INTERTANKO TANKER CHARTERING QUESTIONNAIRE 88 **Version 4**

1.	**VESSEL DESCRIPTION**			
1.1	Date updated:		Apr 26, 2017	
1.2	Vessel's name (IMO number):		Pine Galaxy (9272682)	
1.3	Vessel's previous name(s) and date(s) of change:		Not Applicable	
1.4	Date delivered / Builder (where built):		Aug 12, 2004 / Shin Kurushima Dockyard Co., Ltd.	
1.5	Flag / Port of Registry:		Bahamas / Nassau	
1.6	Call sign / MMSI:		C6TT5 / 311 772 000	
1.7	Vessel's contact details (satcom/fax/email etc.):		Tel: 870 773 232 821 Fax: 870 783 159 174 Email: pineg@unixline.amosconnect.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):		Chemical	
1.9	Type of hull:		Double Hull	
Classification				
1.10	Classification society:		Nippon Kaiji Kyokai	
1.11	Class notation:		NK NS* (Tanker, Molasses or Oils Flashpoint Below 60 deg C and ,Chemicals Type II & III (ESP) MNS*	
1.12	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:		No	
1.13	If classification society changed, name of previous and date of change:		, Not Applicable	
1.14	IMO type, if applicable:		2,3	
1.15	Does the vessel have ice class? If yes, state what level:		N/A,	
1.16	Date / place of last dry-dock:		Jun 15, 2014 / Singapore	
1.17	Date next dry dock due / next annual survey due:		Jun 14, 2017	Not Applicable
1.18	Date of last special survey / next special survey due:		Jun 15, 2014	Aug 11, 2019
1.19	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		No,	
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	
Dimensions				
1.21	Length overall (LOA):			147.83 Metres
1.22	Length between perpendiculars (LBP):			141.00 Metres
1.23	Extreme breadth (Beam):			24.23 Metres
1.24	Moulded depth:			12.85 Metres
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:		38.61 Metres	
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):		76.62 Metres	71.21 Metres
1.27	Distance bridge front to center of manifold:			43.15 Metres
1.28	Parallel body distances	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	24.11 Metres	25.11 Metres	25.11 Metres
	Aft to mid-point manifold:	11.82 Metres	18.18 Metres	29.39 Metres
	Parallel body length:	35.93 Metres	43.29 Metres	54.49 Metres
1.29	FWA/TPC at summer draft:		197.00 Millimetres	30.00 Metric Tonnes
1.30	Constant (excluding fresh water):			225.00 Metric Tonnes
1.31	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?		The following guidelines are to be used for determining the minimum UKC which shall be maintained at all times. The minimum under keel clearance, after making an allowance for squat, height of tide, change of density, heel and prevailing weather shall be maintained as follows:- At Sea:- In Harbour, River, Narrow Channel: Not less than 0.6 meters At Fairway / Sea buoy : Not less than 15% of ships deepest static draft At Open Sea : Not less than 20% of ships deepest static draft In deep sea / ocean passages the vessel should be kept clear of any localized shallow areas and	

		as far as possible in depths greater than 50 m. In case this is not possible, one of the above conditions will apply. At Berth:- Minimum UKC shall be 0.3m	
1.32	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	36.33 Metres	0 Metres
	Normal ballast:	32.52 Metres	0 Metres
	At loaded summer deadweight:	29.16 Metres	0 Metres
Tonnages			
1.33	Net Tonnage:		6,352.00
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	12,105.00	
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	12,609.68	10,977.86
1.36	Panama Canal Net Tonnage (PCNT):		10,181.00
Ownership and Operation			
1.37	Registered owner - Full style:	Libero Panama, S.A Comosa Building 9th Floor, Samuel Lewis and Manuel M. Ycaza Avenue, Panama City, The Republic of Panama Panama Company IMO#: 1370531	
1.38	Technical operator - Full style:	Unix Line Pte Ltd 6 SHENTON WAY, #22-08 SINGAPORE (068809) Singapore Tel: +65 6349 5818 Fax: +65 6538 1015 Telex: N/A Email: smd_unix@unixline.net Company IMO#: 1828918	
1.39	Commercial operator - Full style:	MOL CHEMICAL TANKERS PTE. LTD. 6 SHENTON WAY, #22-08 OUE DOWNTOWN SINGAPORE (068809) Singapore Tel: (65) 6349 5800 Fax: (65) 6223 5189 Email: pac_ops@milestone-tankers.com	
1.40	Disponent owner - Full style:	MOL CHEMICAL TANKERS PTE. LTD. 6 SHENTON WAY, #22-08 OUE DOWNTOWN SINGAPORE (068809) Tel: +65-6349-5800 Fax: +65-6223-5189 Email: pac_ops@tokyomarine.sg	

2.	**CERTIFICATION**	**Issued**	**Last Annual**	**Expires**
2.1	Safety Equipment Certificate (SEC):	Oct 28, 2015	Sep 11, 2016	Aug 11, 2019
2.2	Safety Radio Certificate (SRC):	Jul 03, 2014	Sep 11, 2016	Aug 11, 2019
2.3	Safety Construction Certificate (SCC):	Jul 03, 2014	Sep 11, 2016	Aug 11, 2019
2.4	International Loadline Certificate (ILC):	Jul 03, 2014	Sep 11, 2016	Aug 11, 2019
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jul 03, 2014	Sep 11, 2016	Aug 11, 2019
2.6	ISM Safety Management Certificate (SMC):	Feb 10, 2015		Dec 21, 2019
2.7	Document of Compliance (DOC):	Jul 08, 2016		Jun 21, 2021
2.8	USCG Certificate of Compliance (COC):	May 30, 2015	Aug 09, 2016	May 30, 2017
2.9	Civil Liability Convention (CLC) 1992 Certificate:	Jan 20, 2017	Not Applicable	Feb 20, 2018
2.10	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Jan 17, 2017	Not Applicable	Feb 20, 2018
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate:	Feb 28, 2017	Not Applicable	Aug 27, 2017
2.12	U.S. Certificate of Financial Responsibility (COFR):	Aug 11, 2014	Not Applicable	Aug 11, 2017
2.13	Certificate of Class (COC):	Jul 03, 2014	Sep 11, 2016	Aug 11, 2019

2.14	International Sewage Pollution Prevention Certificate (ISPPC):	Jul 03, 2014	Not Applicable	Aug 11, 2019
2.15	Certificate of Fitness (COF):	Jul 03, 2014	Sep 11, 2016	Aug 11, 2019
2.16	International Energy Efficiency Certificate (IEEC):	Jul 03, 2014	Not Applicable	Not Applicable
2.17	International Ship Security Certificate (ISSC):	Jan 19, 2015		Jan 26, 2020
2.18	International Air Pollution Prevention Certificate (IAPPC):	Jul 03, 2014	Sep 11, 2016	Aug 11, 2019
2.19	Maritime Labour Certificate (MLC):	Jul 18, 2013	Not Applicable	Jul 17, 2018
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)?		Yes	
2.23	ITF Blue Card expiry date:		Mar 31, 2020	

3.	**CREW**	
3.1	Nationality of Master:	Bangladeshi
3.2	Number and Nationality of Officers:	9 Bangladeshi
3.3	Number and Nationality of Crew:	12 Bangladeshi
3.4	What is the common working language onboard:	English
3.5	Do officers speak and understand English?	Yes
3.6	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Haque & Sons Ltd Rummana Haque tower, 1267/A Goashil Danga, Agrabad C/A, Chittagong , Bangladesh Tel: +880 31 746214 Fax: +880 31 710530 Telex: NA Email: haqsonsctg@hagsons.com Crew: Same as above 3.1.4 Same as above 3.1.5 Tel: Same as 3.1.4 Fax: Same as 3.1.4 Email: Same as 3.1.4

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?	Yes
4.2	Qualified individual (QI) - Full style:	ECM Maritime Services, LLC 1 Selleck Street, 5th Floor, Suite 511, Norwalk, CT 06855 Tel: +1.203.857.0444 +1.2 Fax: +1.203.857.0428 Email: ecm@ecmmaritime.com
4.3	Oil Spill Response Organization (OSRO) - Full style:	National Response Corporation (NRC) 3500 Sunrise Highway, Suite T103 Great River, NY 11739, USA. Tel: +1-631-224-9141 (24 Fax: +1-631-224-9086 Email: iocdo@nrcc.com

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:	3.45 Metres	9.45 Metres	19,997.00 Metric Tonnes	25,511.00 Metric Tonnes
	Winter:	3.65 Metres	9.25 Metres	19,405.00 Metric Tonnes	24,919.00 Metric Tonnes
	Tropical:	3.25 Metres	9.64 Metres	20,593.00 Metric Tonnes	26,107.00 Metric Tonnes
	Lightship:	10.62 Metres	2.28 Metres	Not Applicable	5,514.00 Metric Tonnes
	Normal Ballast Condition:	6.92 Metres	5.98 Metres	9,877.00 Metric Tonnes	15,307.00 Metric Tonnes
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%):			22	20,862.875 Cu. Metres
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):				
5.6	Number of slop tanks and total cubic capacity (98%):			2	623.968 Cu. Metres
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:				
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?			7,865.48 Cu. Metres	39.00 %
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:				22
5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:			Yes DSG: 1.3	
5.14	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	14 8	Submerged Deep-Well Vertical Centrifugal Type Submerged Deep-Well Vertical Centrifugal Type	330 M3/HR 200 M3/HR	15 Meters 15 Meters
	Cargo Eductors:				
	Stripping:				
	Ballast Pumps:	1	Centrifugal	350 Cu. Metres/Hour	
	Ballast Eductors:				
5.15	Max loading rate for homogenous cargo per manifold connection:				1,200 Cu. Metres/Hour
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:				2,040.00 Cu. Metres/Hour
5.17	How many cargo pumps can be run simultaneously at full capacity:				4
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:			Floating	
5.22	Number of portable gauging units (example- MMC) on board:				4
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:			,	
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	200 Millimetres
5.28	Number / size / type of VECS reducers:			2 / 8" X 6" / ANSI	
Venting					
5.29	State what type of venting system is fitted:			High Velocity P/V valves	
Cargo Manifolds and Reducers					
5.30	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil			Yes	

	Tanker Manifolds and Associated Equipment'?		
5.31	Total number / size of cargo manifold connections on each side:	24 / 150 Millimetres	
5.32	What type of valves are fitted at manifold:	Butterfly	
5.33	What is the material/rating of the manifold:	Stainless Steel /	
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:	Vsl having 2 Common Line with connection size: 250mm, each Common Line can be connected to all tanks as require by Elbow.	
5.35	Distance between cargo manifold centers:	500.00 Millimetres	
5.36	Distance ships rail to manifold:	3,305.00 Millimetres	
5.37	Distance manifold to ships side:	3,500.00 Millimetres	
5.38	Top of rail to center of manifold:	1,703.00 Millimetres	
5.39	Distance main deck to center of manifold:	2,703.00 Millimetres	
5.40	Spill tank grating to center of manifold:	683.00 Millimetres	
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:	9.62 Metres	5.95 Metres
5.42	Number / size / type of reducers:	4 x 150/100mm (6/4") 2 x 200/150mm (8/6") 2 x 250/150mm (10/6") 2 x 250/200mm (10/8") 1 x 300/250mm (12/10") ANSI	
5.43	Is vessel fitted with a stern manifold? If yes, state size:	No, 0 Millimetres	

Heating

5.44	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo Tanks:	Heating Coils	Yes	SS
	Slop Tanks:	Heating Coils	Yes	SS
5.45	Maximum temperature cargo can be loaded / maintained:		90.0 °C / 194.0 °F	90 °C / 194 °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	Stainless Steel (SUS 316L)	Whole Tank	No
	Ballast tanks:	Yes	Epoxy	Whole Tank	Yes
	Slop tanks:	Yes	SUS316L	Whole Tank	No

6.	**INERT GAS AND CRUDE OIL WASHING**	
6.1	Is a Crude Oil Washing (COW) installation fitted / operational?	No / N/A
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:	Nitrogen Generator

7.	**MOORING**					
7.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck fwd:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Poop deck:	0	0 Millimetres		0 Metres	0 Metric Tonnes
7.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck fwd:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Poop deck:	0	0 Millimetres		0 Metres	0 Metric Tonnes
7.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	44.00 Millimetres	Maxiflex	200.00 Metres	38.00 Metric Tonnes
	Main deck fwd:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Poop deck:	4	44.00 Millimetres	Fibre Rope-Maxiflex white	220.00 Metres	38.00 Metric Tonnes

7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	44.00 Millimetres	Polypropylene-Polyester composite	200.00 Metres	38.00 Metric Tonnes
	Main deck fwd:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Poop deck:	4	44.00 Millimetres	Fibre Rope-Maxiflex white	220.00 Metres	38.00 Metric Tonnes
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	22.50 Metric Tonnes	
	Main deck fwd:	0			0 Metric Tonnes	
	Main deck aft:	0			0 Metric Tonnes	
	Poop deck:	2	Double Drums	Hydraulic	22.50 Metric Tonnes	
7.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		6	64 Metric Tonnes	9	64 Metric Tonnes
	Main deck fwd:		2	52 Metric Tonnes	2	45 Metric Tonnes
	Main deck aft:		2	52 Metric Tonnes	2	45 Metric Tonnes
	Poop deck:		8	64 Metric Tonnes	11	64 Metric Tonnes

Anchors/Emergency Towing System			
7.7	Number of shackles on port / starboard cable:	10 / 10	
7.8	Type / SWL of Emergency Towing system forward:		0 Metric Tonnes
7.9	Type / SWL of Emergency Towing system aft:		0 Metric Tonnes
Escort Tug			
7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:		64.00 Metric Tonnes
7.11	What is SWL of bollard on poop deck suitable for escort tug:		64.00 Metric Tonnes
Bow/Stern Thruster			
7.12	What is brake horse power of bow thruster (if fitted):	Yes, 700.00 bhp	
7.13	What is brake horse power of stern thruster (if fitted):	No, 0 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)'?	N/A	
7.15	If fitted, how many chain stoppers:	0	
7.16	State type / SWL of chain stopper(s):		0 Metric Tonnes
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:		0 Millimetres
7.18	Distance between the bow fairlead and chain stopper/bracket:		0 Millimetres
7.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	0	
Lifting Equipment			
7.20	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 5.00 Tonnes center	
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:		2.90 Metres
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:	No, 0 Metres	

8.	**MISCELLANEOUS**			
Engine				
8.1	Speed		Maximum	Economic
	Ballast speed:		15 Knots (WSNP)	
	Laden speed:		15 Knots (WSNP)	
8.2	What type of fuel is used for main propulsion / generating plant:		Heavy Fuel Oil (380 cSt)	Heavy Fuel Oil (380 cSt)
8.3	Type / Capacity of bunker tanks:		Fuel Oil: 1,117.20 Cu. Metres Diesel Oil: 79.47 Cu. Metres Gas Oil: 0 Cu. Metres	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):		Fixed	
8.5	Engines	No	Capacity	Make/Type

	Main engine:	1	6,230 Kilowatt	KOBE DIESEL CO. LTD. 7UEC 45LA
	Aux engine:	3		
	Power packs:	3		FRAMO
	Boilers:	1	15.00 Metric Tonnes/Hour	
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:	UK P&I Club		
8.9	P & I Club pollution liability coverage / expiration date:		1,000,000,000 US$	Feb 20, 2018
8.10	Hull & Machinery insured by - Full Style:	Tokio Marine & Nichido Fire Insurance Co. Ltd.		
8.11	Hull & Machinery insured value / expiration date:			Oct 01, 2017
Recent Operational History				
8.12	Date and place of last Port State Control inspection:		Sep 17, 2016 / Legaspi, Philippine	
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):		Contact owner for details.	
8.16	Date/place of last STS operation:		12th Dec 2015 at Ulsan	
Vetting				
8.17	Date of last SIRE inspection:		Apr 22, 2017	
8.18	Date of last CDI inspection:		Jul 14, 2016	
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.*			
Additional Information				
8.20	Additional information relating to features of the ship or operational characteristics:			