

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

Version 3

1.	VESSEL DESCRIPTION		
1.1	Date updated:	05 th . Oct. 2015	
1.2	Vessel's name:	SAEHAN HARMONIA	
1.3	IMO number:	9175767	
1.4	Vessel's previous name(s) and date(s) of change:	Chem Orion	
1.5	Date delivered:	24th September 1998	
1.6	Builder (where built):	Asakawa Shipbuilding Co., Ltd	
1.7	Flag:	PANAMA	
1.8	Port of Registry:	PANAMA	
1.9	Call sign:	3EOM7	
1.10	Vessel's satcom phone number:	+ 870 773111130	
	Vessel's fax number:		
	Vessel's telex number:	N/A	
	Vessel's email address:	saehanharmonia@sea-one.com	
1.11	Type of vessel:	OIL/CHEMICAL TANKER	
1.12	Type of hull:	DOUBLE HULL	
Classification			
1.13	Classification society:	Korean Register of Shipping	
1.14	Class notation:	KRS1 OIL/CHEMICAL TANKER (DOUBLE HULL)'ESP' (FBC) PRODUCT/II & III 2G /1.90SG (IBC) CLEAN1 VEC2 CHA LI KRM1	
1.15	If Classification society changed, name of previous society:	Nippon Kaiji Kyokai	
1.16	If Classification society changed, date of change:	4 th Jul. 2015	
1.17	IMO type, if applicable:	IMO Class II / III	
1.18	Does the vessel have ice class? If yes, state what level:	No	
1.19	Date / Place of last dry-dock:	22 nd Jul. 2015	Yosu, Korea
1.20	Date next dry dock due	22 nd Jul. 2018	
1.21	Date of last special survey / next survey due:	30 th Jul. 2013	23 rd Sep. 2018
1.22	Date of last annual survey:	22 nd Jul. 2015	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	NA	
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?	NO	
Dimensions			
1.25	Length Over All (LOA):	125.00 m	
1.26	Length Between Perpendiculars (LBP):	117.00 m	
1.27	Extreme breadth (Beam):	18.82 m	
1.28	Moulded depth:	9.90 m	
1.29	Keel to Masthead (KTM)/KTM in collapsed condition (if applicable):	33.65 m	NA
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	62.50 m	62.50 m
1.31	Distance bridge front to center of manifold:	39.70 m	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	24.10 m	28.00 m
	Aft to mid-point manifold:	17.70 m	20.55 m
	Parallel body length:	41.80 m	48.55 m
			Summer Dwt
			30.50 m
			27.55 m
			58.05 m

1.33	FWA at summer draft / TPC immersion at summer draft:	173.00 mm	19.63 m
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mat
	Lightship:	31.52 m	NA m
	Normal ballast:	29.61 m	NA m
	At loaded summer deadweight:	25.89 m	NA m
Tonnages			
1.35	Net Tonnage:		3,254.00 T
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	5,997T	NA
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):		
1.38	Panama Canal Net Tonnage (PCNT):		

Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.16 m	7.76 m	10,306.60 MT	13,621.30 MT
	Winter:	2.32 m	7.60 m	9,990.70 MT	13,305.40 MT
	Tropical:	2.00 m	7.93 m	10,623.80MT	13,938.50 MT
	Lightship:	7.79 m	2.13 m		3,314.70 MT
	Normal Ballast Condition:	5.96 m	3.97 m	3,206.60 MT	6,515.30 MT
1.40	Does vessel have multiple SDWT?				No
1.41	If yes, what is the maximum assigned deadweight?				0.00 MT
Ownership and Operation					
1.42	Registered owner – Full style:			SMC HARMONIA S.A. 60th Floor, BICSA FINANCIAL CENTER, Balboa Avenue, Panama City, Republic of Panama	
1.43	Technical operator – Full style:			SM MANAGEMENT CO., LTD. RM 501, KUKJE O/T, 1147-14, CHORYANG-DONG, DONG-KU, PUSAN, REPUBLIC OF KOREA. Tel: 82-51-469-5944 Fax: 82-51-469-9519 Email: busan@shmarine.co.kr	
1.44	Commercial operator – Full style:			SAEHAN MARINE (OPERATION)CO., LTD. 12TH FLOOR, ANNJAY TOWER 718-2, YEOKSAMDONG, GANGNAM-KU, SEOUL, REPUBLIC OF KOREA Tel:82-2-784-9278 Fax:82-2-785-4684 Email: seoul@shmarine.co.kr	
1.45	Disponent owner – Full style:			SAEHAN MARINE CO., LTD. Tel:82-2-784-9278 Fax:82-2-785-4684 Email: seoul@shmarine.co.kr	

2	CERTIFICATION	Issued	Last Annual Or Intermediate	Expires
2.1	Safety Equipment Certificate:	22-Jul-2015	22-Jul-2015	23-Sep-2018
2.2	Safety Radio Certificate:	04-Jul-2015	22-Jul-2015	23-Sep-2018
2.3	Safety Construction Certificate:	04-Jul-2015	22-Jul-2015	23-Sep-2018
2.4	Loadline Certificate:	04-Jul-2015	22-Jul-2015	23-Sep-2018

2.5	International Oil Pollution Prevention Certificate (IOPP):	22-Jul-2015	22-Jul-2015	23-Sep-2018
2.6	Safety Management Certificate (SMC):	30-Sep-2015		29-Feb-2016
2.7	Document of Compliance (DOC):	18-Aug-2012	28-Aug-2015	07-Aug-2017
2.8	USCG (specify: COC, LOC or COI):	NA	-	NA
2.9	Civil Liability Convention Certificate (CLC):	1-Jul-2015		20-Feb-2016
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	1-Jul-2015		20-Feb-2016
2.11	U.S Certificate of Financial Responsibility (COFR):	NA	-	NA
2.12	Certificate of Fitness (Chemicals):	22-Jul-2015	22-Jul-2015	23-Sep-2018
2.13	Certificate of Fitness (Gas):			
2.14	Certificate of Class:	04-Jul-2015		03-Dec-2015
2.15	International Ship Security Certificate (ISSC):	30-Sep-2015		29-Feb-2016
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	04-Jul-2015		23-Sep-2018
2.17	International Air Pollution Prevention Certificate (IAPP):	22-Jul-2015	22-Jul-2015	23-Sep-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:			Korean
3.2	Nationality of Officers:			Korean
3.3	Nationality of Crew:			Filipino
3.4	If Officers/Crew employed by a Manning Agency – Full style:	SM MANAGEMENT CO., LTD. FIL-SMS Corporation Suite 9 4th Floor Royal Bay Terrace Condominium 465-475 United Nations Avenue, Ermita Manila. Tel.: (632) 523-8739 / 521-6115 Fax: (632) 313-6511 Mobile: (63) 917-529-3844 E-mail: films@films.ph		
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:			No
4.2	If Yes, state whether winching or landing area provided:			NA

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:			No
5.2	Qualified individual (QI) – Full style:			NA
5.3	Oil Spill Response Organization (OSRO)-Full style:			NA

5.4	Has technical operator signed the SCIA / C-TPAT agreement with US Customs concerning drug smuggling:	NA
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6.	CARGO AND BALLAST HANDLING		
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Double Hull Vessels			
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6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	No
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6.2	If Yes, is bulkhead solid or perforated:	NA
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Cargo Tank Capacities			
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6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	1P 375.7 m3 2P 375.6 m3 2S 375.8 m3 3P 350.3 m3 3S 350.2 m3 4P 644.0 m3 5P 350.2 m3 5S 350.3 m3 6P 346.3 m3 6S 346.2 m3 7P 612.5 m3 8P 328.2 m3	1S 364.4 m3 2C 1039.9 m3 3C 1,181.2 m3 4S 643.8 m3 5C 1,181.2 m3 6C 1,182.1 m3 7S 612.1 m3 8S 319.1 m3
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6.4	Total cubic capacity (98%, excluding slop tanks):	11,329.1 m3
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6.5	Slop tank(s) capacity (98%):	0 m3
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6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	NA m3
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6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	SBT
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SBT Vessels			
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6.8	What is total capacity of SBT?	2,996.06 m3
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6.9	What percentage of SDWT can vessel maintain with SBT only:	29.06 %
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6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)	Yes
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Cargo Handling			
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6.11	How many grades/products can vessel load/discharge with double valve Segregation:	20
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6.12	Maximum loading rate for homogenous cargo per manifold connection:	224 Cu.M/Hour (4"-1W,2W,3W,5W,6W,8W) 459 Cu.M/Hour (6"-2C,3C,5C,6C,4W,7W)
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6.13	Maximum loading rate for homogenous cargo loaded simultaneously through All manifolds:	950.00 Cu.M/Hour
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6.14	Are there any cargo tank filing restrictions. If yes, please specify:	No
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Pumping Systems			
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6.15	Pumps:	No.	Type	Capacity
	Cargo:	4	Centrifugal	300 M3/Hour
		4	Centrifugal	260 M3/Hour
		12	Centrifugal	170 M3/Hour
	Stripping:	0		Cu.M/Hour
	Eductors:	0		Cu.M/Hour
	Ballast:	1	Centrifugal	250 Cu.M/Hour

6.16	How many cargo pumps can be run simultaneously at full capacity:	
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Cargo Control Room			
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6.17	Is ship fitted with a Cargo Control Room (CCR):	Yes
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6.18	Can tank innage / ullage be read from the CCR:	Yes
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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:			Float
6.21	Are overfill (high-high) alarms fitted? If yes, indicate whether to all tanks or partial:			All Tanks
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:			Yes
6.23	Number/size of VRS manifolds (per side):	1		150 mm
Venting				
6.24	State what type of venting system is fitted:			Independent High Velocity Venting System
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:			21
6.27	What is the size of cargo connections:			150 mm
6.28	What is the material of the manifold:			Stainless Steel (SUS316L)
Manifold Arrangement				
6.29	Distance between cargo manifold centers:			600 mm
6.30	Distance ships rail to manifold:			2,666 mm
6.31	Distance manifold to ships side:			2,755 mm
6.32	Top of rail to center of manifold:			519 mm
6.33	Distance main deck to center of manifold:			2,180 mm
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	8.23 m		4.51 m
6.35	Number / size reducers:			ANSI 4" X 5" – 1EA ANSI 5" X 6" – 4EA ANSI 6" X 8" – 2EA ANSI 6" X 10" – 2EA ANSI 8" X 10" – 2EA
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:			No
6.37	If stern manifold fitted, state size:			150 mm
Cargo Heating				
6.38	Type of cargo heating system?			Heating coil system
6.39	If fitted, are all tanks coiled?			Yes
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		65 °C
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	No		
	Ballast tanks:	Yes	Tar Epoxy	Whole Tank
	Slop tanks:	No		
6.43	If fitted, what type of anodes are used:			Zinc

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:			
7.3	Is a Crude Oil Washing (COW) installation fitted:			No

8. MOORING						
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 mm		m	MT
	Main deck fwd:	0	0 mm		m	MT
	Main deck aft:	0	0 mm		m	MT
	Poop deck:	0	0 mm		m	MT
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 mm		m	MT
	Main deck fwd:	0	0 mm		m	MT
	Main deck aft:	0	0 mm		m	MT
	Poop deck:	0	0 mm		m	MT
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	56 mm	PP-PE	220 m	61.10 MT
	Main deck fwd:	0	0 mm		m	MT
	Main deck aft:	0	0 mm		m	MT
	Poop deck:	5	56 mm	PP-PE	220 m	61.10 MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	56 mm	PP-PE	220 m	61.10MT
	Main deck fwd:	0	0 mm		M	MT
	Main deck aft:	0	0 mm		M	MT
	Poop deck:	1	56 mm	PP-PE	220 m	61.10 MT
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double Drums	22.50 MT
	Main deck fwd:			0		MT
	Main deck aft:			0		MT
	Poop deck:			3	Double Drums	22.50 MT
8.6	Mooring bitts				No.	SWL
	Forecastle:				6	53 MT
	Main deck fwd:				2	46 MT
	Main deck aft:				2	16.70 MT
	Poop deck:				4	53 MT
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				5	
	Main deck fwd:				4	
	Main deck aft:				4	
	Poop deck:				5	
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				NA Metric Tons	
8.9	Type / SWL of Emergency Towing system aft:				NA Metric Tons	
Anchors						
8.10	Number of shackles on port cable:				9	
8.11	Number of shackles on starboard cable:				9	
Escort Tug						

8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	64 MT	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		53 MT
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	428 bhp	319.16 Kw
8.15	What is brake horse power of stern thruster (if fitted):	0 bhp	0 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)':		No
8.17	Is vessel fitted with chain stopper(s):		No
8.18	How many chain stopper(s) are fitted:		0
8.19	State type of chain stopper(s) fitted:		N/A
8.20	State type of chain stopper(s) of chain stopper(s):		0
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		0
8.22	Distance between the bow fairlead and chain stopper/bracket:		0
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):	Cranes: 1 X 5.00 Tonnes, Hose Crane-Center(Manifold area)	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		2.6 m
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 280cst	
9.2	What type of fuel is used in the generating plant?	MGO	
9.3	Capacity of bunker tanks – IFO and MDO/MGO:	585.77 Cu. Metres	99.36 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	
Insurance			
9.5	P & I Club – Full Style:	The BRITANNIA Club	
9.6	P & I Club coverage –pollution liability coverage:	USD 1,000,000,000	
Port State Control			
9.7	Date and place of last Port State Control inspection:	6 th Aug. 2015 / Rizhao, China	
9.8	Any outstanding deficiencies as reported by any Port Control:	None	
9.9	If yes, provide details:	NA	
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:	No	
9.11	Last three cargoes / charterers / voyages (Last / 2 nd Last / 3 rd Last):		
Vetting			
9.12	Date/Place of last SIRE Inspection:	PETRON :15 th Sep. 2015 / Zhangjiagang, China PETRONAS(NON-SIRE) : 20 th Sep. 2015 / Onsan, Korea	
9.13	Date/Place of last CDI Inspection:	11 th Sep. 2015 / Onsan, Korea	

9.14	Recent Oil company inspection/screenings(To the 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>	None
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