

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

**Version 3**

*Created at Q88.com*

**1. VESSEL DESCRIPTION**

1.1	Date updated:	Jan 01, 2011
1.2	Vessel's name:	Front Eagle
1.3	IMO number:	9233753
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable
1.5	Date delivered:	Jan 14, 2002
1.6	Builder (where built):	SAMSUNG HEAVY INDUSTRIES, KOJE, KOREA
1.7	Flag:	Bahamas
1.8	Port of Registry:	Bahamas
1.9	Call sign:	C6SD8
1.10	Vessel's satcom phone number:	331 128 710 331 128 711
	Vessel's fax number:	331 128 712
	Vessel's telex number:	431 128 710
	Vessel's email address:	fronteagle@gtships.com
1.11	Type of vessel:	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 EO LCS(SI) VCS-2 NAUTICUS(Newbuilding)
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:	2
1.18	Does the vessel have ice class? If yes, state what level:	No , NA
1.19	Date / place of last dry-dock:	Oct 29, 2006 DUBAI
1.20	Date next dry dock due	Oct 29, 2011
1.21	Date of last special survey / next survey due:	Oct 29, 2006 Oct 29, 2011
1.22	Date of last annual survey:	Sep 29, 2009
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

Dimensions

1.25	Length Over All (LOA):				333.277 m
1.26	Length Between Perpendiculars (LBP):				318 m
1.27	Extreme breadth (Beam):				58 m
1.28	Moulded depth:				31.25 m
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):			68.455 m	m
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):			169.497 m	163.78 m
1.31	Distance bridge front to center of manifold:				110.93 m
1.32	Parallel body distances:	Lightship	Normal Ballast		Summer Dwt
	Forward to mid-point manifold:	75 m	75 m		87 m
	Aft to mid-point manifold:	76.54 m	76.54 m		88.77 m
	Parallel body length:	151.53 m	151.55 m		175.77 m
1.33	FWA at summer draft / TPC immersion at summer draft:			495 mm	173.5 MT
1.34	What is the max height of mast above waterline (air draft)		Full Mast		Collapsed Mast
	Lightship:			65.052 m	0.000 m
	Normal ballast:			58.713 m	0.000 m
	At loaded summer deadweight:			46.454 m	0.000 m

Tonnages

1.35	Net Tonnage:	109344			
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		160904		129800
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		161485.34		152663.83
1.38	Panama Canal Net Tonnage (PCNT):				

Loadline Information

1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	9.297 m	22.001 m	299983.3 MT	341767 MT
	Winter:	9.297 m	22.001 m	299983 MT	341767 MT
	Tropical:	9.297 m	22.001 m	299983 MT	341767 MT
	Lightship:	27.8955 m	3.4025 m		41784.4 MT
	Normal Ballast Condition:	21.556 m	9.742 m	98583 MT	140367 MT
1.40	Does vessel have multiple SDWT?				Yes

1.41 If yes, what is the maximum assigned deadweight?

309064 MT

## Ownership and Operation

1.42	Registered owner - Full style:	DS-Rendite-Fonds Nr.93 VLCC Front Eagle GmbH & Co. Tankschiff KG Stockholmer Allee 53 44269 Dortmund GERMANY Tel: +49 9)231-557 173 0 Fax: +49 (0)231-557 17399 Email: info@dr-peters.de Web: N/A
1.43	Technical operator - Full style:	V.SHIPS (Germany) GmbH & Co Stresemannstrasse 342 22761 Hamburg GERMANY Tel: +49 40 853 947 0 Fax: +4940853947118 Telex: operations.germany@v Email: operations.germany@vships.com Web: N/A
1.44	Commercial operator - Full style:	FRONTLINE MANAGEMENT FRONTLINE MANAGEMENT AS P.O. BOX 1327 VIKA N-0112 OSLO Tel: +47 23 11 40 00 Fax: +47 23 11 40 40 Email: VLCC@FRONTMGT.NO Web: N/A
1.45	Disponent owner - Full style:	FRONTLINE SHIPPING LTD BERMUDA PO Box HM 1593, Par-la-Ville Place, 14 Par-la-Ville Road,Hamilton HM08 Bermuda +47 23 11 40 00 CHARTERING@FRONTMGT.NO vlcc@frontmgt.no Tel: +47 2311 40 00 Fax: +47 2311 4040 Telex: 74011 FRONT N Email: CHARTERING@FRONTMGT.NO & vlcc@frontmgt.no Web: N/A

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Nov 16, 2006	Sep 29, 2009	Oct 29, 2011
2.2	Safety Radio Certificate:	Dec 07, 2006	Sep 29, 2009	Oct 29, 2011
2.3	Safety Construction Certificate:	Nov 16, 2006	Sep 29, 2009	Oct 29, 2011
2.4	Loadline Certificate:	Dec 06, 2006	Sep 29, 2009	Oct 29, 2011
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Dec 21, 2006	Sep 29, 2009	Oct 29, 2011

2.6	Safety Management Certificate (SMC):	Aug 11, 2010	Not Applicable	Jun 13, 2015
2.7	Document of Compliance (DOC):	May 27, 2009	Not Applicable	Apr 11, 2012
2.8	USCG (specify: COC, LOC or COI): COC	Feb 24, 2010	Feb 24, 2010	Feb 24, 2012
2.9	Civil Liability Convention Certificate (CLC):	Feb 12, 2010		Feb 20, 2011
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 12, 2010		Feb 20, 2011
2.11	U.S. Certificate of Financial Responsibility (COFR):	Feb 18, 2009		Feb 18, 2012
2.12	Certificate of Fitness (Chemicals):	Not Applicable		Not Applicable
2.13	Certificate of Fitness (Gas):	Not Applicable		Not Applicable
2.14	Certificate of Class:	Nov 20, 2006	Sep 29, 2009	Oct 29, 2011
2.15	International Ship Security Certificate (ISSC):	Jun 13, 2010		Jun 13, 2015
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Feb 18, 2008		Oct 29, 2011
2.17	International Air Pollution Prevention Certificate (IAPP):	Mar 08, 2007	Sep 29, 2009	Oct 29, 2011

#### 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:	Indian
3.2	Nationality of Officers:	Indian / Ukrainian
3.3	Nationality of Crew:	Filipino
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: N/A N/A Fax: +4940853947118 Email: operations.germany@vships.com Crew: N/A N/A Tel: N/A Fax: +4940853947118 Email: operations.germany@vships.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

<b>4.</b>	<b>HELICOPTERS</b>		
4.1	Can the ship comply with the ICS Helicopter Guidelines:	Yes	
4.2	If Yes, state whether winching or landing area provided:	Landing	
<b>5.</b>	<b>FOR USA CALLS</b>		
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:	Compliance Systems Inc Hamilton House, 26 East Bryan Str, Savannah, Georgia 31401, USA Tel: +1 912-233-8181 Fax: +1 912-231-2938 Email: rshea@compliancesystemsinc.com	
5.3	Oil Spill Response Organization (OSRO) -Full style:	National Response Corporation 3500 Sunrise Highway Suite T 103 Great River New York 11739 Tel: +1 800 899 4672 Fax: + 1 631 224 9082 Email: iocdo@nrcc.com	
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	Yes	
<b>6.</b>	<b>CARGO AND BALLAST HANDLING</b>		
<b>Double Hull Vessels</b>			
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	No	
6.2	If Yes, is bulkhead solid or perforated:		
<b>Cargo Tank Capacities</b>			
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 114088 m3 (1P, 1S, 3C, 4P, 4S, SLOP P, SLOP S) Seg#2: 98226 m3 (2C, 3P, 3S, 5P, 5S) Seg#3: 130785 m3 (1C, 2P, 2S, 4C, 5C)	
6.4	Total cubic capacity (98%, excluding slop tanks):		333215 m3
6.5	Slop tank(s) capacity (98%):		9883.4 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	
<b>SBT Vessels</b>			
6.8	What is total capacity of SBT?		98996 m3
6.9	What percentage of SDWT can vessel maintain with SBT only:		32.85 %
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:		5000 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:	Yes Total Loading rate : 15000cum/h Centr/wing tanks : 2500 cum/h slop tanks : 600 cum/hr	

**Pumping Systems**

6.15	Pumps:	No.	Type	Capacity
	Cargo:	3	Centrifugal	5000 M3/HR
	Stripping:	1	Reciprocating	400 m3/hr
	Eductors:	2	Other	600 m3/hr
	Ballast:	2	Centrifugal	3000 m3/hr
6.16	How many cargo pumps can be run simultaneously at full capacity:	3		

**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 to 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	500 mm

**Venting**

6.24	State what type of venting system is fitted:	Dual Line
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**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:	660 mm
6.28	What is the material of the manifold:	Steel

**Manifold Arrangement**

6.29	Distance between cargo manifold centers:		3000 mm
6.30	Distance ships rail to manifold:		4600 mm
6.31	Distance manifold to ships side:		4600 mm
6.32	Top of rail to center of manifold:		725 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:	23.61 m	11.35 m
6.35	Number / size reducers:	6 x 660/500mm (26/20") 6 x 660/400mm (26/16") 3 x 660/300mm (26/12") 3 x 0/0mm (0/0")	

**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?		
6.39	If fitted, are all tanks coiled?	No	
6.40	If fitted, what is the material of the heating coils:		
6.41	Maximum temperature cargo can be loaded/maintained:	57.2 °C / 135.0 °F	0 °C / 32 °F

**Tank Coating**

6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	EPOXY	Bottom + 1m and under deck+1m
	Ballast tanks:	Yes	Tar Epoxy	Whole Tank
	Slop tanks:	Yes	COAL TAR EPOXY	Whole Tank
6.43	If fitted, what type of anodes are used:		ZN ANODES	

**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: 6	42 mm	Steel Galvanised	275 m	115 MT
		Main deck fwd: 4	42 mm	Steel Galvanised	275 m	115 MT
		Main deck aft: 4	42 mm	Steel Galvanised	275 m	121.9 MT
		Poop deck: 6	42 mm	Steel Galvanised	275 m	128.4 MT
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
		Forecastle: 6	96 mm	Nylon	11 m	186.5 MT
		Main deck fwd: 4	96 mm	Nylon	11 m	185 MT
		Main deck aft: 4	101.6 mm	Maxyflex	11 m	181.44 MT
		Poop deck: 6	96 mm	Nylon	11 m	186.5 MT
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
		Forecastle: 0	0 mm	N/A	0 m	0 MT
		Main deck fwd: 0	0 mm	N/A	0 m	0 MT
		Main deck aft: 0	0 mm	N/A	0 m	0 MT
		Poop deck: 0	0 mm	N/A	0 m	0 MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
		Forecastle: 0	0 mm	N/A	0 m	0 MT
		Main deck fwd: 0	0 mm	N/A	0 m	0 MT
		Main deck aft: 0	0 mm	N/A	0 m	0 MT
		Poop deck: 0	0 mm	N/A	0 m	0 MT
8.5	Mooring winches	No.		# Drums		Brake Capacity
		Forecastle:	3	Double Drums		70.2 MT
		Main deck fwd:	2	Double Drums		70.2 MT
		Main deck aft:	2	Double Drums		70.2 MT
		Poop deck:	3	Double Drums		70.2 MT
8.6	Mooring bitts			No.		SWL
			Forecastle:	4		115 MT
			Main deck fwd:	8		115 MT
			Main deck aft:	7		115 MT
			Poop deck:	4		164 MT
8.7	Closed chocks and/or fairleads of enclosed type			No.		SWL
			Forecastle:	12		136 MT



Main deck fwd:	12	136 MT
Main deck aft:	12	136 MT
Poop deck:	12	136 MT

### Emergency Towing System

8.8	Type / SWL of Emergency Towing system forward:	Tongue Keta 40F	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:	14

### Escort Tug

8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	136 MT	600 X 450
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		164 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):	0 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:	3700 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

### Lifting Equipment

8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 2 x 20 Tonnes Midships - port and stbd side
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	7.2 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
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**9. MISCELLANEOUS****Engine Room**

9.1	What type of fuel is used for main propulsion?	Heavy Fuel Oil IFO 380 Cst RMG 35	
9.2	What type of fuel is used in the generating plant?	Heavy Fuel Oil IFO 380 Cst RMG 35	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	8601.9 m3	372.2 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:	GARD Office : KITTELSBUKTVEIEN 31, NO-4836, Arendal, Norway Postal : PO BOX 600, No-4809, Arendal, Norway Tel: + 47 37 01 91 00 Fax: + 47 37 02 48 10 Email: website : www.gard.no
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:	Feb 24, 2010 / Loop
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 , N/A Grounding: No , N/A Serious casualty: No , NA Collision: No , N/A
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:	Sep 21, 2010 / Statoil- Kakinada
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.*