SHIP MANAGEMENT

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

Version 4

1.	**VESSEL DESCRIPTION**			
1.1	Date updated:		18.04.2016	
1.2	Vessel's name (IMO number):		MAKHAMBET (9334612)	
1.3	Vessel's previous name(s) and date(s) of change:		N/A	
1.4	Date delivered / Builder (where built):		20.03.2007 Vyborg Shipyard, Russia	
1.5	Flag/ Port of Registry:		St. Vincent and the Grenadines / Kingstown	
1.6	Call sign/ MMSI		J8B3578 / 37651600	
1.7	Vessel's contact details (satcom/fax/email etc.):		Satcom phone: 00871-764851588 Fax: N/A email: makhambet.mbx@mail.ru	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):		Oil Tanker	
1.9	Type of hull:		Double Hull	
Classification				
1.10	Classification society:		Russian Maritime Register of Shipping	
1.11	Class notation:		KM (*) Ice1 [1] R1 AUT1 OMBO oil tanker (ESP)	
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:		II	
1.15	Does the vessel have ice class? If yes, state what level:		Ice1	
1.16	Date / place of last dry-dock:		31.03.2015 (Yalova, Turkey)	
1.17	Date next dry dock due / next annual survey due:		20.03.2017	
1.18	Date of last special survey / next survey due:		20.12.2013 / 20.06.2017	
1.19	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		NO	
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?		NO	
Dimensions				
1.21	Length Over All (LOA):			149.35 Meters
1.22	Length Between Perpendiculars (LBP):			143.15 Meters
1.23	Extreme breadth (Beam):			17.30 Meters
1.24	Moulded depth:			10.10 Meters
1.25	Keel to Masthead (KTM) / KTM in collapsed condition, if applicable:		27.7 Meters	19.2 Meters
1.26	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		76.9 Meters	72.45 Meters
1.27	Distance bridge front to center of manifold:			51.50 Meters
1.28	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	46 Meters	51 Meters	51.0 Meters
	Aft to mid-point manifold:	54 Meters	55 Meters	62.0 Meters
	Parallel body length:	100 Meters	106 Meters	113 Meters
1.29	FWA at summer draft / TPC immersion at summer draft:		162 Millimeters	24.35 Metric Tons
1.30	Constant (excluding fresh water):			
1.31	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?			
1.32	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			
1.33	Net Tonnage:	3517	
1.34	Gross Tonnage/Reduced Gross Tonnage (if applicable):	7224	---
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	7762.11	6537,67
1.36	Panama Canal Net Tonnage (PCNT):	NO	
Ownership and Operation			
1.37	Registered owner - Full style:	MBX SHIPPING LTD Trust House 112, Bonadie Street, Kingstown, Saint Vincent & Grenadines Tel: VIA OPERATORS Fax: VIA OPERATORS Telex: VIA OPERATORS Email: info@mobilexshipping.kz Company IMO: 5202999	
1.38	Technical operator - Full style:	CASPIY SHIPPING LLP 2 floor, building 5, microdistict 3a, Mangistau Region 130000 Aktau city, Kazakhstan	
1.39	Commercial operator - Full style:	CASPIY SHIPPING LLP 2 floor, building 5, microdistict 3a, Mangistau Region 130000 Aktau city, Kazakhstan	
1.40	Disponent owner - Full style:	ALATAU MARITIME LTD 1st floor, Felix House, 24 Dr.Joseph Riviere Street, Port Louis Tel: VIA OPERATORS Fax: VIA OPERATORS Telex: VIA OPERATORS Email: info@mobilexshipping.kz	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	15.03.2012	10.02.2016	20.03.2017
2.2	Safety Radio Certificate (SRC):	15.03.2012	10.02.2016	20.03.2017
2.3	Safety Construction Certificate (SCC):	15.03.2012	10.02.2016	20.03.2017
2.4	International Loadline Certificate (ILC):	15.03.2012	10.02.2016	20.03.2017
2.5	International Oil Pollution Prevention Certificate (IOPPC):	15.03.2012	10.02.2016	20.03.2017
2.6	ISM Safety Management Certificate (SMC) :	*12.07.2013*	11.02.2016	24.07.2018
2.7	Document of Compliance (DOC):	*24.07.2013*	14.07.2015	16.07.2018
2.8	USCG Certificate of Compliance (COC):	NO	NO	NO
2.9	Civil Liability Convention (CLC) 1992 Certificate:	20.02.2016	---	20.02.2017
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	20.02.2016	---	20.02.2017
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate:	04.03.2016	----	04.03.2017
2.12	U.S. Certificate of Financial Responsibility (COFR):	NO	NO	NO
2.13	Certificate of Class (COC):	15.03.2012	10.02.2016	20.03.2017
2.14	International Sewage Pollution Prevention Certificate (ISPPC):	15.03.2012	---	20.03.2017
2.15	Certificate of Fitness (COF):	NO	NO	NO
2.16	International Energy Efficiency Certificate (IEEC):	11.03.2013		
2.17	International Ship Security Certificate (ISSC):	22.08.2013	11.02.2016	24.07.2018
2.18	International Air Pollution Prevention Certificate (IAPP):	15.03.2012	10.02.2016	20.03.2017
2.19	Maritime Labour Certificate (MLC)	06.12.2013	11.02.2016	05.12.2018
Documentation				
2.20	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:		NO	
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)?		YES	
2.23	ITF Blue Card expiry date:		30.09.2016	

3.	CREW MANAGEMENT	
3.1	Nationality of Master:	Russian

3.2	Number and Nationality of Officers:	4 Russian
3.3	Number and Nationality of Crew:	12 Russian
3.4	What is the common working language onboard:	Russian language
3.5	Do officers speak and understand English:	Yes
3.6	If Officers/Crew employed by a Manning Agency - Full style:	N/A

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**				
Double Hull Vessels					
5.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated?			Yes Perforated	
Loadline Information					
5.2	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3112 Meters	7 Meters	12365 Metric Tons	15770 Metric Tons
	Winter:	3112 Meters	7 Meters	12365 Metric Tons	15770 Metric Tons
	Tropical:	--- Meters	---Meters	-----Metric Tons	----Metric Tons
	Lightship:	8.42 Meters	1.68 Meters	3416 Metric Tons	3416 Metric Tons
	Normal Ballast Condition:	5.90 Meters	4.2 Meters	5745 Metric Tons	9155 Metric Tons
5.3	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			YES 12.365 Metric Tons	
Cargo Tank Capacities					
5.4	Number of cargo tanks and total cubic capacity (98%):			12 (13990 Cu.Meters)	
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):			Cegregation No1: 1S – 1117,98 m^3 1P – 1038.20 m^3 3S – 1224.58 m^3 3P – 1144.20 m^3 5S – 1224.58 m^3 5P – 1144.20 m^3	Cegregation No2: 2S – 1224,58 m^3 2P – 1144.20 m^3 4S – 1224.58 m^3 4P – 1144.20 m^3 6S – 1224.58 m^3 6P – 1144.20 m^3
5.6	Number of slop tanks and total cubic capacity (98%):			2; 248 Cu.Meters	
5.7	Specify segregations which slops tanks belong to and their capacity with double valve:				
5.8	Residual/Retention oil tank(s) capacity (98%), if applicable:			N/A	
5.9	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT) :			SBT	
SBT Vessels					
5.10	What is total SBT capacity and percentage of SDWT vessel can maintain?			5497 Cu.Meters; 43%	
5.11	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:			Yes	
Cargo Handling and Pumping Systems					
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 N/A	
5.14	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	12	MIRFLEX MDPD -100	1500/125 Cu.M/Hour	
	Cargo Eductors:		BDPS	200 Cu.M/Hour	
	Stripping:	1	Deep well	70 Cu.M/Hour	
	Ballast Pumps:		BDPS	400 Cu.M/Hour	
5.15	Maximum loading rate for homogenous cargo per manifold connection:			1280 Cu.M/Hour	
5.16	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:			2560 Cu.M/Hour	
5.17	How many cargo pumps can be run simultaneously at full capacity:			12	

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:				Electrical VALCOM	
5.22	Number of portable gauging units (example- MMC) on board:				1	
5.23	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial.				All	
5.24	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:				N/A	
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 vapor return system (VRS) fitted:				Yes	
5.27	Number/size of VRS manifolds (per side):				1	250 Millimeters
Venting						
5.29	State what type of venting system is fitted:				PV Valves BALACO	
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 manifold connections on each side:				4 / 250 Millimeters	
5.32	What type of valves are fitted at manifold:					
5.33	What is the material/rating of the manifold:				Steel	
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:					
5.35	Distance between cargo manifold centers:				1140 Millimeters	
5.36	Distance ships rail to manifold:				3260 Millimeters	
5.37	Distance manifold to ships side:				3320 Millimeters	
5.38	Top of rail to center of manifold:				800 Millimeters	
5.39	Distance main deck to center of manifold:				2100 Millimeters	
5.40	Spill tank grating to center of manifold:					
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:				8.0 Meters	5.2 Meters
5.42	Number / size / type of reducers:				8 / 300 / Manual reducer	
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	Deck Steam Heaters	Yes	Stainless Steel		
	Slop Tanks:	Thermal Boiler & Heating Coils	Yes	Stainless Steel		
5.45	Maximum temperature cargo can be loaded/maintained:				61 deg Celsius	61 deg Celsius
5.46	Maximum temperature cargo can be loaded/maintained:				61 deg Celsius	61 deg Celsius

Coating / Anodes					
5.47	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	KOREPOX/ EH2350	Full	NO
	Ballast tanks:	Yes	JOTUN PRIMASTIC UNIVERSAL ALU RED TONED	Full	Anodes Aluminum
	Slop tanks:	Yes	JOTUN UNIVERSAL ALU/ TIRQUOISE	Full	NO

6.	**INERT GAS AND CRUDE OIL WASHING**	
6.1	Is a Crude Oil Washing (COW) installation fitted / operational?	NO
6.2	Is an Inert Gas System (IGS) fitted / operational?	Yes
6.3	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	inert gas (IG) generator

7.	**MOORING**					
7.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength

	Forecastle:	1	22,0 Millimeters	Steel	40 Meters	34,5 MT
	Main deck fwd:		--------- Millimeters	------	------ Meters	------ Metric Tons
	Main deck aft:		--------- Millimeters	------	------ Meters	-----Metric Tons
	Poop deck:	1	22.0 Millimeters	Steel	40 Meters	34,5 MT
7.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	1	38 Millimeters	Steel	200Meters	77,7 MT
	Main deck fwd:		------ Millimeters		------ Meters	------ Metric Tons
	Main deck aft:		------ Millimeters		------- Meters	------ Metric Tons
	Poop deck:		Millimeters		Meters	
7.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	44 Millimeters	Polymix	170/215 Meters	36,5 MT
	Main deck fwd:		------ Millimeters	-----	----- Meters	----- Metric Tons
	Main deck aft:		------ Millimeters	------	----- Meters	------ Metric Tons
	Poop deck:	2	44 Millimeters	Polyester	135/150 Meters	33,3 MT
7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	64 Millimeters	Polypropylene	95/220 Meters	48,97 MT
		3	44 Millimeters	Polyester	65/70/75 Meters	33,3 MT
		1	44 Millimeters	Polymix	150 Meters	33,3 MT
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	5	44 Millimeters	Polyester	135/120/70/50 Mtrs	33.3 MT
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	2	hydraulic driven	48 Metric Tons	Manual
	Main deck fwd:	-----	-----	hydraulic driven	--Metric Tons	Manual
	Main deck aft:	-----	-----	hydraulic driven	--Metric Tons	Manual
	Poop deck:	2	2	hydraulic driven	48 Metric Tons	Manual
7.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		5	40,79 MT	4	28,55 MT
	Main deck fwd:		2	40,79 MT	-----	Metric Tons
	Main deck aft:		2	40,79 MT	-----	Metric Tons
	Poop deck:		5	40,79 MT	4	28,55 MT
	Forecastle:		5	40,79 MT	4	28,55 MT
Anchors/Emergency Towing System						
7.7	Number of shackles on port / starboard cable:				9/9	
7.8	Type / SWL of Emergency Towing system forward:				1	112.65 Metric Tons
7.9	Type / SWL of Emergency Towing system aft:				1	112.65 Metric Tons
Escort Tug						
7.10	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				---	28,55 MT
7.11	What is SWL of bollard on poopdeck suitable for escort tug:					112,65 Metric Tons
Bow/Stern Thruster						
7.12	What is brake horse power of bow thruster (if fitted):				BHP	250 kW
7.13	What is brake horse power of stern thruster (if fitted):				BHP	250 kW
Single Point Mooring (SPM) Equipment						
7.14	Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM):				YES	
7.15	If fitted, how many chain stoppers:				N/A	
7.16	State type / SWL of chain stopper(s):					------ Metric Tons
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:					------ Millimeters
7.18	Distance between the bow fairlead and chain stopper/bracket :					----- Millimeters
7.19	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						
7.20	Derrick / Crane description (Number, SWL and location):				1 – 3,0 t Main deck	
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:				6 Meters	

Ship To Ship Transfer (STS) / Helicopter Operations		
7.22	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquified Gas, as applicable):	Yes
7.23	Can the ship comply with the ICS Helicopter Guidelines? If Yes, state whether winching or landing area provided and diameter of the circle provided:	N/A

8.	MISCELLANEOUS			
Engine				
8.1	Speed	Maximum	Economic	
	Ballast speed:	10 Kts (WSNP)	9.0 Kts (WSNP)	
	Laden speed:	9.5 Kts (WSNP)	8.5 Kts (WSNP)	
8.2	What type of fuel is used for main propulsion / generating plant:	Diesel Oil	Diesel Oil	
8.3	Type / Capacity of bunker tanks:		IFO and MDO/MGO - 244 Cu.Meters	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s)		fixed propeller	
8.5	Engines	No	Capacity	Make/Type
	Main engine:	1	2480 Kw	S.p.A., 8L26A
	Aux engine:	3	380 Kw	TAMD 165A
	Power packs:	1	122 Kw	WCM 108/5E CUMMINS
	Boilers:	1	2500 Kw	AALBORG
Emissions				
8.6	Main engine IMO NOx emission standard:		Tier I	
8.7	Energy Efficiency Design Index (EEDI) rating number:		N/A	
Insurance				
8.8	P & I Club - Full Style		SKULD	
8.9	P & I Club pollution liability coverage / expiration date:		20.02.2017	
8.10	Hull & Machinery insured by - Full Style:		Oil Insurance Company JSC	
8.11	Hull & Machinery insured value / expiration date:		19 222 000 USD / 07.03.2017	
Recent Operational History				
8,12	Date and place of last Port State Control inspection:		24.08.2015 Syros (Greece) – Paris Memorandum 28.09.2015 Constanta (Romania) 21.03.2016 road Tuzla – Flag State Control	
8.13	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:		NO	
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 / 2nd Last / 3rd Last):		HCO,FUEL OIL;FUEL OIL	
8.16	Date/place of last STS operation:		01.06.2013 / road port Kerch	
Vetting				
8.17	Date/Place of last SIRE Inspection:		20.08.2014	
8.18	Date/Place 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)* **"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.*		N/A	
Additional Information				
8.20	Additional information relating to features of the ship or operational characteristics:			