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|-----------------------|---|---|---------------------|
| 1. | VESSEL DESCRIPTION | | |
| 1.1 | Date updated: | Nov 30, 2018 | |
| 1.2 | Vessel's name: | MTM New Orleans | |
| 1.3 | IMO number: | 9749398 | |
| 1.4 | Vessel's previous name(s) and date(s) of change: | Not Applicable | |
| 1.5 | Date delivered: | 30-Mar-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: | 9V2993 | |
| 1.10 | Vessel's satcom phone number: | +1 904 596 1181 / +1 904 240 3110 / 870 7732 05650 | |
| | Vessel's fax number: | NA | |
| | Vessel's telex number: | 456 588 410 | |
| | Vessel's email address: | master@neworleans.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* (CSR, Tanker, Oils Flashpoint on and below 60°C and Chemicals Type II & III, PSPC-WBT) (ESP)(IHM) MNS* | |
| 1.15 | If Classification society changed, name of previous society: | N/A | |
| 1.16 | If Classification society changed, date of change: | N/A | |
| 1.17 | IMO type, if applicable: | Type II & III | |
| 1.18 | Does the vessel have ice class? If yes, state what level: | No, | |
| 1.19 | Date / place of last dry-dock: | 30 Mar 2016 | Japan |
| 1.20 | Date next dry dock due | 29 Mar 2019 | |
| 1.21 | Date of last special survey / next survey due: | NA | 29 Mar 2021 |
| 1.22 | Date of last annual survey: | 28-Feb-2018 | |
| 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): | 179.53 Metres | |
| 1.26 | Length Between Perpendiculars (LBP): | 172.00 Metres | |
| 1.27 | Extreme breadth (Beam): | 27.40 Metres | |
| 1.28 | Moulded depth: | 16.30 Metres | |
| 1.29 | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): | 43.84 Metres | |
| 1.30 | Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM): | 89.13 Metres | 90.40 Metres |
| 1.31 | Distance bridge front to center of manifold: | 60.64 Metres | |
| 1.32 | Parallel body distances: | Lightship | Normal Ballast |
| | Forward to mid-point manifold: | 33.02 Metres | 34.88 Metres |
| | Aft to mid-point manifold: | 26.45 Metres | 36.68 Metres |
| | Parallel body length: | 59.47 Metres | 71.56 Metres |
| 1.33 | FWA at summer draft / TPC immersion at summer draft: | 260 Millimetres | 42.94 Metric Tonnes |
| 1.34 | What is the max height of mast above waterline (air draft) | Full Mast | Collapsed Mast |
| | Lightship: | 41.12 Metres | 0 Metres |
| | Normal ballast: | 37.47 Metres | 0 Metres |
| | At loaded summer deadweight: | 32.233 Metres | 0 Metres |
| Tonnages | | | |
| 1.35 | Net Tonnage: | 10,272 | |
| 1.36 | Gross Tonnage / Reduced Gross Tonnage (if applicable): | 21,198 | |

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|--------------------------------|--|--|---------------|----------------------|----------------------|
| 1.37 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | | 22,398.21 | 19,704.41 | |
| 1.38 | Panama Canal Net (PCNT): | | 17,679 | | |
| Loadline Information | | | | | |
| 1.39 | Loadline Annex I | Freeboard | Draft | Deadweight | Displacement |
| | Summer: | 4.728 Metres | 11.607 Metres | 36,028 Metric Tonnes | 44,861 Metric Tonnes |
| | Winter: | 4.969 Metres | 11.366 Metres | 34,991 Metric Tonnes | 43,824 Metric Tonnes |
| | Tropical: | 4.227 Metres | 12.108 Metres | 37,049 Metric Tonnes | 45,882 Metric Tonnes |
| | Lightship: | 13.764 Metres | 2.571 Metres | | 8,833 Metric Tonnes |
| | Normal Ballast Condition: | 9,965 Metres | 6.370 Metres | 14,396 Metric Tonnes | 23,189 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 NEW ORLEANS 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#: 5908941 | | | |
| 1.43 | Technical operator - Full style: | MTM SHIP MANAGEMENT PTE LTD 78 SHENTON WAY, #13-01, SINGAPORE 079120 Tel: +65 63041770 Fax: +65 62207988 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.mtmrmaritime.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: | 27-May-2016 | 28-Feb-2018 | 29-Mar-2021 |
| 2.2 | Safety Radio Certificate: | 27-May-2016 | 28-Feb-2018 | 29-Mar-2021 |
| 2.3 | Safety Construction Certificate: | 27-May-2016 | 28-Feb-2018 | 29-Mar-2021 |
| 2.4 | Loadline Certificate: | 27-May-2016 | 28-Feb-2018 | 29-Mar-2021 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | 20-Oct-2016 | 28-Feb-2018 | 29-Mar-2021 |
| 2.6 | Safety Management Certificate (SMC): | 06-Aug-2016 | Not Applicable | 05-Aug-2021 |
| 2.7 | Document of Compliance (DOC): | 02-Sep-2016 | Nov 08, 2018 | 16-Sep-2021 |
| 2.8 | USCG (specify: COC, LOC or COI): COC | 06-May-2018 | Not Applicable | 06-May-2020 |
| 2.9 | Civil Liability Convention Certificate (CLC): | 08-Jan-2018 | | 20-Feb-2019 |
| 2.10 | Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC): | 05-Jan-2018 | | 20-Feb-2019 |
| 2.11 | U.S. Certificate of Financial Responsibility (COFR): | 05-Apr-2016 | | 05-Apr-2019 |
| 2.12 | Certificate of Fitness (Chemicals): | 27-May-2016 | 28-Feb-2018 | 29-Mar-2021 |
| 2.13 | Certificate of Fitness (Gas): | Not Applicable | Not Applicable | Not Applicable |

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| 2.14 | Certificate of Class: | 27-May-2016 | 28-Feb-2018 | 29-Mar-2021 |
| 2.15 | International Ship Security Certificate (ISSC): | 06-Aug-2016 | Not Applicable | 05-Aug-2021 |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC) | 27-May-2016 | | 29-Mar-2021 |
| 2.17 | International Air Pollution Prevention Certificate (IAPP): | 27-May-2016 | 28-Feb-2018 | 29-Mar-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 ITOF and will remain so for the entire duration of this voyage/contract: | Yes | | |

| | | | | |
|-----------|--|--|--|--|
| 3. | CREW MANAGEMENT | | | |
| 3.1 | Nationality of Master: | MYANMAR | | |
| 3.2 | Nationality of Officers: | MYANMAR | | |
| 3.3 | Nationality of Crew: | MYANMAR | | |
| 3.4 | If Officers/Crew employed by a Manning Agency - Full style: | Officers: N/A, Directly employed by Technical Operator Crew: N/A, 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 Ste. T103 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 SS 316 L | | |
| Cargo Tank Capacities | | | | |
| 6.3 | Capacity (98%) of each natural segregation with double valve (specify tanks): | Seg#1: 1958.501 (1P) Seg#2: 1960.569 (1S) Seg#3: 2315.012 (2P) Seg#4: 2326.490 (2S) Seg#5: 2391.164 (3P) Seg#6: 2401.280 (3S) Seg#7: 2390.264 (4P) Seg#8: 2403.009 (4S) Seg#9: 2390.811 (5P) Seg#10: 2401.777 (5S) | | |

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|-------------------------------|--|--|-----------------|-------------------|
| | | Seg#11: 2390.682 (6P) Seg#12: 2403.885 (6S) Seg#13: 2358.376 (7P) Seg#14: 2367.906 (7S) Seg#15: 2170.658 (8P) Seg#16: 2180.190 (8S) Slop: 757.001 (Slop P) Slop: 756.392 (Slop S) | | |
| 6.4 | Total cubic capacity (98%, excluding slop tanks): | 36810.57 Cu. Metres | | |
| 6.5 | Slop tank(s) capacity (98%): | 1513.393 Cu. Metres | | |
| 6.6 | Residual/Retention oil tank(s) capacity (98%), if applicable: | 56.12 Cu meters | | |
| 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? | 12739.63 Cu. Metres | | |
| 6.9 | What percentage of SDWT can vessel maintain with SBT only: | 36.2 % | | |
| 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: | 18 | | |
| 6.12 | Maximum loading rate for homogenous cargo per manifold connection: | 408.6 Cu. Metres/Hour | | |
| 6.13 | Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds: | 3268.8 Cu. Metres/Hour | | |
| 6.14 | Are there any cargo tank filling restrictions. If yes, please specify: | Yes $\rho=1.30$ (Sloshing 1.85) | | |
| Pumping Systems | | | | |
| 6.15 | Pumps: | No. | Type | Capacity |
| | Cargo: | 16/ 2 | Framo | 300 / 200 Cu M/Hr |
| | Stripping: | | | |
| | Eductors: | | | |
| | Ballast: | 2 | Framo | 650 Cu M/hr |
| 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 TYPE (level echo) & Float type for 2 Slop Tanks | | |
| 6.21 | Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial: | YES, 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: | High Velocity PV (Press Vac) | | |
| 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: | 18 | | |
| 6.27 | What is the size of cargo connections: | 150 Millimetres | | |
| 6.28 | What is the material of the manifold: | SUS 316L | | |
| Manifold Arrangement | | | | |
| 6.29 | Distance between cargo manifold centers: | 500 Millimetres | | |
| 6.30 | Distance ships rail to manifold: | 3407 Millimetres | | |

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|------|--|--|-------------|
| 6.31 | Distance manifold to ships side: | 3550 Millimetres | |
| 6.32 | Top of rail to center of manifold: | 1829 Millimetres | |
| 6.33 | Distance main deck to center of manifold: | 3108 Millimetres | |
| 6.34 | Manifold height above the waterline in normal ballast / at SDWT condition: | 13.07Meters | 7.82 Meters |
| 6.35 | Number / size reducers: | 4 x 100/150mm (4/6") 2 x 100/150mm (4/6") 2 x 100/250mm (4/10") 1 x 150/150mm (6/6") 2 x 150/200mm (6/8") 2 x 150/200mm (6/8") 2 x 150/250mm (6/10") 2 x 200/250mm (8/10") 2 x 200/250mm (8/10") 1 x 250/300mm (10/12") | |

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? | Steam | |
| 6.39 | If fitted, are all tanks coiled? | Yes | |
| 6.40 | If fitted, what is the material of the heating coils: | SS316 L | |
| 6.41 | Maximum temperature cargo can be loaded/maintained: | 90 C | 75 C |

Tank Coating

| 6.42 | Are cargo, ballast and slop tanks coated? | Coated | Type | To What Extent |
|------|---|--------|---|----------------|
| | Cargo tanks: | YES | Stainless Steel (SUS 316LN) & SUS Clad Steel(SUS316L) | Whole Tank |
| | Ballast tanks: | Yes | NTE HB x 2 (applied to PSPC) | Whole Tank |
| | Slop tanks: | Yes | Stainless Steel (SUS 316LN) & SUS Clad Steel(SUS316L) | Whole Tank |
| 6.43 | If fitted, what type of anodes are used: | NA | | |

7. INERT GAS AND CRUDE OIL WASHING

| | | |
|-----|--|--|
| 7.1 | Is an Inert Gas System (IGS) fitted: | YES 1875 Nm ³ /h @ 95% N ₂ 380 Nm ³ /h @ 99.9% N ₂ |
| 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: | N/A | | N/A | | N/A |
| | Main deck fwd: | N/A | | N/A | | N/A |
| | Main deck aft: | N/A | | N/A | | N/A |
| | Poop deck: | N/A | | N/A | | N/A |
| 8.2 | Wire tails | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | N/A | N/A | N/A | N/A | N/A |
| | Main deck fwd: | N/A | N/A | N/A | N/A | N/A |
| | Main deck aft: | N/A | N/A | N/A | N/A | N/A |
| | Poop deck: | N/A | N/A | N/A | N/A | N/A |
| 8.3 | Mooring ropes (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 6 | 60 Millimetres | Polypropylene and Polyester Composite | 220 Metres | 53.2 Metric Tonnes |

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|---|--|----------------|----------------|---------------------------------------|-------------------|--------------------|
| | Main deck fwd: | N/A | | | | |
| | Main deck aft: | N/A | | | | |
| | Poop deck: | 6 | 60 Millimetres | Polypropylene and Polyester Composite | 220 Metres | 53.2 Metric Tonnes |
| 8.4 | Other mooring lines | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 5 | 60 Millimetres | Polypropylene and Polyester Composite | 200 Metres | 53.2 Metric Tonnes |
| | Main deck fwd: | N/A | | | | |
| | Main deck aft: | N/A | | | | |
| | Poop deck: | 4 | 60 Millimetres | Polypropylene and Polyester Composite | 200 Metres | 53.2 Metric Tonnes |
| 8.5 | Mooring winches | | | No. | # Drums | Brake Capacity |
| | | Forecastle: | | 3 | 6 | 31.93 Tonnes |
| | | Main deck fwd: | | N/A | | |
| | | Main deck aft: | | N/A | | |
| | | Poop deck: | | 2 | 6 | 31.93 Tonnes |
| 8.6 | Mooring bitts | | | | No. | SWL |
| | | Forecastle: | | 1 | | 111 Metric Tonnes |
| | | | | 3 | | 64 Metric Tonnes |
| | | Main deck fwd: | | 2 | | 64 Metric Tonnes |
| | | | | 2 | | 52 Metric Tonnes |
| | | Main deck aft: | | 2 | | 64 Metric Tonnes |
| | | | | 2 | | 52 Metric Tonnes |
| | | Poop deck: | | 1 | | 111 Metric Tonnes |
| | | | | 3 | | 64 Metric Tonnes |
| | | | | 4 | | 52 Metric Tonnes |
| 8.7 | Closed chocks and/or fairleads of enclosed type | | | | No. | SWL |
| | | Forecastle: | | 1 | | 204 Metric Tonnes |
| | | | | 2 | | 126 Metric Tonnes |
| | | Main deck fwd: | | 2 | | 89 Metric Tonnes |
| | | | | 12 | | 80 Metric Tonnes |
| | | Main deck aft: | | 2 | | 80 Metric Tonnes |
| | | Poop deck: | | 3 | | 126 Metric Tonnes |
| | | | | 2 | | 89 Metric Tonnes |
| Emergency Towing System | | | | | | |
| 8.8 | Type / SWL of Emergency Towing system forward: | | | | ETS4000FSR-SJ1 | 204 Metric Tonnes |
| 8.9 | Type / SWL of Emergency Towing system aft: | | | | ETS2000A-SJ2 | 102 Metric Tonnes |
| Anchors | | | | | | |
| 8.10 | Number of shackles on port cable: | | | | | 11 |
| 8.11 | Number of shackles on starboard cable: | | | | | 11 |
| Escort Tug | | | | | | |
| 8.12 | What is SWL and size of closed chock and/or fairleads of enclosed type on stern: | | | | 126 Metric Tonnes | 250x450mm |
| 8.13 | What is SWL of bollard on poopdeck suitable for escort tug: | | | | | 111 Metric Tonnes |
| Bow/Stern Thruster | | | | | | |
| 8.14 | What is brake horse power of bow thruster (if fitted): | | | | NA | |
| 8.15 | What is brake horse power of stern thruster (if fitted): | | | | NA | |
| 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 | |

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| 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: | φ76 |
| 8.22 | Distance between the bow fairlead and chain stopper/bracket: | 3,202 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 |
| Lifting Equipment | | |
| 8.24 | Derrick / Crane description (Number, SWL and location): | Cranes: 1 x 10 Tonnes, Midship |
| 8.25 | What is maximum outreach of cranes / derricks outboard of the ship's side: | 4.3 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 |

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| 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 & MGO |
| 9.3 | Capacity of bunker tanks - IFO and MDO/MGO: | 1574.23 Cu. Metres 203.26 Cu. Metres 0 Cu. Metres |
| 9.4 | Is vessel fitted with fixed or controllable pitch propeller(s)? | |
| Insurance | | |
| 9.5 | P & I Club - Full Style: | NORTH OF 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: | 30 Nov 2018 / Yuzhny |
| 9.8 | Any outstanding deficiencies as reported by any Port State Control: | No |
| 9.9 | If yes, provide details: | Not Applicable |
| 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: | 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: | 19 Aug 2018 / ULSAN |
| 9.13 | Date/Place of last CDI Inspection: | 19 Apr 2016 / DUMAI |
| 9.14 | Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: * "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis. | |

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