

1. VESSEL DESCRIPTION			
1.1	Date updated:	May 31, 2017	
1.2	Vessel's name:	Concept	
1.3	IMO number:	9272204	
1.4	Vessel's previous name(s) and date(s) of change:	STENA CONCEPT (Jan 22, 2014)	
1.5	Date delivered:	Apr 28, 2005	
1.6	Builder (where built):	ULJANIK SHIPYARD,CROATIA	
1.7	Flag:	Marshall Islands	
1.8	Port of Registry:	Majuro	
1.9	Call sign:	V7VW4	
1.10	Vessel's satcom phone number:	Tel : +19044504497 (master) +19044504502 (bridge) +881677754529 (bridge)	
	Vessel's fax number:	NA	
	Vessel's telex number:	453835796	
	Vessel's email address:	master@concept.cruisecontrolmail.com	
1.11	Type of vessel:	Crude Oil / Product Carrier	
1.12	Type of hull:	Double Hull	
1.13	Classification society:	DNV-GL	
1.14	Class notation:	+1A1 Tanker for Chemicals and Oil ESP SPM E0 LCS-SID VCS-2 ETC TMON NAUTICUS(Newbuilding)	
1.15	If Classification society changed, name of previous society:	N/A, Not Applicable	
1.16	If Classification society changed, date of change:	N/A, Not Applicable	
1.17	IMO type, if applicable:	3	
1.18	Does the vessel have ice class? If yes, state what level:	No, N/A	
1.19	Date / place of last dry-dock:	Aug 21, 2014	Singapore
1.20	Date next dry dock due	Aug 21, 2017	
1.21	Date of last special survey / next survey due:	Feb 24, 2015	Apr 28, 2020
1.22	Date of last annual survey:	Apr 26, 2017	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	No	
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?	Not Applicable	
Dimensions			
1.25	Length Over All (LOA):	182.50 Metres	
1.26	Length Between Perpendiculars (LBP):	175.80 Metres	
1.27	Extreme breadth (Beam):	32.20 Metres	
1.28	Moulded depth:	17.50 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	43.50 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	92.00 Metres	90.50 Metres
1.31	Distance bridge front to center of manifold:	60.80 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	17.00 Metres	34.00 Metres
	Aft to mid-point manifold:	35.00 Metres	54.00 Metres
	Parallel body length:	52 Metres	88 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	273 Millimetres	52.3 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	40.97 Metres	0 Metres
	Normal ballast:	36.00 Metres	0 Metres
	At loaded summer deadweight:	31.30 Metres	0 Metres
Tonnages			
1.35	Net Tonnage:	13,857.00	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	27,472.00	

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1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	26,302.46	23,199.00
1.38	Panama Canal Net Tonnage (PCNT):		22'827.00

Loadline Information

1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	5.32 Metres	12.22 Metres	47171 Metric Tonnes	57178 Metric Tonnes
	Winter:	5.57 Metres	11.96 Metres	45841 Metric Tonnes	55848 Metric Tonnes
	Tropical:	5.06 Metres	12.47 Metres	48502 Metric Tonnes	58509 Metric Tonnes
	Lightship:	15.02 Metres	2.53 Metres		10007 Metric Tonnes
	Normal Ballast Condition:	10.31 Metres	7.23 Metres	22102 Metric Tonnes	32106 Metric Tonnes
1.40	Does vessel have multiple SDWT?			Yes	
1.41	If yes, what is the maximum assigned deadweight?			47171.00	

Ownership and Operation

1.42	Registered owner - Full style:	MR Concept Shipping L.L.C. P.O. BOX 1405 MAJURO MH96960 MARSHALL ISLANDS Tel: +1 203 487 3434 Fax: +1 646 805 1362 Telex: Not Applicable Email: rsingh@northernshippingfunds.com Web: N/A Company IMO#: 1039244
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 Email : operations@mtmaritime.com Tel : 203 2267882 Fax: 203 2268934
1.45	Disponent owner - Full style:	MR Concept Shipping L.L.C. P.O. BOX 1405 MAJURO MH96960 MARSHALL ISLANDS Tel: +1 203 487 3434 Fax: +1 646 805 1362 Telex: Not Applicable Email: rsingh@northernshippingfunds.com Web: N/A Company IMO#: 1039244

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Feb 06, 2016	Apr 26, 2017	Apr 28, 2020
2.2	Safety Radio Certificate:	Feb 24, 2015	Apr 26, 2017	Apr 28, 2020
2.3	Safety Construction Certificate:	Feb 24, 2015	Apr 26, 2017	Apr 28, 2020
2.4	Loadline Certificate:	Feb 24, 2015	Apr 26, 2017	Apr 28, 2020
2.5	International Oil Pollution Prevention Certificate (IOPPC):	May 23, 2017	Not Applicable	Apr 28, 2020
2.6	Safety Management Certificate (SMC):	May 23, 2017	Not Applicable	May 22, 2022
2.7	Document of Compliance (DOC):	Sep 02, 2016	Not Applicable	Sep 16, 2021
2.8	USCG (specify: COC, LOC or COI):	Oct 09, 2014	Oct 26, 2015	Oct 09, 2016
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 2016		Feb 20, 2017
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 20, 2016		Feb 20, 2017
2.11	U.S. Certificate of Financial Responsibility (COFR):	Feb 06, 2014		Feb 06, 2017
2.12	Certificate of Fitness (Chemicals):	Feb 24, 2015	Apr 26, 2017	Apr 28, 2020
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable

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2.14	Certificate of Class:	Mar 17, 2015	Apr 26, 2017	Apr 28, 2020
2.15	International Ship Security Certificate (ISSC):	May 23, 2017	Not Applicable	May 22, 2022
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Feb 24, 2015		Apr 28, 2020
2.17	International Air Pollution Prevention Certificate (IAPP):	Feb 24, 2015	Apr 26, 2017	Apr 28, 2020

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:	Filipino, Indian
3.3	Nationality of Crew:	Filipino
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

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:	No, N/A

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 TEL: +1 203 857 0444 OR +1 281 464 3328 FAX: +1 203 857 0428
5.3	Oil Spill Response Organization (OSRO) -Full style:	National Response Corporation (NRC) Tel: +1 631 224-9141 Fax: +1 631 224-9082
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	Yes

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: 7406 m3 (1 P&S) Seg#2: 11145 m3 (2 P&S) Seg#3: 11239 m3 (3 P&S) Seg#4: 11228 m3 (4 P&S) Seg#5: 10894 m3 (5 P&S)
6.4	Total cubic capacity (98%, excluding slop tanks):	51,913 Cu. Metres
6.5	Slop tank(s) capacity (98%):	1,191 Cu. Metres
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	
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?	21,288 Cu. Metres
6.9	What percentage of SDWT can vessel maintain with SBT only:	45 %

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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:	10		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	2,000 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	4,000 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes FULL HEAD OF CARGO OF S.G. 1.025t/m3, Max. 67% filling at SG 1.53t/m3		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	10 2	Centrifugal Centrifugal	550 M3/HR 100 M3/HR
	Stripping:		N/A	
	Eductors:	1	Water Driven	100 Cu. Metres/Hour
	Ballast:	2	Centrifugal	750 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		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes, All		
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:	Yes Free board : 4731mm 5697mm 6681mm 7683mm 8704mm		
6.23	Number/size of VRS manifolds (per side):	300 Millimeters	300 Millimetres	
Venting				
6.24	State what type of venting system is fitted:	ISO-PRESVAC, HI VELOCITY PV		
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:	10		
6.27	What is the size of cargo connections:	300 Millimetres		
6.28	What is the material of the manifold:	AISI 316L (STAINLESS STEEL) Flanges confirming ANSI B. 16.5 Class ASA 50. /		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	2,000 Millimetres		
6.30	Distance ships rail to manifold:	4,450 Millimetres		
6.31	Distance manifold to ships side:	4,600 Millimetres		
6.32	Top of rail to center of manifold:	910 Millimetres		
6.33	Distance main deck to center of manifold:	2,100 Millimetres		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	12.00 Metres	7 Metres	
6.35	Number / size reducers:	20 x 300/400mm (12/16") 10 x 300/300mm (12/12") 10 x 300/250mm (12/10") 10 x 300/200mm (12/8") 2 x 200/150mm (8/6") ASA		

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Stern Manifold			
6.36	Is vessel fitted with a stern manifold:	No	
6.37	If stern manifold fitted, state size:	N/A	
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:	84 °C	64 °C
Tank Coating			
6.42	Are cargo, ballast and slop tanks coated?	Coated	To What Extent
	Cargo tanks:	Yes	Epoxy Whole Tank
	Ballast tanks:	Yes	Epoxy Whole Tank
	Slop tanks:	Yes	Epoxy Whole Tank
6.43	If fitted, what type of anodes are used:		

7. INERT GAS AND CRUDE OIL WASHING	
7.1	Is an Inert Gas System (IGS) fitted: Yes
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: IG Generator
7.3	Is a Crude Oil Washing (COW) installation fitted: Yes

8. MOORING						
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:			Not Applicable		
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:			Not Applicable		
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:			Not Applicable		
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:			Not Applicable		
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	60 mm	TUFLEX 8 STRANDED ROPE/ Magnaro HTTP 8 STRANDED ROPE	220 Metres	69.3 T/ 60
	Main deck fwd:	2	60 mm	Magnaro HTTP 8 STRANDED ROPE	220 Metres	60 T
	Main deck aft:	2	60 mm	Magnaro HTTP 8 STRANDED ROPE	220 Metres	60 T
	Poop deck:	4	60 mm	ESTANOL UV RESISTANTPOLYESTER BLEND	220 Metres	69.3/65 MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	5	60.00 mm	TUFLEX 8 STRANDED ROPE / ESTANOL UV RESISTANTPOLYESTER BLEND	220.00 Metres	65 T / 69.30 Metric Tonnes
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:	2	60.00 Millimetres	ESTANOL UV RESISTANTPOLYESTER BLEND	220.00 Metres	69.30 Metric Tonnes
8.5	Mooring winches	No.			# Drums	Brake Capacity
	Forecastle:					
	Main deck fwd:					

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	Main deck aft:		
	Poop deck:		
8.6	Mooring bitts	No.	SWL
	Forecastle:	2	38.5 T/ 36.0 T
	Main deck fwd:	1	36.0 T
	Main deck aft:	1	36.0 T
	Poop deck:	2	38.5 T
8.7	Closed chocks and/or fairleads of enclosed type	No.	SWL
	Forecastle:	4/9	64 Metric Tonnes
	Main deck fwd:	2/8	64 Metric Tonnes
	Main deck aft:	2/6	64 Metric Tonnes
	Poop deck:	6/1	64 / 100 Metric Tonnes
Emergency Towing System			
8.8	Type / SWL of Emergency Towing system forward:	STOPPER - CHAFE CHAIN	200 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	Pre-rigged, STEEL WIRE	100 Metric Tonnes
Anchors			
8.10	Number of shackles on port cable:		11
8.11	Number of shackles on starboard cable:		12
Escort Tug			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	600mm x 450mm	100 Metric Tonnes
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		100 Metric Tonnes
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	Yes, 1,340 bhp	
8.15	What is brake horse power of stern thruster (if fitted):	N/A	
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):		200 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:		2,200 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 0
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	Crane / 1 x 10 T / Center	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		4.4 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?	IFO 380 CST	
9.2	What type of fuel is used in the generating plant?	IFO 380 CST	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	: 1,583.9 Cu. Metres	823.40 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed	
Insurance			
9.5	P & I Club - Full Style:	SKULD ASSURANCEFORENINGEN SKULD	

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		(GJENSIDIG) , SKULD MUTUAL PROTECTION AND INDEMNITY ASSOCIATION (BERMUDA) LTD. P.O.BOX 1376 VIKA,N-0114 , OSLO , NORWAY. Tel: +47 22 00 22 00 Fax: +47 22 42 42 22 Email: osl@skuld.com Web: www.skuld.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:	December 24, 2016 / Novorossiysk, Russia
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	N/A
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, N/A Grounding: No, N/A Casualty: No, N/A Collision: No, N/A
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:	May 23, 2017 / Campana, Argentina
9.13	Date/Place of last CDI Inspection:	Jul 04, 2013
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>	P66, Chevron, Statoil, Repsol, BP

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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