

1.	VESSEL DESCRIPTION		
1.1	Date updated:	12.03.2012	
1.2	Vessel's name:	Lynx	
1.3	IMO number:	9388223	
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.5	Date delivered:	Oct 27, 2008	
1.6	Builder (where built):	SEKWANG HEAVY INDUSTRIES LTD	
1.7	Flag:	Marshall Island	
1.8	Port of Registry:	Majuro	
1.9	Call sign:	V7PE4	
1.10	Vessel's satcom phone number:	453833547	
	Vessel's fax number:	764881436	
	Vessel's telex number:	453833572	
	Vessel's email address:	Lynx@gtships.com	
1.11	Type of vessel:	Oil/Chemical	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	American Bureau of Shipping	
1.14	Class notation:	+A1, Chemical Tanker, Oil Carrer,(E),+AMS,+ACCU,VEC	
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:	2	
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	Oct 26, 2013	
1.21	Date of last special survey / next survey due:	Not Applicable	Not Applicable
1.22	Date of last annual survey:	Sept 06, 2011	
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	
Dimensions			
1.25	Length Over All (LOA):	128.60 Meters	
1.26	Length Between Perpendiculars (LBP):	120.40 Meters	
1.27	Extreme breadth (Beam):	20.40 Meters	
1.28	Moulded depth:	11.50 Meters	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	40.77 Meters	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	59.60 Meters	69.00 Meters
1.31	Distance bridge front to center of manifold:	40.60 Meters	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	23 Meters	27.50 Meters
	Aft to mid-point manifold:	27 Meters	33.80 Meters
	Parallel body length:	50 Meters	61.30 Meters
1.33	FWA at summer draft / TPC immersion at summer draft:	188 Millimeters	23.20 Metric Tons
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	38.298 Meters	0 Meters
	Normal ballast:	35.229 Meters	0 Meters
	At loaded summer deadweight:	32.056 Meters	0 Meters
Tonnages			
1.35	Net Tonnage:	4,117	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	8,542	7,016
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	9,003.49	6,830.43

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1.38	Panama Canal Net Tonnage (PCNT):				7,220
Load line Information					
1.39	Load line	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.812 Meters	8.714 Meters	13,117.434 MT	17,472.384 MT
	Winter:	2.993 Meters	8.533 Meters	12,697.176 MT	17,052.126 MT
	Tropical:	2.631 Meters	8.895 Meters	13,538.46 MT	17,893.41 MT
	Lightship:	9.054 Meters	2.472 Meters		4,354.95 MT
	Normal Ballast Condition:	5.985 Meters	5.541 Meters	6,132.902 MT	10,487.852 MT
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?				
Ownership and Operation					
1.42	Registered owner - Full style:			CAMELLA NAVIGATION INC. Trust Co. Complex, Ajeltake Rd, Ajeltake Isl. Majuro Marshall Islands MH 96960 Tel: +30 210 620 722 Fax: +30 210 620 282 Telex: Not Applicable Email: admin@chemnav.gr Company IMO#: 5348468	
1.43	Technical operator - Full style:			V. SHIPS LTD C/O Shipping Management S.A.M. " Aigue Marine " ; 24, Avenue de Frontvieille B.P. 639 ; Monaco, MC 98013 Monaco Tel: +357 25848400 Fax: +357 25560170 Telex: 4707 VSHIPS CY Email: fleet.med@vships.com Company IMO#: 1405603	
1.44	Commercial operator - Full style:			CHEMNAV INC 6, Roupel Str., 145 64 , Kifissia, Athens, Greece Tel: +30 210 620 0975 Fax: +30 210 620 2128 Telex: Not Applicable Email: admin@chemnav.gr	
1.45	Disponent owner - Full style:				

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Jan 26, 2010	Sept 05, 2011	Oct 26, 2013
2.2	Safety Radio Certificate:	Oct 27, 2008	Sept 05, 2010	Oct 26, 2013
2.3	Safety Construction Certificate:	Oct 27, 2008	Sep 15, 2011	Oct 26, 2013
2.4	Load line Certificate:	Mar 25, 2009	Sep 05, 2011	Oct 26, 2013
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Sep 15, 2011	Sep 15, 2011	Oct 26, 2013
2.6	Safety Management Certificate (SMC):	Sep 14, 2009	Not Applicable	Apr 22, 2014
2.7	Document of Compliance (DOC):	Nov 15, 2010	Not Applicable	Sep 09, 2015
2.8	USCG (specify: COC, LOC or COI): COC	Dec 04, 2010	Dec 13, 2011	Dec 04, 2012
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 2012		Feb 20, 2013
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 20, 2012		Feb 20, 2013
2.11	U.S. Certificate of Financial Responsibility (COFR):	Oct 27, 2011		Oct 27, 2014
2.12	Certificate of Fitness (Chemicals):	Oct 27, 2008	Sep 05, 2010	Oct 26, 2013
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Oct 27, 2008	Sep 15, 2010	Oct 26, 2013

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2.15	International Ship Security Certificate (ISSC):	Sep 23, 2010	Jan 17, 2012	Apr 25, 2014
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Oct 27, 2008		Oct 26, 2013
2.17	International Air Pollution Prevention Certificate (IAPP):	Jan 14, 2011	Sep 05, 2011	Oct 26, 2013

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:	Bulgarian
3.2	Nationality of Officers:	Master - Bulgarian, Ch Off. - Latvian, 2 Off-Filipino, 3 Off-Filipino, 3 Off.-Filipino, Ch.Eng.-Latvian, 2 Eng -Ukrainian , 3 Eng-Filipino
3.3	Nationality of Crew:	Filipino
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: V.SHIPS LTD V.Ships LTD, 13 Omonia Avenue, P.O.Box 57112 Limassol 3312, Cyprus Tel: +357 25848400 Fax: +357 25560170 Telex: 4704 VSHIP Y Email: www.vships.com Crew: V.SHIPS LTD. V.SHIP HOUSE 13 OMONIA AVE,P.O. BOX 57115 LIMASSOL,CYPRUS Tel: +357 25848400 Fax: +357 25560170 Telex: 4707 VSHIP Y Email: www.vships.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:	N/A
4.2	If Yes, state whether winching or landing area provided:	

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:	O' Brien's Oil Pollution Service 186 Princeton - Hightstown Rd Building 3B , West Windsor NJ 08550 Tel: + 1 985 781 0804 Fax: + 1 985 781 0580 Email: commadcenter@oopsusa.com
5.3	Oil Spill Response Organization (OSRO) -Full style:	National Response Corp 3500 Sunrise Highway Suite T103 Great River NY 11739 Tel: + 1 631 224 9141 Fax: + 1 631 224 9086 Email: iocdo@nrcc.com
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	Yes

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6. CARGO AND BALLAST HANDLING			
Double Hull Vessels			
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	No	
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: 930.220 m3 (1P) Seg#2: 930.854 m3 (1S) Seg#3: 1100.927 m3 (2P) Seg#4: 1100.915 m3 (2S) Seg#5: 1205.982 m3 (3P) Seg#6: 1205.954 m3 (3S) Seg#7: 1206.366 m3 (4P) Seg#8: 1204.418 m3 (4S) Seg#9: 1205.998 m3 (5P) Seg#10: 1205.426 m3 (5S) Seg#11: 1047.670 m3 (6P) Seg#12: 1047.786 m3 (6S) Seg#13: 686.592 m3 (SLOP P&S)	
6.4	Total cubic capacity (98%, excluding slop tanks):	13,393.50 Cu. Meters	
6.5	Slop tank(s) capacity (98%):	686.592 Cu. Meters	
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	10.50 Cu. Meters	
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?	5,277.194 Cu. Meters	
6.9	What percentage of SDWT can vessel maintain with SBT only:	41 %	
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:	13	
6.12	Maximum loading rate for homogenous cargo per manifold connection:	450 Cu. Meters/Hour	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1,536 Cu. Meters/Hour	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes Density of cargo (Maximum SG of cargo allowed 1,45 tons/c b m)	
Pumping Systems			
6.15	Pumps:	No.	Type
	Cargo:	12 2	Centrifugal Centrifugal
	Stripping:		N/A
	Eductors:		N/A
	Ballast:	2	FRAMO
6.16	How many cargo pumps can be run simultaneously at full capacity:	4	
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:	SAAB	
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	All of cargo tanks including slops	
Vapor Emission Control			
6.22	Is a vapor return system (VRS) fitted:	Yes	
6.23	Number/size of VRS manifolds (per side):	2	200 Millimeters

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Venting				
6.24	State what type of venting system is fitted:	PV valves		
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:	13		
6.27	What is the size of cargo connections:	150 Millimeters		
6.28	What is the material of the manifold:	SUS 304 ERW#20		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	700 Millimeters		
6.30	Distance ships rail to manifold:	3,850 Millimeters		
6.31	Distance manifold to ships side:	4,200 Millimeters		
6.32	Top of rail to center of manifold:	2,500 Millimeters		
6.33	Distance main deck to center of manifold:	2,800 Millimeters		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	6.896 Meters	5.532 Meters	
6.35	Number / size reducers:	1 x 300/200mm (12/8") 2 x 300/150mm (12/6") 2 x 200/150mm (8/6") 2 x 150/100mm (6/4")		
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:	Yes		
6.37	If stern manifold fitted, state size:	250 Millimeters		
Cargo Heating				
6.38	Type of cargo heating system?	Deck heat exchanger		
6.39	If fitted, are all tanks coiled?	N/A		
6.40	If fitted, what is the material of the heating coils:	Stainless Steel		
6.41	Maximum temperature cargo can be loaded/maintained:	80 deg C / 176 deg F	80 deg C / 176 deg F	
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	Marine Line	Full
	Ballast tanks:	Yes	Epoxy	Full
	Slop tanks:	Yes	Marine Line	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:			
7.3	Is a Crude Oil Washing (COW) installation fitted:	N/A		

8.	MOORING					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:			Not Applicable		
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:			Not Applicable		
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:			Not Applicable		
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:			Not Applicable		
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	65 Millimeters	JETFLEX ROPE	200 Meters	76.80 Metric Tons
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	64 Millimeters	JETFLEX ROPE	200 Meters	76.80 Metric Tons

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8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	65 Millimeters	JETFLEX ROPE	200 Meters	76.80 Metric Tons
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	65 Millimeters	JETFLEX ROPE	200 Meters	76.80 Metric Tons
8.5	Mooring winches	No.	# Drums	Brake Capacity		
	Forecastle:	2	Double Drums	50 Metric Tons		
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	Double Drums	50 Metric Tons		
8.6	Mooring bitts	No.	SWL			
	Forecastle:	6	33 Metric Tons			
	Main deck fwd:	4	25 Metric Tons			
	Main deck aft:	2	25 Metric Tons			
	Poop deck:	8	33 Metric Tons			
8.7	Closed chocks and/or fairleads of enclosed type	No.	SWL			
	Forecastle:		41 Metric Tons			
	Main deck fwd:		41 Metric Tons			
	Main deck aft:		41 Metric Tons			
	Poop deck:		41 Metric Tons			
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:		Tonque type	100 Metric Tons		
8.9	Type / SWL of Emergency Towing system aft:		Not Applicable			
Anchors						
8.10	Number of shackles on port cable:					
8.11	Number of shackles on starboard cable:					
Escort Tug						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:		64 Metric Tons	360 X 260		
8.13	What is SWL of bollard on poop deck suitable for escort tug:		64 Metric Tons			
Bow/Stern Thruster						
8.14	What is brake horse power of bow thruster (if fitted):		544 bhp	405.66 Kilowatt		
8.15	What is brake horse power of stern thruster (if fitted):			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:		1			
8.19	State type of chain stopper(s) fitted:		TONG TYPE			
8.20	Safe Working Load (SWL) of chain stopper(s):		100 Metric Tons			
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		54 Millimeters			
8.22	Distance between the bow fairlead and chain stopper/bracket:		3,200 Millimeters			
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	360 X 260		
Lifting Equipment						
8.24	Derrick / Crane description (Number, SWL and location):		Cranes: 1 x 10 Tons, Main deck center - (SWL) 10 MT, L/B deck stbd - (SWL) 2.1 MT L/B deck p side - (SWL) 0.99 MT			
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		5.80 Meters			
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			

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9.	MISCELLANEOUS	
Engine Room		
9.1	What type of fuel is used for main propulsion?	HFO
9.2	What type of fuel is used in the generating plant?	IFO 380
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	668.881 Cu. Meters 77.821 Cu. Meters 1 Cu. Meters
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch
Insurance		
9.5	P & I Club - Full Style:	SKULD SKULD Hellas Filellinon 1-3GR-185 36Pireus Hellas Tel: +30 210 459 4190-2 Fax: +30 210 459 4194 Email: ath@skuld.com
9.6	P & I Club coverage - pollution liability coverage:	1,000,000,000 US\$
Port State Control		
9.7	Date and place of last Port State Control inspection:	Feb 17, 2012 / Callao
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	NONE
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: NIL Grounding: NIL Serious casualty: NIL Collision: NIL
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	1. Veg. Oils (Caribe Tankers) 2. SBO / Ethanol (ULTRAGAS) 3. SBO, NASH, FAME (ULTRAGAS)
Vetting		
9.12	Date/Place of last SIRE Inspection:	Oct 09, 2011 / Buenos Aires
9.13	Date/Place of last CDI Inspection:	Apr 07, 2011 / HOUSTON
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>	CDI / BASF / REPSOL

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