

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):	AL MUNTAZAH II (8904135)	
1.3	Vessel's previous name(s) and date(s) of change:	SAFA, (29.09.2011)	
1.4	Date delivered / Builder (where built):	30.06.1989, NAIKAI ZOSEN CO	
1.5	Flag / Port of Registry :	UAE / SHARJAH	
1.6	Call sign / MMSI:	A6E2372 / 470281000	
1.7	Vessel's contact details (satcom /fax / email etc.):	Tel: 764849912 Fax: N/A E-mail: masteralmuntazahii@gmail.com	
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:	RINA	
1.11	Class notation:	C * oil tanker ESP ; unrestricted navigation	
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:	N/A	
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:	28/12/2015	Bahrain
1.17	Date next dry dock due / next annual survey due:	28/12/2018	17/06/2018
1.18	Date of last special survey / next survey due:	28/12/2018	17/03/2021
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):	105.29 Metres	
1.22	Length Between Perpendiculars (LBP):	97.60 Metres	
1.23	Extreme breadth (Beam):	15.20 Metres	
1.24	Moulded depth:	7.50 Metres	
1.25	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	29.40 Metres	Metres
1.26	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	51.85 Metres	53.44 Metres
1.27	Distance bridge front to center of manifold:	25 Metres	
1.28	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	24.00 Metres	24.04 Metres 24.04 Metres
	Aft to mid-point manifold:	20.00 Metres	32.08 Metres 32.0822 Metres
	Parallel body length:	50.00 Metres	56.14 Metres 62.00 Metres
1.29	FWA at summer draft / TPC immersion at summer draft:	137 Millimetres	12.94 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:	27.270 Metres	N/A Metres
	Normal ballast:	25.400 Metres	N/A Metres
	At loaded summer deadweight:	22.914 Metres	N/A Metres
Tonnages			
1.33	Net Tonnage:	1319	
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	3244	

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:	OIL MARKETING & TRADING INTERNATIONAL LLC	
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:	12.10.2017		05.10.2019
2.2	Safety Radio Certificate:	04.06.2017		24.05.2018
2.3	Safety Construction Certificate:	08.02.2016	24.05.2017	17.03.2021
2.4	Load Line Certificate:	08.02.2016	24.05.2017	17.03.2021
2.5	International Oil Pollution Prevention Certificate (IOPPC):	15.03.2016	24.05.2017	17.03.2021
2.6	ISM Safety Management Certificate (SMC):	22.10.2013	29.03.2016	07.10.2018
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:	23.11.2017		23.05.2018
2.12	U.S. Certificate of Financial Responsibility (COFR):	N/A		
2.13	Certificate of Class:	08.02.2016	24.05.2017	17.03.2021
2.14	International Sewage Pollution Prevention Certificate (ISPPC)	08.02.2016		17/03/2021
2.15	Certificate of Fitness (Chemicals):	N/A		
2.16	International Energy Efficiency Certificate (IEEC)	04.06.2015		N/A
2.17	International Ship Security Certificate (ISSC):	22.10.2013	29.03.2016	07.10.2018
2.18	International Air Pollution Prevention Certificate (IAPP):	08.02.2016	24.05.2017	17.03.2021
2.19	Maritime Labour Certificate (MLC) :	N/A		
DOCUMENTATION				
2.20	Owner warrant that vessel is member of ITOPIF 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:	<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:	1.027 Metres	6.486 Metres	4705.2 MT	6922.2 MT
	Winter:	1.162 Metres	6.351 Metres	4512 MT	6729 MT
	Tropical:	0.892 Metres	6.724 Metres	5008 MT	7225 MT
	Lightship:	5.398 Metres	2.130 Metres		2217 MT
	Normal Ballast Condition:	3.528 Metres	4.0 Metres	1884 MT	4101 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%):	9	4.725.47 m ³
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5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):	<p>1ST grade total capacity 2212.4 M3 tanks 1P-530.6 M3 1S- 530.6 M3 3P- 575.6 M3 3S -575.6 M3</p> <p>2nd grade total capacity 2473.2 M3 tanks 2P-584.9 M3 2S- 584.9 M3 4P – 651.7 M3 4S -651.7 M3</p>	
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5.6	Number of Slop tank(s) capacity (98%):	No 4 (S)	651.77 m ³
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5.7	Specify segregations which slops tanks belong to and their capacity with double valve:	N/A	
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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?	1527.6 m ³	31.5 %
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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			
5.13	Are there any cargo tank filling restrictions. If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	No			
5.14	Pumps:	No.	Type	Capacity	At what Head (sg=1.0)
	Cargo pumps:	2	Centrifugal	2000 m ³ /Hr	100m at sg=1,025
	Cargo Eductors:	0		m ³ /Hr	
	Stripping:	1	Screw	750 m ³ /Hr	
	Ballast Pumps:	1		250 m ³ /Hr	
	Ballast Eductors:				
5.15	Maximum loading rate for homogenous cargo per manifold connection:	600 Metres/Hour			
5.16	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1200 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:	4			
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/ MMC & RADAR			
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?	No			
5.27	Number/size of VECS manifolds (per side):	N/A			
5.28	Number / size / type of VECS reducers:	N/A			
Venting					
5.29	State what type of venting system is fitted:	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:	3 / 250mm			
5.32	What type of valves are fitted at manifold:	BUTTERFLY VALVES			
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:	2000 Millimetres			
5.36	Distance ships rail to manifold:	2280 Millimetres			
5.37	Distance manifold to ships side:	2400 Millimetres			
5.38	Top of rail to center of manifold:	1500 Millimetres			
5.39	Distance main deck to center of manifold:	2000 Millimetres			
5.40	Spill tank grating to center of manifold:	L: 310 cm B:91 cm HT: 33cm P/S = 0.49 m3			
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:	5.54 Metres	2.5 Metres		
5.42	Number / size / type of reducers:	16 x 14" – 1 pc 16 x 12" – 2 pcs 16 x 10" – 3 pcs 16 x 8" – 2 pcs 14 x 12" - 1 pc 10 x 8" – 4 pcs			

		10 x 6" – 2 pcs 8 x 6" – 3 pcs 8 x 5" – 1 pc 6 x 5" – 2 pcs 6 x 4" – 3 pcs
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5.43	Is vessel fitted with a stern manifold? If yes, state size:	NO
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Heating

5.44	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo tanks:	Heating coils	Yes	SS
	Slop Tanks:	N/A		

5.45	Maximum temperature cargo can be loaded/maintained:	70.0 °C	66°C
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5.46	Minimum temperature cargo can be loaded/maintained:	For HFO 35°C	HFO 35°C
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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:	N/A			

6. INERT GAS AND CRUDE OIL WASHING

6.1	Is a Crude Oil Washing (COW) installation fitted / operational:	N/A
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6.2	Is an Inert Gas System (IGS) fitted:	N/A
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6.3	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	N/A
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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:	6	56 Millimetres	PolyPropelene	220 Metres	30 Metric Tonnes
	Main deck fwd:	N/A	Millimetres		Metres	
	Main deck aft:	N/A	Millimetres		Metres	Metric Tonnes
	Poop deck:	6	56 Millimetres	PolyPropelene	220 Metres	30 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:	3	Double Drums	Hydraulic	32 Metric Tonnes	manual
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	3	Double Drums	Hydraulic	32 Metric Tonnes	manua
7.6	Bits, closed chocks / fairleads	No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks	
	Forecastle:	4	45 Metric Tonnes	7pcs	32 Metric Tonnes	

	Main deck fwd:	2	45 Metric Tonnes	2pcs	32 Metric Tonnes
	Main deck aft:	2	45 Metric Tonnes	2pcs	32 Metric Tonnes
	Poop deck:	4	45 Metric Tonnes	2pcs	21Metric 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:	32 Metric Tonnes			
7.11	What is SWL of bollard on poopdeck suitable for escort tug:	32 Metric Tonnes			
Bow/Stern Thruster					
7.12	What is brake horse power of bow thruster (if fitted):	530BHP		1800 rpm x 390 kw	
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/ Midship part – 0.9 Tonner SWL			
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:		14.9	8.0	
	Laden speed:		13.9	8.0	
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: 211.80 m ³ Diesel oil: 63.24 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	2.936kw	Hanshin / 6EL44	
	Aux engine:	2	440 kw	Yanmar / M200L-UN	
	Power packs:		N/A	N/A	
	Boilers:	1	6750 kg/ hr	Osaka Boiler	
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:	16.03.2017, 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:	08.09.2017
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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