

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

Version 3

1.	VESSEL DESCRIPTION		
1.1	Date updated:	02.03.2015	
1.2	Vessel's name:	AMIRA	
1.3	IMO number:	8921327	
1.4	Vessel's previous name(s) and date(s) of change:	M/T ISOTROPOS	
1.5	Date delivered:	March 1990	
1.6	Builder (where built):	Mukaishima Zoki Co Ltd - Japan	
1.7	Flag:	UNITED ARAB EMIRATES	
1.8	Port of Registry:	SHARJAH	
1.9	Call sign:	A6E2890	
1.10	Vessel's satcom phone number:	764611619	
	Vessel's fax number:	764611620	
	Vessel's telex number:		
	Vessel's email address:	Master.mtamira@gmail.com	
1.11	Type of vessel:	OIL TANKER	
1.12	Type of hull:	DOUBLE BOTTOM	
Classification			
1.13	Classification society:	RINA	
1.14	Class notation:	OIL TANKER ESP – FLASH POINT>60 DEG C ; SPECIAL NAVIGATION	
1.15	If Classification society changed, name of previous society:	NKK	
1.16	If Classification society changed, date of change:	13 August 2007	
1.17	IMO type, if applicable:	N/A	
1.18	Does the vessel have ice class? If yes, state what level:	N/A	
1.19	Date / place of last dry-dock:	11/03/2013	DUBAI
1.20	Date next dry dock due	11/03/2016	
1.21	Date of last special survey / next survey due:	11/03/2013	31/03/2018
1.22	Date of last annual survey:	17/06/2014	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	NA	
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):	67.50Metres	
1.26	Length Between Perpendiculars (LBP):	62.00 Metres	
1.27	Extreme breadth (Beam):	10.00 Metres	
1.28	Moulded depth:	4.50 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	23.00 Metres	Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	32.00 Metres	Metres
1.31	Distance bridge front to center of manifold:	Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:		
	Aft to mid-point manifold:		
	Parallel body length:		
1.33	FWA at summer draft / TPC immersion at summer draft:		
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	21.38 Metres	N/A Metres
	Normal ballast:	21.50 Metres	N/A Metres
	At loaded summer deadweight:	19.08 Metres	N/A Metres
Tonnages			
1.35	Net Tonnage:	356	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	736	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	N/A	N/A

1.38	Panama Canal Net Tonnage (PCNT):				N/A
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	0.642 Metres	3.92 Metres	1106.23 MT	1704 MT
	Winter:	0.724 Metres	3.84 Metres	1060.50 MT	1658 MT
	Tropical:	0.560 Metres	4.00 Metres	1142.05 MT	1740 MT
	Lightship:	2.942 Metres	1.62 Metres		597.77 MT
	Normal Ballast Condition:	1.962 Metres	2.60 Metres	463 MT	1061 MT
1.40	Does vessel have multiple SDWT?				No
1.41	If yes, what is the maximum assigned deadweight?				N/A
Ownership and Operation					
1.42	Registered owner - Full style:			Oil Marketing & Trading International FZC	
1.43	Technical operator - Full style:			ECONAV S.A. 6, SKOUZE STREET, 18536, PIRAEUS, GREECE TEL: +30 210 4295500 FAX: +30 210 4295511 Email: econav@econav.co	
1.44	Commercial operator - Full style:			Oil Marketing & Trading International FZC Suite 14, Fujairah Free Zone, P.O. Box 5170, U.A.E Tel: +971 9 2281201 Fax: +971 9 2281202 Email: operations@oil-marketing.com or bunkers@oil-marketing.com	
1.45	Disponent owner - Full style:			N/A	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	08/04/2014		11/03/2016
2.2	Safety Radio Certificate:	25/11/2014		24/11/2015
2.3	Safety Construction Certificate:	18/04/2013	17/06/2014	31/03/2018
2.4	Loadline Certificate:	18/04/2013	17/06/2014	31/03/2018
2.5	International Oil Pollution Prevention Certificate (IOPPC):	18/04/2013	17/06/2014	31/03/2018
2.6	Safety Management Certificate (SMC):	30/05/2013	08/12/2014	11/02/2017
2.7	Document of Compliance (DOC):	30/05/2013	14/02/2013	09/01/2017
2.8	USCG (specify: COC, LOC or COI): COC	N/A		N/A
2.9	Civil Liability Convention Certificate (CLC):	N/A		N/A
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	N/A		N/A
2.11	U.S. Certificate of Financial Responsibility (COFR):	N/A		N/A
2.12	Certificate of Fitness (Chemicals):	N/A		N/A
2.13	Certificate of Fitness (Gas):	N/A		N/A
2.14	Certificate of Class:	18/04/2013	17/06/2014	31/03/2018
2.15	International Ship Security Certificate (ISSC):	30/05/2013	08/12/2014	11/02/2017
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	18/04/2013	N/A	31/03/2018
2.17	International Air Pollution Prevention Certificate (IAPP):	18/04/2013	17/06/2014	31/03/2018
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: Filipino
3.2	Nationality of Officers: Filipino, Indonesian

3.3	Nationality of Crew:	Indonesian, Sri Lankan
3.4	If Officers/Crew employed by a Manning Agency - Full style:	CROSSWORLD MARINE V.A. RUFINO STREET 110 7TH FLOOR STAGE HOUSE, LAGASPI VILLAGE, MAKATI CITY, PHILIPPINES TEL: +6327505268/FAX:+6328927242 E-MAIL: info@crossworldmarine.com THALINA SHIPPING CO LTD NO:21A-1/1, VIJAYA KUMARATUNGA MAWATHA COLOMBO-05, SRI LANKA TEL: +94112826594/5 FAX: +94112826596- EMAIL:crew@thalinashipping.com ABM & CIRCLE NAVIGATION LINGA DRAMA BUILDING ,1 ST FLOOR JL RAYA WARUNG BUNCIT NO. 17, TEL: +62217800167/FAX:+622178834339
3.5	What is the common working language onboard:	English
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:	

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:	Yes
6.2	If Yes, is bulkhead solid or perforated:	SOLID
Cargo Tank Capacities		
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	2 groups 140.07 M ³ (1P&S) 158.98 M ³ (2P&S) 169.53 M ³ (3P&S) 171.95 M ³ (4P&S)
6.4	Total cubic capacity (98%, excluding slop tanks):	1255.43 M ³
6.5	Slop tank(s) capacity (98%):	36.41 M ³
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	1.57 M ³
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?	334.5
6.9	What percentage of SDWT can vessel maintain with SBT only:	30 %
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)	YES
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:	300 Cu. Metres/Hour

6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	600 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	2	SCREW	300 Cu.Metres/Hour
	Stripping:			Cu. Metres/Hour
	Eductors:			Cu. Metres/Hour
	Ballast:	1		70 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:	2		
6.17	Is ship fitted with a Cargo Control Room (CCR):	NA		
6.18	Can tank innage / ullage be read from the CCR:	NA		
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:	MMC		
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):	N/A	Millimetres	
Venting				
6.24	State what type of venting system is fitted:	PV VALVES/ MAST RISERS		
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:	2		
6.27	What is the size of cargo connections:	6"		
6.28	What is the material of the manifold:	STAINLESS STEEL		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	485 Millimetres		
6.30	Distance ships rail to manifold:	2050 Millimetres		
6.31	Distance manifold to ships side:	Millimetres		
6.32	Top of rail to center of manifold:	Millimetres		
6.33	Distance main deck to center of manifold:	700 Millimetres		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	Millimetres	1500 Millimetres	
6.35	Number / size reducers:	2pcs 6" x 4" 1pc 5"x 4" 1pc 8" x 6" 2pcs 3" x 4"		
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:	NO		
6.37	If stern manifold fitted, state size:	N/A		
Cargo Heating				
6.38	Type of cargo heating system?	STEAM HEATING COILS		
6.39	If fitted, are all tanks coiled?	Yes		
6.40	If fitted, what is the material of the heating coils:	Stainless steel		
6.41	Maximum temperature cargo can be loaded/maintained:	70	68	
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Hard coating		
	Ballast tanks:	Yes	Epoxy	FULL
	Slop tanks:	Yes	Epoxy	FULL
6.43	If fitted, what type of anodes are used?	Zinc		

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:	

8.	MOORING					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2 2	40 Millimetres 60 Millimetres	POLYPROPYLENE MIXED	200 Metres 200 Metres	37 Metric Tonnes 68 Metric Tonnes
	Main deck fwd:	N/A	Millimetres		Metres	Metric Tonnes
	Main deck aft:	N/A	Millimetres	POLYPROPYLENE MIXED	Metres	Metric Tonnes
	Poop deck:	2 2	40 Millimetres 42 Millimetres		200 Metres	37 Metric Tonnes 57 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		Millimetres		Metres	Metric Tonnes
	Main deck fwd:		Millimetres		Metres	Metric Tonnes
	Main deck aft:		Millimetres		Metres	Metric Tonnes
	Poop deck:		Millimetres		Metres	Metric Tonnes
8.5	Mooring winches	No.			# Drums	Brake Capacity
	Forecastle:	2			SINGLE	Metric Tonnes
	Main deck fwd:					Metric Tonnes
	Main deck aft:					Metric Tonnes
	Poop deck:	2			DOUBLE	Metric Tonnes
8.6	Mooring bitts	No.				SWL
	Forecastle:	2				Metric Tonnes
	Main deck fwd:	N/A				Metric Tonnes
	Main deck aft:	N/A				Metric Tonnes
	Poop deck:	2				Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type	No.				SWL
	Forecastle:	4				Metric Tonnes
	Main deck fwd:	N/A				Metric Tonnes
	Main deck aft:	N/A				Metric Tonnes
	Poop deck:	6				Metric Tonnes
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				N/A	Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:					Metric Tonnes
Anchors						
8.10	Number of shackles on port cable:					8
8.11	Number of shackles on starboard cable:					8
Escort Tug						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				N/A	

8.13	What is SWL of bollard on poopdeck suitable for escort tug:		Metric Tonnes
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	N/A	
8.15	What is brake horse power of stern thruster (if fitted):	N/A	N/A
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)':		NA
8.17	Is vessel fitted with chain stopper(s):		
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):		
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		
8.22	Distance between the bow fairlead and chain stopper/bracket:		
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:		
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):		N/A
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		N/A
Ship To Ship Transfer (STS)			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):		Yes

9.	MISCELLANEOUS		
Engine Room			
9.1	What type of fuel is used for main propulsion?	MGO	
9.2	What type of fuel is used in the generating plant?	MGO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	N/A	56.33 Cu. metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch propeller	
Insurance			
9.5	P & I Club - Full Style:	GARD AS	
9.6	P & I Club coverage - pollution liability coverage:	\$ 1 BILLION	
Port State Control			
9.7	Date and place of last Port State Control inspection:	07/12/2014, Khor Fakkan	
9.8	Any outstanding deficiencies as reported by any Port State Control:	N/A	
9.9	If yes, provide details:	N/A	
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):	LAST 3 CARGOES ALL MGO/OMTI/FUJAI RAH	
Vetting			
9.12	Date/Place of last SIRE Inspection:	N/A	
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.	N/A	