

1.	VESSEL DESCRIPTION				
1.1	Date updated:				
1.2	Vessel's name:	Anemone			
1.3	IMO number:	9586734			
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable			
1.5	Date delivered:	May 30, 2011			
1.6	Builder (where built):	Samsung Heavy Industries Co., Ltd			
1.7	Flag:	Marshall Island			
1.8	Port of Registry:	Majuro			
1.9	Call sign:	V7VX7			
1.10	Vessel's satcom phone number:	+870 773188492			
	Vessel's fax number:	+870 783187337			
	Vessel's telex number:	453836593			
	Vessel's email address:	anemone@gtships.com			
1.11	Type of vessel:	Oil Tanker			
1.12	Type of hull:	Double Hull			
Classification					
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 Description: Double Hull Oil Carrier Additional Notation: 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:	N/A			
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):	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):	137.644 Metres	136.749 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:	44.079 Metres	0.00 Metres		
	At loaded summer deadweight:	34.775 Metres	0.00 Metres		
Tonnages					
1.35	Net Tonnage:	51,274			
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	81,384			
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	83,145	81,873		
1.38	Panama Canal Net Tonnage (PCNT):				
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.222 Metres	17.025 Metres	158,589 Metric	182,856 Metric

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

				Tonnes	Tonnes
	Winter:	6.576 Metres	16.671 Metres	154,359 Metric Tonnes	178,626 Metric Tonnes
	Tropical:	5.868 Metres	17.379 Metres	163,826 Metric Tonnes	187,092 Metric Tonnes
	Lightship:	20.409 Metres	2.839 Metres		24,267 Metric Tonnes
	Normal Ballast Condition:	15.527 Metres	7.721 Metres	53,114 Metric Tonnes	77,381 Metric Tonnes
1.40	Does vessel have multiple SDWT?			Yes	
1.41	If yes, what is the maximum assigned deadweight?			158,589 MT	

Ownership and Operation

1.42	Commercial operator - Full style:	Horizon Tankers Ltd 24 Kaningos Street 18534 Piraeus, Greece Tel: + 30 210 410 2020 Fax: +30 210 410 2141 Telex: 214121 HZRT Email: contact@horizontankers.gr			
1.43	Disponent owner - Full style:				

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:	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:	O'Brien's Response Management Inc. New Jersey Office, 103 Morgan Lane, Suite 103 Plainsboro, NJ 08536, USA Tel: +1 985- 781-0804 Fax: +1 985-781-0580 Email: commandcenter@obriensrm.com Tel: +1-985-781-0804 Fax: +1-985-781-0580 Telex: n/a Email: commandcenter@obriensrm.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: +1 800-899-4672 Fax: +1 631-244-9086 Email: iocdo@nrcc.com

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

		Tel: +1-631-224-9141 (24H) Fax: +1-631-244-9086 Email: iocdo@nrcc.com
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	
Cargo Tank Capacities			
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 56674.8 m3 (COTs 1P/S,4P/S,SL tk P/S (98%)) Seg#2: 58463.8 m3 (COTs 2P/S,5P/S (98%)) Seg#3: 56937.6 m3 (COTs 3P/S,6P/S (98%))	
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	
SBT Vessels			
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	
Cargo Handling			
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	
Pumping Systems			
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:		
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:	SAAB Tank Radar	
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	ALL TANKS	
Vapor Emission Control			

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6.22	Is a vapor return system (VRS) fitted:	Yes	
6.23	Number/size of VRS manifolds (per side):	2	400 Millimetres

Venting

6.24	State what type of venting system is fitted:	PV valve and common mast riser	
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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:	3	
6.27	What is the size of cargo connections:	400 Millimetres	
6.28	What is the material of the manifold:	Cast steel	

Manifold Arrangement

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") 1 x 300/200mm (12/8") 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:		

Cargo Heating

6.38	Type of cargo heating system?		
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 Deg C / 149 Deg F	65 Deg C / 149 Deg F

Tank Coating

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		Whole Tank
6.43	If fitted, what type of anodes are used:	Zinc, bolted type		

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:	Flue Gas	
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:	4	38 Millimetres	Galvanized steel	200 Metres	96.00 Metric Tonnes
	Main deck fwd:	4	38 Millimetres	Galvanized steel	200 Metres	96.00 Metric Tonnes
	Main deck aft:	2	38 Millimetres	Galvanized steel	200 Metres	96.00 Metric Tonnes
	Poop deck:	6	38 Millimetres	Galvanized steel	200 Metres	96.00 Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength

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	Forecastle:	4	85 Millimetres	Nylon	11 Metres	132.00 Metric Tonnes
	Main deck fwd:	4	85 Millimetres	Nylon	11 Metres	132.00 Metric Tonnes
	Main deck aft:	2	85 Millimetres	Nylon	11 Metres	132.00 Metric Tonnes
	Poop deck:	6	85 Millimetres	Nylon	11 Metres	132.00 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		
	Poop deck:			Not Applicable		
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	73 Millimetres	D-FLEX (Polypropylene + Polysteel)	220 Metres	99.70 Metric Tonnes
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:	6	73 Millimetres	D-FLEX (Polypropylene + Polysteel)	220 Metres	99.70 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double Drums	57.60 Metric Tonnes
	Main deck fwd:			2	Double Drums	57.60 Metric Tonnes
	Main deck aft:			1	Double Drums	57.60 Metric Tonnes
	Poop deck:			3	Double Drums	57.60 Metric Tonnes
8.6	Mooring bitts				No.	SWL
	Forecastle:				4	71 Metric Tonnes
	Main deck fwd:				6	71 Metric Tonnes
	Main deck aft:				4	71 Metric Tonnes
	Poop deck:				4	71 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				8	71 Metric Tonnes
	Main deck fwd:				12	71 Metric Tonnes (Four of them SWL 92 Metric Tonnes)
	Main deck aft:				6	71 Metric Tonnes (Two of them SWL 92 Metric Tonnes)
	Poop deck:				12	71 Metric Tonnes
Emergency Towing System						
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
Anchors						
8.10	Number of shackles on port cable:			14		
8.11	Number of shackles on starboard cable:			13		
Escort Tug						
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	
Bow/Stern Thruster						
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		
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:				2	

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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
Lifting Equipment		
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 2 x 20 Tonnes, on the port & stbd side in the middle of the ship
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	7.10 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?	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
Insurance		
9.5	P & I Club - Full Style:	Skuld Skuld Mutual & Indemnity Association (Bermuda) Ltd., P.O. Box 1376 Vika, N-114 Oslo, Norway
9.6	P & I Club coverage - pollution liability coverage:	1000000000 US\$

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