

**QUESTIONNAIRE 88 (Version 3)**
**INTERTANKO'S STANDARD TANKER VOYAGE CHARTERING QUESTIONNAIRE 1988**  
(METRIC SYSTEM TO BE APPLIED)

<b>1.</b>	<b>VESSEL DESCRIPTION</b>			
1.1	Date updated:		31/10/2018	
1.2	Vessel's name:		XENIA	
1.3	IMO number:		9344318	
1.4	Vessel's previous name(s) and date(s) of change:		N.A.	
1.5	Date delivered:		06/04/2006	
1.6	Builder (where built):		TURKEY	
1.7	Flag:		ITALIAN	
1.8	Port of Registry:		LEGHORN	
1.9	Call sign:		IZZQ	
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, Oil Tanker	
1.12	Type of hull:		Double Hull,	
<b>Classification</b>				
1.13	Classification society:		RINA	
1.14	Class notation:		+100 I-I OIL-CHEM – IMO II ESP-PMS	
1.15	If Classification society changed, name of previous society:		N. A.	
1.16	If Classification society changed, date of change:		N. A.	
1.17	IMO type, if applicable:		II	
1.18	Does the vessel have ice class? If yes, state what level:		No	
1.19	Date / place of last dry-dock:		June 2018	LIVORNO
1.20	Date next dry dock due		April 2021	
1.21	Date of last special survey / next survey due:		10/03/2016	06/04/2021
1.22	Date of last annual survey:		16/03/2018	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		N. A.	
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.	
<b>Dimensions</b>				
1.25	Length Over All (LOA):		67.90 Meters	
1.26	Length Between Perpendiculars (LBP):		64.40 Meters	
1.27	Extreme breadth (Beam):		12.00 Meters	
1.28	Moulded depth:		5.50 Meters	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		25.10 Meters	Meters
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		34.20 Meters	33.70 Meters
1.31	Distance bridge front to center of manifold:		17.70 Meters	
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	33.20 Meters	34.00 Meters	31.60 Meters
	Aft to mid-point manifold:	33.20 Meters	33.10 Meters	33.20 Meters
	Parallel body length:	66.40 Meters	67.10 Meters	66.30 Meters
1.33	FWA at summer draft / TPC immersion at summer draft:		95 Millimeters	6.92 Metric Tons
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		Meters	Meters
	Normal ballast:		Meters	Meters
	At loaded summer deadweight:		Meters	Meters

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Tonnes					
1.35	Net Tonnage:			500	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):			1304	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):				
1.38	Panama Canal Net Tonnage (PCNT):				
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.209 Meters	4.30 Meters	1710 Metric Tons	2644.00 Metric Tons
	Winter:	1.299 Meters	4.21 Meters	1648.13 Metric Tons	2581.63 Metric Tons
	Tropical:	1.119 Meters	4.39 Meters	1773.32 Metric Tons	2706.82 Metric Tons
	Lightship:	3.834 Meters	1.675 Meters		933.50 Metric Tons
	Normal Ballast Condition:	2.309 Meters	3.20 Meters	967.50 Metric Tons	1900.50 Metric Tons
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?			1710 Metric Tons	
Ownership and Operation					
1.42	Registered owner - Full style:			Bunkeroil Srl – Via Pietro Paleocapa,11 5713 Livorno Italy Ph. +390586219214-Fax +390586886573	
1.43	Technical operator - Full style:			See point 1.42	
1.44	Commercial operator - Full style:			See point 1.42	
1.45	Disponent owner - Full style:			See point 1.42	

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2	CERTIFICATION (All certificates are	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:			
2.2	Safety Radio Certificate:			
2.3	Safety Construction Certificate:			
2.4	Loadline Certificate:			
2.5	International Oil Pollution Prevention Certificate (IOPPC):			
2.6	Safety Management Certificate (SMC):			
2.7	Document of Compliance (DOC):			
2.8	USCG (specify: COC, LOC or COL):			
2.9	Civil Liability Convention Certificate (CLC):			
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):			
2.11	U.S. Certificate of Financial Responsibility (COFR):			
2.12	Certificate of Fitness (Chemicals):			
2.13	Certificate of Fitness (Gas):			
2.14	Certificate of Class:			
2.15	International Ship Security Certificate (ISSC):			
2.16	International Sewage Pollution Prevention Certificate (ISPPC)			
2.17	International Air Pollution Prevention Certificate (IAPP):			
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:	Italian	
3.2	Nationality of Officers:	Italian/Community	
3.3	Nationality of Crew:	Italian	
3.4	If Officers/Crew employed by a Manning Agency - Full style:	no	
3.5	What is the common working language onboard:	Italian / 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:	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	

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<b>6.</b>	<b>CARGO AND BALLAST HANDLING</b>					
<b>Double Hull Vessels</b>						
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	Yes				
6.2	If Yes, is bulkhead solid or perforated:	Solid				
<b>Cargo Tank Capacities</b>						
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	1843.18 Cu.Meters				
6.4	Total cubic capacity (98%, excluding slop tanks):	1843.18 Cu.Meters				
6.5	Slop tank(s) capacity (98%):	88.62 Cu.Meters				
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	Cu.Meters				
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	SBT				
<b>SBT Vessels</b>						
6.8	What is total capacity of SBT?	828.48 Cu.Meters				
6.9	What percentage of SDWT can vessel maintain with SBT only:	31.33 %				
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)	Yes				
<b>Cargo Handling</b>						
6.11	How many grades/products can vessel load/discharge with double valve segregation:	3				
6.12	Maximum loading rate for homogenous cargo per manifold connection:	300 / 150 Cu.M/Hour				
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	300/150 Cu.M/Hour				
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No				
<b>Pumping Systems</b>						
6.15	Pumps:	No.	Type	Capacity		
	Cargo:	3	Screw	300 / 150 Cu.M/Hour		
	Stripping:	//		Cu.M/Hour		
	Eductors:	//		Cu.M/Hour		
	Ballast:	2	centrifugal	centrifugal		
6.16	How many cargo pumps can be run simultaneously at full capacity:	3				
<b>Cargo Control Room</b>						
6.17	Is ship fitted with a Cargo Control Room (CCR):	Yes				
6.18	Can tank innage / ullage be read from the CCR:	Yes				
<b>Gauging and Sampling</b>						
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				
<b>Vapor Emission Control</b>						
6.22	Is a vapor return system (VRS) fitted:	Yes				
6.23	Number/size of VRS manifolds (per side):	2	150 Millimeters			
<b>Venting</b>						
6.24	State what type of venting system is fitted:	FAN				
<b>Cargo Manifolds</b>						
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:	3				
6.27	What is the size of cargo connections:	1x6' + 2x4' Millimeters				
6.28	What is the material of the manifold:	ST ST				

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Manifold Arrangement				
6.29	Distance between cargo manifold centers:		700 Millimeters	
6.30	Distance ships rail to manifold:		2500 Millimeters	
6.31	Distance manifold to ships side:		2600 Millimeters	
6.32	Top of rail to center of manifold:		n.a. Millimeters	
6.33	Distance main deck to center of manifold:		1500 Millimeters	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:		3.8 Meters	2.7 Meters
6.35	Number / size reducers:		N° 2 4' to 6 + n° 1 6' to 8'	
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:		Yes	
6.37	If stern manifold fitted, state size:		101.6 Millimeters	
Cargo Heating				
6.38	Type of cargo heating system?		N. A.	
6.39	If fitted, are all tanks coiled?		Yes / No / N/A	
6.40	If fitted, what is the material of the heating coils:			
6.41	Maximum temperature cargo can be loaded/maintained:		deg Celsius	deg Celsius
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	Epoxy	All
	Ballast tanks:	Yes	Epoxy	All
	Slop tanks:	Yes	Epoxy	All
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:		NITROGEN	
7.3	Is a Crude Oil Washing (COW) installation fitted:		N/A	

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8.	MOORINGS					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		Millimeters		Meters	Metric Tons
	Main deck fwd:		Millimeters		Meters	Metric Tons
	Main deck aft:		Millimeters		Meters	Metric Tons
	Poop deck:		Millimeters		Meters	Metric Tons
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		Millimeters		Meters	Metric Tons
	Main deck fwd:		Millimeters		Meters	Metric Tons
	Main deck aft:		Millimeters		Meters	Metric Tons
	Poop deck:		Millimeters		Meters	Metric Tons
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	36 Millimeters	PP-PE	200 Meters	36 Metric Tons
	Main deck fwd:		Millimeters		Meters	Metric Tons
	Main deck aft:		Millimeters		Meters	Metric Tons
	Poop deck:		36 Millimeters	PP-PE	200 Meters	36 Metric Tons
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		40 Millimeters	PP-PE	200 Meters	38 Metric Tons
	Main deck fwd:		Millimeters		Meters	Metric Tons
	Main deck aft:		Millimeters		Meters	Metric Tons
	Poop deck:		40 Millimeters	PP-PE	200 Meters	38 Metric Tons
8.5	Mooring winches			No.	#Drums	Brake Capacity
	Forecastle:			1	Double	14.8 Metric Tons
	Main deck fwd:				Single, Double, Triple	Metric Tons
	Main deck aft:				Single, Double, Triple	Metric Tons
	Poop deck:			1	Double	14.8 Metric Tons
8.6	Mooring bitts				No.	SWL
	Forecastle:				5	1x50+4x32 Metric tons
	Main deck fwd:				2	32 Metric Tons
	Main deck aft:				2	32 Metric Tons
	Poop deck:				5	1x50+4x32 Metric tons
8.7	Closed chocks type				No.	SWL
	Forecastle:				5	1x50+4x32 Metric tons
	Main deck fwd:				2	32 Metric Tons
	Main deck aft:				2	32 Metric Tons
	Poop deck:				5	1x50+4x32 Metric tons
<b>Emergency Towing System</b>						
8.8	Type / SWL of Emergency Towing system forward:				Double bollard	50 Metric Tons
8.9	Type / SWL of Emergency Towing system aft:				Double bollard	50 Metric Tons
<b>Anchors</b>						
8.10	Number of shackles on port cable:				9	
8.11	Number of shackles on starboard cable:				8	
<b>Escort Tug</b>						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				Metric Tons	50
8.13	What is SWL of bollard on poop deck suitable for escort tug:				50 Metric Tons	

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Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	BHP	kW
8.15	What is brake horse power of stern thruster (if fitted):	BHP	kW
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):	Yes / No / N/A	
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 Tons	
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	Millimeters	
8.22	Distance between the bow fairlead and chain stopper/bracket:	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 / No / N/A	
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	1x2 tons amidships + 1x05 tons astern	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	3.5 Meters	
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):	No	
9.	MISCELLANEOUS		
Engine Room			
9.1	What type of fuel is used for main propulsion?	Marine gasoil	
9.2	What type of fuel is used in the generating plant?	Marine gasoil	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	Cu.Meters	77.40 Cu.Meters Cu.Meters
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed	
Insurance			
9.5	P & I Club - Full Style:	SKULD	
9.6	P & I Club coverage - pollution liability coverage:		
Port State Control			
9.7	Date and place of last Port State Control inspection:		
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:	No	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):		
Vetting			
9.12	Date/Place of last SIRE Inspection:		
9.13	Date/Place of last CDI Inspection:		
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.		