

**INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)**

Version 3

|                       |   |  |                           |
|-----------------------|---|--|---------------------------|
| <b>1.</b>             | <b>VESSEL DESCRIPTION</b>   |  |                           |
| 1.1                   | Date updated:   | Mar 31, 2018   |                           |
| 1.2                   | Vessel's name:  | MTM Shanghai   |                           |
| 1.3                   | IMO number:   | 9345908  |                           |
| 1.4                   | Vessel's previous name(s) and date(s) of change:  | Golden Charlotte (Dec 06, 2010)  |                           |
| 1.5                   | Date delivered:   | Sep 25, 2006   |                           |
| 1.6                   | Builder (where built):  | Fukuoka Shipbuilding Co  |                           |
| 1.7                   | Flag:   | Singapore  |                           |
| 1.8                   | Port of Registry:   | Singapore  |                           |
| 1.9                   | Call sign:  | 9V9600   |                           |
| 1.10                  | Vessel's satcom phone number:   | + 65-3158-0658 / + 1-401-312-4604 / +881-677-745-729                         |                           |
|                       | Vessel's fax number:  | NA   |                           |
|                       | Vessel's telex number:  | 456624010  |                           |
|                       | Vessel's email address:   | master.msh@mtmship.com   |                           |
| 1.11                  | Type of vessel:   | Oil/Chemical Tanker  |                           |
| 1.12                  | Type of hull:   | Double Hull  |                           |
| <b>Classification</b> |   |  |                           |
| 1.13                  | Classification society:   | Nippon Kaiji Kyokai  |                           |
| 1.14                  | Class notation:   | NS(Oil, flash point on and below 60°C and chemical type 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:  | Aug 31, 2016   | Zhoushan, China           |
| 1.20                  | Date next dry dock due  | 30 Aug 2019  |                           |
| 1.21                  | Date of last special survey / next survey due:  | Aug 31, 2016   | Sep 24, 2021              |
| 1.22                  | Date of last annual survey:   | Aug 29, 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  |                           |
| <b>Dimensions</b>     |   |  |                           |
| 1.25                  | Length Over All (LOA):  | 144.03 Metres  |                           |
| 1.26                  | Length Between Perpendiculars (LBP):  | 136.00 Metres  |                           |
| 1.27                  | Extreme breadth (Beam):   | 24.23 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:  | 24.02 Metres   | 30.98 Metres 34.23 Metres |
|                       | Aft to mid-point manifold:  | 23.76 Metres   | 29.42 Metres 35.61 Metres |
|                       | Parallel body length:   | 47.78 Metres   | 60.40 Metres 69.84 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:  | 34.85 Metres   | 0 Metres                  |
|                       | Normal ballast:   | 30.45 Metres   | 0 Metres                  |
|                       | At loaded summer deadweight:  | 27.573 Metres  | 0 Metres                  |
| <b>Tonnages</b>       |   |  |                           |
| 1.35                  | Net Tonnage:  | 6,365  |                           |
| 1.36                  | Gross Tonnage / Reduced Gross Tonnage (if applicable):  | 11,641   | 9,438                     |

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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 | 19,885.61 Metric Tonnes | 25,289.46 Metric Tonnes |
|      | Winter:  | 3.409 Metres  | 9.427 Metres | 19,291.14 Metric Tonnes | 24,694.99 Metric Tonnes |
|      | Tropical:  | 3.009 Metres  | 9.827 Metres | 20,483.16 Metric Tonnes | 25,887.01 Metric Tonnes |
|      | Lightship:                                       | 10.486 Metres | 2.35 Metres  |                         | 5,303.85 Metric Tonnes  |
|      | Normal Ballast Condition:                        | 7.178 Metres  | 5.653 Metres | 8,710.50 Metric Tonnes  | 14,058.90 Metric Tonnes |
| 1.40 | Does vessel have multiple SDWT?                  |               |              | No                      |                         |
| 1.41 | If yes, what is the maximum assigned deadweight? |               |              |                         |                         |

**Ownership and Operation**

|      |                                   |  |
|------|-----------------------------------|--|
| 1.42 | Registered owner - Full style:    | MTM Shanghai Pte Ltd<br>78 Shenton Way, #13-01, Singapore 079120<br>C/O, M.T.M. Ship Management Pte Ltd, 78 Shenton Way, #13-01, Singapore 079120.<br>Tel: +65 6221 2255<br>Fax: +65 6221 2277<br>Email: operations@mtmm.sg<br>Company IMO#: 5631074 |
| 1.43 | Technical operator - Full style:  | M.T.M. Ship Management Pte. Ltd.<br>78 Shenton Way, #13-01, Singapore 079120<br>Tel: +65 6304 1770<br>Fax: +65 6220 7988<br>Email: marine@mtmsm.com<br>Web: www.mtmm.com<br>Company IMO#: 1314037  |
| 1.44 | Commercial operator - Full style: | MTM Maritime Management LLC<br>2960 Post Road, Southport, CT 06890, USA.<br>Tel: +1 203 226 7882<br>Fax: +1 203 226 8934<br>Email: operations@mtmaritime.com<br>Web: www.mtmaritime.com  |
| 1.45 | Disponent owner - Full style:     | MTM Trading LLC<br>Trust Company Complex,<br>Ajeltake Island, Ajeltake Road,<br>Majuro, Marshall Islands<br>MH 96960   |

| 2.   | CERTIFICATION  | Issued       | Last Annual or Intermediate | Expires      |
|------|--|--------------|-----------------------------|--------------|
| 2.1  | Safety Equipment Certificate:  | Oct 17, 2016 | Sep 29, 2017                | Sep 24, 2021 |
| 2.2  | Safety Radio Certificate:  | Oct 17, 2016 | Aug 29, 2017                | Sep 24, 2021 |
| 2.3  | Safety Construction Certificate:   | Oct 17, 2016 | Aug 29, 2017                | Sep 24, 2021 |
| 2.4  | Loadline Certificate:  | Oct 17, 2016 | Aug 29, 2017                | Sep 24, 2021 |
| 2.5  | International Oil Pollution Prevention Certificate (IOPPC):                    | Oct 17, 2016 | Aug 29, 2017                | Sep 24, 2021 |
| 2.6  | Safety Management Certificate (SMC):   | May 07, 2016 |                             | May 19, 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   | Nov 30, 2016 |                             | Nov 30, 2018 |
| 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 |

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|                      |  |                |                |                |
|----------------------|--|----------------|----------------|----------------|
| 2.11                 | U.S. Certificate of Financial Responsibility (COFR):   | Dec 02, 2016   |                | Dec 02, 2019   |
| 2.12                 | Certificate of Fitness (Chemicals):  | Oct 17, 2016   | Aug 29, 2017   | Sep 24, 2021   |
| 2.13                 | Certificate of Fitness (Gas):  | Not Applicable | Not Applicable | Not Applicable |
| 2.14                 | Certificate of Class:  | Oct 17, 2016   | Aug 29, 2017   | Sep 24, 2021   |
| 2.15                 | International Ship Security Certificate (ISSC):  | May 07, 2016   |                | May 19, 2021   |
| 2.16                 | International Sewage Pollution Prevention Certificate (ISPPC)  | Oct 17, 2016   |                | Sep 24, 2021   |
| 2.17                 | International Air Pollution Prevention Certificate (IAPP):   | Oct 17, 2016   | Aug 29, 2017   | Sep 24, 2021   |
| <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  |  |  |
| 3.3       | Nationality of Crew:   | Burmese, Srilankan   |  |  |
| 3.4       | If Officers/Crew employed by a Manning Agency - Full style:            | Officers:<br>N/A, directly employed by Technical Operator<br>Crew:<br>N/A, 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: | N/A  |  |  |

|           |  |    |  |  |
|-----------|--|----|--|--|
| <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<br>1 Selleck Street, 5th floor, Suite 511<br>Norwalk, CT 06855 USA<br>Tel: +12038570444<br>Fax: +12038570428<br>Email: ecm@ecmmaritime.com<br>Web: www.ecmmaritime.com |  |  |
| 5.3       | Oil Spill Response Organization (OSRO) -Full style:   | National Response Corporation<br>3500 Sunrise Hwy Ste T103<br>Great River, NY 11739, USA<br>Tel: +1 8008994672<br>Fax: +1 6312249086<br>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: 398.216 (1P)<br>Seg#2: 411.533 (1S)<br>Seg#3: 468.391 (2P)<br>Seg#4: 480.448 (2S) |  |  |

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|-------------------------------|---|---|----------------------------|------------------------|
|                               |   | Seg#5: 337.904 (3P)<br>Seg#6: 352.116 (3S)<br>Seg#7: 1171.495 (4P)<br>Seg#8: 1171.159 (4S)<br>Seg#9: 1140.521 (5P)<br>Seg#10: 1155.091 (5S)<br>Seg#11: 732.485 (6P)<br>Seg#12: 746.638 (6S)<br>Seg#13: 1062.551 (7P)<br>Seg#14: 1076.066 (7S)<br>Seg#15: 1390.892 (8P)<br>Seg#16: 1403.691 (8S)<br>Seg#17: 1144.384 (9P)<br>Seg#18: 1158.320 (9S)<br>Seg#19: 1143.326 (10P)<br>Seg#20: 1157.267 (10S)<br>Slop & Seg #21: 319.919 (11P)<br>Slop & Seg #22: 329.764 (11S)<br>Seg #23: 701.319 (12P)<br>Seg #24: 714.468 (12S)<br>Seg #25: 741.726 (13P)<br>Seg #26: 741.678 (13S)<br>(Total 26 tanks of each natural segregations with double valve.) |                            |                        |
| 6.4                           | Total cubic capacity (98%, excluding slop tanks):   | 21,651.381 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:                             | 52.60 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:                                | 36.30 %   |                            |                        |
| 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:                        | 476 Cu. Metres/Hour   |                            |                        |
| 6.13                          | Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:    | 1,904 Cu. Metres/Hour   |                            |                        |
| 6.14                          | Are there any cargo tank filling restrictions. If yes, please specify:                    | Yes<br>Designed Specific Gravity of all tanks is 1.5 Ton/M3   |                            |                        |
| <b>Pumping Systems</b>        |   |   |                            |                        |
| 6.15                          | Pumps:  | No.   | Type                       | Capacity               |
|                               | Cargo:  | 14<br>12  | Centrifugal<br>Centrifugal | 300 M3/HR<br>200 M3/HR |
|                               | Stripping:  |   |                            |                        |
|                               | Eductors:   |   |                            |                        |
|                               | Ballast:  | 1   | 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:                                  | Float Type  |                            |                        |
| 6.21                          | Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial: | All tanks   |                            |                        |
| <b>Vapor Emission Control</b> |   |   |                            |                        |

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|      |  |     |                 |
|------|--|-----|-----------------|
| 6.22 | Is a vapor return system (VRS) fitted:   | Yes |                 |
| 6.23 | Number/size of VRS manifolds (per side): | 3   | 150 Millimetres |

**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:  | 26                       |
| 6.27 | What is the size of cargo connections:   | 150 Millimetres          |
| 6.28 | What is the material of the manifold:  | STAINLESS STEEL SUS 316L |

**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:   | 4,550 Millimetres  |             |
| 6.32 | Top of rail to center of manifold:   | 370 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: | 9.89 Metres  | 6.03 Metres |
| 6.35 | Number / size reducers:  | 2 x 100/150mm (4/6")<br>1 x 125/150mm (5/6")<br>2 x 150/200mm (6/8")<br>1 x 150/300mm (6/12")<br>1 x 200/300mm (8/12") ( "Y" TYPE PIECE:<br>1 x 150/150/250mm (6/6/10") ANSI<br>2 x 150/150/150mm (6/6/6") ANSI) |             |

**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     | SUS316LN (SS) |                |
|      | Ballast tanks:                            | Yes    | Epoxy         | Whole Tank     |
|      | Slop tanks:                               | NA     | SUS316LN (SS) |                |
| 6.43 | If fitted, what type of anodes are used:  | N/A    |               |                |

**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: | 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   |

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|   | 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 | 200 Metres       | 67 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   | 60 Millimetres | Polypropylene & Polyester Interwoven | 200 Metres       | 67 Metric Tonnes              |
| 8.4   | Other mooring lines  | No. | Diameter       | Material                             | Length           | Breaking Strength             |
|   | Forecastle:  | 6   | 60 Millimetres | Polypropylene & Polyester Interwoven |                  |                               |
|   | Main deck fwd:   |     |                |                                      |                  |                               |
|   | Main deck aft:   |     |                |                                      |                  |                               |
|   | Poop deck:   | 6   | 60 Millimetres | Polypropylene & Polyester Interwoven | 220 Metres       | 67 Metric Tonnes              |
| 8.5   | Mooring winches  |     |                | No.                                  | # Drums          | Brake Capacity                |
|   | Forecastle:  |     |                | 2                                    | Double Drums     | 26.50 Metric Tonnes           |
|   | Main deck fwd:   |     |                | 0                                    | N/A              | 0 Metric Tonnes               |
|   | Main deck aft:   |     |                | 0                                    | N/A              | 0 Metric Tonnes               |
|   | Poop deck:   |     |                | 2                                    | Double Drums     | 26.50 Metric Tonnes           |
| 8.6   | Mooring bitts  |     |                |                                      | No.              | SWL                           |
|   | Forecastle:  |     |                |                                      | 6                | 72 Metric Tonnes (2X58, 4X72) |
|   | Main deck fwd:   |     |                |                                      | 2                | 58 Metric Tonnes              |
|   | Main deck aft:   |     |                |                                      | 2                | 58 Metric Tonnes              |
|   | Poop deck:   |     |                |                                      | 8                | 72 Metric Tonnes (4X58, 4x72) |
| 8.7   | Closed chocks and/or fairleads of enclosed type  |     |                |                                      | No.              | SWL                           |
|   | Forecastle:  |     |                |                                      | 3                | 64 Metric Tonnes              |
|   | Main deck fwd:   |     |                |                                      | 4                | 84 Metric Tonnes              |
|   | Main deck aft:   |     |                |                                      | 4                | 84 Metric Tonnes              |
|   | Poop deck:   |     |                |                                      | 5                | 64 Metric Tonnes              |
| <b>Emergency Towing System</b>              |  |     |                |                                      |                  |                               |
| 8.8   | Type / SWL of Emergency Towing system forward:   |     |                |                                      | Not Applicable   |                               |
| 8.9   | Type / SWL of Emergency Towing system aft:   |     |                |                                      | Not Applicable   |                               |
| <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:   |     |                |                                      | 63 Metric Tonnes |                               |
| 8.13  | What is SWL of bollard on poopdeck suitable for escort tug:  |     |                |                                      | 72 Metric Tonnes |                               |
| <b>Bow/Stern Thruster</b>                   |  |     |                |                                      |                  |                               |
| 8.14  | What is brake horse power of bow thruster (if fitted):   |     |                |                                      | 864 bhp          |                               |
| 8.15  | What is brake horse power of stern thruster (if fitted):   |     |                |                                      | 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               |                               |
| 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  |                               |

**INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)**

|                                    |   |                              |
|------------------------------------|---|------------------------------|
| 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, center |
| 8.25                               | What is maximum outreach of cranes / derricks outboard of the ship's side:  | 5 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): | N/A                          |

|                                   |   |   |
|-----------------------------------|---|---|
| <b>9.</b>                         | <b>MISCELLANEOUS</b>  |   |
| <b>Engine Room</b>                |   |   |
| 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?  | DO  |
| 9.3                               | Capacity of bunker tanks - IFO and MDO/MGO:   | 1,153.05 Cu. Metres    126.33 Cu. Metres<br>0 Cu. Metres  |
| 9.4                               | Is vessel fitted with fixed or controllable pitch propeller(s)?   | Fixed Pitch   |
| <b>Insurance</b>                  |   |   |
| 9.5                               | P & I Club - Full Style:  | NORTH OF ENGLAND<br>The Quayside, Newcastle upon Tyne,<br>NE13DU UK<br>Tel: +44 1912325221<br>Fax: +44 1912610540<br>Email: general@nepia.com<br>Web: www.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:   | Jan 27, 2018 / Puerto Cortes  |
| 9.8                               | Any outstanding deficiencies as reported by any Port State Control:   | No  |
| 9.9                               | If yes, provide details:  |   |
| <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,<br>Grounding: No ,<br>Serious casualty: No ,<br>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:   | Mar 30, 2018 / Tampa  |
| 9.13                              | Date/Place of last CDI Inspection:  | Sep 04, 2016 / ULSAN  |
| 9.14                              | Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*:<br><br>* "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis. | SHELL / PHILLIPS66  |

Version 3 ([www.Intertanko.com](http://www.Intertanko.com) / [www.Q88.com](http://www.Q88.com))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.

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