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BALTIC FAVOUR

INTERTANKO'S STANDARD TANKER

Version 3

CHARTERING QUESTIONNAIRE 88 (Q88)

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1. VESSEL DESCRIPTION			
1.1	Date updated:	Nov 04, 2014	
1.2	Vessel's name:	Baltic Favour	
1.3	IMO number:	9327372	
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.5	Date delivered:	Feb 24, 2006	
1.6	Builder (where built):	HYUNDAI MIPO DOCKYARD CO., LTD	
1.7	Flag:	Cyprus	
1.8	Port of Registry:	Limassol	
1.9	Call sign:	C4FV2	
1.10	Vessel's satcom phone number:	+(870) 773 150 658	
	Vessel's fax number:	+(870) 783 151 366	
	Vessel's telex number:	421205510@interorient.com	
	Vessel's email address:	bfavour@interorient.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 and Chemival ship type 2,ESP ICE - 1A,E0 LCS(DIS),VCS-2	
1.15	If Classification society changed, name of previous society:	Det Norske Veritas	
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:	Yes , +1A1 Tanker for Oil and Chemical ship type 2,ESP ICE - 1A,E0 LCS(DIS),VCS-2	
1.19	Date / place of last dry-dock:	Nov 12, 2013	Riga
1.20	Date next dry dock due	Nov 12, 2018	
1.21	Date of last special survey / next survey due:	Dec 23, 2010	Feb 24, 2016
1.22	Date of last annual survey:	Mar 09, 2014	
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):	176.08 m	
1.27	Extreme breadth (Beam):	27.34 m	
1.28	Moulded depth:	16.70 m	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	45.81 m	m
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	92.30 m	90.25 m
1.31	Distance bridge front to center of manifold:	56.65 m	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	55.00 m	55.50 m
	Aft to mid-point manifold:	25.00 m	57.50 m
	Parallel body length:	74.3 m	105.6 m
1.33	FWA at summer draft / TPC immersion at summer draft:	250.00 mm	46.10 MT
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	43.32 m	0 m
	Normal ballast:	37.75 m	0 m
	At loaded summer deadweight:	34.593 m	0 m
Tonnages			
1.35	Net Tonnage:	10107.00	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	23337.00	17715
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	24408.67	20817.19
1.38	Panama Canal Net Tonnage (PCNT):	23240.00	
Loadline Information			

1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	5.514 m	11.217 m	37105 MT	46003 MT
	Winter:	5747 m	10.984 m	36033 MT	44931 MT
	Tropical:	5281 m	11.45 m	38183 MT	47081 MT
	Lightship:	14241.00 m	2.49 m		8898.00 MT
	Normal Ballast Condition:	9.83 m	6.90 m	17793.00 MT	26691.00 MT
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?			0.00 MT	
Ownership and Operation					
1.42	Registered owner - Full style:			B. Favour Shipping Company Limited 3, Thalia Street, P. O. Box 51309, CY-3504 Limassol, Cyprus Tel: +357 25 840300 Fax: +357 25 575 895 Telex: 5194049187 Email: vetting@interorient.com Web: www.interorient.com	
1.43	Technical operator - Full style:			Interorient Marine Services Limited 142 Franklin Roosevelt, PO Box 51309, 3504 Limassol, Cyprus Tel: +357 25 840300 Fax: +357 25-575 895 Telex: 5194049187 Email: vetting@interorient.com Web: www.interorient.com Company IMO #: 5344041	
1.44	Commercial operator - Full style:			Norient Product Pool 52, Strandvejen, DK-2900 Hellerup, Denmark Tel: +45 3271 2321 Fax: +45 3271 2349 Telex: 15103 NORIENT DK Email: chartering@norientpool.com Web: www.interorient.com	
1.45	Disponent owner - Full style:			N/A	
2.	CERTIFICATION		Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:		Feb 11, 2011	Mar 09, 2014	Feb 24, 2016
2.2	Safety Radio Certificate:		Feb 11, 2011	Mar 09, 2014	Feb 24, 2016
2.3	Safety Construction Certificate:		Feb 11, 2011	Mar 09, 2014	Feb 24, 2016
2.4	Loadline Certificate:		Feb 11, 2011	Mar 09, 2014	Feb 24, 2016
2.5	International Oil Pollution Prevention Certificate (IOPPC):		Feb 11, 2011	Mar 09, 2014	Feb 24, 2016
2.6	Safety Management Certificate (SMC):		Jul 04, 2013	Jun 11, 2013	May 31, 2016
2.7	Document of Compliance (DOC):		Jun 19, 2014	Apr 30, 2014	May 23, 2017
2.8	USCG (specify: COC, LOC or COI): Not Applicable		Not Applicable	Not Applicable	Not Applicable
2.9	Civil Liability Convention Certificate (CLC):		Feb 20, 2014		Feb 20, 2015
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):		Feb 20, 2014		Feb 20, 2015
2.11	U.S. Certificate of Financial Responsibility (COFR):		Apr 12, 2013		Apr 12, 2016
2.12	Certificate of Fitness (Chemicals):		Nov 27, 2013	Mar 09, 2014	Feb 24, 2016
2.13	Certificate of Fitness (Gas):		Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:		Feb 10, 2011	Mar 09, 2014	Feb 24, 2016
2.15	International Ship Security Certificate (ISSC):		Jul 04, 2013	Jun 11, 2013	May 31, 2016
2.16	International Sewage Pollution Prevention Certificate (ISPPC)		Feb 11, 2011		Feb 24, 2016
2.17	International Air Pollution Prevention Certificate (IAPP):		Feb 11, 2011	Mar 09, 2014	Feb 24, 2016
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:			Ukrainian, Latvian	
3.3	Nationality of Crew:			Ukrainian, Russian, Bulgarian	
3.4	If Officers/Crew employed by a Manning Agency - Full style:			Officers: Interorient Marine Services Limited 142 Franklin Roosevelt, PO Box 51309, 3504 Limassol, Cyprus Tel: +35725840300 Fax: +35725575895 Telex: 5194049187 Email: tankerteam@interorient.com.cy Crew: Interorient Marine Services Limited 142 Franklin Roosevelt, PO Box 51309, 3504 Limassol, Cyprus Tel: +35725840300 Fax: +35725575895 Telex: 5194049187 Email: tankerteam@interorient.com.cy	
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:			N/A	

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:		Winching
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'Brians Oil Pollution Service (OOPS) 186 Princeton-Heightstown Rd Bldg 3B West Windsor, NJ USA Tel: +1-985-781-0804 Fax: +1-985-781-0580 Telex: 49617361 Email: oops-usa@oopsusa.com
5.3	Oil Spill Response Organization (OSRO) -Full style:		O'Brians Oil Pollution Service (OOPS) 186 Princeton-Heightstown Rd Bldg 3B West Windsor, NJ USA Tel: +1-985-781-0804 Fax: +1-985-781-0580 Telex: 49617361 Email: oops-usa@oopsusa.com
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: 6035.6 m3 (1 port & stbd) Seg#2: 7176.2 m3 (2 port & stbd) Seg#3: 7194.6 m3 (3 port & stbd) Seg#4: 7194.6 m3 (4 port & stbd) Seg#5: 7194.6 m3 (5 port & stbd) Seg#6: 6341.8 m3 (6 port & stbd)
6.4	Total cubic capacity (98%, excluding slop tanks):		41137.4 m3
6.5	Slop tank(s) capacity (98%):		878.6 m3
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:		63.4 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?		18873.80 m3
6.9	What percentage of SDWT can vessel maintain with SBT only:		52.00 %
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:		1837.5 m3/hr
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:		3000.00 m3/hr
6.14	Are there any cargo tank filling restrictions. If yes, please specify:		Yes With cargo of sp.gravity 1.55 t/cbm,filling should not exceed 66 filling for cargo and slop tanks
Pumping Systems			
6.15	Pumps:	No.	Type
	Cargo:	10	Centrifugal
		2	Centrifugal
		2	Centrifugal
	Stripping:	2	
	Eductors:	1	
	Ballast:	2	deep well centrifugal
6.16	How many cargo pumps can be run simultaneously at full capacity:		
Capacity			
			500 M3/HR
			320 M3/HR
			150 M3/HR
			0 m3/hr
			0 m3/hr
			750 m3/hr
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):		304.8 mm
Venting			
6.24	State what type of venting system is fitted:		P/V Valves
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:		16.00 mm

6.28	What is the material of the manifold:			Stainless Steel		
Manifold Arrangement						
6.29	Distance between cargo manifold centers:			2000.00 mm		
6.30	Distance ships rail to manifold:			4400.00 mm		
6.31	Distance manifold to ships side:			4600.00 mm		
6.32	Top of rail to center of manifold:			850.00 mm		
6.33	Distance main deck to center of manifold:			2100.00 mm		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:			12.08 m	7.61 m	
6.35	Number / size reducers:			2 x 406/305mm (16/12") 6 x 305/305mm (12/12") 6 x 305/254mm (12/10") 6 x 305/203mm (12/8") 1 x 203/152mm (8/6")		
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:			SS		
6.41	Maximum temperature cargo can be loaded/maintained:			74.0 C / 165.2 F	60 C / 140 F	
Tank Coating						
6.42	Are cargo, ballast and slop tanks coated?		Coated	Type	To What Extent	
	Cargo tanks:		Yes	JOTUN Tankguard Special Topcoat	Whole Tank	
	Ballast tanks:		Yes	JOTUN Balloxy HB Light	Whole Tank	
	Slop tanks:			phynol epoxy	Whole Tank	
6.43	If fitted, what type of anodes are used:			Sacrified 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:			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:	0	0.00 mm		0.00 m	0.00 MT
	Main deck fwd:	0	0.00 mm		0.00 m	0.00 MT
	Main deck aft:	0	0.00 mm		0.00 m	0.00 MT
	Poop deck:	0	0.00 mm		0.00 m	0.00 MT
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm		m	MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:		mm		m	MT
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	52.00 mm	Euroflex	210.00 m	69.3 MT
	Main deck fwd:	2	56.00 mm	Secofloat	220.00 m	63.2 MT
	Main deck aft:	2	56.00 mm	Secofloat	220.00 m	63.2 MT
	Poop deck:	4	52.00 mm	Euroflex	210.00 m	79.9 MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	56.00 mm	Euroflex	220 m	79.9 MT
	Main deck fwd:	0	0.00 mm	Megaflex	0.00 m	0.00 MT
	Main deck aft:	0	0.00 mm	Megaflex	0.00 m	0.00 MT
	Poop deck:	2	56.00 mm	Euroflex	210 m	79.9 MT
8.5	Mooring winches	No.		# Drums		Brake Capacity
	Forecastle:	2		Double Drums		30.60 MT
	Main deck fwd:	1		Double Drums		30.60 MT
	Main deck aft:	1		Double Drums		30.60 MT
	Poop deck:	2		Double Drums		30.60 MT
8.6	Mooring bitts	No.				SWL
	Forecastle:	4				64 MT
	Main deck fwd:	4				46 MT
	Main deck aft:	2				64 MT
	Poop deck:	4				46 MT
8.7	Closed chocks and/or fairleads of enclosed type	No.				SWL
	Forecastle:					MT
	Main deck fwd:					MT
	Main deck aft:					MT
	Poop deck:					MT
Emergency Towing System						

8.8	Type / SWL of Emergency Towing system forward:	Tongue type stopper	200 MT
8.9	Type / SWL of Emergency Towing system aft:	KETA-20A (for 50,000 DWT)	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:	100.00 MT	250x250 mm
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		64.00 MT
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	1224.00 bhp	912.73 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):		200.00 MT
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		76.00 mm
8.22	Distance between the bow fairlead and chain stopper/bracket:		2.35 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: 1 x 10.00 Tonnes	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		5.9 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?	HFO 380 Visc.up to 380 cst at 50C	
9.2	What type of fuel is used in the generating plant?	HFO, visc.up 380 cst at 50C	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1260.8 m3	176.5 m3 30.5 m3
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed	
Insurance			
9.5	P & I Club - Full Style:	NORTH OF ENGLAND	
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:	Jun 17, 2014 / Taman	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:	Not Applicable	
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:	Oct 14, 2014 / Rotterdam	
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.	BP, PRIMORSK OIL, STATOIL	

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