INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88) **Version 3**

1.	**VESSEL DESCRIPTION**		
1.1	Date updated:	April 04 2014	
1.2	Vessel's name:	UACC MIRDIF	
1.3	IMO number:	9402794	
1.4	Vessel's previous name(s) and date(s) of change:	OCEAN LEO	
1.5	Date delivered:	Apr 13, 2010	
1.6	Builder (where built):	ONOMICHI DOCKYARD CO., LTD.	
1.7	Flag:	MARSHALL ISLANDS	
1.8	Port of Registry:	MAJURO	
1.9	Call sign:	V7FE5	
1.10	Vessel's satcom phone number:	+870 773203348	
	Vessel's fax number:	+870 765120531	
	Vessel's telex number:	453839776	
	Vessel's email address:	UACC-Mirdif@gtships.com	
1.11	Type of vessel:	Oil Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	Nippon Kaiji Kyokai	
1.14	Class notation:	NS (Tanker, Oils-Flashpoint on and below 60°C)(ESP)(IWS)(PSCM) MNS(M0)	
1.15	If Classification society changed, name of previous society:	Nippon Kaiji Kyokai	
1.16	If Classification society changed, date of change:	Jun 03, 2011	
1.17	IMO type, if applicable:	N/A	
1.18	Does the vessel have ice class? If yes, state what level:	No,	
1.19	Date / place of last dry-dock:	Jul 06, 2012	ONOMICHI DOCKYARD CO., LTD.
1.20	Date next dry dock due	Apr 12, 2015	
1.21	Date of last special survey / next survey due:	Jun 06, 2011	Apr 12, 2015
1.22	Date of last annual survey:	Apr 04, 2014	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	NA	
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?	N/A Not Applicable	
Dimensions			
1.25	Length Over All (LOA):	182.50 Metres	
1.26	Length Between Perpendiculars (LBP):	172.60 Metres	
1.27	Extreme breadth (Beam):	32.20 Metres	
1.28	Moulded depth:	18.10 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	45.52 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	93.09 Metres	89.41 Metres
1.31	Distance bridge front to center of manifold:	53.21 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast / Summer Dwt

	Forward to mid-point manifold:		29.20 Metres	41.60 Metres	44.50 Metres
	Aft to mid-point manifold:		8.70 Metres	22.50 Metres	34.40 Metres
	Parallel body length:		37.90 Metres	64.10 Metres	78.90 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:			279 Millimetres	50.37 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Lightship:			43.196 Metres	0 Metres
	Normal ballast:			38.57 Metres	0 Metres
	At loaded summer deadweight:			32.902 Metres	0 Metres
Tonnages					
1.35	Net Tonnage:			13,704	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):			26,916	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):			29,512.40	26,649.34
1.38	Panama Canal Net Tonnage (PCNT):				22,375.09
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	5.512 Metres	12.618 Metres	47,367 Metric Tonnes	56,258 Metric Tonnes
	Winter:	5.774 Metres	12.356 Metres	46,046 Metric Tonnes	54,937 Metric Tonnes
	Tropical:	5.25 Metres	12.88 Metres	48,690 Metric Tonnes	57,581 Metric Tonnes
	Lightship:	15.806 Metres	2.324 Metres		8891 Metric Tonnes
	Normal Ballast Condition:	11.18 Metres	6.95 Metres	20,323 Metric Tonnes	29,214 Metric Tonnes
1.40	Does vessel have multiple SDWT?			Yes	
1.41	If yes, what is the maximum assigned deadweight?			47,367 Metric Tonnes	
Ownership and Operation					
1.42	Registered owner - Full style:			Mirdif Tankers Inc. The Trust Company Complex Ajeltake Road, Ajeltake Island Republic of Marshall Island MH 96960	
1.43	Technical operator - Full style:			Fleet management Ltd. 11th floor Dah Sing Financial Centre, 108 – Ggloucester Road Wanchai, Hong Kong	
1.44	Commercial operator - Full style:			United Arab Chemical Cariers Suit 08, Level 23, Emirates Financial Tower (south) Dubai International Financial Centre Dubai - UAE	
1.45	Disponent owner - Full style:			United Arab Chemical Cariers Suit 08, Level 23, Emirates Financial Tower (south) Dubai International Financial Centre Dubai - UAE	

2.	**CERTIFICATION**	**Issued**	**Last Annual or Intermediate**	**Expires**
2.1	Safety Equipment Certificate:	04 Apr 2014		03 Sept 2014
2.2	Safety Radio Certificate:	04 Apr 2014		03 Sept 2014
2.3	Safety Construction Certificate:	04 Apr 2014		03 Sept 2014
2.4	Loadline Certificate:	04 Apr 2014		03 Sept 2014
2.5	International Oil Pollution Prevention Certificate	04 Apr 2014		03 Sept 2014

	(IOPPC):			
2.6	Safety Management Certificate (SMC):	04 Apr 2014		03 Oct 2014
2.7	Document of Compliance (DOC):	05 Nov 2013	24. Apr 2013	19 May 2015
2.8	USCG (specify: COC, LOC or COI): COC			
2.9	Civil Liability Convention Certificate (CLC):	02 Apr 2014		20 Feb 2015
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	02 Apr 2014		20 Feb 2015
2.11	U.S. Certificate of Financial Responsibility (COFR):			
2.12	Certificate of Fitness (Chemicals):			
2.13	Certificate of Fitness (Gas):			
2.14	Certificate of Class:	22 Jul 2013		12 Apr 2015
2.15	International Ship Security Certificate (ISSC):	04 Apr 2014		03 Oct 2014
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	04 Apr 2014		12 Apr 2015
2.17	International Air Pollution Prevention Certificate (IAPP):	04 Apr 2014		12 Apr 2015
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**	
3.1	Nationality of Master:	Indian
3.2	Nationality of Officers:	Indian
3.3	Nationality of Crew:	Indian
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Elegant Marine Services Private Limited 601/A Elegant Business Park, Off Andheri – Kurla Road, Near Kohinoor Continental Hotel , Andheri (E), Mumbai -400059, India.
3.5	What is the common working language onboard:	English
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:	Yes
4.2	If Yes, state whether winching or landing area provided:	Winching

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:	Yes
5.2	Qualified individual (QI) - Full style:	O"Brien"s Response Management 103 Morgan Lane, Suit 103, Plainsboro, NJ 08536 – 3339, U.S.A. Tel : 1 609 275 9600 Fax 1 609 275 9444 E mail : Commandcenter@obriensrm.com
5.3	Oil Spill Response Organization (OSRO) -Full style:	National Response Corp. 3500 Sunrize Hightway, Ste. T103 Great River, NY 11739 Tel: +1-631-224-9141 Fax: +1-631-224-9082

		Telex: 49617380 Email: iocdo@nrcc.com Web: http;//www.nrcc.com/
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	N/A

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):		Seg#1: 15241 m3 (1(P&S), 5(P&S)) Seg#2: 9010 m3 (4(P&S)) Seg#3: 17207 m3 (2(P&S), 6(P&S)) Seg#4: 9020 m3 (3(P&S))	
6.4	Total cubic capacity (98%, excluding slop tanks):		50,529.80 Cu. Metres	
6.5	Slop tank(s) capacity (98%):		1,937.20 Cu. Metres	
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:		132.70 Cu. Metres	
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):		SBT	
SBT Vessels				
6.8	What is total capacity of SBT?		18,417.30 Cu. Metres	
6.9	What percentage of SDWT can vessel maintain with SBT only:		39 %	
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:		4	
6.12	Maximum loading rate for homogenous cargo per manifold connection:		1,505.50 Cu. Metres/Hour	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:		6,022.00 Cu. Metres/Hour	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:		NO	
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	4	Centrifugal	1000 M3/HR
	Stripping:	1	Reciprocating	200 Cu. Metres/Hour
	Eductors:	1		250 Cu. Metres/Hour
	Ballast:	2	Centrifugal	800 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:		4	
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(Vessel has Two sets of closed sampling Device)				
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:		MAGNETIC FLOAT TYPE	
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:		All tanks	
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:		Yes	

6.23	Number/size of VRS manifolds (per side):	2	400 Millimetres
Venting			
6.24	State what type of venting system is fitted:	COMMON AND INDEPENDENT TYPE	
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:	300 Millimetres	
6.28	What is the material of the manifold:	STEEL	
Manifold Arrangement			
6.29	Distance between cargo manifold centers:	2,000 Millimetres	
6.30	Distance ships rail to manifold:	4,363 Millimetres	
6.31	Distance manifold to ships side:	4,600 Millimetres	
6.32	Top of rail to center of manifold:	700 Millimetres	
6.33	Distance main deck to center of manifold:	2,050 Millimetres	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	13.23 Metres	7.56 Metres
6.35	Number / size reducers:	8 x 300/400mm (12/16") 4 x 300/300mm (12/12") 4 x 300/250mm (12/10") 4 x 300/200mm (12/8")	
Stern Manifold			
6.36	Is vessel fitted with a stern manifold:	No	
6.37	If stern manifold fitted, state size:		
Cargo Heating			
6.38	Type of cargo heating system?	Steam Heating	
6.39	If fitted, are all tanks coiled?	Yes	
6.40	If fitted, what is the material of the heating coils:	Stainless Steel	
6.41	Maximum temperature cargo can be loaded/maintained:	75.0 °C / 167.0 °F	60 °C / 140 °F

Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	PURE EPOY PAINT(EPICON T-500)	Whole Tank
	Ballast tanks:	Yes	NON TAR EPOXY PAINT	Whole Tank
	Slop tanks:	Yes	PURE EPOY PAINT(EPICON T-500)	Whole Tank
6.43	If fitted, what type of anodes are used:	ZINC		

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:	Flue Gas
7.3	Is a Crude Oil Washing (COW) installation fitted:	Yes

8.	**MOORING**					
8.1	Mooring wires (On drums)	No.	Diameter	Material	Length	Breaking Strength

	Forecastle:	4	26 Millimetres	Galvanized Steel Wier Rope [6xWS36 (IWRC)]	200 Metres	46.60 Metric Tonnes
	Main deck fwd:	4	26 Millimetres	Galvanized Steel Wier Rope [6xWS36 (IWRC)]	200 Metres	46.60 Metric Tonnes
	Main deck aft:	2	26 Millimetres	Galvanized Steel Wier Rope [6xWS36 (IWRC)]	200 Metres	46.60 Metric Tonnes
	Poop deck:	6	26 Millimetres	Galvanized Steel Wier Rope [6xWS36 (IWRC)]	200 Metres	46.60 Metric Tonnes
8.2	Wire tails (On Drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	50 Millimetres	Polipropylene and polyester composite yarn	11 Metres	59.10 Metric Tonnes
	Main deck fwd:	4	50 Millimetres	Polipropylene and polyester composite yarn	11 Metres	59.10 Metric Tonnes
	Main deck aft:	2	50 Millimetres	Polipropylene and polyester composite yarn	11 Metres	59.10 Metric Tonnes
	Poop deck:	6	50 Millimetres	Polipropylene and polyester composite yarn	11 Metres	59.10 Metric Tonnes
8.3	Mooring ropes (Spares)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	60 Millimetres	P.P + Polyester	226 Metres	53 Metric Tonnes
	Main deck fwd:	4	60 Millimetres	P.P + Polyester	226 Metres	53 Metric Tonnes
	Main deck aft:	2	60 Millimetres	P.P + Polyester	226 Metres	53 Metric Tonnes
	Poop deck:	6	60 Millimetres	P.P + Polyester	226 Metres	53 Metric Tonnes
8.4	Other mooring lines (Spares)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	60 Millimetres	P.P + Polyester	226 Metres	53 Metric Tonnes
	Forecastle:	5	50 Millimetres	P.P + Polyester	226 Metres	53 Metric Tonnes
	Main deck aft:					
	Poop deck:	1	60 Millimetres	P.P + Polyester	226 Metres	53 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double Drums	44.10 Metric Tonnes
	Main deck fwd:			1	4-DRUMS	40 Metric Tonnes
	Main deck aft:			1	Double Drums	40 Metric Tonnes
	Poop deck:			3	Double Drums	40 Metric Tonnes
8.6	Mooring bitts				No.	SWL
	Forecastle:				4	64 Metric Tonnes
	Main deck fwd:				6	64 Metric Tonnes
	Main deck aft:				4	64 Metric Tonnes
	Poop deck:				8	64 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				8	42 Metric Tonnes
	Main deck fwd:				8	64 Metric Tonnes
	Main deck aft:				4	64 Metric Tonnes
	Poop deck:				8	64 Metric Tonnes

Emergency Towing System			
8.8	Type / SWL of Emergency Towing system forward:	TK-40F	200 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	TK-20A	100 Metric Tonnes
Anchors			
8.10	Number of shackles on port cable:	11.50	
8.11	Number of shackles on starboard cable:	11.50	
Escort Tug			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	100 Metric Tonnes	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		100 Metric Tonnes
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	N/A	0 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):	N/A	0 Kilowatt
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)':	Yes	
8.17	Is vessel fitted with chain stopper(s):	Yes	
8.18	How many chain stopper(s) are fitted:	1	
8.19	State type of chain stopper(s) fitted:	TONGUE TYPE	
8.20	Safe Working Load (SWL) of chain stopper(s):		200 Metric Tonnes
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		76 Millimetres
8.22	Distance between the bow fairlead and chain stopper/bracket:		3,000 Millimetres
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	Yes	
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 10 Tonnes, Center	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		6.30 Metres
Ship To Ship Transfer (STS)			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquified Gas, as applicable):	Yes	

9.	**MISCELLANEOUS**		
Engine Room			
9.1	What type of fuel is used for main propulsion?	HFO 380CST	
9.2	What type of fuel is used in the generating plant?	MARINE DISEL OIL AND HFO 380CST	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1,589.20 Cu. Metres	100.50 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	
Insurance			
9.5	P & I Club - Full Style:	North of England	
9.6	P & I Club coverage - pollution liability coverage:	1000000000 US$	
Port State Control			
9.7	Date and place of last Port State Control inspection:	21 Mar 2014 Subic Bay Philipines	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:	NA	
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:	Pollution: No, NA Grounding: No , NA Serious casualty: No , Collision: No , NA
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Last cargo: Gasoil / 2nd last : Jet-A1 3rd last : ADF
Vetting		
9.12	Date/Place of last SIRE Inspection:	Jan. 27, 2014 / Singapore
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)*: * *Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.*	Petronas