INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88) **Version 4**

1.	**VESSEL DESCRIPTION**			
1.1	Date updated:		Apr 05, 2016	
1.2	Vessel's name (IMO number):		Urubamba (9293985)	
1.3	Vessel's previous name(s) and date(s) of change:		STI Conqueror (Mar 21, 2012) Rose G (Jun 01, 2010)	
1.4	Date delivered / Builder (where built):		Sep 02, 2005 / Shina Shipbuilding - South Korea	
1.5	Flag / Port of Registry:		Peru / Callao	
1.6	Call sign / MMSI:		OA-4991 / 760 000880	
1.7	Vessel's contact details (satcom/fax/email etc.):		Tel: 476000086 / 476000087	
			Fax: + 870 765092614	
			Email: bturubamba@navitranso.com	
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:		Lloyds Register	
1.11	Class notation:		+100 A1, Double Hull Oil and Chemical Tanker Ship Type 3, ESP, *IWS, LI +LMC,IGS, UMS	
1.12	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:			
1.13	If classification society changed, name of previous and date of change:		American Bureau of Shipping , Mar 06, 2015	
1.14	IMO type, if applicable:		3	
1.15	Does the vessel have ice class? If yes, state what level:		Yes , 1B	
1.16	Date / place of last dry-dock:		Nov 27, 2015 / Bijela, Montenegro	
1.17	Date next dry dock due / next annual survey due:		Sep 01, 2020	
1.18	Date of last special survey / next special survey due:		Aug 31, 2015	Sep 01, 2020
1.19	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		,	
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 Not Applicable	
Dimensions				
1.21	Length overall (LOA):			175.98 m
1.22	Length between perpendiculars (LBP):			168.00 m
1.23	Extreme breadth (Beam):			31.00 m
1.24	Moulded depth:			17.20 m
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:		43.53 m	m
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM):		88.90 m	87.08 m
1.27	Distance bridge front to center of manifold:			53.60 m
1.28	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	26.70 m	44.68 m	44.68 m
	Aft to mid-point manifold:	37.87 m	52.78 m	58.835 m
	Parallel body length:	64.573 m	97.462 m	103.514 m
1.29	FWA/TPC at summer draft:		252 mm	48.9 MT
1.30	Constant (excluding fresh water):			MT
1.31	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?		in coastal/restricted water - 1.5% the beam of the vessel	
1.32	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		41.18 m	0 m
	Normal ballast:		37.19 m	0 m
	At loaded summer deadweight:		32.415 m	0 m
Tonnages				
1.33	Net Tonnage:			10019.00
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable):		25431.00	19484

1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	26845.84	22554.06
1.36	Panama Canal Net Tonnage (PCNT):		21157.00

Ownership and Operation

1.37	Registered owner - Full style:	Naviera Transoceanica S.A. Av. Manuel Olguin 501 Piso 12, Santiago de Surco, Lima -Peru Tel: + 51 1 5139300 Fax: + 51 1 5139318 Telex: Not Applicable Email: flota@navitranso.com, hsqe@navitranso.com Web: www.navitranso.com Company IMO#: 5514496
1.38	Technical operator - Full style:	Naviera Transoceanica S.A. Av. Manuel Olguin 501 Piso 12, Santiago de Surco, Lima -Peru Tel: + 51 1 5139300 Fax: + 51 1 5139318 Telex: Not Applicable Email: hsqe@navitranso.com Web: www.navitranso.com Company IMO#: 5514496
1.39	Commercial operator - Full style:	Naviera Transoceanica S.A. Av. Manuel Olguin 501 Piso 12, Santiago de Surco, Lima -Peru Tel: + 51 1 5139300 Fax: + 51 1 5139318 Telex: Not Applicable Email: comercial@navitranso.com Web: www.navitranso.com
1.40	Disponent owner - Full style:	Naviera Transoceanica S.A. Av. Manuel Olguin 501 Piso 12, Santiago de Surco, Lima -Peru Tel: + 51 1 5139300 Fax: + 51 1 5139318 Telex: Not Applicable Email: comercial@navitranso.com Web: www.navitranso.com

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate (SEC):	Mar 29, 2016		Sep 01, 2020
2.2	Safety Radio Certificate (SRC):	Mar 29, 2016		Sep 01, 2020
2.3	Safety Construction Certificate (SCC):	Mar 29, 2016		Sep 01, 2020
2.4	International Loadline Certificate (ILC):	Mar 29, 2016		Sep 01, 2020
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Aug 16, 2013	Mar 03, 2016	Apr 09, 2017
2.6	ISM Safety Management Certificate (SMC):	May 11, 2012		May 11, 2017
2.7	Document of Compliance (DOC):	Aug 28, 2015	Aug 24, 2015	Sep 01, 2020
2.8	USCG Certificate of Compliance (COC):	Not Applicable		Not Applicable
2.9	Civil Liability Convention (CLC) 1992 Certificate:	Feb 22, 2016	Not Applicable	Feb 20, 2017
2.10	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:		Not Applicable	Not Applicable
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate:	Jan 27, 2016	Not Applicable	Jul 26, 2016
2.12	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable	Not Applicable	None
2.13	Certificate of Class (COC):	Nov 27, 2015	Nov 27, 2015	Nov 27, 2016
2.14	International Sewage Pollution Prevention Certificate (ISPPC)	Aug 16, 2013	Not Applicable	Apr 09, 2017
2.15	Certificate of Fitness (COF):	Apr 15, 2014	Mar 03, 2016	Apr 16, 2019
2.16	International Energy Efficiency Certificate (IEEC):		Not Applicable	Not Applicable
2.17	International Ship Security Certificate (ISSC):	May 11, 2012		May 11, 2017
2.18	International Air Pollution Prevention Certificate (IAPPC):	Apr 09, 2012	Mar 03, 2016	Apr 09, 2017
2.19	Maritime Labour Certificate (MLC):		Not Applicable	

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)?	
2.23	ITF Blue Card expiry date:	

3.	**CREW**	
3.1	Nationality of Master:	Peruvian
3.2	Number and Nationality of Officers:	10 Peruvian
3.3	Number and Nationality of Crew:	14 Peruvian
3.4	What is the common working language onboard:	Spanish
3.5	Do officers speak and understand English:	Yes
3.6	If Officers/Crew employed by a Manning Agency - Full style:	Officers: NA Crew:

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?	Yes
4.2	Qualified individual (QI) - Full style:	COMPLIANCE SYSTEMS INC. HAMILTON HOUSE 26 EAST BRYAN STREET SAVANNAH, GEORGIA, 31401 USA Tel: +1 912 233-8181 Fax: +1 912 231 2938 Email: Email: CSI@COMPLIANCE.COM
4.3	Oil Spill Response Organization (OSRO) - Full style:	Marine Spill Response Corporation 220 Spring Street, Suite 500 Herndon, VA 20170 USA Email: iocdo@nrcc.com

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 , Solid

Loadline Information

	Loadline	Freeboard	Draft	Deadweight	Displacement
5.2	Summer:	6.114 m	11.115 m	40158 MT	49358 MT
	Winter:	0 m	0 m	0 MT	0 MT
	Tropical:	0 m	0 m	0 MT	0 MT
	Lightship:	14.88 m	2.35 m	Not Applicable	9200.43 MT
	Normal Ballast Condition:	10.89 m	6.34 m	17523.23 MT	26723.66 MT

5.3	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	Yes

Cargo Tank Capacities

5.4	Number of cargo tanks and total cubic capacity (98%):		43018.5 m3
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 5176.66 m3 (1 Wings) Seg#2: 7500.86 m3 (2 Wings) Seg#3: 7695.98 m3 (3 Wings) Seg#4: 7695.98 m3 (4 Wings) Seg#5: 7695.98 m3 (5 Wings) Seg#6: 7253.04 m3 (6 Wings) Seg#7: 2034.99 m3 (7 Slops)	
5.6	Number of slop tanks and total cubic capacity (98%):		2034.99 m3
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:			64.19 m3	
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?			19918.34 m3	49.6 %
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:			6	
5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:			N/A Not Applicable	
5.14	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	12 2	Submerged Centrifugal Submerged Centrifugal	500 M3/HR 200 M3/HR	125 Meters 125 Meters
	Cargo Eductors:		N/A	m3/hr	m
	Stripping:		N/A	m3/hr	m
	Ballast Pumps:	2	Submerged Centrifugal	800 m3/hr	25 m
	Ballast Eductors:		N/A	m3/hr	m
5.15	Max loading rate for homogenous cargo per manifold connection:			1000 m3/hr	
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:			3000.00 m3/hr	
5.17	How many cargo pumps can be run simultaneously at full capacity:			6	
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:			6	
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):			2	304.8 mm
5.28	Number / size / type of VECS reducers:				
Venting					
5.29	State what type of venting system is fitted:			High velocity P/V 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:			9 / 406.00 mm	
5.32	What type of valves are fitted at manifold:			Manual Butterfly	
5.33	What is the material/rating of the manifold:			SUS 316 L /	
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:				
5.35	Distance between cargo manifold centers:			2000.00 mm	
5.36	Distance ships rail to manifold:			4390.00 mm	
5.37	Distance manifold to ships side:			4600.00 mm	
5.38	Top of rail to center of manifold:			701.00 mm	
5.39	Distance main deck to center of manifold:			2100.00 mm	
5.40	Spill tank grating to center of manifold:			900.00 mm	

5.41	Manifold height above the waterline in normal ballast / at SDWT condition:				12.99 m	8.214 m
5.42	Number / size / type of reducers:				6 x 203.2/304.8mm (8/12") 3 x 203.2/457.2mm (8/18") 6 x 254/304.8mm (10/12") 3 x 254/457.2mm (10/18") 3 x 304.8/457.2mm (12/18") ANSI	
5.43	Is vessel fitted with a stern manifold? If yes, state size:				Yes , 406.00 mm	
Heating						
5.44	Cargo / slop tanks fitted with a cargo heating system?		Type		Coiled	Material
	Cargo tanks:		Heating Coils			SS
	Slop tanks:					
5.45	Maximum temperature cargo can be loaded / maintained:				71.7 Â°C / 161.1 Â°F	66 Â°C / 150.8 Â°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	SIGMA PHEN GUARD PHENOLIC EPOXY		Whole Tank	N/A
	Ballast tanks:	Yes	Pure Epoxy		Whole Tank	Yes
	Slop tanks:	Yes	SIGMA PHEN GUARD PHENOLIC EPOXY		Whole Tank	
6.	**INERT GAS AND CRUDE OIL WASHING**					
6.1	Is a Crude Oil Washing (COW) installation fitted / operational?				Yes /	
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:		mm	Not Applicable	m	MT
	Main deck fwd:		mm	Not Applicable	m	MT
	Main deck aft:		mm	Not Applicable	m	MT
	Poop deck:		mm	Not Applicable	m	MT
7.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm	Not Applicable	m	MT
	Main deck fwd:		mm	Not Applicable	m	MT
	Main deck aft:		mm	Not Applicable	m	MT
	Poop deck:		mm	Not Applicable	m	MT
7.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	60.00 mm	KAPAFLEX	220.00 m	69.70 MT
	Main deck fwd:	2	60.00 mm	KAPAFLEX	220.00 m	69.70 MT
	Main deck aft:	4	60.00 mm	KAPAFLEX	220.00 m	69.70 MT
	Poop deck:	2	60.00 mm	KAPAFLEX	220.00 m	69.70 MT
7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	60.00 mm	KAPAFLEX	220.00 m	69.70 MT
	Main deck fwd:		mm	Not Applicable	m	MT
	Main deck aft:		mm	Not Applicable	m	MT
	Poop deck:	6	60.00 mm	KAPAFLEX	220.00 m	69.70 MT
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	41.80 MT	

	Main deck fwd:	1	Double Drums	Hydraulic	41.80 MT	
	Main deck aft:	1	Double Drums	Hydraulic	41.80 MT	
	Poop deck:	2	Double Drums	Hydraulic	41.80 MT	

7.6	Bitts, closed chocks/fairleads	No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:	4	55 MT	7	MT (1 x 200 mt/ 2 x 60 mt/ 4 x 45 mt)
	Main deck fwd:	8	MT (SWL: 4 x 55 / 2 x 31.2 / 2 x 42.7)	12	MT (2 x 46 mt/ 4 x 45 mt/ 6 x 60 mt)
	Main deck aft:	4	MT (SWL: 2 x 55 / 2 x 31.2)	8	MT (4 x 45 mt/ 4 x 60 mt)
	Poop deck:	12	MT (SWL: 8 x 55 / 4 x 42.7)	15	MT (8 x 45 mt/ 4 x 46 mt/ 3 x 64 mt)

Anchors/Emergency Towing System			
7.7	Number of shackles on port / starboard cable:	/	
7.8	Type / SWL of Emergency Towing system forward:	CHAIN STOPPER - TONGUE	200 MT
7.9	Type / SWL of Emergency Towing system aft:	ETS 2000 ASR-SJ2 STORAGE WINCH	100 MT
Escort Tug			
7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:	1080 x 720 x 525	64.00 MT
7.11	What is SWL of bollard on poop deck suitable for escort tug:		110.00 MT
Bow/Stern Thruster			
7.12	What is brake horse power of bow thruster (if fitted):	Yes , 1273.00 bhp	
7.13	What is brake horse power of bow thruster (if fitted):	N/A , bhp	
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	200.00 MT
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:		76.00 mm
7.18	Distance between the bow fairlead and chain stopper/bracket:		3200 mm
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):	Cranes: 1 x 10.00 Tonnes Midship	
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:		9.80 m
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 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 , m	

8.	**MISCELLANEOUS**			
Engine				
8.1	Speed		Maximum	Economic
	Ballast speed:		Kts (WSNP)	Kts (WSNP)
	Laden speed:		Kts (WSNP)	Kts (WSNP)
8.2	What type of fuel is used for main propulsion?		H.F.O. 380	H.F.O./D.O.
8.3	Type / Capacity of bunker tanks:		Fuel Oil: 1649.01 m3 Diesel Oil: 246.91 m3 Gas Oil: 0 m3	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):			
8.5	Engines	No	Capacity	Make/Type

	Main engine:		Kw	
	Aux engine:	4	Kw	
	Power packs:		m3	
	Boilers:	1	20.00 MT/Hr	
Emissions				
8.6	Main engine IMO NOx emission standard:			
8.7	Energy Efficiency Design Index (EEDI) rating number:			
Insurance				
8.8	P & I Club - Full Style:	The Britannia Steam Ship Insurance Association Limited		
8.9	P & I Club pollution liability coverage / expiration date:		1000000000 US$	Feb 20, 2017
8.10	Hull & Machinery insured by - Full Style:			
8.11	Hull & Machinery insured value / expiration date:		US$	May 31, 2016
Recent Operational History				
8.12	Date and place of last Port State Control inspection:		Mar 21, 2012 / Quetzal, Guatemala	
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:		Pollution: No , Grounding: No , Casualty: No , Collision: No ,	
8.15	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):			
8.16	Date/place of last STS operation:			
Vetting				
8.17	Date of last SIRE inspection:		Jun 13, 2015	
8.18	Date of last CDI inspection:			
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.*		Contact owner for details.	
Additional Information				
8.20	Additional information relating to features of the ship or operational characteristics:			