

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

<b>1.</b>	<b>VESSEL DESCRIPTION</b>				
1.1	Date updated:	01 NOV 2010			
1.2	Vessel's name:	FORTH BAY			
1.3	IMO number:	9111280			
1.4	Vessel's previous name(s) and date(s) of change:	MONTE CARMELO			
1.5	Date delivered:	04 JUNE,1994			
1.6	Builder (where built):	CANTIERI NAVAL TERMOLI S.R.L (ITALY)			
1.7	Flag:	MARSHALL ISLANDS			
1.8	Port of Registry:	MAJURO			
1.9	Call sign:	V7SU6			
1.10	Vessel's Inmarsat / Satcom numbers:	+870 773156103			
	Vessel's fax number:	+870 783159238			
	Vessel's telex number:	453835752/54			
	Vessel's email address:	forth.bay@goodwoodfleet.com			
1.11	Type of vessel:	Chemical Tanker			
1.12	Type of hull:	Double Hull			
<b>Classification</b>					
1.13	Classification society:	RINA			
1.14	Class notation:	*100-A-1.1-Nav IL;Cst(oil)ESP double hull; Cst(chem)ESP			
1.15	If Classification society changed, name of previous society:	N.A.			
1.16	If Classification society changed, date of change:	N.A.			
1.17	IMO type, if applicable:	CHEMICAL TANKER IMO Type II			
1.18	Does the vessel have ice class? If yes, state what level:	NO			
1.19	Date / place of last drydock:	SEPT 2010	TUZLA/TURKEY		
1.20	Date next dry dock due	2012			
1.21	Date of last special survey / next survey due:	2009	2014		
1.22	Date of last annual survey:	JULY 2010			
1.23	If ship has Condition Assessment Program what is the latest overall rating:	N.A.			
1.24	Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS):	YES			
<b>Dimensions</b>					
1.25	Length Over All (LOA):	119.98 Meters			
1.26	Length Between Perpendiculars (LBP):	110.38 Meters			
1.27	Extreme breadth (Beam):	19.88 Meters			
1.28	Moulded depth:	10.60 Meters			
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	38.6 Meters	N/A		
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	55.50 Meters	64.48 Meters		
1.31	Distance bridge front to center of manifold:	37.88 Meters			
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt	
	Forward to midpoint manifold:	19.0 Meters	21.0 Meters	28.8 Meters	
	Aft to midpoint manifold:	24.4 Meters	29.0 Meters	46.2 Meters	
	Parallel body length:	43.4 Meters	50.0 Meters	75.0 Meters	
1.33	FWA at summer draft / TPC immersion at summer draft:	173 MM			
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast		
	Lightship:	36.3 Meters	N/A		
	Normal ballast:	33.7 Meters	N/A		
	At loaded summer deadweight:	30.3 Meters	N/A		
<b>Tonnages</b>					
1.35	Net Tonnage:	3321 MT			
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	7180 MT	N/A		
1.37	Suez Canal Tonnage Gross (SCGT) / Net (SCNT):	7204.80 T	5668.69 T		
1.38	Panama Canal Net Tonnage(PCNT):	6085 T			
<b>Load line Information</b>					
1.39	Load line	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.32	8.30	11380 MT	15155 MT
	Winter:	2.49	8.13	11027 MT	14791 MT
	Tropical:	2.15	8.47	11735 MT	15499 MT
	Lightship:	8.32	2.27	3764 MT	3764 MT
	Normal Ballast Condition:	5.72	4.89	4856 MT	8620 MT
1.40	Does vessel have multiple SDWT?				NO
1.41	If yes, what is the maximum assigned deadweight?				N.A.
<b>Ownership and Operation</b>					
1.42	Registered owner Full style:	AMBER LIMITED, Trust Company Complex, Ajeltake Road, Ajeltake Islan, Majuro Marshall Island MH 96960			
1.43	Technical operator Full style:	GOODWOOD SHIP MANAGEMENT PTE LTD, 20, Science Park Road, 02-34/36, Teletech Park, Singapore – 117674			

1.44	Commercial operator Full style:	<b>BEACON SHIPPING INVESTMENTS PTE LTD.</b> 8 Eu Tong Sen Street #12-96/97, The Central Singapore – 059818		
1.45	Disponent owner Full style:	N.A.		
	<b>CERTIFICATION</b>	<b>Issued</b>	<b>Last Annual or Intermediate</b>	<b>Expires</b>
2.1	Safety Equipment Certificate:	12/10/2010	N/A	11/03/2011
2.2	Safety Radio Certificate:	27/07/2010	N/A	26/12/2010
2.3	Safety Construction Certificate:	12/10/2010	N/A	11/03/2011
2.4	Load line Certificate:	27/07/2010	N/A	26/12/2010
2.5	International Oil Pollution Prevention Certificate(IOPPC):	12/10/2010	N/A	11/03/2011
2.6	Safety Management Certificate(SMC):	27/07/2010	N/A	26/01/2011
2.7	Document of Compliance(DOC):	12/07/2010	N/A	11/01/2011
2.8	USCG (specify:COC, LOC or COI):	N/A	N/A	N/A
2.9	Civil Liability Convention Certificate(CLC):	11/06/2010	N/A	20/02/2011
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate:	11/06/2010	N/A	20/02/2011
2.11	U.S.Certificate of Financial Responsibility(COFR):	N/A	N/A	N/A
2.12	Certificate of Fitness(Chemicals):	12/10/2010	N/A	11/03/2011
2.13	Certificate of Fitness(Gas):	N/A	N/A	N/A
2.14	Certificate of Class:	12/10/2010	N/A	11/03/2011
2.15	International Ship Security Certificate(ISSC):	27/07/2010	N/A	26/01/2011
2.16	International Sewage Pollution Prevention Certificate(ISPPC)	27/07/2010	N/A	26/12/2010
2.17	International Air Pollution Prevention Certificate(IAPP):	12/10/2010	N/A	11/03/2011
<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 ITOPIF 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:	RUSSIAN		
3.2	Nationality of Officers:	RUSSIAN / UKRAINIAN		
3.3	Nationality of Crew:	RUSSIAN / UKRAINIAN		
3.4	If Officers/Crew employed by a Manning Agency Full style:	<b>Officers:</b> Goodwood Ship Management Pte.Ltd. # 02 – 34/36 Teletech Park 20, Science Park Road, Singapore 117674 Phone: +65-65004040; Fax: +65-65004050; Telex: +51-94074837 GWSMG E-mail: <a href="mailto:ops@goodwoodship.com">ops@goodwoodship.com</a>  <b>Crew:</b> Baltic Marine Management Ltd. Office 5027, Moskovsky avenue 212, St. Petersburg, Russia 196066 Phone: +7-89219348257 Fax: +7- 812 363-2076 E-mail: <a href="mailto:sse@balticmm.eu">sse@balticmm.eu</a>		
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:	NO		
4.2	If Yes, state whether winching or landing area provided:	N/A		
<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:	YES		
5.2	Qualified individual (QI) Full style:	HUDSON MARINE MANAGEMENT SERVICES, FERRY TERMINAL BLDG, 2 AQUARIUM DR. SUITE 300,CAMDEN NJ 08103 USA		
5.3	Oil Spill Response Organization (OSRO) Full style:	NATIONAL RESPONSE CORPORATION, 3500 SUNRISEHIGHWAY, SUITE 103, GREAT RIVER, NEW YORK 11739 USA		
5.4	Has technical operator signed the SCIA / CTPAT agreement with US customs concerning drug smuggling:	NO		
<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):	1 PORT – 645.07 M3 ; 1 STBD – 645.50 M3 2 PORT – 404.76 M3 ; 2 STBD – 405.00 M3 3 PORT – 848.73 M3 ; 3 STBD – 849.07M3 4 PORT – 850.90 M3 ; 4 STBD – 852.03 M3 5 PORT – 852.33 M3 ; 5 STBD – 852.79 M3 6 PORT – 426.09 M3 ; 6 STBD – 426.54 M3 7 PORT – 793.94 M3 ; 7 STBD – 794.74 M3 8 PORT – 884.40 M3 ; 8 STBD – 909.71 M3		
6.4	Total cubic capacity (98%, <b>excluding</b> slop tanks):	11441.56 m3		
6.5	Slop tank(s) capacity (98%):	130.06 m3		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	N/A		
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?	3948.98 m3		
6.9	What percentage of SDWT can vessel maintain with SBT only:	40%		
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:	16		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	250 M3		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1000 M3 Through Common Line		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	2, 6 P&S Max SG 2.2 1, 3, 4, 5, 7, 8 P & S Max SG 1.8		
<b>Pumping Systems</b>				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12	FRAMO	200 Cu.M/Hour
		4	FRAMO	100 Cu.M/Hour
	Stripping:	16	FRAMO	
	Educators:	NA	NA	NA
	Ballast:	2	FRAMO	500 Cu.M/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:	6		
<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:	ULLAGE		
<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:	SAAB Radar		
6.21	Are overfill (high high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes, All Cargo 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):	1	100 Millimeters	
<b>Venting</b>				
6.24	State what type of venting system is fitted:	INDEPENDENT		
<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:	16		
6.27	What is the size of cargo connections:	150 Millimeters		
6.28	What is the material of the manifold:	SUS 316L		
<b>Manifold Arrangement</b>				
6.29	Distance between cargo manifold centers:	800 Millimeters		
6.30	Distance ships rail to manifold:	2500 Millimeters		
6.31	Distance manifold to ships side:	2500 Millimeters		
6.32	Top of rail to center of manifold:	1750 Millimeters		
6.33	Distance main deck to center of manifold:	3150 Millimeters		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	8.87 Meters	5.47 Meters	
6.35	Number / size reducers:	ANSI(6"X4"-3 PCS,6"X5"- 1 PC, 8"X6"-2 PCS,12X6"-1 PC) Total =7 Nos.		
<b>Stern Manifold</b>				

6.36	Is vessel fitted with a stern manifold:			YES		
6.37	If stern manifold fitted, state size:			150 Millimeters		
<b>Cargo Heating</b>						
6.38	Type of cargo heating system?			STEAM		
6.39	If fitted, are all tanks coiled?			NO		
6.40	If fitted, what is the material of the heating coils:			SUS 316L		
6.41	Maximum temperature cargo can be loaded/maintained:			70 deg Celsius	70 deg Celsius	
<b>Tank Coating</b>						
6.42	Are cargo, ballast and slop tanks coated?			Coated	Type	To What Extent
	Cargo tanks:			NO	SS AVESTA 2205	N/A
	Ballast tanks:			Yes	Tar Free Modified Epoxy	Full
	Slop tanks:			NO	SS 316 L	N/A
6.43	If fitted, what type of anodes are used:			N/A		
<b>7. 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:			Nitrogen for padding only		
7.3	Is a Crude Oil Washing (COW) installation fitted:			N/A		
<b>8. MOORING</b>						
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	N/A	Millimeters	N/A	Meters	Metric Tons
	Main deck fwd:	N/A	N/A	N/A	N/A	N/A
	Main deck aft:	N/A	N/A	N/A	N/A	N/A
	Poop deck:	N/A	Millimeters	N/A	Meters	Metric Tons
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	N/A	N/A	N/A	N/A	N/A
	Main deck fwd:	N/A	N/A	N/A	N/A	N/A
	Main deck aft:	N/A	N/A	N/A	N/A	N/A
	Poop deck:	N/A	N/A	N/A	N/A	N/A
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	50 Millimeters	POLY PROP + POLYESTER	200 Meters	350 KN
	Main deck fwd:	N/A	N/A	N/A	N/A	N/A
	Main deck aft:	N/A	N/A	N/A	N/A	N/A
	Poop deck:	4	50 Millimeters	POLY PROP + POLYESTER	200 Meters	350 KN
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	50 Millimeters	POLY PROP + POLYESTER	200 Meters	350 KN
	Main deck fwd:	N/A	N/A	N/A	N/A	N/A
	Main deck aft:	N/A	N/A	N/A	N/A	N/A
	Poop deck:	4	50 Millimeters	POLY PROP + POLYESTER	200 Meters	350 KN
8.5	Mooring winches	No.			# Drums	Brake Capacity
	Forecastle:				2	248 KN
	Main deck fwd:				N/A	N/A
	Main deck aft:				N/A	N/A
	Poop deck:				2	248 KN
8.6	Mooring bits	No.				SWL
	Forecastle:				8	261 KN
	Main deck fwd:				N/A	N/A
	Main deck aft:				N/A	N/A
	Poop deck:				6	261 KN
8.7	Closed chocks and/or fairleads of enclosed type	No.				SWL
	Forecastle:				11	314 KN
	Main deck fwd:				0	KN
	Main deck aft:				0	KN
	Poop deck:				10	314 KN
<b>Emergency Towing System</b>						
8.8	Type / SWL of Emergency Towing system forward:			N/A	Metric Tons	
8.9	Type / SWL of Emergency Towing system aft:			N/A	Metric Tons	
<b>Anchors</b>						
8.10	Number of shackles on port cable:			10.0		
8.11	Number of shackles on starboard cable:			9.0		
<b>Escort Tug</b>						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:			314 KN	300 mm	
8.13	What is SWL of bollard on poop deck suitable for escort tug:			261 KN		

<b>Bow/Stern Thruster</b>			
8.14	What is brake horse power of bow thruster (if fitted):	500	KW
8.15	What is brake horse power of stern thruster (if fitted):	N/A	KW
<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)':	NO	
8.17	Is vessel fitted with chain stopper(s):	N/A	
8.18	How many chain stopper(s) are fitted:	N/A	
8.19	State type of chain stopper(s) fitted:	N/A	
8.20	Safe Working Load (SWL) of chain stopper(s):	N/A	
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	N/A	
8.22	Distance between the bow fairlead and chain stopper/bracket:	N/A	
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	N/A	
<b>Lifting Equipment</b>			
8.24	Derrick / Crane description (Number, SWL and location):	5 Tons Hose Handling Crane	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	2.0 Meters	
<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	
9.1	What type of fuel is used for main propulsion?	FUEL OIL 180 CST / MGO	
9.2	What type of fuel is used in the generating plant?	FUEL OIL 180 CST / MGO	
9.3	Capacity of bunker tanks IFO and MDO/MGO:	622.60 Cu.Meters	181.63 Cu.Meters
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	CONTROLLABLE	
<b>Insurance</b>			
9.5	P & I Club Full Style:	NORTH OF ENGLAND P & I Asso Ltd Baltic Place, South Shore Road Gateshead, Tyne & Wear United Kingdom NE8 3BA	
9.6	P & I Club coverage pollution liability coverage:	US\$ 1 Billion	
<b>Port State Control</b>			
9.7	Date and place of last Port State Control inspection:	NEW TAKEOVER	
9.8	Any outstanding deficiencies as reported by any Port State Control:	N.A.	
9.9	If yes, provide details:	N.A.	
<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:	NO	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	LAST : SUNFLOWER OIL / TRANSGRAIN SHIPPING B.V / FBAY 001 2 <sup>ND</sup> LAST : N.A. 3 <sup>RD</sup> LAST : N.A.	
<b>Vetting</b>			
9.12	Date/Place of last SIRE Inspection:	PLANNED 11/2011	
9.13	Date/Place of last CDI Inspection:	25/10/2010	
9.14	Recent Oil company inspections/screenings (To the best of owner's 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.	N.A.	