

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	Nov 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	
<b>Classification</b>			
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	
<b>Dimensions</b>			
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
	Forward to mid-point manifold:	24.07 Metres	30.99 Metres
	Aft to mid-point manifold:	23.74 Metres	29.41 Metres
	Parallel body length:	47.813 Metres	60.407 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
<b>Tonnages</b>			
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	Nov 22, 2017	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
<b>Documentation</b>				
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		

<b>3.</b>	<b>CREW MANAGEMENT</b>			
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		

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

<b>5.</b>	<b>FOR USA CALLS</b>			
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		

<b>6.</b>	<b>CARGO AND BALLAST HANDLING</b>			
<b>Double Hull Vessels</b>				
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	Yes		
6.2	If Yes, is bulkhead solid or perforated:	Solid		
<b>Cargo Tank Capacities</b>				
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		
<b>SBT Vessels</b>				
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		
<b>Cargo Handling</b>				
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		
<b>Pumping Systems</b>				
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		
<b>Cargo Control Room</b>				
6.17	Is ship fitted with a Cargo Control Room (CCR):	Yes		
6.18	Can tank innage / ullage be read from the CCR:	Yes		
<b>Gauging and Sampling</b>				
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		
<b>Vapor Emission Control</b>				
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.)
<b>Emergency Towing System</b>						
8.8	Type / SWL of Emergency Towing system forward:				N/A	
8.9	Type / SWL of Emergency Towing system aft:				N/A	
<b>Anchors</b>						
8.10	Number of shackles on port cable:					10
8.11	Number of shackles on starboard cable:					10
<b>Escort Tug</b>						
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
<b>Bow/Stern Thruster</b>						
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
<b>Single Point Mooring (SPM) Equipment</b>						
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
<b>Lifting Equipment</b>		
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
<b>Ship To Ship Transfer (STS)</b>		
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):	Yes

<b>9.</b>	<b>MISCELLANEOUS</b>	
<b>Engine Room</b>		
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)?	
<b>Insurance</b>		
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\$
<b>Port State Control</b>		
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
<b>Recent Operational History</b>		
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.
<b>Vetting</b>		
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](mailto: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