INTERTANKO CHARTERING QUESTIONNAIRE 88 - OIL/CHEMICAL **Version 5**

1.	**GENERAL INFORMATION**		
1.1	Date updated:	23rd Feb, 2021	
1.2	Vessel's name (IMO number):	YC COSMOS (9409364)	
1.3	Vessel's previous name(s) and date(s) of change:	SAMHO AMBER / 2012.09.10	
1.4	Date delivered/Builder (where built):	03rd Apr. 2008 / Samho shipbuilding Co., Ltd	
1.5	Flag/Port of Registry:	JEJU, KOREA	
1.6	Call sign/MMSI:	DSRJ2 / 441878000	
1.7	Vessel's contact details (satcom/fax/email etc.):	SATCOM : 773110563, FAX : 783111251 EMAIL : yccosmos@sea-one.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Product carrier	
1.9	Type of hull:	Double Hull	
Ownership and Operation			
1.10	Registered owner - Full style:	YOUNGCHANG ENTERPRISE CO., LTD. TEL : +82-51-661-1031 FAX : +82-51-661-1077 E-MAIL : sqt@youngchang.net	
1.11	Technical operator - Full style:	YOUNGCHANG ENTERPRISE CO., LTD. TEL : +82-51-661-1031 FAX : +82-51-661-1077 E-MAIL : sqt@youngchang.net	
1.12	Commercial operator - Full style:	YOUNGCHANG ENTERPRISE CO., LTD. TEL : +82-51-661-1031 FAX : +82-51-661-1077 E-MAIL : mrd@youngchang.net	
1.13	Disponent owner - Full style:	N/A	
Insurance			
1.14	P & I Club - Full Style:	SKULD Mutual Protection and Indemnity Association(Bermuda) Ltd.	
1.15	P & I Club pollution liability coverage/expiration date:	USD 1 BILLION	2022-02-20
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	INDUSTRAIL BANK OF KOREA, YEONG-DO BRANCH	
1.17	Hull & Machinery insured value/expiration date:	12,000,000 USD	12:00LT 2021-05-26 (K.S.T)
Classification			
1.18	Classification society:	Korea Register of Shipping	
1.19	Class notation:	+KRS1 OIL/CHEMICAL TANKER(DOUBLE HULL) 'ESP' (FBC) PRODUCT/II 2G 1.53SG (IBC) CLEAN1 ERS CHA LI +KRM1 VEC1	
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	NO	
1.21	If classification society changed, name of previous and date of change:	NO	
1.22	Does the vessel have ice class? If yes, state what level:	NO	
1.23	Date/place of last dry-dock:	18th Sep. 2020 / Busan	
1.24	Date next dry dock due/next annual survey due:	18th Sep. 2022	18th Sep. 2021
1.25	Date of last special survey/next special survey due:	13th Sep. 2017	18th Sep. 2022
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	NO	
Dimensions			
1.27	Length overall (LOA):	105.6M	
1.28	Length between perpendiculars (LBP):	98.13M	
1.29	Extreme breadth (Beam):	16.6M	
1.30	Moulded depth:	8.6M	
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	37.18M	
1.32	Distance bridge front to center of manifold:	27.6M	

1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):			55.8M	49.8M
1.34	Parallel body distances		Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:		13.7M	20.2M	22.9M
	Aft to mid-point manifold:		14.4M	19.1M	25.2M
	Parallel body length:		28.1M	39.3M	48.1M
Tonnages					
1.35	Net Tonnage:			1,821T	
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):			4,060T	N/A
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):			N/A	N/A
1.38	Panama Canal Net Tonnage (PCNT):			6,957.88	
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.011M	6.613M	5631T	8097.812T
	Winter:	2.148M	6.476M	5440.673T	7892.040T
	Tropical:	1.874M	6.750M	5845.623T	8296.99T
	Lightship:	6.043M	2.581M		
	Normal Ballast Condition:	4.221M	4.403M	2406.434T	4856.434T
	Segregated Ballast Condition:	4.221M	4.403M	2406.434T	4856.434T
1.40	FWA/TPC at summer draft:			167mm	14.5
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			NO	
1.42	Constant (excluding fresh water):				120 ton
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?			1. Ocean Passage : UKC must be greater than 20 % of the deepest draught. 2. Outer Harbor & Shallow water : UKC must be greater than 15% of the deepest draught. 3. Inner Harbor & River : UKC must be greater than 10% of the deepest draught. 4. At berth : UKC must be greater one either 1.5% of ship's breadth or 0.5M	
1.44	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Summer deadweight:			30.57M	N/A
	Normal ballast:			32.78M	N/A
	Lightship:			34.84M	N/A

2.	**CERTIFICATES**	**Issued**	**Last Annual**	**Last Intermediate**	**Expires**
2.1	Safety Equipment Certificate (SEC):	2017-09-13	2019-10-31	2020-09-18	2022-09-18
2.2	Safety Radio Certificate (SRC):	2017-09-13	2019-10-31	2020-09-18	2022-09-18
2.3	Safety Construction Certificate (SCC):	2017-09-13	2019-10-31	2020-09-18	2022-09-18
2.4	International Loadline Certificate (ILC):	2017-09-13	2019-10-31	2020-09-18	2022-09-18
2.5	International Oil Pollution Prevention Certificate (IOPPC):	2017-09-13	2019-10-31	2020-09-18	2022-09-18
2.6	International Ship Security Certificate (ISSC):	2018-02-20		2021-02-06	2023-02-26
2.7	Maritime Labour Certificate (MLC):	2019-05-13			2024-05-25
2.8	ISM Safety Management Certificate (SMC):	2018-02-02		2021-01-06	2023-02-27
2.9	Document of Compliance (DOC):	2018-04-03	2020-04-14		2023-03-02
2.10	USCG Certificate of Compliance(USCGCOC):	N/A	N/A	N/A	N/A
2.11	Civil Liability Convention (CLC) 1992 Certificate:	2021-02-20			2022-02-20
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	2021-02-20			2022-02-20
2.13	Liability for the Removal of Wrecks Certificate (WRC):	2021-02-20			2022-02-20
2.14	U.S. Certificate of Financial Responsibility (COFR):	N/A	N/A	N/A	N/A
2.15	Certificate of Class (COC):	2017-09-13	2019-10-31	2020-09-18	2022-09-18

2.16	International Sewage Pollution Prevention Certificate (ISPPC):	2017-09-13			2022-09-18
2.17	Certificate of Fitness (COF):(Re)	2020-09-18	2019-10-31	2020-09-18	2022-09-18
2.18	International Energy Efficiency Certificate (IEEC):	2014-08-14			
2.19	International Air Pollution Prevention Certificate (IAPPC):(Re)	2020-09-18	2019-10-31	2020-09-18	2022-09-18
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 (if applicable):			N/A	

3.	**CREW**		
3.1	Nationality of Master:		KOREAN
3.2	Number and nationality of Officers:	9	KOREAN - 5, MYANMAR - 4
3.3	Number and nationality of Crew:	6	MYANMAR – 5, VIETNAM - 1
3.4	What is the common working language onboard:		ENGLISH
3.5	Do officers speak and understand English?		YES
3.6	If Officers/ratings employed by a manning agency - Full style:		MYANMAR PIA MARINE CO., LTD TEL : +82-51-441-0028 FAX : +82-51-441-0083 E-MAIL : sangilk2000@hanmail.net MARINE FUTURE COPR. TEL : +82-51-464-0030 FAX : +82-51-464-0031 E-MAIL : mfkorea@marinefuture.co.kr

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:	N/A
4.3	Oil Spill Response Organization (OSRO) - Full style:	N/A
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:	N/A

5.	**SAFETY/HELICOPTER**	
5.1	Is the vessel operated under a Quality Management System? If Yes, what type of system? (ISO9001 or IMO Resolution A.741(18) as amended):	N/A
5.2	Can the ship comply with the ICS Helicopter Guidelines?	
5.2.1	If Yes, state whether winching or landing area provided:	
5.2.2	If Yes, what is the diameter of the circle provided:	

6.	**COATING/ANODES**				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes

	Cargo tanks:	Yes	Zinc	Whole Tank	No
	Ballast tanks:	Yes	Epoxy	Whole Tank	Yes
	Slop tanks:	Yes	Zinc	Whole Tank	NO

7.	**BALLAST**				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Framo Pump	2 x 250 M3/h	20
	Ballast Eductors:	NO			

8.	**CARGO**		
Double Hull Vessels			
8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:	YES / SOLID	
Cargo Tank Capacities			
8.2	Number of cargo tanks and total cubic capacity (98%):	12 TANKS	6,385.356 m3
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):	1P : 385.623 m3 / 1S : 385.090 m3 2P : 648.420 m3 / 2S : 648.948 m3 3P : 665.258 m3 / 3S : 665.258 m3 4P : 701.234 m3 / 4S : 700.438 m3 5P : 664.471 m3 / 5S : 665.267 m3 SP : 127.726 m3 / SS : 127.621 m3	
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):	IMO II	
8.3	Number of slop tanks and total cubic capacity (98%):	2 SLOP TANKS	255.347 m3
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	PORT : 127.726 m3 STBD : 127.621 m3	
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:	N/A	
SBT Vessels			
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	2,553.799 m3	45.35%
8.3.4	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:	YES	
Cargo Handling and Pumping Systems			
8.4	How many grades/products can vessel load/discharge with double valve segregation:	6(INCLUDING SLOP)	
8.4.1	State type of cargo containment (integral, independent, gravity or pressure tanks):	INTERRAL GRIVITY	
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	YES Max. Filling ratio (% full) = DSG1.53/SG x 100	
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS
	Loaded per manifold connection:	470 M^3	470 M^3
	Loaded simultaneously through all manifolds:	940 M^3	940 M^3
Cargo Control Room			
8.7	Is ship fitted with a Cargo Control Room (CCR)?	YES	
8.8	Can tank innage/ullage be read from the CCR?	YES	
Gauging and Sampling			
8.9	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:	YES	
	What type of gauging system as per IBC 13.1 is fitted (Open/Restricted/Closed)?	CLOSED TYPE	
	What type of fixed closed tank gauging system is fitted:	Radar Type	
	Is a tank overflow control system fitted? If yes, then state if system includes automatic closing of valves?	NO(ALARM AND LIGHT ONLY)	
	Are high level alarms fitted to the cargo tanks? If Yes, indicate whether to all tanks or partial:	YES / ALL TANKS	
8.9.1	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?	YES	
8.9.2	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:	NO	
8.10	Number of portable gauging units (example- MMC) on board:	2SETS	

Vapor Emission Control System (VECS)					
8.11	Is a Vapour Emission Control System (VECS) fitted?			YES	
8.12	Number/size of VECS manifolds (per side):			2	150 Millimetres
8.13	Number/size/type of VECS reducers:			6PCS, 6" x 12"=4Pcs, 6" x 8" = 2Pcs	
Venting					
8.14	State what type of venting system is fitted:			HIGH VELOCITY P/V VALVE	
Cargo Manifolds and Reducers					
8.15	Total number/size of cargo manifold connections on each side:			250MM x 1 (Common line) 150MM x 6 (each side manifold)	
8.15.1	Does the vessel have a Common Line Manifold connection? If yes, describe:			YES	
8.16	What type of valves are fitted at manifold:			BUTTERFLY	
8.17	What is the material/rating of the manifold:			SUS-316	
8.17.1	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?			YES	
8.18	Distance between cargo manifold centers:			600MM	
8.19	Distance ships rail to manifold:			3450MM	
8.20	Distance manifold to ships side:			3600MM	
8.21	Top of rail to center of manifold:			430MM	
8.22	Distance main deck to center of manifold:			2030MM	
8.23	Spill tank grating to center of manifold:			550MM	
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:			6.251M	4.041M
8.25	Number/size/type of reducers:			AS PER REDUCER LIST	
8.26	Is vessel fitted with a stern manifold? If yes, state size:			NO	
Heating					
8.27	Cargo/slop tanks fitted with a cargo heating system?		Type	Coiled	Material
	Cargo Tanks:		STEAM COIL	INSULATION	SUS 316L
	Slop Tanks:		STEAM COIL	INSULATION	SUS 316L
8.27.1	Is a Thermal Oil Heating system fitted? If yes, identify tanks?			NO	
8.28	Maximum temperature cargo can be loaded/maintained:			70°C	
8.28.1	Minimum temperature cargo can be loaded/maintained:			10°C	
Inert Gas and Crude Oil Washing					
8.29	Is an Inert Gas System (IGS) fitted/operational?			N/A	
8.29.1	Is a Crude Oil Washing (COW) installation fitted/operational?			N/A	
8.30	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:			N/A	
8.30.1	If nitrogen generator, specify the applicable flow rate for each of the designed purity modes:			N/A	
Cargo Pumps					
8.31	How many cargo pumps can be run simultaneously at full capacity:				
8.32	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	10 2	Framo Pump Framo Pump	200 M3/h X 10 set 100 M3/h X 2 set	110
	Cargo Eductors:	0			
	Stripping:	0			
8.33	Is at least one emergency portable cargo pump provided?			YES	
Tank Cleaning Systems					
8.34	Is tank cleaning equipment fixed in cargo tanks?			YES	
8.35	Is portable tank cleaning equipment provided?			YES	
8.36	Tank washing pump capacity:			80M3	
8.37	Is a washing water heater fitted? If yes is it operational and state max washing water temperature:			70'C	

8.38	What is the maximum number of machines that can be operated at their designed max pressure?	4 SETS
Other Deck Equipment		
8.39	Is vessel fitted with a remote cargo tank temperature monitoring system. If yes, is it operational?	YES / YES
8.40	Is vessel fitted with a remote cargo tank pressure monitoring system. If yes, is it operational?	YES / YES
8.41	Is vessel fitted with a cargo tank drier. If yes is it operational and state capacity:	FIXED GAS FREE FAN / 7500.00 Cumeter/Hour
8.42	Is vessel fitted with a cargo cooling system. If yes is it operational and state tanks applicable:	NO
8.43	Is steam available on deck?	YES

9.	**MOORING**					
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	55.00 Millimetres	Mega Flex	200.00 Metres	58.10Metric Tonnes
	Main deck fwd:	0				
	Main deck aft:	0				
	Poop deck:	4	55.00 Millimetres	Mega Flex	200.00 Metres	58.10Metric Tonnes
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	55.00 Millimetres	Mega Flex	200.00 Metres	58.10Metric Tonnes
	Main deck fwd:	0				
	Main deck aft:	0				
	Poop deck:	3	55.00 Millimetres	Mega Flex	200.00 Metres	58.10Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	24.00 Metric Tonnes	Manual
	Main deck fwd:	0				
	Main deck aft:	0				
	Poop deck:	2	Double Drums	Hydraulic	24.00 Metric Tonnes	Manual
9.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		10	26.0T	3	45.1T
	Main deck fwd:		4	23.4T	2	31.4T
	Main deck aft:		14	36.4T-6 / 23.0T-4	4	31.4T
	Poop deck:		8	26.0T	3	45.1T-2 / 64.1T-1
Anchors/Emergency Towing System						
9.7	Number of shackles on port/starboard cable:				9 Shackles / 9 Shackles	
9.8	Type/SWL of Emergency Towing system forward:				N/A	
9.9	Type/SWL of Emergency Towing system aft:				N/A	
Escort Tug						
9.10	What is size/SWL of closed chock and/or fairleads of enclosed type on stern:				360	31.40 Metric Tonnes
9.11	What is SWL of bollard on poop deck suitable for escort tug:				64.10 Metric Tonnes	

Lifting Equipment/Gangway				
9.12	Derrick/Crane description (Number, SWL and location):		CRANE / 1(ONE) / 2.O TON / MIDSHIP	
9.13	Gangway direction & length:		STERN	9700mm
Single Point Mooring (SPM) Equipment				
9.14	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	
9.15	If fitted, how many chain stoppers:			
9.16	State type/SWL of chain stopper(s):			
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:			
9.18	Distance between the bow fairlead and chain stopper/bracket:			
9.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:			

10.	**PROPULSION**			
10.1	Speed		Maximum	Economical
	Ballast speed:		13.0 KNOTS	12.5 KNOTS
	Laden speed:		12.0 KNOTS	11.2 KNOTS
10.2	What type of fuel is used for main propulsion/generating plant:		FO 380 CST	LSMGO Less than 0.1%
10.3	Type/Capacity of bunker tanks:		IFO 275.907 m^3 M.D.O 72.269 m^3	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):		FIXED	
10.5	Engines	No	Capacity	Make/Type
	Main engine:	1	2942KW X 200RPM	HANSHIN / LH46L
	Aux engine:	3	480KW X 1200RPM	YANMAR / 6N165L-EN
	Power packs:	3	EACH 200Kw	FRAMO / OCE250-3
	Boilers:	1	6000 kg/h	MIURA / HB-06
Bow/Stern Thruster				
10.6	What is brake horse power of bow thruster (if fitted):		Yes, 350 kW	
10.7	What is brake horse power of stern thruster (if fitted):		NO	
Emissions				
10.8	Main engine IMO NOx emission standard:		10.45g/Kwh	
10.9	Energy Efficiency Design Index (EEDI) rating number:		N/A	

11.	**SHIP TO SHIP TRANSFER**	
11.1	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquified Gas, as applicable)?	Yes
11.2	What is maximum outreach of cranes/derricks outboard of the ship's side:	5900mm
11.3	Date/place of last STS operation:	NO

12.	**RECENT OPERATIONAL HISTORY**	
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	
12.2	Has vessel been involved in a pollution, grounding, serious casualty, unscheduled repair or collision incident during the past 12 months? If yes, provide details:	NO
12.3	Date and place of last Port State Control inspection:	08TH OCT. 2019 / KANAZAWA, JAPAN
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	NO
12.5	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.*	

12.6	Date/Place of last SIRE inspection:	2021-01-24 / INCHEON,KOREA(PREEM)
12.6.1	Date/Place of last CDI inspection:	2019-08-18 / Ulsan, Korea
12.7	Additional information relating to features of the ship or operational characteristics:	