

| | | | |
|-------------------|---|---|---------------------|
| 1. | VESSEL DESCRIPTION | | |
| 1.1 | Date updated: | May 31, 2017 | |
| 1.2 | Vessel's name: | Contest | |
| 1.3 | IMO number: | 9272199 | |
| 1.4 | Vessel's previous name(s) and date(s) of change: | STENA CONTEST (Dec 09, 2013) | |
| 1.5 | Date delivered: | Mar 03, 2005 | |
| 1.6 | Builder (where built): | ULJANIK BRODOGRADILISTE D.D., CROATIA | |
| 1.7 | Flag: | Marshall Islands | |
| 1.8 | Port of Registry: | Majuro | |
| 1.9 | Call sign: | V7VW5 | |
| 1.10 | Vessel's satcom phone number: | +870773207165 +46313344808 / 46313344807 | |
| | Vessel's fax number: | NA | |
| | Vessel's telex number: | 453839444,453835798 | |
| | Vessel's email address: | master@contest.cruisecontrolmail.com | |
| 1.11 | Type of vessel: | Crude Oil / Product Carrier | |
| 1.12 | Type of hull: | Double Hull | |
| 1.13 | Classification society: | Det Norske Veritas | |
| 1.14 | Class notation: | + 1A1 Tanker for Chemicals and Oil ESP SPMEO LCS-SID VCS-2 ETC TMON NAUTICUS(Newbuilding) | |
| 1.15 | If Classification society changed, name of previous society: | No | |
| 1.16 | If Classification society changed, date of change: | NA | |
| 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: | Feb 10, 2015 | Jurong, Singapore |
| 1.20 | Date next dry dock due | Mar 03, 2020 | |
| 1.21 | Date of last special survey / next survey due: | Feb 10, 2015 | Mar 03, 2020 |
| 1.22 | Date of last annual survey: | Jan 21, 2017 | |
| 1.23 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | No, 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? | No, NA | |
| 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 | 91.00 Metres |
| 1.31 | Distance bridge front to center of manifold: | 71.00 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: | 246 Millimetres | 52.17 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: | 36.50 Metres | 0 Metres |
| | At loaded summer deadweight: | 31.283 Metres | 0 Metres |
| Tonnages | | | |
| 1.35 | Net Tonnage: | 13,857.00 | |
| 1.36 | Gross Tonnage / Reduced Gross Tonnage (if applicable): | 27,472.00 | 21,098 |

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|--------------------------------|--|--|---------------|-------------------------|-------------------------|
| 1.37 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | | 27,357.00 | 13,857.00 | |
| 1.38 | Panama Canal Net Tonnage (PCNT): | | | 22,738.00 | |
| Loadline Information | | | | | |
| 1.39 | Loadline | Freeboard | Draft | Deadweight | Displacement |
| | Summer: | 5.735 Metres | 12.217 Metres | 47,171 Metric Tonnes | 55,006 Metric Tonnes |
| | Winter: | 5.574 Metres | 11.963 Metres | 45,841 Metric Tonnes | 55,848 Metric Tonnes |
| | Tropical: | 5.066 Metres | 12.471 Metres | 48,502 Metric Tonnes | 58,509 Metric Tonnes |
| | Lightship: | 15.02 Metres | 2.53 Metres | | 10,007.00 Metric Tonnes |
| | Normal Ballast Condition: | 10.31 Metres | 7.23 Metres | 22,102.00 Metric Tonnes | 32,069.00 Metric Tonnes |
| 1.40 | Does vessel have multiple SDWT? | | | | Yes |
| 1.41 | If yes, what is the maximum assigned deadweight? | | | | |
| Ownership and Operation | | | | | |
| 1.42 | Registered owner - Full style: | MR Contest 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 Contest 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 23, 2016 | Jan 21, 2017 | Mar 03, 2020 |
| 2.2 | Safety Radio Certificate: | Jan 22, 2015 | Jan 21, 2017 | Mar 03, 2020 |
| 2.3 | Safety Construction Certificate: | Feb 10, 2015 | Jan 21, 2017 | Mar 03, 2020 |
| 2.4 | Loadline Certificate: | Feb 10, 2015 | Jan 21, 2017 | Mar 03, 2020 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | Apr 01, 2015 | Jan 21, 2017 | Mar 03, 2020 |
| 2.6 | Safety Management Certificate (SMC): | Feb 22, 2017 | Not Applicable | Aug 21, 2017 |
| 2.7 | Document of Compliance (DOC): | Sep 02, 2016 | Not Applicable | Sep 16, 2021 |
| 2.8 | USCG (specify: COC, LOC or COI): | Sep 26, 2016 | Aug 14, 2015 | Sep 26, 2018 |
| 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 |

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| 2.11 | U.S. Certificate of Financial Responsibility (COFR): | Feb 06, 2017 | | Feb 20, 2020 |
| 2.12 | Certificate of Fitness (Chemicals): | Feb 10, 2015 | Jan 21, 2017 | Mar 03, 2020 |
| 2.13 | Certificate of Fitness (Gas): | Not Applicable | Not Applicable | Not Applicable |
| 2.14 | Certificate of Class: | Feb 10, 2015 | Jan 21, 2017 | Mar 03, 2020 |
| 2.15 | International Ship Security Certificate (ISSC): | Feb 22, 2017 | Not Applicable | Aug 21, 2017 |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC) | Feb 02, 2015 | Not Applicable | Mar 03, 2020 |
| 2.17 | International Air Pollution Prevention Certificate (IAPP): | Feb 10, 2015 | Jan 21, 2017 | Mar 03, 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: | Indian / Portugal |
| 3.3 | Nationality of Crew: | Indian |
| 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 |

| | | |
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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 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: 3706.6 m3 (1S) Seg#2: 3699 m3 (1P) Seg#3: 5572.9 m3 (2S) Seg#4: 5571.69 m3 (2P) Seg#5: 5623.83 m3 (3S) Seg#6: 5615 m3 (3P) Seg#7: 5618 m3 (4S) Seg#8: 5610 m3 (4P) Seg#9: 5451.5 m3 (5S) Seg#10: 5442.7 m3 (5P) |
| 6.4 | Total cubic capacity (98%, excluding slop tanks): | 51,913 Cu. Metres |

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| 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? | 20,816.00 Cu. Metres | | |
| 6.9 | What percentage of SDWT can vessel maintain with SBT only: | 45 % | | |
| 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: | 1,781 Cu. Metres/Hour | | |
| 6.13 | Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds: | 4,000.00 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: | | | |
| | Eductors: | | | |
| | Ballast: | 2 | Centrifugal, submerged | |
| 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 | | |
| 6.23 | Number/size of VRS manifolds (per side): | 2 | 300 Millimetres | |
| Venting | | | | |
| 6.24 | State what type of venting system is fitted: | ISO-VAC, HIGH VELOCITY PV VALVES | | |
| 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: | 300.00 Millimetres | | |
| 6.28 | What is the material of the manifold: | BUTTERFLY Manually Operated | | |
| Manifold Arrangement | | | | |
| 6.29 | Distance between cargo manifold centers: | 2,000.00 Millimetres | | |
| 6.30 | Distance ships rail to manifold: | 4,450.00 Millimetres | | |
| 6.31 | Distance manifold to ships side: | 4,600.00 Millimetres | | |
| 6.32 | Top of rail to center of manifold: | 910.00 Millimetres | | |
| 6.33 | Distance main deck to center of manifold: | 2,100.00 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") | | |

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|--|--|--|
| | | 10 x 300/250mm (12/10") 10 x 300/200mm (12/8") 2 x 200/150mm (8/6") ASA |
|--|--|--|

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: | 70.0 °C | 70.0 °C |

Tank Coating

| | | | | |
|------|---|--------|-------|----------------|
| 6.42 | Are cargo, ballast and slop tanks coated? | Coated | Type | 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: | | | | | |
| | 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: | 4 | 60.00 Millimetres | Magnaro -HTPP 8-Strand Rope | 220.00 Metres | 60 Metric Tonnes |
| | Main deck fwd: | 2 | 60.00 Millimetres | Magnaro -HTPP 8-Strand Rope | 220.00 Metres | 60 Metric Tonnes |
| | Main deck aft: | 2 | 60.00 Millimetres | Magnaro -HTPP 8-Strand Rope | 220.00 Metres | 60 Metric Tonnes |
| | Poop deck: | 4 | 60.00 Millimetres | Magnaro -HTPP 8-Strand Rope | 220.00 Metres | 60 Metric Tonnes |
| 8.4 | Other mooring lines | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 2 | 60.00 Millimetres | ESTALON UV Resistant Polyester blend | 220.00 Metres | 69.30 Metric Tonnes |
| | Main deck fwd: | 1 | 60 Millimetres | Not Applicable | 220 Metres | 69.30 Metric Tonnes |
| | Main deck aft: | 1 | 72 Millimetres | ESTALON /POLYESTER BLEND | 220 Metres | 61.50 Metric Tonnes |
| | Poop deck: | 2 | 60.00 Millimetres | ESTALON UV Resistant Polyester blend | 220.00 Metres | 69.30 Metric Tonnes |
| 8.5 | Mooring winches | No. | # Drums | Brake Capacity | | |
| | Forecastle: | 2 | Dbl Drum | 36.00 Metric Tonnes | | |
| | Main deck fwd: | 1 | Dbl Drum | 36.00 Metric Tonnes | | |

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| | Main deck aft: | 1 | DbI Drum | 36.00 Metric Tonnes |
| | Poop deck: | 2 | DbI Drum | 36.00 Metric Tonnes |
| 8.6 | Mooring bitts | | No. | SWL |
| | | Forecastle: | 4 | 64 Metric Tonnes |
| | | Main deck fwd: | 2 | 46 Metric Tonnes |
| | | Main deck aft: | 2 | 64 Metric Tonnes |
| | | Poop deck: | 8 | 64 Metric Tonnes |
| 8.7 | Closed chocks and/or fairleads of enclosed type | | No. | SWL |
| | | Forecastle: | 9 | 64 Metric Tonnes |
| | | Main deck fwd: | 8 | 64 Metric Tonnes |
| | | Main deck aft: | 6 | 64 Metric Tonnes |
| | | Poop deck: | 12 | 64 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: | STEEL WIRE on Drum | 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: | 320mm X 320MM | 100.00 Metric Tonnes |
| 8.13 | What is SWL of bollard on poopdeck suitable for escort tug: | | 100.00 Metric Tonnes |

Bow/Stern Thruster

| | | |
|------|--|-------------------|
| 8.14 | What is brake horse power of bow thruster (if fitted): | Yes, 1,340.00 bhp |
| 8.15 | What is brake horse power of stern thruster (if fitted): | No, 0 bhp |

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): | Cranes: 1 x 10.00 Tonnes center |
| 8.25 | What is maximum outreach of cranes / derricks outboard of the ship's side: | 5.00 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? | HFO 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 (GJENSIDIG) , SKULD MUTUAL |
|-----|--------------------------|--|

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| | | PROTECTION AND INDEMNITY ASSOCIATION (BERMUDA) LTD. P.O.BOX 1376 VIKÅ,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: | Mar 12, 2016 / AMSTERDAM |
| 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, N/A Grounding: No, Casualty: No, 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: | Apr 19, 2017 / Kandla, India |
| 9.13 | Date/Place of last CDI Inspection: | Feb 03, 2008 |
| 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> | Lukoil, CHEVRON |

Version 3 (www.Intertanko.com / www.Q88.com)

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