

1.	VESSEL DESCRIPTION		
1.1	Date updated:	08 DECEMBER 2015	
1.2	Vessel's name:	HORIZON EKAVI	
1.3	IMO number:	9404223	
1.4	Vessel's previous name(s) and date(s) of change:	SUPER STAR (05.11.2015)	
1.5	Date delivered:	May 26, 2008	
1.6	Builder (where built):	STX	
1.7	Flag:	Marshall Island	
1.8	Port of Registry:	Majuro	
1.9	Call sign:	V7FH6	
1.10	Vessel's satcom phone number:	+870773935352	
	Vessel's fax number:	+870783929910	
	Vessel's telex number:	453839876	
	Vessel's email address:	Horizon.ekavi@amosconnect.com	
1.11	Type of vessel:	Oil 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 SHIP TYPE 2&3 ESP , BWMP (S+F), CSR, +LMC, UMS, LI, SCM, IGS	
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, n/a	
1.19	Date / place of last dry-dock:	Sep 09, 2013	Balboa, Panama
1.20	Date next dry dock due	Aug 24, 2016	
1.21	Date of last special survey / next survey due:	May 26, 2013	May 25, 2018
1.22	Date of last annual survey:	July 11, 2015	
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):	183 Metres	
1.26	Length Between Perpendiculars (LBP):	175.37 Metres	
1.27	Extreme breadth (Beam):	32.24 Metres	
1.28	Moulded depth:	19.10 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	46 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	94.60 Metres	88.40 Metres
1.31	Distance bridge front to center of manifold:	55.40 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	27.00 Metres	44.00 Metres 44.50 Metres
	Aft to mid-point manifold:	31.00 Metres	47.00 Metres 57.50 Metres
	Parallel body length:	58.00 Metres	91.00 Metres 102 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	295 Millimetres	52 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	43.09 Metres	0 Metres
	Normal ballast:	37.65 Metres	0 Metres
	At loaded summer deadweight:	33.066 Metres	0 Metres
Tonnages			
1.35	Net Tonnage:	13,645	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	29,734	22,539
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	31,136.11	26,876.01

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1.38	Panama Canal Net Tonnage (PCNT):					24,682
Loadline Information						
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement	
	Summer:	6.175 Metres	12.925 Metres	49 999.00 Metric Tonnes	60,278.9Metric Tonnes	
	Winter:	6.175 Metres	12.925 Metres	49 999.00 Metric Tonnes	60,278.9Metric Tonnes	
	Tropical:	6.175 Metres	12.925 Metres	49 999.00 Metric Tonnes	60,278.9Metric Tonnes	
	Lightship:	16.219 Metres	2.91 Metres		10,280 Metric Tonnes	
	Normal Ballast Condition:	11.72 Metres	7.41 Metres	21,427.30 Metric Tonnes	32,327.30 Metric Tonnes	
1.40	Does vessel have multiple SDWT?			Yes		
1.41	If yes, what is the maximum assigned deadweight?			51,099.40 Metric Tonnes		
Ownership and Operation						
1.42	Registered owner - Full style:			GLADE MARITIME Co, Trust Company Of The Marshall Islands LTD. Ajeltake Road Ajeltake Islands,Majuru Republic Of The Marshall Islands MH 96960 Office Phone:+19529843272 Office Fax:+10952040406354		
1.43	Technical operator - Full style:			V.SHIPS UK LTD . THE SKYPARK, 8 ELLIOT PLACE, GLASGOW G3 8EP Tel: + 44 141 243 2435 Fax: +44 141 243 2436 Email: hekavcg@vships.com		
1.44	Commercial operator - Full style:			Horizon Tankers Limited S.A., 24,kanigos str, Kastella. Piraeus 18534 Tel:+302104102020; Fax:+302104102141; E-mail: operation@horizontankers.gr		
1.45	Disponent owner - Full style:					

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Nov 05, 2015	July 11, 2015	May 25, 2018
2.2	Safety Radio Certificate:	Nov 05, 2015	July 11, 2015	May 25, 2018
2.3	Safety Construction Certificate:	Nov 05, 2015	July 11, 2015	May 25, 2018
2.4	Loadline Certificate:	Nov 05, 2015	July 11, 2015	May 25, 2018
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Nov 05, 2015	July 11, 2015	May 25, 2018
2.6	Safety Management Certificate (SMC):	Nov 05, 2015		Oct 18, 2019
2.7	Document of Compliance (DOC):	May 15, 2013	July 08, 2015	Jul 23, 2018
2.8	USCG (specify: COC, LOC or COI): COC	Nov 29, 2014	Nov 29, 2014	Nov 29, 2016
2.9	Civil Liability Convention Certificate (CLC):	Nov 05, 2015		Feb 20, 2016
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Nov 05, 2015		Feb 20, 2016
2.11	U.S. Certificate of Financial Responsibility (COFR):			
2.12	Certificate of Fitness (Chemicals):	Nov 05, 2015	July 11, 2015	May 25, 2018
2.13	Certificate of Fitness (Gas):			
2.14	Certificate of Class:	Nov 05, 2015	July 11, 2015	May 25, 2018

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2.15	International Ship Security Certificate (ISSC):	Nov 05, 2015		Oct 18, 2019
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Nov 05, 2015		May 25, 2018
2.17	International Air Pollution Prevention Certificate (IAPP):	Nov 05, 2015	July 11, 2015	May 25, 2018
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:	Georgia		
3.2	Nationality of Officers:	Russia,Georgian,		
3.3	Nationality of Crew:	Filipino		
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: BGI NOVOROSIYSK, 11B,Khvorostyanskogo Str. Novorossiysk,Krasnodar Region. Russia 353925 Tel:+7 8617 648339; Fax:+7 8617 710087; Crew: PACIFIC OCEAN MANNING INC. 1535, M.ADRIATICO ST., ERMITA, MANILA, PHILIPPINES, 1000. Tel: +632 525 7887 Email: erico.punzalan@vships.com		
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 Oil Pollution services 103 MORGAN LANE, SUITE 103, PLAINSBORO, NJ 08536-3339 USA Tel: +1-985-781-0804 Fax: +1-985-781-0580 Email: commandcenter@oopsusa.com		
5.3	Oil Spill Response Organization (OSRO) -Full style:	National Response Corporation 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:	No		

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):			

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6.4	Total cubic capacity (98%, excluding slop tanks):	52,202.80 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	1,414.80 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?	23,990.40 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	47 %		
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:	7		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	1,400 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	5,040 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12 2	Centrifugal Centrifugal	600 M3/HR 300 M3/HR
	Stripping:			
	Eductors:			
	Ballast:	2	Centrifugal	750 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:	6		
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:	All COT fitted with overfill alarm.		
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:	Yes		
6.23	Number/size of VRS manifolds (per side):	1	300 Millimetres	
Venting				
6.24	State what type of venting system is fitted:	Individual		
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:	400 Millimetres		
6.28	What is the material of the manifold:	SUS 316		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	2,000 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:	4,600 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:	13.80 Metres	7.95 Metres	
6.35	Number / size reducers:	1 x 200/200mm (8/8") 1 x 200/250mm (8/10") 7 x 200/300mm (8/12")		

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		6 x 250/300mm (10/12") 6 x 250/250mm (10/10")		
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?	Heat Exchangers		
6.39	If fitted, are all tanks coiled?	No		
6.40	If fitted, what is the material of the heating coils:	Stainless Steel		
6.41	Maximum temperature cargo can be loaded/maintained:	80.0 °C / 176.0 °F	66 °C / 150.8 °F	
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	EPOXY PURE	Whole Tank
	Ballast tanks:	Yes	Epoxy	Whole Tank
	Slop tanks:	Yes	Epoxy	Whole Tank
6.43	If fitted, what type of anodes are used:	ZINC ANODES / BOLT ON 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:	IG Generator		
7.3	Is a Crude Oil Washing (COW) installation fitted:	N/A		

8.	MOORING					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	32 Millimetres	WIRE G6 X 37 + IWRG	220 Metres	69.90 Metric Tonnes
	Main deck fwd:	4	32 Millimetres	WIRE G6 X 37 + IWRCC	220 Metres	69.90 Metric Tonnes
	Main deck aft:	4	32 Millimetres	WIRE G6 X 37 + IWRG	220 Metres	69.90 Metric Tonnes
	Poop deck:	4	32 Millimetres	WIRE G6 X 37 + IWRG	220 Metres	69.90 Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	70 Millimetres	FIBRE CHEMICAL ROPE	11 Metres	92 Metric Tonnes
	Main deck fwd:	4	70 Millimetres	FIBRE CHEMICAL ROPE	11 Metres	92 Metric Tonnes
	Main deck aft:	4	70 Millimetres	FIBRE CHEMICAL ROPE	11 Metres	92 Metric Tonnes
	Poop deck:	4	70 Millimetres	FIBRE CHEMICAL ROPE	11 Metres	92 Metric Tonnes
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	60 Millimetres	PP/POLYESTER MIXED ROPE+ Chemical Fibre	220 Metres	55.57 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	5	60 Millimetres	PP/POLYESTER MIXED ROPE + Chemical Fibre	220 Metres	55.57 Metric Tonnes
8.5	Mooring winches	No.			# Drums	Brake Capacity
	Forecastle:			2	Double Drums	53.60 Metric Tonnes

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	Main deck fwd:	2	Double Drums	53.60 Metric Tonnes
	Main deck aft:	2	Double Drums	53.60 Metric Tonnes
	Poop deck:	2	Double Drums	53.60 Metric Tonnes
8.6	Mooring bitts		No.	SWL
		Forecastle:	6	67 Metric Tonnes
		Main deck fwd:	6	67 Metric Tonnes
		Main deck aft:	6	67 Metric Tonnes
		Poop deck:	8	67 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type		No.	SWL
		Forecastle:	9	67 Metric Tonnes
		Main deck fwd:	5	67 Metric Tonnes
		Main deck aft:	5	67 Metric Tonnes
		Poop deck:	11	67 Metric Tonnes
Emergency Towing System				
8.8	Type / SWL of Emergency Towing system forward:		TONGUE TYPE	200 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:		KETSP 40A PICK UP TYPE	200 Metric Tonnes
Anchors				
8.10	Number of shackles on port cable:			11
8.11	Number of shackles on starboard cable:			12
Escort Tug				
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:		200 Metric Tonnes	1160 Millimetres
8.13	What is SWL of bollard on poopdeck suitable for escort tug:			200 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:		1	
8.19	State type of chain stopper(s) fitted:		TONGUE TYPE	
8.20	Safe Working Load (SWL) of chain stopper(s):			200 Metric Tonnes
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:			80 Millimetres
8.22	Distance between the bow fairlead and chain stopper/bracket:			3,880 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
Lifting Equipment				
8.24	Derrick / Crane description (Number, SWL and location):		Cranes: 1 x 10 Tonnes, CENTER	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:			8.90 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 380 CST	
9.2	What type of fuel is used in the generating plant?		IFO 380 CST	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:		1,367 Cu. Metres	158.70 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?		Fixed	

Insurance

9.5	P & I Club - Full Style:		UK P&I The Managers Thomas Miller P&I	
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		(Europe)Ltd. 90 Fenchurch street, London EC3M 4ST T+44(0)2072834646 F+44(0)2076219761 Underwriting.ukclub@thomasmiller.com
9.6	P & I Club coverage - pollution liability coverage:	1,000,000,000 US\$
Port State Control		
9.7	Date and place of last Port State Control inspection:	29 OCTOBER 2015 / SANTOS,BRAZIL
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	None
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, NO Grounding: No , NA Serious casualty: No , NA Collision: No , NA
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Last: SBO 2nd: ULSD 3rd: Caustic Soda
9.12	Date/Place Of Last SIRE Inspection:	Aug. 20, 2015 / Vila Do Conde, Brazil
9.13	Date/Place of last CDI Inspection:	May 24, 2015 / Lubuk Gaung, Indonesia
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: <i>* Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	Change of Management. STATOIL will inspect around 22 nd Dec at Mundra.

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