

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

Version 4

1. VESSEL DESCRIPTION			
1.1	Date updated:	22.01.2018	
1.2	Vessel's name (IMO number):	ALAMBRA (9078804)	
1.3	Vessel's previous name(s) and date(s) of change:	SUMIRE MARU, (4 JUNE 2009)	
1.4	Date delivered / Builder (where built):	03.09.1993 / NISHI SHIPBUILDING CO.LTD, JAPAN	
1.5	Flag / Port of Registry :	MARSHALL ISLANDS / MAJURO	
1.6	Call sign / MMSI:	V7RX9 / 538003599	
1.7	Vessel's contact details (satcom /fax / email etc.):	Tel: 764900986 Fax: 764900987 E-mail: 453834320@c12.stratosmobile.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 T3D10 OILTANKER, DOUBLE HULL, MC AUT.	
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 / 15.08.2009	
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:	18.06.2017	Kuwait
1.17	Date next dry dock due / next annual survey due:	14.08.2019	14.11.2018
1.18	Date of last special survey / next survey due:	01.07.2014	14.08.2019
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):	102.21 Metres	
1.22	Length Between Perpendiculars (LBP):	96.00 Metres	
1.23	Extreme breadth (Beam):	15.50 Metres	
1.24	Moulded depth:	7.80 Metres	
1.25	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	31.30 Metres	Metres
1.26	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	56.90 Metres	Metres
1.27	Distance bridge front to center of manifold:	21.1 Metres	
1.28	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	Metres	Metres
	Aft to mid-point manifold:	Metres	Metres
	Parallel body length:	12.1 Metres	20.2 Metres
1.29	FWA at summer draft / TPC immersion at summer draft:	140 Millimetres	12.6 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:	28.71 Metres	N/A Metres
	Normal ballast:	27.81 Metres	N/A Metres
	At loaded summer deadweight:	24.76 Metres	N/A Metres
Tonnages			
1.33	Net Tonnage:	1328	
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	3239	

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:	ALAMBRA MARITIME INC.	
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:	17.09.2014	18.05.2017	14.08.2019
2.2	Safety Radio Certificate:	17.09.2014	18.05.2017	14.08.2019
2.3	Safety Construction Certificate:	17.09.2014	18.05.2017	14.08.2019
2.4	Load Line Certificate:	17.09.2014	18.05.2017	14.08.2019
2.5	International Oil Pollution Prevention Certificate (IOPPC):	17.09.2014	18.05.2017	14.08.2019
2.6	ISM Safety Management Certificate (SMC):	29.11.2017	-	29.05.2018
2.7	Document of Compliance (DOC):	01.03.2017	20.11.2017	09.01.2022
2.8	USCG Certificate of Compliance (COC):	N/A		
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:	15.10.2017		15.04.2018
2.12	U.S. Certificate of Financial Responsibility (COFR):	N/A		
2.13	Certificate of Class:	17.09.2014	18.05.2017	14.08.2019
2.14	International Sewage Pollution Prevention Certificate (ISPPC)	17.09.2014		14.08.2019
2.15	Certificate of Fitness (Chemicals):	N/A		
2.16	International Energy Efficiency Certificate (IEEC)	04.02.2014		
2.17	International Ship Security Certificate (ISSC):	29.11.2017	-	29.05.2018
2.18	International Air Pollution Prevention Certificate (IAPP):	17.09.2014	18.05.2017	14.08.2019
2.19	Maritime Labour Certificate (MLC) :	29.11.2017	-	29.05.2018

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)?		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:	14 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:	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 46-3/1, HOSPITAL STR COLOMBO-01, SRI LANKA ABM & CIRCLE NAVIGATION ADICIPITA BANGUIN MANDIRI, PT LINGGA DARMA BUILDING , JI. WARUNG BUNCIT RAYA NO. 17, JAKARTA SELATAN 12550 INDONESIA
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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:	1.280 Metres	6.532 Metres	4662 MT	7035 MT
	Winter:	1.416 Metres	6.396 Metres	4467 MT	6840 MT
	Tropical:	1.144 Metres	6.668 Metres	4812 MT	7185 MT
	Lightship:	Metres	2.585 Metres		2373 MT
	Normal Ballast Condition:	4.393 Metres	3.419 Metres	1800 MT	3754 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%):	8	4.758,0 m ³
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5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):	GROUP NO1 1P 573 / 1S 573.6 GROUP NO2 2P 623.8 / 2S 624.9 3P 594.0 / 3S 595.2 4P 590.7 / 4S 591.9	
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5.6	Number of Slop tank(s) capacity (98%):	No 4 COT P	590.7 Cu. Metres
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5.7	Specify segregations which slops tanks belong to and their capacity with double valve:	No 4 COT S / Capacity 600 m ³ with 2 double valves	
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5.8	Residual/Retention oil tank(s) capacity (98%), if applicable:	N/A	
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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?	1362.92 m ³	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:	2	SCREW	1500 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		
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:			2	
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 Floating gauge on Deck / Digital on CCR	
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:			4 x 150/200 Millimetres 2 x 200x125 millimeters 2 x 250x200 millimeters 2 x 200x100 millimeters	
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:			4 / 3x16" & 1x18"	
5.32	What type of valves are fitted at manifold:			GATE VALVE 16"	
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:			2500 Millimetres	
5.36	Distance ships rail to manifold:			3200 Millimetres	
5.37	Distance manifold to ships side:			3500 Millimetres	
5.38	Top of rail to center of manifold:			2200Millimetres	
5.39	Distance main deck to center of manifold:			3200 Millimetres	
5.40	Spill tank grating to center of manifold:			YES / Capacity - 2.43m ³ each side	
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:			7.18 Metres	4.15 Metres
5.42	Number / size / type of reducers:			2 x 150/150 Millimetres 4 x 150/200 Millimetres 2 x 150/250 Millimetres 2 x 150/100 Millimetres 1 x 200/200 Millimetres 2 x 150x75 millimeters 2 x 200x125 millimeters 2 x 250x200 millimeters 2 x 200x100 millimeters 2 x 100x100 millimeters	

					2 x 100x75 millimeters 1 x 75x50 millimeters 3 x 400x250 millimeters
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:	Thermal oil heater	Yes		SS
	Slop Tanks:	Thermal oil heater	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	Whole Tank	No
	Ballast tanks:	Yes	Epoxy	Whole Tank	Yes
	Slop tanks:	Yes	Epoxy	Whole Tank	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	56 Millimetres	Polypropylene, Mixed	220 Metres	4 x 63 Metric Tonnes
	Main deck fwd:	2	56 Millimetres	Polypropylene, Mixed	220 Metres	2 x 58 Metric Tonnes
	Main deck aft:	N/A	Millimetres		Metres	Metric Tonnes
	Poop deck:	4	56 Millimetres	Polypropylene, Mixed	220 Metres	4 x 63 Metric Tonnes
7.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	56 Millimetres	Polypropylene, Mixed	220 Metres	2 x 63 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 1	Double Drums Single Drum	Hydraulic	28 Metric Tonnes 28 Metric Tonnes	manual
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2 1	Double Drums Single Drum	Hydraulic	28 Metric Tonnes 28 Metric Tonnes	manual
7.6	Bits, closed chocks / fairleads	No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks	
	Forecastle:	4	35 Metric Tonnes	1	Metric Tonnes	

	Main deck fwd:	2	35 Metric Tonnes		
	Main deck aft:	2	35 Metric Tonnes		
	Poop deck:	4	35 Metric Tonnes	1	Metric Tonnes
Anchors / Emergency Towing System					
7.7	Number of shackles on port / starboard cable:			8 / 9	
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:		35 Metric Tones	250 millimeters	
7.11	What is SWL of bollard on poopdeck suitable for escort tug:				35 Metric Tonnes
Bow/Stern Thruster					
7.12	What is brake horse power of bow thruster (if fitted):		413 BHP		
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 2 x 0.95 Tonnes (servicing P&S)	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:			6.3 M	
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:		12.5 Knots		11.5 Knots
	Laden speed:		12.0 Knots		10.0 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: 115.32 m ³ Diesel oil: 62.65 m ³		
8.4	Is vessel fitted with fixed or controllable pitch propeller(s)?		CPP		
8.5	Engines	No	Capacity		Make/Type
	Main engine:	1	2.942kw		Akasaka / A-45
	Aux engine:	2	440 kw /400kw		Yanmar M 200L-UN/shaft gen
	Power packs:				
	Boilers:	1			Miura / HTB-300L
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:	\$ 4 MILLION / 22.10.2018
Recent Operational History		
8.12	Date and place of last Port State Control inspection:	18.10.2017, 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:	02.12.2017
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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