INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88) **Version 4**

1.	**VESSEL DESCRIPTION**			
1.1	Date updated:		Jun 17, 2016	
1.2	Vessel's name (IMO number):		Sks Segura (9326718)	
1.3	Vessel's previous name(s) and date(s) of change:		Not Applicable	
1.4	Date delivered / Builder (where built):		Sep 05, 2007 / HYUNDAI SAMHO HEAVY INDUSTRIES CO. LTD. S286	
1.5	Flag / Port of Registry:		Norway / Bergen	
1.6	Call sign / MMSI:		LACH7 / 258884000	
1.7	Vessel's contact details (satcom/fax/email etc.):		Tel: 870773409862	
			Fax: N/A	
			Email: sks-segura@super-hub.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):		Oil Tanker	
1.9	Type of hull:		Double Hull	
Classification				
1.10	Classification society:		Det Norske Veritas	
1.11	Class notation:		+ 1A1 Tanker for Oil ESP E0 VCS - 2 HMON (1) CLEAN TMON NAUTICUS (NEWBUILDING)	
1.12	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:		No n/a	
1.13	If classification society changed, name of previous and date of change:		,	
1.14	IMO type, if applicable:			
1.15	Does the vessel have ice class? If yes, state what level:		No ,	
1.16	Date / place of last dry-dock:		Jun 24, 2012 / Guangzhou	
1.17	Date next dry dock due / next annual survey due:		Sep 05, 2017	Not Applicable
1.18	Date of last special survey / next special survey due:		Jun 24, 2012	Sep 05, 2017
1.19	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		No ,	
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 Not Applicable	
Dimensions				
1.21	Length overall (LOA):			274.26 m
1.22	Length between perpendiculars (LBP):			264.00 m
1.23	Extreme breadth (Beam):			48.00 m
1.24	Moulded depth:			23.10 m
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:		49.00 m	49 m
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):		138.46 m	135.80 m
1.27	Distance bridge front to center of manifold:			91.75 m
1.28	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	64.39 m	69.64 m	70.88 m
	Aft to mid-point manifold:	32.03 m	47.46 m	64.5 m
	Parallel body length:	73.481 m	118.88 m	135.38 m
1.29	FWA/TPC at summer draft:		3860 mm	117.6 MT
1.30	Constant (excluding fresh water):			MT
1.31	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?		At Berth: 10% of max draft; At shellow waters./canals: 15% of max draft; At open sea: 25% of max draft	
1.32	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast

	Lightship:	46.46 m	0 m
	Normal ballast:	39.26 m	0 m
	At loaded summer deadweight:	33.778 m	0 m
Tonnages			
1.33	Net Tonnage:		51942.00
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	81380.00	64240
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	82237.10	76622.01
1.36	Panama Canal Net Tonnage (PCNT):		0.00
Ownership and Operation			
1.37	Registered owner - Full style:	SKS OBO & Tankers AS, Bergen C/O Kristian Gerhard Jebsen Skipsrederi A/S Folke Bernadottes vei 38, 5147 Fyllingsdalen Bergen, Norway Tel: 47-55 17 51 00 Fax: 47-55 17 53 95 Email: leh@kgjs.no	
1.38	Technical operator - Full style:	Columbia Shipmanagement (Deutschland) GmbH Grosse Elbstrasse 275, 22767 Hamburg Germany Germany Tel: +49 40 361 3040 Fax: +49 40 3613 04550 Email: vetting@csm-d.com Company IMO#: 125283	
1.39	Commercial operator - Full style:	Kristian Gerhard Jebsen Skipsrederi A/S Folke Bernadottes vei 385147 FillingsdalenBergen, NorwayUnated Kingdom Tel: 47 55 62 4300 Fax: 47 55 62 4310 Email: sks.segura.operations@skstankers.com Web: www.skstankers.com	
1.40	Disponent owner - Full style:	SKS Tankers Ltd. Par la ville place, 14 par la ville road. Hamilton. hm11 Bermuda	

2.	**CERTIFICATION**	**Issued**	**Last Annual**	**Expires**
2.1	Safety Equipment Certificate (SEC):	Dec 03, 2015	Dec 03, 2015	Sep 05, 2017
2.2	Safety Radio Certificate (SRC):	Aug 13, 2012	Dec 03, 2015	Sep 05, 2017
2.3	Safety Construction Certificate (SCC):	Aug 13, 2012	Dec 03, 2015	Sep 05, 2017
2.4	International Loadline Certificate (ILC):	Aug 13, 2012	Nov 23, 2013	Sep 05, 2017
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Aug 13, 2012	Dec 03, 2015	Sep 05, 2017
2.6	ISM Safety Management Certificate (SMC):	Feb 05, 2013	Jan 07, 2016	Mar 14, 2018
2.7	Document of Compliance (DOC):	Dec 22, 2011	Jan 27, 2016	Nov 28, 2016
2.8	USCG Certificate of Compliance (COC):	Sep 30, 2014	Sep 30, 2015	Sep 30, 2016
2.9	Civil Liability Convention (CLC) 1992 Certificate:	Jan 15, 2016	Not Applicable	Feb 20, 2017
2.10	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 20, 2016	Not Applicable	Feb 20, 2017
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate:	Not Applicable	Not Applicable	Not Applicable
2.12	U.S. Certificate of Financial Responsibility (COFR):	Dec 19, 2014	Not Applicable	Dec 19, 2017
2.13	Certificate of Class (COC):	Aug 13, 2012	Dec 03, 2015	Sep 05, 2017
2.14	International Sewage Pollution Prevention Certificate (ISPPC)	Aug 13, 2012	Not Applicable	Sep 05, 2017
2.15	Certificate of Fitness (COF):			Not Applicable
2.16	International Energy Efficiency Certificate (IEEC):		Not Applicable	Not Applicable
2.17	International Ship Security Certificate (ISSC):	Dec 21, 2012	Feb 20, 2016	Mar 14, 2018

2.18	International Air Pollution Prevention Certificate (IAPPC):	Aug 13, 2012	Nov 07, 2014	Sep 05, 2017
2.19	Maritime Labour Certificate (MLC):		Not Applicable	
Documentation				
2.20	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:		Yes	
2.21	Does vessel have in place a Drug and Alcohol Policy complying with OCIMF guidelines for Control of Drugs and Alcohol Onboard Ship?			
2.22	Is the ITF Special Agreement on board (if applicable)?		N/A	
2.23	ITF Blue Card expiry date:		Not Applicable	

3.	**CREW**	
3.1	Nationality of Master:	Russian
3.2	Number and Nationality of Officers:	9 Russian, Ukrainian, Latvian, Latvian Alien
3.3	Number and Nationality of Crew:	12 Latvian, Ukrainian, Russian.
3.4	What is the common working language onboard:	English
3.5	Do officers speak and understand English:	Yes
3.6	If Officers/Crew employed by a Manning Agency - Full style:	Officers: C/o Columbia Shipmanagement (Deutschland) GmbH Grosse Elbstrasse 275,22767 Hamburg , Germany Tel: +49 40 361 3040 Fax: +49 40 361 604 550 Email: vetting@csm-d.com Crew: C/o Columbia Shipmanagement (Deutschland) GmbH Grosse Elbstrasse 275, 22767 Hamburg , Germany Tel: +49 40 361 3040 Fax: +49 40 361 604 550 Email: vetting@csm-d.com

4.	**FOR USA CALLS**	
4.1	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter?	Yes
4.2	Qualified individual (QI) - Full style:	O'Brien's Oil Pollution Service O'BRIEN'S RESPONSE MANAGEMENT New Jersey Office 103 MORGAN LANE, SUITE 103 Plainsboro, NJ 08536, USA Telephone: +1-609-275-9600 (During Normal Business Hours, Monday - Friday) Email: vrp@wittobriens.com Tel: +1-985-781-0804 Fax: n/a Telex: N/A Email: commandcenter@wittobriens.com
4.3	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 9141 (24HR Fax: 1 631 224 9086 Email: iocdo@nrcc.com

5.	**CARGO AND BALLAST HANDLING**	
Double Hull Vessels		
5.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:	Yes , Solid

Loadline Information					
5.2	Loadline	Freeboard	Draft	Deadweight	Displacement

	Summer:	6.069 m	17.072 m	158784 MT	182682 MT
	Winter:	6.424 m	16.717 m	154589 MT	178477 MT
	Tropical:	5.714 m	17.427 m	162980 MT	186968 MT
	Lightship:	20.60 m	2.54 m	Not Applicable	23888.00 MT
	Normal Ballast Condition:	15.40 m	7.74 m	52098.80 MT	75986.80 MT
5.3	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			Yes	
Cargo Tank Capacities					
5.4	Number of cargo tanks and total cubic capacity (98%):				167532 m3
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):				
5.6	Number of slop tanks and total cubic capacity (98%):				3505.3 m3
5.7	Specify segregations which slops tanks belong to and their capacity with double valve:				
5.8	Residual/Retention oil tank(s) capacity (98%), if applicable:				m3
5.9	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):			SBT	
SBT Vessels					
5.10	What is total SBT capacity and percentage of SDWT vessel can maintain?			55580.20 m3	35 %
5.11	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:			Yes	
Cargo Handling and Pumping Systems					
5.12	How many grades/products can vessel load/discharge with double valve segregation:				3
5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:			N/A N/A	
5.14	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	3	Centrifugal	4000 M3/HR	135 Meters 135 Meters 135 Meters
	Cargo Eductors:	1	Cargo	740 m3/hr	26 m
	Stripping:	1	Reciprocating	300 m3/hr	135 m
	Ballast Pumps:	2	Centrifugal	2500 m3/hr	35 m
	Ballast Eductors:	1	Other	400 m3/hr	14 m
5.15	Max loading rate for homogenous cargo per manifold connection:				5666 m3/hr
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:				17000.00 m3/hr
5.17	How many cargo pumps can be run simultaneously at full capacity:				3
Cargo Control Room					
5.18	Is ship fitted with a Cargo Control Room (CCR)?			Yes	
5.19	Can tank innage / ullage be read from the CCR?			Yes	
Gauging and Sampling					
5.20	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?			Yes	
5.21	What type of fixed closed tank gauging system is fitted:			Radar	
5.22	Number of portable gauging units (example- MMC) on board:				4
5.23	Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial:			Yes , All	
5.24	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:			,	
5.25	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:			Yes ,	

Vapor Emission Control System (VECS)					
5.26	Is a Vapour Emission Control System (VECS) fitted?		Yes		
5.27	Number/size of VECS manifolds (per side):		2	406.4 mm	
5.28	Number / size / type of VECS reducers:				
Venting					
5.29	State what type of venting system is fitted:		P/V VALVES; MAS TRISER		
Cargo Manifolds and Reducers					
5.30	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?		Yes		
5.31	Total number / size of cargo manifold connections on each side:		3 / 600 mm		
5.32	What type of valves are fitted at manifold:		Butterfly		
5.33	What is the material/rating of the manifold:		STEEL /		
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:				
5.35	Distance between cargo manifold centers:		2500.00 mm		
5.36	Distance ships rail to manifold:		4600.00 mm		
5.37	Distance manifold to ships side:		4600.00 mm		
5.38	Top of rail to center of manifold:		700.00 mm		
5.39	Distance main deck to center of manifold:		2100.00 mm		
5.40	Spill tank grating to center of manifold:		1000.00 mm		
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:		17.47 m	8.925 m	
5.42	Number / size / type of reducers:		3 x 609.6/203.2mm (24/8") 3 x 609.6/254mm (24/10") 3 x 609.6/304.8mm (24/12") 6 x 609.6/406.4mm (24/16") 3 x 609.6/508mm (24/20") ANSI		
5.43	Is vessel fitted with a stern manifold? If yes, state size:		No , 0.00 mm		
Heating					
5.44	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material	
	Cargo tanks:	Grid type	Yes	SS	
	Slop tanks:				
5.45	Maximum temperature cargo can be loaded / maintained:		66.0 Â°C / 150.8 Â°F	66 Â°C / 150.8 Â°F	
5.46	Minimum temperature cargo can be loaded / maintained:				
Coating / Anodes					
5.47	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	EPOXY	Whole Tank	No
	Ballast tanks:	Yes	Epoxy	Whole Tank	No
	Slop tanks:	Yes	Epoxy	Whole Tank	
6.	**INERT GAS AND CRUDE OIL WASHING**				
6.1	Is a Crude Oil Washing (COW) installation fitted / operational?		Yes /		
6.2	Is an Inert Gas System (IGS) fitted / operational?		Yes / Yes		
6.3	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:		Flue Gas		
7.	**MOORING**				
7.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	38.00 mm	GALVANIZED STEEL	300.00 m	94.00 MT

	Main deck fwd:	4	38.00 mm	GALVANIZED STEEL	300.00 m	94.00 MT
	Main deck aft:	2	38.00 mm	GALVANIZED STEEL	300.00 m	94.00 MT
	Poop deck:	6	38.00 mm	GALVANIZED STEEL	300.00 m	94.00 MT
7.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	88.00 mm	PP/PE+PES	11.00 m	121.00 MT
	Main deck fwd:	4	88.00 mm	MAXIFLEX	11.00 m	125.00 MT
	Main deck aft:	2	80.00 mm	PP/PE+PES	11.00 m	121.00 MT
	Poop deck:	6	88.00 mm	MAXIFLEX	11.00 m	125.00 MT
7.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0.00 mm		0.00 m	0.00 MT
	Main deck fwd:	0	0.00 mm		0.00 m	0.00 MT
	Main deck aft:	0	0.00 mm		0.00 m	0.00 MT
	Poop deck:	0	0.00 mm		0.00 m	0.00 MT
7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	72.00 mm	MEGAFLEX	220.00 m	95.00 MT
	Main deck fwd:	0	0.00 mm		0.00 m	0.00 MT
	Main deck aft:	0	0.00 mm		0.00 m	0.00 MT
	Poop deck:	3	72.00 mm	MEGAFLEX	220.00 m	95.00 MT
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	56.40 MT	
	Main deck fwd:	2	Double Drums	Hydraulic	56.40 MT	
	Main deck aft:	1	Double Drums	Hydraulic	56.40 MT	
	Poop deck:	3	Double Drums	Hydraulic	56.40 MT	
7.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		3	112 MT	6	75.2 MT
	Main deck fwd:		6	112 MT	8	75.2 MT
	Main deck aft:		4	112 MT	8	75.2 MT
	Poop deck:		4	112 MT	12	75.2 MT
Anchors/Emergency Towing System						
7.7	Number of shackles on port / starboard cable:				13 / 14	
7.8	Type / SWL of Emergency Towing system forward:				Chain stopper	200 MT
7.9	Type / SWL of Emergency Towing system aft:				Pick up gear	200 MT
Escort Tug						
7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:				600	200.00 MT
7.11	What is SWL of bollard on poop deck suitable for escort tug:					200.00 MT
Bow/Stern Thruster						
7.12	What is brake horse power of bow thruster (if fitted):				No , 0.00 bhp	
7.13	What is brake horse power of bow thruster (if fitted):				No , 0.00 bhp	
Single Point Mooring (SPM) Equipment						
7.14	Does the vessel meet the recommendations in the latest edition of OCIMF 'Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings (SPM)'?					
7.15	If fitted, how many chain stoppers:				2	
7.16	State type / SWL of chain stopper(s):				Tonque chain stopper	200.00 MT
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:					76.00 mm

7.18	Distance between the bow fairlead and chain stopper/bracket:		2850.00 mm	
7.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:		Yes 0	
Lifting Equipment				
7.20	Derrick / Crane description (Number, SWL and location):		Cranes: 1 x 15.00 Tonnes Center	
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:		7.50 m	
Ship To Ship Transfer (STS) / Helicopter Operations				
7.22	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquified Gas, as applicable)?		Yes	
7.23	Can the ship comply with the ICS Helicopter Guidelines? If Yes, state whether winching or landing area provided and diameter of the circle provided:		Yes , 13.00 m	
8.	**MISCELLANEOUS**			
Engine				
8.1	Speed		Maximum	Economic
	Ballast speed:		Kts (WSNP)	Kts (WSNP)
	Laden speed:		Kts (WSNP)	Kts (WSNP)
8.2	What type of fuel is used for main propulsion?		IFO 380 cst	IFO
8.3	Type / Capacity of bunker tanks:		Fuel Oil: 4129.6 m3 Diesel Oil: m3 Gas Oil: 1115.7 m3	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):		No	
8.5	Engines	No	Capacity	Make/Type
	Main engine:		Kw	
	Aux engine:	3	Kw	
	Power packs:		m3	
	Boilers:	2	35.00 MT/Hr	
Emissions				
8.6	Main engine IMO NOx emission standard:			
8.7	Energy Efficiency Design Index (EEDI) rating number:		3.29	
Insurance				
8.8	P & I Club - Full Style:	GARD Gard P. & I. (Bermuda) Ltd. Norwegian Branch Trott & Duncan Building 17A Brunswick Street Hamilton HM10 Bermuda Tel: +47 37 01 91 00 Fax: +47 55 17 40 01		
8.9	P & I Club pollution liability coverage / expiration date:		1000000000 US$	Feb 20, 2017
8.10	Hull & Machinery insured by - Full Style:			
8.11	Hull & Machinery insured value / expiration date:		US$	
Recent Operational History				
8.12	Date and place of last Port State Control inspection:		Jan 07, 2016 / Wilhelmshaven	
8.13	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:		No N/A	
8.14	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 , Casualty: No , Collision: No ,	
8.15	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):			
8.16	Date/place of last STS operation:		29SEP2015 / Galveston Offshore	
Vetting				

8.17	Date of last SIRE inspection:	Mar 05, 2016
8.18	Date of last CDI inspection:	Not Applicable
8.19	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: **"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.*	LUKOIL, REPSOL, TOTAL, BP, STATOIL, CHEVRON, BHP-RIGHTSHIP, EXXONMOBIL (IMT), INEOS, SHELL
Additional Information		
8.20	Additional information relating to features of the ship or operational characteristics:	
		Version 4 (INTERTANKO / Q88.com)