

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Sep 30, 2017	
1.2	Vessel's name:	MTM North Sound	
1.3	IMO number:	9360946	
1.4	Vessel's previous name(s) and date(s) of change:	GOLDEN FLORENCE (Aug 22, 2011)	
1.5	Date delivered:	Nov 28, 2006	
1.6	Builder (where built):	Fukuoka Shipbuilding Co. Ltd. (Nagasaki Yard)	
1.7	Flag:	Singapore	
1.8	Port of Registry:	Singapore	
1.9	Call sign:	9V9576	
1.10	Vessel's satcom phone number:	+ 8816 7774 5799 / + 8816 7774 5800 / + 65 31585871	
	Vessel's fax number:	NA	
	Vessel's telex number:	456 620 310	
	Vessel's email address:	master.mns@mtmship.com	
1.11	Type of vessel:	Oil Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	Nippon Kaiji Kyokai	
1.14	Class notation:	NK, NS* (Tanker, Oils-Flashpoint on and below 60°C and Chemical Type II and 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:	N/A,	
1.19	Date / place of last dry-dock:	Dec 01, 2014	Istanbul, Turkey
1.20	Date next dry dock due	Nov 30, 2017	
1.21	Date of last special survey / next survey due:	Dec 01, 2014	Nov 30, 2019
1.22	Date of last annual survey:	Feb 09, 2017	
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 Not Applicable	
Dimensions			
1.25	Length Over All (LOA):	144.03 Metres	
1.26	Length Between Perpendiculars (LBP):	136 Metres	
1.27	Extreme breadth (Beam):	24.20 Metres	
1.28	Moulded depth:	12.80 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	37.20 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	71.93 Metres	72.10 Metres
1.31	Distance bridge front to center of manifold:	44.50 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	24.07 Metres	30.99 Metres 34.24 Metres
	Aft to mid-point manifold:	23.74 Metres	29.41 Metres 35.57 Metres
	Parallel body length:	47.813 Metres	60.407 Metres 69.802 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	212 Millimetres	29.76 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	26.72 Metres	0 Metres
	Normal ballast:	30.47 Metres	0 Metres
	At loaded summer deadweight:	27.573 Metres	0 Metres
Tonnages			
1.35	Net Tonnage:	6,301	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	11,641	

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1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	12,126.72	10,549.61
1.38	Panama Canal Net Tonnage (PCNT):	9,795	

Loadline Information

1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.209 Metres	9.627 Metres	19,874.07 Metric Tonnes	25,289.53 Metric Tonnes
	Winter:	3.409 Metres	9.427 Metres	19,279.49 Metric Tonnes	24,694.99 Metric Tonnes
	Tropical:	3.009 Metres	9.827 Metres	20,474.50 Metric Tonnes	25,887.01 Metric Tonnes
	Lightship:	2.35 Metres	10.48 Metres		5,415.46 Metric Tonnes
	Normal Ballast Condition:	7.12 Metres	5.71 Metres	8,688.80 Metric Tonnes	14,104.20 Metric Tonnes
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?			19,874.07 Metric Tonnes	

Ownership and Operation

1.42	Registered owner - Full style:	MTM NORTH SOUND PTE LTD 78, SHENTON WAY, #13-01, SINGAPORE 079120 Tel: +65-6304-1770 Fax: +65-6220-7988 Telex: N.A Email: singapore@mtmsm.com Company IMO#: 1314037
1.43	Technical operator - Full style:	MTM Shipmanagement Pte. Ltd 78, SHENTON WAY, #13-01, 079120 SINGAPORE Tel: 00 65-6304-1770 Fax: 00 65-6220-7988 Telex: N/A Email: singapore@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, Connecticut 06890 Tel: +1 203 226 7882 Fax: +1 203 226 8934 Telex: na 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:	Dec 14, 2015	Feb 09, 2017	Nov 30, 2019
2.2	Safety Radio Certificate:	Dec 17, 2014	Feb 09, 2017	Nov 30, 2019
2.3	Safety Construction Certificate:	Dec 17, 2014	Feb 09, 2017	Nov 30, 2019
2.4	Loadline Certificate:	Dec 17, 2014	Feb 09, 2017	Nov 30, 2019
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Oct 17, 2016	Feb 09, 2017	Nov 30, 2019
2.6	Safety Management Certificate (SMC):	Jun 11, 2016		Sep 06, 2021
2.7	Document of Compliance (DOC):	Sep 02, 2016		Sep 16, 2021
2.8	USCG (specify: COC, LOC or COI): COC	May 02, 2017		May 02, 2019
2.9	Civil Liability Convention Certificate (CLC):	Jan 05, 2017		Feb 20, 2018
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Jan 05, 2017		Feb 20, 2018

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2.11	U.S. Certificate of Financial Responsibility (COFR):	Apr 25, 2017		Apr 25, 2020
2.12	Certificate of Fitness (Chemicals):	Dec 17, 2014	Feb 09, 2017	Nov 30, 2019
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Dec 17, 2014	Feb 09, 2017	Nov 30, 2019
2.15	International Ship Security Certificate (ISSC):	Jun 11, 2016		Sep 06, 2021
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Dec 17, 2014		Nov 30, 2019
2.17	International Air Pollution Prevention Certificate (IAPP):	Dec 17, 2014	Feb 09, 2017	Nov 30, 2019

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, Bangladesh	
3.3	Nationality of Crew:	Burmese	
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: N/A Crew: N/A Tel: +65 6304 1770 Fax: +65 6220 7988 Email: crew.singapore@mtmsm.com	
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:		

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, 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 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	
Cargo Tank Capacities			
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 399.02 (1P) Seg#2: 411.54 (1S) Seg#3: 469.32 (2P)	

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		Seg#4: 480.47 (2S) Seg#5: 337.98 (3P) Seg#6: 352.35 (3S) Seg#7: 1171.41 (4P) Seg#8: 1171.47 (4S) Seg#9: 1141.69 (5P) Seg#10: 1156.04 (5S) Seg#11: 732.33 (6P) Seg#12: 745.30 (6S) Seg#13: 1062.27 (7P) Seg#14: 1075.89 (7S) Seg#15: 1390.31 (8P) Seg#16: 1403.27 (8S) Seg#17: 1144.41 (9P) Seg#18: 1159.07 (9S) Seg#19: 1142.63 (1P) Seg#20: 1157.04 (1S) Seg#21: 319.35 (2P) Seg#22: 330.31 (2S) Seg#23: 700.69 (3P) Seg#24: 714.34 (3S) Seg#25: 741.35 (4P) Seg#26: 741.78 (4S) (Total 26 tanks of each natural segregation with double valve.)		
6.4	Total cubic capacity (98%, excluding slop tanks):	21,651.648 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:	52.586 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?	6,975.81 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	35.30 %		
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:	26		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	455 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	476 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes 98		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	14 12	Deepwell Deepwell	300 M3/HR 200 M3/HR
	Stripping:			
	Eductors:			
	Ballast:	1	Horizontal Centrifugal	400 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		

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6.23	Number/size of VRS manifolds (per side):	3	150 Millimetres
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Venting

6.24	State what type of venting system is fitted:	High Velocity
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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:	26
6.27	What is the size of cargo connections:	150 Millimetres (150 mm for 14 Tanks, 125mm for 12 Tanks.)
6.28	What is the material of the manifold:	Stainless Steel

Manifold Arrangement

6.29	Distance between cargo manifold centers:	400 Millimetres	
6.30	Distance ships rail to manifold:	4,350 Millimetres	
6.31	Distance manifold to ships side:	4,560 Millimetres	
6.32	Top of rail to center of manifold:	600 Millimetres	
6.33	Distance main deck to center of manifold:	2,750 Millimetres	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	9.88 Metres	5.98 Metres
6.35	Number / size reducers:	2 x 150/150mm (6/6") 2 x 150/100mm (6/4") 2 x 150/125mm (6/5") 2 x 150/200mm (6/8") 1 x 150/250mm (6/10")	

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:	SS	
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:	No	Stainless Steel SUS316LN	Yes
	Ballast tanks:	Yes	Pure Epoxy	Whole Tank
	Slop tanks:	No	Stainless Steel SUS316LN	
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

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	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	Polyester/polypropylene mixed	200 Metres	67 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	Polyester/polypropylene mixed	0 Metres	0 Metric Tonnes
	Poop deck:	4	60 Millimetres	Polyester/polypropylene mixed	200 Metres	67 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	60 Millimetres	Polyester/polypropylene mixed	200 Metres	67 Metric Tonnes
	Main deck fwd:	4	60 Millimetres	Polypropylene & Polyester Interwoven	200 Metres	67 Metric Tonnes
	Main deck aft:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Poop deck:	2	60 Millimetres	Polyester/polypropylene mixed	200 Metres	67 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double	26.50 Metric Tonnes
	Main deck fwd:			0		0 Metric Tonnes
	Main deck aft:			0		0 Metric Tonnes
	Poop deck:			2	Double	26.50 Metric Tonnes
8.6	Mooring bitts				No.	SWL
	Forecastle:				6	70.80 Metric Tonnes (70.8 T FOR 4 BITS, 56.7 T FOR 2 BITS.)
	Main deck fwd:				2	56.70 Metric Tonnes
	Main deck aft:				2	11.80 Metric Tonnes
	Poop deck:				6	70.80 Metric Tonnes (70.8 T FOR 4 BITS, 56.7 T FOR 4 BITS)
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				7	62.70 Metric Tonnes (62.7 T FOR 2 BITS, 62.8 T FOR 1 BIT, 82.4 T FOR 4 BITS)
	Main deck fwd:				2	46.10 Metric Tonnes
	Main deck aft:				4	11.80 Metric Tonnes
	Poop deck:				10	62.70 Metric Tonnes (62.7 T FOR 6 BITS, 82.4 T FOR 4 BITS.)
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				N/A	
8.9	Type / SWL of Emergency Towing system aft:				N/A	
Anchors						
8.10	Number of shackles on port cable:					10
8.11	Number of shackles on starboard cable:					10
Escort Tug						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				70.80 Metric Tonnes	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:					56.70 Metric Tonnes
Bow/Stern Thruster						
8.14	What is brake horse power of bow thruster (if fitted):				864 bhp	644.28 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):				0 bhp	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

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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:	0 Millimetres
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:	Yes
Lifting Equipment		
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 5 Tonnes, MIDSHIP
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	2 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

9.	MISCELLANEOUS	
Engine Room		
9.1	What type of fuel is used for main propulsion?	380 cst
9.2	What type of fuel is used in the generating plant?	Diesel
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1,133.10 Cu. Metres 126.10 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	
Insurance		
9.5	P & I Club - Full Style:	NORTH OF ENGLAND The Quayside, Newcastle upon Tyne, NE1 3DU UK Tel: +44 191 232 5221 Fax: +44 191 261 0540 Email: general@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:	May 02, 2017 / Galveston
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 , 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:	Apr 02, 2017 / Fortaleza
9.13	Date/Place of last CDI Inspection:	Apr 05, 2016 / Jacksonville
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.	BHP-RIGHTSHIP, CDI, NESTE OIL, CHEVRON, ENOC

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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