INTERTANKO CHARTERING QUESTIONNAIRE 88 - OIL **Version 5**

1.	**GENERAL INFORMATION**		
1.1	Date updated:	Jan 31, 2024	
1.2	Vessel's name (IMO number):	Future (9260823)	
1.3	Vessel's previous name(s) and date(s) of change:	AURA (Jun 03, 2021) MARE TIRRENUM (Oct 19, 2020)	
1.4	Date delivered/Builder (where built):	Mar 04, 2004/Mitsui Engineering and Shibuilding - Tamano - Japan	
1.5	Flag/Port of Registry:	Viet Nam/HAI PHONG	
1.6	Call sign/MMSI:	XVHH7/574004950	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +1 505 295 0168 Fax: Email: FUTURE@ovtrans.commbox.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	
Ownership and Operation			
1.10	Registered owner - Full style:	Ovtrans Petrol Transport Services Company Limited Address: 2nd Floor, No.87 Nguyen Thai Hoc street, Dien Bien Ward, Ba Dinh District, Hanoi City, Vietnam Viet Nam Tel: Tel: +84 968 856 483 Email: Email: ovtrans.ltd@gmail.com	
1.11	Technical operator - Full style:	OVTRANS PETROL TRANSPORT SERVICES COMPANY LIMITED 2nd floor, 87 Nguyen Thai Hoc Building, Dien Bien Ward; Ba Dinh District, Hanoi City, Vietnam Viet Nam Tel: +84 968 856 483 Email: ovtrans.ltd@gmail.com Company IMO#: 6152733	
1.12	Commercial operator - Full style:	ZINGER SHIPPING LLC FZ Business Center 1, M Floor, The Meydan Hotel, Nad Al Sheba, Dubai, U,A.E.	
1.13	Disponent owner - Full style:	ZINGER SHIPPING LLC FZ Business Center 1, M Floor, The Meydan Hotel, Nad Al Sheba, Dubai, U,A.E.	
Insurance			
1.14	P & I Club - Full Style:	Other (Specify) Maritime Mutual Insurance Association (NZ) Limited Level 6, 36 Kitchener Street Auckland 1010, New Zealand Telephone: + 64 9 915 1099 Web: www.maritime-mutual.com	
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000 US$	Oct 12, 2024
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	BAO VIET INSURANCE 104 Tran Hung Đao, Hoan Kiem dist, Ha Noi, Viet nam Email: bvvn@baoviet.com.vn Tel: Tel: +8424382614, fax: +842438257188	
1.17	Hull & Machinery insured value/expiration date:	9,160,000 US$	Oct 11, 2024
Classification			
1.18	Classification society:	Vietnamese Register(VR) & Korean Register(KR)	
1.19	Class notation:	VRH Tanker, oils-flash point on and below 60ºC ESP PSCM VRM M0	
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:	Registro Italiano Navale, Oct 19, 2020	
1.22	Does the vessel have ice class? If yes, state what level:	No,	
1.23	Date/place of last dry-dock:	Sep 16, 2022/DUNKERQUE - FRANCE	
1.24	Date next dry dock due/next annual survey due:	Mar 04, 2024	
1.25	Date of last special survey/next special survey due:	Jan 24, 2019	Mar 04, 2024

1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:			Yes, 1	
Dimensions					
1.27	Length overall (LOA):				245.50 Metres
1.28	Length between perpendiculars (LBP):				234.00 Metres
1.29	Extreme breadth (Beam):				42.00 Metres
1.30	Moulded depth:				21.50 Metres
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:			50.10 Metres	
1.32	Distance bridge front to center of manifold:				84.40 Metres
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):			123.10 Metres	122.40 Metres
1.34	Parallel body distances		Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:		59.00 Metres	71.00 Metres	71.02 Metres
	Aft to mid-point manifold:		34.10 Metres	49.90 Metres	67.69 Metres
	Parallel body length:		93.10 Metres	120.90 Metres	138.71 Metres
Tonnages					
1.35	Net Tonnage:				33,437.00
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):			59,574.00	46,932
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):			62,250.00	52,800.00
1.38	Panama Canal Net Tonnage (PCNT):				
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.58 Metres	14.98 Metres	110,673 Metric Tonnes	127,834 Metric Tonnes
	Winter:	6.89 Metres	14.67 Metres	107,729 Metric Tonnes	124,952 Metric Tonnes
	Tropical:	6.265 Metres	15.29 Metres	113,494 Metric Tonnes	130,717 Metric Tonnes
	Lightship:	19.25 Metres	2.306 Metres	-	17,223.00 Metric Tonnes
	Normal Ballast Condition:	14.57 Metres	6.99 Metres	38,486.00 Metric Tonnes	55,709.00 Metric Tonnes
	Segregated Ballast Condition:				
1.40	FWA/TPC at summer draft:			344 Millimetres	92.60 Metric Tonnes
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			Yes 69999 MT + 84999 MT + 89960 MT + 89999 MT + 99999 MT + 110673 MT	
1.42	Constant (excluding fresh water):				250 Metric Tonnes
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?			. 50% of the ship's deepest hydro-static draft but not less than 5 meters during Open Sea Passages whichever is higher. 2. At least 15% of the deepest draft (Ship's Static Draft) or 1.0 meters whichever is higher, during approaches and transits in Shallow / Confined waters (including coastal / river navigation). This will also apply for SPM, SBM, FPSO and CBM's. 3. Not less than 1.5% of the ship's beam or 0.3 meter (whichever is the greater) at berth or 4. Any special requirements of UKC above company requirement to be complied with (e.g. Port, Terminal, etc).	
1.44	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Summer deadweight:			35.12 Metres	0 Metres
	Normal ballast:			42.57 Metres	0 Metres
	Lightship:			47.794 Metres	0 Metres

2.	**CERTIFICATES**	**Issued**	**Last Annual**	**Last Intermediate**	**Expires**
2.1	Safety Equipment Certificate (SEC):	Jan 11, 2023			Mar 04, 2024
2.2	Safety Radio Certificate (SRC):	Jan 16, 2023			Mar 04, 2024
2.3	Safety Construction Certificate (SCC):	Sep 16, 2022			Mar 04, 2024

2.4	International Loadline Certificate (ILC):	Mar 05, 2019	Mar 08, 2020		Mar 04, 2024
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jan 16, 2023			Mar 04, 2024
2.6	International Ship Security Certificate (ISSC):	Jun 10, 2022			Jan 12, 2027
2.7	Maritime Labour Certificate (MLC):	Jun 10, 2022	N/A		Jan 12, 2027
2.8	ISM Safety Management Certificate (SMC):	Jun 10, 2022	Not Applicable		Jan 12, 2027
2.9	Document of Compliance (DOC):	Feb 09, 2022			Mar 11, 2026
2.10	USCG Certificate of Compliance (USCGCOC):				
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Oct 12, 2023	N/A	N/A	Oct 12, 2024
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Oct 12, 2023	N/A	N/A	Oct 12, 2024
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Oct 12, 2023	N/A	N/A	Oct 12, 2024
2.14	U.S. Certificate of Financial Responsibility (COFR):		N/A	N/A	
2.15	Certificate of Class (COC):	Dec 19, 2022			Mar 04, 2024
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Nov 02, 2021	N/A	N/A	Mar 04, 2024
2.17	Certificate of Fitness (COF):				
2.18	International Energy Efficiency Certificate (IEEC):	Nov 02, 2021	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Sep 16, 2023			Mar 04, 2024
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?			Yes	
2.22	Is the ITF Special Agreement on board (if applicable)?			N/A	
2.23	ITF Blue Card expiry date (if applicable):				

3.	**CREW**		
3.1	Nationality of Master:		Vietnamese
3.2	Number and nationality of Officers:	7	VIETNAM
3.3	Number and nationality of Crew:	15	VIETNAMESE
3.4	What is the common working language onboard:		VIETNAMESE & ENGLISH
3.5	Do officers speak and understand English?		Yes
3.6	If Officers/ratings employed by a manning agency - Full style:	Officers:	Ratings:

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?	
4.2	Qualified individual (QI) - Full style:	
4.3	Oil Spill Response Organization (OSRO) - Full style:	Not Applicable
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:	

5.	**SAFETY/HELICOPTER**	
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:	Winching
5.2.2	If Yes, what is the diameter of the circle provided:	5.00 Metres

6.	**COATING/ANODES**				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Pure and Modified Epoxy paint	Bottom and deckhead	No

	Ballast tanks:	Yes			No
	Slop tanks:	Yes	Epoxy	Whole Tank	No

7.	BALLAST				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	1,500 Cu. Metres/Hour	35.50 Metres
	Ballast Eductors:	1	water jet	300 Cu. Metres/Hour	3 Metres

8.	CARGO		
Double Hull Vessels			
8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:	Yes, Solid	
Cargo Tank Capacities			
8.2	Number of cargo tanks and total cubic capacity (max% per company policy: 98%, 97%, 96% or 95%) excluding slops tanks:	6	123,431.70 Cu. Metres
8.2.1	Capacity (max% per company policy: 98%, 97%, 96% or 95%) of each natural segregation with double valve (specify tanks):	Seg#1: 41598.9 m3 (3 - 6 - SLOP PORT) Seg#2: 41856.8 m3 (2 - 5) Seg#3: 42055.8 m3 (1 - 4 - SLOP STBD)	
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):		
8.3	Number of slop tanks and total cubic capacity (max% per company policy: 98%, 97%, 96% or 95%):	2	2,079.80 Cu. Metres
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	1/3 1039.9	
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:	0 Cu. Metres	
SBT Vessels			
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	41,344.20 Cu. Metres	
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.:	No NA	
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:		3,500 Cu. Metres/Hour
	Loaded simultaneously through all manifolds:		10,600.00 Cu. Metres/Hour
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,	
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,	
8.10	Number of portable gauging units (example- MMC) on board:	2	
Vapor Emission Control System (VECS)			
8.11	Is a vapour return system (VRS) fitted?	Yes	
8.12	Number/size of VECS manifolds (per side):	2	400 Millimetres
8.13	Number/size/type of VECS reducers:	2 / 12 / ANSI	
Venting			
8.14	State what type of venting system is fitted:	Individual P/V Valves (High speed + Vacuum Relief)	
Cargo Manifolds and Reducers			
8.15	Total number/size of cargo manifold connections on each side:	3/450.00 Millimetres	
8.16	What type of valves are fitted at manifold:	Butterfly	

8.17	What is the material/rating of the manifold:			Steel/	
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 Millimetres	
8.19	Distance ships rail to manifold:			4,600.00 Millimetres	
8.20	Distance manifold to ships side:			4,600.00 Millimetres	
8.21	Top of rail to center of manifold:			700.00 Millimetres	
8.22	Distance main deck to center of manifold:			1,900.00 Millimetres	
8.23	Spill tank grating to center of manifold:			900.00 Millimetres	
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:			16.50 Metres	8.48 Metres
8.25	Number/size/type of reducers:			6 x 450/400mm (18/16") 3 x 450/300mm (18/12") 3 x 450/250mm (18/10") 3 x 450/200mm (18/8") 2 x 450/500mm (18/20") ANSI	
8.26	Is vessel fitted with a stern manifold? If yes, state size:			No,	
Heating					
8.27	Cargo/slop tanks fitted with a cargo heating system?		Type	Coiled	Material
	Cargo Tanks:		HEATING COILS	Yes	Other
	Slop Tanks:		HEATING COILS	Yes	Other
8.28	Maximum temperature cargo can be loaded/maintained:			75.0 °C / 167.0 °F	66 °C / 150.8 °F
8.28.1	Minimum temperature cargo can be loaded/maintained:				
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	3000 M3/HR	135 Meters 135 Meters 135 Meters
	Cargo Eductors:	1	Centrifugal	400 Cu. Metres/Hour	30 Metres
	Stripping:	1	Reciprocating	200 Cu. Metres/Hour	135 Metres
8.33	Is at least one emergency portable cargo pump provided?				

9.	**MOORING**					
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	33.50 Millimetres	Galv. steel	220.00 Metres	81.00 Metric Tonnes
	Main deck fwd:	4	33.50 Millimetres	Galv. steel	220.00 Metres	81.00 Metric Tonnes
	Main deck aft:	2	33.50 Millimetres	Galv. steel	220.00 Metres	81.00 Metric Tonnes
	Poop deck:	6	33.50 Millimetres	Galv. steel	220.00 Metres	81.00 Metric Tonnes
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	72.00 Millimetres	TI-FLEX HP	11.00 Metres	126.00 Metric Tonnes
	Main deck fwd:	4	72.00 Millimetres	TI-FLEX HP	11.00 Metres	126.00 Metric Tonnes
	Main deck aft:	2	72.00 Millimetres	TI-FLEX HP	11.00 Metres	126.00 Metric Tonnes
	Poop deck:	6	72.00 Millimetres	TI-FLEX HP	11.00 Metres	102.00 Metric Tonnes
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0				
	Main deck fwd:	0				
	Main deck aft:	0				

	Poop deck:	0				
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	72.00 Millimetres	TI-FLEX HP	220.00 Metres	100.00 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	3	72.00 Millimetres	TI-FLEX HP	220.00 Metres	100.00 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	56.60 Metric Tonnes	Manual
	Main deck fwd:	2	Double Drums	Hydraulic	56.60 Metric Tonnes	Manual
	Main deck aft:	1	Double Drums	Hydraulic	56.60 Metric Tonnes	Manual
	Poop deck:	3	Double Drums	Hydraulic	56.60 Metric Tonnes	Manual
9.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		4	92 Metric Tonnes	6	90 Metric Tonnes
	Main deck fwd:		4	64 Metric Tonnes	6	90 Metric Tonnes
	Main deck aft:		2	64 Metric Tonnes	6	90 Metric Tonnes
	Poop deck:		4	92 Metric Tonnes	10	90 Metric Tonnes
Anchors/Emergency Towing System						
9.7	Number of shackles on port/starboard cable:				12/13	
9.8	Type/SWL of Emergency Towing system forward:				KETA 40F	204 Metric Tonnes
9.9	Type/SWL of Emergency Towing system aft:				KETA 4OA	204 Metric Tonnes
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern					1500mm x 650mm
Escort Tug						
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:					250.00 Metric Tonnes
9.11	What is SWL of bollard on poop deck suitable for escort tug:					250.00 Metric Tonnes
Lifting Equipment/Gangway						
9.12	Derrick/Crane description (Number, SWL and location):				Cranes: 1 x 15 Tonnes CENTER	
9.13	Accommodation ladder direction:					
	Does vessel have a portable gangway? If yes, state length:					Yes, 20 Metres
Single Point Mooring (SPM) Equipment						
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):				tongue	204.00 Metric Tonnes
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:					76.00 Millimetres
9.18	Distance between the bow fairlead and chain stopper/bracket:					3.65 Metres
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	

10.	**PROPULSION**			
10.1	Speed		Maximum	Economical
	Ballast speed:		14.50 Knots (WSNP)	9 Knots (WSNP)
	Laden speed:		14.50 Knots (WSNP)	9 Knots (WSNP)
10.2	What type of fuel is used for main propulsion/generating plant:			FO/DO
10.3	Type/Capacity of bunker tanks:		Fuel Oil: 2,632.40 Cu. Metres Diesel Oil: 1,181.40 Cu. Metres Gas Oil: 0 Cu. Metres	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):		Fixed	
10.5	Engines	No	Capacity	Make/Type
	Main engine:	1	14,280 Kilowatt	MITSUI Engineering MAN B&W

				7S60MC
	Aux engine:	3	720 Kilowatt	DAIHATSU DIESEL CO. LTD /6DK20
	Power packs:			
	Boilers:	2	25.00 Metric Tonnes/Hour	AALBORG/Watertube
Bow/Stern Thruster				
10.6	What is brake horse power of bow thruster (if fitted):		No, 0 bhp	
10.7	What is brake horse power of stern thruster (if fitted):		No, 0 bhp	
Emissions				
10.8	Main engine IMO NOx emission standard:		Tier I (10.8)	
10.9	Energy Efficiency Design Index (EEDI) rating number:			

11.	**SHIP TO SHIP TRANSFER**	
11.1	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquified Gas, as applicable)?	Yes
11.2	What is maximum outreach of cranes/derricks outboard of the ship's side:	3.20 Metres
11.3	Date/place of last STS operation:	15/04/2023 - DUQM, OMAN

12.	**RECENT OPERATIONAL HISTORY**	
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	Last Cargo: R.E.B.C.O Second last: R.E.B.C.O 3rd Cargo: FUEL OIL
12.2	Has vessel been involved in a pollution, grounding, serious casualty, unscheduled repair or collision incident during the past 12 months? If yes, provide details:	Pollution: No, Grounding: No, Casualty: No, Repair: , Collision: No,
12.3	Date and place of last Port State Control inspection:	Sep 14, 2022 / DUNKERQUE - FRANCE
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No
12.5	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.*	Alma Petroli S.p.A.
12.6	Date/Place of last SIRE inspection:	Jan 08, 2024 / QINGDAO, CHINA
12.7	Additional information relating to features of the ship or operational characteristics:	