

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Nov 11, 2010	
1.2	Vessel's name:	Negotiator	
1.3	IMO number:	9351165	
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.5	Date delivered:	May 30, 2007	
1.6	Builder (where built):	SEKWANG Heavy Industries Co. Ltd, Ulsan, S. Korea	
1.7	Flag:	Marshall Island	
1.8	Port of Registry:	Majuro	
1.9	Call sign:	V7LQ6	
1.10	Vessel's satcom phone number:	453832548	
	Vessel's fax number:	+870761139753	
	Vessel's telex number:	+870761139751 - +870761139752 FLEET 77	
	Vessel's email address:	negotiator@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 carrier, Oil carrier, E, +AMS, +ACCU, ESP, VEC	
1.15	If Classification society changed, name of previous society:		
1.16	If Classification society changed, date of change:	Not Applicable	
1.17	IMO type, if applicable:		
1.18	Does the vessel have ice class? If yes, state what level:	No,	
1.19	Date / place of last dry-dock:	Jun 10, 2009	
1.20	Date next dry dock due	May 29, 2012	
1.21	Date of last special survey / next survey due:	Not Applicable	May 29, 2012
1.22	Date of last annual survey:	Aug 12, 2010	
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	
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):	40.40 Metres	Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	61.70 Metres	66.90 Metres
1.31	Distance bridge front to center of manifold:	38.50 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	24.50 Metres	30.65 Metres 35.60 Metres
	Aft to mid-point manifold:	24.50 Metres	30.65 Metres 35.60 Metres
	Parallel body length:	49 Metres	61.30 Metres 71.20 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	188 Millimetres	23.24 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	37.873 Metres	0.00 Metres
	Normal ballast:	34.636 Metres	0.00 Metres
	At loaded summer deadweight:	31.686 Metres	0.00 Metres
Tonnages			
1.35	Net Tonnage:	4,117	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	8,539	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		

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1.38	Panama Canal Net Tonnage (PCNT):					7,217
Loadline Information						
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement	
	Summer:	2.812 Metres	8.714 Metres	13,011.511 Metric Tonnes	17,472.384 Metric Tonnes	
	Winter:	2.993 Metres	8.533 Metres	12,951.253 Metric Tonnes	17,052.126 Metric Tonnes	
	Tropical:	2.631 Metres	8.895 Metres	13,432.537 Metric Tonnes	17,893.41 Metric Tonnes	
	Lightship:	9.009 Metres	2.527 Metres		4,460.873 Metric Tonnes	
	Normal Ballast Condition:	5.728 Metres	5.764 Metres	6,491.544 Metric Tonnes	10,952.417 Metric Tonnes	
1.40	Does vessel have multiple SDWT?			No		
1.41	If yes, what is the maximum assigned deadweight?			Metric Tonnes		
Ownership and Operation						
1.42	Registered owner - Full style:			PEDRIX SHIPPING S.A Trust Company complex, Ajeltake Road, Ajeltake Road, Ajeltake Island, Majuro, Marshall Islands, MH 96960		
1.43	Technical operator - Full style:			EVALEND SHIPPING TANKERS CO. S.A. 21 Filellinon Street, Syntagma 105 57, Athens ,Greece Tel: +30 210 3318019/24 Fax: +30 210 3318028 Email: evalendtankers@softway.gr		
1.44	Commercial operator - Full style:			EVALEND SHIPPING TANKERS CO. S.A. 21 Filellinon Street, Syntagma 105 57 Athens, Greece Tel: +30 210 3318019/24 Fax: +30 210 3318028 Email: evalendtankers@softway.gr		
1.45	Disponent owner - Full style:					

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires	
2.1	Safety Equipment Certificate:	May 30, 2007	Aug 12, 2010	May 29, 2012	
2.2	Safety Radio Certificate:	May 30, 2007	Aug 12, 2010	May 29, 2012	
2.3	Safety Construction Certificate:	May 30, 2007	Aug 12, 2010	May 29, 2012	
2.4	Loadline Certificate:	May 30, 2007	Aug 12, 2010	May 29, 2012	
2.5	International Oil Pollution Prevention Certificate (IOPPC):	May 30, 2007	Aug 12, 2010	May 29, 2012	
2.6	Safety Management Certificate (SMC):	Feb 06, 2008	Oct 01, 2010	Nov 12, 2012	
2.7	Document of Compliance (DOC):	Feb 06, 2008	Jan 15, 2010	Oct 22, 2012	
2.8	USCG (specify: COC, LOC or COI): COC	Aug 07, 2010		Aug 07, 2012	
2.9	Civil Liability Convention Certificate (CLC):	Feb 17, 2010		Feb 20, 2011	
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 17, 2010		Feb 20, 2011	
2.11	U.S. Certificate of Financial Responsibility (COFR):	Jun 20, 2008		Jun 20, 2011	
2.12	Certificate of Fitness (Chemicals):	May 30, 2007	Aug 12, 2010	May 29, 2012	
2.13	Certificate of Fitness (Gas):				
2.14	Certificate of Class:	Aug 23, 2007	Aug 12, 2010	May 29, 2012	
2.15	International Ship Security Certificate (ISSC):	Feb 06, 2008	Oct 01, 2010	Nov 24, 2012	
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	May 30, 2007		May 29, 2012	
2.17	International Air Pollution Prevention Certificate (IAPP):	May 30, 2007	Aug 12, 2010	May 29, 2012	
Documentation					
2.18	Does vessel have all updated publications as listed in the Vessel Inspection			Yes	

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	Questionnaire, Chapter 2- Question 2.24, as applicable:	
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:	Filipino
3.2	Nationality of Officers:	Philipinos
3.3	Nationality of Crew:	Philipino
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Bright Maritime Co. emerald bldg 24 emerald avenue ortigas center pasig city Phillipines Tel: +63 687 2577-81 Fax: +63 687 2583 Email: bright@philonline.com Crew: Bright Maritime Co. Emerald bldg 24 emerald avenue ortigas center pasig city philipines Tel: +63 687 2577-81 Fax: +63 687 2583 Email: bright@philonline.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:	

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 OIL POLLUTION SERVICE INC. Tel: +1 985 781 0804 Fax: +1 985 781 0580 Email: commandcenter@oopsusa.com
5.3	Oil Spill Response Organization (OSRO) -Full style:	National Response Corporation 3500 Sunrise Highway, Suite T103 Great River, NY 11739 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:	N/A

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: 929.96 m3 (1P) Seg#2: 927.86 m3 (1S) Seg#3: 1100.13 m3 (2P) Seg#4: 1100.95 m3 (2S) Seg#5: 1203.58 m3 (3P) Seg#6: 1206.86 m3 (3S) Seg#7: 1203.47 m3 (4P) Seg#8: 1205.16 m3 (4S) Seg#9: 1205.22 m3 (5P) Seg#10: 1206 m3 (5S)
6.4	Total cubic capacity (98%, excluding slop tanks):	13,379.60 Cu. Metres
6.5	Slop tank(s) capacity (98%):	685.903 Cu. Metres

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6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	9.80 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?	5,400 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	41.58		
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:	1,500 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1,500 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes for 98% 1.45 for S.G=1.80 allowable filling ratio No. 1 cargo tank P+S 0-10 , 40-80 , No 2+6 cargo tank P+S 0-80 , slop tank P+S 0-80		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12 2	FRAMO FRAMO	300 M3/HR 100 M3/HR
	Stripping:			Cu. Metres/Hour
	Eductors:			Cu. Metres/Hour
	Ballast:			Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:			
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:	Radar		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes - 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 Speed Velocity Pressure 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 (13 x 150 & 1 x 300 - each side)		
6.28	What is the material of the manifold:	Stainless Steel		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	700 Millimetres		
6.30	Distance ships rail to manifold:	3,850 Millimetres		
6.31	Distance manifold to ships side:	4,000 Millimetres		
6.32	Top of rail to center of manifold:	3,850 Millimetres		
6.33	Distance main deck to center of manifold:	2,210 Millimetres		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	8.92 Metres	5.057 Metres	
6.35	Number / size reducers:	2 x 300/150mm (12/6") 1 x 300/200mm (12/8") 1 x 300/250mm (12/10")		

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		2 x 200/150mm (8/6") 3 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:	300 Millimetres		
Cargo Heating				
6.38	Type of cargo heating system?	Heating coils / steam		
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:	80.0 °C / 176.0 °F	70 °C / 158 °F	
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	Phenolic Epoxy	Whole Tank
	Ballast tanks:	Yes		Whole Tank
	Slop tanks:	Yes		Whole Tank
6.43	If fitted, what type of anodes are used:			

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:	N/A		

8.	MOORING					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		Millimetres		Metres	Metric Tonnes
	Main deck fwd:		Millimetres		Metres	Metric Tonnes
	Main deck aft:		Millimetres		Metres	Metric Tonnes
	Poop deck:		Millimetres		Metres	Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		Millimetres		Metres	Metric Tonnes
	Main deck fwd:		Millimetres		Metres	Metric Tonnes
	Main deck aft:		Millimetres		Metres	Metric Tonnes
	Poop deck:		Millimetres		Metres	Metric Tonnes
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	65 Millimetres	polypropylene and polyester	210 Metres	67.40 Metric Tonnes
	Main deck fwd:		Millimetres		Metres	Metric Tonnes
	Main deck aft:		Millimetres		Metres	Metric Tonnes
	Poop deck:	4	65 Millimetres	polypropylene and polyester	210 Metres	67.40 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	65 Millimetres	polypropylene and polyester	210 Metres	67.40 Metric Tonnes
	Main deck fwd:		Millimetres		Metres	Metric Tonnes
	Main deck aft:		Millimetres		Metres	Metric Tonnes
	Poop deck:	2	65 Millimetres	polypropylene and polyester	210 Metres	67.40 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double Drums	50 Metric Tonnes
	Main deck fwd:					Metric Tonnes
	Main deck aft:					Metric Tonnes
	Poop deck:			2	Double Drums	50 Metric Tonnes
8.6	Mooring bitts				No.	SWL
	Forecastle:				6	Metric Tonnes

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	Main deck fwd:	6	Metric Tonnes
	Main deck aft:	4	Metric Tonnes
	Poop deck:	8	Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type	No.	SWL
	Forecastle:		Metric Tonnes
	Main deck fwd:	2	Metric Tonnes
	Main deck aft:		Metric Tonnes
	Poop deck:		Metric Tonnes

Emergency Towing System

8.8	Type / SWL of Emergency Towing system forward:		Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:		Metric Tonnes

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:	Metric Tonnes	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		Metric Tonnes

Bow/Stern Thruster

8.14	What is brake horse power of bow thruster (if fitted):	400 bhp	298.28 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):	Yes	
8.18	How many chain stopper(s) are fitted:	1	
8.19	State type of chain stopper(s) fitted:	Tongue Type	
8.20	Safe Working Load (SWL) of chain stopper(s):		200 Metric Tonnes
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		76 Millimetres
8.22	Distance between the bow fairlead and chain stopper/bracket:		2,000 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:	N/A	

Lifting Equipment

8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 10 Tonnes,	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		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 Liquefied Gas, as applicable):	Yes	
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9. MISCELLANEOUS
Engine Room

9.1	What type of fuel is used for main propulsion?	CST 380	
9.2	What type of fuel is used in the generating plant?	CST 380	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	686.082 Cu. Metres	75.285 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?		

Insurance

9.5	P & I Club - Full Style:	STANDARD CLUB	
9.6	P & I Club coverage - pollution liability coverage:	100000000	

Port State Control

9.7	Date and place of last Port State Control inspection:	Nov 08, 2010 / Santa Marta	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:		

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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, Grounding: No , Serious casualty: No , Collision: No ,
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	
Vetting		
9.12	Date/Place of last SIRE Inspection:	Aug 20, 2010 / Texas City
9.13	Date/Place of last CDI Inspection:	Mar 18, 2010 / Rotterdam
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 / CEPESA / SHELL / CDI

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To the best of owners knowledge all information is true and given without any guarantee."

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