

INTERTANKO'S STANDARD TANKER CHARTER QUESTIONNAIRE 88 (Q88)					Version 3
1.	VESSEL DESCRIPTION				
1.1	Date updated:		Mar 01, 2013		
1.2	Vessel's name:		Cape Dawson		
1.3	IMO number:		9449429		
1.4	Vessel's previous name(s) and date(s) of change:		Not Applicable		
1.5	Date delivered:		Nov 20, 2009		
1.6	Builder (where built):		STX Offshore & Shipbuiding Co.,Jinhae,Korea		
1.7	Flag:		Marshall Island		
1.8	Port of Registry:		Majuro		
1.9	Call sign:		V7SU5		
1.10	Vessel's satcom phone number:		453834784/453834785		
	Vessel's fax number:		870783130792		
	Vessel's telex number:		870773130797		
	Vessel's email address:		cape-dawson@super-hub.com		
1.11	Type of vessel:		Chemical		
1.12	Type of hull:		Double Hull		
Classification					
1.13	Classification society:		American Bureau of Shipping		
1.14	Class notation:		+A1,(E),Chemical Carrier,Oil Carrier,+AMS,+ACCU,VEC,ESP,UWILD,CRC		
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:		2		
1.18	Does the vessel have ice class? If yes, state what level:		N/A ,		
1.19	Date / place of last dry-dock:		Not Applicable	Not Applicable	
1.20	Date next dry dock due		Not Applicable		
1.21	Date of last special survey / next survey due:		Not Applicable	Not Applicable	
1.22	Date of last annual survey:		Oct 11, 2012		
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?		Yes		
Dimensions					
1.25	Length Over All (LOA):		121.8 m		
1.26	Length Between Perpendiculars (LBP):		113 m		
1.27	Extreme breadth (Beam):		20.4 m		
1.28	Moulded depth:		11.9 m		
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		36.2 m	m	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		61.4 m	60.4 m	
1.31	Distance bridge front to center of manifold:		36.95 m		
1.32	Parallel body distances:		Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:		22.38 m	29.176 m	33.601 m
	Aft to mid-point manifold:		26.46 m	33.097 m	41.294 m
	Parallel body length:		48.84 m	62.273 m	74.895 m
1.33	FWA at summer draft / TPC immersion at summer draft:		191 mm		21.8 MT
1.34	What is the max height of mast above waterline (air draft)		Full Mast		Collapsed Mast
	Lightship:		33.877 m		0 m
	Normal ballast:		31.42 m		0 m
	At loaded summer deadweight:		27.55 m		0 m
Tonnages					
1.35	Net Tonnage:		3725		
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		8278		6829

1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):			9053.04	6790.19
1.38	Panama Canal Net Tonnage (PCNT):				7000
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.261 m	8.65 m	12789.3 MT	16662.9 MT
	Winter:	3.441 m	8.47 m	12397.4 MT	16271 MT
	Tropical:	3.081 m	8.83 m	13182.7 MT	17056.3 MT
	Lightship:	9.577 m	2.323 m		3950 MT
	Normal Ballast Condition:	7.12 m	4.78 m	4662.7 MT	8612.7 MT
1.40	Does vessel have multiple SDWT?			N/A	
1.41	If yes, what is the maximum assigned deadweight?			12789.3 MT	
Ownership and Operation					
1.42	Registered owner - Full style:			"Rio Dawson"Schiffartsgesellselschaft mbH & Co.KG Palmaille 67 22767 Hamburg Germany Tel: +49 172 449 3408 Fax: +49 40 361304 550 Telex: Not Applicable Email: Not Applicable	
1.43	Technical operator - Full style:			Columbia Shipmanagement(Deutschland) GmbH Grosse Elbstrasse 275, 22767 Hamburg Germany Tel: +49 172 449 3408 Fax: +49 40 361304 550 Telex: Not Applicable Email: vetting@csmcy.com: Technical.dawson@csm-d.com;s.larionovs@csm-d.com	
1.44	Commercial operator - Full style:			Navig8 Chemicals Asia Pte. Ltd. Three Temasek Avenue #25-01 Centennial Tower Singapore 039190 Tel: +65 66220034 Fax: +65 66220033 Telex: 211934 Email: operations@navig8chemicals.com	
1.45	Disponent owner - Full style:			Not Applicable	
2.	CERTIFICATION		Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:		Oct 11, 2011	Oct 11, 2012	Nov 19, 2014
2.2	Safety Radio Certificate:		Oct 11, 2012	Oct 11, 2012	Nov 19, 2014
2.3	Safety Construction Certificate:		Oct 10, 2012	Oct 11, 2012	Nov 19, 2014
2.4	Loadline Certificate:		Oct 11, 2012	Oct 11, 2012	Nov 19, 2014
2.5	International Oil Pollution Prevention Certificate (IOPPC):		Oct 17, 2012	Oct 17, 2012	Nov 19, 2014
2.6	Safety Management Certificate (SMC):		Jun 03, 2010	Not Applicable	Apr 30, 2015
2.7	Document of Compliance (DOC):		Dec 22, 2011	Not Applicable	Nov 28, 2016
2.8	USCG (specify: COC, LOC or COI): LOC		Not Applicable	Not Applicable	Not Applicable
2.9	Civil Liability Convention Certificate (CLC):		Feb 01, 2013		Feb 20, 2014
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):		Feb 01, 2013		Feb 20, 2014
2.11	U.S. Certificate of Financial Responsibility (COFR):		Oct 08, 2010		Aug 10, 2013
2.12	Certificate of Fitness (Chemicals):		Nov 20, 2009		Nov 19, 2014
2.13	Certificate of Fitness (Gas):		Not Applicable		
2.14	Certificate of Class:		May 27, 2010	Oct 11, 2012	Nov 19, 2014
2.15	International Ship Security Certificate (ISSC):		Apr 28, 2010	Apr 24, 2015	Apr 24, 2015
2.16	International Sewage Pollution Prevention Certificate (ISPPC)		Nov 20, 2009		Nov 19, 2014
2.17	International Air Pollution Prevention Certificate (IAPP):		Nov 20, 2009		Nov 19, 2014
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			Yes	

	duration of this voyage/contract:	
3.	CREW MANAGEMENT	
3.1	Nationality of Master:	Russian
3.2	Nationality of Officers:	Russia, Peru,Venezuela, Filipino
3.3	Nationality of Crew:	FILIPINO
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Columia Shipmanagemend(Deutschland) GmbH Grobe Elbstrabe 275, 22767 Hamburg-Germany Tel: +4940361304642 Fax: +4940361304550 Telex: Not Applicable Email: personnel.dawson@csm-d.com Crew: Columbia Shipomanagement LTD Columbia House Dodekanison ST PO Box 1624 Limassol ,Cyprus Tel: +35725843100 Fax: +35725320325 Telex: 3205/3206 CSM CY Email: shipmanagement@csmcy.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:	N/A
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 response Management 6620 Cypresswood Drive, suite 200, Spring Tel: +985 781 0804 Telex: 77379
5.3	Oil Spill Response Organization (OSRO) -Full style:	National Response Corporation 3500 Sunrise Highway, Suite - 103 Great River, NY 11739 Tel: +16312249141 Fax: +16312249082 Email: mreese@nrcc.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):	
6.4	Total cubic capacity (98%, excluding slop tanks):	12982.001 m3
6.5	Slop tank(s) capacity (98%):	705.85 m3
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	18.2 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?	5051 m3
6.9	What percentage of SDWT can vessel maintain with SBT only:	39.7 %
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	6

	segregation:			
6.12	Maximum loading rate for homogenous cargo per manifold connection:		660 m3/hr	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:		1200 m3/hr	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:		Yes Designed s.g. 1.53 (%70 full)	
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	10 2	Submerged Centrifugal Submerged Centrifugal	300 M3/HR 100 M3/HR
	Stripping:		N/A	m3/hr
	Eductors:		N/A	m3/hr
	Ballast:	2	Framo	250 m3/hr
6.16	How many cargo pumps can be run simultaneously at full capacity:		4	
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 cargo tanks/slop tanks	
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:		Yes	
6.23	Number/size of VRS manifolds (per side):		2	152.4 mm
Venting				
6.24	State what type of venting system is fitted:		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:		203 mm	
6.28	What is the material of the manifold:		STEEL	
Manifold Arrangement				
6.29	Distance between cargo manifold centers:		900 mm	
6.30	Distance ships rail to manifold:		3470 mm	
6.31	Distance manifold to ships side:		3470 mm	
6.32	Top of rail to center of manifold:		750 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:		9.5 m	5.35 m
6.35	Number / size reducers:		10 x 203/203mm (8/8") 5 x 203/254mm (8/10") 2 x 127/203mm (5/8") 1 x 127/203mm (5/8") 10 x 101/253mm (4/10")	
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:		N/A	
6.37	If stern manifold fitted, state size:		mm	
Cargo Heating				
6.38	Type of cargo heating system?		Steam 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:		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	Sigma Phenguard	Whole	
	Ballast tanks:		Yes	Sigma	Whole	
	Slop tanks:		Yes	Sigma Phenguard	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:			N/A		
8.	MOORING					
8.1	Mooring wires (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
8.2	Wire tails	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
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	42 mm	Superflex	200 m	35 MT
	Main deck fwd:		mm	Not Applicable	m	MT
	Main deck aft:		mm	Not Applicable	m	MT
	Poop deck:	4	42 mm	Superflex	200 m	35 MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	44 mm	Jetflex	220 m	35 MT
	Main deck fwd:		mm	Not Applicable	m	MT
	Main deck aft:		mm	Not Applicable	m	MT
	Poop deck:	2	44 mm	Jetflex	220 m	35 MT
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double	21.5 MT
	Main deck fwd:				N/A	MT
	Main deck aft:				N/A	MT
	Poop deck:			2	Double	21.5 MT
8.6	Mooring bitts			No.	SWL	
	Forecastle:			4	46 MT	
	Main deck fwd:			2	35 MT	
	Main deck aft:			2	25 MT	
	Poop deck:			10	35 MT	
8.7	Closed chocks and/or fairleads of enclosed type			No.	SWL	
	Forecastle:				35 MT	
	Main deck fwd:				25 MT	
	Main deck aft:			2	35 MT	
	Poop deck:			2	35 MT	
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:			Not Applicable	MT	
8.9	Type / SWL of Emergency Towing system aft:			Not Applicable	MT	
Anchors						
8.10	Number of shackles on port cable:			10		

8.11	Number of shackles on starboard cable:	10	
<b>Escort Tug</b>			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	65 MT	Not Applicable
8.13	What is SWL of bollard on poopdeck suitable for escort tug:	65 MT	
<b>Bow/Stern Thruster</b>			
8.14	What is brake horse power of bow thruster (if fitted):	543.8 bhp	405.51 Kw
8.15	What is brake horse power of stern thruster (if fitted):	bhp	0 Kw
<b>Single Point Mooring (SPM) Equipment</b>			
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)':	N/A	
8.17	Is vessel fitted with chain stopper(s):	N/A	
8.18	How many chain stopper(s) are fitted:		
8.19	State type of chain stopper(s) fitted:	Not Applicable	
8.20	Safe Working Load (SWL) of chain stopper(s):	MT	
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	mm	
8.22	Distance between the bow fairlead and chain stopper/bracket:	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:	Not Applicable	
<b>Lifting Equipment</b>			
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 10 Tonnes	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	7 m	
<b>Ship To Ship Transfer (STS)</b>			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):	Yes	
<b>9.</b>	<b>MISCELLANEOUS</b>		
<b>Engine Room</b>			
9.1	What type of fuel is used for main propulsion?	HFO	
9.2	What type of fuel is used in the generating plant?	HFO/MGO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	564.95 m3	70.43 m3 0 m3
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	
<b>Insurance</b>			
9.5	P & I Club - Full Style:	GARD StÅ,perigata 2, Aker Brygge, NO-0250 Oslo P.O. Box 1271 Vika, NO-0111, Oslo Norway Tel: +47 37 01 91 00 Fax: +47 24 13 22 33 , +4 Email: <a href="mailto:bjornar.andresen@gard.no">mailto:bjornar.andresen@gard.no</a>	
9.6	P & I Club coverage - pollution liability coverage:	1000000000 US\$	
<b>Port State Control</b>			
9.7	Date and place of last Port State Control inspection:	Apr 21, 2011 / San Lorenzo	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:	n/a	
<b>Recent Operational History</b>			
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 , n/a Collision: No , n/a	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Contact owner for details	
<b>Vetting</b>			
9.12	Date/Place of last SIRE Inspection:	Nov 23, 2012 / Guangzhou	
9.13	Date/Place of last CDI Inspection:	Apr 15, 2011 / La Teja	
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.*