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ASHKINI SPIRIT



Ship Team: Orion
Vessel Type: Suezmax

Questionnaire

- [Q88 Questionnaire](#)

Other Vessel Types

- Aframax
- FSO
- FPSO
- LNG Carrier
- LPG Carrier
- Product Tanker
- Shuttle Tanker
- Suezmax
- VLCC

GENERAL SPECIFICATIONS

Call Sign: C6WJ9
Flag: Bahamas
Hull: DH
Built: 2003
Yard: Hyundai
Class: DNV
IMO no.: 9239484

DIMENSIONS

LOA Metres: 274.18
Breadth Metres: 50
KTM Metres: 52.55
BCM Metres: 136.34

SUMMER LOADLINE

PBL: 131
Draft Metres: 17.021
DWT MT: 165187
TPC MT: 123.1

TONNAGES

GRT: 84789
NRT: 53755
Suez Net: 84853.46
Light Ship: 24000

GENERAL P&I CLUB

General P&I Club:

CAPACITIES

Oil @ 98% Cu Mtr: 178387.5
Oil @ 98% Barrels: 1122021.7
Sloptanks only @ 98%: 4425.1

CARGO

of Pumps: 6
Total M³ /HR: 12000

VEC SYSTEM

Fitted: Yes

HOSE HANDLING EQUIPMENT

Cranes No. x SWL: Crane 2 x 20T

MAIN ENGINE

Make:
(MCR) BHP:

CARGO HEATING

Type:
Material: N/A

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

Version 3

[Created at Q88.com](http://www.q88.com)

1. VESSEL DESCRIPTION

- 1.1 Date updated: Jul 27, 2010
- 1.2 Vessel's name: Ashkini Spirit
- 1.3 IMO number: 9239484
- 1.4 Vessel's previous name(s) and date(s) of change: Ingeborg (Sep 19, 2007)
Aegean Lady (Aug 30, 2004)
- 1.5 Date delivered: Mar 06, 2003
- 1.6 Builder (where built): Hyundai Samho, Korea
- 1.7 Flag: Bahamas
- 1.8 Port of Registry: Nassau
- 1.9 Call sign: C6WJ9
- 1.10 Vessel's satcom phone number: 330 893 210 / 330 893 211
- Vessel's fax number: 330 893 212
- Vessel's telex number: 330 893 214
- Vessel's email address: master.ashkini@ac.teekay.com
- 1.11 Type of vessel: Crude Oil Tanker
- 1.12 Type of hull: Double Hull
- Classification
- 1.13 Classification society: Det Norske Veritas
- 1.14 Class notation: +1A1 Tanker for oil, ESP
NAUTICUS(N/B), EO, VCS-2
TMON
- 1.15 If Classification society changed, name of previous society:
- 1.16 If Classification society changed, date of change: Not Applicable
- 1.17 IMO type, if applicable: 1
- 1.18 Does the vessel have ice class? If yes, state what level: N/A , N/A
- 1.19 Date / place of last dry-dock: Feb 20, 2008 Cadiz, Spain
- 1.20 Date next dry dock due: Mar 20, 2011
- 1.21 Date of last special survey / next survey due: Feb 20, 2008 Feb 20, 2013
- 1.22 Date of last annual survey: Jan 28, 2010
- 1.23 If ship has Condition Assessment Program (CAP), what is the latest overall rating: 0 (N/A)
- 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? N/A

Dimensions

- 1.25 Length Over All (LOA): 274.18 M
- 1.26 Length Between Perpendiculars (LBP): 264 M

1.27	Extreme breadth (Beam):			50 M
1.28	Moulded depth:			23.1 M
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		52.55 M	50.35 M
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		136.34 M	137.84 M
1.31	Distance bridge front to center of manifold:			94.57 M
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	63.5 M	68.68 M	68.9 M
	Aft to mid-point manifold:	32.65 M	47.2 M	62.1 M
	Parallel body length:	96.15 M	115.88 M	131 M
1.33	FWA at summer draft / TPC immersion at summer draft:		384 MM	123.1 MT
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		50.073 M	47.873 M
	Normal ballast:		44.890 M	42.690 M
	At loaded summer deadweight:		35.529 M	33.329 M

Tonnages

1.35	Net Tonnage:	53755	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	84789	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	84853.46	80566.26
1.38	Panama Canal Net Tonnage (PCNT):		

Loadline Information

1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.118 M	17.021 M	165209 MT	189187 MT
	Winter:	6.472 M	16.667 M	160853 MT	184831 MT
	Tropical:	5.764 M	17.375 M	169568 MT	193546 MT
	Lightship:	20.662 M	2.477 M		23978 MT
	Normal Ballast Condition:	12.839 M	7.66 M	55759.6 MT	79759.6 MT
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?				165209 MT

Ownership and Operation

1.42	Registered owner - Full style:	Ashkini Spirit LLC The Trust Company of the Marshall Islands, Trust Company Complex, Ajeltake Island, Ajeltake Road, Majuro, Marshall Islands 96960 Tel: 832 366 0004 Fax: 832 366 0046 Telex: Not Applicable Email: dinesh.pradhan@teekay.com
1.43	Technical operator - Full style:	Teekay Shipping (USA), Inc. Two Houston Center, Suite 3350-909 Fannin, Houston, Texas 77010, USA Tel: 832 366 0004 Fax: 832 366 0046

Telex: Not Applicable
Email: vetting@teekay.com

1.44 Commercial operator - Full style:

Gemini Tankers LLC
One Station Place, 7th Floor,
Stamford, CT 06902, USA
Tel: 203 602 6888
Fax: 203 547 7000
Telex: Not Applicable
Email: gemini@geminitankers.com

1.45 Disponent owner - Full style:

Teekay Chartering Limited
The Trust Company of the Marshall
Islands, Trust Company Complex,
Ajeltake Island, Ajeltake Road,
Majuro, Marshall Islands 96960 Tel:
44 141 222 9033 Fax: 44 141 243
2100
Tel: 44 141 222 9033
Fax: 44 141 243 2100
Telex: n/a

2. CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1 Safety Equipment Certificate:	Apr 17, 2008	Jan 28, 2010	Mar 06, 2013
2.2 Safety Radio Certificate:	Apr 10, 2008	Jan 28, 2010	Mar 06, 2013
2.3 Safety Construction Certificate:	Apr 17, 2008	Jan 28, 2010	Mar 06, 2013
2.4 Loadline Certificate:	Apr 16, 2008	Jan 28, 2010	Mar 06, 2013
2.5 International Oil Pollution Prevention Certificate (IOPPC):	May 20, 2008	Jan 28, 2010	Mar 06, 2013
2.6 Safety Management Certificate (SMC):	May 14, 2008	Not Applicable	Mar 15, 2013
2.7 Document of Compliance (DOC):	May 26, 2009	May 27, 2010	Apr 27, 2014
2.8 USCG (specify: COC, LOC or COI): COC	Sep 25, 2009	Sep 19, 2007	Sep 25, 2011
2.9 Civil Liability Convention Certificate (CLC):	Dec 21, 2009		Feb 20, 2011
2.10 Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Dec 21, 2009		Feb 20, 2011
2.11 U.S. Certificate of Financial Responsibility (COFR):	Sep 19, 2007		Sep 19, 2010
2.12 Certificate of Fitness (Chemicals):	Not Applicable	Not Applicable	Not Applicable
2.13 Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14 Certificate of Class:	Apr 08, 2008	Jan 28, 2010	Mar 06, 2013
2.15 International Ship Security Certificate (ISSC):	Mar 15, 2008	Not Applicable	Mar 15, 2013
2.16 International Sewage Pollution Prevention Certificate (ISPPC)	May 20, 2008		Mar 06, 2013
2.17 International Air Pollution Prevention Certificate (IAPP):	Jun 04, 2010	Jan 28, 2010	Mar 06, 2013

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:	Yes
3.	CREW MANAGEMENT	
3.1	Nationality of Master:	India
3.2	Nationality of Officers:	Indian , Croatian & Vietnamies
3.3	Nationality of Crew:	Indian
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Teekay Shipping (Glasgow) Ltd. Atrium Court, 50 Waterloo Street, 2nd Floor, Glasgow G26HQ, UK Tel: 44 141 222 9000 Fax: 44 141 243 2100 Telex: Not Applicable Email: Tk.Glasgow@teekay.com Crew: Teekay Shipping (India) Pvt Ltd. Metro House, 4th Floor, Mahatma Gandhi Road, Mumbai - 20 Tel: 91 22 67468800 Fax: 91 22 66324734 Telex: Not Applicable Email: _officeindia@teekay.com
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:	Yes
4.2	If Yes, state whether winching or landing area provided:	Landing
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:	Yes
5.2	Qualified individual (QI) - Full style:	O'Brien Oil Pollution Service, Inc. 2000 Old Spanish Trail, Slidell, Louisiana 70458 USA Tel: 609 275 9600 (Office Fax: 985 781 0580 Telex: 49617361 OOPS UI Email: commandcenter@oopsusa.com or inquiry@oopsusa.com

5.3 Oil Spill Response Organization (OSRO) -Full style:

Marine Spill Response Corporation
(MSRC)
Marine Spill Response Corporation,
220 Spring Street, Suite 500,
Herndon, VA 20170 USA
Tel: 1 800 645 7745
Fax: 1 703 326 5660
Email: MSRC@AMPD.COM

5.4 Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:

N/A

6. CARGO AND BALLAST HANDLING

Double Hull Vessels

6.1 Is vessel fitted with centerline bulkhead in all cargo tanks:

Yes

6.2 If Yes, is bulkhead solid or perforated:

Solid

Cargo Tank Capacities

6.3 Capacity (98%) of each natural segregation with double valve (specify tanks):

Seg #1: 58264 m3 (1W,4W,Slop W)
Seg #2: 60914 m3 (2W,5W)
Seg #3: 59209 m3 (3W,6W)

6.4 Total cubic capacity (98%, excluding slop tanks):

173962 M3

6.5 Slop tank(s) capacity (98%):

4425.1 M3

6.6 Residual/Retention oil tank(s) capacity (98%), if applicable:

0 M3

6.7 Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):

SBT

SBT Vessels

6.8 What is total capacity of SBT?

57310.9 M3

6.9 What percentage of SDWT can vessel maintain with SBT only:

34.6 %

6.10 Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)

Yes

Cargo Handling

6.11 How many grades/products can vessel load/discharge with double valve segregation:

3

6.12 Maximum loading rate for homogenous cargo per manifold connection:

5600 M3/HR

6.13 Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:

15000 M3/HR

6.14 Are there any cargo tank filling restrictions. If yes, please specify:

N/A
Not Applicable

Pumping Systems

6.15 Pumps:	No.	Type	Capacity
Cargo:	6	Centrifugal	4000 M3/HR
Stripping:	1	Reciprocating	300 M3/HR
Eductors:	1	Other	400 M3/HR
Ballast:	2	Centrifugal	2000 M3/HR

6.16 How many cargo pumps can be run simultaneously at full capacity:

Cargo Control Room

6.17 Is ship fitted with a Cargo Control Room (CCR): Yes

6.18 Can tank innage / ullage be read from the CCR: Yes

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: Radar

6.21 Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial: Yes. All tanks.

Vapor Emission Control

6.22 Is a vapor return system (VRS) fitted: Yes

6.23 Number/size of VRS manifolds (per side): 2 4000 MM

Venting

6.24 State what type of venting system is fitted: Common Line

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: 3

6.27 What is the size of cargo connections: 600 MM

6.28 What is the material of the manifold: Mild Steel

Manifold Arrangement

6.29 Distance between cargo manifold centers: 2500 MM

6.30 Distance ships rail to manifold: 5000 MM

6.31 Distance manifold to ships side: 4600 MM

6.32 Top of rail to center of manifold: 700 MM

6.33 Distance main deck to center of manifold: 2100 MM

6.34 Manifold height above the waterline in normal ballast / at SDWT condition: 17.54 M 8.179 M

6.35 Number / size reducers: 6 x 600/500mm (24/20")
3 x 600/400mm (24/16")
3 x 600/300mm (24/12")
3 x 600/200mm (24/8")

Stern Manifold

6.36 Is vessel fitted with a stern manifold: No

6.37 If stern manifold fitted, state size: MM

Cargo Heating

6.38 Type of cargo heating system? Steam

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: 66.0 °C / 150.8 °F 66 °C / 150.8 °F

Tank Coating

6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	Coal Tar Epoxy	
	Ballast tanks:	Yes	Epoxy mastic	Whole Tank
	Slop tanks:	Yes	Tar Epoxy	Whole Tank
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:	Yes
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	Flue Gas
7.3	Is a Crude Oil Washing (COW) installation fitted:	Yes

8. MOORING

8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	38 MM	Galv.Steel	280 M	94 MT
	Main deck fwd:	4	38 MM	Galv.Steel	280 M	94 MT
	Main deck aft:	2	38 MM	Galv.Steel	280 M	94 MT
	Poop deck:	6	38 MM	Galv.Steel	280 M	94 MT
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	90 MM	BEXCOLINE	11 M	149 MT
	Main deck fwd:	4	90 MM	BEXCOLINE	11 M	149 MT
	Main deck aft:	2	90 MM	BEXCOLINE	11 M	149 MT
	Poop deck:	6	90 MM	BEXCOLINE	11 M	149 MT
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		MM	Not Applicable	M	MT
	Main deck fwd:		MM	Not Applicable	M	MT
	Main deck aft:		MM	Not Applicable	M	MT
	Poop deck:		MM	Not Applicable	M	MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	72 MM	Polyester/Polyprop	220 M	90 MT
	Main deck fwd:		MM	Not Applicable	M	MT
	Main deck aft:		MM	Not Applicable	M	MT
	Poop deck:	6	72 MM	Polyester/Polyprop	220 M	90 MT
8.5	Mooring winches			No.	# Drums	Brake Capacity
			Forecastle:	2	Double Drums	75.2 MT
			Main deck fwd:	2	Double Drums	75.2 MT
			Main deck aft:	1	Double Drums	75.2 MT
			Poop deck:	3	Double Drums	75.2 MT
8.6	Mooring bitts				No.	SWL
				Forecastle:	2	56 MT

	Main deck fwd:	4	56 MT
	Main deck aft:	4	56 MT
	Poop deck:	4	56 MT
8.7	Closed chocks and/or fairleads of enclosed type	No.	SWL
	Forecastle:	8	116 MT
	Main deck fwd:	14	115 MT
	Main deck aft:	14	116 MT
	Poop deck:	13	115 MT
Emergency Towing System			
8.8	Type / SWL of Emergency Towing system forward:	KETA 45F	200 MT
8.9	Type / SWL of Emergency Towing system aft:	KETA 40A	200 MT
Anchors			
8.10	Number of shackles on port cable:	14	
8.11	Number of shackles on starboard cable:	13	
Escort Tug			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	116 MT	600 x 450
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		56 MT
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	BHP	0 KW
8.15	What is brake horse power of stern thruster (if fitted):	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)':	Yes	
8.17	Is vessel fitted with chain stopper(s):	Yes	
8.18	How many chain stopper(s) are fitted:	2	
8.19	State type of chain stopper(s) fitted:	Tongue type	
8.20	Safe Working Load (SWL) of chain stopper(s):		200 MT
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		76 MM
8.22	Distance between the bow fairlead and chain stopper/bracket:		3000 MM
8.23	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			
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 2 x 20 Tonnes Derricks: N/A, Cranes: Center	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		8.9 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?	380 CST	
9.2	What type of fuel is used in the generating plant?	380 CST	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	4467.4 M3	189.1 M3 0 M3
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	
	Insurance		
9.5	P & I Club - Full Style:	STANDARD CLUB international House 1 St. Katharine's Way London E1W 1UT Tel: 44 20 7488 3494 Fax: 44 20 7481 9545 Email: p&i.london@ctcplc.com	
9.6	P & I Club coverage - pollution liability coverage:	1000000000 US\$	
	Port State Control		
9.7	Date and place of last Port State Control inspection:	Sep 03, 2009 / Tallinn	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:	N/A	
	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:	Pollution: No , Not Applicable Grounding: No , Not Applicable Serious casualty: No , Not Applicable Collision: No , Not Applicable	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Contact owner for details	
	Vetting		
9.12	Date/Place of last SIRE Inspection:	May 29, 2010 / Rotterdam	
9.13	Date/Place of last CDI Inspection:	N/A	
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*:	Contact owner for details.	

**Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.*