

| | | | |
|-----------------------|---|---|-----------------------------|
| 1. | VESSEL DESCRIPTION | | |
| 1.1 | Date updated: | Dec 08, 2011 | |
| 1.2 | Vessel's name: | MTM Singapore | |
| 1.3 | IMO number: | 9477529 | |
| 1.4 | Vessel's previous name(s) and date(s) of change: | Not Applicable | |
| 1.5 | Date delivered: | Jan 06, 2011 | |
| 1.6 | Builder (where built): | Usuki Shipyard Co.Ltd. | |
| 1.7 | Flag: | Hong Kong | |
| 1.8 | Port of Registry: | Hong Kong | |
| 1.9 | Call sign: | VRHU2 | |
| 1.10 | Vessel's satcom phone number: | 773157224 | |
| | Vessel's fax number: | 783200520 | |
| | Vessel's telex number: | 447703287 | |
| | Vessel's email address: | master.mtmsingapore@mtmsm.amosconnect.com | |
| 1.11 | Type of vessel: | Oil/Chemical Tanker | |
| 1.12 | Type of hull: | Double Hull | |
| Classification | | | |
| 1.13 | Classification society: | Nippon Kaiji Kyokai | |
| 1.14 | Class notation: | NS*(CT II & III)(ESP)MNS* | |
| 1.15 | If Classification society changed, name of previous society: | N/A | |
| 1.16 | If Classification society changed, date of change: | Not Applicable | |
| 1.17 | IMO type, if applicable: | 2,3 | |
| 1.18 | Does the vessel have ice class? If yes, state what level: | No, | |
| 1.19 | Date / place of last dry-dock: | Not Applicable | New Build, Hachinohe, Japan |
| 1.20 | Date next dry dock due | Jan 05, 2014 | |
| 1.21 | Date of last special survey / next survey due: | Not Applicable | Jan 05, 2016 |
| 1.22 | Date of last annual survey: | Oct 26, 2011 | |
| 1.23 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | | |
| 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): | 145.53 Metres | |
| 1.26 | Length Between Perpendiculars (LBP): | 137.00 Metres | |
| 1.27 | Extreme breadth (Beam): | 23.70 Metres | |
| 1.28 | Moulded depth: | 13.35 Metres | |
| 1.29 | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): | 37.40 Metres | |
| 1.30 | Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM): | 73.69 Metres | 71.84 Metres |
| 1.31 | Distance bridge front to center of manifold: | 45.43 Metres | |
| 1.32 | Parallel body distances: | Lightship | Normal Ballast Summer Dwt |
| | Forward to mid-point manifold: | 23.01 Metres | 24.41 Metres 24.41 Metres |
| | Aft to mid-point manifold: | 24.17 Metres | 29.14 Metres 33.95 Metres |
| | Parallel body length: | 47.18 Metres | 53.55 Metres 58.36 Metres |
| 1.33 | FWA at summer draft / TPC immersion at summer draft: | 221 Millimetres | 28.90 Metric Tonnes |
| 1.34 | What is the max height of mast above waterline (air draft) | Full Mast | Collapsed Mast |
| | Lightship: | 33.82 Metres | 0.00 Metres |
| | Normal ballast: | 30.82 Metres | 0.00 Metres |
| | At loaded summer deadweight: | 27.32 Metres | 0.00 Metres |
| Tonnages | | | |
| 1.35 | Net Tonnage: | 6,280 | |
| 1.36 | Gross Tonnage / Reduced Gross Tonnage (if applicable): | 11,643 | |
| 1.37 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | 12,270.75 | 10,878.11 |

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

| | | | | | |
|--------------------------------|--|--------------|---------------|--|-------------------------|
| 1.38 | Panama Canal Net Tonnage (PCNT): | | | | 9,796 |
| Loadline Information | | | | | |
| 1.39 | Loadline | Freeboard | Draft | Deadweight | Displacement |
| | Summer: | 3.555 Metres | 9.825 Metres | 20,314.15 Metric Tonnes | 25,625.65 Metric Tonnes |
| | Winter: | 3.759 Metres | 9.621 Metres | 19,726.02 Metric Tonnes | 25,037.52 Metric Tonnes |
| | Tropical: | 3.351 Metres | 10.029 Metres | 20,905.06 Metric Tonnes | 26,216.56 Metric Tonnes |
| | Lightship: | 11.05 Metres | 2.33 Metres | | 5,311.50 Metric Tonnes |
| | Normal Ballast Condition: | 7.71 Metres | 5.67 Metres | 8,832.03 Metric Tonnes | 14,143.53 Metric Tonnes |
| 1.40 | Does vessel have multiple SDWT? | | | Yes | |
| 1.41 | If yes, what is the maximum assigned deadweight? | | | 20,314.15 Metric Tonnes | |
| Ownership and Operation | | | | | |
| 1.42 | Registered owner - Full style: | | | MTM SINGAPORE LLC Rm. 809, Tsim Sha Tsui Centre 66 Mody Road, Kowloon, Hong Kong Tel: +852 25289338 Fax: +852 25202509 Email: protective@mtmm.com.hk Company IMO#: 4164347 | |
| 1.43 | Technical operator - Full style: | | | M.T.M. Ship Management Pte. Ltd. 78, Shenton Way, #13-01, Singapore 079120 Tel: 65 6304 1770 Fax: 65 6220 7988 Email: technical.singapore@mtmshipmanagement.com Web: www.mtmshipmanagement.com Company IMO#: 1314037 | |
| 1.44 | Commercial operator - Full style: | | | MT maritime management (USA) LLC 2960 Post Road , Southport CT , 06890 USA Tel: 1 203 226 7882 Fax: 1 203 226 8934 Email: operations@mtmaritime.com Web: www.mtmaritime.com | |
| 1.45 | Disponent owner - Full style: | | | MTM TRADING LLC TRUST COMPANY COMPLEX, AJELTAKE ISLAND, AJELTAKE ROAD, MAJURO, MARSHALL ISLANDS MH 96960 | |

| 2. | CERTIFICATION | Issued | Last Annual or Intermediate | Expires |
|------|--|--------------|-----------------------------|--------------|
| 2.1 | Safety Equipment Certificate: | Apr 28, 2011 | Oct 26, 2011 | Jan 05, 2016 |
| 2.2 | Safety Radio Certificate: | Apr 28, 2011 | Oct 26, 2011 | Jan 05, 2016 |
| 2.3 | Safety Construction Certificate: | Apr 28, 2011 | Oct 26, 2011 | Jan 05, 2016 |
| 2.4 | Loadline Certificate: | Apr 28, 2011 | Oct 26, 2011 | Jan 05, 2016 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | Apr 28, 2011 | Oct 26, 2011 | Jan 05, 2016 |
| 2.6 | Safety Management Certificate (SMC): | May 05, 2011 | Not Applicable | May 04, 2016 |
| 2.7 | Document of Compliance (DOC): | Sep 02, 2011 | | Sep 16, 2016 |
| 2.8 | USCG (specify: COC, LOC or COI): COC | Apr 03, 2011 | Not Applicable | Apr 03, 2013 |
| 2.9 | Civil Liability Convention Certificate (CLC): | Jan 24, 2011 | | Feb 20, 2012 |
| 2.10 | Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC): | Jan 24, 2011 | | Feb 20, 2012 |
| 2.11 | U.S. Certificate of Financial Responsibility (COFR): | Dec 30, 2010 | | Dec 30, 2012 |

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

| | | | | |
|------|---|----------------|--------------|--------------|
| 2.12 | Certificate of Fitness (Chemicals): | Apr 28, 2011 | Oct 26, 2011 | Jan 05, 2016 |
| 2.13 | Certificate of Fitness (Gas): | Not Applicable | | |
| 2.14 | Certificate of Class: | Mar 22, 2011 | Oct 26, 2011 | Jan 05, 2016 |
| 2.15 | International Ship Security Certificate (ISSC): | May 05, 2011 | | May 04, 2016 |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC) | Apr 28, 2011 | | Jan 05, 2016 |
| 2.17 | International Air Pollution Prevention Certificate (IAPP): | Apr 28, 2011 | Oct 26, 2011 | Jan 05, 2016 |

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: | Burmese |
| 3.2 | Nationality of Officers: | Burmese |
| 3.3 | Nationality of Crew: | Burmese |
| 3.4 | If Officers/Crew employed by a Manning Agency - Full style: | Officers: N/A, employed directly by Technical Operator Crew: N/A, employed directly by Technical Operator |
| 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: | N/A |

| | | |
|-----------|--|----|
| 4. | HELICOPTERS | |
| 4.1 | Can the ship comply with the ICS Helicopter Guidelines: | No |
| 4.2 | If Yes, state whether winching or landing area provided: | |

| | | |
|-----------|---|---|
| 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: | ECM Maritime Service 1 Selleck Street 5th Floor, Suite 511 Norwalk, CT 06855 Tel: 1 203 857 0444 Fax: 1 203 857 0428 Email: ecm@ecmmaritime.com Web: www.ecmmaritime.com |
| 5.3 | Oil Spill Response Organization (OSRO) -Full style: | National Response Corporation 3500 Sunrise Hwy Ste. T103 Great River, NY 11739 Tel: 1.800.899.4672 Fax: 1.631.224.9086 Email: iocdo@nrcc.com |
| 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: | 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: 1275.091 m3 (1 Wings) Seg#2: 2431.808 m3 (2 Wings) Seg#3: 2444.640 m3 (3 Wings) Seg#4: 2695.700 m3 (4 Wings) |

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

| | | | | |
|-------------------------------|--|--|-----------------|---------------------|
| | | Seg#5: 1258.156 m3 (5 Wings) Seg#6: 2338.189 m3 (6 Wings) Seg#7: 2159.481 m3 (7 Wings) Seg#8: 2340.414 m3 (8 Wings) Seg#9: 2332.905 m3 (9 Wings) Seg#10: 1563.734 m3 (10 Wings) Seg#11: 1352.121 m3 (11 Wings) (Total 22 tanks of each natural segregation with double valve.) | | |
| 6.4 | Total cubic capacity (98%, excluding slop tanks): | 20,840.118 Cu. Metres | | |
| 6.5 | Slop tank(s) capacity (98%): | 1,352.121 Cu. Metres | | |
| 6.6 | Residual/Retention oil tank(s) capacity (98%), if applicable: | 51.352 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? | 7,120.00 Cu. Metres | | |
| 6.9 | What percentage of SDWT can vessel maintain with SBT only: | 35.90 % | | |
| 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: | 22 | | |
| 6.12 | Maximum loading rate for homogenous cargo per manifold connection: | 285 Cu. Metres/Hour | | |
| 6.13 | Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds: | 1,140 Cu. Metres/Hour | | |
| 6.14 | Are there any cargo tank filling restrictions. If yes, please specify: | Yes Designed Specific Gravity for all cargo tanks is 1.5 Ton/M3 | | |
| Pumping Systems | | | | |
| 6.15 | Pumps: | No. | Type | Capacity |
| | Cargo: | 22 | Centrifugal | 200 M3/HR |
| | Stripping: | | | |
| | Eductors: | | | |
| | Ballast: | 2 | Centrifugal | 300 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 | | | | |
| 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: | Floating | | |
| 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 | 150 Millimetres | |
| Venting | | | | |
| 6.24 | State what type of venting system is fitted: | Independent | | |
| Cargo Manifolds | | | | |
| 6.25 | Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment': | No | | |
| 6.26 | What is the number of cargo connections per side: | 22 | | |
| 6.27 | What is the size of cargo connections: | 150 Millimetres | | |
| 6.28 | What is the material of the manifold: | Stainless Steel SUS316L | | |
| Manifold Arrangement | | | | |
| 6.29 | Distance between cargo manifold centers: | 350 Millimetres | | |

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

| | | |
|------|--|--|
| 6.30 | Distance ships rail to manifold: | 4,200 Millimetres |
| 6.31 | Distance manifold to ships side: | 4,360 Millimetres |
| 6.32 | Top of rail to center of manifold: | 550 Millimetres |
| 6.33 | Distance main deck to center of manifold: | 2,420 Millimetres |
| 6.34 | Manifold height above the waterline in normal ballast / at SDWT condition: | 10.34 Metres 6.20 Metres |
| 6.35 | Number / size reducers: | 4 x 100/150mm (4/6") 2 x 150/200mm (6/8") 3 x 150/250mm (6/10") 2 x 150/300mm (6/12") 1 x 250/300mm (10/12") |

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 |
| 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: | 80.0 °C / 176.0 °F 65 °C / 149 °F |

Tank Coating

| | | | | |
|------|---|--------|--|----------------|
| 6.42 | Are cargo, ballast and slop tanks coated? | Coated | Type | To What Extent |
| | Cargo tanks: | N/A | Stainless Steel SUS 316LN and SUS 316L | Whole Tank |
| | Ballast tanks: | Yes | Epoxy | Whole Tank |
| | Slop tanks: | N/A | Stainless Steel SUS 316L | 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: | No |
| 7.2 | Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: | Nitrogen Generator |
| 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: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Main deck fwd: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Main deck aft: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Poop deck: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| 8.2 | Wire tails | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Main deck fwd: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Main deck aft: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Poop deck: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| 8.3 | Mooring ropes (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 4 | 60 Millimetres | Polypropylene & Polyester Interwoven | 220 Metres | 66 Metric Tonnes |
| | Main deck fwd: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Main deck aft: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Poop deck: | 4 | 55 Millimetres | Polypropylene & Polyester Interwoven | 220 Metres | 46.70 Metric Tonnes |
| 8.4 | Other mooring lines | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 1 | 60 Millimetres | Polypropylene & Polyester Interwoven | 220 Metres | 66 Metric Tonnes |
| | Main deck fwd: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Main deck aft: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

| | | | | | | |
|---|--|---|----------------|--------------------------------------|------------------------------|---------------------|
| | Poop deck: | 1 | 55 Millimetres | Polypropylene & Polyester Interwoven | 227 Metres | 46.70 Metric Tonnes |
| 8.5 | Mooring winches | | | No. | # Drums | Brake Capacity |
| | Forecastle: | | | 2 | Double Drums | 29.10 Metric Tonnes |
| | Main deck fwd: | | | 0 | | 0 Metric Tonnes |
| | Main deck aft: | | | 0 | | 0 Metric Tonnes |
| | Poop deck: | | | 2 | Double Drums | 29.10 Metric Tonnes |
| 8.6 | Mooring bitts | | | No. | | SWL |
| | Forecastle: | | | 6 | | 70 Metric Tonnes |
| | Main deck fwd: | | | 4 | | 56 Metric Tonnes |
| | Main deck aft: | | | 4 | | 56 Metric Tonnes |
| | Poop deck: | | | 6 | | 70 Metric Tonnes |
| 8.7 | Closed chocks and/or fairleads of enclosed type | | | No. | | SWL |
| | Forecastle: | | | 3 | | 62 Metric Tonnes |
| | Main deck fwd: | | | 2 | | 62 Metric Tonnes |
| | Main deck aft: | | | 3 | | 62 Metric Tonnes |
| | Poop deck: | | | 2 | | 62 Metric Tonnes |
| Emergency Towing System | | | | | | |
| 8.8 | Type / SWL of Emergency Towing system forward: | | | | TK40F-FS | 200 Metric Tonnes |
| 8.9 | Type / SWL of Emergency Towing system aft: | | | | TK20A-FS | 100 Metric Tonnes |
| Anchors | | | | | | |
| 8.10 | Number of shackles on port cable: | | | | | 10.50 |
| 8.11 | Number of shackles on starboard cable: | | | | | 10.50 |
| 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: | | | | | 72 Metric Tonnes |
| Bow/Stern Thruster | | | | | | |
| 8.14 | What is brake horse power of bow thruster (if fitted): | | | | 829 bhp | 618.18 Kilowatt |
| 8.15 | What is brake horse power of stern thruster (if fitted): | | | | | 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)': | | | | No | |
| 8.17 | Is vessel fitted with chain stopper(s): | | | | N/A | |
| 8.18 | How many chain stopper(s) are fitted: | | | | | |
| 8.19 | State type of chain stopper(s) fitted: | | | | | |
| 8.20 | Safe Working Load (SWL) of chain stopper(s): | | | | | |
| 8.21 | What is the maximum size chain diameter the bow stopper(s) can handle: | | | | | |
| 8.22 | Distance between the bow fairlead and chain stopper/bracket: | | | | | |
| 8.23 | 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 | | | | | | |
| 8.24 | Derrick / Crane description (Number, SWL and location): | | | | Cranes: 1 x 5 Tonnes, center | |
| 8.25 | What is maximum outreach of cranes / derricks outboard of the ship's side: | | | | 5 Metres | |
| Ship To Ship Transfer (STS) | | | | | | |
| 8.26 | Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable): | | | | No | |

9. MISCELLANEOUS
Engine Room

| | | | | | | |
|-----|---|--|--|--|---------------------|-------------------------------------|
| 9.1 | What type of fuel is used for main propulsion? | | | | IFO 380 cst | |
| 9.2 | What type of fuel is used in the generating plant? | | | | IFO 380 Cst | |
| 9.3 | Capacity of bunker tanks - IFO and MDO/MGO: | | | | 1,023.14 Cu. Metres | 81.50 Cu. Metres 0.00 Cu. Metres |
| 9.4 | Is vessel fitted with fixed or controllable pitch propeller(s)? | | | | Fixed Pitch | |

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

| Insurance | | |
|-----------------------------------|--|--|
| 9.5 | P & I Club - Full Style: | NORTH OF ENGLAND Baltic Place South Shore Road Gateshead Tyne & Wear NE8 3BA UK Tel: +44 (0) 191 2325221 Fax: +44 (0) 191 2610540 Email: general@nepia.com Web: www.nepia.com |
| 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: | Jul 13, 2011 / Dumai |
| 9.8 | Any outstanding deficiencies as reported by any Port State Control: | No |
| 9.9 | If yes, provide details: | |
| 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, Grounding: No , Serious casualty: No , Collision: No , |
| 9.11 | Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last): | Private and confidential as per charter party. |
| Vetting | | |
| 9.12 | Date/Place of last SIRE Inspection: | Aug 05, 2011 / Barcelona |
| 9.13 | Date/Place of last CDI Inspection: | Feb 15, 2011 / Rio Grande |
| 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> | |

Version 3 (www.Intertanko.com / www.Q88.com)

To the best of owners knowledge all information is true and given without any guarantee

This form was completed using the services of www.Q88.com

If this is not the latest version then we would appreciate if the recipient would email the updated version to support@q88.com so that we may update our system.