

|                       |   |   |                             |
|-----------------------|---|---|-----------------------------|
| <b>1.</b>             | <b>VESSEL DESCRIPTION</b>   |   |                             |
| 1.1                   | Date updated:   | May 31, 2017  |                             |
| 1.2                   | Vessel's name:  | MTM North Sound   |                             |
| 1.3                   | IMO number:   | 9360946   |                             |
| 1.4                   | Vessel's previous name(s) and date(s) of change:  | GOLDEN FLORENCE (Aug 22, 2011)  |                             |
| 1.5                   | Date delivered:   | Nov 28, 2006  |                             |
| 1.6                   | Builder (where built):  | Fukuoka Shipbuilding Co. Ltd. (Nagasaki Yard)   |                             |
| 1.7                   | Flag:   | Singapore   |                             |
| 1.8                   | Port of Registry:   | Singapore   |                             |
| 1.9                   | Call sign:  | 9V9576  |                             |
| 1.10                  | Vessel's satcom phone number:   | + 8816 7774 5799 / + 8816 7774 5800 / + 65 31585871   |                             |
|                       | Vessel's fax number:  | NA  |                             |
|                       | Vessel's telex number:  | 456 620 310   |                             |
|                       | Vessel's email address:   | master.mns@mtmship.com  |                             |
| 1.11                  | Type of vessel:   | Oil Tanker  |                             |
| 1.12                  | Type of hull:   | Double Hull   |                             |
| <b>Classification</b> |   |   |                             |
| 1.13                  | Classification society:   | Nippon Kaiji Kyokai   |                             |
| 1.14                  | Class notation:   | NK, NS* (Tanker, Oils-Flashpoint on and below 60°C and Chemical Type II and III),(ESP) MNS* |                             |
| 1.15                  | If Classification society changed, name of previous society:  | N/A   |                             |
| 1.16                  | If Classification society changed, date of change:  | Not Applicable  |                             |
| 1.17                  | IMO type, if applicable:  | 2,3   |                             |
| 1.18                  | Does the vessel have ice class? If yes, state what level:   | N/A,  |                             |
| 1.19                  | Date / place of last dry-dock:  | Dec 01, 2014  | Istanbul, Turkey            |
| 1.20                  | Date next dry dock due  | Nov 30, 2017  |                             |
| 1.21                  | Date of last special survey / next survey due:  | Dec 01, 2014  | Nov 30, 2019                |
| 1.22                  | Date of last annual survey:   | Feb 09, 2017  |                             |
| 1.23                  | If ship has Condition Assessment Program (CAP), what is the latest overall rating:  |   |                             |
| 1.24                  | Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date? | N/A<br>Not Applicable   |                             |
| <b>Dimensions</b>     |   |   |                             |
| 1.25                  | Length Over All (LOA):  | 144.03 Metres   |                             |
| 1.26                  | Length Between Perpendiculars (LBP):  | 136 Metres  |                             |
| 1.27                  | Extreme breadth (Beam):   | 24.20 Metres  |                             |
| 1.28                  | Moulded depth:  | 12.80 Metres  |                             |
| 1.29                  | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):  | 37.20 Metres  |                             |
| 1.30                  | Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):  | 71.93 Metres  | 72.10 Metres                |
| 1.31                  | Distance bridge front to center of manifold:  | 44.50 Metres  |                             |
| 1.32                  | Parallel body distances:  | Lightship   | Normal Ballast Summer Dwt   |
|                       | Forward to mid-point manifold:  | 24.07 Metres  | 30.99 Metres 34.24 Metres   |
|                       | Aft to mid-point manifold:  | 23.74 Metres  | 29.41 Metres 35.57 Metres   |
|                       | Parallel body length:   | 47.813 Metres   | 60.407 Metres 69.802 Metres |
| 1.33                  | FWA at summer draft / TPC immersion at summer draft:  | 212 Millimetres   | 29.76 Metric Tonnes         |
| 1.34                  | What is the max height of mast above waterline (air draft)  | Full Mast   | Collapsed Mast              |
|                       | Lightship:  | 26.72 Metres  | 0 Metres                    |
|                       | Normal ballast:   | 30.47 Metres  | 0 Metres                    |
|                       | At loaded summer deadweight:  | 27.573 Metres   | 0 Metres                    |
| <b>Tonnages</b>       |   |   |                             |
| 1.35                  | Net Tonnage:  | 6,301   |                             |
| 1.36                  | Gross Tonnage / Reduced Gross Tonnage (if applicable):  | 11,641  |                             |

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|      |   |           |           |
|------|---|-----------|-----------|
| 1.37 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | 12,126.72 | 10,549.61 |
| 1.38 | Panama Canal Net Tonnage (PCNT):                | 9,795     |           |

**Loadline Information**

| 1.39 | Loadline   | Freeboard    | Draft        | Deadweight              | Displacement            |
|------|--|--------------|--------------|-------------------------|-------------------------|
|      | Summer:  | 3.209 Metres | 9.627 Metres | 19,874.07 Metric Tonnes | 25,289.53 Metric Tonnes |
|      | Winter:  | 3.409 Metres | 9.427 Metres | 19,279.49 Metric Tonnes | 24,694.99 Metric Tonnes |
|      | Tropical:  | 3.009 Metres | 9.827 Metres | 20,474.50 Metric Tonnes | 25,887.01 Metric Tonnes |
|      | Lightship:                                       | 2.35 Metres  | 10.48 Metres |                         | 5,415.46 Metric Tonnes  |
|      | Normal Ballast Condition:                        | 7.12 Metres  | 5.71 Metres  | 8,688.80 Metric Tonnes  | 14,104.20 Metric Tonnes |
| 1.40 | Does vessel have multiple SDWT?                  |              |              | No                      |                         |
| 1.41 | If yes, what is the maximum assigned deadweight? |              |              | 19,874.07 Metric Tonnes |                         |

**Ownership and Operation**

|      |                                   |   |
|------|-----------------------------------|---|
| 1.42 | Registered owner - Full style:    | MTM NORTH SOUND PTE LTD<br>78, SHENTON WAY, #13-01, SINGAPORE 079120<br>Tel: +65-6304-1770<br>Fax: +65-6220-7988<br>Telex: N.A<br>Email: singapore@mtmsm.com<br>Company IMO#: 1314037   |
| 1.43 | Technical operator - Full style:  | MTM Shipmanagement Pte. Ltd<br>78, SHENTON WAY, #13-01, 079120 SINGAPORE<br>Tel: 00 65-6304-1770<br>Fax: 00 65-6220-7988<br>Telex: N/A<br>Email: singapore@mtmsm.com<br>Web: www.mtmshipmanagement.com<br>Company IMO#: 1314037 |
| 1.44 | Commercial operator - Full style: | M.T. Maritime Management (USA) LLC<br>2960 Post Road Southport, Connecticut 06890<br>Tel: +1 203 226 7882<br>Fax: +1 203 226 8934<br>Telex: na<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:  | Dec 14, 2015 | Feb 09, 2017                | Nov 30, 2019 |
| 2.2  | Safety Radio Certificate:  | Dec 17, 2014 | Feb 09, 2017                | Nov 30, 2019 |
| 2.3  | Safety Construction Certificate:   | Dec 17, 2014 | Feb 09, 2017                | Nov 30, 2019 |
| 2.4  | Loadline Certificate:  | Dec 17, 2014 | Feb 09, 2017                | Nov 30, 2019 |
| 2.5  | International Oil Pollution Prevention Certificate (IOPPC):                    | Oct 17, 2016 | Feb 09, 2017                | Nov 30, 2019 |
| 2.6  | Safety Management Certificate (SMC):   | Jun 11, 2016 |                             | Sep 06, 2021 |
| 2.7  | Document of Compliance (DOC):  | Sep 02, 2016 |                             | Sep 16, 2021 |
| 2.8  | USCG (specify: COC, LOC or COI): COC   | May 02, 2017 |                             | May 02, 2019 |
| 2.9  | Civil Liability Convention Certificate (CLC):                                  | Jan 05, 2017 |                             | Feb 20, 2018 |
| 2.10 | Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC): | Jan 05, 2017 |                             | Feb 20, 2018 |

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|                      |  |                |                |                |
|----------------------|--|----------------|----------------|----------------|
| 2.11                 | U.S. Certificate of Financial Responsibility (COFR):   | Apr 25, 2017   |                | Apr 25, 2020   |
| 2.12                 | Certificate of Fitness (Chemicals):  | Dec 17, 2014   | Feb 09, 2017   | Nov 30, 2019   |
| 2.13                 | Certificate of Fitness (Gas):  | Not Applicable | Not Applicable | Not Applicable |
| 2.14                 | Certificate of Class:  | Dec 17, 2014   | Feb 09, 2017   | Nov 30, 2019   |
| 2.15                 | International Ship Security Certificate (ISSC):  | Jun 11, 2016   |                | Sep 06, 2021   |
| 2.16                 | International Sewage Pollution Prevention Certificate (ISPPC)  | Dec 17, 2014   |                | Nov 30, 2019   |
| 2.17                 | International Air Pollution Prevention Certificate (IAPP):   | Dec 17, 2014   | Feb 09, 2017   | Nov 30, 2019   |
| <b>Documentation</b> |  |                |                |                |
| 2.18                 | Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable: |                |                | Yes            |
| 2.19                 | Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:                     |                |                | Yes            |

|           |  |   |  |  |
|-----------|--|---|--|--|
| <b>3.</b> | <b>CREW MANAGEMENT</b>   |   |  |  |
| 3.1       | Nationality of Master:   | Burmese   |  |  |
| 3.2       | Nationality of Officers:   | Burmese, Russian  |  |  |
| 3.3       | Nationality of Crew:   | Burmese   |  |  |
| 3.4       | If Officers/Crew employed by a Manning Agency - Full style:            | Officers:<br>N/A<br>Crew:<br>N/A<br>Tel: +65 6304 1770<br>Fax: +65 6220 7988<br>Email: crew.singapore@mtmsm.com |  |  |
| 3.5       | What is the common working language onboard:                           | English   |  |  |
| 3.6       | Do officers speak and understand English:                              | Yes   |  |  |
| 3.7       | In case of Flag Of Convenience, is the ITF Special Agreement on board: | Yes   |  |  |

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

|           |   |   |  |  |
|-----------|---|---|--|--|
| <b>5.</b> | <b>FOR USA CALLS</b>  |   |  |  |
| 5.1       | Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter: | Yes   |  |  |
| 5.2       | Qualified individual (QI) - Full style:   | ECM MARITIME SERVICES, LLC<br>1 SELLECK STREET, 5TH FLOOR, SUITE<br>511 NORWALK, CT 06855, USA.<br>Tel: +1 203 857 0444<br>Fax: +1 203 857 0428<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 Highway Suite 103, Great<br>River, NY11739, USA.<br>Tel: +1 800 899 4672<br>Fax: +1 631 224 9086<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: 399.02 (1P)<br>Seg#2: 411.54 (1S)<br>Seg#3: 469.32 (2P) |  |  |

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|                               |   |  |                        |                        |
|-------------------------------|---|--|------------------------|------------------------|
|                               |   | Seg#4: 480.47 (2S)<br>Seg#5: 337.98 (3P)<br>Seg#6: 352.35 (3S)<br>Seg#7: 1171.41 (4P)<br>Seg#8: 1171.47 (4S)<br>Seg#9: 1141.69 (5P)<br>Seg#10: 1156.04 (5S)<br>Seg#11: 732.33 (6P)<br>Seg#12: 745.30 (6S)<br>Seg#13: 1062.27 (7P)<br>Seg#14: 1075.89 (7S)<br>Seg#15: 1390.31 (8P)<br>Seg#16: 1403.27 (8S)<br>Seg#17: 1144.41 (9P)<br>Seg#18: 1159.07 (9S)<br>Seg#19: 1142.63 (1P)<br>Seg#20: 1157.04 (1S)<br>Seg#21: 319.35 (2P)<br>Seg#22: 330.31 (2S)<br>Seg#23: 700.69 (3P)<br>Seg#24: 714.34 (3S)<br>Seg#25: 741.35 (4P)<br>Seg#26: 741.78 (4S)<br>(Total 26 tanks of each natural segregation with double valve.) |                        |                        |
| 6.4                           | Total cubic capacity (98%, excluding slop tanks):   | 21,651.648 Cu. Metres (slop tanks are also cargo tanks)  |                        |                        |
| 6.5                           | Slop tank(s) capacity (98%):  | 0 Cu. Metres   |                        |                        |
| 6.6                           | Residual/Retention oil tank(s) capacity (98%), if applicable:                             | 52.586 Cu. Metres  |                        |                        |
| 6.7                           | Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):             | SBT  |                        |                        |
| <b>SBT Vessels</b>            |   |  |                        |                        |
| 6.8                           | What is total capacity of SBT?  | 6,975.81 Cu. Metres  |                        |                        |
| 6.9                           | What percentage of SDWT can vessel maintain with SBT only:                                | 35.30 %  |                        |                        |
| 6.10                          | Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)       | Yes  |                        |                        |
| <b>Cargo Handling</b>         |   |  |                        |                        |
| 6.11                          | How many grades/products can vessel load/discharge with double valve segregation:         | 26   |                        |                        |
| 6.12                          | Maximum loading rate for homogenous cargo per manifold connection:                        | 455 Cu. Metres/Hour  |                        |                        |
| 6.13                          | Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:    | 476 Cu. Metres/Hour  |                        |                        |
| 6.14                          | Are there any cargo tank filling restrictions. If yes, please specify:                    | Yes<br>98  |                        |                        |
| <b>Pumping Systems</b>        |   |  |                        |                        |
| 6.15                          | Pumps:  | No.  | Type                   | Capacity               |
|                               | Cargo:  | 14<br>12   | Deepwell<br>Deepwell   | 300 M3/HR<br>200 M3/HR |
|                               | Stripping:  |  |                        |                        |
|                               | Eductors:   |  |                        |                        |
|                               | Ballast:  | 1  | Horizontal Centrifugal | 400 Cu. Metres/Hour    |
| 6.16                          | How many cargo pumps can be run simultaneously at full capacity:                          | 4  |                        |                        |
| <b>Cargo Control Room</b>     |   |  |                        |                        |
| 6.17                          | Is ship fitted with a Cargo Control Room (CCR):   | Yes  |                        |                        |
| 6.18                          | Can tank innage / ullage be read from the CCR:  | Yes  |                        |                        |
| <b>Gauging and Sampling</b>   |   |  |                        |                        |
| 6.19                          | Can ship operate under closed conditions in accordance with ISGOTT:                       | Yes  |                        |                        |
| 6.20                          | What type of fixed closed tank gauging system is fitted:                                  | Floating   |                        |                        |
| 6.21                          | Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial: | All Tanks  |                        |                        |
| <b>Vapor Emission Control</b> |   |  |                        |                        |
| 6.22                          | Is a vapor return system (VRS) fitted:  | Yes  |                        |                        |

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|      |  |   |                 |
|------|--|---|-----------------|
| 6.23 | Number/size of VRS manifolds (per side): | 3 | 150 Millimetres |
|------|--|---|-----------------|

**Venting**

|      |  |               |
|------|--|---------------|
| 6.24 | State what type of venting system is fitted: | High Velocity |
|------|--|---------------|

**Cargo Manifolds**

|      |  |  |
|------|--|--|
| 6.25 | Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment': | Yes  |
| 6.26 | What is the number of cargo connections per side:  | 26   |
| 6.27 | What is the size of cargo connections:   | 150 Millimetres (150 mm for 14 Tanks, 125mm for 12 Tanks.) |
| 6.28 | What is the material of the manifold:  | Stainless Steel  |

**Manifold Arrangement**

|      |  |   |             |
|------|--|---|-------------|
| 6.29 | Distance between cargo manifold centers:                                   | 400 Millimetres   |             |
| 6.30 | Distance ships rail to manifold:   | 4,350 Millimetres   |             |
| 6.31 | Distance manifold to ships side:   | 4,560 Millimetres   |             |
| 6.32 | Top of rail to center of manifold:   | 600 Millimetres   |             |
| 6.33 | Distance main deck to center of manifold:                                  | 2,750 Millimetres   |             |
| 6.34 | Manifold height above the waterline in normal ballast / at SDWT condition: | 9.88 Metres   | 5.98 Metres |
| 6.35 | Number / size reducers:  | 2 x 150/150mm (6/6")<br>2 x 150/100mm (6/4")<br>2 x 150/125mm (6/5")<br>2 x 150/200mm (6/8")<br>1 x 150/250mm (6/10") |             |

**Stern Manifold**

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

**Cargo Heating**

|      |   |                    |                |
|------|---|--------------------|----------------|
| 6.38 | Type of cargo heating system?                         | STEAM              |                |
| 6.39 | If fitted, are all tanks coiled?                      | Yes                |                |
| 6.40 | If fitted, what is the material of the heating coils: | SS                 |                |
| 6.41 | Maximum temperature cargo can be loaded/maintained:   | 80.0 °C / 176.0 °F | 65 °C / 149 °F |

**Tank Coating**

| 6.42 | Are cargo, ballast and slop tanks coated? | Coated | Type                     | To What Extent |
|------|---|--------|--------------------------|----------------|
|      | Cargo tanks:                              | No     | Stainless Steel SUS316LN | Yes            |
|      | Ballast tanks:                            | Yes    | Pure Epoxy               | Whole Tank     |
|      | Slop tanks:                               | No     | Stainless Steel SUS316LN |                |
| 6.43 | If fitted, what type of anodes are used:  | Zinc   |                          |                |

**7. INERT GAS AND CRUDE OIL WASHING**

|     |  |                    |
|-----|--|--------------------|
| 7.1 | Is an Inert Gas System (IGS) fitted:                                   | No                 |
| 7.2 | Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen: | Nitrogen Generator |
| 7.3 | Is a Crude Oil Washing (COW) installation fitted:                      | N/A                |

**8. MOORING**

| 8.1 | Mooring wires (on drums) | No. | Diameter      | Material | Length   | Breaking Strength |
|-----|--------------------------|-----|---------------|----------|----------|-------------------|
|     | Forecastle:              | 0   | 0 Millimetres | 0        | 0 Metres | 0 Metric Tonnes   |
|     | Main deck fwd:           | 0   | 0 Millimetres | 0        | 0 Metres | 0 Metric Tonnes   |
|     | Main deck aft:           | 0   | 0 Millimetres | 0        | 0 Metres | 0 Metric Tonnes   |
|     | Poop deck:               | 0   | 0 Millimetres | 0        | 0 Metres | 0 Metric Tonnes   |
| 8.2 | Wire tails               | No. | Diameter      | Material | Length   | Breaking Strength |
|     | Forecastle:              | 0   | 0 Millimetres | 0        | 0 Metres | 0 Metric Tonnes   |
|     | Main deck fwd:           | 0   | 0 Millimetres | 0        | 0 Metres | 0 Metric Tonnes   |
|     | Main deck aft:           | 0   | 0 Millimetres | 0        | 0 Metres | 0 Metric Tonnes   |

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|---|--|-----|----------------|--------------------------------------|---------------------|--|
|   | Poop deck:   | 0   | 0 Millimetres  | 0                                    | 0 Metres            | 0 Metric Tonnes  |
| 8.3   | Mooring ropes (on drums)   | No. | Diameter       | Material                             | Length              | Breaking Strength  |
|   | Forecastle:  | 4   | 60 Millimetres | Polyester/polypropylene mixed        | 200 Metres          | 67 Metric Tonnes   |
|   | Main deck fwd:   | 0   | 0 Millimetres  | 0                                    | 0 Metres            | 0 Metric Tonnes  |
|   | Main deck aft:   | 0   | 0 Millimetres  | Polyester/polypropylene mixed        | 0 Metres            | 0 Metric Tonnes  |
|   | Poop deck:   | 4   | 60 Millimetres | Polyester/polypropylene mixed        | 200 Metres          | 67 Metric Tonnes   |
| 8.4   | Other mooring lines  | No. | Diameter       | Material                             | Length              | Breaking Strength  |
|   | Forecastle:  | 2   | 60 Millimetres | Polyester/polypropylene mixed        | 200 Metres          | 67 Metric Tonnes   |
|   | Main deck fwd:   | 4   | 60 Millimetres | Polypropylene & Polyester Interwoven | 200 Metres          | 67 Metric Tonnes   |
|   | Main deck aft:   | 0   | 0 Millimetres  | 0                                    | 0 Metres            | 0 Metric Tonnes  |
|   | Poop deck:   | 2   | 60 Millimetres | Polyester/polypropylene mixed        | 200 Metres          | 67 Metric Tonnes   |
| 8.5   | Mooring winches  |     |                | No.                                  | # Drums             | Brake Capacity   |
|   | Forecastle:  |     |                | 2                                    | Double              | 26.50 Metric Tonnes  |
|   | Main deck fwd:   |     |                | 0                                    |                     | 0 Metric Tonnes  |
|   | Main deck aft:   |     |                | 0                                    |                     | 0 Metric Tonnes  |
|   | Poop deck:   |     |                | 2                                    | Double              | 26.50 Metric Tonnes  |
| 8.6   | Mooring bitts  |     |                |                                      | No.                 | SWL  |
|   | Forecastle:  |     |                |                                      | 6                   | 70.80 Metric Tonnes (70.8 T FOR 4 BITS, 56.7 T FOR 2 BITS.)                  |
|   | Main deck fwd:   |     |                |                                      | 2                   | 56.70 Metric Tonnes  |
|   | Main deck aft:   |     |                |                                      | 2                   | 11.80 Metric Tonnes  |
|   | Poop deck:   |     |                |                                      | 6                   | 70.80 Metric Tonnes (70.8 T FOR 4 BITS, 56.7 T FOR 4 BITS)                   |
| 8.7   | Closed chocks and/or fairleads of enclosed type  |     |                |                                      | No.                 | SWL  |
|   | Forecastle:  |     |                |                                      | 7                   | 62.70 Metric Tonnes (62.7 T FOR 2 BITS, 62.8 T FOR 1 BIT, 82.4 T FOR 4 BITS) |
|   | Main deck fwd:   |     |                |                                      | 2                   | 46.10 Metric Tonnes  |
|   | Main deck aft:   |     |                |                                      | 4                   | 11.80 Metric Tonnes  |
|   | Poop deck:   |     |                |                                      | 10                  | 62.70 Metric Tonnes (62.7 T FOR 6 BITS, 82.4 T FOR 4 BITS.)                  |
| <b>Emergency Towing System</b>              |  |     |                |                                      |                     |  |
| 8.8   | Type / SWL of Emergency Towing system forward:   |     |                |                                      | N/A                 |  |
| 8.9   | Type / SWL of Emergency Towing system aft:   |     |                |                                      | N/A                 |  |
| <b>Anchors</b>                              |  |     |                |                                      |                     |  |
| 8.10  | Number of shackles on port cable:  |     |                |                                      |                     | 10   |
| 8.11  | Number of shackles on starboard cable:   |     |                |                                      |                     | 10   |
| <b>Escort Tug</b>                           |  |     |                |                                      |                     |  |
| 8.12  | What is SWL and size of closed chock and/or fairleads of enclosed type on stern:   |     |                |                                      | 70.80 Metric Tonnes |  |
| 8.13  | What is SWL of bollard on poopdeck suitable for escort tug:  |     |                |                                      |                     | 56.70 Metric Tonnes  |
| <b>Bow/Stern Thruster</b>                   |  |     |                |                                      |                     |  |
| 8.14  | What is brake horse power of bow thruster (if fitted):   |     |                |                                      | 864 bhp             | 644.28 Kilowatt  |
| 8.15  | What is brake horse power of stern thruster (if fitted):   |     |                |                                      | 0 bhp               | 0 Kilowatt   |
| <b>Single Point Mooring (SPM) Equipment</b> |  |     |                |                                      |                     |  |
| 8.16  | Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)': |     |                |                                      |                     | No   |

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

|                                    |   |                               |
|------------------------------------|---|-------------------------------|
| 8.17                               | Is vessel fitted with chain stopper(s):   | No                            |
| 8.18                               | How many chain stopper(s) are fitted:   | 0                             |
| 8.19                               | State type of chain stopper(s) fitted:  | 0                             |
| 8.20                               | Safe Working Load (SWL) of chain stopper(s):  | 0 Metric Tonnes               |
| 8.21                               | What is the maximum size chain diameter the bow stopper(s) can handle:  | 0 Millimetres                 |
| 8.22                               | Distance between the bow fairlead and chain stopper/bracket:  | 0 Millimetres                 |
| 8.23                               | Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:                  | Yes                           |
| <b>Lifting Equipment</b>           |   |                               |
| 8.24                               | Derrick / Crane description (Number, SWL and location):   | Cranes: 1 x 5 Tonnes, MIDSHIP |
| 8.25                               | What is maximum outreach of cranes / derricks outboard of the ship's side:  | 2 Metres                      |
| <b>Ship To Ship Transfer (STS)</b> |   |                               |
| 8.26                               | Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable): | Yes                           |

|                                   |   |  |
|-----------------------------------|---|--|
| <b>9.</b>                         | <b>MISCELLANEOUS</b>  |  |
| <b>Engine Room</b>                |   |  |
| 9.1                               | What type of fuel is used for main propulsion?  | 380 cst  |
| 9.2                               | What type of fuel is used in the generating plant?  | Diesel   |
| 9.3                               | Capacity of bunker tanks - IFO and MDO/MGO:   | 1,133.10 Cu. Metres      126.10 Cu. Metres<br>0 Cu. Metres   |
| 9.4                               | Is vessel fitted with fixed or controllable pitch propeller(s)?   |  |
| <b>Insurance</b>                  |   |  |
| 9.5                               | P & I Club - Full Style:  | NORTH OF ENGLAND<br>The Quayside, Newcastle upon Tyne, NE1<br>3DU UK<br>Tel: +44 191 232 5221<br>Fax: +44 191 261 0540<br>Email: general@nepia.com |
| 9.6                               | P & I Club coverage - pollution liability coverage:   | 1,000,000,000 US\$   |
| <b>Port State Control</b>         |   |  |
| 9.7                               | Date and place of last Port State Control inspection:   | May 02, 2017 / Galveston   |
| 9.8                               | Any outstanding deficiencies as reported by any Port State Control:   | No   |
| 9.9                               | If yes, provide details:  | NA   |
| <b>Recent Operational History</b> |   |  |
| 9.10                              | Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:   | Pollution: No,<br>Grounding: No ,<br>Serious casualty: No , 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:   | Apr 02, 2017 / Fortaleza   |
| 9.13                              | Date/Place of last CDI Inspection:  | Apr 05, 2016 / Jacksonville  |
| 9.14                              | Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*:<br><br>* "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis. | BHP-RIGHTSHIP, CDI, NESTE OIL,<br>CHEVRON, ENOC  |

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.

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