INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88) **Version 3**

1.	**VESSEL DESCRIPTION**			
1.1	Date updated:		May 12, 2019	
1.2	Vessel's name:		MT GULF STAR 1	
1.3	IMO number:		9606077	
1.4	Vessel's previous name(s) and date(s) of change:		GULTEN KARALOGLU	
1.5	Date delivered:		28 March 2019	
1.6	Builder (where built):			
1.7	Flag:		Saint Kitts And Nevis	
1.8	Port of Registry:		Basseterre	
1.9	Call sign:		V4UZ2	
1.10	Vessel's satcom phone number:			
	Vessel's fax number:			
	Vessel's telex number:			
	Vessel's email address:			
1.11	Type of vessel:		Oil Tanker	
1.12	Type of hull:		Double Hull	
Classification				
1.13	Classification society:		Bureau Veritas	
1.14	Class notation:			
1.15	If Classification society changed, name of previous society:			
1.16	If Classification society changed, date of change:			
1.17	IMO type, if applicable:			
1.18	Does the vessel have ice class? If yes, state what level:			
1.19	Date / place of last dry-dock:			
1.20	Date next dry dock due			
1.21	Date of last special survey / next survey due:			
1.22	Date of last annual survey:			
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:			
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?			
Dimensions				
1.25	Length Over All (LOA):			69.8 Metres
1.26	Length Between Perpendiculars (LBP):			
1.27	Extreme breadth (Beam):			10.45 Metres
1.28	Moulded depth:			
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):			
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):			
1.31	Distance bridge front to center of manifold:			
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:			
	Aft to mid-point manifold:			
	Parallel body length:			
1.33	FWA at summer draft / TPC immersion at summer draft:			
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:			
	Normal ballast:			
	At loaded summer deadweight:			
Tonnages				
1.35	Net Tonnage:			
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		1220	
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:				
	Winter:				
	Tropical:				
	Lightship:				
	Normal Ballast Condition:				
1.40	Does vessel have multiple SDWT?				
1.41	If yes, what is the maximum assigned deadweight?				
Ownership and Operation					
1.42	Registered owner - Full style:			Tristar Energy LTD	
1.43	Technical operator - Full style:			Fleet Management Limited	
1.44	Commercial operator - Full style:				
1.45	Disponent owner - Full style:				

2.	**CERTIFICATION**	**Issued**	**Last Annual or Intermediate**	**Expires**
2.1	Safety Equipment Certificate:			
2.2	Safety Radio Certificate:			
2.3	Safety Construction Certificate:			
2.4	Loadline Certificate:			
2.5	International Oil Pollution Prevention Certificate (IOPPC):			
2.6	Safety Management Certificate (SMC):			
2.7	Document of Compliance (DOC):			
2.8	USCG (specify: COC, LOC or COI): COC			
2.9	Civil Liability Convention Certificate (CLC):		-	
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):		-	
2.11	U.S. Certificate of Financial Responsibility (COFR):			
2.12	Certificate of Fitness (Chemicals):			
2.13	Certificate of Fitness (Gas):			
2.14	Certificate of Class:			
2.15	International Ship Security Certificate (ISSC):			
2.16	International Sewage Pollution Prevention Certificate (ISPPC)		-	
2.17	International Air Pollution Prevention Certificate (IAPP):			
Documentation				
2.18	Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable:			
2.19	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:			

3.	**CREW MANAGEMENT**	
3.1	Nationality of Master:	
3.2	Nationality of Officers:	
3.3	Nationality of Crew:	
3.4	If Officers/Crew employed by a Manning Agency - Full style:	
3.5	What is the common working language onboard:	
3.6	Do officers speak and understand English:	
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:	

4.	**HELICOPTERS**	
4.1	Can the ship comply with the ICS Helicopter Guidelines:	
4.2	If Yes, state whether winching or landing area provided:	

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:	
5.2	Qualified individual (QI) - Full style:	
5.3	Oil Spill Response Organization (OSRO) -Full style:	
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	

6.	**CARGO AND BALLAST HANDLING**	
Double Hull Vessels		
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	
6.2	If Yes, is bulkhead solid or perforated:	
Cargo Tank Capacities		
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	

6.4	Total cubic capacity (98%, excluding slop tanks):			
6.5	Slop tank(s) capacity (98%):			
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:			
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):			
SBT Vessels				
6.8	What is total capacity of SBT?			
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:			
6.12	Maximum loading rate for homogenous cargo per manifold connection:			
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:			
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo: Slop tanks			
	Stripping:			
	Eductors:			
	Ballast:			
6.16	How many cargo pumps can be run simultaneously at full capacity:			
6.17	Is ship fitted with a Cargo Control Room (CCR):			
6.18	Can tank innage / ullage be read from the CCR:			
Gauging and Sampling				
6.19	Can ship operate under closed conditions in accordance with ISGOTT:			
6.20	What type of fixed closed tank gauging system is fitted:			
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:			
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:			
6.23	Number/size of VRS manifolds (per side):			
Venting				
6.24	State what type of venting system is fitted:			
Cargo Manifolds				
6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':			
6.26	What is the number of cargo connections per side:			
6.27	What is the size of cargo connections:			
6.28	What is the material of the manifold:			
Manifold Arrangement				
6.29	Distance between cargo manifold centers:			
6.30	Distance ships rail to manifold:			
6.31	Distance manifold to ships side:			
6.32	Top of rail to center of manifold:			
6.33	Distance main deck to center of manifold:			
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:			

6.35	Number / size reducers:	
Stern Manifold		
6.36	Is vessel fitted with a stern manifold:	
6.37	If stern manifold fitted, state size:	
Cargo Heating		
6.38	Type of cargo heating system?	
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:	

Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:			
	Ballast tanks:			
	Slop tanks:			
6.43	If fitted, what type of anodes are used:			

7.	**INERT GAS AND CRUDE OIL WASHING**	
7.1	Is an Inert Gas System (IGS) fitted:	
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:	

8.	**MOORING**					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.2	Wire tails		Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					

8.5	Mooring winches	No.	# Drums	Brake Capacity
	Forecastle:			
	Main deck fwd:			
	Main deck aft:			
	Poop deck:		Double Drums	
8.6	Mooring bitts		No.	SWL
	Forecastle:			
	Main deck fwd:			

	Main deck aft:		
	Poop deck:		
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:		
8.9	Type / SWL of Emergency Towing system aft:		
Anchors			
8.10	Number of shackles on port cable:		
8.11	Number of shackles on starboard cable:		
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:		
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):		
8.15	What is brake horse power of stern thruster (if fitted):		
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)':		
8.17	Is vessel fitted with chain stopper(s):		
8.18	How many chain stopper(s) are fitted:		
8.19	State type of chain stopper(s) fitted:		
8.20	Safe Working Load (SWL) of chain stopper(s):		
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		
8.22	Distance between the bow fairlead and chain stopper/bracket:		
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:		
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):		
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		
Ship To Ship Transfer (STS)			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquified Gas, as applicable):		

9.	**MISCELLANEOUS**		
Engine Room			
9.1	What type of fuel is used for main propulsion?		
9.2	What type of fuel is used in the generating plant?		
9.3	Capacity of bunker tanks - IFO and MDO/MGO:		
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?		
Insurance			
9.5	P & I Club - Full Style:		
9.6	P & I Club coverage - pollution liability coverage:		
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:	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	
Vetting		
9.12	Date/Place of last SIRE Inspection:	
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)*: ** Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.*	