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|-----------------------|---|--|---------------------------|
| 1. | VESSEL DESCRIPTION | | |
| 1.1 | Date updated: | Aug 31, 2021 | |
| 1.2 | Vessel's name: | MTM Rio Grande | |
| 1.3 | IMO number: | 9314911 | |
| 1.4 | Vessel's previous name(s) and date(s) of change: | Maersk Mediterranean (Feb 16, 2012) Gan-Voyager (Jan 11, 2007) | |
| 1.5 | Date delivered: | Jan 11, 2007 | |
| 1.6 | Builder (where built): | Hyundai Mipo Dockyard Co., Ltd. | |
| 1.7 | Flag: | Singapore | |
| 1.8 | Port of Registry: | Singapore | |
| 1.9 | Call sign: | 9V9283 | |
| 1.10 | Vessel's satcom phone number: | +870 773 935 768 | |
| | Vessel's fax number: | N/A | |
| | Vessel's telex number: | N/A | |
| | Vessel's email address: | MTMRioGrande@ipsignature3.net | |
| 1.11 | Type of vessel: | Oil Tanker (Crude Oil /Product carrier) | |
| 1.12 | Type of hull: | Double Hull | |
| Classification | | | |
| 1.13 | Classification society: | American Bureau of Shipping | |
| 1.14 | Class notation: | A1,Chemical Carrier,Oil Carrier, AMS, ACCU, ESP, SPMA, TCM, VEC, PMP | |
| 1.15 | If Classification society changed, name of previous society: | Det Norske Veritas | |
| 1.16 | If Classification society changed, date of change: | May 17, 2015 | |
| 1.17 | IMO type, if applicable: | | |
| 1.18 | Does the vessel have ice class? If yes, state what level: | No, N/A | |
| 1.19 | Date / place of last dry-dock: | Dec 03, 2016 | Dubai |
| 1.20 | Date next dry dock due | Jan 11, 2022 | |
| 1.21 | Date of last special survey / next survey due: | Dec 08, 2016 | Jan 11, 2022 |
| 1.22 | Date of last annual survey: | Feb 10, 2021 | |
| 1.23 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | No, N/A | |
| 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): | 183.21 Metres | |
| 1.26 | Length Between Perpendiculars (LBP): | 174.00 Metres | |
| 1.27 | Extreme breadth (Beam): | 32.23 Metres | |
| 1.28 | Moulded depth: | 18.83 Metres | |
| 1.29 | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): | 47.82 Metres | |
| 1.30 | Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM): | 91.66 Metres | 91.55 Metres |
| 1.31 | Distance bridge front to center of manifold: | 58.14 Metres | |
| 1.32 | Parallel body distances: | Lightship | Normal Ballast Summer Dwt |
| | Forward to mid-point manifold: | 22.44 Metres | 43.70 Metres 44.70 Metres |
| | Aft to mid-point manifold: | 16.98 Metres | 39.72 Metres 52.50 Metres |
| | Parallel body length: | 39.42 Metres | 83.42 Metres 97.16 Metres |
| 1.33 | FWA at summer draft / TPC immersion at summer draft: | 269.00 Millimetres | 52.26 Metric Tonnes |
| 1.34 | What is the max height of mast above waterline (air draft) | Full Mast | Collapsed Mast |
| | Lightship: | 45.45 Metres | 0 Metres |
| | Normal ballast: | 41.04 Metres | 0 Metres |
| | At loaded summer deadweight: | 35.60 Metres | 0 Metres |
| Tonnages | | | |
| 1.35 | Net Tonnage: | 12,036 | |

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| 1.36 | Gross Tonnage / Reduced Gross Tonnage (if applicable): | 29,348 | 22,185 |
| 1.37 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | 30,703.82 | 26,289.78 |
| 1.38 | Panama Canal Net (PCNT): | | 24,389.00 |

Loadline Information

| 1.39 | Loadline Annex I | Freeboard | Draft | Deadweight | Displacement |
|------|--|--------------|--------------|----------------------|----------------------|
| | Summer: | 6.61 Metres | 12.22 Metres | 46,700 Metric Tonnes | 56,279 Metric Tonnes |
| | Winter: | 6.87 Metres | 11.96 Metres | 45,374 Metric Tonnes | 54,953 Metric Tonnes |
| | Tropical: | 6.36 Metres | 12.47 Metres | 48,035 Metric Tonnes | 57,614 Metric Tonnes |
| | Lightship: | 16.46 Metres | 2.37 Metres | - | 9,579 Metric Tonnes |
| | Normal Ballast Condition: | 12.05 Metres | 6.78 Metres | 19,730 Metric Tonnes | 29,309 Metric Tonnes |
| 1.40 | Does vessel have multiple SDWT? | | | Yes | |
| 1.41 | If yes, what is the maximum assigned deadweight? | | | 46700 Metric Tonnes | |

Ownership and Operation

| | | |
|------|-----------------------------------|---|
| 1.42 | Registered owner - Full style: | MTM Rio Grande Pte. Ltd. 78 Shenton Way, #13-01, Singapore 079120 Singapore Tel: +65 6304 1770 Fax: +65 6220 7988 Telex: Not Applicable Email: marine@mtmsm.com |
| 1.43 | Technical operator - Full style: | M.T.M. Ship Management Pte. Ltd. 78 Shenton Way, #13-01, Singapore 079120 Singapore Tel: +65 63041770 Fax: +65 62207988 Telex: N/A Email: marine@mtmsm.com Web: www.mtmshipmanagement.com Company IMO#: 1314037 |
| 1.44 | Commercial operator - Full style: | M.T. Maritime PTE. LTD, 78 Shenton Way, #29-02, Singapore 079120, Singapore Tel: +65 6221 2255, Email: operations@mtmm.sg , Web: www.mtm maritime.com |
| 1.45 | Disponent owner - Full style: | MTM Product Tankers Partners LLC Trust Company Complex, Ajeltake Island, Ajeltake Road, Majuro, Marshall Islands MH 96960 |

| 2. | CERTIFICATION | Issued | Last Annual or Intermediate | Expires |
|------|--|----------------|-----------------------------|----------------|
| 2.1 | Safety Equipment Certificate: | Aug 07, 2021 | Not applicable | Jan 11, 2022 |
| 2.2 | Safety Radio Certificate: | Aug 07, 2021 | Not applicable | Jan 11, 2022 |
| 2.3 | Safety Construction Certificate: | Aug 07, 2021 | Not applicable | Jan 11, 2022 |
| 2.4 | Loadline Certificate: | Aug 07, 2021 | Not applicable | Jan 11, 2022 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | Aug 07, 2021 | Not applicable | Jan 11, 2022 |
| 2.6 | Safety Management Certificate (SMC): | Aug 04, 2021 | Not applicable | Feb 03, 2022 |
| 2.7 | Document of Compliance (DOC): | Nov 24, 2020 | Nov 24, 2020 | Sep 16, 2021 |
| 2.8 | USCG (specify: COC, LOC or COI): | Feb 24, 2020 | Mar 5, 2021 | Feb 24, 2022 |
| 2.9 | Civil Liability Convention Certificate (CLC): | Aug 03, 2021 | | Feb 20, 2022 |
| 2.10 | Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC): | Aug 03, 2021 | | Feb 20, 2022 |
| 2.11 | U.S. Certificate of Financial Responsibility (COFR): | Aug 13, 2021 | | Aug 13, 2024 |
| 2.12 | Certificate of Fitness (Chemicals): | Aug 07, 2021 | Not applicable | Jan 11, 2022 |
| 2.13 | Certificate of Fitness (Gas): | Not applicable | Not applicable | Not applicable |
| 2.14 | Certificate of Class: | Aug 07, 2021 | Not applicable | Jan 11, 2022 |

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| 2.15 | International Ship Security Certificate (ISSC): | Aug 04, 2021 | Not applicable | Feb 03, 2022 |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC) | Aug 07, 2021 | | Jan 11, 2022 |
| 2.17 | International Air Pollution Prevention Certificate (IAPP): | Aug 07, 2021 | Not applicable | Jan 11, 2022 |
| 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 ITOFF and will remain so for the entire duration of this voyage/contract: | | Yes | |

| | | | | |
|-----------|--|--|--|--|
| 3. | CREW MANAGEMENT | | | |
| 3.1 | Nationality of Master: | Latvian | | |
| 3.2 | Nationality of Officers: | Latvian, Filipino | | |
| 3.3 | Nationality of Crew: | Filipino | | |
| 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: | 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, 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 | | |
| Cargo Tank Capacities | | | | |
| 6.3 | Capacity (98%) of each natural segregation with double valve (specify tanks): | Seg#1: 6764.4 m3 (NO 1P&S) Seg#2: 9138.8 m3 (NO 2P&S) Seg#3: 9318.0 m3 (NO 3P&S) Seg#4: 9318.0 m3 (NO 4P&S) Seg#5: 9301.2 m3 (NO 5P&S) Seg#6: 8068.4 m3 (NO 6P&S) Seg#7: 1040.3 m3 (SLOP P&S) | | |
| 6.4 | Total cubic capacity (98%, excluding slop tanks): | 51,908.8 m3 | | |

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| 6.5 | Slop tank(s) capacity (98%): | 1040.3 Cu. Metres | | |
| 6.6 | Residual/Retention oil tank(s) capacity (98%), if applicable: | 135 Cu. Metres | | |
| 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? | 23,896.10 Cu. Meter | | |
| 6.9 | What percentage of SDWT can vessel maintain with SBT only: | 52.40 % | | |
| 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: | 7 | | |
| 6.12 | Maximum loading rate for homogenous cargo per manifold connection: | 1,200 Cu. Metres/Hour | | |
| 6.13 | Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds: | 3,600 Cu. Metres/Hour | | |
| 6.14 | Are there any cargo tank filling restrictions. If yes, please specify: | Yes Max. SG.:1.53 %66 | | |
| Pumping Systems | | | | |
| 6.15 | Pumps: | No | Type | Capacity |
| | Cargo: | 12 2 1 | Submerged centrifugal Submerged centrifugal Submerged centrifugal | 600 Cu. Metres/Hour 300 Cu. Metres/Hour 70 Cu. Metres/Hour |
| | Stripping: Line | | | |
| | Eductors: | 1 | Positive Displacement | 100 Cu. Metres/Hour |
| | Ballast: | 2 | Submerged centrifugal | 750 Cu. Metres/Hour |
| 6.16 | How many cargo pumps can be run simultaneously at full capacity: | 6 | | |
| 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: | 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: | 7 | | |
| 6.27 | What is the size of cargo connections: | 400.00 Millimetres | | |
| 6.28 | What is the material of the manifold: | SUS 316 | | |
| Manifold Arrangement | | | | |
| 6.29 | Distance between cargo manifold centers: | 2,000 Millimetres | | |
| 6.30 | Distance ships rail to manifold: | 4,600 Millimetres | | |
| 6.31 | Distance manifold to ships side: | 4,680 Millimetres | | |
| 6.32 | Top of rail to center of manifold: | 955 Millimetres | | |
| 6.33 | Distance main deck to center of manifold: | 2,100 Millimetres | | |
| 6.34 | Manifold height above the waterline in normal ballast / at SDWT condition: | 14.15 Metres | 8.71 Metres | |

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| 6.35 | Number / size reducers: | 6 x 300/200mm (12/8") 12 x 400/300mm (16/12") 2 x 400/200mm (16/8") 6 x 300/300mm (12/12") 6 x 300/250mm (12/10") ANSI |
|------|-------------------------|---|

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? | Heat Exchanger (Cargo Tank) // Coils (Slop Tank) | |
| 6.39 | If fitted, are all tanks coiled? | No (Cargo Tank) // Yes (Slop Tank) | |
| 6.40 | If fitted, what is the material of the heating coils: | SS | |
| 6.41 | Maximum temperature cargo can be loaded/maintained: | 75.0 °C / 167.0 °F | 60 °C / 140 °F |

Tank Coating

| | | | | |
|------|---|--------|------------|----------------|
| 6.42 | Are cargo, ballast and slop tanks coated? | Coated | Type | To What Extent |
| | Cargo tanks: | Yes | Pure 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: | N/A | | |

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: | 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 |
| 8.2 | 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: | 4 | 56 Millimetres | Mixed polyolefins and HT PES | 220 Metres | 62.30 Metric Tonnes |
| | Main deck fwd: | 4 | 56 Millimetres | Mixed polyolefins and HT PES | 220 Metres | 62.30 Metric Tonnes |
| | Main deck aft: | 2 | 56 Millimetres | Mixed polyolefins and HT PES | 220 Metres | 62.30 Metric Tonnes |
| | Poop deck: | 6 | 56 Millimetres | Mixed polyolefins and HT PES | 220 Metres | 62.30 Metric Tonnes |
| 8.4 | Other mooring lines | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle tugs: | 3 | 56 Millimetres | Mixed polyolefins and HT PES | 220 Metres | 60 Metric Tonnes (3 x 60, 1 x 66.5 and 1 x 73) |
| | Forecastle spare: | | | | | |
| | Main deck aft: | | | | | |
| | Poop deck: | 3 | 56 Millimetres | Mixed polyolefins and HT PES | 220 Metres | 62 Metric Tonnes |
| 8.5 | Mooring winches | No. | # Drums | Brake Capacity | | |

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| | Forecastle: | 2 | Double Drums | 37 Metric Tonnes (Brake Rendering Capacity - 1 x 37, 1 x 41) |
| | Main deck fwd: | 2 | Double Drums | 37 Metric Tonnes (Brake Rendering Capacity) |
| | Main deck aft: | 1 | Double Drums | 37 Metric Tonnes (Brake Rendering Capacity) |
| | Poop deck: | 3 | Double Drums | 37 Metric Tonnes (Brake Rendering Capacity - 2 x 37, 1 x 41) |
| 8.6 | Mooring bitts | | No. | SWL |
| | Forecastle: | 4 | | 64 Metric Tonnes |
| | Main deck fwd: | 4 | | 62 Metric Tonnes |
| | Main deck aft: | 2 | | 62 Metric Tonnes |
| | Poop deck: | 10 | | 64 Metric Tonnes |
| 8.7 | Closed chocks and/or fairleads of enclosed type | | No. | SWL |
| | Forecastle: | 7 | | 62 Metric Tonnes |
| | Main deck fwd: | 6 | | 62 Metric Tonnes |
| | Main deck aft: | 6 | | 62 Metric Tonnes |
| | Poop deck: | 13 | | 62 Metric Tonnes |
| Emergency Towing System | | | | |
| 8.8 | Type / SWL of Emergency Towing system forward: | | TONGUE TYPE | 200 Metric Tonnes |
| 8.9 | Type / SWL of Emergency Towing system aft: | | Tanktech-KETA 20-A | 100 Metric Tonnes |
| Anchors | | | | |
| 8.10 | Number of shackles on port cable: | | | 12 |
| 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: | | 64 Metric Tonnes | 400 mm x 260 mm |
| 8.13 | What is SWL of bollard on poop deck suitable for escort tug: | | | 64 Metric Tonnes |
| Bow/Stern Thruster | | | | |
| 8.14 | What is brake horse power of bow thruster (if fitted): | | N/A | |
| 8.15 | What is brake horse power of stern thruster (if fitted): | | N/A | |
| Single Point Mooring (SPM) Equipment | | | | |
| 8.16 | Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)': | | | Yes |
| 8.17 | Is vessel fitted with chain stopper(s): | | | Yes |
| 8.18 | How many chain stopper(s) are fitted: | | 1 | |
| 8.19 | State type of chain stopper(s) fitted: | | TONGUE TYPE | |
| 8.20 | Safe Working Load (SWL) of chain stopper(s): | | | 200 Metric Tonnes |
| 8.21 | What is the maximum size chain diameter the bow stopper(s) can handle: | | | 76 Millimetres |
| 8.22 | Distance between the bow fairlead and chain stopper/bracket: | | | 3.20 Metres |
| 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 Center | |
| 8.25 | What is maximum outreach of cranes / derricks outboard of the ship's side: | | | 7.9 meter |
| 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

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| 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? | 380 CST/MDO |
| 9.3 | Capacity of bunker tanks - IFO and MDO/MGO: | Fuel Oil: 1,405.70 Cu. Metres Diesel Oil: 24 Cu. Metres Gas Oil: 236 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) Singapore Branch #37-01, 6 Battery Road, Singapore 049909 Tel: +65 64388010 Fax: +65 64380180 Telex: N/A Email: sng@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: | Aug 23, 2021 / Lahad Datu |
| 9.8 | Any outstanding deficiencies as reported by any Port State Control: | No |
| 9.9 | If yes, provide details: | N/A |
| Recent Operational History | | |
| 9.10 | Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description: | 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 details. |
| Vetting | | |
| 9.12 | Date/Place of last SIRE Inspection: | Jan 18, 2021 / Brindisi |
| 9.13 | Date/Place of last CDI Inspection: | N/A |
| 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