

## KEREL



### INTERTANKO'S STANDARD TANKER

### CHARTERING QUESTIONNAIRE 88 (Q88)

**Version 3**
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1.	VESSEL DESCRIPTION			
1.1	Date updated:		Aug 18, 2011	
1.2	Vessel's name:	Kerel		
1.3	IMO number:	9241695		
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable		
1.5	Date delivered:		Jan 07, 2002	
1.6	Builder (where built):	HYUNDAI MIPO DOCKYARD CO. LTD., ULSAN KOREA		
1.7	Flag:	Malta		
1.8	Port of Registry:	Valletta		
1.9	Call sign:	9HXJ7		
1.10	Vessel's satcom phone number:	773134103		
	Vessel's fax number:	783136809		
	Vessel's telex number:	421568110/11		
	Vessel's email address:	kerel@interorient.com		
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:	I+HULL+MACH, Oil tanker-Chemical tanker, ESP, Unrestricted Navigation, ICE Class 1B, MON-SCHAFT + AUT-UMS, Inwatersurvey		
1.15	If Classification society changed, name of previous society:	N/A		
1.16	If Classification society changed, date of change:	Not Applicable		
1.17	IMO type, if applicable:	3		
1.18	Does the vessel have ice class? If yes, state what level:	Yes , ICE-1B		
1.19	Date / place of last dry-dock:	May 27, 2009	Gdynia, Poland	
1.20	Date next dry dock due	Jan 06, 2012		
1.21	Date of last special survey / next survey due:	Dec 06, 2006	Jan 06, 2012	
1.22	Date of last annual survey:	Mar 27, 2011		
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?	N/A Not Applicable		
Dimensions				
1.25	Length Over All (LOA):			182.55 m
1.26	Length Between Perpendiculars (LBP):			175 m
1.27	Extreme breadth (Beam):			27.34 m
1.28	Moulded depth:			16.7 m
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		46.1 m	m
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		91.55 m	91 m
1.31	Distance bridge front to center of manifold:			32.05 m
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	49 m	56 m	74.6 m
	Aft to mid-point manifold:	32 m	40 m	53.4 m
	Parallel body length:	81 m	96 m	128 m
1.33	FWA at summer draft / TPC immersion at summer draft:		250 mm	46.09 MT
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		43.701 m	0 m
	Normal ballast:		39.250 m	0 m
	At loaded summer deadweight:		34.883 m	0 m
Tonnages				
1.35	Net Tonnage:	10079		
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		23232	17578
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		24436.25	21713.79
1.38	Panama Canal Net Tonnage (PCNT):			19353

Loadline Information

1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	5.514 m	11.217 m	37297 MT	45974.1 MT
	Winter:	5.747 m	10.984 m	36225 MT	44902.4 MT
	Tropical:	5.281 m	11.45 m	38373 MT	47050 MT
	Lightship:	14.33 m	2.399 m		8676.7 MT
	Normal Ballast Condition:	9.881 m	6.85 m	18028 MT	26705 MT
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?				MT

Ownership and Operation

1.42	Registered owner - Full style:			MT 'Baltic Spirit' Produktentankschiffahrtsgesellschaft mbH and Co. KG An der Kaje 1, 26931 Elsfleth, Germany Tel: +49 40 3749470 Fax: +49 40 37494799 Telex: Not Applicable Email: hamburg@interorient.com
1.43	Technical operator - Full style:			Interorient Navigation (Germany) GmbH & Co. KG Kajen 12, 20459 Hamburg, Germany Tel: +49 40 3749470 Fax: +49 40 37494799 Telex: Not Applicable Email: vetting@interorient.com Company IMO#: 1649000
1.44	Commercial operator - Full style:			Interorient Marine Services Ltd 142 Franklin Roosevelt, PO Box 51309, 3504 Limassol, Cyprus Tel: +357 25 840300 Fax: +357 25 575895 Telex: Not Applicable Email: tankers@interorient.com.cy
1.45	Disponent owner - Full style:			NA NA Tel: NA Fax: NA Telex: NA Email: NA

2. CERTIFICATION

		Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	May 20, 2010	Mar 27, 2011	Jan 06, 2012
2.2	Safety Radio Certificate:	Jan 23, 2007	Mar 27, 2011	Jan 06, 2012
2.3	Safety Construction Certificate:	Jan 23, 2007	Mar 27, 2011	Jan 06, 2012
2.4	Loadline Certificate:	Jan 23, 2007	Mar 27, 2011	Jan 06, 2012
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Oct 13, 2010	Mar 27, 2011	Jan 06, 2012
2.6	Safety Management Certificate (SMC):	Jan 14, 2010	Not Applicable	Jan 04, 2015
2.7	Document of Compliance (DOC):	Jan 19, 2011		Mar 06, 2016
2.8	USCG (specify: COC, LOC or COI):	Feb 18, 2005		
2.9	Civil Liability Convention Certificate (CLC):	Dec 23, 2010		Feb 20, 2012
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Dec 23, 2010		Feb 20, 2012
2.11	U.S. Certificate of Financial Responsibility (COFR):	Aug 06, 2010		Aug 06, 2013
2.12	Certificate of Fitness (Chemicals):	Dec 19, 2006	Mar 27, 2011	Jan 06, 2012
2.13	Certificate of Fitness (Gas):	Not Applicable		Not Applicable
2.14	Certificate of Class:	May 29, 2008	Mar 27, 2011	Jan 06, 2012
2.15	International Ship Security Certificate (ISSC):	Dec 17, 2009		Jan 04, 2015
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jan 23, 2007		Jan 06, 2012
2.17	International Air Pollution Prevention Certificate (IAPP):	Jan 13, 2011	Mar 27, 2011	Jan 06, 2012

Documentation

2.18	Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable:		Yes
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:	Russian
3.2	Nationality of Officers:	Russian, Philippines, Latvian
3.3	Nationality of Crew:	Filipino, Russian, Belarus
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Interorient Navigation (Germany) GmbH & Co. KG Kajen 12, 20459 Hamburg, Germany Tel: +49 40 3749470 Fax: +49 40 37494799 Telex: Not Applicable Email: hamburg@interorient.com Crew: Interorient Navigation (Latvia) Co. Ltd Ieriku iela 15, Lit. 1, stavs 3, LV-1084 Riga, Latvia Tel: +371 67326021 Fax: +371 67325032 Telex: Not Applicable Email: riga@interorient.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:		No
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:		Yes
5.2	Qualified individual (QI) - Full style:	O'Briens Oil Pollution Service (OOPS) 2000 Old Spanish Trail, Suite 210, Slidell, LA 70458-8680, USA Tel: +1-985-781-0804 Fax: +1-985-781-0580	
5.3	Oil Spill Response Organization (OSRO) -Full style:	National Responce Corporation (NRC) 3500 Sunrise Highway, Suite T103 Great River, NY 11739, USA Tel: +1-800-899-4672 Fax: +1-631-224-9082	
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:		Yes
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: 6016.8 m3 (1w) Seg#2: 7086 m3 (2w) Seg#3: 7094.8 m3 (3w) Seg#4: 7094.8 m3 (4w) Seg#5: 7094.8 m3 (5w) Seg#6: 7094.8 m3 (6w) Seg#7: 864.6 m3 (slops)	
6.4	Total cubic capacity (98%, excluding slop tanks):		41343.2 m3
6.5	Slop tank(s) capacity (98%):		864.6 m3
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:		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?		18983 m3
6.9	What percentage of SDWT can vessel maintain with SBT only:		50.9 %
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:	6	
6.12	Maximum loading rate for homogenous cargo per manifold connection:		1200 m3/hr
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:		5150 m3/hr
6.14	Are there any cargo tank filling restrictions. If yes, please specify:		No None
Pumping Systems			
6.15	Pumps:	No.	Capacity
	Cargo:	1	Centrifugal 500 M3/HR
		10	DEEPWELL 450 M3/HR
		2	DEEPWELL 300 M3/HR
		2	DEEPWELL 150 M3/HR
		1	DEEPWELL 70 M3/HR
	Stripping:		0 m3/hr
	Eductors:		0 m3/hr
	Ballast:	2	SUBMERGED 750 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	305 mm
Venting			
6.24	State what type of venting system is fitted:		HIGH VELOCITY P/V
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:	6				
6.27	What is the size of cargo connections:				305 mm	
6.28	What is the material of the manifold:	Stainless Steel				
Manifold Arrangement						
6.29	Distance between cargo manifold centers:				2000 mm	
6.30	Distance ships rail to manifold:				4450 mm	
6.31	Distance manifold to ships side:				4600 mm	
6.32	Top of rail to center of manifold:				850 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:	12.05 m			7.58 m	
6.35	Number / size reducers:	14 x 300/400mm (12/16") 7 x 300/250mm (12/10") 6 x 300/200mm (12/8")				
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?	Double loop heating coils				
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:	74.0 °C / 165.2 °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	EPOXY 270 NM	Whole Tank		
	Ballast tanks:	Yes	Epoxy 270NM	Whole Tank		
	Slop tanks:	Yes	EPOXY 270 NM	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:	IG Generator				
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:		mm	NA	m	MT
	Main deck fwd:		mm	NA	m	MT
	Main deck aft:		mm	NA	m	MT
	Poop deck:		mm	NA	m	MT
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm	NA	m	MT
	Main deck fwd:		mm	NA	m	MT
	Main deck aft:		mm	NA	m	MT
	Poop deck:		mm	NA	m	MT
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle: 4		56 mm	Atlas	220 m	66.5 MT
	Main deck fwd: 2		56 mm	Atlas	220 m	66.5 MT
	Main deck aft: 2		56 mm	Atlas	220 m	66.5 MT
	Poop deck: 4		56 mm	Atlas	220 m	66.5 MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle: 1		60 mm	Estalon / Polyester	200 m	66.1 MT
	Main deck fwd: 2		60 mm	Eurofloat / PP/PES	220 m	66.1 MT
	Main deck aft: 1		60 mm	Estalon/Poliester	200 m	66.1 MT
	Poop deck: 2		60 mm	Eurofloat / PP/PES	220 m	66.1 MT
8.5	Mooring winches	No.			# Drums	Brake Capacity
	Forecastle:			2	Double Drums	42.8 MT
	Main deck fwd:			1	Double Drums	42.8 MT
	Main deck aft:			1	Double Drums	42.8 MT
	Poop deck:			2	Double Drums	42.8 MT
8.6	Mooring bitts				No.	SWL
	Forecastle:				4	64 MT
	Main deck fwd:				4	52 MT
	Main deck aft:				4	52 MT
	Poop deck:				4	64 MT
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				9	MT
	Main deck fwd:				10	MT
	Main deck aft:				8	MT
	Poop deck:				13	MT

Emergency Towing System			
8.8	Type / SWL of Emergency Towing system forward:	Tongue Type	200 MT
8.9	Type / SWL of Emergency Towing system aft:	Pennant Drum Type	100 MT
Anchors			
8.10	Number of shackles on port cable:	11	
8.11	Number of shackles on starboard cable:	11	
Escort Tug			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	64 MT	600 x 450
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		64 MT
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	1200 bhp	894.84 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:	1	
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 Not Applicable	
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 10 Tonnes Center	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		7.33 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?	IFO 380 CST	
9.2	What type of fuel is used in the generating plant?	IFO 380	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1154.8 m3	176.4 m3 21.5 m3
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	
Insurance			
9.5	P & I Club - Full Style:	GARD	
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:	May 17, 2011 / Muuga-Port Of Tallinn	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:	na	
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 , NA Grounding: No , NA Serious casualty: No , NA Collision: No , NA	
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, 2011 / Petit Couronne	
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)*:	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.			

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