

1.	VESSEL DESCRIPTION		
1.1	Date updated:	1 st January, 2016	
1.2	Vessel's name:	Bertina	
1.3	IMO number:	9352133	
1.4	Vessel's previous name(s) and date(s) of change:	NA	
1.5	Date delivered:	Jul 21, 2006	
1.6	Builder (where built):	21st Century Shipbuilding Co. Ltd., S. Korea	
1.7	Flag:	Bahamas	
1.8	Port of Registry:	Nassau	
1.9	Call sign:	C6VM5	
1.10	Vessel's satcom phone number:	+ 870 773155368, 764642934/5	
	Vessel's fax number:	+ 870 764642936	
	Vessel's telex number:	430854310	
	Vessel's email address:	master@bertina.bergshav.com	
1.11	Type of vessel:	Oil / Chemical Type 2 Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	Det Norske Veritas GL	
1.14	Class notation:	+1A1, Tanker for oil and chemicals, ESP, E0, TMON	
1.15	If Classification society changed, name of previous society:	American Bureau of Shipping	
1.16	If Classification society changed, date of change:	Oct 16, 2006	
1.17	IMO type, if applicable:	Type 2	
1.18	Does the vessel have ice class? If yes, state what level:	No, N/A	
1.19	Date / place of last dry-dock:	Jul 21, 2011	Bahamas
1.20	Date next dry dock due	Jul 15, 2016	
1.21	Date of last special survey / next survey due:	Jul 19, 2011	Jul 19, 2016
1.22	Date of last annual survey:	Oct 05, 2015	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	NA	
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	
Dimensions			
1.25	Length Over All (LOA):	128.60 Metres	
1.26	Length Between Perpendiculars (LBP):	120.40 Metres	
1.27	Extreme breadth (Beam):	20.425 Metres	
1.28	Moulded depth:	11.50 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	40.83 Metres	NA
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	60.80 Metres	67.80 Metres
1.31	Distance bridge front to center of manifold:	39.40 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	20 Metres	25.80 Metres
	Aft to mid-point manifold:	26.20 Metres	34.50 Metres
	Parallel body length:	46.20 Metres	60.30 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	188 Millimeters	23.244 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	38.38 Metres	0 Metres
	Normal ballast:	35.13 Metres	0 Metres
	At loaded summer deadweight:	32.12 Metres	0 Metres
Tonnages			
1.35	Net Tonnage:	4,117	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	8,545	7,019
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	7,403	6,809

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1.38	Panama Canal Net Tonnage (PCNT):				7,222
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.81 Metres	8.71 Metres	13,157 Metric Tonnes	17,472 Metric Tonnes
	Winter:	2.99 Metres	8.53 Metres	12,737 Metric Tonnes	17,052 Metric Tonnes
	Tropical:	2.63 Metres	8.89 Metres	13,578 Metric Tonnes	17,893 Metric Tonnes
	Lightship:	9.00 Metres	2.53 Metres		4,314 Metric Tonnes
	Normal Ballast Condition:	5.82 Metres	5.70 Metres	6,501 Metric Tonnes	10,815 Metric Tonnes
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?			NA	
Ownership and Operation					
1.42	Registered owner - Full style:			Bergshav Produkt Tanker I KS Bergshav Management AS, Hasseldalen, N-4891 Grimstad, Norway Tel: +47 37 25 63 00 Fax: +47 37 25 63 01 Telex: 21865 BHAV N Email: opgbhav@bergshav.com	
1.43	Technical operator - Full style:			Bergshav Management AS Hasseldalen, N-4891 Grimstad, Norway Tel: +47 37 25 63 00 Fax: +47 37 25 63 01 Telex: 21865 BHAV N Email: opgbhav@bergshav.co	
1.44	Commercial operator - Full style:			Caribe Tankers Inc. 2202-B West Alabama St. Houston, TX 77098 Tel: + 1 713 807 9900 Fax: + 1 713 807 9904 Telex: NA Email: ops@caribetankers.us	
1.45	Disponent owner - Full style:			N/A	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Sep 07, 2011	Oct 05, 2015	Jul 20, 2016
2.2	Safety Radio Certificate:	Sep 07, 2011	Oct 02, 2015	Jul 20, 2016
2.3	Safety Construction Certificate:	Sep 07, 2011	Oct 02, 2015	Jul 20, 2016
2.4	Loadline Certificate:	Sep 07, 2011	Oct 02, 2015	Jul 20, 2016
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Oct 05, 2015	Oct 05, 2015	Jul 20, 2016
2.6	Safety Management Certificate (SMC):	Jan 11, 2012	Nov 27, 2014	Jan 17, 2017
2.7	Document of Compliance (DOC):	Jul 13, 2015	NA	Jul 28, 2020
2.8	USCG (specify: COC, LOC or COI): COC	Jul 09, 2015	--	Jul 11, 2016
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 2015		Feb 20, 2016
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 20, 2015		Feb 20, 2016
2.11	U.S. Certificate of Financial Responsibility (COFR):	Aug 11, 2015		Aug 11, 2018
2.12	Certificate of Fitness (Chemicals):	Sep 13, 2013	Oct 02, 2015	Jul 20, 2016
2.13	Certificate of Fitness (Gas):	NA	NA	NA
2.14	Certificate of Class:	Sep 09, 2011	Oct 02, 2015	Jul 20, 2016

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2.15	International Ship Security Certificate (ISSC):	Nov 27, 2011	Nov 27, 2014	Jan 17, 2017
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Sep 07, 2011		Jul 20, 2016
2.17	International Air Pollution Prevention Certificate (IAPP):	Sep 07, 2011	Oct 02, 2015	Jul 20, 2016
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:	Indian		
3.2	Nationality of Officers:	All Indian		
3.3	Nationality of Crew:	All Indian		
3.4	If Officers/Crew employed by a Manning Agency - Full style:	<p>Officers: Herald Maritime Services Pvt Ltd. 317/318 Dalamal Tower, 211 Nariman Point, Mumbai 400 021, India Tel: +91 2222810730 Fax: +91 2222025998 Telex: 11 73172 HMS IN Email: ryb@herald-maritime.com</p> <p>Crew: Herald Maritime Services Pvt 317/318 Dalamal Tower, 211 Nariman Point, Mumbai 400 021, India Tel: +91 2222810730 Fax: +91 2222025998 Telex: 11 73172 HMS IN Email: ryb@herald-maritime.com</p>		
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:	NA		

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:	<p>Compliance Systems Inc. 26 E. Bryan Street Savannah, GA 31401 - USA Tel: +1 912 233 8181 Email: csi@compliancesystemsinc.com</p>		
5.3	Oil Spill Response Organization (OSRO) -Full style:	<p>National Response Center Tel: +1 800 424 8802 / +1 202 267 2675 Fax : +1 631 224 9082</p>		
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	No		

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				

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6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	NA		
6.4	Total cubic capacity (98%, excluding slop tanks):	13,418 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	688 Cu. Metres		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	30 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?	5,277 Cu. Metres		
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:	14		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	320 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1,920 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes Designed Specific Gravity of all cargo & Slop Tanks: 1.45, Allowable filling ratio for 1P & 1S COT for SG 1.80: 0-10 or 40-80		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12 2	Framo Framo	300 M3/HR 100 M3/HR
	Stripping:			
	Eductors:			
	Ballast:	2	Framo	350 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:	Five		
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 type		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes – all		
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:	Yes		
6.23	Number/size of VRS manifolds (per side):	2	250 Millimeters	
Venting				
6.24	State what type of venting system is fitted:	P/V 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:	14		
6.27	What is the size of cargo connections:	150 Millimeters		
6.28	What is the material of the manifold:	Stainless steel		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	700 Millimeters		
6.30	Distance ships rail to manifold:	4,200 Millimeters		
6.31	Distance manifold to ships side:	4,200 Millimeters		
6.32	Top of rail to center of manifold:	1,680 Millimeters		
6.33	Distance main deck to center of manifold:	3,300 Millimeters		

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6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	9 Metres	6.20 Metres
6.35	Number / size reducers:	2 x 150/100mm (6/4") 3 x 200/150mm (8/6") 3 x 300/150mm (12/6") 2 x 300/250mm (12/10") 2 x 300/200mm (12/8")	

Stern Manifold

6.36	Is vessel fitted with a stern manifold:	Yes
6.37	If stern manifold fitted, state size:	150 Millimeters

Cargo Heating

6.38	Type of cargo heating system?	Heat Exchangers	
6.39	If fitted, are all tanks coiled?	NA	
6.40	If fitted, what is the material of the heating coils:	Slop tanks only – Stainless Steel	
6.41	Maximum temperature cargo can be loaded/maintained:	66.0 deg C / 150.8 deg F	66.0 deg C / 150.8 deg F

Tank Coating

6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	Sigma, Phenolic Epoxy	Whole Tank
	Ballast tanks:	Yes	Sigma Epoxy	Whole Tank
	Slop tanks:	Yes	Sigma, Phenolic Epoxy	Whole Tank
6.43	If fitted, what type of anodes are used:	Zinc (Ballast tanks only)		

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:	IG Generator
7.3	Is a Crude Oil Washing (COW) installation fitted:	No

8. MOORING

8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0				
	Main deck fwd:	0				
	Main deck aft:	0				
	Poop deck:	0				
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0				
	Main deck fwd:	0				
	Main deck aft:	0				
	Poop deck:	0				
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	56 Millimeters	Signal B5 yarn & HP Polyester	220 Metres	69.2 Metric Tonnes
	Main deck fwd:	0				
	Main deck aft:	0			0 Metres	0 Metric Tonnes
	Poop deck:	4	56 Millimeters	Signal B5 yarn & HP Polyester	220 Metres	69.2 Metric Tonnes
8.4	Other mooring lines(on deck)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	44 Millimeters	Estalon UV resistant Polyester blend	220 Metres	38.9 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	44 Millimeters	Estalon UV resistant Polyester blend	220 Metres	38.9 Metric Tonnes
8.5	Mooring winches	No.	# Drums	Brake Capacity		
	Forecastle:	2	Double Drums	50 Metric Tonnes		

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	Main deck fwd:	0		
	Main deck aft:	0		0 Metric Tonnes
	Poop deck:	2	Double Drums	50 Metric Tonnes
8.6	Mooring bitts		No.	SWL
	Forecastle:	6		41.0 Metric Tonnes
	Main deck fwd:	2/2		52/41 Metric Tonnes
	Main deck aft:	2		41.0 Metric Tonnes
	Poop deck:	2/6		52/41 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type		No.	SWL
	Forecastle:	3		52.0 Metric Tonnes
	Main deck fwd:	2		64.0 Metric Tonnes
	Main deck aft:	2		56.0 Metric Tonnes
	Poop deck:	11		52.0 Metric Tonnes

Emergency Towing System

8.8	Type / SWL of Emergency Towing system forward:	Chafing chain	100 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	NA	

Anchors

8.10	Number of shackles on port cable:	10
8.11	Number of shackles on starboard cable:	10

Escort Tug

8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	64.10 Metric Tonnes	Millimeters
8.13	What is SWL of bollard on poop-deck suitable for escort tug:	52 Metric Tonnes	

Bow/Stern Thruster

8.14	What is brake horse power of bow thruster (if fitted):	537 bhp	400 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):	NA	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)':	NA
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:	Tongue
8.20	Safe Working Load (SWL) of chain stopper(s):	100 Metric Tonnes
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:	2,600 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

Lifting Equipment

8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 10 Tonnes, Amidships
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	5.20 Metres

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/MDO	
9.2	What type of fuel is used in the generating plant?	HFO/MDO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	653.561 Cu. Metres	76.872 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:	GARD P & I (Bermuda) Ltd PO Box 789 Stoa No-4809 Aendal, Norway.
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9.6	P & I Club coverage - pollution liability coverage:	1000000000 US\$
Port State Control		
9.7	Date and place of last Port State Control inspection:	21 st Oct, 2015 / Altamira, Mexico
9.8	Any outstanding deficiencies as reported by any Port State Control:	None
9.9	If yes, provide details:	NA
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, NA Grounding: No, NA Serious casualty: No, NA Collision: No, NA.
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	#82: Caustic Soda, T9, T22, S100B, Acetone, Tallow, Styrene #81: Tallow, Styrene, Orthoxylene, Acetone #80: Caustic Soda, Acetone, EHC65, AC2500, AC600. #79: T9, S100B, EHC65, EHC45, AC2500, AC600, Caustic Soda - Caribe & Nynas / Caribe / Caribe / Caribe - Voy82, Voy 81, Voy 80, Voy 79
Vetting		
9.12	Date/Place of last SIRE Inspection:	30 th December 2015 / Houston, USA, BP
9.13	Date/Place of last CDI Inspection:	1 st November 2015 / Houston, USA
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>	BP/ SHELL/CHEVRON/ CHEVRON/PHILLIPS 66 / CHEVRON / SHELL/ PHILLIPS 66 / SHELL / CHEVRON / CONOCOPHILLIPS / BP

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