

<b>1.</b>	<b>VESSEL DESCRIPTION</b>				
1.1	Date updated:				
1.2	Vessel's name:	Amarylis			
1.3	IMO number:	9586722			
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable			
1.5	Date delivered:	Mar 31, 2011			
1.6	Builder (where built):	Samsung Heavy Industries			
1.7	Flag:	Marshall Island			
1.8	Port of Registry:	Majuro			
1.9	Call sign:	V7VX6			
1.10	Vessel's satcom phone number:	+870 773188485			
	Vessel's fax number:	+870 783186463			
	Vessel's telex number:	453836429			
	Vessel's email address:	amarylis@gtships.com			
1.11	Type of vessel:	Oil Tanker			
1.12	Type of hull:	Double Hull			
<b>Classification</b>					
1.13	Classification society:	American Bureau of Shipping			
1.14	Class notation:	+A1(E), Oil Carrier, +AMS, +ACCU, VEC, TCM, AB-CM, CSR, ES, SPMA, POT, RRDA, ESP, UWILD, CPS, CRC, RW			
1.15	If Classification society changed, name of previous society:	N/A			
1.16	If Classification society changed, date of change:	Not Applicable			
1.17	IMO type, if applicable:	Not Applicable			
1.18	Does the vessel have ice class? If yes, state what level:	Not Applicable			
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			
<b>Dimensions</b>					
1.25	Length Over All (LOA):	274.36 Metres			
1.26	Length Between Perpendiculars (LBP):	264.00 Metres			
1.27	Extreme breadth (Beam):	48.00 Metres			
1.28	Moulded depth:	23.20 Metres			
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	51.80 Metres			
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	137.64 Metres	136.75 Metres		
1.31	Distance bridge front to center of manifold:	93.20 Metres			
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:	77.16 Metres	77.16 Metres	77.16 Metres	
	Aft to mid-point manifold:	25.42 Metres	52.07 Metres	77.27 Metres	
	Parallel body length:	102.58 Metres	129.23 Metres	154.43 Metres	
1.33	FWA at summer draft / TPC immersion at summer draft:	382 Millimetres	119.60 Metric Tonnes		
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast		
	Lightship:	48.961 Metres	0.00 Metres		
	Normal ballast: 6.4m / 7.7m / 9.0m	43.292 Metres	0.00 Metres		
	At loaded summer deadweight:	34.775 Metres	0.00 Metres		
<b>Tonnages</b>					
1.35	Net Tonnage:	51,274			
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	81,384	65,186		
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	83,145.01	76,688.88		
1.38	Panama Canal Net Tonnage (PCNT):				
<b>Loadline Information</b>					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.222 Metres	17.025 Metres	158,777 Metric Tonnes	182,857 Metric Tonnes

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

	Winter:	6.576 Metres	16.671 Metres	154,547 Metric Tonnes	178,626 Metric Tonnes
	Tropical:	5.868 Metres	17.379 Metres	163,013 Metric Tonnes	187,092 Metric Tonnes
	Lightship:	20.409 Metres	2.839 Metres		24,079 Metric Tonnes
	Normal Ballast Condition:	15.498 Metres	7.702 Metres	51,157 Metric Tonnes	75,236 Metric Tonnes
1.40	Does vessel have multiple SDWT?			YES	
1.41	If yes, what is the maximum assigned deadweight?			158,777 MT	
<b>Ownership and Operation</b>					
1.42	Commercial operator - Full style:			Horizon Tankers Ltd 24 Kanigos Street GR 185 34 Kastella Piraeus, Greece Tel: + 30 210 410 2020 Fax: +30 210 410 2141 Telex: 214121 HZRT Email: operation@horizontankers.gr	
1.43	Disponent owner - Full style:			N/A	

**2. 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:	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:	Officers: V Ships UK Ltd  Crew: V Ships UK Ltd
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:	Landing

**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:	OBrien Oil Pollution Service, Inc. 186 Princeton-Hightstown Road, Bldg., 3-B, West Windsor, NJ 08550, USA Tel: 1-985-781-0804 Fax: 1-609-275-9444 Email: inquiry@oopsusa.com
5.3	Oil Spill Response Organization (OSRO) -Full style:	National Response Corporation (NRC) 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:	Yes

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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):	Seg#1: 52039 m3 (1W + 4W) Seg#2: 58463.9 m3 (2W + 5W) Seg#3: 56937.8 m3 (3W + 6W)	
6.4	Total cubic capacity (98%, excluding slop tanks):	167,440.80 Cu. Metres	
6.5	Slop tank(s) capacity (98%):	4,635.40 Cu. Metres	
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:		
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?	51,819.40 Cu. Metres	
6.9	What percentage of SDWT can vessel maintain with SBT only:	33.50 %	
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:	4,000 Cu. Metres/Hour	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	12,000 Cu. Metres/Hour	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No	
<b>Pumping Systems</b>			
6.15	Pumps:	No.	Type
	Cargo:	3	Vertical, Single Stage, Double Suction, Centrifugal
	Stripping:	1	Vertical, Duplex, Double Acting, Reciprocating
	Eductors:	1	Venturi, 13 bar driving pressure
	Ballast:	2	Vertical, Single Stage, Double Action, 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:	SAAB TankRadar	
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	400 Millimetres
<b>Venting</b>			
6.24	State what type of venting system is fitted:	PV valve and common mast riser	
<b>Cargo Manifolds</b>			
6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations	Yes	

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	for Oil Tanker Manifolds and Associated Equipment':		
6.26	What is the number of cargo connections per side:	3	
6.27	What is the size of cargo connections:	400 Millimetres	
6.28	What is the material of the manifold:	Cast steel	
<b>Manifold Arrangement</b>			
6.29	Distance between cargo manifold centers:	2,500 Millimetres	
6.30	Distance ships rail to manifold:	4,450 Millimetres	
6.31	Distance manifold to ships side:	4,600 Millimetres	
6.32	Top of rail to center of manifold:	700 Millimetres	
6.33	Distance main deck to center of manifold:	2,100 Millimetres	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	17.627 Metres	8.322 Metres
6.35	Number / size reducers:	3 x 400/300mm (16/12") 3 x 400/250mm (16/10") 3 x 400/200mm (16/8")	
<b>Stern Manifold</b>			
6.36	Is vessel fitted with a stern manifold:	No	
6.37	If stern manifold fitted, state size:		
<b>Cargo Heating</b>			
6.38	Type of cargo heating system?	Heating Coils	
6.39	If fitted, are all tanks coiled?	Yes	
6.40	If fitted, what is the material of the heating coils:	Other	
6.41	Maximum temperature cargo can be loaded/maintained:	65.0 &deg;C / 149.0 &deg;F	65 &deg;C / 149 &deg;F
<b>Tank Coating</b>			
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type To What Extent
	Cargo tanks:	Yes	Polyamide Cured Epoxy All cargo tanks are coated under deck + 2 m below and tank top + 0.5 above. Slop tanks 100 %
	Ballast tanks:	Yes	Polyamide Cured Epoxy 100 %
	Slop tanks:	Yes	Polyamide Cured Epoxy Whole Tank
6.43	If fitted, what type of anodes are used:	Zinc, bolted type	

<b>7.</b>	<b>INERT GAS AND CRUDE OIL WASHING</b>		
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:	Flue Gas	
7.3	Is a Crude Oil Washing (COW) installation fitted:	Yes	

<b>8.</b>	<b>MOORING</b>					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	38 Millimetres	Galvanized steel	200 Metres	99.80 Metric Tonnes
	Main deck fwd:	4	38 Millimetres	Galvanized steel	200 Metres	99.60 Metric Tonnes
	Main deck aft:	2	38 Millimetres	Galvanized steel	200 Metres	99.60 Metric Tonnes
	Poop deck:	6	38 Millimetres	Galvanized steel	200 Metres	99.80 Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	85 Millimetres	Nylon	11 Metres	138 Metric Tonnes
	Main deck fwd:	4	85 Millimetres	Nylon	11 Metres	138 Metric Tonnes
	Main deck aft:	2	85 Millimetres	Nylon	11 Metres	138 Metric Tonnes
	Poop deck:	6	85 Millimetres	Nylon	11 Metres	138 Metric Tonnes
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:			Not Applicable		
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		

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	Poop deck:			Not Applicable		
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:			Not Applicable		
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:			Not Applicable		
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double	57.60 Metric Tonnes
	Main deck fwd:			2	Double	57.60 Metric Tonnes
	Main deck aft:			1	Double	57.60 Metric Tonnes
	Poop deck:			3	Double	57.60 Metric Tonnes
8.6	Mooring bitts				No.	SWL
	Forecastle:				4	71 Metric Tonnes
	Main deck fwd:				2	71 Metric Tonnes
	Main deck aft:				2	71 Metric Tonnes
	Poop deck:				4	71 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				12	71 Metric Tonnes
	Main deck fwd:				6	71 Metric Tonnes
	Main deck aft:				6	71 Metric Tonnes
	Poop deck:				12	71 Metric Tonnes
<b>Emergency Towing System</b>						
8.8	Type / SWL of Emergency Towing system forward:				Chafing chain	350 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:				TankTech Towing Wire	200 Metric Tonnes
<b>Anchors</b>						
8.10	Number of shackles on port cable:					14
8.11	Number of shackles on starboard cable:					13
<b>Escort Tug</b>						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				200 Metric Tonnes	450 x 600 mm
8.13	What is SWL of bollard on poopdeck suitable for escort tug:					71 Metric Tonnes
<b>Bow/Stern Thruster</b>						
8.14	What is brake horse power of bow thruster (if fitted):					0 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):					0 Kilowatt
<b>Single Point Mooring (SPM) Equipment</b>						
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:				2	
8.19	State type of chain stopper(s) fitted:				Tongue type	
8.20	Safe Working Load (SWL) of chain stopper(s):					350 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:					2,700 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:					Yes Not Applicable
<b>Lifting Equipment</b>						
8.24	Derrick / Crane description (Number, SWL and location):				Cranes: 2 x 20 Tonnes, Midship Port and Starboard	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:					7.40 Metres
<b>Ship To Ship Transfer (STS)</b>						
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**

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<b>Engine Room</b>		
9.1	What type of fuel is used for main propulsion?	HFO 380 cSt at 50 deg C
9.2	What type of fuel is used in the generating plant?	HFO 380 cSt at 50 deg C
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	3,849.00 Cu. Metres      260.50 Cu. Metres 0.00 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch
<b>Insurance</b>		
9.5	P & I Club - Full Style:	SKULD Skuld Mutual Protection and Indemnity Association (Bermuda) Ltd. P.O. Box 1376 Vika, N-0114 Oslo Norway Tel: 47-22-00-22-00 Fax: 47-22-42-42-22 Email: osl@skuld.com
9.6	P & I Club coverage - pollution liability coverage:	1000000000 US\$

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