

1.	VESSEL DESCRIPTION		
1.1	Date updated:	19-FEB-2018	
1.2	Vessel's name:		
1.3	IMO number:		
1.4	Vessel's previous name(s) and date(s) of change:	Titan Peace	
1.5	Date delivered:	Mar 31, 2010	
1.6	Builder (where built): / YEAR	Titan Quanzhou Shipyard Ltd / 2010	
1.7	Flag:	UAE	
1.8	Port of Registry:	Sharjah	
1.9	Call sign:		
1.10	Vessel's satcom phone number:		
	Vessel's fax number:		
	Vessel's telex number:		
	Vessel's email address:		
1.11	Type of vessel:	Chemical Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	Lloyds Register	
1.14	Class notation:	100A1 Double Hull Oil/Chemical Tanker (Type II), ESP, LI, LMC, Shipright (SERS)	
1.15	If Classification society changed, name of previous society:		
1.16	If Classification society changed, date of change:		
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:	Feb 19, 2015	U.A.E
1.20	Date next dry dock due	Feb 18, 2018	
1.21	Date of last special survey / next survey due:	March 2015	May 15, 2016
1.22	Date of last annual survey:	May 2016	
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):	117.64 Metres	
1.26	Length Between Perpendiculars (LBP):	109.99 Metres	
1.27	Extreme breadth (Beam):	18.99 Metres	
1.28	Moulded depth:	10.10 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	36.75 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	56.458 Metres	61.142 Metres
1.31	Distance bridge front to center of manifold:	30.142 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	28.60 Metres	33.60 Metres
			Summer Dwt

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	Aft to mid-point manifold:	40.40 Metres	41.20 Metres	41.40 Metres
	Parallel body length:	69 Metres	71.80 Metres	75 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	166 Millimetres	18.86 Metric Tonnes	
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast	
	Lightship:	32.401 Metres	0 Metres	
	Normal ballast:	30.691 Metres	0 Metres	
	At loaded summer deadweight:	29.25 Metres	0 Metres	

Tonnages

1.35	Net Tonnage:	2,898		
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	6,190		
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	6,694.45	5,324	

1.38	Panama Canal Net Tonnage (PCNT):	5,257		
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Loadline Information

1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.516 Metres	7.513 Metres	9,016 Metric Tonnes	12,504 Metric Tonnes
	Winter:	2.672 Metres	7.357 Metres	8,723 Metric Tonnes	12,211 Metric Tonnes
	Tropical:	2.36 Metres	7.669 Metres	9,337 Metric Tonnes	12,825 Metric Tonnes
	Lightship:	7.693 Metres	2.336 Metres		3,488 Metric Tonnes
	Normal Ballast Condition:	5.239 Metres	4.79 Metres	4,139 Metric Tonnes	7,627 Metric Tonnes
1.40	Does vessel have multiple SDWT?			N/A	
1.41	If yes, what is the maximum assigned deadweight?				

Ownership and Operation

1.42	Registered owner - Full style:	
1.43	Technical operator - Full style:	
1.44	Commercial operator - Full style:	

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1.45	Deponent owner - Full style:			
2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Mar 08, 2017	Mar 07, 2017	Mar 07, 2019
2.2	Safety Radio Certificate:	Mar 09, 2017	Mar 09, 2017	Mar 08, 2018
2.3	Safety Construction Certificate:	May 11, 2015	Mar 09, 2017	Mar 30, 2020
2.4	Loadline Certificate:	Mar 08, 2015	Mar 09, 2017	Mar 30, 2020
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Mar 08, 2015	Mar 09, 2017	Mar 07, 2020
2.6	Safety Management Certificate (SMC):	Jun 03, 2015	Jun 03, 2015	Jun 02, 2020
2.7	Document of Compliance (DOC):	Feb 12, 2015	April 04, 2016	Feb 11, 2020
2.8	USCG (specify: COC, LOC or COI): Not Applicable			Not Applicable
2.9	Civil Liability Convention Certificate (CLC):	Mar 23, 2017		Mar 16, 2018
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Mar 16, 2017		Mar 16, 2018
2.11	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable		
2.12	Certificate of Fitness (Chemicals):	N/A		N/A
2.13	Certificate of Fitness (Gas):	Not Applicable		
2.14	Certificate of Class:	Mar 08, 2015	Mar 09, 2017	Mar 30, 2020
2.15	International Ship Security Certificate (ISSC):	Jun 03, 2015		Jun 02, 2020
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Mar 08, 2015		Mar 07, 2020
2.17	International Air Pollution Prevention Certificate (IAPP):	May 11, 2015	Mar 09, 2017	Mar 08, 2020
2.18	Ship Sanitation certificate	March 03,2017		Sept. 02, 2017
Documentation				
2.19	Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable:		Yes	
2.20	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:	PAKISTANI		
3.2	Nationality of Officers:	PAKISTANI		
3.3	Nationality of Crew:	INDIAN / PAKISTANI		
3.4	If Officers/Crew employed by a Manning Agency - Full style:	DIRECT HIRED		
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			

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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:	N/A		
5.2	Qualified individual (QI) - Full style:			
5.3	Oil Spill Response Organization (OSRO) -Full style:			
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: 1058.147 m3 (1 P&S) Seg#2: 1512.645 m3 (2 P&S) Seg#3: 2033.785 m3 (3 P&S) Seg#4: 2467.983 m3 (4 P&S) Seg#5: 2402.869 m3 (5 P&S) Seg#6: 604.56 m3 (SLOP P&S)		
6.4	Total cubic capacity (98%, excluding slop tanks):	9,475.429 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	604.56 Cu. Metres		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	26.891 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?	3,822.15 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	42.90 %		
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:	12		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	240 Cu. Metres/Hour (for COT (VRS))		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	960 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	N/A		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	10 2 1	Submerged SD150 Submerged SD100 (slop tanks) Submerged TK80 (portable)	300 M3/HR 100 M3/HR 70 M3/HR

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Stripping:			
Eductors:			
	Ballast:	2	Submerged SB200 250 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:	4	
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:	P/V valve of High Velocity Non-Hammering Type	
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:	12	
6.27	What is the size of cargo connections:	200 Millimetres	
6.28	What is the material of the manifold:	SUS 316L	
Manifold Arrangement			
6.29	Distance between cargo manifold centers:	260 Millimetres	
6.30	Distance ships rail to manifold:	4,600 Millimetres	
6.31	Distance manifold to ships side:	4,600 Millimetres	
6.32	Top of rail to center of manifold:	1,030 Millimetres	
6.33	Distance main deck to center of manifold:	1,810 Millimetres	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	6.035 Metres	4.312 Metres
6.35	Number / size reducers:	2 x 300/200mm (12/8") 3 x 250/200mm (10/8") 1 x 250/150mm (10/6") 6 x 200/150mm (8/6") 5 x 200/100mm (8/4") (2pcs 150x100)	
Stern Manifold			
6.36	Is vessel fitted with a stern manifold:	No	
6.37	If stern manifold fitted, state size:		
Cargo Heating			
6.38	Type of cargo heating system?	COT: Deck Mounted Framo Heaters-Slops: Steam Coils	
6.39	If fitted, are all tanks coiled?	N/A	
6.40	If fitted, what is the material of the heating coils:	Stainless Steel	

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6.41	Maximum temperature cargo can be loaded/maintained:				70.0 °C / 158.0 °F	70 °C / 158 °F
Tank Coating						
6.42	Are cargo, ballast and slop tanks coated?			Coated	Type	To What Extent
	Cargo tanks:			Yes	Marine Line	Whole Tank
	Ballast tanks:			Yes	Modified Epoxy	Whole Tank
	Slop tanks:			Yes	Marine Line	Whole Tank
6.43	If fitted, what type of anodes are used:				Aluminum	
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:				Nitrogen (Bottled) (Fixed Tank Cleaning Machines to COT / Slops)	
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:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	48 Millimetres	Ply polyamide	180 Metres	35.30 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	48 Millimetres	Ply polyamide	180 Metres	35.30 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	72 Millimetres		220 Metres	
	Main deck fwd:	1	48 Millimetres		220 Metres	
	Main deck aft:					
	Poop deck:	2	72 Millimetres		220 Metres	75.60 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity

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	Forecastle:	2	Double Drums	23 Metric Tonnes
	Main deck fwd:			
	Main deck aft:			
	Poop deck:	2	Double Drums	23 Metric Tonnes
8.6	Mooring bitts		No.	SWL
	Forecastle:	2		36 Metric Tonnes (2 x 46 mt / 2 x 70 mt)
	Main deck fwd:	2		36 Metric Tonnes
	Main deck aft:	4		36 Metric Tonnes
	Poop deck:	2		36 Metric Tonnes (2 x 46 mt / 2 x 70 mt)
8.7	Closed chocks and/or fairleads of enclosed type		No.	SWL
	Forecastle:	2		63 Metric Tonnes (4 x

				62 mt / 1 x 75 mt)
	Main deck fwd:	2		29 Metric Tonnes
	Main deck aft:	4		29 Metric Tonnes
	Poop deck:	6		29 Metric Tonnes (1 x 75 mt)

Emergency Towing System

8.8	Type / SWL of Emergency Towing system forward:	n/a	
8.9	Type / SWL of Emergency Towing system aft:	n/a	

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:	75 Metric Tonnes	400mm x 250mm
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		70 Metric Tonnes

Bow/Stern Thruster

8.14	What is brake horse power of bow thruster (if fitted):	428 bhp	319.16 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):		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)':	N/A
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):	

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8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	
8.22	Distance between the bow fairlead and chain stopper/bracket:	
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 400mm x 250mm
Lifting Equipment		
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 5 Tonnes, Midship
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
9. MISCELLANEOUS		
Engine Room		
9.1	What type of fuel is used for main propulsion?	IFO 180 CST
9.2	What type of fuel is used in the generating plant?	MDO
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	342.64 Cu. Metres 38.01 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:	SHIP OWNERS' MUTUAL PROTECTION AND INDEMNITY ASSOCIATION (LUXEMBOURG)
9.6	P & I Club coverage - pollution liability coverage:	500,000,000 US\$
Port State Control		
9.7	Date and place of last Port State Control inspection:	23 MAY 2016
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):	Last : DIESEL 2nd last: : DIESEL 3rd last: DIESEL
Vetting		
9.12	Date/Place of last SIRE Inspection:	JUNE 06, 2016
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.	

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