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

1.	**VESSEL DESCRIPTION**			
1.1	Date updated:		Jan 26, 2010	
1.2	Vessel's name:		Liquid Velvet	
1.3	IMO number:		9083940	
1.4	Vessel's previous name(s) and date(s) of change:		Liquid Challenge (Oct 26, 2009) Shina (Jul 06, 2008)	
1.5	Date delivered:		Feb 10, 1994	
1.6	Builder (where built):		Hayashikane, Japan	
1.7	Flag:		Marshall Island	
1.8	Port of Registry:		Majuro	
1.9	Call sign:		V7OM9	
1.10	Vessel's satcom phone number:		+870 764503634	
	Vessel's fax number:		+870 600711931	
	Vessel's telex number:		435286910	
	Vessel's email address:		liquid.velvet@gtships.com	
1.11	Type of vessel:		Chemical	
1.12	Type of hull:		Double Hull	
Classification				
1.13	Classification society:		Nippon Kaiji Kyokai	
1.14	Class notation:		NS* (Tanker, Molasses or Oils-Flashpoint below 60C and Chemicals Type II and III) (ESP) MNS*	
1.15	If Classification society changed, name of previous society:		N/A	
1.16	If Classification society changed, date of change:			
1.17	IMO type, if applicable:		2,3	
1.18	Does the vessel have ice class? If yes, state what level:		No,	
1.19	Date / place of last dry-dock:		Nov 03, 2008	Chalkis, Greece
1.20	Date next dry dock due		Nov 02, 2011	
1.21	Date of last special survey / next survey due:		Nov 03, 2008	Jan 09, 2014
1.22	Date of last annual survey:		Nov 02, 2009	
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):			113.95 Metres
1.26	Length Between Perpendiculars (LBP):			108 Metres
1.27	Extreme breadth (Beam):			20.2 Metres
1.28	Moulded depth:			11.35 Metres
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		33.5 Metres	0.0 Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		59.74 Metres	54.21 Metres
1.31	Distance bridge front to center of manifold:			30.41 Metres
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	20.95 Metres	23.98 Metres	27.7 Metres
	Aft to mid-point manifold:	15.25 Metres	18.3 Metres	22.95 Metres
	Parallel body length:	36.2 Metres	42.28 Metres	50.65 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:		191 Millimetres	19.26 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		31.21 Metres	0.0 Metres
	Normal ballast:		29.42 Metres	0.0 Metres
	At loaded summer deadweight:		24.6 Metres	0.0 Metres
Tonnages				
1.35	Net Tonnage:		3,562	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		5,998	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		6,473.4	6,300.03

1.38	Panama Canal Net Tonnage (PCNT):				6,522.77
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.461 Metres	8.9 Metres	11,559 Metric Tonnes	14,791 Metric Tonnes
	Winter:	2.646 Metres	8.715 Metres	11,199 Metric Tonnes	14,431 Metric Tonnes
	Tropical:	2.461 Metres	8.9 Metres	11,559 Metric Tonnes	14,791 Metric Tonnes
	Lightship:	9.071 Metres	2.29 Metres		6,464 Metric Tonnes
	Normal Ballast Condition:	7.281 Metres	4.08 Metres	2,865 Metric Tonnes	6,097 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:				Minimal Enterprises Company Trust Company Complex, Ajeltake road, Ajeltake Island, Majuro, Marshal Islands Tel: c/o Elmira Tankers Management S.A. Fax: c/o Elmira Telex: c/o Elmira Email: c/o Elmira
1.43	Technical operator - Full style:				Elmira Tankers Management S.A. 7, Fragoklissias Str, 15125, Maroussi, Athens, Greece Tel: +30 2130390606 Fax: +30 2106800928 Telex: 215348 Email: technical@elmiratankers.com Company IMO#: 5447566
1.44	Commercial operator - Full style:				Elmira Tankers Management S.A. 7, Fragoklissias Str, 15125, Maroussi, Athens, Greece Tel: +30 2130390606 Fax: +30 2106800928 Telex: 215348 Email: operations@elmiratankers.com
1.45	Disponent owner - Full style:				N/A

2.	**CERTIFICATION**	**Issued**	**Last Annual or Intermediate**	**Expires**
2.1	Safety Equipment Certificate:	Jan 21, 2010	Nov 02, 2009	Jan 09, 2014
2.2	Safety Radio Certificate:	Feb 04, 2010	Nov 02, 2009	Jan 09, 2014
2.3	Safety Construction Certificate:	Feb 04, 2010	Nov 02, 2009	Jan 09, 2014
2.4	Loadline Certificate:	Feb 04, 2010	Nov 02, 2009	Jan 09, 2014
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Feb 04, 2010	Nov 02, 2009	Jan 09, 2014
2.6	Safety Management Certificate (SMC):	May 06, 2010	Not Applicable	Apr 11, 2015
2.7	Document of Compliance (DOC):	Nov 26, 2010	Not Applicable	Apr 07, 2011
2.8	USCG (specify: COC, LOC or COI): COC	Jan 28, 2010		Jan 28, 2012
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 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):	Nov 03, 2009		Nov 03, 2012
2.12	Certificate of Fitness (Chemicals):	Feb 04, 2010	Nov 02, 2009	Jan 09, 2014
2.13	Certificate of Fitness (Gas):	Not Applicable		
2.14	Certificate of Class:	Nov 04, 2010	Nov 02, 2009	Jan 09, 2014
2.15	International Ship Security Certificate (ISSC):	May 07, 2010	Not Applicable	Apr 11, 2015
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Feb 04, 2010		Jan 09, 2014
2.17	International Air Pollution Prevention Certificate (IAPP):	Feb 04, 2010	Nov 02, 2009	Jan 09, 2014
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:	Philippines
3.2	Nationality of Officers:	Filipino
3.3	Nationality of Crew:	Filipino
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Bernhard Schulte Shipmanagement Caracas Center 1-st Floor, 6-8 Kifissias Ave., 15125, Maroussi, Athens, Greece Tel: +30 2106930330 Fax: +30 2106930333 Email: gr-sdc@gr.bs-shipmanagement.com Crew: Bernhard Schulte Shipmanagement Caracas Center 1-st Floor, 6-8 Kifissias Ave., 15125, Maroussi, Athens, Greece Tel: +30 2106930330 Fax: +30 2106930333 Email: gr-sdc@gr.bs-shipmanagement.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:	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:	Gallagher Marine Systems 200 Century Parkway, Suite D Mt. Laurel, NJ 08054 Tel: +1 8566422091 Fax:+1 8566423945 Email: info@chgms.com
5.3	Oil Spill Response Organization (OSRO) -Full style:	National Response Corp.(NARCO) 3500 Sunrise Highway, Ste. T103 Great River, NY 11739 Tel: +1 6312249141 Fax: +1 6312249082
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: 569.3 m3 (1 p) Seg #2: 564.21 m3 (1 s) Seg #3: 621.83 m3 (2 p) Seg #4: 620.72 m3 (2 s) Seg #5: 686.02 m3 (3 p) Seg #6: 686.98 m3 (3 s) Seg #7: 232.62 m3 (4 p) Seg #8: 230.93 m3 (4 s) Seg #9: 695.86 m3 (5 p) Seg #10: 697.54 m3 (5 s) Seg #11: 230.83 m3 (6 p) Seg #12: 230.93 m3 (6 s) Seg #13: 698.72 m3 (7 p) Seg #14: 698.72 m3 (7 s)

			Seg #15: 232.16 m3 (8 p) Seg #16: 231.98 m3 (8 s) Seg #17: 697.93 m3 (9 p) Seg #18: 698.91 m3 (9 s) Seg #19: 231.92 m3 (10 p) Seg #20: 231.48 m3 (10 s) Seg #21: 690.65 m3 (11 p) Seg #22: 691.84 m3 (11 s) Seg #23: 611.84 m3 (12 p) Seg #24: 610.94 m3 (12 s)	
6.4	Total cubic capacity (98%, excluding slop tanks):			11,782.45 Cu. Metres
6.5	Slop tank(s) capacity (98%):			611.84 Cu. Metres
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:			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?			3,222 Cu. Metres
6.9	What percentage of SDWT can vessel maintain with SBT only:			27.85
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:			24
6.12	Maximum loading rate for homogenous cargo per manifold connection:			470 Cu. Metres/Hour
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:			470 Cu. Metres/Hour
6.14	Are there any cargo tank filling restrictions. If yes, please specify:			No
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	24	FRAMO	200 M3/HR
	Stripping:			Cu. Metres/Hour
	Eductors:			Cu. Metres/Hour
	Ballast:	2	Centrifugal	200 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:			Floating
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):		4	150 Millimetres
Venting				
6.24	State what type of venting system is fitted:			Individual High Velocity 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':			N/A
6.26	What is the number of cargo connections per side:			24
6.27	What is the size of cargo connections:			150
6.28	What is the material of the manifold:			SUS 316L
Manifold Arrangement				
6.29	Distance between cargo manifold centers:			350 Millimetres
6.30	Distance ships rail to manifold:			2,340 Millimetres
6.31	Distance manifold to ships side:			2,670 Millimetres

6.32	Top of rail to center of manifold:		1,100 Millimetres
6.33	Distance main deck to center of manifold:		2,300 Millimetres
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	11.26 Metres	4.66 Metres
6.35	Number / size reducers:	3 x 150/100mm (6/4") 2 x 150/125mm (6/5") 4 x 200/150mm (8/6") 3 x 250/150mm (10/6") 1 x 250/200mm (10/8")	
Stern Manifold			
6.36	Is vessel fitted with a stern manifold:	No	
6.37	If stern manifold fitted, state size:		Millimetres
Cargo Heating			
6.38	Type of cargo heating system?	Steam: 1,2,3,4,10,11,12 thermal oil: 5,6,7,8,9	
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 deg;C / 176.0 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	SUS 316L	Whole Tank
	Ballast tanks:	Yes	Epoxy	Whole Tank
	Slop tanks:	Yes	Stainless Steel	Whole Tank
6.43	If fitted, what type of anodes are used:		ZAP- A B802025	

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:	No

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:	2	56 Millimetres	Kapa Flex	220 Metres	64 Metric Tonnes
	Main deck fwd:		Millimetres		Metres	Metric Tonnes
	Main deck aft:		Millimetres		Metres	Metric Tonnes
	Poop deck:	2	52 Millimetres	Kapa Float	220 Metres	53.5 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	56 Millimetres	Kapa Flex	220 Metres	64 Metric Tonnes
	Main deck fwd:		Millimetres		Metres	Metric Tonnes
	Main deck aft:		Millimetres		Metres	Metric Tonnes
	Poop deck:	4	56 Millimetres	Kapa Float	220 Metres	53.5 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
			Forecastle:	2	Double Drums	38.4 Metric Tonnes
			Main deck fwd:			Metric Tonnes
			Main deck aft:			Metric Tonnes
			Poop deck:	1	Double Drums	32.1 Metric Tonnes
8.6	Mooring bitts				No.	SWL

	Forecastle:	4	24 Metric Tonnes
	Main deck fwd:	2	24 Metric Tonnes
	Main deck aft:	2	24 Metric Tonnes
	Poop deck:	5	24 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type	No.	SWL
	Forecastle:	7	32 Metric Tonnes
	Main deck fwd:	2	32 Metric Tonnes
	Main deck aft:	2	32 Metric Tonnes
	Poop deck:	7	32 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:	9	
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:	65 Metric Tonnes	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		65 Metric Tonnes
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	712 bhp	530.93 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):	bhp	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:		
8.19	State type of chain stopper(s) fitted:		
8.20	Safe Working Load (SWL) of chain stopper(s):		Metric Tonnes
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		Millimetres
8.22	Distance between the bow fairlead and chain stopper/bracket:		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:		
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 5 Tonnes, center	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		6.1 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?	IFO-380 CST	
9.2	What type of fuel is used in the generating plant?	MDO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	687.43 Cu. Metres	101.3 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:	SKULD PO Box 1376 Vika, N-0114 Oslo Norway Tel: +47 22002200 Fax: +47 22424222	
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 28, 2010 / Texas, USA	

9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	
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):	as attached
Vetting		
9.12	Date/Place of last SIRE Inspection:	Aug 01, 2010 / Terneuzen, Netherlands
9.13	Date/Place of last CDI Inspection:	Jan 06, 2011 / Beaumont, Tx
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 / LUKOIL / SHELL