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|-----------------------|---|---|---------------------|
| 1. | VESSEL DESCRIPTION | | |
| 1.1 | Date updated: | Mar 31, 2018 | |
| 1.2 | Vessel's name: | MTM Gibraltar | |
| 1.3 | IMO number: | 9282924 | |
| 1.4 | Vessel's previous name(s) and date(s) of change: | CHEMSTAR BRAVE (Jun 20, 2011) | |
| 1.5 | Date delivered: | Aug 28, 2003 | |
| 1.6 | Builder (where built): | Kitanihon Ship Building Co., Hachinohe, Japan. | |
| 1.7 | Flag: | Singapore | |
| 1.8 | Port of Registry: | Singapore | |
| 1.9 | Call sign: | 9V9575 | |
| 1.10 | Vessel's satcom phone number: | +1 904 438 7552 / +1 904 438 7565 | |
| | Vessel's fax number: | + 870 356619812 | |
| | Vessel's telex number: | 456619810 | |
| | Vessel's email address: | master@gibraltar.cruisecontrolmail.com | |
| 1.11 | Type of vessel: | Chemical Tanker | |
| 1.12 | Type of hull: | Double Hull | |
| Classification | | | |
| 1.13 | Classification society: | Nippon Kaiji Kyokai | |
| 1.14 | Class notation: | NS* (Tanker, Oils-Flashpoint below 60C and Chemicals Types II and III) (ESP) (PSCM), 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: | May 26, 2016 | China |
| 1.20 | Date next dry dock due | Aug 27, 2018 | |
| 1.21 | Date of last special survey / next survey due: | Jul 03, 2013 | Aug 27, 2018 |
| 1.22 | Date of last annual survey: | Jul 15, 2017 | |
| 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 Not Applicable | |
| Dimensions | | | |
| 1.25 | Length Over All (LOA): | 141.00 Metres | |
| 1.26 | Length Between Perpendiculars (LBP): | 131.00 Metres | |
| 1.27 | Extreme breadth (Beam): | 24.23 Metres | |
| 1.28 | Moulded depth: | 13.20 Metres | |
| 1.29 | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): | 34.02 Metres | |
| 1.30 | Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM): | 75.00 Metres | 66.00 Metres |
| 1.31 | Distance bridge front to center of manifold: | 39.10 Metres | |
| 1.32 | Parallel body distances: | Lightship | Normal Ballast |
| | Forward to mid-point manifold: | 30.14 Metres | 34.17 Metres |
| | Aft to mid-point manifold: | 15.29 Metres | 23.04 Metres |
| | Parallel body length: | 45.43 Metres | 57.21 Metres |
| 1.33 | FWA at summer draft / TPC immersion at summer draft: | 220 Millimetres | 29.45 Metric Tonnes |
| 1.34 | What is the max height of mast above waterline (air draft) | Full Mast | Collapsed Mast |
| | Lightship: | 31.75 Metres | 0 Metres |
| | Normal ballast: | 28.21 Metres | 0 Metres |
| | At loaded summer deadweight: | 24.31 Metres | 0 Metres |
| Tonnages | | | |
| 1.35 | Net Tonnage: | 6,165 | |
| 1.36 | Gross Tonnage / Reduced Gross Tonnage (if applicable): | 11,549 | NA |

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| 1.37 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | 12,091.91 | 10,495.87 |
| 1.38 | Panama Canal Net Tonnage (PCNT): | 9,719 | |

Loadline Information

| 1.39 | Loadline Annex I | Freeboard | Draft | Deadweight | Displacement |
|------|--|--------------|---------------|-------------------------|-------------------------|
| | Summer: | 3.20 Metres | 10.029 Metres | 19,995.78 Metric Tonnes | 25,123.94 Metric Tonnes |
| | Winter: | 3.409 Metres | 9.82 Metres | 19,403.06 Metric Tonnes | 24,531.22 Metric Tonnes |
| | Tropical: | 2.991 Metres | 10.238 Metres | 20,591.66 Metric Tonnes | 25,719.82 Metric Tonnes |
| | Lightship: | 10.93 Metres | 2.27 Metres | | 5,128.26 Metric Tonnes |
| | Normal Ballast Condition: | 8.089 Metres | 5.24 Metres | 7,549.80 Metric Tonnes | 12,678.06 Metric Tonnes |
| 1.39 | Loadline Annex II | Freeboard | Draft | Deadweight | Displacement |
| | Summer: | 3.20 Metres | 10.029 Metres | 20,809.52 Metric Tonnes | 25,937.68 Metric Tonnes |
| | Winter: | 3.409 Metres | 9.82 Metres | 20,195.01 Metric Tonnes | 25,323.17 Metric Tonnes |
| | Tropical: | 2.991 Metres | 10.238 Metres | 21,427.02 Metric Tonnes | 26,555.18 Metric Tonnes |
| | Lightship: | 10.93 Metres | 2.27 Metres | | 5,128.26 Metric Tonnes |
| | Normal Ballast Condition: | 8.089 Metres | 5.24 Metres | 7,549.80 Metric Tonnes | 12,678.06 Metric Tonnes |
| 1.40 | Does vessel have multiple SDWT? | | | Yes | |
| 1.41 | If yes, what is the maximum assigned deadweight? | | | 20,809.52 Metric Tonnes | |

Ownership and Operation

| | | |
|------|-----------------------------------|--|
| 1.42 | Registered owner - Full style: | MTM GIBRALTAR PTE LTD M.T.M Ship Management Pte. Ltd., 78 Shenton Way, #13-01, Singapore 079120 Tel: +65 6221 2255 Fax: +65 6221 2277 Email: operations@mtmm.sg |
| 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: marine@mtmsm.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 1 203 226 7882 Tel: 1 203 226 7882 Fax: 1 203 226 8934 Email: operations@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: | Nov 14, 2016 | Jul 15, 2017 | Aug 27, 2018 |
| 2.2 | Safety Radio Certificate: | Aug 12, 2013 | Jul 15, 2017 | Aug 27, 2018 |
| 2.3 | Safety Construction Certificate: | Nov 14, 2016 | Jul 15, 2017 | Aug 27, 2018 |
| 2.4 | Loadline Certificate: | Aug 12, 2013 | Jul 15, 2017 | Aug 27, 2018 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | Apr 05, 2017 | Jul 15, 2017 | Aug 27, 2018 |

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|------|--|----------------|----------------|----------------|
| 2.6 | Safety Management Certificate (SMC): | Oct 23, 2016 | | Jan 13, 2022 |
| 2.7 | Document of Compliance (DOC): | Sep 02, 2016 | Nov 22, 2017 | Sep 16, 2021 |
| 2.8 | USCG (specify: COC, LOC or COI): COC | Sep 11, 2014 | Sep 29, 2015 | Sep 11, 2016 |
| 2.9 | Civil Liability Convention Certificate (CLC): | Jan 08, 2018 | | Feb 20, 2019 |
| 2.10 | Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC): | Jan 05, 2018 | | Feb 20, 2019 |
| 2.11 | U.S. Certificate of Financial Responsibility (COFR): | Jun 06, 2017 | | Jun 06, 2020 |
| 2.12 | Certificate of Fitness (Chemicals): | Nov 20, 2017 | Not Applicable | Aug 27, 2018 |
| 2.13 | Certificate of Fitness (Gas): | Not Applicable | Not Applicable | Not Applicable |
| 2.14 | Certificate of Class: | Nov 14, 2016 | Jul 15, 2017 | Aug 27, 2018 |
| 2.15 | International Ship Security Certificate (ISSC): | Oct 23, 2016 | | Jan 13, 2022 |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC) | Jul 28, 2016 | | Aug 27, 2018 |
| 2.17 | International Air Pollution Prevention Certificate (IAPP): | Oct 22, 2014 | Jul 15, 2017 | Aug 27, 2018 |

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: | Myanmar | |
| 3.2 | Nationality of Officers: | Myanmar | |
| 3.3 | Nationality of Crew: | Myanmar and Sri Lankan | |
| 3.4 | If Officers/Crew employed by a Manning Agency - Full style: | Officers: N/A Crew: N/A | |
| 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: | | |

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| 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, CT06855, USA 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 (NRCorp) 3500 Sunrise Highway Suite 103, Great River, NY11739, USA 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 | |

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| Cargo Tank Capacities | | | |
|-------------------------------|---|--|------------------------------------|
| 6.3 | Capacity (98%) of each natural segregation with double valve (specify tanks): | Seg#1: 687.552 (1P) Seg#2: 671.556 (1S) Seg#3: 624.213 (2P) Seg#4: 639.211 (2S) Seg#5: 1187.349 (3P) Seg#6: 1186.822 (3S) Seg#7: 2296.847 (4P) Seg#8: 2282.798 (4S) Seg#9: 1181.233 (5P) Seg#10: 1196.254 (5S) Seg#11: 2376.504 (6P) Seg#12: 2380.077(6S) Seg#13: 1891.090 (7P) Seg#14: 1890.137(7S) Seg#15: 619.411 (8P) Seg#16: 604.537 (8S) (Total 16 tanks of each natural segregation with double valve.) | |
| 6.4 | Total cubic capacity (98%, excluding slop tanks): | 21,715.601 Cu. Metres (slop tanks are also cargo tanks) | |
| 6.5 | Slop tank(s) capacity (98%): | 0 Cu. Metres | |
| 6.6 | Residual/Retention oil tank(s) capacity (98%), if applicable: | 0 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? | 7,480.31 Cu. Metres | |
| 6.9 | What percentage of SDWT can vessel maintain with SBT only: | 38.60 % | |
| 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: | 16 | |
| 6.12 | Maximum loading rate for homogenous cargo per manifold connection: | 476 Cu. Metres/Hour | |
| 6.13 | Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds: | 1904 Cu. Metres/Hour | |
| 6.14 | Are there any cargo tank filling restrictions. If yes, please specify: | Yes Designed Specific Gravity of all cargo tank is 1.50 Ton/M3 | |
| Pumping Systems | | | |
| 6.15 | Pumps: | No. | Capacity |
| | Cargo: | 16 | Centrifugal 250 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: | Float Type | |
| 6.21 | Are overflow (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 |

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| Venting | | | |
|-----------------------------|--|---|------------------------|
| 6.24 | State what type of venting system is fitted: | P/V Valve | |
| Cargo Manifolds | | | |
| 6.25 | Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment': | NA | |
| 6.26 | What is the number of cargo connections per side: | 16 | |
| 6.27 | What is the size of cargo connections: | 150 Millimetres | |
| 6.28 | What is the material of the manifold: | SUS 316LN | |
| Manifold Arrangement | | | |
| 6.29 | Distance between cargo manifold centers: | 500 Millimetres | |
| 6.30 | Distance ships rail to manifold: | 5,500 Millimetres | |
| 6.31 | Distance manifold to ships side: | 5,700 Millimetres | |
| 6.32 | Top of rail to center of manifold: | 1,500 Millimetres | |
| 6.33 | Distance main deck to center of manifold: | 2,920 Millimetres | |
| 6.34 | Manifold height above the waterline in normal ballast / at SDWT condition: | 11.40 Metres | 6.30 Metres |
| 6.35 | Number / size reducers: | 1 x 300/150mm (12/6") 1 x 300/200mm (12/8") 1 x 150/100mm (6/4") 1 x 250/150mm (10/6") 1 x 150/200mm (6/8") | |
| 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 | |
| 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: | NA | SUS 316 LN (SS) |
| | Ballast tanks: | Yes | EPOXY Whole Tank |
| | Slop tanks: | NA | SUS 316LN (SS) |
| 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: | No |
| 7.2 | Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: | Nitrogen (Bottled) |
| 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 Metres | 0 Metric Tonnes |
| 8.3 | Mooring ropes (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 4 | 56 Millimetres | 8 Strands, PP & PE Composite | 220 Metres | 60 Metric Tonnes |
| | Main deck fwd: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |

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|---|--|-----|----------------|--------------------------------------|------------------|--------------------------------|
| | Main deck aft: | 0 | 0 Millimetres | 0 | 0 Metres | 0 Metric Tonnes |
| | Poop deck: | 2 | 55 Millimetres | 12 Strands, PP & PE Composite | 220 Metres | 60 Metric Tonnes |
| 8.4 | Other mooring lines | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 5 | 55 Millimetres | 8 Strands, PP & PE Composite | 206 Metres | 47 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: | 6 | 55 Millimetres | Polypropylene & Polyester Interwoven | 206 Metres | 47 Metric Tonnes |
| 8.5 | Mooring winches | | | No. | # Drums | Brake Capacity |
| | Forecastle: | | | 2 | Double Drums | 23.90 Metric Tonnes |
| | Main deck fwd: | | | 0 | | 0 Metric Tonnes |
| | Main deck aft: | | | 0 | | 0 Metric Tonnes |
| | Poop deck: | | | 2 | Double Drums | 23.90 Metric Tonnes |
| 8.6 | Mooring bitts | | | | No. | SWL |
| | Forecastle: | | | | 4 | 72 Metric Tonnes |
| | Main deck fwd: | | | | 2 | 58 Metric Tonnes |
| | Main deck aft: | | | | 2 | 58 Metric Tonnes |
| | Poop deck: | | | | 4 | 72 Metric Tonnes |
| 8.7 | Closed chocks and/or fairleads of enclosed type | | | | No. | SWL |
| | Forecastle: | | | | 4 | 60 Metric Tonnes |
| | Main deck fwd: | | | | 2 | 64 Metric Tonnes |
| | Main deck aft: | | | | 2 | 42 Metric Tonnes |
| | Poop deck: | | | | 5 | 64 Metric Tonnes |
| Emergency Towing System | | | | | | |
| 8.8 | Type / SWL of Emergency Towing system forward: | | | | CHAFING CHAIN | 100 Metric Tonnes |
| 8.9 | Type / SWL of Emergency Towing system aft: | | | | TOWING PEANEDENT | 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: | | | | 62 Metric Tonnes | PANAMA CHOCK |
| 8.13 | What is SWL of bollard on poopdeck suitable for escort tug: | | | | | 70 Metric Tonnes |
| Bow/Stern Thruster | | | | | | |
| 8.14 | What is brake horse power of bow thruster (if fitted): | | | | | 0 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)': | | | | | NA |
| 8.17 | Is vessel fitted with chain stopper(s): | | | | | No |
| 8.18 | How many chain stopper(s) are fitted: | | | | | 0 |
| 8.19 | State type of chain stopper(s) fitted: | | | | | 0 |
| 8.20 | Safe Working Load (SWL) of chain stopper(s): | | | | | 0 Metric Tonnes |
| 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: | | | | | 0 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: | | | | | NA |
| Lifting Equipment | | | | | | |
| 8.24 | Derrick / Crane description (Number, SWL and location): | | | | | Cranes: 1 x 5 Tonnes, MID SHIP |
| 8.25 | What is maximum outreach of cranes / derricks outboard of the ship's side: | | | | | 5 Metres |
| Ship To Ship Transfer (STS) | | | | | | |

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| 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? | HFO 380CST | |
| 9.2 | What type of fuel is used in the generating plant? | HFO 380CST/ MDO | |
| 9.3 | Capacity of bunker tanks - IFO and MDO/MGO: | 1,196.71 Cu. Metres | 138.97 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 North of England P & I Association Limited The Quayside, Newcastle upon Tyne, NE1 3DU UK Tel: +44 (0) 191 2325 221 Fax: +44 (0) 191 2610 540 Email: general@nepia.com Web: www.nepia.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: | Mar 16, 2018 / KAOHSIUNG | |
| 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, 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. Please contact owner for detail. | |
| Vetting | | | |
| 9.12 | Date/Place of last SIRE Inspection: | Mar 19, 2018 / MAILIAO | |
| 9.13 | Date/Place of last CDI Inspection: | Jul 04, 2016 / PORT KLANG | |
| 9.14 | 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. | Neste Oil / Philips66 / BHP | |

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

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