

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Jul 31, 2017	
1.2	Vessel's name:	Contest	
1.3	IMO number:	9272199	
1.4	Vessel's previous name(s) and date(s) of change:	STENA CONTEST (Dec 09, 2013)	
1.5	Date delivered:	Mar 03, 2005	
1.6	Builder (where built):	ULJANIK BRODOGRADILISTE D.D., CROATIA	
1.7	Flag:	Marshall Islands	
1.8	Port of Registry:	Majuro	
1.9	Call sign:	V7VW5	
1.10	Vessel's satcom phone number:	+870773207165 +46313344808 / 46313344807	
	Vessel's fax number:	NA	
	Vessel's telex number:	453839444,453835798	
	Vessel's email address:	master@contest.cruisecontrolmail.com	
1.11	Type of vessel:	Crude Oil / Product Carrier	
1.12	Type of hull:	Double Hull	
1.13	Classification society:	Det Norske Veritas	
1.14	Class notation:	+ 1A1 Tanker for Chemicals and Oil ESP SPMEO LCS-SID VCS-2 ETC TMON NAUTICUS(Newbuilding)	
1.15	If Classification society changed, name of previous society:	No	
1.16	If Classification society changed, date of change:	NA	
1.17	IMO type, if applicable:	2,3	
1.18	Does the vessel have ice class? If yes, state what level:	No, NA	
1.19	Date / place of last dry-dock:	Feb 10, 2015	Jurong, Singapore
1.20	Date next dry dock due	Mar 03, 2020	
1.21	Date of last special survey / next survey due:	Feb 10, 2015	Mar 03, 2020
1.22	Date of last annual survey:	Jan 21, 2017	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	No, 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?	No, NA	
Dimensions			
1.25	Length Over All (LOA):	182.50 Metres	
1.26	Length Between Perpendiculars (LBP):	175.80 Metres	
1.27	Extreme breadth (Beam):	32.20 Metres	
1.28	Moulded depth:	17.50 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	43.50 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	92.00 Metres	91.00 Metres
1.31	Distance bridge front to center of manifold:	71.00 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	17.00 Metres	34.00 Metres
	Aft to mid-point manifold:	35.00 Metres	54.00 Metres
	Parallel body length:	52 Metres	88 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	246 Millimetres	52.17 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	40.97 Metres	0 Metres
	Normal ballast:	36.50 Metres	0 Metres
	At loaded summer deadweight:	31.283 Metres	0 Metres
Tonnages			
1.35	Net Tonnage:	13,857.00	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	27,472.00	21,098

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1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		27,357.00	13,857.00	
1.38	Panama Canal Net Tonnage (PCNT):			22,738.00	
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	5.735 Metres	12.217 Metres	47,171 Metric Tonnes	55,006 Metric Tonnes
	Winter:	5.574 Metres	11.963 Metres	45,841 Metric Tonnes	55,848 Metric Tonnes
	Tropical:	5.066 Metres	12.471 Metres	48,502 Metric Tonnes	58,509 Metric Tonnes
	Lightship:	15.02 Metres	2.53 Metres		10,007.00 Metric Tonnes
	Normal Ballast Condition:	10.31 Metres	7.23 Metres	22,102.00 Metric Tonnes	32,069.00 Metric Tonnes
1.40	Does vessel have multiple SDWT?			Yes	
1.41	If yes, what is the maximum assigned deadweight?				
Ownership and Operation					
1.42	Registered owner - Full style:			MR Contest Shipping L.L.C. P.O. Box 1405, Majuro MH96960 Marshall Islands Tel: +1 203 487 3434 Fax: +1 646 805 1362 Telex: Not applicable Email: rsingh@northernshippingfunds.com Web: N/A Company IMO#: 1039244	
1.43	Technical operator - Full style:			MTM SHIP MANAGEMENT PTE LTD. 78 SHENTON WAY, #13-01 SINGAPORE 079120 Tel: +65 6304 1770 Fax: +65 6220 7988 Email: marine@mtmsm.com Web: www.mtmshipmanagement.com Company IMO#: 1314037	
1.44	Commercial operator - Full style:			M.T. Maritime Management (USA) LLC 2960 Post Road, Southport, CT 06890 Email : operations@mtmaritime.com Tel : 203 2267882 Fax: 203 2268934	
1.45	Disponent owner - Full style:			MR Contest Shipping L.L.C. P.O. BOX 1405 MAJURO MH96960 MARSHALL ISLANDS Tel: +1 203 487 3434 Fax: +1 646 805 1362 Telex: Not Applicable Email: rsingh@northernshippingfunds.com Web: N/A Company IMO#: 1039244	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Feb 23, 2016	Jan 21, 2017	Mar 03, 2020
2.2	Safety Radio Certificate:	Jan 22, 2015	Jan 21, 2017	Mar 03, 2020
2.3	Safety Construction Certificate:	Feb 10, 2015	Jan 21, 2017	Mar 03, 2020
2.4	Loadline Certificate:	Feb 10, 2015	Jan 21, 2017	Mar 03, 2020
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jun 17, 2017	Not Applicable	Mar 03, 2022
2.6	Safety Management Certificate (SMC):	Jul 21, 2017	Not Applicable	Jul 20, 2021
2.7	Document of Compliance (DOC):	Sep 02, 2016	Not Applicable	Sep 16, 2021
2.8	USCG (specify: COC, LOC or COI):	Jul 21, 2017	Not Applicable	Jul 21, 2019
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 2017		Feb 20, 2018
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 20, 2017		Feb 20, 2018

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2.11	U.S. Certificate of Financial Responsibility (COFR):	Feb 06, 2017		Feb 20, 2020
2.12	Certificate of Fitness (Chemicals):	Feb 10, 2015	Jan 21, 2017	Mar 03, 2020
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Feb 10, 2015	Jan 21, 2017	Mar 03, 2020
2.15	International Ship Security Certificate (ISSC):	Jul 21, 2017	Not Applicable	Jul 20, 2021
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Feb 02, 2015	Not Applicable	Mar 03, 2020
2.17	International Air Pollution Prevention Certificate (IAPP):	Feb 10, 2015	Jan 21, 2017	Mar 03, 2020

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 / Portugal
3.3	Nationality of Crew:	Indian
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers/ Crew : Directly employed 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:	Yes

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:	No, 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:	Yes
5.2	Qualified individual (QI) - Full style:	ECM Maritime Services, LLC 1 Selleck Street, 5th Floor, Suite 511 Norwalk, CT 06855 TEL: +1 203 857 0444 OR +1 281 464 3328 FAX: +1 203 857 0428
5.3	Oil Spill Response Organization (OSRO) -Full style:	National Response Corporation (NRC) Tel: +1 631 224-9141 Fax: +1 631 224-9082
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	Yes

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: 3706.6 m3 (1S) Seg#2: 3699 m3 (1P) Seg#3: 5572.9 m3 (2S) Seg#4: 5571.69 m3 (2P) Seg#5: 5623.83 m3 (3S) Seg#6: 5615 m3 (3P) Seg#7: 5618 m3 (4S) Seg#8: 5610 m3 (4P) Seg#9: 5451.5 m3 (5S) Seg#10: 5442.7 m3 (5P)
6.4	Total cubic capacity (98%, excluding slop tanks):	51,913 Cu. Metres

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6.5	Slop tank(s) capacity (98%):	1,191.6 Cu. Metres		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:			
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?	20,816.00 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	45 %		
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:	10		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	1,781 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	4,000.00 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes FULL HEAD OF CARGO OF S.G. 1.025t/m3, Max. 67% filling at SG 1.53t/m3		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	10 2	Centrifugal Centrifugal	550 M3/HR 100 M3/HR
	Stripping:			
	Eductors:			
	Ballast:	2	Centrifugal, submerged	
6.16	How many cargo pumps can be run simultaneously at full capacity:	5		
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:	Radar		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes, All		
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:	Yes		
6.23	Number/size of VRS manifolds (per side):	2	300 Millimetres	
Venting				
6.24	State what type of venting system is fitted:	ISO-VAC, HIGH VELOCITY 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:	10		
6.27	What is the size of cargo connections:	300.00 Millimetres		
6.28	What is the material of the manifold:	BUTTERFLY Manually Operated		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	2,000.00 Millimetres		
6.30	Distance ships rail to manifold:	4,450.00 Millimetres		
6.31	Distance manifold to ships side:	4,600.00 Millimetres		
6.32	Top of rail to center of manifold:	910.00 Millimetres		
6.33	Distance main deck to center of manifold:	2,100.00 Millimetres		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	12.00 Metres	7 Metres	
6.35	Number / size reducers:	20 x 300/400mm (12/16") 10 x 300/300mm (12/12")		

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		10 x 300/250mm (12/10") 10 x 300/200mm (12/8") 2 x 200/150mm (8/6") ASA
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Stern Manifold

6.36	Is vessel fitted with a stern manifold:	No
6.37	If stern manifold fitted, state size:	N/A

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:	SS	
6.41	Maximum temperature cargo can be loaded/maintained:	70.0 °C	70.0 °C

Tank Coating

6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	EPOXY	Whole Tank
	Ballast tanks:	Yes	Epoxy	Whole Tank
	Slop tanks:	Yes	Epoxy	Whole Tank
6.43	If fitted, what type of anodes are used:			

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:	IG Generator
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:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	60.00 Millimetres	Magnaro -HTPP 8-Strand Rope	220.00 Metres	60 Metric Tonnes
	Main deck fwd:	2	60.00 Millimetres	Magnaro -HTPP 8-Strand Rope	220.00 Metres	60 Metric Tonnes
	Main deck aft:	2	60.00 Millimetres	Magnaro -HTPP 8-Strand Rope	220.00 Metres	60 Metric Tonnes
	Poop deck:	4	60.00 Millimetres	Magnaro -HTPP 8-Strand Rope	220.00 Metres	60 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	60.00 Millimetres	ESTALON UV Resistant Polyester blend	220.00 Metres	69.30 Metric Tonnes
	Main deck fwd:	1	60 Millimetres	Not Applicable	220 Metres	69.30 Metric Tonnes
	Main deck aft:	1	72 Millimetres	ESTALON /POLYESTER BLEND	220 Metres	61.50 Metric Tonnes
	Poop deck:	2	60.00 Millimetres	ESTALON UV Resistant Polyester blend	220.00 Metres	69.30 Metric Tonnes
8.5	Mooring winches	No.	# Drums	Brake Capacity		
	Forecastle:	2	Dbl Drum	36.00 Metric Tonnes		
	Main deck fwd:	1	Dbl Drum	36.00 Metric Tonnes		

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	Main deck aft:	1	DbI Drum	36.00 Metric Tonnes
	Poop deck:	2	DbI Drum	36.00 Metric Tonnes
8.6	Mooring bitts		No.	SWL
		Forecastle:	4	64 Metric Tonnes
		Main deck fwd:	2	46 Metric Tonnes
		Main deck aft:	2	64 Metric Tonnes
		Poop deck:	8	64 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type		No.	SWL
		Forecastle:	9	64 Metric Tonnes
		Main deck fwd:	8	64 Metric Tonnes
		Main deck aft:	6	64 Metric Tonnes
		Poop deck:	12	64 Metric Tonnes

Emergency Towing System

8.8	Type / SWL of Emergency Towing system forward:	STOPPER-CHAFE CHAIN	200 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	STEEL WIRE on Drum	100 Metric Tonnes

Anchors

8.10	Number of shackles on port cable:	11
8.11	Number of shackles on starboard cable:	12

Escort Tug

8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	320mm X 320MM	100.00 Metric Tonnes
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		100.00 Metric Tonnes

Bow/Stern Thruster

8.14	What is brake horse power of bow thruster (if fitted):	Yes, 1,340.00 bhp
8.15	What is brake horse power of stern thruster (if fitted):	No, 0 bhp

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:	2,200 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 0

Lifting Equipment

8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 10.00 Tonnes center
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	5.00 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):	Yes
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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?	HFO 380 CST	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	: 1,583.9 Cu. Metres	823.40 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed	

Insurance

9.5	P & I Club - Full Style:	SKULD ASSURANCEFORENINGEN SKULD (GJENSIDIG) , SKULD MUTUAL
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		PROTECTION AND INDEMNITY ASSOCIATION (BERMUDA) LTD. P.O.BOX 1376 VIKÅ,N-0114 , OSLO , NORWAY. Tel: +47 22 00 22 00 Fax: +47 22 42 42 22 Email: osl@skuld.com Web: www.skuld.com
9.6	P & I Club coverage - pollution liability coverage:	1,000,000,000 US\$
Port State Control		
9.7	Date and place of last Port State Control inspection:	Jun 28, 2017 / Klaipeda, Lithuania
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, N/A Grounding: No, Casualty: No, Collision: No, N/A
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Private and Confidential as per Charter Party. Please contact owner for detail.
Vetting		
9.12	Date/Place of last SIRE Inspection:	Apr 19, 2017 / Kandla, India
9.13	Date/Place of last CDI Inspection:	Feb 03, 2008
9.14	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>	Lukoil, CHEVRON

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Form completed on <http://www.q88.com/integration.aspx> Please email support@q88.com an updated copy if this is not the latest version.

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