



INTERTANKO TANKER CHARTERING QUESTIONNAIRE 88

Version 4

1. VESSEL DESCRIPTION			
1.1	Date updated:	November 28 , 2016	
1.2	Vessel's name (IMO number):	M/T ULAYA (9439321)	
1.3	Vessel's previous name(s) and date(s) of change:	RED OAK (October 31, 2016)	
1.4	Date delivered / Builder (where built):	Feb 06, 2009 / 21 Century Shipyard	
1.5	Flag / Port of Registry:	THAILAND / BANGKOK	
1.6	Call sign / MMSI: / Official no.	HSB 5769 / 567 533 000 / 5900 03679	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +66 61 419 5712 / +66 81 200 9709 FBB Tel : +870 773 246 222 Email: mtulaya.ama@gmail.com / mtulaya@hmcmail.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Oil and Chemical Tanker	
1.9	Type of hull:	Double Hull	
Classification			
1.10	Classification society:	NK	
1.11	Class notation:	Oil/ Chemical Carrier, IMO Chemicals II and III,	
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:	ABS , 10 November 2016	
1.14	IMO type, if applicable:	2	
1.15	Does the vessel have ice class? If yes, state what level:	No,	
1.16	Date / place of last dry-dock:	Nov 10, 2016 / Laemchabang, Thailand	
1.17	Date next dry dock due / next annual survey due:	Feb, 2019	Nov , 2017
1.18	Date of last special survey / next special survey due:	Mar 27, 2014	Feb 06, 2019
1.19	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	No, N/A	
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 overall (LOA):	128.60 Metres	
1.22	Length between perpendiculars (LBP):	120.40 Metres	
1.23	Extreme breadth (Beam):	20.40 Metres	
1.24	Moulded depth:	11.50 Metres	
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:	41.00 Metres	41 Metres
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):	60.80 Metres	67.80 Metres
1.27	Distance bridge front to center of manifold:	39.00 Metres	
1.28	Parallel body distances	Lightship	Normal Ballast
	Forward to mid-point manifold:	21.00 Metres	26.70 Metres
	Aft to mid-point manifold:	26.00 Metres	34.00 Metres
	Parallel body length:	47 Metres	60.70 Metres
1.29	FWA/TPC at summer draft:	188.00 Millimetres	21.00 Metric Tonnes
1.30	Constant (excluding fresh water):		
1.31	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	1. On transit from sea buoy to the berth or vice-versa: min UKC 1mtr. 2. Moored on the berth: UKC more than 0.5mtrs. 3. Open sea: min UKC of twice the maximum draft of the vessel after making allowances for increase in draft due the vessels movement in the prevailing sea conditions. 4. Coastal waters: min UKC of 3mtrs. after taking in to account increase in draft due to the vessel rolling and pitching.	
1.32	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast



	Lightship:	38.504 Metres	0 Metres
	Normal ballast:	35.44 Metres	0 Metres
	At loaded summer deadweight:	32.286 Metres	0 Metres
Tonnages			
1.33	Net Tonnage:		4,117.00
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):	8,539.00	7,013
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	8,991.24	7,217.61
1.36	Panama Canal Net Tonnage (PCNT):		7,217.00
Ownership and Operation			
1.37	Registered owner - Full style:	AMA MARINE PUBLIC CO.,LTD. 33/4 The 9 th Towers, Room # TNA02, 33 rd Floor, Tower A, Rama 9 Road, Huaykwang, Bangkok 10310 Tel: +66 2 001 2801-2 Fax: +66 2 001 2800 Telex: Not Applicable Email: operations@amamarine.co.th Company IMO#: 1716371	
	Technical operator - Full style:	AMA MARINE PUBLIC CO.,LTD. 33/4 The 9 th Towers, Room # TNA02, 33 rd Floor, Tower A, Rama 9 Road, Huaykwang, Bangkok 10310 Tel: +66 2 001 2801-2 Fax: +66 2 001 2800 Telex: Not Applicable Email: technical@amamarine.co.th Web: www.amamarine.co.th Company IMO#: 1716371	
1.39	Commercial operator - Full style:		
1.40	Disponent owner - Full style:		

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate (SEC):	10 Nov 2016	-	09 Nov 2017
2.2	Safety Radio Certificate (SRC):	10 Nov 2016	-	09 Nov 2017
2.3	Safety Construction Certificate (SCC):	11 Nov 2016	-	10 Apr 2017
2.4	International Loadline Certificate (ILC):	11 Nov 2016	-	10 Apr 2017
2.5	International Oil Pollution Prevention Certificate (IOPPC):	9 Nov 2016	9 Nov 2016	8 Nov 2021
2.6	ISM Safety Management Certificate (SMC):	9 Nov 2016	9 Nov 2016	8 May 2017
2.7	Document of Compliance (DOC):	11 Jul 2016	NA	10 Jul 2021
2.8	USCG Certificate of Compliance (COC):		NA	
2.9	Civil Liability Convention (CLC) 1992 Certificate:	31 Oct 2016	-	20 Feb 2017
2.10	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	31 Oct 2016		20 Feb 2017
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate:	8 Nov 2016	Not Applicable	7 May 2017
2.12	U.S. Certificate of Financial Responsibility (COFR):		NA	
2.13	Certificate of Class (COC):	10 nov 2016	10 Nov 2016	9 Apr 2017
2.14	International Sewage Pollution Prevention Certificate (ISPPC):	9 Nov 2016	9 Nov 2016	8 Nov 2017
2.15	Certificate of Fitness (COF):	28 Nov 2016	9 Nov 2016	25 Nov 2017
2.16	International Energy Efficiency Certificate (IEEC):	9 Nov 2016	9 Nov 2016	-
2.17	International Ship Security Certificate (ISSC):	9 Nov 2016	9 Nov 2016	8 May 2017
2.18	International Air Pollution Prevention Certificate (IAPPC):	9 Nov 2016	9 Nov 2016	8 Nov 2017
2.19	Maritime Labour Certificate (MLC):	9 Nov 2016	9 Nov 2016	8 Nov 2017

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:	

3.	CREW	
3.1	Nationality of Master:	Thai
3.2	Number and Nationality of Officers:	9 Thai
3.3	Number and Nationality of Crew:	13Thai
3.4	What is the common working language onboard:	English & Thai
3.5	Do officers speak and understand English?	Yes
3.6	If Officers/Crew employed by a Manning Agency - Full style:	

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:	
4.3	Oil Spill Response Organization (OSRO) - Full style:	

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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5.2	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.037 Metres	8.714 Metres	13,019.808 Metric Tonnes	16,949.968 Metric Tonnes
	Winter:	3.214 Metres	8.533 Metres	12,659.25 Metric Tonnes	17,111.83 Metric Tonnes
	Tropical:	2.86 Metres	8.895 Metres	13,500.53 Metric Tonnes	17,953.11 Metric Tonnes
	Lightship:	9.03 Metres	2.496 Metres	Not Applicable	4,452.58 Metric Tonnes
	Normal Ballast Condition:	5.75 Metres	5.776 Metres	6,482.00 Metric Tonnes	10,934.58 Metric Tonnes

5.3	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	No / 13,019.808mt
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Cargo Tank Capacities					
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5.4	Number of cargo tanks and total cubic capacity (98%):	13,393.98 Cu. Metres
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5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 927.252 m3 (Nr. 1 port) Seg#2: 928.025 m3 (Nr. 1 starboard) Seg#3: 1101.266 m3 (Nr. 2 port) Seg#4: 1100.573 m3 (Nr. 2 starboard) Seg#5: 1206.432 m3 (Nr. 3 port) Seg#6: 1206.887 m3 (Nr. 3 starboard) Seg#7: 1207.341 m3 (Nr. 4 port) Seg#8: 1206.796 m3 (Nr. 4 starboard) Seg#9: 1206.704 m3 (Nr. 5 port) Seg#10: 1206.614 m3 (Nr. 5 starboard) Seg#11: 1047.996 m3 (Nr. 6 port) Seg#12: 1048.086 m3 (Nr. 6 starboard) Seg#13: 343.583 m3 (Slop port) Seg#14: 343.411 m3 (Slop starboard)
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5.6	Number of slop tanks and total cubic capacity (98%):		686.99 Cu. Metres
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:		
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?	5,277.19 Cu. Metres	57.62 %
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:		14
5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	Yes 98%	
5.14	Pumps	No.	Type
	Cargo Pumps:	12	Centrifugal
		2	Centrifugal
		1	Centrifugal
	Cargo Eductors:	0	
	Stripping:	0	
	Ballast Pumps:	2	Centrifugal
	Ballast Eductors:		
5.15	Max loading rate for homogenous cargo per manifold connection:		1,200 Cu. Metres/Hour
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:		1,920.00 Cu. Metres/Hour
5.17	How many cargo pumps can be run simultaneously at full capacity:		6 or 4 + 2 ballast pumps
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:		Radar
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
5.24	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:		Yes,
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:		
Venting			
5.29	State what type of venting system is fitted:		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 manifold connections on each side:		12 / 150.00 Millimetres
5.32	What type of valves are fitted at manifold:		Butterfly
5.33	What is the material/rating of the manifold:		Stainless steel /
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:		
5.35	Distance between cargo manifold centers:		700.00 Millimetres
5.36	Distance ships rail to manifold:		3,967.00 Millimetres
5.37	Distance manifold to ships side:		3,967.00 Millimetres
5.38	Top of rail to center of manifold:		1,100.00 Millimetres
5.39	Distance main deck to center of manifold:		2,086.00 Millimetres
5.40	Spill tank grating to center of manifold:		224.00 Millimetres



5.41	Manifold height above the waterline in normal ballast / at SDWT condition:	8.71 Metres	5.55 Metres
5.42	Number / size / type of reducers:	1 x 300/250mm (12/10") 2 x 300/200mm (12/8") 3 x 250/150mm (10/6") 2 x 150/300mm (6/12") 2 x 150/200mm (6/8") ANSI	
5.43	Is vessel fitted with a stern manifold? If yes, state size:	Yes, 200.00 Millimetres	

Heating

5.44	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo Tanks:	Heat exchangers		SS
	Slop Tanks:			
5.45	Maximum temperature cargo can be loaded / maintained:	80.0 °C / 176.0 °F	75 °C / 167 °F	
5.46	Minimum temperature cargo can be loaded / maintained:			

Coating / Anodes

5.47	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Phenolic Epoxy, Sigma Phenguard	Whole Tank	No
	Ballast tanks:	Yes	Tar Epoxy	Whole Tank	Yes
	Slop tanks:	Yes	epoxy	Whole Tank	

6. INERT GAS AND CRUDE OIL WASHING

6.1	Is a Crude Oil Washing (COW) installation fitted / operational?	No / No
6.2	Is an Inert Gas System (IGS) fitted / operational?	Yes / Yes
6.3	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	IG Generator

7. MOORING

7.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0.00 Millimetres	Not Applicable	0.00 Metres	0.00 Metric Tonnes
	Main deck fwd:	0	0.00 Millimetres	Not Applicable	0.00 Metres	0.00 Metric Tonnes
	Main deck aft:	0	0.00 Millimetres	Not Applicable	0.00 Metres	0.00 Metric Tonnes
	Poop deck:	0	0.00 Millimetres	Not Applicable	0.00 Metres	0.00 Metric Tonnes
7.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0.00 Millimetres	Not Applicable	0.00 Metres	0.00 Metric Tonnes
	Main deck fwd:	0	0.00 Millimetres	Not Applicable	0.00 Metres	0.00 Metric Tonnes
	Main deck aft:	0	0.00 Millimetres	Not Applicable	0.00 Metres	0.00 Metric Tonnes
	Poop deck:	0	0.00 Millimetres	Not Applicable	0.00 Metres	0.00 Metric Tonnes
7.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	50.00 Millimetres	Polyester/Polyprop mixed	200.00 Metres	33.00 Metric Tonnes
	Main deck fwd:	0	0.00 Millimetres	Not Applicable	0.00 Metres	0.00 Metric Tonnes
	Main deck aft:	0		Not Applicable	0.00 Metres	0.00 Metric Tonnes
	Poop deck:	4	50.00 Millimetres	Polyester/Polyprop mixed	200.00 Metres	33.00 Metric Tonnes
7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	40.00 Millimetres	PP MIXED TYPE	220.00 Metres	33.00 Metric Tonnes
	Main deck fwd:	0	0.00 Millimetres	0	0.00 Metres	0.00 Metric Tonnes
	Main deck aft:	0	0.00 Millimetres	Not Applicable	0.00 Metres	0.00 Metric Tonnes
	Poop deck:	3	40.00 Millimetres	PP MIXED TYPE	220.00 Metres	33.00 Metric Tonnes
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	50.00 Metric Tonnes	
	Main deck fwd:	0	N/A	N/A	0 Metric Tonnes	



	Main deck aft:	0	N/A	N/A	0.00 Metric Tonnes
	Poop deck:	2	Double Drums	Hydraulic	50.00 Metric Tonnes
7.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks SWL Closed Chocks
	Forecastle:		4		
	Main deck fwd:		2		
	Main deck aft:		2		
	Poop deck:		9		
Anchors/Emergency Towing System					
7.7	Number of shackles on port / starboard cable:				10 / 10
7.8	Type / SWL of Emergency Towing system forward:			Ch. stopper	100 Metric Tonnes
7.9	Type / SWL of Emergency Towing system aft:			Not Applicable	0 Metric Tonnes
Escort Tug					
7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:			Not Applicable	33.00 Metric Tonnes
7.11	What is SWL of bollard on poop deck suitable for escort tug:				33.00 Metric Tonnes
Bow/Stern Thruster					
7.12	What is brake horse power of bow thruster (if fitted):			Yes, 580.00 bhp	
7.13	What is brake horse power of stern thruster (if fitted):			,	
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)'?				Yes
7.15	If fitted, how many chain stoppers:			1	
7.16	State type / SWL of chain stopper(s):			Tongue	100.00 Metric Tonnes
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:				54.00 Millimetres
7.18	Distance between the bow fairlead and chain stopper/bracket:				2,676.00 Millimetres
7.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:			Yes Not Applicable	
Lifting Equipment					
7.20	Derrick / Crane description (Number, SWL and location):			Derricks: 0.00 Tonnes, Cranes: 1 x 10.00 Tonnes Midship	
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:				5.20 Metres
Ship To Ship Transfer (STS) / Helicopter Operations					
7.22	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquefied 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:				
	Laden speed:				
8.2	What type of fuel is used for main propulsion / generating plant:			IFO 380	HFO
8.3	Type / Capacity of bunker tanks:			Fuel Oil: 674.225 Cu. Metres Diesel Oil: 76.821 Cu. Metres Gas Oil: 0 Cu. Metres	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):			Fixed	
8.5	Engines	No		Capacity	Make/Type
	Main engine:				
	Aux engine:	3			
	Power packs:				
	Boilers:	1		12.00 Metric Tonnes/Hour	



Emissions			
8.6	Main engine IMO NOx emission standard:		
8.7	Energy Efficiency Design Index (EEDI) rating number:		NA
Insurance			
8.8	P & I Club - Full Style:	SKULD Assuranceforeningen SKULD (Gjensidig), P.O. Box, 1376 Vika, N-0114 Oslo, Norway, and SKULD Mutual Protection and Indemnity Association (Bermuda) Ltd Email : N/A	
8.9	P & I Club pollution liability coverage / expiration date:	500,000,000 US\$	Feb 20, 2017
8.10	Hull & Machinery insured by - Full Style:	Dhipaya Insurance Public Company Limited	
8.11	Hull & Machinery insured value / expiration date:	325,000,000 BHT	6 Oct 2017
Recent Operational History			
8.12	Date and place of last Port State Control inspection:	Aug 04, 2016 / Bangkok, Thailand	
8.13	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No No deficiencies	
8.14	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:	Pollution: No, Not Applicable Grounding: No, Not Applicable Casualty: No, Not applicable Collision: No, Not Applicable	
8.15	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	1st. Singapore to Bangkok – U91 R 2nd. Singapore to Bangkok – U95 3rd. Singapore to Sapangar Bay- Jet.U95,AGO	
8.16	Date/place of last STS operation:		
Vetting			
8.17	Date of last SIRE inspection:	Jul 15, 2016	
8.18	Date of last CDI inspection:	Jul 09, 2015	
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>		
Additional Information			
8.20	Additional information relating to features of the ship or operational characteristics:	NA	

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