INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88) **Version 3**

1.	**VESSEL DESCRIPTION**			
1.1	Date updated:		20/09/16	
1.2	Vessel's name:		BAHIA UNO	
1.3	IMO number:		9312274	
1.4	Vessel's previous name(s) and date(s) of change:		N/A	
1.5	Date delivered:		31/08/2004	
1.6	Builder (where built):		ASTILLEROS DE MURUETA S.A	
1.7	Flag:		SPAIN	
1.8	Port of Registry:		STA.CRUZ DE TENERIFE	
1.9	Call sign:		ECFT	
1.10	Vessel's satcom phone number: Vessel's cellular phone number		N/A +34 615 75 87 23	
	Vessel's fax number:		+34 646 60 51 55	
	Vessel's telex number:		N/A	
	Vessel's email address:		bahiauno@mureloil.com	
1.11	Type of vessel:		Oil Tanker	
1.12	Type of hull:		Double Hull	
Classification				
1.13	Classification society:		BUREAU VERITAS AMERICAN BUREAU OF SHIPPING	
1.14	Class notation:		I+HULL//+MACH//OIL TANKER ESP-FLASH POINT>60ºC / UNRESTRICTED NAVIGATION.	
1.15	If Classification society changed, name of previous society:		N/A	
1.16	If Classification society changed, date of change:		N/A	
1.17	IMO type, if applicable:		I / II / III	
1.18	Does the vessel have ice class? If yes, state what level:		N/A	
1.19	Date / place of last dry-dock:		11/08/14	CERNAVAL
1.20	Date next dry dock due		01/09/18	
1.21	Date of last special survey / next survey due:		11/08/14	16/09/18
1.22	Date of last annual survey:		12/08/16	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		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):			71.01 Meters
1.26	Length Between Perpendiculars (LBP):			66.29 Meters
1.27	Extreme breadth (Beam):			15.6 Meters
1.28	Moulded depth:			7.75 Meters
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		27.3 Meters	Meters
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		36.00Meters	34 Meters
1.31	Distance bridge front to center of manifold:			21 Meters
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	31 Meters	32 Meters	33 Meters
	Aft to mid-point manifold:	29 Meters	30 Meters	30 Meters
	Parallel body length:	60 Meters	62 Meters	63 Meters
1.33	FWA at summer draft / TPC immersion at summer draft:		1960 Millimeters	10 Metric Tons
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		20.5 Meters	N/A Meters
	Normal ballast:		19.9 Meters	N/A Meters
	At loaded summer deadweight:		18.8 Meters	N/AMeters
Tonnages				
1.35	Net Tonnage:		1110 Tonnes	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		2201 Tonnes	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		2201 Tonnes	N/A

1.38	Panama Canal Net Tonnage (PCNT):			N/A	
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.96 Meters	5.81 Meters	3870 Metric Tons	5155 Metric Tons
	Winter:	2.08 Meters	4.69 Meters	3675 Metric Tons	4960 Metric Tons
	Tropical:	N/A	N/A	N/A	N/A
	Lightship:	5.0 Meters	2.0 Meters	1553 Metric Tons	1553 Metric Tons
	Normal Ballast Condition:	4.0 Meters	3.0 Meters	1820 Metric Tons	3105 Metric Tons
1.40	Does vessel have multiple SDWT?			N/A	
1.41	If yes, what is the maximum assigned deadweight?				Metric Tons
Ownership and Operation					
1.42	Registered owner - Full style:			MURELOIL S.A. C/SAN VICENTE,Nº8 // EDIF.ALBIA 1,PLANTA 9-48001 BILBAO-VIZCAYA TELEF:0034946004060 FAX:0034944247071	
1.43	Technical operator - Full style:			MURELOIL S.A. C/VIRGEN DEL CARMEN 51 ENTREPLANTA D 11202 ALGECIRAS (CADIZ) SPAIN PHONE:+ 34 956 58 76 93 FAX: +34 956 58 72 88	
1.44	Commercial operator. Charteres - Full style:			REPSOL TRADING SA C/Mendez Alvaro, 44 28045 Madrid	
1.45	Disponent owner - Full style:			N/A	

2.	**CERTIFICATION**	**Issued**	**Last Annual or Intermediate**	**Expires**
2.1	Safety Equipment Certificate:	13/08/14	12/08/16	01/09/19
2.2	Safety Radio Certificate:	13/08/14	12/08/16	01/09/19
2.3	Safety Construction Certificate:	13/08/14	12/08/16	01/09/19
2.4	Loadline Certificate:	11/08/14	12/08/16	01/09/19
2.5	International Oil Pollution Prevention Certificate (IOPPC):	11/08/14	12/08/16	01/09/19
2.6	Safety Management Certificate (SMC):	19/12/11	25/03/14	21/12/2016
2.7	Document of Compliance (DOC):	23/11/11	27/01/16	22/11/16
2.8	USCG (specify: COC, LOC or COI):	N/A	N/A	N/A
2.9	Civil Liability Convention Certificate (CLC):	20/02/16		20/02/17
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	20/02/16		20/02/17
2.11	U.S. Certificate of Financial Responsibility (COFR):	N/A		N/A
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:	B.V. 14/08/14	28/10/15	16/09/19
2.15	International Ship Security Certificate (ISSC):	16/06/16	-	07/06/21
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	11/08/14		01/09/19
2.17	International Air Pollution Prevention Certificate (IAPP):	11/08/14	12/08/16	01/09/19
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:	SPANISH
3.2	Nationality of Officers:	SPANISH
3.3	Nationality of Crew:	SPANISH

3.4	If Officers/Crew employed by a Manning Agency - Full style:	N/A
3.5	What is the common working language onboard:	SPANISH
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:	N/A
4.2	If Yes, state whether winching or landing area provided:	Winching / 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:	N/A
5.2	Qualified individual (QI) - Full style:	N/A
5.3	Oil Spill Response Organization (OSRO) -Full style:	N/A
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:		N/A	
6.2	If Yes, is bulkhead solid or perforated:		N/A	
Cargo Tank Capacities				
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):		Wings 1P/S= 782.00 CuMeters, Wings2P/S= 842.00 CuMeters Wings3P/S= 848.00 CuMeters Wings4P/S= 850.00 CuMeters Wings5P/S= 520.00 CuMeters	
6.4	Total cubic capacity (98%, excluding slop tanks):			3848 Cu.Meters
6.5	Slop tank(s) capacity (98%):			N/A Cu.Meters
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:		Not applicable	Cu.Meters
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?			2472 Cu.Meters
6.9	What percentage of SDWT can vessel maintain with SBT only:			38 %
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)		N/A	
Cargo Handling				
6.11	How many grades/products can vessel load/discharge with double valve segregation:		2	
6.12	Maximum loading rate for homogenous cargo per manifold connection:			400 Cu.M/Hour
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:			1250 Cu.M/Hour
6.14	Are there any cargo tank filling restrictions. If yes, please specify:		N/A	
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	3	Deepwell /Electric	500 Cu.M/Hour
	Stripping:	2	Deepwell/Electric	200 Cu.M/Hour
	Eductors:			
	Ballast:	2	Screew/electric	300 Cu M/hour
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,ALL TANKS	
Vapor Emission Control			
6.22	Is a vapor return system (VRS) fitted:	N/A	
6.23	Number/size of VRS manifolds (per side):		Millimeters
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:	4	
6.27	What is the size of cargo connections:	3 x 250 Millimeters 1 x 150 Milimeters	
6.28	What is the material of the manifold:	STEEL	
Manifold Arrangement			
6.29	Distance between cargo manifold centers:	1060 Millimeters	
6.30	Distance ships rail to manifold:	4800 Millimeters	
6.31	Distance manifold to ships side:	4800 Millimeters	
6.32	Top of rail to center of manifold:	630 Millimeters	
6.33	Distance main deck to center of manifold:	1630 Millimeters	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	5,65 Meters	3,59 Meters
6.35	Number / size reducers:	1 From 250 Milimeters to 200 Milimeters 2 From 200 Milimeters to 150 Milimeters 2 From 150 Milimeters to 100 Milimeters 1 From 100 Milimeters to 75 Milimeters	
Stern Manifold			
6.36	Is vessel fitted with a stern manifold:	Yes	
6.37	If stern manifold fitted, state size:	300 Millimeters	
Cargo Heating			
6.38	Type of cargo heating system?	Thermal Oil	
6.39	If fitted, are all tanks coiled?	Yes	
6.40	If fitted, what is the material of the heating coils:	Mildssteel	
6.41	Maximum temperature cargo can be loaded/maintained:	65 deg Celsius	60 deg Celsius

Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	EPOXY	DECKHEAD
	Ballast tanks:	Yes	EPOXY	DECKHEAD
	Slop tanks:	Yes	EPOXY	DECKHEAD
6.43	If fitted, what type of anodes are used:			

7.	**INERT GAS AND CRUDE OIL WASHING**		
7.1	Is an Inert Gas System (IGS) fitted:	N/A	
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:		
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:		Millimeters		Meters	Metric Tons
	Main deck fwd:		Millimeters		Meters	Metric Tons
	Main deck aft:		Millimeters		Meters	Metric Tons
	Poop deck:		Millimeters		Meters	Metric Tons
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength

	Forecastle:		Millimeters		Meters	Metric Tons
	Main deck fwd:		Millimeters		Meters	Metric Tons
	Main deck aft:		Millimeters		Meters	Metric Tons
	Poop deck:		Millimeters		Meters	Metric Tons
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	38 Millimeters	Duplexpoliamida	110 Meters	32 Metric Tons
	Main deck fwd:		Millimeters		Meters	Metric Tons
	Main deck aft:		Millimeters		Meters	Metric Tons
	Poop deck:	2	38 Millimeters	Duplexpoliamida	110 Meters	32 Metric Tons
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	50 Millimeters	Duplexpoliamida	220 Meters	55 Metric Tons
	Main deck fwd:		Millimeters		Meters	Metric Tons
	Main deck aft:		Millimeters		Meters	Metric Tons
	Poop deck:	2	50 Millimeters	Duplexpoliamida	220 Meters	55 Metric Tons
8.5	Mooring winches			No.	# Drums	Brake Capacity
			Forecastle:	2	Single	32.5 Metric Tons
			Main deck fwd:		Single, Double, Triple	Metric Tons
			Main deck aft:		Single, Double, Triple	Metric Tons
			Poop deck:	2	Single	32.5 Metric Tons
8.6	Mooring bitts				No.	SWL
				Forecastle:	6	Metric Tons
				Main deck fwd:	2	Metric Tons
				Main deck aft:	2	Metric Tons
				Poop deck:	4	Metric Tons
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
				Forecastle:	4	42Metric Tons
				Main deck fwd:	0	42Metric Tons
				Main deck aft:	0	42Metric Tons
				Poop deck:	4	42Metric Tons
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				N/A	Metric Tons
8.9	Type / SWL of Emergency Towing system aft:				N/A	Metric Tons
Anchors						
8.10	Number of shackles on port cable:				7 Shackles	
8.11	Number of shackles on starboard cable:				6 Shackles	
Escort Tug						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				Metric Tons	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:					Metric Tons
Bow/Stern Thruster						
8.14	What is brake horse power of bow thruster (if fitted):				523 BHP	390 kW
8.15	What is brake horse power of stern thruster (if fitted):				N/A BHP	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)':				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:					
8.20	Safe Working Load (SWL) of chain stopper(s):					Metric Tons
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:					Millimeters
8.22	Distance between the bow fairlead and chain stopper/bracket:					Millimeters
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:				N/A	
Lifting Equipment						

8.24	Derrick / Crane description (Number, SWL and location):	1)Electro-Hydraulic installed on main deck centre near the manifold station 2 SWL 1)Electro-Hydraulic installed near manifold aft 2 SWL
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	2 SWL 9.2 Meters/ 2 SWL 9.2 Meters
Ship To Ship Transfer (STS)		
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquified Gas, as applicable):	Yes

9.	**MISCELLANEOUS**	
Engine Room		
9.1	What type of fuel is used for main propulsion?	M.D.O
9.2	What type of fuel is used in the generating plant?	M.G.O.
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	MDO 42 MT
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	AZIMUTAL PROPELLERS
Insurance		
9.5	P & I Club - Full Style:	BRITANNIA
9.6	P & I Club coverage - pollution liability coverage:	US$ 1.000.000.000
Port State Control		
9.7	Date and place of last Port State Control inspection:	N/A
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	
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:	NO
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	HFO/MDO/REPSOL/ALGECIRAS HFO/MDO/REPSOL/ALGEC HFO/MDO/REPSOL/ALGECIRAS IRAS
Vetting		
9.12	Date/Place of last SIRE Inspection:	11/11/15 AT ALGECIRAS
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)*: ** Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.*	REPSOL