INTERTANKO CHARTERING QUESTIONNAIRE 88 - OIL/CHEMICAL **Version 5**

1.	**GENERAL INFORMATION**	
1.1	Date updated:	
1.2	Vessel's name (IMO number):	Oratuulia (9447237)
1.3	Vessel's previous name(s) and date(s) of change:	FT Foce (Sep 12, 2018)
1.4	Date delivered / Builder (where built):	Nov 14, 2008 / Torgem Shipyard, Tuzla, Turkey
1.5	Flag / Port of Registry:	Portugal / Madeira
1.6	Call sign / MMSI:	CQAO4 / 255806230
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: 425502495; 425502496; 425502497
		Fax: 0
		Email: master.tankeroratuulia@gmail.com
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Other
1.9	Type of hull:	Double Hull

Ownership and Operation		
1.10	Registered owner - Full style:	Tuulia Shipping CV Aventurijn 218, 3316 LB Dordrecht Netherlands Tel: +31 786521700 Email: operations@se-tm.com
1.11	Technical operator - Full style:	South End Tanker Management B.V. Aventurijn 218, 3316 LB Dordrecht Netherlands Tel: +31 786521700 Email: sheq@se-tm.com Company IMO#: 1740677
1.12	Commercial operator - Full style:	Rederiet M.H. Simonsen Aps Christiansmindevej 76, DK-5700 Svendborg Denmark Tel: +45 6220 2033 Fax: +45 6220 1033 Email: sc@simchart.com
1.13	Disponent owner - Full style:	Rederiet M.H. Simonsen Aps Christiansmindevej 76, DK-5700 Svendborg Denmark Tel: +45 6220 2033 Fax: +45 6220 1033 Email: sc@simchart.com

Insurance			
1.14	P & I Club - Full Style:	SKULD Assuranceforeningen SKULD, PO Box 1376 Vika 0114 Oslo Norway Tel: +47 22 00 22 00 Email: MLC@skuld.com	
1.15	P & I Club pollution liability coverage / expiration date:	1,000,000,000 US$	
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	MARSH SA Uitbreidingstraat 72, B-2600 Antwerpen, Belgium Tel: +32 3 286 64 44	
1.17	Hull & Machinery insured value / expiration date:	9,000,000 US$ (Euro)	

Classification		
1.18	Classification society:	Bureau Veritas
1.19	Class notation:	I, HULL, MACH Oil tanker ESP, Chemical tanker ESP Unerestricted Navigation, AUT-UMS, MON-SHAFT, CLEANSHIP, ICE CLASS ID ERS-S, INWATERSURVEY, VCS, IG
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding	No n/a

	memorandums or class recommendations? If yes, give details:				
1.21	If classification society changed, name of previous and date of change:		, Not Applicable		
1.22	Does the vessel have ice class? If yes, state what level:		Yes, ID		
1.23	Date / place of last dry-dock:				
1.24	Date next dry dock due / next annual survey due:				
1.25	Date of last special survey / next special survey due:				
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		No,		
Dimensions					
1.27	Length overall (LOA):				107.34 m
1.28	Length between perpendiculars (LBP):				101.92 m
1.29	Extreme breadth (Beam):				15.80 m
1.30	Moulded depth:				8.25 m
1.31	Keel to masthead (KTM) / Keel to masthead (KTM) in collapsed condition, if applicable:		33.85 m		27.27 m
1.32	Distance bridge front to center of manifold:				31.50 m
1.33	Bow to center manifold (BCM) / Stern to center manifold (SCM):		53.60 m		53.74 m
1.34	Parallel body distances:	Lightship	Normal Ballast		Summer Dwt
	Forward to mid-point manifold:	18.438 m	24.813 m		26.875 m
	Aft to mid-point manifold:	28.125 m	28.438 m		30.875 m
	Parallel body length:	46.563 m	53.251 m		57.25 m
Tonnages					
1.35	Net Tonnage:				1,887
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		3,999		3,312
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):				
1.38	Panama Canal Net Tonnage (PCNT):				
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.681 m	6.58 m	6,089.55 MT	8,439.47 MT
	Winter:	1.818 m	6.443 m	5,889.795 MT	8,239.715 MT
	Tropical:	1.544 m	6.717 m	6,291.795 MT	8,641.715 MT
	Lightship:	6.216 m	2.045 m	Not Applicable	2,349.90 MT
	Normal Ballast Condition:	4.127 m	4.131 m	2,681.40 MT	5,031.30 MT
	Segregated Ballast Condition:	4.127 m	4.131 m	2,681.40 MT	5,031.30 MT
1.40	FWA/TPC at summer draft:			145 mm	14.60 MT
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:		No N/A		
1.42	Constant (excluding fresh water):				MT
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?		20%; 10% and 0.3 minimum alongside		
1.44	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Summer deadweight:			27.27 m	20.69 m
	Normal ballast:			29.719 m	23.139 m
	Lightship:			31.805 m	25.225 m

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):				
2.2	Safety Radio Certificate (SRC):				
2.3	Safety Construction Certificate (SCC):				
2.4	International Loadline Certificate (ILC):				
2.5	International Oil Pollution Prevention Certificate (IOPPC):				
2.6	International Ship Security Certificate (ISSC):		Not Applicable	Not Applicable	
2.7	Maritime Labour Certificate (MLC):		Not Applicable	Not Applicable	
2.8	ISM Safety Management Certificate (SMC):		Not Applicable	Not Applicable	
2.9	Document of Compliance (DOC):				
2.10	USCG Certificate of Compliance (USCGCOC):		Not Applicable	Not Applicable	
2.11	Civil Liability Convention (CLC) 1992 Certificate:		Not Applicable	Not Applicable	
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:		Not Applicable	Not Applicable	
2.13	Liability for the Removal of Wrecks Certificate (WRC):		Not Applicable	Not Applicable	
2.14	U.S. Certificate of Financial Responsibility (COFR):		Not Applicable	Not Applicable	
2.15	Certificate of Class (COC):				

2.16	International Sewage Pollution Prevention Certificate (ISPPC)		Not Applicable	Not Applicable	
2.17	Certificate of Fitness (COF):				
2.18	International Energy Efficiency Certificate (IEEC):		Not Applicable	Not Applicable	Not Applicable
2.19	International Air Pollution Prevention Certificate (IAPPC):				

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)?	Yes
2.23	ITF Blue Card expiry date (if applicable):	

3.	**CREW**		
3.1	Nationality of Master:	Portuguese	
3.2	Number and nationality of Officers:	6	Ukrainian, Estonian, Filipino, Polish, Portuguese
3.3	Number and nationality of Crew:	6	Ukrainian, Cape Verdean, Indonasian, Filipino
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: Marlow Navigation Co. Ltd. 13 Alexandrias Street 3013 Limassol Cyprus Tel: +357 25 882588 Fax: +357 25 882598 Telex: + 605-2019 Email: B4@marlowgroup.com Crew: Marlow Navigation Co. Ltd. 13 Alexandrias Street 3013 Limassol Cyprus Tel: Tel: +357 25 882588 Fax: Fax: +357 25 882598 Telex: Telex: + 605-2019 Email: B4@marlowgroup.com	

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:	Not Applicable
4.3	Oil Spill Response Organization (OSRO) - Full style:	Not Applicable Tel: n/a
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:	n/a

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):	Yes IMO Resolution A.741(18)			
5.2	Can the ship comply with the ICS Helicopter Guidelines?	No			
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	Marine line	Whole Tank	No
	Ballast tanks:	Yes	Epoxy	Whole Tank	Yes
	Slop tanks:	Yes	Marine line	Whole Tank	No

7.	**BALLAST**				
7.1	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	250 m3/hr	100 m
	Ballast Eductors:	0	Other	0 m3/hr	0 m

8.	**CARGO-OIL/CHEMICAL**		
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	6,577.06 m3
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):	1	
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%):	2	137.488 m3
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	1P/S 1015.57 2P/S 1158.00 3P/S 960.978 4P/S 1168.237 5P/S 1027.930 6P/S 1246.344	
8.3.2	Residual/Retention oil tank(s) capacity (98%), if applicable:		29.20 m3
SBT Vessels			
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	2,425.83 m3	44 %
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:		6
8.4.1	State type of cargo containment (integral, independent, gravity or pressure tanks):		
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	Yes Max filling 300 mc/hours for all cargo tanks / 80mc/hour for slop tank / max filling capacity 98 % of cargo tankslop tanks / max number of tank to be loaded/discharged in the same time 4	

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	1,200 m3/hr

Cargo Control Room			
8.7	Is ship fitted with a Cargo Control Room (CCR)?	Yes	
8.8	Can tank innage / ullage be read from the CCR?	Yes	
Gauging and Sampling			
8.9	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:	Yes, n/a	
	What type of gauging system as per IBC 13.1 is fitted (Open/Restricted/Closed)?		
	What type of fixed closed tank gauging system is fitted:	Radar	
	Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves?:	Yes,	
	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?	Yes	
8.9.2	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:	Yes, Radar and vapour lock	
8.10	Number of portable gauging units (example- MMC) on board:		2
Vapor Emission Control System (VECS)			
8.11	Is a Vapour Emission Control System (VECS) fitted?	Yes	
8.12	Number/size of VECS manifolds (per side):	1	200 mm
8.13	Number / size / type of VECS reducers:	n/a	
Venting			
8.14	State what type of venting system is fitted:	Independent	
Cargo Manifolds and Reducers			
8.15	Total number / size of cargo manifold connections on each side:	7 / 152.40 mm	
8.15.1	Does the vessel have a Common Line Manifold connection? If yes, describe:	yes 10"	
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:		870.00 mm
8.19	Distance ships rail to manifold:		3,400.00 mm
8.20	Distance manifold to ships side:		3,450.00 mm
8.21	Top of rail to center of manifold:		1,320.00 mm
8.22	Distance main deck to center of manifold:		2,350.00 mm
8.23	Spill tank grating to center of manifold:		1,172.00 mm
8.24	Manifold height above the waterline in normal ballast / at SDWT condition:	6.48 m	4.03 m
8.25	Number / size / type of reducers:	2 x 150/75mm (6/3") 2 x 150/100mm (6/4") 1 x 200/100mm (8/4") 1 x 150/125mm (6/5") 3 x 200/150mm (8/6") (1x 200/125 (8/5"), 1 x 150/150 (6/6"), 1 x 250/150 (10/6"), 2 x 200/200 (8/8"), 3 x 250/200 (10/8"), 1 x 300/200 (12/8"), 1 x 250/250 (10/10"), 1 x 300/250 (12/10")) ANSI	
8.26	Is vessel fitted with a stern manifold? If yes, state size:	No, 0 mm	
Heating			

8.27	Cargo / slop tanks fitted with a cargo heating system?		Type	Coiled	Material
	Cargo tanks:		steam	Yes	SS
	Slop tanks:		steam	Yes	SS
8.27.1	Is a Thermal Oil Heating system fitted? If yes, identify tanks?:			,	
8.28	Maximum temperature cargo can be loaded / maintained:			80.0 °C / 176.0 °F	80 °C / 176 °F
8.28.1	Minimum temperature cargo can be loaded / maintained:			0.0 °C / 32.0 °F	0.0 °C / 32.0 °F
Inert Gas and Crude Oil Washing					
8.29	Is an Inert Gas System (IGS) fitted / operational?			Yes / Yes	
8.29.1	Is a Crude Oil Washing (COW) installation fitted / operational?			No / N/A	
8.30	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:			IG Generator	
8.30.1	If nitrogen generator, specify the applicable flow rate for each of the designed purity modes:				
Cargo Pumps					
8.31	How many cargo pumps can be run simultaneously at full capacity:				4
8.32	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	12 3	Centrifugal Centrifugal	250 M3/HR 70 M3/HR	125 Meters
	Cargo Eductors:			m3/hr	m
	Stripping:			m3/hr	m
8.33	Is at least one emergency portable cargo pump provided?			Yes	
Tank Cleaning Systems					
8.34	Is tank cleaning equipment fixed in cargo tanks?				
8.35	Is portable tank cleaning equipment provided?				
8.36	Tank washing pump capacity:				m3/hr
8.37	Is a washing water heater fitted? If yes is it operational and state max washing water temperature:			, °C	
8.38	What is the maximum number of machines that can be operated at their designed max pressure?				
Other Deck Equipment					
8.39	Is vessel fitted with a remote cargo tank temperature monitoring system. If yes, is it operational?			Yes,	
8.40	Is vessel fitted with a remote cargo tank pressure monitoring system. If yes, is it operational?			Yes,	
8.41	Is vessel fitted with a cargo tank drier. If yes is it operational and state capacity:			, , m3/hr	
8.42	Is vessel fitted with a cargo cooling system. If yes is it operational and state tanks applicable:			, ,	
8.43	Is steam available on deck?				

9.	**MOORING**					
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 mm	N/A	0 m	0 MT
	Main deck fwd:	0	0 mm	N/A	0 m	0 MT
	Main deck aft:	0	0 mm	N/A	0 m	0 MT

	Poop deck:	0	0 mm	N/A	0 m	0 MT
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 mm	N/A	0 m	0 MT
	Main deck fwd:	0	0 mm	N/A	0 m	0 MT
	Main deck aft:	0	0 mm	N/A	0 m	0 MT
	Poop deck:	0	0 mm	N/A	0 m	0 MT
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	40 mm	Polyester/Polypropylene	220 m	32 MT
	Main deck fwd:	0	0 mm	n/a	0 m	0 MT
	Main deck aft:	2	40 mm	Polyester/Polypropylene	220 m	32 MT
	Poop deck:	0	0 mm	n/a	0 m	0 MT
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	5	40 mm	Polyester/Polypropylene	220 m	32 MT
	Main deck fwd:	3	40 mm	Polyester/Polypropylene	220 m	32 MT
	Main deck aft:	0	0 mm	n/a	0 m	0 MT
	Poop deck:	4	40 mm	Polyester/Polypropylene	220 m	32 MT
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Single Drum	Hydraulic	18.60 MT	Hand operated/Friction band
	Main deck fwd:	0			0 MT	n/a
	Main deck aft:	2	Single Drum	Hydraulic	18.60 MT	Hand operated/Friction band
	Poop deck:	0			0 MT	n/a
9.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		7	50 MT	4	50 MT
	Main deck fwd:		4	50 MT	4	50 MT
	Main deck aft:		4	50 MT	4	50 MT
	Poop deck:		5	50 MT	4	50 MT

Anchors/Emergency Towing System			
9.7	Number of shackles on port / starboard cable:	9 / 9	
9.8	Type / SWL of Emergency Towing system forward:	Panama lead + double bollard	80 MT
9.9	Type / SWL of Emergency Towing system aft:	Panama lead + double bollard	80 MT
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern:		n/a
Escort Tug			
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:		80 MT
9.11	What is SWL of bollard on poop deck suitable for escort tug:		80 MT
Lifting Equipment/Gangway			
9.12	Derrick / Crane description (Number, SWL and location):	Derricks: 1 x 5 Tonnes, Cranes: 1 x 2 Tonnes Centre/Aft SB	
9.13	Accommodation ladder direction:		

	Does vessel have a portable gangway? If yes, state length:	Yes	8 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)'?	No	
9.15	If fitted, how many chain stoppers:	1	
9.16	State type / SWL of chain stopper(s):	n/a	200 MT
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:		0 mm
9.18	Distance between the bow fairlead and chain stopper/bracket:		0 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:	Yes	

10.	**PROPULSION**			
10.1	Speed		Maximum	Economical
	Ballast speed:		12.50 Kts (WSNP)	11.50 Kts (WSNP)
	Laden speed:		12 Kts (WSNP)	11 Kts (WSNP)
10.2	What type of fuel is used for main propulsion / generating plant:		IFO 180/380 cst	Diesel oil
10.3	Type / Capacity of bunker tanks:		Fuel Oil: 277.44 m3 Diesel Oil: 79.53 m3 Gas Oil: 0 m3	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):		Controllable	
10.5	Engines	No	Capacity	Make/Type
	Main engine:	1	2,610 Kw	Hyundai Heavy Industries Co. Ltd. / Himsen 9H25/33
	Aux engine:	3	390 Kw	MAN Nutzfahrzeuge AG/ D2876LE301
	Power packs:	2	m3/hr	Framo / OCE180-3
	Boilers:	2	2.50 MT/Hr	Main S MAN NG/C 2500; exhaust : S MAN NG/EG 665
Bow/Stern Thruster				
10.6	What is brake horse power of bow thruster (if fitted):		Yes, 402.14 bhp	
10.7	What is brake horse power of stern thruster (if fitted):		No, 0 bhp	
Emissions				
10.8	Main engine IMO NOx emission standard:		Tier I	
10.9	Energy Efficiency Design Index (EEDI) rating number:		N/A	

11.	**SHIP TO SHIP TRANSFER**		
11.1	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquified Gas, as applicable)?	Yes	
11.2	What is maximum outreach of cranes / derricks outboard of the ship's side:		2 m
11.3	Date/place of last STS operation:	N/A	

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, N/A Grounding: No, N/A Casualty: No, N/A Repair: No, N/A Collision: No, N/A
12.3	Date and place of last Port State Control inspection:	
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No N/A
12.5	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: **"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.*	Contact owner for details.
12.6	Date / place of last SIRE inspection:	
12.6.1	Date / place of last CDI inspection:	
12.7	Additional information relating to features of the ship or operational characteristics:	N/A