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

1.	**VESSEL DESCRIPTION**			
1.1	Date updated:		Feb 23, 2010	
1.2	Vessel's name:		Tradewind Union	
1.3	IMO number:		9175729	
1.4	Vessel's previous name(s) and date(s) of change:		SOUTHERN LION (Mar 10, 2003)	
1.5	Date delivered:		Sep 25, 1997	
1.6	Builder (where built):		Asakawa Ship Building, Imabari, Japan	
1.7	Flag:		Panama	
1.8	Port of Registry:		Panama	
1.9	Call sign:		3FSK7	
1.10	Vessel's satcom phone number:		335158610	
	Vessel's fax number:		335158611	
	Vessel's telex number:		335158610	
	Vessel's email address:		tradewind.union@super-hub.com	
1.11	Type of vessel:		Chemical	
1.12	Type of hull:		Double Hull	
Classification				
1.13	Classification society:		Nipon Kaiji Kyokai	
1.14	Class notation:		NS* (Tanker, Molasses or oils flashpoint below 60C & Chemicals types II & III) MNS*ESP	
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:		Apr 03, 2007	Curacao
1.20	Date next dry dock due		Apr 02, 2010	
1.21	Date of last special survey / next survey due:		Apr 03, 2007	Apr 02, 2010
1.22	Date of last annual survey:		Sep 09, 2009	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		0	
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):			118 Metres
1.26	Length Between Perpendiculars (LBP):			110 Metres
1.27	Extreme breadth (Beam):			19.22 Metres
1.28	Moulded depth:			10.4 Metres
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		33.75 Metres	0 Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		53.8 Metres	64.2 Metres
1.31	Distance bridge front to center of manifold:			41.8 Metres
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	16.2 Metres	23.85 Metres	26.63 Metres
	Aft to mid-point manifold:	22.7 Metres	20.04 Metres	24.62 Metres
	Parallel body length:	43.9 Metres	43.89 Metres	51.25 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:		182 Millimetres	19.06 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		31.46 Metres	0.0 Metres
	Normal ballast:		29.02 Metres	0.0 Metres
	At loaded summer deadweight:		25.495 Metres	0.0 Metres
Tonnages				
1.35	Net Tonnage:		3,306	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		5,999	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		6,505.41	6,255.93

1.38	Panama Canal Net Tonnage (PCNT):				5,098
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.171 Metres	8.255 Metres	10,600.2 Metric Tonnes	13,969.9 Metric Tonnes
	Winter:	2.343 Metres	8.083 Metres	10,272.5 Metric Tonnes	13,609.2 Metric Tonnes
	Tropical:	1.999 Metres	8.427 Metres	10,929.2 Metric Tonnes	14,265.9 Metric Tonnes
	Lightship:	8.036 Metres	2.29 Metres		3,336.7 Metric Tonnes
	Normal Ballast Condition:	5.696 Metres	4.73 Metres	4,023.4 Metric Tonnes	7,360.1 Metric Tonnes
1.40	Does vessel have multiple SDWT?				Yes
1.41	If yes, what is the maximum assigned deadweight?				10,600.2 Metric Tonnes
Ownership and Operation					
1.42	Registered owner - Full style:				Puiner Investments, S.DE R.L. C/O Arias, Fabrega & Fabrega, 16th Floor, Plaza 2000, Box 6306, Panama Tel: 5072057000 Fax: 5072057001 Telex: Not Applicable Email: gcastillero@arifa.com; iarriola@tradewindtankers.com
1.43	Technical operator - Full style:				V.Ships USA LLC 1101, Brickell Avenue, Suite 1500, Miami, Florida, 33131, USA Tel: 1-305-371-7722 Fax: 1-305-371-5144 Telex: Not Applicable Email: vships.florida@vships.com; vships.usa@vships.com
1.44	Commercial operator - Full style:				TRADEWIND TANKERS FREDERIC MOMPOU N5, 6 - 2 A EDIFICIO EURO 3 08960 SANT JUST DESVERN BARCELONA, SPAIN Tel: 00 34 93 470 7575 Fax: 34-93-5088159 Telex: Not Applicable Email: operations@tradewindtankers.com
1.45	Disponent owner - Full style:				EDIFICIO PLAZA 2000 CALLE 50 APARTADO 080016-01098 PANAMA 5 REP.DE PANAMA Tel: 00 507 205 7000 Email: operations@tradewindtankers.com

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Nov 26, 2009	Not Applicable	Sep 24, 2012
2.2	Safety Radio Certificate:	Jul 10, 2008	Sep 10, 2009	Sep 24, 2012
2.3	Safety Construction Certificate:	Sep 27, 2007	Sep 10, 2009	Sep 24, 2012
2.4	Loadline Certificate:	Sep 27, 2007	Sep 10, 2009	Sep 24, 2012
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Sep 27, 2007	Sep 10, 2009	Sep 24, 2012
2.6	Safety Management Certificate (SMC):	Jul 01, 2008	Not Applicable	Jul 12, 2013
2.7	Document of Compliance (DOC):	Feb 12, 2009	Not Applicable	Feb 28, 2014
2.8	USCG (specify: COC, LOC or COI): COC	Jul 07, 2009	Jul 07, 2009	Jul 07, 2011
2.9	Civil Liability Convention Certificate (CLC):	Feb 08, 2010		Feb 20, 2011
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 20, 2010		Feb 20, 2011
2.11	U.S. Certificate of Financial Responsibility (COFR):	Jun 14, 2008		Jun 14, 2011
2.12	Certificate of Fitness (Chemicals):	Sep 27, 2007	Sep 10, 2009	Sep 24, 2012
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Sep 27, 2007	Sep 09, 2009	Sep 24, 2012

2.15	International Ship Security Certificate (ISSC):	Apr 18, 2009	Not Applicable	Apr 18, 2014
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Sep 26, 2007		Sep 24, 2012
2.17	International Air Pollution Prevention Certificate (IAPP):	Sep 27, 2007	Sep 10, 2009	Sep 24, 2012
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:	Pakistan
3.2	Nationality of Officers:	Indian & Filipino
3.3	Nationality of Crew:	Filipino
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Not Applicable Not Applicable Tel: Not Applicable Fax: Not Applicable Telex: Not Applicable Email: Not Applicable Crew: Not Applicable Not Applicable Tel: Not Applicable Fax: Not Applicable Telex: Not Applicable Email: Not Applicable
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:	N/A

4.	**HELICOPTERS**	
4.1	Can the ship comply with the ICS Helicopter Guidelines:	No
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 Services, Inc. O'brien's Oil Pollution Services, Inc. 186, Princetown Hightstown road. Bldg 3B, West Windsor. NJ 08550 USA Tel: 1-609-275-9600 Fax: 1-609-275-9444 Email: oops-usa@oopsusa.com
5.3	Oil Spill Response Organization (OSRO) -Full style:	NATIONAL RESPONSE CORPORATION 3500 Sunrise Highway Suite Suite T 103 Great River,NY 117 39 USA 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

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: 1327.139 m3 (COT1W seg 1+2) Seg #2: 1370.886 m3 (COT2W seg 3+4) Seg #3: 718.989 m3 (COT3W seg 5+6) Seg #4: 698.911 m3 (COT4W seg 7+8) Seg #5: 698.899 m3 (COT5W seg 9+10) Seg #6: 691.047 m3 (COT6W seg 11+12) Seg #7: 1482.866 m3 (COT7W seg 13+14) Seg #8: 1318.241 m3 (COT8W seg 15+16) Seg #9: 796.008 m3 (COT3C seg 17) Seg #10: 778.989 m3 (COT4C seg 18) Seg #11: 779.139 m3 (COT5C seg 19) Seg #12: 765.822 m3 (COT6C seg 20)	
6.4	Total cubic capacity (98%, excluding slop tanks):		11,426.9 Cu. Metres	
6.5	Slop tank(s) capacity (98%):		1,318.24 Cu. Metres	
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:		0 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?		2,937.02 Cu. Metres	
6.9	What percentage of SDWT can vessel maintain with SBT only:		28	
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)		N/A	
Cargo Handling				
6.11	How many grades/products can vessel load/discharge with double valve segregation:		20	
6.12	Maximum loading rate for homogenous cargo per manifold connection:		408 Cu. Metres/Hour	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:		1,020 Cu. Metres/Hour	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:		Yes NOT TO FILL CARGO TANK BETWEEN 10 PERCENT AND 90 PERCENT IN 1P,1S. MAX DESIGNED SPECIFIC GRAVITY 1.90	
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12 8	Submerged (Kosaka) Submerged (Kosaka)	200 M3/HR 150 M3/HR
	Stripping:	0	N/A	0 Cu. Metres/Hour
	Eductors:	0	N/A	0 Cu. Metres/Hour
	Ballast:	2	Electric	200 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:		6	
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:		Float Gauge	
6.21	Are overfill (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	200 Millimetres
Venting				
6.24	State what type of venting system is fitted:		HIGH VELOCITY (	
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:		22	
6.27	What is the size of cargo connections:		150	
6.28	What is the material of the manifold:		Stainless Steel	

Manifold Arrangement			
6.29	Distance between cargo manifold centers:		460 Millimetres
6.30	Distance ships rail to manifold:		3,520 Millimetres
6.31	Distance manifold to ships side:		2,300 Millimetres
6.32	Top of rail to center of manifold:		250 Millimetres
6.33	Distance main deck to center of manifold:		2,800 Millimetres
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	8.056 Metres	4.351 Metres
6.35	Number / size reducers:	2 x 150/300mm (6/12") 2 x 150/250mm (6/10") 2 x 150/200mm (6/8") 2 x 200/250mm (8/10")	
Stern Manifold			
6.36	Is vessel fitted with a stern manifold:	No	
6.37	If stern manifold fitted, state size:		0 Millimetres
Cargo Heating			
6.38	Type of cargo heating system?	steam coils	
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:	No	Stainless steel tanks.	N/A
	Ballast tanks:	Yes	Epoxy	Whole Tank
	Slop tanks:	Yes	STAINLESS STEEL CLAD	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:	No
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:	

8.	**MOORING**					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Poop deck:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Poop deck:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	52 Millimetres	PP/PE Composite	220 Metres	48.7 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Poop deck:	4	52 Millimetres	PP/PE Composite	220 Metres	48.7 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	52 Millimetres	PP/PE Composite	220 Metres	48.7 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	Not Applicable	0 Metres	0 Metric Tonnes
	Poop deck:	3	52 Millimetres	PP/PE Composite	220 Metres	48.7 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double Drums	29.2 Metric Tonnes
	Main deck fwd:			0	N/A	0 Metric Tonnes

	Main deck aft:	0	N/A	0 Metric Tonnes
	Poop deck:	2	Double Drums	29.2 Metric Tonnes
8.6	Mooring bitts		No.	SWL
	Forecastle:		4	53 Metric Tonnes
	Main deck fwd:		4	16.7 Metric Tonnes
	Main deck aft:		4	16.7 Metric Tonnes
	Poop deck:		4	53 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type		No.	SWL
	Forecastle:		3	64 Metric Tonnes
	Main deck fwd:		4	64 Metric Tonnes
	Main deck aft:		4	64 Metric Tonnes
	Poop deck:		3	64 Metric Tonnes
Emergency Towing System				
8.8	Type / SWL of Emergency Towing system forward:		Not Applicable	0 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:		0	0 Metric Tonnes
Anchors				
8.10	Number of shackles on port cable:		10	
8.11	Number of shackles on starboard cable:		9	
Escort Tug				
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:		64 Metric Tonnes	Millimetres
8.13	What is SWL of bollard on poopdeck suitable for escort tug:			53 Metric Tonnes
Bow/Stern Thruster				
8.14	What is brake horse power of bow thruster (if fitted):		422 bhp	314.68 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)':		No	
8.17	Is vessel fitted with chain stopper(s):		No	
8.18	How many chain stopper(s) are fitted:		0	
8.19	State type of chain stopper(s) fitted:		Not Applicable	
8.20	Safe Working Load (SWL) of chain stopper(s):			0 Metric Tonnes
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:			0 Millimetres
8.22	Distance between the bow fairlead and chain stopper/bracket:			0 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:		No 360mm	
Lifting Equipment				
8.24	Derrick / Crane description (Number, SWL and location):		Cranes: 1 x 5 Tonnes, Centre midship	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:			2.4 Metres
Ship To Ship Transfer (STS)				
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquified Gas, as applicable):		Yes	

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?	MDO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	662.69 Cu. Metres	90.71 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:	STEAMSHIP MUTUAL	
9.6	P & I Club coverage - pollution liability coverage:	1000000000	
Port State Control			

9.7	Date and place of last Port State Control inspection:	Jan 13, 2010 / veracruz, mexico
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	Nil
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, NONE Grounding: No , N.A Serious casualty: No , N.A Collision: No , N.A
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Lub Oils / Sulfonic Acid / Acetone / Oleifins/Para-Xylene
Vetting		
9.12	Date/Place of last SIRE Inspection:	Sep 23, 2009 / Kingston, Jamaica
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)*: ** Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.*	CHEVRON / CDI / SHELL