessel meet the recommendations in the latest edition of OCIMF 'Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings (SPM)'?				
9.15	If fitted, how many chain stoppers:	2			
9.16	State type / SWL of chain stopper(s):				MT
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:				36 mm
9.18	Distance between the bow fairlead and chain stopper/bracket:				m
9.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	N/A			
10.	PROPULSION				
10.1	Speed		Maximum		Economical
	Ballast speed:		Kts (WSNP)		Kts (WSNP)
	Laden speed:		Kts (WSNP)		Kts (WSNP)
10.2	What type of fuel is used for main propulsion / generating plant:	MGO		MGO	
10.3	Type / Capacity of bunker tanks:	Fuel Oil: 0 m3 Diesel Oil: 0 m3 Gas Oil: 178.50 m3			
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):	Controllable			
10.5	Engines	No	Capacity		Make/Type
	Main engine:		Kw		
	Aux engine:		Kw		
	Power packs:		m3		
	Boilers:		MT/Hr		

Bow/Stern Thruster		
10.6	What is brake horse power of bow thruster (if fitted):	Yes, 147 bhp
10.7	What is brake horse power of stern thruster (if fitted):	No, bhp
Emissions		
10.8	Main engine IMO NOx emission standard:	
10.9	Energy Efficiency Design Index (EEDI) rating number:	
11.	SHIP TO SHIP TRANSFER	
11.1	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquefied Gas, as applicable)?	N/A
11.2	What is maximum outreach of cranes / derricks outboard of the ship's side:	m
11.3	Date/place of last STS operation:	NA
12.	RECENT OPERATIONAL HISTORY	
12.1	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	
12.2	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, NA Casualty: No, NA Repair: , Collision: No, NA
12.3	Date and place of last Port State Control inspection:	Jan 16, 2018 / Aalesund, Norway
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No Expanded inspection - NIL Deficiencies.
12.5	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: <i>*"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	Contact owner for details.
12.6	Date / place of last SIRE inspection:	N/A
12.7	Additional information relating to features of the ship or operational characteristics:	NA

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