INTERTANKO TANKER CHARTERING QUESTIONNAIRE 88 **Version 4**

1.	**VESSEL DESCRIPTION**			
1.1	**Date updated:**		22 NOVEMBER 2018	
1.2	**Vessel's name (IMO number):**		LPG LAURA (IMO 9238959)	
1.3	**Vessel's previous name(s) and date(s) of change:**		HAYDOCK / 14 FEB 2012	
1.4	**Date delivered / Builder (where built):**		15 MAY 2001 / KITANIHON SHIPBUILDING CO.,LTD.	
1.5	**Flag / Port of Registry:**		PHILIPPINES	
1.6	**Call sign / MMSI:**		DUFN / 548463100	
1.7	**Vessel's contact details (satcom/fax/email etc.):**		Tel: +870773120030 Fax: +870783120849 Email: lpglaura@pcpublic.com.sg	
1.8	**Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):**		Gas Tanker	
1.9	**Type of hull:**		Double hull	
Classification				
1.10	**Classification society:**		DNV GL	
1.11	**Class notation:**		*1A1 Tanker for Liquified Gas (18.0kg/cm2) and minimum Temperature 0C Type MNS	
1.12	**Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:**		N/A	
1.13	**If classification society changed, name of previous and date of change:**		NIPPON KAIJI KYOKAI / 14 FEB 2012	
1.14	**IMO type, if applicable:**		N/A	
1.15	**Does the vessel have ice class? If yes, state what level:**		N/A	
1.16	**Date / Place of last dry-dock:**		14 MAY 2016/ SUBIC, PHILIPPINES	
1.17	**Date next dry dock due / next annual survey due:**		14 NOV 2018	14 AUG 2019
1.18	**Date of last special survey / next special survey due:**		14 MAY 2016	30 MAY 2021
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	
Dimensions				
1.21	**Length overall (LOA):**		99.90 Meters	
1.22	**Length between perpendiculars (LBP):**		93.50 Meters	
1.23	**Extreme breadth (Beam):**		17.00 Meters	
1.24	**Moulded depth:**		8.20 Meters	
1.25	**Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:**		29.10 Meters	
1.26	**Bow to center manifold (BCM) / Stern to center manifold (SCM):**		47.20 Meters	52.70 Meters
1.27	**Distance bridge front to center of manifold:**		30.10 Meters	
1.28	**Parallel body distances**	**Lightship**	**Normal Ballast**	**Summer Dwt**
	Forward to mid-point manifold:	33.92	36.40	38.40
	Aft to mid-point manifold:	35.36	38.56	42.24
	Parallel body length:	69.28	74.96	80.64
1.29	**FWA/TPC at summer draft:**		127.00 Millimetres	13.44 Tonnes
1.30	**Constant (excluding fresh water):**		20.16 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:		69.28M	N/A
	Normal ballast:		74.96M	N/A
	At loaded summer deadweight:		80.64M	N/A
Tonnages				
1.33	**Net Tonnage:**		1214.00 Tonnes	
1.34	**Gross Tonnage / Reduced Gross Tonnage (if applicable):**		4045.00 Tonnes	
1.35	**Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):**		4533.61 Tonnes	3479.39 Tonnes

1.36	**Panama Canal Net Tonnage (PCNT):**	3458.40 Tonnes
Ownership and Operation		
1.37	**Registered owner - Full style:**	**SEATRANS CORPORATION** 6th floor, Mapfre Insular Corporate Center Madrigal Business Park, 1220 Acacia Avenue Ayala Alabang, Muntinlupa City, Philippines
1.38	**Technical operator - Full style:**	**SWAN Shipping Corporation** 3rd Floor, S&L Building, 1500 Roxas Boulevard, Ermita Manila, 1000 Philippines Tel: +63-2-526-8718/19 Fax: +63-2-5226317 Email: tech_safe@swan-manila.com
1.39	**Commercial operator - Full style:**	
1.40	**Disponent owner - Full style:**	**N/A**

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	**Safety Equipment Certificate (SEC):**	19 JULY 2016	07 JULY 2017	14 MAY 2021
2.2	**Safety Radio Certificate (SRC):**	19 JULY 2016	07 JULY 2017	14 MAY 2021
2.3	**Safety Construction Certificate (SCC):**	19 JULY 2016	07 JULY 2017	14 MAY 2021
2.4	**International Loadline Certificate (ILC):**	19 JULY 2016	07 JULY 2017	14 MAY 2021
2.5	**International Oil Pollution Prevention Certificate (IOPPC):**	19 JULY 2016	07 JULY 2017	14 MAY 2021
2.6	**ISM Safety Management Certificate (SMC):**	24 JAN 2018	-	23 JUN 2023
2.7	**Document of Compliance (DOC):**	06 OCT 2017	10 OCT 2018	13 OCT 2022
2.8	**USCG Certificate of Compliance (COC):**	N/A		
2.9	**Civil Liability Convention (CLC) 1992 Certificate:**	N/A		
2.10	**Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:**	20 FEB 2018	N/A	20 FEB 2019
2.11	**Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate:**	07 SEPT 2018	N/A	07 MAR 2019
2.12	**U.S. Certificate of Financial Responsibility (COFR):**	N/A	N/A	N/A
2.13	**Certificate of Class (COC):**	19 DEC 2016	07 JUL 2017	11 DEC 2021
2.14	**International Sewage Pollution Prevention Certificate (ISPPC):**	19 JULY 2016	-	14 MAY 2021
2.15	**Certificate of Fitness (COF):**	30 OCT. 2017	07 JUL 2017	14 MAY 2021
2.16	**International Energy Efficiency Certificate (IEEC):**	30 APR. 2014	N/A	N/A
2.17	**International Ship Security Certificate (ISSC):**	23 JAN 2018	-	22 JAN 2023
2.18	**International Air Pollution Prevention Certificate (IAPPC):**	19 JULY 2016	07 JULY 2017	14 MAY 2021
2.19	**Maritime Labour Certificate (MLC):**	23 JAN 2018	-	22 JAN 2023
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)?**	N/A		
2.23	**ITF Blue Card expiry date:**	N/A		

3.	CREW	
3.1	**Nationality of Master:**	FILIPINO
3.2	**Number and Nationality of Officers:**	8 / FILIPINO
3.3	**Number and Nationality of Crew:**	8 / FILIPINO
3.4	**What is the common working language onboard:**	ENGLISH/ FILIPINO

3.5	Do officers speak and understand English?	YES
3.6	If Officers/Crew employed by a Manning Agency - Full style:	SOUTHFIELD AGENCIES, INC. 2115 Madre Ignacia St., Malate Manila, Philippines Tel: +63-2-3041888 Fax: +63-2-3250735 Telex: NONE Email: manning@southfield.com.ph

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?	NO
4.2	Qualified individual (QI) - Full style:	N/A
4.3	Oil Spill Response Organization (OSRO) - Full style:	N/A

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:			NO	
Loadline Information					
5.2	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.42 Metres	5.80 Metres	4313.12 Tons	6852.21 Tons
	Winter:	2.55 Metres	5.69 Metres	4151.04 Tons	6690.13 Tons
	Tropical:	2.30 Metres	5.94 Metres	4476.55 Tons	7015.64 Tons
	Lightship:	5.04 Metres	2.40 Metres	N/A	2539.09 Tons
	Normal Ballast Condition:	3.10 Metres	4.04 Metres	2396.22 Tons	4609.77 Tons
5.3	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:				
Cargo Tank Capacities					
5.4	Number of cargo tanks and total cubic capacity (98%):			2	
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):			CTk 1: 2063.811M³ CTk2:2063.690 M³	
5.6	Number of slop tanks and total cubic capacity (98%):			N/A	
5.7	Specify segregations which slops tanks belong to and their capacity with double valve:			N/A	
5.8	Residual/Retention oil tank(s) capacity (98%), if applicable:			N/A	
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?			1727.06 M³	
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:			1	
5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:			NONE	
5.14	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:		Deep Well type Vertical Turbine	350.00 m3/hr	120.00 mlc
	Cargo Eductors:		NO		
	Stripping:		NO		
	Ballast Pumps:	2	VSN-150	160	20
	Ballast Eductors:				
5.15	Max loading rate for homogenous cargo per manifold connection:			Loading Rate:,1. with vapour return: 500M3/hour,2. without vapour return: depending on shore condition	
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:			N/A	
5.17	How many cargo pumps can be run simultaneously at full capacity:			2	

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:**	FLOAT		
5.22	**Number of portable gauging units (example- MMC) on board:**	N/A		
5.23	**Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial:**	YES, BOTH CARGO TANKS		
5.24	**Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:**	N/A		
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 (P/S)	5" INCHES	
5.28	**Number / size / type of VECS reducers:**	1. (1) 125A ANSI 150LBS 2. (1) 125A JIS20K 3. (2) 100A ANSI 300LBS 4. (1) 150A ANSI 150LBS 5. (1) 100A JIS20K 6. (1) 80A ANSI 300 LBS 7. (1) 80A ANSI 150 LBS 8. (1) 80A JIS20K 9. (1) 50A ANSI 300 LBS 10. (1) 50A ANSI 150 LBS 11. (1) 50A JIS20K		
Venting				
5.29	**State what type of venting system is fitted:**	MAST RISER		
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,(FOR LPG MANIFOLD)		
5.31	**Total number / size of cargo manifold connections on each side:**	1 LIQUID: 8" 1 VAPOUT:5"		
5.32	**What type of valves are fitted at manifold:**	GLOBE		
5.33	**What is the material/rating of the manifold:**	CARBON-MANGANESE STEEL		
5.34	**Does the vessel have a Common Line Manifold connection? If yes, describe:**	N/A		
5.35	**Distance between cargo manifold centers:**	1.24 M / Vapour-Liquid-Vapour		
5.36	**Distance ships rail to manifold:**	2.05 M		
5.37	**Distance manifold to ships side:**	2.30 M		
5.38	**Top of rail to center of manifold:**	250 MM		
5.39	**Distance main deck to center of manifold:**	1.20 M		
5.40	**Spill tank grating to center of manifold:**	0.7 M		
5.41	**Manifold height above the waterline in normal ballast / at SDWT condition:**	4.50 M	3.47 M	
5.42	**Number / size / type of reducers:**	1. (1) 250A ANSI 300 LBS 2. (1) 200A ANSI 150 LBS 3. (1) 200A JIS20K 4. (2) 150A ANSI 300LBS 5. (1) 150A ANSI 150LBS 6. (1) 150A JIS20K 7. (1) 125A ANSI 300LBS 8. (1) 100A ANSI 300 LBS 9. (1) 100A ANSI 150 LBS 10. (1) 100A JIS20K 11. (1) 80A ANSI 300 LBS 12. (1) 125A ANSI 300 LBS		
5.43	**Is vessel fitted with a stern manifold? If yes, state size:**	NO		
Heating				
5.44	**Cargo / slop tanks fitted with a cargo heating system?**	**Type**	**Coiled**	**Material**

	Cargo Tanks:		N/A		
	Slop Tanks:		N/A		
5.45	**Maximum temperature cargo can be loaded / maintained:**		$0^{o}C$		
5.46	**Minimum temperature cargo can be loaded / maintained:**		45^{o} C		
Coating / Anodes					
5.47	**Tank Coating**	**Coated**	**Type**	**To What Extent**	**Anodes**
	Cargo tanks:	NIL			
	Ballast tanks:	YES	Epoxy	Whole Tank	YES
	Slop tanks:	NIL			

6.	**INERT GAS AND CRUDE OIL WASHING**	
6.1	**Is a Crude Oil Washing (COW) installation fitted / operational?**	NIL
6.2	**Is an Inert Gas System (IGS) fitted / operational?**	YES, N2 PLANT
6.3	**Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:**	NITROGEN

7.	**MOORING**					
7.1	**Wires (on drums)**	**No.**	**Diameter**	**Material**	**Length**	**Breaking Strength**
	Forecastle:		N/A	N/A	N/A	N/A
	Main deck fwd:		N/A	N/A	N/A	N/A
	Main deck aft:		N/A	N/A	N/A	N/A
	Poop deck:		N/A	N/A	N/A	N/A
7.2	**Wire tails**	**No.**	**Diameter**	**Material**	**Length**	**Breaking Strength**
	Forecastle:		N/A	N/A	N/A	N/A
	Main deck fwd:		N/A	N/A	N/A	N/A
	Main deck aft:		N/A	N/A	N/A	N/A
	Poop deck:		N/A	N/A	N/A	N/A
7.3	**Ropes (on drums)**	**No.**	**Diameter**	**Material**	**Length**	**Breaking Strength**
	Forecastle:	4	56mm	Polyester/polypro combination	220.00 meters	34.30 tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	56mm	Polyester/polypro combination	220.00 meters	34.30 tonnes
7.4	**Other lines**	**No.**	**Diameter**	**Material**	**Length**	**Breaking Strength**
	Forecastle:					
	Main deck fwd:	2	56.00mm	Polyester/polypro combination	220.00 meters	34.30 tonnes
	Main deck aft:	2	56.00mm	Polyester/polypro combination	220.00 meters	34.30 tonnes
	Poop deck:					
7.5	**Winches**	**No.**	**No. Drums**	**Motive Power**	**Brake Capacity**	**Type of Brake**
	Forecastle:	1	Double Drums	Electro-Hydraulic	7.50 tonnes	Manual
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	1	Double Drums	Electro-Hydraulic	7.50 tonnes	Manual
7.6	**Bitts, closed chocks/fairleads**		**No. Bitts**	**SWL Bitts**	**No. Closed Chocks**	**SWL Closed Chocks**
	Forecastle:		4	46T	3	64T
	Main deck fwd:		2	46T	2	18T
	Main deck aft:		2	46T	2	18T
	Poop deck:		4	46T	3	64T
Anchors/Emergency Towing System						
7.7	**Number of shackles on port / starboard cable:**					

7.8	Type / SWL of Emergency Towing system forward:	N/A	
7.9	Type / SWL of Emergency Towing system aft:	N/A	
Escort Tug			
7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:	64T	
7.11	What is SWL of bollard on poop deck suitable for escort tug:	64T	
Bow/Stern Thruster			
7.12	What is brake horse power of bow thruster (if fitted):	415.00 BHP	
7.13	What is brake horse power of stern thruster (if fitted):	N/A	
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:	N/A	
7.16	State type / SWL of chain stopper(s):	N/A	N/A
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:	N/A	
7.18	Distance between the bow fairlead and chain stopper/bracket:	N/A	
7.19	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			
7.20	Derrick / Crane description (Number, SWL and location):	Crane – 2, 3 tonnes	
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:	2 meters	
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	

8.	MISCELLANEOUS			
Engine				
8.1	Speed		Maximum	Economic
	Ballast speed:		12.5 KTS	12.0 KTS
	Laden speed:		12.0 KTS	11.5 KTS
8.2	What type of fuel is used for main propulsion / generating plant:		IFO 240 CST	ADO
8.3	Type / Capacity of bunker tanks:		HFO: 574.6 T, MDO: 176.18 T	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):		Fixed	
8.5	Engines	No	Capacity	Make/Type
	Main engine:	1	3,000KN	AKASAKA DIESEL 6UEC 33LSII
	Aux engine:	2	450KW	YANMAR SI 65L-SN
	Power packs:	N/A		
	Boilers:	N/A		
Emissions				
8.6	Main engine IMO NOx emission standard:		N/A	
8.7	Energy Efficiency Design Index (EEDI) rating number:		20.14g-CO_2/ tonne mile	
Insurance				
8.8	P & I Club - Full Style:		SHIP OWNERS MUTUAL PROTECTION and INDEMNITY	
8.9	P & I Club pollution liability coverage / expiration date:		1,000,000,000 US$ / 20 FEB 2019	
8.10	Hull & Machinery insured by - Full Style:		PIONEER INSURANCE & SURETY CORP.	
8.11	Hull & Machinery insured value / expiration date:		PHP306,000,000 / 01 AUG. 2019	
Recent Operational History				
8.12	Date and place of last Port State Control inspection:		25 MAY 2018/ SEPANGAR BAY, MALAYSIA	
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 Serious Casualty or Collision Incident – NO
8.15	**Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):**	LPG Mix/ Petredec/ Kemaman – Sepangar Bay, Malaysia LPG Mix/ Petredec/ Kerteh – Prai, Malaysia LPG Mix/ Petredec/ Kemaman – Prai – Pasir Gudang, Malaysia
8.16	**Date/place of last STS operation:**	02 AUG 2018 / NIPAH, INDONESIA
Vetting		
8.17	**Date of last SIRE inspection:**	31 JUL 2018
8.18	**Date of last CDI inspection:**	N/A
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.***	PETRONAS RIGHTSHIP
Additional Information		
8.20	**Additional information relating to features of the ship or operational characteristics:**	None