

INTERTANKO'S STANDARD TANKER
CHARTERING QUESTIONNAIRE 88 (Q88)

Version 3
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1. VESSEL DESCRIPTION		
1.1	Date updated:	03 rd February 2021
1.2	Vessel's name:	PSP GRACE
1.3	IMO number:	9056466
1.4	Vessel's previous name(s) and date(s) of change:	GRACE / 08/Apr/2015
1.5	Date delivered:	Nov/1992
1.6	Builder (where built) / Keel Date:	MUKAISHIMA ZOKI CO., LTD., JAPAN./ June/1992
1.7	Flag:	Malaysia
1.8	Port of Registry:	Port Kelang
1.9	Call sign:	9MVG2
1.10	Vessel's phone number:	+6017 690 3570 (Master)
	Vessel's fax number:	Nil
	Vessel's telex number:	Nil
	Vessel's email address:	mtpspgrace@gmail.com
1.11	Type of vessel:	Oil Tanker
1.12	Type of hull:	Single Hull / Double Bottom
Classification		
1.13	Classification society:	Ship Classification Malaysia (SCM)
1.14	Class notation:	NS(CS) (Toa) (ESP)/ MNS
1.15	If Classification society changed, name of previous society:	Nippon Kaiji Kyokai (NKK)
1.16	If Classification society changed, date of change:	05/01/2018
1.17	IMO type, if applicable:	IMO type 1
1.18	Does the vessel have ice class? If yes, state what level:	No
1.19	Date / place of last dry-dock:	30/01/2021 Jugra, Malaysia
1.20	Date next dry dock due	27/10/2022
1.21	Date of last special survey / next survey due:	06/01/2018 27/ Oct/2022
1.22	Date of last annual survey:	12/01/2021
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	-N.A.-
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.-
Dimensions		
1.25	Length Over All (LOA):	54.32M
1.26	Length Between Perpendiculars (LBP):	49.81M
1.27	Extreme breadth (Beam):	9.30M
1.28	Moulded depth:	4.00M
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	21.0 M Na M

1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		22.0 M	18.7 M
1.31	Distance bridge front to center of manifold:			7.2 M
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	16.8 M	17.0 M	17.2M
	Aft to mid-point manifold:	10.6 M	11.0 M	12.1M
	Parallel body length:	27.4M	28.0 M	29.3M
1.33	FWA at summer draft / TPC immersion at summer draft:		76MM	MT
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		19.3M	N/A
	Normal ballast:		18.4M	N/A
	At loaded summer deadweight:		17.9M	N/A

Tonnages

1.35	Net Tonnage:	196 T	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	571 T	N/A
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	N/A	N/A
1.38	Panama Canal Net Tonnage (PCNT):	N/A	

Loadline Information

1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	0.461 M	3.55 M	755.85 MT	1182.40 MT
	Winter:	N/A	N/A	N/A	N/A
	Tropical:	0.387 M	3.63 M	782 MT	1211.50 MT
	Lightship:	2.55M	1.460 M		MT
	Normal Ballast Condition:	M	M	MT	MT
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?			N/A	

Ownership and Operation

1.42	Registered owner - Full style:	PSP MARINE(M) SDN. BHD. No.12-1, Jalan Pandan Indah 1,Taman Pandan Indah,75250 Melaka, Melaka.
1.43	Technical operator - Full style:	SOLACE MARINE SDN. BHD. No.19-2, Jalan Kasuarina 2, Bandar Botanic, 41200 Klang, Selangor, Malaysia TEL:+603-38851075/FAX:+603-33221905
1.44	Commercial operator - Full style:	PSP MARINE (M) SDN. BHD. Lot. 14827, Jalan Udang Galah, Telok Gong, 42000 Klang, Selangor, Malaysia +603-3134 2000 / +603-3134 2530

1.45	Despondent owner - Full style:	-N.A.-
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2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	31/05/2018	12/01/2021	27/10/2022
2.2	Safety Radio Certificate:	06/04/2018	02/02/2021	27/10/2022
2.3	Safety Construction Certificate:	06/04/2018	02/02/2021	27/10/2022
2.4	Loadline Certificate:	06/04/2018	12/01/2021	27/10/2022
2.5	International Oil Pollution Prevention Certificate (IOPPC):	06/04/2018	02/02/2021	27/10/2022
2.6	Safety Management Certificate (SMC):	31/07/2018	-N.A.-	30/07/2023
2.7	Document of Compliance (DOC):	30/01/2018	12/06/2020	29/01/2023
2.8	USCG (specify: COC, LOC or COI): COC	-N.A.-	-N.A.-	-N.A.-
2.9	Civil Liability Convention Certificate (CLC):	-N.A.-	-N.A.-	-N.A.-
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	-N.A.-	-N.A.-	-N.A.-
2.11	U.S. Certificate of Financial Responsibility (COFR):	-N.A.-	-N.A.-	-N.A.-
2.12	Certificate of Fitness (Chemicals):	-N.A.-	-N.A.-	-N.A.-
2.13	Certificate of Fitness (Gas):	-N.A.-	-N.A.-	-N.A.-
2.14	Certificate of Class:	06/04/2018	02/02/2021	27/10/2022
2.15	International Ship Security Certificate (ISSC):	31/07/2018	-N.A.-	30/07/2023
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	06/04/2018	-N.A.-	27/10/2022
2.17	International Air Pollution Prevention Certificate (IAPP):	06/04/2018	12/01/2021	27/10/2022

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:
	No

3.	CREW MANAGEMENT
3.1	Nationality of Master:
	Bangladesh
3.2	Nationality of Officers:
	Indonesian / Bangladesh
3.3	Nationality of Crew:
	Indonesian / Malaysia / Myanmar
3.4	If Officers/Crew employed by a Manning Agency - Full style:
	Not Applicable
3.5	What is the common working language onboard:
	English / Malay
3.6	Do officers speak and understand English:
	Yes
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:
	N/A

4. HELICOPTERS			
4.1	Can the ship comply with the ICS Helicopter Guidelines:	Not Applicable	
4.2	If Yes, state whether winching or landing area provided:	N/A	
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:		
5.2	Qualified individual (QI) - Full style:	-N.A.-	
5.3	Oil Spill Response Organization (OSRO) -Full style:	-N.A.-	
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:	NA	
6.2	If Yes, is bulkhead solid or perforated:	NA	
Cargo Tank Capacities			
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	YES	
6.4	Total cubic capacity (98%, excluding slop tanks):	685.7 M3	
6.5	Slop tank(s) capacity (98%):	0.95 M3	
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 (CBT):	SBT	
SBT Vessels			
6.8	What is total capacity of SBT?	280.1 M3	
6.9	What percentage of SDWT can vessel maintain with SBT only:	80 %	
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	
6.12	Maximum loading rate for homogenous cargo per manifold connection:	200 M3/HR	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	300 M3/HR	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	NA	
Pumping Systems			
6.15	Pumps:	No.	Type
	Cargo:	2	Gear
	Stripping:	0	
	Eductors:	1	Eduction
			Capacity
			200Cu. M/HR
			N/A
			5 M3/HR

	Ballast:	1	Centrifugal	100 M3/HR
6.16	How many cargo pumps can be run simultaneously at full capacity:		2	
Cargo Control Room				
6.17	Is ship fitted with a Cargo Control Room (CCR):		No	
6.18	Can tank innage / ullage be read from the CCR:		No	
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:		FLOAT	
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:		YES / ALL TANKS	
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:		No	
6.23	Number/size of VRS manifolds (per side):	N/A		MM
Venting				
6.24	State what type of venting system is fitted:		PV Valves	
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:		2	
6.27	What is the size of cargo connections:		3, INCHES	
6.28	What is the material of the manifold:		Cast Steel	
Manifold Arrangement				
6.29	Distance between cargo manifold centers:			450MM
6.30	Distance ships rail to manifold:			800MM
6.31	Distance manifold to ships side:			950MM
6.32	Top of rail to center of manifold:			700MM
6.33	Distance main deck to center of manifold:			400MM
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	2.00M		3.00M
6.35	Number / size reducers:	5 / 308 to 103 MM		
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:		No	
6.37	If stern manifold fitted, state size:			Na MM
Cargo Heating				
6.38	Type of cargo heating system?		N/A	
6.39	If fitted, are all tanks coiled?		NO	
6.40	If fitted, what is the material of the heating coils:		N/A	
6.41	Maximum temperature cargo can be loaded/maintained:	N/A		N/A
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	NO	STAILESS STEEL	Entire Tank

	Ballast tanks:	YES	Epoxy	N/A		
	Slop tanks:	YES	Epoxy	N/A		
6.43	If fitted, what type of anodes are used:		ZINK			
7. INERT GAS AND CRUDE OIL WASHING						
7.1	Is an Inert Gas System (IGS) fitted:		N/A			
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:		N/A			
7.3	Is a Crude Oil Washing (COW) installation fitted:		N/A			
8. MOORING						
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		N/A	N/A	N/A	N/A
	Main deck fwd:		N/A	N/A	N/A	N/A
	Main deck aft:		N/A	N/A	N/A	N/A
	Poop deck:		N/A	N/A	N/A	N/A
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		N/A	N/A	N/A	N/A
	Main deck fwd:		N/A	N/A	N/A	N/A
	Main deck aft:		N/A	N/A	N/A	N/A
	Poop deck:		N/A	N/A	N/A	N/A
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	40 mm	Maxi Marina	220 M	20 T
	Main deck fwd:		MM		M	N/A
	Main deck aft:		MM		M	N/A
	Poop deck:	2	40MM	Maxi Marina	220 M	20 T
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	40 MM	Maxi Marina	0 M	N/A
	Main deck fwd:		MM		M	N/A
	Main deck aft:		MM		M	N/A
	Poop deck:	0	0 MM		0 M	N/A
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Single Drums	20 T
	Main deck fwd:			1	N/A	N/A
	Main deck aft:			1	N/A	N/A
	Poop deck:			2	N/A	N/A
8.6	Mooring bitts				No.	SWL
	Forecastle:				2	20 MT
	Main deck fwd:				1	20 MT
	Main deck aft:				1	20 MT
	Poop deck:				2	20 MT
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL

	Forecastle:	2	20 MT
	Main deck fwd:	1	20 MT
	Main deck aft:	1	20 MT
	Poop deck:	2	20 MT
Emergency Towing System			
8.8	Type / SWL of Emergency Towing system forward:	NA	N/A
8.9	Type / SWL of Emergency Towing system aft:	NA	N/A
Anchors			
8.10	Number of shackles on port cable:	6	
8.11	Number of shackles on starboard cable:	7	
Escort Tug			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	25 MT	
8.13	What is SWL of bollard on poop deck suitable for escort tug:		25 MT
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	N/A	N/A
8.15	What is brake horse power of stern thruster (if fitted):	N/A	N/A
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)':	No	
8.17	Is vessel fitted with chain stopper(s):	No	
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:	YES	
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	N/A	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	N/A	
Ship To Ship Transfer (STS)			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquid Gas, as applicable):	N/A	
9. MISCELLANEOUS			
Engine Room			
9.1	What type of fuel is used for main propulsion?	MGO	
9.2	What type of fuel is used in the generating plant?	MGO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	M3	64.964 M3

		0 M3
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	FIXED PITCH PROPELLER
Insurance		
9.5	P & I Club – Full Style:	Ship Owner's Mutual Protection and Indemnity Association (Luxemburg)
9.6	P & I Club coverage – pollution liability coverage:	Yes (Reg 2 Section 9)
Port State Control		
9.7	Date and place of last Port State Control inspection:	No
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	N/A
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: NIL Grounding: NIL Serious casualty: NIL Collision: NIL
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	MGO / MGO / MGO
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