

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	May 31, 2017	
1.2	Vessel's name:	MTM Southport	
1.3	IMO number:	9416032	
1.4	Vessel's previous name(s) and date(s) of change:	GOLTEN (Sep 04, 2010)	
1.5	Date delivered:	Jan 16, 2008	
1.6	Builder (where built):	Fukuoka Shipbuilding Co. Ltd, JAPAN	
1.7	Flag:	Singapore	
1.8	Port of Registry:	SINGAPORE	
1.9	Call sign:	9VFAQ5	
1.10	Vessel's satcom phone number:	+88 1677756045 / +01 401 3711118 / +65 315 80953	
	Vessel's fax number:	NA	
	Vessel's telex number:	456567710	
	Vessel's email address:	master.mtmsouthport@mtmsm.amosconnect.com	
1.11	Type of vessel:	Oil/Chemical Tanker	
1.12	Type of hull:	Double Hull	
<b>Classification</b>			
1.13	Classification society:	Nippon Kaiji Kyokai	
1.14	Class notation:	NS* ( Oils-Chemicals Tanker,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:	No,	
1.19	Date / place of last dry-dock:	Aug 26, 2015	Shanghai, China
1.20	Date next dry dock due	Aug 25, 2018	
1.21	Date of last special survey / next survey due:	Aug 26, 2015	Aug 25, 2020
1.22	Date of last annual survey:	Jul 07, 2016	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		
1.24	Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date?	N/A	
<b>Dimensions</b>			
1.25	Length Over All (LOA):	146.60 Metres	
1.26	Length Between Perpendiculars (LBP):	138.00 Metres	
1.27	Extreme breadth (Beam):	23.73 Metres	
1.28	Moulded depth:	13.00 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	37.70 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	73.25 Metres	73.35 Metres
1.31	Distance bridge front to center of manifold:	45.15 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	25.72 Metres	29.75 Metres 30.80 Metres
	Aft to mid-point manifold:	24.41 Metres	29.76 Metres 35.67 Metres
	Parallel body length:	50.13 Metres	59.51 Metres 66.47 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	218 Millimetres	29.35 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	35.365 Metres	0 Metres
	Normal ballast:	31.079 Metres	0 Metres
	At loaded summer deadweight:	27.963 Metres	0 Metres
<b>Tonnages</b>			
1.35	Net Tonnage:	6,323	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	11,770	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	12,290.72	10,618.94

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1.38	Panama Canal Net Tonnage (PCNT):					9,901
<b>Loadline Information</b>						
1.39	Loadline Annex I	Freeboard	Draft	Deadweight	Displacement	
	Summer:	3.351 Metres	9.663 Metres	19,998.39 Metric Tonnes	25,429.13 Metric Tonnes	
	Winter:	3.552 Metres	9.462 Metres	19,409.02 Metric Tonnes	24,839.76 Metric Tonnes	
	Tropical:	3.15 Metres	9.864 Metres	20,590.33 Metric Tonnes	26,021.07 Metric Tonnes	
	Lightship:	10.701 Metres	2.335 Metres		5,430.74 Metric Tonnes	
	Normal Ballast Condition:	7.142 Metres	5.795 Metres	8,052 Metric Tonnes	13,482.74 Metric Tonnes	
1.39	Loadline Annex II	Freeboard	Draft	Deadweight	Displacement	
	Summer:	3.277 Metres	9.737 Metres	20,216.03 Metric Tonnes	25,646.77 Metric Tonnes	
	Winter:	3.48 Metres	9.534 Metres	19,619.84 Metric Tonnes	25,050.58 Metric Tonnes	
	Tropical:	3.074 Metres	9.94 Metres	20,814.78 Metric Tonnes	26,245.52 Metric Tonnes	
	Lightship:	10.701 Metres	2.335 Metres		5,430.74 Metric Tonnes	
	Normal Ballast Condition:	7.142 Metres	5.795 Metres	8,052 Metric Tonnes	13,482.74 Metric Tonnes	
1.40	Does vessel have multiple SDWT?				Yes	
1.41	If yes, what is the maximum assigned deadweight?				20,216.03 Metric Tonnes	
<b>Ownership and Operation</b>						
1.42	Registered owner - Full style:	M.T.M. SOUTHPORT 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				
1.43	Technical operator - Full style:	M.T.M. 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 U.S.A. Tel: +1 203.226.7882 Fax: +1 203.226.8934 Email: OPERATIONS@MTMARITIME.COM				
1.45	Disponent owner - Full style:	MTM Trading LLC Trust Company Complex, Ajeltake Island, Ajeltake Road, Majuro, Marshall Isands MH 96960				

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Sep 16, 2015	Jul 07, 2016	Aug 25, 2020
2.2	Safety Radio Certificate:	Sep 16, 2015	Jul 07, 2016	Aug 25, 2020
2.3	Safety Construction Certificate:	Sep 16, 2015	Jul 07, 2016	Aug 25, 2020
2.4	Loadline Certificate:	Sep 16, 2015	Jul 07, 2016	Aug 25, 2020
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Oct 20, 2016		Aug 25, 2020

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2.6	Safety Management Certificate (SMC):	Jan 11, 2016		Feb 16, 2021
2.7	Document of Compliance (DOC):	Sep 02, 2016		Sep 16, 2021
2.8	USCG (specify: COC, LOC or COI): <b>COC</b>	Sep 19, 2016	Dec 05, 2014	Sep 19, 2018
2.9	Civil Liability Convention Certificate (CLC):	Jan 05, 2017	Not Applicable	Feb 20, 2018
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Jan 05, 2017	Not Applicable	Feb 20, 2018
2.11	U.S. Certificate of Financial Responsibility (COFR):	Sep 15, 2016		Sep 15, 2019
2.12	Certificate of Fitness (Chemicals):	Mar 14, 2016	Jul 07, 2016	Aug 25, 2020
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Sep 16, 2015	Jul 07, 2016	Aug 25, 2020
2.15	International Ship Security Certificate (ISSC):	Jan 09, 2016	Jan 23, 2014	Feb 16, 2021
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Sep 16, 2015	Not Applicable	Aug 25, 2020
2.17	International Air Pollution Prevention Certificate (IAPP):	Sep 16, 2015	Jul 07, 2016	Aug 25, 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

<b>3.</b>	<b>CREW MANAGEMENT</b>		
3.1	Nationality of Master:	Burmese	
3.2	Nationality of Officers:	Burmese	
3.3	Nationality of Crew:	Burmese, Indian	
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: N/A Crew: N/A	
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 Service, 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 Corp 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	

<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>			

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6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 641.436 (1P) Seg#2: 656.296 (1S) Seg#3: 1140.541 (2P) Seg#4: 1153.639 (2S) Seg#5: 1514.213 (3P) Seg#6: 1514.042 (3S) Seg#7: 1375.969 (4P) Seg#8: 1389.333 (4S) Seg#9: 724.633 (5P) Seg#10: 738.927(5S) Seg#11: 1376.921(6P) Seg#12: 1389.829(6S) Seg#13: 1377.063(7P) Seg#14: 1390.791(7S) Seg#15: 1361.844 (8P) Seg#16: 1375.447 (8S) Seg#17: 671.151 (9P) Seg#18: 684.884 (9S) Seg#19: 564.498 (10P) Seg#20: 578.033 (10S) (Total 20 tanks of each natural segregation with double valve.)		
6.4	Total cubic capacity (98%, excluding slop tanks):	21,619.499 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:			
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?	6,811.21 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	36.70 %		
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:	20		
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:	1,820 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes Designed Specific Gravity of all cargo tanks is 1.50 Ton/M3		
<b>Pumping Systems</b>				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12 8	Centrifugal Centrifugal	300 M3/HR 200 M3/HR
	Stripping:			
	Eductors:			
	Ballast:	1	Centrifugal	400 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:	4		
<b>Cargo Control Room</b>				
6.17	Is ship fitted with a Cargo Control Room (CCR):	Yes		
6.18	Can tank innage / ullage be read from the CCR:	Yes		
<b>Gauging and Sampling</b>				
6.19	Can ship operate under closed conditions in accordance with ISGOTT:	Yes		
6.20	What type of fixed closed tank gauging system is fitted:	Radar		
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		
6.23	Number/size of VRS manifolds (per side):	4	150 Millimetres	

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<b>Venting</b>			
6.24	State what type of venting system is fitted:	Independent	
<b>Cargo Manifolds</b>			
6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':	N/A	
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:	SUS 316L	
<b>Manifold Arrangement</b>			
6.29	Distance between cargo manifold centers:	400 Millimetres	
6.30	Distance ships rail to manifold:	4,350 Millimetres	
6.31	Distance manifold to ships side:	4,550 Millimetres	
6.32	Top of rail to center of manifold:	700 Millimetres	
6.33	Distance main deck to center of manifold:	2,509 Millimetres	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	10.07 Metres	5.96 Metres
6.35	Number / size reducers:	2 x 150/100mm (6/4") 2 x 150/125mm (6/5") 2 x 150/150mm (6/6") 2 x 150/200mm (6/8") 1 x 150/300mm (6/12")	
<b>Stern Manifold</b>			
6.36	Is vessel fitted with a stern manifold:	No	
6.37	If stern manifold fitted, state size:		
<b>Cargo Heating</b>			
6.38	Type of cargo heating system?	STEAM	
6.39	If fitted, are all tanks coiled?	Yes	
6.40	If fitted, what is the material of the heating coils:	Stainless Steel	
6.41	Maximum temperature cargo can be loaded/maintained:	80.0 °C / 176.0 °F	65 °C / 149 °F
<b>Tank Coating</b>			
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type To What Extent
	Cargo tanks:	No	Stainless Steel SUS316L
	Ballast tanks:	Yes	Epoxy Whole Tank
	Slop tanks:	No	Stainless Steel SUS316L
6.43	If fitted, what type of anodes are used:	N/A	

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

<b>8.</b>	<b>MOORING</b>					
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
	Poop deck:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	60 Millimetres	Polypropylene	220 Metres	59.50 Metric Tonnes

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				Mooring Suoperturf		
	Main deck fwd:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Poop deck:	4	55 Millimetres	Polypropylene & Ployester Interwoven	207 Metres	55.00 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	55 Millimetres	Polypropylene & Ployester Interwoven	207 Metres	55.00 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	55 Millimetres	Polypropylene & Ployester Interwoven	207 Metres	55.00 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double Drums	22.50 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:			2	Double Drums	22.50 Metric Tonnes
8.6	Mooring bitts				No.	SWL
	Forecastle:				8	70.60 Metric Tonnes
	Main deck fwd:				2	70.60 Metric Tonnes
	Main deck aft:				2	70.60 Metric Tonnes
	Poop deck:				8	70.60 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				8	118.40 Metric Tonnes
	Main deck fwd:				4	68.40 Metric Tonnes
	Main deck aft:				2	68.40 Metric Tonnes
	Poop deck:				9	18.40 Metric Tonnes
<b>Emergency Towing System</b>						
8.8	Type / SWL of Emergency Towing system forward:				ETS-DKF	200 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:				ETS-DKA	200 Metric Tonnes
<b>Anchors</b>						
8.10	Number of shackles on port cable:					10.50
8.11	Number of shackles on starboard cable:					10.50
<b>Escort Tug</b>						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				102.90 Metric Tonnes	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:					70.80 Metric Tonnes
<b>Bow/Stern Thruster</b>						
8.14	What is brake horse power of bow thruster (if fitted):				870 bhp	648.75 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):					0 Kilowatt
<b>Single Point Mooring (SPM) Equipment</b>						
8.16	Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)':					N/A
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:					N/A
<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:					5 Metres
<b>Ship To Ship Transfer (STS)</b>						

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8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):	N/A
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**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/MDO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	933.38 Cu. Metres	122.49 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	

**Insurance**

9.5	P & I Club - Full Style:	NORTH ENGLAND The Quayside, Newcastle upon Tyne, NE13DU UK Tel: +44(0)191 2325 221 Fax: +44 (0) 191 2610 540 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:	Mar 14, 2017 / Jorf Lasfar
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, Grounding: No , Serious casualty: No , 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.

**Vetting**

9.12	Date/Place of last SIRE Inspection:	May 27, 2017 / Rotterdam
9.13	Date/Place of last CDI Inspection:	Jan 12, 2016 / ULSAN
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>	NESTE OIL , PHILIPS66, CDI

 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