

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

Version 3

1.	VESSEL DESCRIPTION		
1.1	Date updated:	25/05/2010	
1.2	Vessel's name:	Abai	
1.3	IMO number:	9334600	
1.4	Vessel's previous name(s) and date(s) of change:	N/A	
1.5	Date delivered:	21/12/2005	
1.6	Builder (where built):	Vyborg Shipyard, Russia	
1.7	Flag:	St. Vincent and the Grenadines	
1.8	Port of Registry:	Kingstown	
1.9	Call sign:	J8B3368	
1.10	Vessel's satcom phone number:	00871-764847861	
	Vessel's fax number:	N/A	
	Vessel's telex number:	437534210	
	Vessel's email address:	764847864@marsatmail.com	
1.11	Type of vessel:	Oil Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	Russian Maritime Register of Shipping	
1.14	Class notation:	KM* 1 LU[1] I A1 (OMBO) oil tanker (ESP)	
1.15	If Classification society changed, name of previous society:	N/A	
1.16	If Classification society changed, date of change:	N/A	
1.17	IMO type, if applicable:	II	
1.18	Does the vessel have ice class? If yes, state what level:	LU 1	
1.19	Date / place of last dry-dock:	17.12.2009	Port Tuzla
1.20	Date next dry dock due	2015	
1.21	Date of last special survey / next survey due:	17.12.2009	17.12.2015
1.22	Date of last annual survey:	20.06.2009	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	NO	
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?	NO	
Dimensions			
1.25	Length Over All (LOA):	149.35 Meters	
1.26	Length Between Perpendiculars (LBP):	143.15 Meters	
1.27	Extreme breadth (Beam):	17.30 Meters	
1.28	Moulded depth:	10.10 Meters	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	27.7 Meters	19.2 Meters
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	76.9 Meters	72.45 Meters
1.31	Distance bridge front to center of manifold:	51.50 Meters	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	46 Meters	51 Meters
	Aft to mid-point manifold:	54 Meters	55 Meters
	Parallel body length:	100 Meters	106 Meters
1.33	FWA at summer draft / TPC immersion at summer draft:	162 Millimeters	24.35 Metric Tons
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	26.02 Meters	17.52 Meters
	Normal ballast	23.50 Meters	15.00 Meters
	At loaded summer deadweight:	20.70 Meters	12.20 Meters
Tonnages			

1.35	Net Tonnage:	3517			
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):	7224	---		
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	NO	NO		
1.38	Panama Canal Net Tonnage (PCNT):	NO			
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.1 Meters	7 Meters	12359 Metric Tons	15769 Metric Tons
	Winter:	3.1 Meters	7 Meters	12359 Metric Tons	15769 Metric Tons
	Tropical:	--- Meters	--- Meters	--- Metric Tons	--- Metric Tons
	Lightship:	8.4 Meters	1.6 Meters	3415 Metric Tons	3415 Metric Tons
	Normal Ballast Condition:	5.8 Meters	4.2 Meters	5880 Metric Tons	9070 Metric Tons
1.40	Does vessel have multiple SDWT	Yes			
1.41	If yes, what is the maximum assigned deadweight	12.359 Metric Tons			
Ownership and Operation					
1.42	Registered owner - Full style:	MBX Shipping Ltd 112 Bonadie Street Kingstown St. Vincent and the Grenadines			
1.43	Technical operator - Full style:	MBX Shipping Ltd 112 Bonadie Street Kingstown St. Vincent and the Grenadines			
1.44	Commercial operator - Full style:	Swiss Tanker Management SA Rue du Mont-Blanc 26 1201 Geneva, Switzerland Tel: +41 22 715 26 00 Fax: +41 22 715 26 01 Telex: n/a Email: operations@swisstanker.com			
1.45	Disponent owner - Full style:	NO			

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	10.12.2009	10.12.2009	10.12.2014
2.2	Safety Radio Certificate:	10.12.2009	10.12.2009	10.12.2014
2.3	Safety Construction Certificate:	10.12.2009	10.12.2009	10.12.2014
2.4	Loadline Certificate:	10.12.2009	10.12.2009	10.12.2014
2.5	International Oil Pollution Prevention Certificate (IOPPC):	10.12.2009	10.12.2009	10.12.2014
2.6	Safety Management Certificate (SMC) :	23.01.2009	10.09.2008	09.09.2013
2.7	Document of Compliance (DOC):	21.07.2008	17.07.2008	16.07.2013
2.8	USCG (specify: COC, LOC or COI)	NO	NO	NO
2.9	Civil Liability Convention Certificate (CLC):	20.02.2010	---	20.02.2011
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	20.02.2010	---	20.02.2011
2.11	U.S. Certificate of Financial Responsibility (COFR):	NO	NO	NO
2.12	Certificate of Fitness (Chemicals):	NO	NO	NO
2.13	Certificate of Fitness (Gas):	NO	NO	NO
2.14	Certificate of Class:	10.12.2009	10.12.2009	10.12.2014
2.15	International Ship Security Certificate (ISSC):	23.01.2009	10.09.2008	09.09.2013
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	10.12.2009	---	10.12.2014
2.17	International Air Pollution Prevention Certificate (IAPP):	10.12.2009	17.12.2009	10.12.2014
Documentation				
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
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3.1	Nationality of Master:	Russian
3.2	Nationality of Officers:	Russian
3.3	Nationality of Crew:	Russian
3.4	If Officers/Crew employed by a Manning Agency - Full style:	N/A
3.5	What is the common working language onboard:	Russian language
3.6	Do officers speak and understand English:	Yes
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:	Yes

4.	HELICOPTERS	
4.1	Can the ship comply with the ICS Helicopter Guidelines:	NO
4.2	If Yes, state whether winching or landing area provided:	NO

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:	NO
5.2	Qualified individual (QI) - Full style:	NO
5.3	Oil Spill Response Organization (OSRO) -Full style:	NO
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	NO

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):	12 tanks	
6.4	Total cubic capacity (98%, excluding slop tanks):	14000 Cu.Meters	
6.5	Slop tank(s) capacity (98%):	248 Cu.Meters	
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	N/A	
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks :	SBT	
SBT Vessels			
6.8	What is total capacity of SBT?	5497 Cu.Meters	
6.9	What percentage of SDWT can vessel maintain with SBT only:	45%	
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 grades 1 P/S, 3 P/S, 5 P/S = 6894 CBM (98%) 2 P/S, 4 P/S, 6 P/S = 7106 CBM (98%)	
6.12	Maximum loading rate for homogenous cargo per manifold connection:	2560 Cu.M/Hour	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	2560 Cu.M/Hour	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	NO	
Pumping Systems			
6.15	Pumps:	No.	Type
	Cargo:	12	MIRFLEX MDPD -100
	Stripping:	1	Deep well
	Eductors:		BDPS
	Ballast:		BDPS
6.16	How many cargo pumps can be run simultaneously at full capacity:	12	
Cargo Control Room			
6.17	Is ship fitted with a Cargo Control Room (CCR):	Yes	
6.18	Can tank innage / ullage be read from the CCR:	Yes	
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:	Electrical VALCOM		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial.	All		
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:	Yes		
6.23	Number/size of VRS manifolds (per side):	1	250 Millimeters	
Venting				
6.24	State what type of venting system is fitted:	PV Valves BALACO		
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:	4		
6.27	What is the size of cargo connections::	250 Millimeters		
6.28	What is the material of the manifold:	Steel		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	1140 Millimeters		
6.30	Distance ships rail to manifold:	3260 Millimeters		
6.31	Distance manifold to ships side:	3320 Millimeters		
6.32	Top of rail to center of manifold:	800 Millimeters		
6.33	Distance main deck to center of manifold:	2100 Millimeters		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	8.00 Meters	5.20 Meters	
6.35	Number / size reducers:	8/8-10", 10-12"		
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:	NO		
6.37	If stern manifold fitted, state size:	NO		
Cargo Heating				
6.38	Type of cargo heating system?	Deck Steam Heaters		
6.39	If fitted, are all tanks coiled?	Yes		
6.40	If fitted, what is the material of the heating coils :	Steel		
6.41	Maximum temperature cargo can be loaded/maintained:	61 deg Celsius	61 deg Celsius	
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	No(Primer)	JOTUN MUKI Z 3000	Full
	Ballast tanks:	Yes	JOTUN PRIMASTIC UNIVERSAL ALU RED TONED	Full
	Slop tanks:	Yes	JOTUN UNIVERSAL ALU/ TIRQUOISE	Full
6.43	If fitted, what type of anodes are used:	Aluminium Anodes		

7.	INERT GAS AND CRUDE OIL WASHING			
7.1	Is an Inert Gas System (IGS) fitted:	Yes		
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	inert gas (IG) generator		
7.3	Is a Crude Oil Washing (COW) installation fitted:	NO		

8.	MOORING					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	1	30.5 Millimeters	Steel	30 Meters	65.98 MT
	Main deck fwd:		--- Millimeters	---	--- Meters	--- MT
	Main deck aft:		--- Millimeters	---	--- Meters	--- MT
	Poop deck:	1	30.5 Millimeters	Steel	30 Meters	65.98 MT
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		--- Millimeters	---	--- Meters	--- MT
	Main deck fwd:		--- Millimeters	---	--- Meters	--- MT
	Main deck aft:		--- Millimeters	---	--- Meters	--- MT
	Poop deck:		--- Millimeters	---	--- Meters	--- MT

8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	64 Millimeters	Polystyrene	100 Meters	43.44 MT
	Main deck fwd:		--- Millimeters	---	--- Meters	--- MT
	Main deck aft:		--- Millimeters	---	--- Meters	--- MT
	Poop deck:	2	64 Millimeters	Polystyrene	110 Meters	43.44 MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	44 Millimeters	Polystyrene	100 Meters	29.88 MT
	Main deck fwd:	4	44 Millimeters	Polystyrene	80 Meters	30.20 MT
	Main deck aft:	4	44 Millimeters	Polystyrene	100 Meters	29.88 MT
	Poop deck:	2	44 Millimeters	Polystyrene	60 Meters	29.88 MT
8.5	Mooring winches	No.			# Drums	Brake Capacity
	Forecastle:	2			2	48 MT
	Main deck fwd:	---			---	--- MT
	Main deck aft:	---			---	--- MT
	Poop deck:	2			2	48 MT
8.6	Mooring bits				No.	SWL
	Forecastle:				5	40,79 MT
	Main deck fwd:				4	40,79 MT
	Main deck aft:				6	40,79 MT
	Poop deck:				5	40,79 MT
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				4	28,55 MT
	Main deck fwd:				---	--- MT
	Main deck aft:				---	--- MT
	Poop deck:				4	28,55 MT
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				1	112.65 Metric Tons
8.9	Type / SWL of Emergency Towing system aft:				1	112.65 Metric Tons
Anchors						
8.10	Number of shackles on port cable:					9
8.11	Number of shackles on starboard cable:					9
Escort Tug						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				---	28,55 MT
8.13	What is SWL of bollard on poopdeck suitable for escort tug:					112,65 Metric Tons
Bow/Stern Thruster						
8.14	What is brake horse power of bow thruster (if fitted):				BHP	250 kW
8.15	What is brake horse power of stern thruster (if fitted):				BHP	250 kW
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):					N/A
8.17	Is vessel fitted with chain stopper(s)					N/A
8.18	How many chain stopper(s) are fitted:					N/A
8.19	State type of chain stopper(s) fitted:					N/A
8.20	Safe Working Load (SWL) of chain stopper(s) :					N/A
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:					N/A
8.22	Distance between the bow fairlead and chain stopper/bracket :					N/A
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:					N/A
Lifting Equipment						
8.24	Derrick / Crane description (Number, SWL and location):					1 – 3 MT, Main Deck
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:					6 Meters
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	Diesel Oil
9.2	What type of fuel is used in the generating plant	Diesel Oil
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	N/A 244 Cu.Meters
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)	fixed pitch propeller
Insurance		
9.5	P & I Club - Full Style	SKULD
9.6	P & I Club coverage - pollution liability coverage:	1'000'000'000 USD
Port State Control		
9.7	Date and place of last Port State Control inspection:	05.05.2010 Batumi, GEORGIA
9.8	Any outstanding deficiencies as reported by any Port State Control:	NO
9.9	If yes, provide details:	NO
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):	P&C
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)* <i>* Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	N/A

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