

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

1.	VESSEL DESCRIPTION		
1.1	Date updated:	21.01.2018	
1.2	Vessel's name (IMO number):	ARZU (8816340)	
1.3	Vessel's previous name(s) and date(s) of change:	KATABAMI MARU/ 04/04/2008	
1.4	Date delivered / Builder (where built):	24.11.1988 / IWAGI ZOSEN CO. LTD. JAPAN	
1.5	Flag / Port of Registry :	MARSHALL ISLANDS / MAJURO	
1.6	Call sign / MMSI:	V7OU2 / 538003158	
1.7	Vessel's contact details (satcom /fax / email etc.):	Tel: 764611417 / 764611419 Fax: N/A E-mail: Inc.453833074@maritel.net	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of IOPPC):	CRUDE OIL/PRODUCT CARRIER	
1.9	Type of hull:	DOUBLE HULL	
Classification			
1.10	Classification society:	GERMANISCHER LLOYD	
1.11	Class notation:	100 A5 Oil Tanker WITH Double Hull ESP T3D10 MC	
1.12	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No N/A	
1.13	If Classification society changed, name of previous and date of change:	Nippon Kaiji Kyokai / 16.09.2008	
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:	16/12/2016	Hamriya, UAE
1.17	Date next dry dock due / next annual survey due:	15/09/2018	15/09/2018
1.18	Date of last special survey / next survey due:	02/10/2013	15/09/2018
1.19	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	NA	
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 Over All (LOA):	102.32Metres	
1.22	Length Between Perpendiculars (LBP):	96.00 Metres	
1.23	Extreme breadth (Beam):	16.00 Metres	
1.24	Moulded depth:	7.90 Metres	
1.25	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	29.00 Metres	Metres
1.26	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	53.00 Metres	Metres
1.27	Distance bridge front to center of manifold:	Metres	
1.28	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	22.75 Metres	22.75 Metres 29.25 Metres
	Aft to mid-point manifold:	12.68 Metres	17.3 Metres 17.55 Metres
	Parallel body length:	35.43Metres	40.05 Metres 46.80 Metres
1.29	FWA at summer draft / TPC immersion at summer draft:	Millimetres	13.6 Metric Tonnes
1.30	Constant (excluding fresh water)		
1.31	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	i.10% of the vessel's draft for ocean passage but not less than 2 m. ii.10% of the vessel's draft for shallow waters but not less than 1 m. iii.10% of the vessel's draft within port limits but not less than 1 m. iv.1.5% of ship's beam, not exceeding 1 foot (30.48 cm) while alongside berth or at SBM/CBM mooring.	
1.32	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	26.74 Metres	N/A Metres
	Normal ballast:	25.15 Metres	N/A Metres
	At loaded summer deadweight:	22.49 Metres	N/A Metres
Tonnages			
1.33	Net Tonnage:	1368	

1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	3240	
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	N/A	N/A
1.36	Panama Canal Net Tonnage (PCNT):		N/A
Ownership and Operation			
1.37	Registered owner - Full style:	AIDA SHIPMANAGEMENT ICC	
1.38	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	
1.39	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	
1.40	Disponent owner - Full style:	N/A	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	16.12.2016	11.09.2017	15.09.2018
2.2	Safety Radio Certificate:	03.12.2013	11.09.2017	15.09.2018
2.3	Safety Construction Certificate:	16.12.2016	11.09.2017	15.09.2018
2.4	Load Line Certificate:	03.12.2013	11.09.2017	15.09.2018
2.5	International Oil Pollution Prevention Certificate (IOPPC):	03.12.2013	11.09.2017	15.09.2018
2.6	ISM Safety Management Certificate (SMC):	02/01/2015	21.06.2017	10/12/2019
2.7	Document of Compliance (DOC):	01/03/2017	20.11.2017	07/01/2022
2.8	USCG Certificate of Compliance (COC):			
2.9	Civil Liability Convention (CLC)1992 Certificate:	20.02.2017		20.02.2018
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	20.02.2017		20.02.2018
2.11	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate:	02.08.2017		02.12.2018
2.12	U.S. Certificate of Financial Responsibility (COFR):			
2.13	Certificate of Class:	02.10.2013	11.09.2017	15.09.2018
2.14	International Sewage Pollution Prevention Certificate (ISPPC)	03.12.2015		15.09.2018
2.15	Certificate of Fitness (Chemicals):	n/a		
2.16	International Energy Efficiency Certificate (IEEC)	03.12.2013		
2.17	International Ship Security Certificate (ISSC):	02.01.2015	21.06.2017	10.12.2019
2.18	International Air Pollution Prevention Certificate (IAPP):	03.12.2013	11.09.2017	15.09.2018
2.19	Maritime Labour Certificate (MLC) :	25.08.2017		10.12.2019
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 MANAGEMENT	
3.1	Nationality of Master:	Greek
3.2	Number and Nationality of Officers:	6 Sri Lankan, Filipino, Indonesian
3.3	Number and Nationality of Crew:	13 Filipino, Sri Lankan
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:	<p>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</p> <p>THALINA SHIPPING CO LTD NO 46-3/1, HOSPITAL STR COLOMBO-01, SRI LANKA</p> <p>ABM & CIRCLE NAVIGATION ADICIPITA BANGUIN MANDIRI, PT LINGGA DARMA BUILDING , JI. WARUNG BUNCIT RAYA NO. 17, JAKARTA SELATAN 12550 INDONESIA</p>
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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

5. CARGO AND BALLAST HANDLING		
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Double Hull Vessels		
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5.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:	Yes, Solid
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Loadline Information		
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	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.400 Metres	6.510 Metres	5355 MT	7482 MT
	Winter:	1.530 Metres	6.370 Metres	5198 MT	7324 MT
	Tropical:	1.250 Metres	6.650 Metres	5600 MT	7726 MT
	Lightship:	5.640 Metres	2.260 Metres		2128 MT
	Normal Ballast Condition:	4.050 Metres	3.850 Metres	4063 MT	1937 MT

5.3	Does vessel have multiple SDWT? If yes, what is the maximum assigned deadweight?	No / NA
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Cargo Tank Capacities		
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5.4	Number of cargo tanks and total cubic capacity (98%):	10	4.768,25 m ³
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5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):	1P 325.54 / 1S 325.61 2P 393.18 / 2S 390.86 3P 582.26 / 3S 584.32 4P 582.26 / 4S 581.50 5P 501.88 / 5S 500.84	
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5.6	Number of Slop tank(s) capacity (98%):	2	127.64 Cu. Metres
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5.7	Specify segregations which slops tanks belong to and their capacity with double valve:	SLOP P = 63.82m3 SLOP S = 63.82m3	
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5.8	Residual/Retention oil tank(s) capacity (98%), if applicable:	11.46 Cu. Metres	
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5.9	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	SBT	
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SBT Vessels		
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5.10	What is total SBT capacity and percentage of SDWT vessel can maintain?	1317.58 Cu. Metres	29 %
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5.11	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:	YES	
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Cargo Handling & Pumping Systems		
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5.12	How many grades/products can vessel load/discharge with double valve segregation:	2	
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5.13	Are there any cargo tank filling restrictions. If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	No	
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5.14	Pumps:	No.	Type	Capacity	At what Head (sg=1.0)
	Cargo pumps:	3	SCREW	1000 m ³ /Hr	
	Cargo Eductors:	0		m ³ /Hr	
	Stripping:	1	SCREW	400 m ³ /Hr	
	Ballast Pumps:	1	Electric motor	500 m ³ /Hr	
	Ballast Eductors:		N/A	N/A	
5.15	Maximum loading rate for homogenous cargo per manifold connection:			1500 Metres/Hour	
5.16	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:			3000 Metres/Hour	
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:			Floating / MMC	
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 TANKS	
5.24	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:			YES, ALL TANKS	
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):			1	200 Millimetres
5.28	Number / size / type of VECS reducers:			1	200 Millimetres
Venting					
5.29	State what type of venting system is fitted:			MAST RISERS/ HIGH VELOCITY PV VALVES	
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 connections on side:			2 / 12"	
5.32	What type of valves are fitted at manifold:			BUTTER FLY VALVE	
5.33	What is the material / rating of the manifold:			MILD STEEL	
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:				
5.35	Distance between cargo manifold centers:			1800 Millimetres	
5.36	Distance ships rail to manifold:			2975 Millimetres	
5.37	Distance manifold to ships side:			Millimetres	
5.38	Top of rail to center of manifold:			Millimetres	
5.39	Distance main deck to center of manifold:			1020 Millimetres	
5.40	Spill tank grating to center of manifold:			N/A	
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:			5.0 Metres	2.4 Metres
5.42	Number / size / type of reducers:			3x 150/150 Millimetres 2x 150/200 Millimetres 2x 150/250 Millimetres 3x 150/100 Millimetres 1x 200/200 Millimetres	
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:	Heating coils	Yes	SS	
	Slop Tanks:	Heating coils	Yes	SS	

5.45	Maximum temperature cargo can be loaded/maintained:	70.0 °C	70°C		
5.46	Minimum temperature cargo can be loaded/maintained:	HFO 35.0 °C	HFO 35.0 °C		
Coating / Anodes					
5.47	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Epoxy	1.5 Meter from Deck	No
	Ballast tanks:	Yes	Epoxy	Whole Tank	Yes
	Slop tanks:	Yes	Epoxy	1.5 Meter from Deck	No

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

7.	MOORING					
7.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
7.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
7.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	55 Millimetres	MIXED	220 Metres	45 Metric Tonnes
	Main deck fwd:	N/A	Millimetres		Metres	
	Main deck aft:	N/A	Millimetres		Metres	Metric Tonnes
	Poop deck:	4	55 Millimetres	MIXED	220 Metres	45 Metric Tonnes
7.4	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
7.5	Winches	No.	Number of Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	43 Metric Tonnes	manual
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	Double Drums	Hydraulic	43 Metric Tonnes	manua
7.6	Bitts, closed chocks / fairleads	No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks	
	Forecastle:	4	40 Metric Tonnes	6pcs	28 Metric Tonnes	
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	40 Metric Tonnes	4pcs	28 Metric Tonnes	

Anchors / Emergency Towing System			
7.7	Number of shackles on port / starboard cable:	8 / 8	
7.8	Type / SWL of Emergency Towing system forward:	N/A	Metric Tonnes
7.9	Type / SWL of Emergency Towing system aft:		Metric Tonnes

Escort Tug			
7.10	What is size / SWL and size of closed chock and/or fairleads of enclosed type on stern:	N/A	

7.11	What is SWL of bollard on poopdeck suitable for escort tug:		Metric Tonnes
Bow/Stern Thruster			
7.12	What is brake horse power of bow thruster (if fitted):	355BHP	
7.13	What is brake horse power of stern thruster (if fitted):	N/A	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)'?		NA
7.15	If fitted, how many chain stopper(s):		
7.16	State type / SWL of chain stopper(s):		
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:		
7.18	Distance between the bow fairlead and chain stopper/bracket:		
7.19	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):		Crane 1 x 5 Tonnes /13 M (Main deck middle area)
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		5M
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

8.	MISCELLANEOUS		
Engine			
8.1	Speed	Maximum	Economic
	Ballast speed:	11 KNOTS	9 KNOTS
	Laden speed:	10 KNOTS	8 KNOTS
8.2	What type of fuel is used for main propulsion / generating plant?	MGO (IFO 180&HFO380) / MGO	
8.3	Type /Capacity of bunker tanks:	Fuel oil: 165.38 m ³ Diesel oil: 57.56 m ³	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch propeller	
8.5	Engines	No	Capacity
	Main engine:	1	2.942kw
	Aux engine:	2	250kw
	Power packs:		N/A
	Boilers:	1	5KG cm2
Emissions			
8.6	Main engine IMO NOx emission standard:	N/A	
8.7	Energy Efficiency Design Index (EEDI) rating number:	N/A	
Insurance			
8.8	P & I Club - Full Style:	GARD P&I (BERMUDA) Ltd Kittelsbuktveien 31, NO-4836 Arendal, Norway Tel: +47 37 01 9100 Fax: +47 37 02 4810 Web: www.gard.no	
8.9	P & I Club pollution liability coverage / expiration date:	\$ 1 BILLION / 20.02.2018	
8.10	Hull & Machinery insured by - Full Style:	GARD AS	
8.11	Hull & Machinery insured value / expiration date:	\$ 3 MILLION / 22.10.2018	
Recent Operational History			
8.12	Date and place of last Port State Control inspection:	22.09.2016, Fujairah	
8.13	Any outstanding deficiencies as reported by any Port State Control:	N/A	
8.14	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:	NO	
8.15	Last three cargoes / charterers / voyages (Last / 2 nd Last / 3 rd Last):	LAST 3 CARGOES ALL FUEL OIL/OMTI/FUJAIRAH	
8.16	Date / Place of last STS operation:	21.01.2018 / Fujairah, UAE	
Vetting			

8.17	Date of last SIRE Inspection:	06.09.2017
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)*: <i>* "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	KOCH SHIPPING
Additional Information		
8.20	Additional information relating to features of the ship or operational characteristics:	

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