

**INTERTANKO CHARTERING QUESTIONNAIRE 88 - OIL (Ver. 5) ([Edit](#))**

<b>1. GENERAL INFORMATION</b>			
1.1	Date updated:	<b>Apr 27, 2021</b>	
1.2	Vessel's name (IMO number):	Crude Zephyrus (9899375)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered / Builder (where built):	Jun 30, 2021 / NEW TIMES SHIPBUILDING CO LTD	
1.5	Flag / Port of Registry:	Liberia / Monrovia	
1.6	Call sign / MMSI:	5LAG5 / 636020694	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: Fax: Email:	
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	
<b>Ownership and Operation</b>			
1.10	Registered owner - Full style:	Kallisti Shipping Company 80 Broad Street, Monrovia , Liberia C/O Metrostar Management Corp. Blueand Centre, 6-8 Agisilaou Street, 5th Floor, GR 151.23 Maroussi, Athens, Greece. Liberia Tel: +30 2103210210 Fax: +30 2103212687 Telex: N/A Email: tech@metrostar.gr	
1.11	Technical operator - Full style:	V.Ships UK Ltd The Skypark, 8 Elliot Place , Glasgow , G3 8EP , United Kingdom United Kingdom Tel: +44 141 243 2435 Fax: +44 141 243 2436 Telex: N/A Email: contact@vships.com Company IMO#: 0758614	
1.12	Commercial operator - Full style:		
1.13	Disponent owner - Full style:		
<b>Insurance</b>			
1.14	P & I Club - Full Style:	GARD P&I (BERMUDA) LTD Gard Services AS P & I (Bermuda) Kittelsbuktveien 31 4836 Arendal, Norway Tel: +47 90 524100 Fax: +47 37 024810 Email: companymail@gard.no	
1.15	P & I Club pollution liability coverage / expiration date:	1,000,000,000 US\$	Feb 20, 2022
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	V.SCOPE RISK MANAGEMENT Ltd. 1st Floor, 63 Queen Victoria Street, London. EC4N 4UA. United Kingdom. Tel: +44 20 7332 8549	
1.17	Hull & Machinery insured value / expiration date:	US\$	
<b>Classification</b>			

1.18	Classification society:		American Bureau of Shipping		
1.19	Class notation:		A1(E) - Oil Carrier, ESP, CSR, AB-CM, CRC, UWILD, SPMA, VEC-L, CPS, ENVIRO, BWT, GP,RRDA,ETA,COW AMS, ACCU, IGS, TCM, NBLES		
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:		No		
1.21	If classification society changed, name of previous and date of change:		, Not Applicable		
1.22	Does the vessel have ice class? If yes, state what level:		No,		
1.23	Date / place of last dry-dock:		/		
1.24	Date next dry dock due / next annual survey due:		Jun 29, 2026		
1.25	Date of last special survey / next special survey due:		Jun 29, 2026		
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		No,		
Dimensions					
1.27	Length overall (LOA):		274.30 m		
1.28	Length between perpendiculars (LBP):		269.90 m		
1.29	Extreme breadth (Beam):		48.00 m		
1.30	Moulded depth:		23.20 m		
1.31	Keel to masthead (KTM) / Keel to masthead (KTM) in collapsed condition, if applicable:		50.00 m	m	
1.32	Distance bridge front to center of manifold:		94.44 m		
1.33	Bow to center manifold (BCM) / Stern to center manifold (SCM):		134.76 m	139.54 m	
1.34	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:	59.59 m	77.69 m	87.43 m	
	Aft to mid-point manifold:	28.46 m	49.52 m	71.97 m	
	Parallel body length:	88.05 m	127.21 m	159.40 m	
Tonnages					
1.35	Net Tonnage:		41,470.00		
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		82,940.00		
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:	6.05 m	17.15 m	156,550.30 MT	183,750.30 MT
	Winter:	6.41 m	16.79 m	152,170.30 MT	179,370.30 MT
	Tropical:	5.70 m	17.50 m	160,819.80 MT	188,019.80 MT
	Lightship:	19.96 m	3.24 m	Not Applicable	27,200.00 MT
	Normal Ballast Condition:	15.31 m	7.89 m	48,507.40 MT	75,707.40 MT
	Segregated Ballast Condition:	1,513.00 m	8.08 m	50,797.10 MT	77,997.10 MT

1.40	FWA/TPC at summer draft:			377.00 mm	121.80 MT
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			Yes	
1.42	Constant (excluding fresh water):			80 MT	
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?			Open Sea Dynamic = 50% of Static Draft Restricted Dynamic= 10% of Static Draft At Anchor = 10% of Static Draft CatZoc B Dynamic = 15% Of Static Draft CatZoc <B Dynamic =25% of Static Draft Alongside :1,5% Of Ships Beam SBM/CBM :10% of Static Draft	
1.44	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Summer deadweight:			32.85 m	0 m
	Normal ballast:			40.70 m	0 m
	Lightship:			46.76 m	0 m
2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	Jun 30, 2021	Not Applicable		Jun 29, 2026
2.2	Safety Radio Certificate (SRC):	Jun 30, 2021	Not Applicable		Jun 29, 2026
2.3	Safety Construction Certificate (SCC):	Jun 30, 2021	Not Applicable		Jun 29, 2026
2.4	International Loadline Certificate (ILC):	Jun 30, 2021	Not Applicable		Jun 29, 2026
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jun 30, 2021	Not Applicable		Jun 29, 2026
2.6	International Ship Security Certificate (ISSC):	Jun 30, 2021	Not Applicable	Not Applicable	Not Applicable
2.7	Maritime Labour Certificate (MLC):	May 30, 2021	Not Applicable		
2.8	ISM Safety Management Certificate (SMC):	Jun 30, 2021	Not Applicable	Not Applicable	Not Applicable
2.9	Document of Compliance (DOC):	Jun 18, 2018	Sep 17, 2020		Jul 23, 2023
2.10	USCG Certificate of Compliance (USCGCOC):		Not Applicable	Not Applicable	
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Jun 30, 2021	Not Applicable	Not Applicable	Feb 20, 2022
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Jun 30, 2021	Not Applicable	Not Applicable	Feb 20, 2022
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Jun 30, 2021	Not Applicable	Not Applicable	Feb 20, 2022
2.14	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable	Not Applicable	Not Applicable	
2.15	Certificate of Class (COC):	Jun 30, 2021	Not Applicable		
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jun 30, 2021	Not Applicable	Not Applicable	

2.17	Certificate of Fitness (COF):	Not Applicable			
2.18	International Energy Efficiency Certificate (IEEC):	Jun 30, 2021	Not Applicable	Not Applicable	Not Applicable
2.19	International Air Pollution Prevention Certificate (IAPPC):	Jun 30, 2021			
<b>Documentation</b>					
2.20	Owner warrant that vessel is member of ITOFF 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?			Yes	
2.22	Is the ITF Special Agreement on board (if applicable)?				
2.23	ITF Blue Card expiry date (if applicable):				
<b>3. CREW</b>					
3.1	Nationality of Master:				
3.2	Number and nationality of Officers:			9	
3.3	Number and nationality of Crew:			13	Georgian
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:			<p><b>Officers:</b>  BGI Novorossiysk  11B Khvorostyanskigo str, Novorossiysk, Krasnodar region, 353900, Russia  Tel: +78617710083  Fax: +78617710087  Telex: N/A  Email: dmitriy.ivaschenko@baltic-crew.com</p> <p><b>Crew:</b>  Tel: +7 8617 710083  Fax: +7 8617 710087  Email: dmitriy.ivaschenko@baltic-crew.com</p>	
<b>4. FOR USA CALLS</b>					
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 818 Town and Country Blvd., Suite 200 Houston, TX 77024, USA Tel: +1-281-606-4854/+1-2 Email: inquiry@wittobriens.com/commandcenter@wittobriens	
4.3	Oil Spill Response Organization (OSRO) - Full style:			National Response Corporation 3500 Sunrise Highway Great River, New York 11739, USA Tel: +1-631-224-9141 Fax: +1-631-224-9086 / 22 Email: iocdo@nrcc.com	
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:			DONJON-SMIT,LLC 15402 Vantage Parkway East,Suite 316,Houston,TX 77032-1966,USA Tel: +1 703 299-0081 Fax: +1 703 299-0085 Email: admin@donjon-smit.com Web: www.donjon-smit.com	

<b>5. SAFETY/HELICOPTER</b>					
5.1	Is the vessel operated under a Quality Management System? If Yes, what type of system? (ISO9001 or IMO Resolution A.741(18) as amended):			Yes IMO Resolution A.741(18)	
5.2	Can the ship comply with the ICS Helicopter Guidelines?			Yes	
5.2.1	If Yes, state whether winching or landing area provided:			Landing	
5.2.2	If Yes, what is the diameter of the circle provided:			14.00 m	
<b>6. COATING/ANODES</b>					
<b>Tank Coating</b>					
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Epoxy	Top and bottom of cargo tanks, whole of slop tanks	No
	Ballast tanks:	Yes	Epoxy	Whole Tank	No
	Slop tanks:	Yes	Epoxy	Whole Tank	No
<b>7. BALLAST</b>					
7.1	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	2,500 m3/hr	35 m
	Ballast Eductors:	2	Eductor	400 m3/hr	20 m
<b>8. CARGO-OIL</b>					
<b>Double Hull Vessels</b>					
8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:			Yes, Solid	
<b>Cargo Tank Capacities</b>					
8.2	Number of cargo tanks and total cubic capacity (98%):			12	166,006 m3
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):			Group No 1 - 1w,4w, SLS – 55,043 m3 (98%) Group No 2 - 2w,5w, SLP – 60,254 m3 (98%) Group No 3 - 3w,6w – 55,052 m3 (98%)	
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):			N/A	
8.3	Number of slop tanks and total cubic capacity (98%):			2	4,343.20 m3
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:			Group No 1 – Slop Stbd - 2171.6 m3 (98%) Group No 2 - Slop Port – 2171.6 m3 (98%)	
8.3.2	Residual/Retention oil tank(s) capacity (98%), if applicable:			m3	
<b>SBT Vessels</b>					
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?			50,859.70 m3	32.50 %
8.3.4	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:			Yes	

Cargo Handling and Pumping Systems			
8.4	How many grades/products can vessel load/discharge with double valve segregation:	3	
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:		
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:	5,600 m3/hr	5,600 m3/hr
	Loaded simultaneously through all manifolds:	16,800 m3/hr	16,800.00 m3/hr
Cargo Control Room			
8.7	Is ship fitted with a Cargo Control Room (CCR)?	Yes	
8.8	Can tank innage / ullage be read from the CCR?	Yes	
Gauging and Sampling			
8.9	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:	Yes,	
	What type of fixed closed tank gauging system is fitted:	Radar	
	Are high level alarms fitted to the cargo tanks? If Yes, indicate whether to all tanks or partial:	Yes, All	
8.9.1	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?	Yes	
8.9.2	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:	Yes, Hermetic Ullage point (center) + 3 x 25mm hermetic gauging points (aft, centre, forward)	
8.10	Number of portable gauging units (example- MMC) on board:	3	
Vapor Emission Control System (VECS)			
8.11	Is a Vapour Emission Control System (VECS) fitted?	Yes	
8.12	Number/size of VECS manifolds (per side):	2	400 mm
8.13	Number / size / type of VECS reducers:		
Venting			
8.14	State what type of venting system is fitted:	Common mast riser, Common IGS line, Individual P/V valves for each tank	
Cargo Manifolds and Reducers			
8.15	Total number / size of cargo manifold connections on each side:	4 / 500.00 mm	
8.16	What type of valves are fitted at manifold:	Manual Butterfly	
8.17	What is the material/rating of the manifold:	Steel / ANSI	
8.17.1	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?	Yes	
8.18	Distance between cargo manifold centers:	2,500.00 mm	
8.19	Distance ships rail to manifold:	mm	
8.20	Distance manifold to ships side:	4,600.00 mm	
8.21	Top of rail to center of manifold:	700.00 mm	
8.22	Distance main deck to center of manifold:	2,100.00 mm	

8.23	Spill tank grating to center of manifold:	900.00 mm
8.24	Manifold height above the waterline in normal ballast / at SDWT condition:	17.41 m 8.15 m
8.25	Number / size / type of reducers:	4 x 600/500mm (24/20") 8 x 600/400mm (24/16") 4 x 600/300mm (24/12") 4 x 600/250mm (24/10") 4 x 600/200mm (24/8") ANSI
8.26	Is vessel fitted with a stern manifold? If yes, state size:	No, mm

**Heating**

8.27	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo Tanks	Steam Heating Coils	Yes	SS
	Slop Tanks:	Steam Heating Coils	Yes	Stainless Steel
8.28	Maximum temperature cargo can be loaded / maintained:		76.0 °C / 168.8 °F	57 °C / 134.6 °F
8.28.1	Minimum temperature cargo can be loaded / maintained:		0.0 °C / 32.0 °F	0.0 °C / 32.0 °F

**Inert Gas and Crude Oil Washing**

8.29	Is an Inert Gas System (IGS) fitted / operational?	Yes / Yes
8.29.1	Is a Crude Oil Washing (COW) installation fitted / operational?	Yes / Yes
8.30	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	Flue Gas

**Cargo Pumps**

8.31	How many cargo pumps can be run simultaneously at full capacity:				3
8.32	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	3	Centrifugal	3500 M3/HR	135 Meters
	Cargo Eductors:	2	Other	450 m3/hr	30 m
	Stripping:	1	Reciprocating	300 m3/hr	135 m
8.33	Is at least one emergency portable cargo pump provided?			N/A	

**9. MOORING**

9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	36.00 mm	6 x 36 IWRC	275.00 m	83.00 MT
	Main deck fwd:	4	36.00 mm	6 x 36 IWRC	275.00 m	83.00 MT
	Main deck aft:	2	36.00 mm	6 x 36 IWRC	275.00 m	83.00 MT
	Poop deck:	6	36.00 mm	6 x 36 IWRC	275.00 m	83.00 MT
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	68.00 mm	Mixed Polyester	11.00 m	106.90 MT
	Main deck fwd:	4	68.00 mm	Mixed Polyester	11.00 m	106.90 MT
	Main deck aft:	2	68.00 mm	Mixed Polyester	11.00 m	106.90 MT
	Poop deck:	6	68.00 mm	Mixed Polyester	11.00 m	106.90 MT
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength

	Forecastle:		mm		m	MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:		mm		m	MT
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm		m	MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:		mm		m	MT
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double	Hydraulic	49.80 MT	Ferodo brake band
	Main deck fwd:	2	Double	Hydraulic	49.80 MT	Ferodo brake band
	Main deck aft:	1	Double	Hydraulic	49.80 MT	Ferodo brake band
	Poop deck:	3	Double	Hydraulic	49.80 MT	Ferodo brake band
9.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		6	83 MT	8	83 MT
	Main deck fwd:		6	83 MT	14	83 MT
	Main deck aft:		4	83 MT	4	83 MT
	Poop deck:		6	83 MT	12	83 MT
<b>Anchors/Emergency Towing System</b>						
9.7	Number of shackles on port / starboard cable:				13 / 14	
9.8	Type / SWL of Emergency Towing system forward:				Chafing Chain , Chain Stopper	204 MT
9.9	Type / SWL of Emergency Towing system aft:				Storage Drum , Strong Point	204 MT
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern:				600 mm x 450 mm	
<b>Escort Tug</b>						
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:				204.00 MT	
9.11	What is SWL of bollard on poop deck suitable for escort tug:				204.00 MT	
<b>Lifting Equipment/Gangway</b>						
9.12	Derrick / Crane description (Number, SWL and location):				Cranes: 2 x 20.00 Tonnes Port and Starboard	
9.13	Accommodation ladder direction:				Aft	
	Does vessel have a portable gangway? If yes, state length:				Yes	m
<b>Single Point Mooring (SPM) Equipment</b>						
9.14	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)'?				Yes	
9.15	If fitted, how many chain stoppers:				2	
9.16	State type / SWL of chain stopper(s):				Tounge	350.00 MT



9.17	What is the maximum size chain diameter the bow stopper(s) can handle:		76.00 mm
9.18	Distance between the bow fairlead and chain stopper/bracket:		3,100.00 m
9.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	Yes	
<b>10. PROPULSION</b>			
10.1	Speed	Maximum	Economical
	Ballast speed:	Kts (WSNP)	Kts (WSNP)
	Laden speed:	Kts (WSNP)	Kts (WSNP)
10.2	What type of fuel is used for main propulsion / generating plant:	VLSFO + LSMGO	VLSFO +LSMGO
10.3	Type / Capacity of bunker tanks:	Fuel Oil: 3,130.70 m3 Diesel Oil: m3 Gas Oil: 1,475.90 m3	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):	Fixed	
10.5	Engines	No	Capacity
	Main engine:	1	15,100 Kw
	Aux engine:	3	1,200 Kw
	Power packs:		m3/hr
	Boilers:	2	35.00 MT/Hr
Doosan MAN B&W 6G70ME- C 10.5			
Yanmar 6EY22ALWS			
Kangrim PB0601AS18			
<b>Bow/Stern Thruster</b>			
10.6	What is brake horse power of bow thruster (if fitted):	No, bhp	
10.7	What is brake horse power of stern thruster (if fitted):	No, bhp	
<b>Emissions</b>			
10.8	Main engine IMO NOx emission standard:	Tier III	
10.9	Energy Efficiency Design Index (EEDI) rating number:		
<b>11. SHIP TO SHIP TRANSFER</b>			
11.1	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquefied Gas, as applicable)?	Yes	
11.2	What is maximum outreach of cranes / derricks outboard of the ship's side:	8.70 m	
11.3	Date/place of last STS operation:		
<b>12. RECENT OPERATIONAL HISTORY</b>			
12.1	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):		
12.2	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, Repair: No, Collision: No,	

12.3	Date and place of last Port State Control inspection:	/
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	
12.5	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*:  <i>**"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	Contact owner for details.
12.6	Date / place of last SIRE inspection:	/
12.7	Additional information relating to features of the ship or operational characteristics:	

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