

M.T GOLDEN FAITH / Q88 / Version 3 (21-Mar-2016)

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

1.	VESSEL DESCRIPTION		
1.1	Date updated:	21-Mar-2016	
1.2	Vessel's name:	M.T Golden Faith	
1.3	IMO number:	9131606	
1.4	Vessel's previous name(s) and date(s) of change:	M.T Dendro, 17-May-2012	
1.5	Date delivered:	26/06/1995	
1.6	Builder (where built):	ASL Shipyard Pte Ltd, Singapore	
1.7	Flag:	Singapore	
1.8	Port of Registry:	Singapore	
1.9	Call sign:	9V5151	
1.10	Vessel's satcom phone number:	N.A	
	Vessel's mobile Phone number:	+(65) 8228 2943	
	Vessel's telex number / Inmarsat phone number:	N.A	
	Vessel's email address:	Golden_faith_gdp@yahoo.com.sg	
1.11	Type of vessel:	PRODUCT OIL TANKER	
1.12	Type of hull:	SINGLE HULL	
Classification			
1.13	Classification society:	Germanischer Lloyd	
1.14	Class notation:	100 A5 K (20) ESP T3D10 Oil Tanker, Not suitable for Products with Flash-Point 60 Deg. C and Less	
1.15	If Classification society changed, name of previous society:	American Bureau of Shipping	
1.16	If Classification society changed, date of change:	08-Jun-2005	
1.17	IMO type, if applicable:	NA	
1.18	Does the vessel have ice class? If yes, state what level:	NO	
1.19	Date / place of last dry-dock:	2-June-2015	ST Marine, Shipyard
1.20	Date next dry dock due	2-Dec-2017	
1.21	Date of last special survey / next survey due:	14-Aug-2013	30-Jun-2018
1.22	Date of last annual survey:	2-June-2015	
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	
Dimensions			
1.25	Length Over All (LOA):	75.80 m	
1.26	Length Between Perpendiculars (LBP):	70.80 m	
1.27	Extreme breadth (Beam):	13.80 m	
1.28	Moulded depth:	6.50 m	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	25.80 m	N.A
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	33.80 m	42.00 m
1.31	Distance bridge front to center of manifold:	21.80 m	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	27.61 m	
	Aft to mid-point manifold:	16.64 m	
	Parallel body length:	44.24 m	
1.33	FWA at summer draft / TPC immersion at summer draft:	119 mm	9.36 mm
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	23.40 m	-
	Normal ballast:	-	-
	At loaded summer deadweight:	-	-
Tonnages			
1.35	Net Tonnage:	1112	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	1796	N.A
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	N.A	N.A

1.38	Panama Canal Net Tonnage (PCNT):			N.A	
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.116 M	5.392 M	3476 MT	4465.55 MT
	Winter:	-	-	-	-
	Tropical:	1.004 M	5.504 M	3484 MT	4469 MT
	Lightship:	5.071 M	1.437 M	-	985.62 MT
	Normal Ballast Condition:	4.268 M	2.352 M	754.55 MT	1740.17 MT
1.40	Does vessel have multiple SDWT?			No.	
1.41	If yes, what is the maximum assigned deadweight?			N.A	
Ownership and Operation					
1.42	Registered owner - Full style:			Golden Dendro Pte Ltd 250 Sims Ave # 02-01 SPCS Building Singapore 387513	
1.43	Technical operator - Full style:			Golden Island Petroleum Pte Ltd. 250 Sims Ave # 02-01 SPCS Building Singapore 387513	
1.44	Commercial operator - Full style:			Golden Island Diesel Oil Trading Pte Ltd 250 Sims Ave # 02-01 SPCS Building Singapore 387513	
1.45	Disponent owner - Full style:			N.A	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	2-Jul-2015	2-Jun-2015	30-June-2020
2.2	Safety Radio Certificate:	14-April-2014	23-April-2015	13-April-2019
2.3	Safety Construction Certificate:	2-Jul-2015	2-Jun-2015	30-June-2020
2.4	Loadline Certificate:	16-Oct-2015	-	30-June-2020
2.5	International Oil Pollution Prevention Certificate (IOPPC):	18-Nov-2015	-	30-June-2020
2.6	Safety Management Certificate (SMC):	09-Nov-2012	23-Jun-2015	04-Nov-2017
2.7	Document of Compliance (DOC):	03-June-2013	07-Apr-2015	20-May-2018
2.8	USCG (specify: COC, LOC or COI):	N.A	N.A	N.A
2.9	Civil Liability Convention Certificate (CLC):	12-Feb-2016	N.A	20-Feb-2017
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	15-Feb-2016	N.A	20-Feb-2017
2.11	U.S. Certificate of Financial Responsibility (COFR):	N.A	N.A	N.A
2.12	Certificate of Fitness (Chemicals):	N.A	N.A	N.A
2.13	Certificate of Fitness (Gas):	N.A	N.A	N.A
2.14	Certificate of Class:	1-Jul-2015	-	30-June-2020
2.15	International Ship Security Certificate (ISSC):	12-Nov-2012	23-Jun-2015	04-Nov-2017
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	2-Jul-2015	N.A	30-June-2020
2.17	International Air Pollution Prevention Certificate (IAPP):	2-Jul-2015	2-Jun-2015	30-June-2020

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:	INDONESIAN / MYANMAR
3.2	Nationality of Officers:	MYANMAR
3.3	Nationality of Crew:	INDONESIAN / MYANMAR
3.4	If Officers/Crew employed by a Manning Agency - Full style:	N.A

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:	N/A
4.	HELICOPTERS	
4.1	Can the ship comply with the ICS Helicopter Guidelines:	N/A
4.2	If Yes, state whether winching or landing area provided:	N/A
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:	N.A
5.3	Oil Spill Response Organization (OSRO) -Full style:	N.A
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	N.A
6.	CARGO AND BALLAST HANDLING	
Double Hull Vessels		
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	No
6.2	If Yes, is bulkhead solid or perforated:	N.A
Cargo Tank Capacities		
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	1 P/S + 4 P/S = 1292 m3 2 P/S + 5 P/S = 1628 m3 3 P/S + SLOP TANK = 1052 m3
6.4	Total cubic capacity (98%, excluding slop tanks):	3828 m3
6.5	Slop tank(s) capacity (98%):	144 m3
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	N.A
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	CBT
SBT Vessels		
6.8	What is total capacity of SBT?	N.A
6.9	What percentage of SDWT can vessel maintain with SBT only:	
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)	
Cargo Handling		
6.11	How many grades/products can vessel load/discharge with double valve segregation:	2
6.12	Maximum loading rate for homogenous cargo per manifold connection:	500 m3/hr
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No
Pumping Systems		
6.15	Pumps:	No. Type Capacity
	Cargo:	2 2 x Gear Type 2 x 500 m3/hr
	Stripping:	-
	Eductors:	-
	Ballast:	1 1 x Centrifugal 100 m3/hr
6.16	How many cargo pumps can be run simultaneously at full capacity:	2
Cargo Control Room		
6.17	Is ship fitted with a Cargo Control Room (CCR):	No
6.18	Can tank innage / ullage be read from the CCR:	No
Gauging and Sampling		
6.19	Can ship operate under closed conditions in accordance with ISGOTT:	No
6.20	What type of fixed closed tank gauging system is fitted:	N.A

6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes, all tanks		
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:	No		
6.23	Number/size of VRS manifolds (per side):	N.A	N.A	
Venting				
6.24	State what type of venting system is fitted:	PV Valves		
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:	2		
6.27	What is the size of cargo connections:	10"		
6.28	What is the material of the manifold:	STEEL		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	1220 mm		
6.30	Distance ships rail to manifold:	3000 mm		
6.31	Distance manifold to ships side:	3500 mm		
6.32	Top of rail to center of manifold:	500 mm		
6.33	Distance main deck to center of manifold:	1890 mm		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	6.048 m	3.116 m	
6.35	Number / size reducers:	Various		
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?	NO		
6.39	If fitted, are all tanks coiled?	-		
6.40	If fitted, what is the material of the heating coils:			
6.41	Maximum temperature cargo can be loaded/maintained:	N.A.	N.A	
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:	Only Ballast Tank, Zinc anodes.		

7.	INERT GAS AND CRUDE OIL WASHING			
7.1	Is an Inert Gas System (IGS) fitted:	No		
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	N.A		
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:	0	-	-	-	-
	Main deck fwd:	0	-	-	-	-
	Main deck aft:	0	-	-	-	-
	Poop deck:	0	-	-	-	-
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	-	-	-	-
	Main deck fwd:	0	-	-	-	-
	Main deck aft:	0	-	-	-	-
	Poop deck:	0	-	-	-	-
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength

	Forecastle:	2	7"	Polyester & Polyolefin	220M	60T
	Main deck fwd:		-	-	-	-
	Main deck aft:		-	-	-	-
	Poop deck:	2	7"	Polyester & Polyolefin	220M	60T
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	7"	Polyester & Polyolefin	220M	60T
	Main deck fwd:		-	-	-	-
	Main deck aft:		-	-	-	-
	Poop deck:	2	7"	Polyester & Polyolefin	220M	60T
8.5	Mooring winches	No.			# Drums	Brake Capacity
	Forecastle:	2			2	15T
	Main deck fwd:				-	-
	Main deck aft:				-	-
	Poop deck:	2			2	15T
8.6	Mooring bitts				No.	SWL
	Forecastle:				2	15T
	Main deck fwd:				2	15T
	Main deck aft:				2	15T
	Poop deck:				4	15T
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				-	-
	Main deck fwd:				-	-
	Main deck aft:				-	-
	Poop deck:				-	-
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				N.A	N.A
8.9	Type / SWL of Emergency Towing system aft:				N.A	N.A
Anchors						
8.10	Number of shackles on port cable:					7
8.11	Number of shackles on starboard cable:					7
Escort Tug						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				-	-
8.13	What is SWL of bollard on poopdeck suitable for escort tug:				N.A	
Bow/Stern Thruster						
8.14	What is brake horse power of bow thruster (if fitted):				485 HP	
8.15	What is brake horse power of stern thruster (if fitted):				N.A	N.A
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):				N.A	
8.18	How many chain stopper(s) are fitted:				N.A	
8.19	State type of chain stopper(s) fitted:				N.A	
8.20	Safe Working Load (SWL) of chain stopper(s):				N.A	
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:				N.A	
8.22	Distance between the bow fairlead and chain stopper/bracket:				N.A	
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:				N.A	
Lifting Equipment						
8.24	Derrick / Crane description (Number, SWL and location):				1 x 0.9 MT on main deck	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:				1.5 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):				N.A	

9.	MISCELLANEOUS		
Engine Room			
9.1	What type of fuel is used for main propulsion?	MGO	
9.2	What type of fuel is used in the generating plant?	MGO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	-	70 M3
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	
Insurance			
9.5	P & I Club - Full Style:	THE SHIPOWNERS' MUTUAL PROTECTION AND INDEMNITY ASSOCIATION (LUXEMBOURG) 16 RUE NOTRE-DAME L-2240 LUXEMBOURG.	
9.6	P & I Club coverage - pollution liability coverage:	US \$ 1 Billion	
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:	-	
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:	Pollution: No, Grounding: No , Serious casualty: No, Collision: No,	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	MFO	
Vetting			
9.12	Date/Place of last / Vetting Inspection:	16-Dec-2015 / Horizon 6-Nov-2015 / Horizon 24-Oct-2015 / Horizon 4-Feb-2015 / Singapore, Chevron, SIRE 29-Sep-2014 / Vopak 4-Apr-2014 / Universal 19-Feb-2014, Singapore, Chevron, SIRE 20-Dec-2013 / Horizon - verification 20-Nov-2013 / Universal 4-Nov-2013 / Horizon	
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)*: <i>* Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	Universal / Horizon / Vopak / CHEVRON	