

| 1. VESSEL DESCRIPTION | | | |
|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|---------------------|
| 1.1 | Date updated: | Nov 30, 2017 | |
| 1.2 | Vessel's name: | MTM Tortola | |
| 1.3 | IMO number: | 9742065 | |
| 1.4 | Vessel's previous name(s) and date(s) of change: | Not Applicable | |
| 1.5 | Date delivered: | May 10, 2016 | |
| 1.6 | Builder (where built): | Shin Kurushima Dockyard Co. Ltd, Japan | |
| 1.7 | Flag: | Singapore | |
| 1.8 | Port of Registry: | Singapore | |
| 1.9 | Call sign: | 9V2991 | |
| 1.10 | Vessel's satcom phone number: | +870773205037 / vsat: +1-9044148744 | |
| | Vessel's fax number: | NA | |
| | Vessel's telex number: | NA | |
| | Vessel's email address: | master@tortola.cruisecontrolmail.com | |
| 1.11 | Type of vessel: | Oil/Chemical 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 & III, PSPC-WBT)(ESP) MNS* | |
| 1.15 | If Classification society changed, name of previous society: | Not Applicable | |
| 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, NA | |
| 1.19 | Date / place of last dry-dock: | May 10, 2016 | Japan |
| 1.20 | Date next dry dock due | May 09, 2019 | |
| 1.21 | Date of last special survey / next survey due: | Not Applicable | May 09, 2021 |
| 1.22 | Date of last annual survey: | Mar 22, 2017 | |
| 1.23 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | NA | |
| 1.24 | Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date? | N/A | |
| Dimensions | | | |
| 1.25 | Length Over All (LOA): | 149.93 Metres | |
| 1.26 | Length Between Perpendiculars (LBP): | 143.00 Metres | |
| 1.27 | Extreme breadth (Beam): | 24.60 Metres | |
| 1.28 | Moulded depth: | 13.20 Metres | |
| 1.29 | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): | 39.76 Metres | |
| 1.30 | Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM): | 75.39 Metres | 74.55 Metres |
| 1.31 | Distance bridge front to center of manifold: | 45.58 Metres | |
| 1.32 | Parallel body distances: | Lightship | Normal Ballast |
| | Forward to mid-point manifold: | 22.394 Meters | 23.297 Meters |
| | Aft to mid-point manifold: | 15.987 Meters | 24.192 Meters |
| | Parallel body length: | 38.381 Meters | 47.489 Meters |
| 1.33 | FWA at summer draft / TPC immersion at summer draft: | 225 Millimetres | 31.74 Metric Tonnes |
| 1.34 | What is the max height of mast above waterline (air draft) | Full Mast | Collapsed Mast |
| | Lightship: | 34.760 Meters | N / A |
| | Normal ballast: | 33.180 Meters | N / A |
| | At loaded summer deadweight: | 29.615 Meters | N / A |
| Tonnages | | | |
| 1.35 | Net Tonnage: | 6,544 | |
| 1.36 | Gross Tonnage / Reduced Gross Tonnage (if applicable): | 13,122 | 10,476 |

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| 1.37 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | | 13,703.68 | 11,367.62 | |
| 1.38 | Panama Canal Net Tonnage (PCNT): | | | 11,022 | |
| Loadline Information | | | | | |
| 1.39 | Loadline | Freeboard | Draft | Deadweight | Displacement |
| | Summer: | 3.069 Meters | 10.167 Meters | 22,396 Metric Tonnes | 28,565 Metric Tonnes |
| | Winter: | 3.280 Meters | 9.956 Meters | 21,728 Metric Tonnes | 27,897 Metric Tonnes |
| | Tropical: | 2.858 Meters | 10.378 Meters | 23,068 Metric Tonnes | 29,237 Metric Tonnes |
| | Lightship: | 10.724 Meters | 2.476 Meters | | 6,169 Metric Tonnes |
| | Normal Ballast Condition: | 7.281 Meters | 5.955 Meters | 9,692 Metric Tonnes | 15,827 Metric Tonnes |
| 1.40 | Does vessel have multiple SDWT? | | | No | |
| 1.41 | If yes, what is the maximum assigned deadweight? | | | NA | |
| Ownership and Operation | | | | | |
| 1.42 | Registered owner - Full style: | | | MTM TORTOLA PTE. LTD. 78 Shenton Way 13-01, Singapore 079120. Singapore Tel: +65 6304 1770 Fax: +65 6220 7988 Telex: Not Applicable Email: marine@mtmsm.com Company IMO#: 5912895 | |
| 1.43 | Technical operator - Full style: | | | MTM SHIP MANAGEMENT PTE LTD. 78 SHENTON WAY, #13-01 SINGAPORE 079120 Tel: +65 6304 1770 Fax: +65 6220 7988 Email: marine@mtmsm.com Web: www.mtmshipmanagement.com Company IMO#: 1314037 | |
| 1.44 | Commercial operator - Full style: | | | M.T. Maritime Management (USA) LLC 2960 Post Road Southport, CT 06890, USA Tel: +1 203 226-7882 Fax: +1 203 226-8934 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: | Jul 21, 2016 | Mar 22, 2017 | May 09, 2021 |
| 2.2 | Safety Radio Certificate: | Jul 21, 2016 | Mar 22, 2017 | May 09, 2021 |
| 2.3 | Safety Construction Certificate: | Jul 21, 2016 | Mar 22, 2017 | May 09, 2021 |
| 2.4 | Loadline Certificate: | Jul 21, 2016 | Mar 22, 2017 | May 09, 2021 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | Oct 25, 2016 | Mar 22, 2017 | May 09, 2021 |
| 2.6 | Safety Management Certificate (SMC): | Oct 20, 2016 | Not Applicable | Oct 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): | Nov 27, 2016 | Not Applicable | Nov 27, 2018 |
| 2.9 | Civil Liability Convention Certificate (CLC): | Feb 20, 2017 | | Feb 20, 2018 |
| 2.10 | Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC): | Feb 20, 2017 | | Feb 20, 2018 |
| 2.11 | U.S. Certificate of Financial Responsibility (COFR): | May 10, 2016 | | May 10, 2019 |
| 2.12 | Certificate of Fitness (Chemicals): | Jul 21, 2016 | Mar 22, 2017 | May 09, 2021 |
| 2.13 | Certificate of Fitness (Gas): | Not Applicable | Not Applicable | Not Applicable |
| 2.14 | Certificate of Class: | Sep 26, 2017 | Not Applicable | May 09, 2021 |

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| 2.15 | International Ship Security Certificate (ISSC): | Oct 20, 2016 | Not Applicable | Oct 19, 2021 |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC) | Jul 21, 2016 | | May 09, 2021 |
| 2.17 | International Air Pollution Prevention Certificate (IAPP): | Jul 21, 2016 | Mar 22, 2017 | May 09, 2021 |
| Documentation | | | | |
| 2.18 | Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable: | Yes | | |
| 2.19 | Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract: | Yes | | |

| | | | | |
|-----------|------------------------------------------------------------------------|-------------------------------------------------------------|--|--|
| 3. | CREW MANAGEMENT | | | |
| 3.1 | Nationality of Master: | Indian | | |
| 3.2 | Nationality of Officers: | Indian, Filipino | | |
| 3.3 | Nationality of Crew: | Filipino, Bangladeshi | | |
| 3.4 | If Officers/Crew employed by a Manning Agency - Full style: | Officers/ Crew : Directly employed by Technical Operator | | |
| 3.5 | What is the common working language onboard: | English | | |
| 3.6 | Do officers speak and understand English: | Yes | | |
| 3.7 | In case of Flag Of Convenience, is the ITF Special Agreement on board: | Yes | | |

| | | | | |
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| 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: | NA | | |

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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, 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 Hwy Suite 103, Great River, NY 11739, 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 | | |

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|------------------------------|-------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| 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: 873.984 (1P) Seg#2: 865.028 (1S) Seg#3: 1185.067 (2P) Seg#4: 1185.280 (2S) Seg#5: 1343.540 (3P) Seg#6: 1343.327 (3S) Seg#7: 1375.544 (4P) Seg#8: 1375.756 (4S) Seg#9: 631.458 (5P) Seg#10: 642.525 (5S) Seg#11: 1376.13 (6P) Seg#12: 1375.917 (6S) | | |

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| | | Seg#13: 1376.309 (7P) Seg#14: 1376.523 (7S) Seg#15: 1351.874 (8P) Seg#16: 1351.66 (8S) Seg#17: 1182.697 (9P) Seg#18: 1183.868 (9S) Slop: 415.589 (P -Slop) Slop: 423.044 (S -Slop) | | |
| 6.4 | Total cubic capacity (98%, excluding slop tanks): | 21396.487 Cu. Metres | | |
| 6.5 | Slop tank(s) capacity (98%): | 838.661 Cu. Metres | | |
| 6.6 | Residual/Retention oil tank(s) capacity (98%), if applicable: | 50.879 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? | 8,082.57 Cu. Metres | | |
| 6.9 | What percentage of SDWT can vessel maintain with SBT only: | 36.99 % | | |
| 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: | 20 | | |
| 6.12 | Maximum loading rate for homogenous cargo per manifold connection: | 286 Cu. Metres/Hour | | |
| 6.13 | Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds: | 2,286 Cu. Metres/Hour | | |
| 6.14 | Are there any cargo tank filling restrictions. If yes, please specify: | Yes DESIGNED SG-1.30 | | |
| Pumping Systems | | | | |
| 6.15 | Pumps: | No. | Type | Capacity |
| | Cargo: | 20 | Centrifugal | 200 M3/HR |
| | Stripping: | | | |
| | Eductors: | | | |
| | Ballast: | 2 | Centrifugal | 350 Cu. Metres/Hour |
| 6.16 | How many cargo pumps can be run simultaneously at full capacity: | 5 | | |
| Cargo Control Room | | | | |
| 6.17 | Is ship fitted with a Cargo Control Room (CCR): | Yes | | |
| 6.18 | Can tank innage / ullage be read from the CCR: | Yes | | |
| Gauging and Sampling | | | | |
| 6.19 | Can ship operate under closed conditions in accordance with ISGOTT: | Yes | | |
| 6.20 | What type of fixed closed tank gauging system is fitted: | RADAR AND FLOAT (Magnetic) | | |
| 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 | | |
| 6.23 | Number/size of VRS manifolds (per side): | 2 | 200 Millimetres | |
| Venting | | | | |
| 6.24 | State what type of venting system is fitted: | INDIVIDUAL PV VALVE | | |
| 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: | 20 | | |
| 6.27 | What is the size of cargo connections: | 150 Millimetres | | |
| 6.28 | What is the material of the manifold: | Stainless Steel | | |
| Manifold Arrangement | | | | |
| 6.29 | Distance between cargo manifold centers: | 500 Millimetres | | |
| 6.30 | Distance ships rail to manifold: | 3,399 Millimetres | | |
| 6.31 | Distance manifold to ships side: | 3,500 Millimetres | | |

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| 6.32 | Top of rail to center of manifold: | 1,961 Millimetres |
| 6.33 | Distance main deck to center of manifold: | 3,050 Millimetres |
| 6.34 | Manifold height above the waterline in normal ballast / at SDWT condition: | 10.331 Metres 6.119 Metres |
| 6.35 | Number / size reducers: | 4 x 203.2/152.4mm (8/6") 6 x 152.4/101.6mm (6/4") 4 x 254/203.2mm (10/8") 4 x 254/203.2mm (10/8") |

Stern Manifold

| | | |
|------|-----------------------------------------|----|
| 6.36 | Is vessel fitted with a stern manifold: | No |
| 6.37 | If stern manifold fitted, state size: | NA |

Cargo Heating

| | | |
|------|-------------------------------------------------------|--------------------------------------|
| 6.38 | Type of cargo heating system? | Heating Coil |
| 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: | 90.0 °C / 194.0 °F 75 °C / 167 °F |

Tank Coating

| 6.42 | Are cargo, ballast and slop tanks coated? | Coated | Type | To What Extent |
|------|-------------------------------------------|-----------------------|--------------------------------|----------------|
| | Cargo tanks: | No (Stainless Steel) | | |
| | Ballast tanks: | Yes | MODIFIED EPOXY(CMP NOV A 2000) | COMPLETE |
| | Slop tanks: | N/A (Stainless Steel) | | |
| 6.43 | If fitted, what type of anodes are used: | | | |

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| 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: | No |

| 8. | MOORING | | | | | |
|-----------|--------------------------|-----|----------------|--------------------------|----------------|-------------------------|
| 8.1 | Mooring wires (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | | | | | |
| | Main deck fwd: | | | | | |
| | Main deck aft: | | | | | |
| | Poop deck: | | | | | |
| 8.2 | Wire tails | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | | | | | |
| | Main deck fwd: | | | | | |
| | Main deck aft: | | | | | |
| | Poop deck: | | | | | |
| 8.3 | Mooring ropes (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 3+1 | 55 Millimetres | POLYPROPELENE POLYESTERS | 207/220 Metres | 46.7/42.8 Metric Tonnes |
| | Main deck fwd: | 0 | | | | |
| | Main deck aft: | 0 | | | | |
| | Poop deck: | 4 | 55 Millimetres | POLYPROPELENE POLYESTERS | 200/220 Metres | 46.7/42.8 Metric Tonnes |
| 8.4 | Other mooring lines | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 5 | 55 Millimetres | POLYPROPELENE POLYESTERS | 220 Metres | 42.8 Metric Tonnes |
| | Main deck fwd: | | | | | |
| | Main deck aft: | | | | | |
| | Poop deck: | 5 | 55 Millimetres | POLYPROPELENE POLYESTERS | 220 Metres | 42.8 Metric Tonnes |
| 8.5 | Mooring winches | No. | # Drums | Brake Capacity | | |

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| | Forecastle: | 2 | DBL | 37.6 Metric Tonnes |
| | Main deck fwd: | | | |
| | Main deck aft: | | | |
| | Poop deck: | 2 | DBL | 37.6 Metric Tonnes |
| 8.6 | Mooring bitts | | No. | SWL |
| | Forecastle: | 2/3/1 | | 52/64/113 Metric Tonnes |
| | Main deck fwd: | 2/2 | | 52/64 Metric Tonnes |
| | Main deck aft: | 2 | | 52 Metric Tonnes |
| | Poop deck: | 4/3/1 | | 52/64/113 Metric Tonnes |
| 8.7 | Closed chocks and/or fairleads of enclosed type | | No. | SWL |
| | Forecastle: | 1/3 | | 204/126 Metric Tonnes |
| | Main deck fwd: | 2/2 | | 89/80 Metric Tonnes |
| | Main deck aft: | 2 | | 80 Metric Tonnes |
| | Poop deck: | 2/3 | | 126/89 Metric Tonnes |
| Emergency Towing System | | | | |
| 8.8 | Type / SWL of Emergency Towing system forward: | | ETS-4000 FSR-SJ | 204 Metric Tonnes |
| 8.9 | Type / SWL of Emergency Towing system aft: | | ETS2000A-SJ | 113 Metric Tonnes |
| Anchors | | | | |
| 8.10 | Number of shackles on port cable: | | | 11 |
| 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: | | 113 Metric Tonnes | 250X450MM |
| 8.13 | What is SWL of bollard on poopdeck suitable for escort tug: | | | 113 Metric Tonnes |
| Bow/Stern Thruster | | | | |
| 8.14 | What is brake horse power of bow thruster (if fitted): | | NA | 0 Kilowatt |
| 8.15 | What is brake horse power of stern thruster (if fitted): | | NA | 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)': | | | Yes |
| 8.17 | Is vessel fitted with chain stopper(s): | | | Yes |
| 8.18 | How many chain stopper(s) are fitted: | | 1 | |
| 8.19 | State type of chain stopper(s) fitted: | | TONGUE TYPE | |
| 8.20 | Safe Working Load (SWL) of chain stopper(s): | | | 204 Metric Tonnes |
| 8.21 | What is the maximum size chain diameter the bow stopper(s) can handle: | | | 76 Millimetres |
| 8.22 | Distance between the bow fairlead and chain stopper/bracket: | | | 3,342 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 NA | |
| Lifting Equipment | | | | |
| 8.24 | Derrick / Crane description (Number, SWL and location): | | Cranes: 1 x 10 Tonnes, Amidships Centre | |
| 8.25 | What is maximum outreach of cranes / derricks outboard of the ship's side: | | | 3.70 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? | | HFO 380 CST | |
| 9.2 | What type of fuel is used in the generating plant? | | HFO AND MDO | |
| 9.3 | Capacity of bunker tanks - IFO and MDO/MGO: | | 998.92 Cu. Metres | 120.98 Cu. Metres 0 Cu. Metres |
| 9.4 | Is vessel fitted with fixed or controllable pitch propeller(s)? | | | |

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| Insurance | | |
|-----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 9.5 | P & I Club - Full Style: | THE NORTH OF ENGLAND The North of England P & I Association, The Quayside, Newcastle upon Tyne, NE13DU UK Tel: 44-1912325221 Fax: 44-1912610540 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: | Nov 09, 2017 / Paranagua, Brazil |
| 9.8 | Any outstanding deficiencies as reported by any Port State Control: | NA |
| 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: NA, Grounding: NA, Serious casualty: NA, Collision: NA, |
| 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: | Nov 09, 2017 / Paranaguá, Brazil |
| 9.13 | Date/Place of last CDI Inspection: | May 13, 2016 / Onsan, Korea |
| 9.14 | Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: <i>* "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i> | SHELL, Chevron |

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

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