INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88) **Version 4**

1.	**VESSEL DESCRIPTION**			
1.1	Date updated:		Mar 28, 2016	
1.2	Vessel's name (IMO number):		Trompeteros I (9299410)	
1.3	Vessel's previous name(s) and date(s) of change:		MERIOM WAVE (Sep 03, 2009)	
1.4	Date delivered / Builder (where built):		Aug 30, 2004 / GSI-Guangzhou Shipyard International-China	
1.5	Flag / Port of Registry:		Peru / Callao	
1.6	Call sign / MMSI:		OA-3487 / 35692600	
1.7	Vessel's contact details (satcom/fax/email etc.):		Tel: 870773226279	
			Fax:	
			Email: 476000052@stratosmobile.net	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):		Oil Tanker	
1.9	Type of hull:		Double Hull	
Classification				
1.10	Classification society:		Lloyds Register	
1.11	Class notation:		ABS Notation: +A1, Oil Carrier, E, + AMS, +ACCU, PORT, VEC, SHR	
1.12	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:			
1.13	If classification society changed, name of previous and date of change:		Registro Italiano Navale , Apr 09, 2015	
1.14	IMO type, if applicable:			
1.15	Does the vessel have ice class? If yes, state what level:		No ,	
1.16	Date / place of last dry-dock:		Aug 29, 2014 / Talcahuano, Chile	
1.17	Date next dry dock due / next annual survey due:		Aug 29, 2019	
1.18	Date of last special survey / next special survey due:		Aug 30, 2014	Aug 29, 2019
1.19	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		, (N/A)	
1.20	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 None	
Dimensions				
1.21	Length overall (LOA):			173.96 m
1.22	Length between perpendiculars (LBP):			163.60 m
1.23	Extreme breadth (Beam):			29.00 m
1.24	Moulded depth:			18.40 m
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:		45.80 m	m
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):		90.62 m	83.90 m
1.27	Distance bridge front to center of manifold:			47.60 m
1.28	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	20.49 m	50.65 m	54.05 m
	Aft to mid-point manifold:	25.33 m	36.63 m	47.08 m
	Parallel body length:	45.82 m	87.28 m	101.13 m
1.29	FWA/TPC at summer draft:		266.00 mm	45.70 MT
1.30	Constant (excluding fresh water):			MT
1.31	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?			
1.32	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		42.76 m	0 m
	Normal ballast:		38.41 m	0 m
	At loaded summer deadweight:		33.48 m	0 m
Tonnages				
1.33	Net Tonnage:			11043.00
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):		25507.00	202143

1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	26419.00	22430.00
1.36	Panama Canal Net Tonnage (PCNT):		21220.00

Ownership and Operation		
1.37	Registered owner - Full style:	NAVIERA TRANSOCEANICA S.A. AV. MANUEL OLGUÍN 501 PISO 12 LIMA 33 - LIMA PERU Tel: Tel: +51 1 5139300 Fax: Fax: +51 1 5139318 Telex: Telex: Not Applicabl Email: flota@navitranso.com; comercial@navitranso.com
1.38	Technical operator - Full style:	NAVIERA TRANSOCEANICA S.A. AV. MANUEL OLGUÍN 501 PISO 12 LIMA 33 - LIMA PERU Tel: +51 1 5139300 Fax: +51 1 5139318 Telex: Not Applicable Email: hsqe@navitranso.com
1.39	Commercial operator - Full style:	NAVIERA TRANSOCEANICA S.A. AV. MANUEL OLGUÍN 501 PISO 12 LIMA 33 - LIMA PERU Tel: +511 513 9328 Fax: +51 1 5139300 Telex: Not Applicable Email: comercial@navitranso.com
1.40	Disponent owner - Full style:	

2.	**CERTIFICATION**	**Issued**	**Last Annual**	**Expires**
2.1	Safety Equipment Certificate (SEC):	Jul 13, 2015	Sep 13, 2015	Aug 28, 2019
2.2	Safety Radio Certificate (SRC):	Jul 14, 2015	Aug 22, 2015	Aug 28, 2019
2.3	Safety Construction Certificate (SCC):	Jul 14, 2015	Aug 22, 2015	Aug 28, 2019
2.4	International Loadline Certificate (ILC):	Jul 13, 2015	Sep 13, 2015	Aug 28, 2019
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Dec 02, 2015	Dec 02, 2015	Nov 25, 2020
2.6	ISM Safety Management Certificate (SMC):	Sep 09, 2014		Aug 28, 2019
2.7	Document of Compliance (DOC):	Aug 28, 2015	Aug 24, 2015	Sep 01, 2020
2.8	USCG Certificate of Compliance (COC):	Not Applicable		Not Applicable
2.9	Civil Liability Convention (CLC) 1992 Certificate:	Feb 22, 2016	Not Applicable	Feb 20, 2017
2.10	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:		Not Applicable	None
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate:	Mar 23, 2016	Not Applicable	Sep 22, 2016
2.12	U.S. Certificate of Financial Responsibility (COFR):		Not Applicable	
2.13	Certificate of Class (COC):	Apr 09, 2015	Apr 09, 2015	Aug 29, 2019
2.14	International Sewage Pollution Prevention Certificate (ISPPC)	Dec 02, 2015	Not Applicable	Nov 25, 2020
2.15	Certificate of Fitness (COF):	Aug 28, 2014	Sep 09, 2015	Aug 28, 2019
2.16	International Energy Efficiency Certificate (IEEC):		Not Applicable	Not Applicable
2.17	International Ship Security Certificate (ISSC):	Mar 09, 2016		Aug 28, 2019
2.18	International Air Pollution Prevention Certificate (IAPPC):	Dec 02, 2015	Dec 02, 2015	Nov 25, 2020
2.19	Maritime Labour Certificate (MLC):		Not Applicable	

Documentation		
2.20	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:	Yes
2.21	Does vessel have in place a Drug and Alcohol Policy complying with OCIMF guidelines for Control of Drugs and Alcohol Onboard Ship?	Yes
2.22	Is the ITF Special Agreement on board (if applicable)?	
2.23	ITF Blue Card expiry date:	

3.	**CREW**

3.1	Nationality of Master:	Peruvian
3.2	Number and Nationality of Officers:	9 PERUVIAN
3.3	Number and Nationality of Crew:	16 PERUVIAN
3.4	What is the common working language onboard:	Spanish
3.5	Do officers speak and understand English:	Yes
3.6	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Naviera Transoceanica S.A AV. MANUEL OLGUÍN 501 PISO 12 LIMA 33 - LIMA PERUCompany IMO#: 5514496 Tel: + 51 1 5139300 Fax: + 51 1 5139318 Telex: Not Applicable Email: flota@navitranso.com Crew: Naviera Transoceanica S.A AV. MANUEL OLGUÍN 501 PISO 12 LIMA 33 - LIMA PERUCompany IMO#: 5514496 Tel: +51 1 5139300 Fax: +51 1 5139318 Telex: Not Applicable Email: flota@navitranso.com

4.	**FOR USA CALLS**	
4.1	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
4.2	Qualified individual (QI) - Full style:	COMPLIANCE SYSTEMS INC. HAMILTON HOUSE 26 EAST BRYAN STREET SAVANNAH, GEORGIA, 31401 USA Tel: +1 912 233-8181 Fax: +1 912 231 2938 Email: CSI@COMPLIANCE.COM
4.3	Oil Spill Response Organization (OSRO) - Full style:	Marine Spill Response Corporation 220 Spring Street, Suite 500 Herndon, VA 20170 USA

5.	**CARGO AND BALLAST HANDLING**				
Double Hull Vessels					
5.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:			Yes , Solid	
Loadline Information					
5.2	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.11 m	12.32 m	38847.00 MT	48634.62 MT
	Winter:	6.37 m	12.06 m	37712.42 MT	MT
	Tropical:	5.86 m	12.57 m	40046.47 MT	MT
	Lightship:	15.39 m	3.04 m	Not Applicable	9759.18 MT
	Normal Ballast Condition:	10.52 m	7.91 m	19644.90 MT	29404.10 MT
5.3	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			Yes	
Cargo Tank Capacities					
5.4	Number of cargo tanks and total cubic capacity (98%):				41836.9 m3
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):			Seg#1: 7247 m3 (1 P+S) Seg#2: 9860 m3 (2 P+S) Seg#3: 9228 m3 (3 P+S) Seg#4: 7784 m3 (4 P+S) Seg#5: 7717 m3 (5 P+S) Seg#6: 4068 m3 (6 P+S)	
5.6	Number of slop tanks and total cubic capacity (98%):				4068.5 m3
5.7	Specify segregations which slops tanks belong to and their capacity with double valve:				
5.8	Residual/Retention oil tank(s) capacity (98%), if applicable:				208.6 m3

5.9	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):			SBT	
SBT Vessels					
5.10	What is total SBT capacity and percentage of SDWT vessel can maintain?			17654.85 m3	45.40 %
5.11	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:			Yes	
Cargo Handling and Pumping Systems					
5.12	How many grades/products can vessel load/discharge with double valve segregation:				6
5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:			N/A Not Applicable	
5.14	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	10 2 1	DEEP WELL DEEP WELL DEEP WELL	600 M3/HR 300 M3/HR 70 M3/HR	120 Meters 120 Meters 120 Meters
	Cargo Eductors:		N/A	m3/hr	m
	Stripping:		N/A	m3/hr	m
	Ballast Pumps:	2	Centrifugal	1000 m3/hr	25 m
	Ballast Eductors:	1	WATER DRIVEN	80 m3/hr	3 m
5.15	Max loading rate for homogenous cargo per manifold connection:				1000 m3/hr
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:				3600.00 m3/hr
5.17	How many cargo pumps can be run simultaneously at full capacity:				6
Cargo Control Room					
5.18	Is ship fitted with a Cargo Control Room (CCR)?			Yes	
5.19	Can tank innage / ullage be read from the CCR?			Yes	
Gauging and Sampling					
5.20	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?			Yes	
5.21	What type of fixed closed tank gauging system is fitted:			Radar	
5.22	Number of portable gauging units (example- MMC) on board:				3
5.23	Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial:			Yes , All	
5.24	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:			Yes ,	
5.25	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:			Yes ,	
Vapor Emission Control System (VECS)					
5.26	Is a Vapour Emission Control System (VECS) fitted?			Yes	
5.27	Number/size of VECS manifolds (per side):			2	400 mm
5.28	Number / size / type of VECS reducers:				
Venting					
5.29	State what type of venting system is fitted:			INDIVIDUAL + COMMON	
Cargo Manifolds and Reducers					
5.30	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?			Yes	
5.31	Total number / size of cargo manifold connections on each side:			6 / 400.00 mm	
5.32	What type of valves are fitted at manifold:			Butterfly	
5.33	What is the material/rating of the manifold:			STEEL /	
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:				
5.35	Distance between cargo manifold centers:				2000.00 mm
5.36	Distance ships rail to manifold:				4600.00 mm
5.37	Distance manifold to ships side:				4600.00 mm
5.38	Top of rail to center of manifold:				4100.00 mm
5.39	Distance main deck to center of manifold:				1900.00 mm
5.40	Spill tank grating to center of manifold:				900.00 mm
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:			13.02 m	8.21 m

5.42	Number / size / type of reducers:	6 x 400/300mm (16/12") 6 x 400/250mm (16/10") 6 x 400/200mm (16/8") 2 x 200/150mm (8/6") 2 x 150/100mm (6/4") ANSI 150
5.43	Is vessel fitted with a stern manifold? If yes, state size:	N/A , mm

Heating

5.44	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo tanks:	Deck heat exchangers / heating coils in 6W		SS
	Slop tanks:			
5.45	Maximum temperature cargo can be loaded / maintained:		65.6 Â°C / 150.1 Â°F	60 Â°C / 140 Â°F
5.46	Minimum temperature cargo can be loaded / maintained:			

Coating / Anodes

5.47	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	epoxy	ALL FULLY COATED INCLUDING RESIDUAL TANK	N/A
	Ballast tanks:	Yes	epoxy	whole	Yes
	Slop tanks:	Yes	epoxy	Whole Tank	

6.	**INERT GAS AND CRUDE OIL WASHING**	
6.1	Is a Crude Oil Washing (COW) installation fitted / operational?	Yes /
6.2	Is an Inert Gas System (IGS) fitted / operational?	Yes / Yes
6.3	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	IG Generator

7. MOORING

7.1	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
7.2	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
7.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	56.00 mm	EUROFLEX MOORING ROPE - PES/PP COMBINATION YARN	220.00 m	78.00 MT
	Main deck fwd:	2	56.00 mm	EUROFLEX MOORING ROPE - PES/PP COMBINATION YARN	220.00 m	78.00 MT
	Main deck aft:	2	56.00 mm	EUROFLEX MOORING ROPE - PES/PP COMBINATION YARN	220.00 m	78.00 MT
	Poop deck:	6	68.00 mm	PP/PE, SUPERFLEX 8 STRANDS ROPE	220.00 m	84.00 MT
7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	68.00 mm	SUPERFLEX 8STRANDS ROPE	220.00 m	84.00 MT
	Main deck fwd:		mm	Not Applicable	m	MT

	Main deck aft:		mm	Not Applicable	m	MT
	Poop deck:	2	56.00 mm	Not Applicable	220.00 m	78.00 MT
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	3	DOUBLE	Hydraulic	36.00 MT	
	Main deck fwd:	3	DOUBLE	Hydraulic	36.00 MT	
	Main deck aft:	1	DOUBLE	Hydraulic	36.00 MT	
	Poop deck:	3	DOUBLE	Hydraulic	36.00 MT	
7.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		6	45 MT	17	45 MT
	Main deck fwd:		4	45 MT	8	45 MT
	Main deck aft:		2	45 MT	6	45 MT
	Poop deck:		10	45 MT	15	45 MT
Anchors/Emergency Towing System						
7.7	Number of shackles on port / starboard cable:				12 / 11	
7.8	Type / SWL of Emergency Towing system forward:				HINGED BAR-200T, 76A 9013	200 MT
7.9	Type / SWL of Emergency Towing system aft:				SWR 200	100 MT
Escort Tug						
7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:				600 X 450	45.00 MT
7.11	What is SWL of bollard on poop deck suitable for escort tug:					45.00 MT
Bow/Stern Thruster						
7.12	What is brake horse power of bow thruster (if fitted):				N/A , bhp	
7.13	What is brake horse power of bow thruster (if fitted):				N/A , bhp	
Single Point Mooring (SPM) Equipment						
7.14	Does the vessel meet the recommendations in the latest edition of OCIMF 'Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings (SPM)'?				No	
7.15	If fitted, how many chain stoppers:				1	
7.16	State type / SWL of chain stopper(s):				HINGED BAR	200.00 MT
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:					76.00 mm
7.18	Distance between the bow fairlead and chain stopper/bracket:					3050 mm
7.19	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						
7.20	Derrick / Crane description (Number, SWL and location):				Cranes: 1 x 10.00 Tonnes	
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:					5.50 m
Ship To Ship Transfer (STS) / Helicopter Operations						
7.22	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquified Gas, as applicable)?				Yes	
7.23	Can the ship comply with the ICS Helicopter Guidelines? If Yes, state whether winching or landing area provided and diameter of the circle provided:				N/A , Winching 5.05 m	
8.	**MISCELLANEOUS**					
Engine						
8.1	Speed				Maximum	Economic
	Ballast speed:				Kts (WSNP)	Kts (WSNP)
	Laden speed:				Kts (WSNP)	Kts (WSNP)
8.2	What type of fuel is used for main propulsion?				IFO 380	IFO 380
8.3	Type / Capacity of bunker tanks:				Fuel Oil: 1410 m3 Diesel Oil: 0 m3 Gas Oil: 152 m3	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):					

8.5	Engines	No	Capacity	Make/Type
	Main engine:		Kw	
	Aux engine:	3	Kw	
	Power packs:		m3	
	Boilers:	1	18.00 MT/Hr	
Emissions				
8.6	Main engine IMO NOx emission standard:			
8.7	Energy Efficiency Design Index (EEDI) rating number:			
Insurance				
8.8	P & I Club - Full Style:	Steamship Mutual Underwriting Association LTD		
8.9	P & I Club pollution liability coverage / expiration date:		1000000000 US$	Feb 20, 2017
8.10	Hull & Machinery insured by - Full Style:	THE STRIKE CLUB		
8.11	Hull & Machinery insured value / expiration date:		US$	May 31, 2016
Recent Operational History				
8.12	Date and place of last Port State Control inspection:		N/A	
8.13	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:		No	
8.14	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:		Pollution: No , Grounding: No , Casualty: No , Collision: No ,	
8.15	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):			
8.16	Date/place of last STS operation:			
Vetting				
8.17	Date of last SIRE inspection:		Oct 23, 2015	
8.18	Date of last CDI inspection:			
8.19	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: **"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.*		Contact owner for details.	
Additional Information				
8.20	Additional information relating to features of the ship or operational characteristics:			