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

1.	**VESSEL DESCRIPTION**			
1.1	Date updated:			
1.2	Vessel's name:		Horizon Thetis	
1.3	IMO number:		9407380	
1.4	Vessel's previous name(s) and date(s) of change:		Not Applicable	
1.5	Date delivered:		05 Jan 2009	
1.6	Builder (where built):		SPP Shipbuilding Co. Ltd , S. Korea	
1.7	Flag:		Liberia	
1.8	Port of Registry:		Monrovia	
1.9	Call sign:		A8RK7	
1.10	Vessel's satcom phone number:		+870 773238572 / 764893345	
	Vessel's fax number:		+870 783255276 / 764893346	
	Vessel's telex number:		463703763	
	Vessel's email address:		horizon.thetis@amosconnect.com	
1.11	Type of vessel:		Oil / Chemical Tanker IMO class 3	
1.12	Type of hull:		Double Hull	
Classification				
1.13	Classification society:		ABS	
1.14	Class notation:		+A1, Oil Carrier, Chemical Carrier, + AMS ,+ ACCU , VEC-L, TCM, FL30, AB-CM, CSR, RES	
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:		3	
1.18	Does the vessel have ice class? If yes, state what level:		NO	
1.19	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		N/A	
1.20	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):		183,052 m Meters	
1.26	Length Between Perpendiculars (LBP):		175,54 m Meters	
1.27	Extreme breadth (Beam):		32,20 m Meters	
1.28	Moulded depth:		19.1 m Meters	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		47.82m	Meters
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		91.18/91.811m	Meters
1.31	Distance bridge front to center of manifold:		59.24m Meters	
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	**33.356 meters**	**47.55 meters**	**59.459 meters**
	Aft to mid-point manifold:	**30.518 meters**	**44.727 meters**	**43.348 meters**
	Parallel body length:	**63.889 meters**	**92.282 meters**	**102.807meters**
1.33	FWA at summer draft / TPC immersion at summer draft:		**293 Millimeters**	**52.01 Metric Tons**
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		**43.672 meters**	
	Normal ballast:		**38.94 meters**	
	At loaded summer deadweight:		**33.284 meters**	
Tonnages				
1.35	Net Tonnage:		13429	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		29828	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		30987.58	26,624.41
1.38	Panama Canal Net Tonnage (PCNT):		24760	

Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.103	12.997	49999	60644.232
	Winter:	6.374	12.726	48501	59150.140
	Tropical:	5.832	13.268	51326	61971.300
	Lightship:	16.470	2.658	----	10.645,232
	Normal Ballast Condition:	11.708	7.420	21.847.493	32.492.725
1.40	Does vessel have multiple SDWT?			NA	
1.41	If yes, what is the maximum assigned deadweight?			NA	

Ownership and Operation		
1.44	Commercial operator - Full style:	**Horizon Tankers Limited SA** 24 Kaningos Street 18534 Piraeus, Greece Tel: +30 210 410 2020 Fax: +30 210 410 2141 Telex: 214121 HZRT Email: operation@horizontankers.gr
1.45	Disponent owner - Full style:	NA

2 Documentation		
2.1	Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable:	YES
2.2	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:	Ex Soviet
3.2	Nationality of Officers:	Ex Soviet
3.3	Nationality of Crew:	Filipino
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Bernhard Schulte Shipmanagement (Hellas) SPLLC, 6-8 Kifisias Avenue, 15125 Marousi, Athens, Greece
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:	Yes
4.2	If Yes, state whether winching or landing area provided:	**Winching**

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's Response Management Inc.** **Tel: +1-985-781-0804(24Hrs)/+1-713-470-1139(24Hrs, alternative)** **Facsimile:+1-985-781-0580** **commancenter@obriensrm.com**
5.3	Oil Spill Response Organization (OSRO) -Full style:	National Response Corporation(NRC) 3500 Sunrise Highway, Suite T 103, Great River, NY 11739, USA Tel:+1-631-224-9141(24Hrs)/+1-800-899-4672 Fax:+1-631-224-9086
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	YES

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**		
Carg	**Tank Capacities**				
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):		Wings 1- 6144.707 Wings 2- 9231.305 Wings 3- 9413.656 Wings 4- 9410.905 Wings 5- 9405.924 Wings 6-8509.824 Wings slps- 1396.26		
6.4	Total cubic capacity (98%, excluding slop tanks):		52116.321 m3		
6.5	Slop tank(s) capacity (98%):		1396.260 m3		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:		99.471 m3		
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?		23027.135	Cu. Meters	
6.9	What percentage of SDWT can vessel maintain with SBT only:		46.98	%	
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)		Yes		
Carg	**Handling**				
6.11	How many grades/products can vessel load/discharge with double valve segregation:		7 grades		
6.12	Maximum loading rate for homogenous cargo per manifold connection:		1520	Cu.M/Hour	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:		4560	Cu.M/Hour	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:		Designed SG = 1.025		
Pumping Systems					
6.15	Pumps:	No.	Type	Capacity	
	Cargo:	12	Framo SD200	600	**Cu.M/Hour**
	Stripping:NA / SLOP PUMP	2	Framo SD150	300	**Cu.M/Hour**
	Eductors: cargo - NA ballast	1	Sea W driven	120	**Cu.M/Hour**
	Ballast:	2	Framo SB300	750	**Cu.M/Hour**
6.16	How many cargo pumps can be run simultaneously at full capacity:		6 pumps		
Cargo	**Control Room**				
6.17	Is ship fitted with a Cargo Control Room (CCR):		Yes / No / N/A	YES	
6.18	Can tank innage / ullage be read from the CCR:		Yes / No / N/A	YES	
Gauging and Sampling					
6.19	Can ship operate under closed conditions in accordance with ISGOTT:		Yes / No / N/A	YES	
6.20	What type of fixed closed tank gauging system is fitted:		Emerson Star Radar		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:		YES. ALL COT'S and RESIDUE		
Vapour Emission Control					
6.22	Is a vapour return system (VRS) fitted:		Yes		
6.23	Number/size of VRS manifolds (per side):		2/2	350Millimeter	
Venting					
6.24	State what type of venting system is fitted:		Individual P/V valves and Mast Riser		
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:		7		
6.27	What is the size of cargo connections:		350 mm		
6.28	What is the material of the manifold:		SUS 316		

Manifold Arrangement			
6.29	Distance between cargo manifold centers:	2000 mm	
6.30	Distance ships rail to manifold:	4600 mm	
6.31	Distance manifold to ships side:	4600 mm	
6.32	Top of rail to center of manifold:	700 mm	
6.33	Distance main deck to center of manifold:	2100 mm	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	13.739 M	8.153 M
6.35	Number / size reducers:	12 pcs : 400 mm to 350 mm (16″x14″) 2 pcs : 400 mm to 200 mm (16″x 8″) 6 pcs: 200 mm to 350 mm (8″x14″) 6 pcs: 250 mm to 350 mm (10″x 14″) 6 pcs: .300 mm to 350 mm (12″x 14″) 1 pc : 200 mm to 200 mm (8″x 8″) 1 pc: .250 mm to 200 mm (10″x 8″) 1 pc : 300 mm to 200 mm (12″x 8″)	
Stern Manifold			
6.36	Is vessel fitted with a stern manifold:	No	
6.37	If stern manifold fitted, state size:	NA Millimeters	
Cargo Heating			
6.38	Type of cargo heating system?	DECK MOUNTED CARGO HEATER	
6.39	If fitted, are all tanks coiled?	Yes / No / N/A	
6.40	If fitted, what is the material of the heating coils:	STAINLESS STEEL (SUS 316 L /AS PER Framo Standard)	
6.41	Maximum temperature cargo can be loaded/maintained:	60 Degrees C	60 Degrees C

Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes / No / N/A	epoxy	
	Ballast tanks:	Yes / No / N/A	epoxy	
	Slop tanks:	Yes / No / N/A	epoxy	
6.43	If fitted, what type of anodes are used:		In ballast tanks fitted/zinc	

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:	Yes

8.	**MOORING**					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	na	Millimeters		Meters	Metric Tons
	Main deck fwd:	na	Millimeters		Meters	Metric Tons
	Main deck aft:	na	Millimeters		Meters	Metric Tons
	Poop deck:	na	Millimeters		Meters	Metric Tons
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	na	Millimeters		Meters	Metric Tons
	Main deck fwd:	na	Millimeters		Meters	Metric Tons
	Main deck aft:	na	Millimeters		Meters	Metric Tons
	Poop deck:	na	Millimeters		Meters	Metric Tons
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	60 Millimeters	Jetflex / Kapa Float (pp/pes mix)	250 Meters	67 Tons
	Main deck fwd:	2	60 Millimeters	Nikasteel (pp/pes mix)	250 Meters	67 Tons
	Main deck aft:	2	60 Millimeters	Jetflex(pp/pes mix	250 Meters	67 Tons
	Poop deck:	4	60 Millimeters	Nikasteel / Jetflex (pp/pes mix)	250 Meters	67 Tons
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength

	spare Forecastle:	4	64 Millimeters	Megaflex (pp/pes 60/40%)	220 Meters	76 Tons
	Main deck fwd:		Millimeters		Meters	Tons
	Main deck aft:		Millimeters		Meters	Tons
	spare Poop deck:	4	64 Millimeters	Megaflex / Kapa Float (pp/pes 60/40%)	220 Meters	69.7 / 76 Tons
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2 combined with winch	Single, Double, Triple	53.6 Tons
	Main deck fwd:			1 double	Single, Double, Triple	53.6 Tons
	Main deck aft:			1 double	Single, Double, Triple	53.6 Tons
	Poop deck:			2 double	Single, Double, Triple	53.6 Tons
8.6	Mooring bitts				No.	SWL
	Forecastle:				2/4=6	51/64 Tons
	Main deck fwd:				4/2	51/64 Tons
	Main deck manifold				4 16 (cross bit)	5 1 Tons 25 Tons
	Main deck aft:				4	51 Tons
	Poop deck:				8	64 Tons
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				1;2/6	200; 64/51 Tons
	Main deck fwd:				2;8	64; 51 Tons
	Main deck manifold				8	25 Tons
	Main deck aft:				4	51 Tons
	Poop deck:				1;4/8	200; 64/51 Tons
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				C-type	200 Tons
8.9	Type / SWL of Emergency Towing system aft:				C-type	200 Tons
Anchors						
8.10	Number of shackles on port cable:				10 1sh - 27.5 m	
8.11	Number of shackles on starboard cable:				11	
Escort Tug						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				360x260	64 Tons
8.13	What is SWL of bollard on poopdeck suitable for escort tug:				64	Tons
Bow/Stern Thruster						
8.14	What is brake horse power of bow thruster (if fitted):				NABHP	kW
8.15	What is brake horse power of stern thruster (if fitted):				NABHP	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)':				Yes	
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 Tons	
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:				76 Millimeters	
8.22	Distance between the bow fairlead and chain stopper/bracket:				3500 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):				Crane; 2;SWL 10t (manifold) /;3t (poop deck)	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:				9.362 Meters	

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?	HFO 380 cST	
9.2	What type of fuel is used in the generating plant?	HFO 380 cST	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	**1301.3 Cu. Meters**	**114.877 Cu. Meters**
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	fixed	
Insurance			
9.5	P & I Club - Full Style:	Skuld - PO box 1376 Vika, N-0114 Oslo, Norway	
9.6	P & I Club coverage - pollution liability coverage:	US$ 1,000,000,000.00	