

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	Nov 30, 2018	
1.2	Vessel's name:	MTM Santos	
1.3	IMO number:	9712606	
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.5	Date delivered:	May 21, 2015	
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:	9V2996	
1.10	Vessel's satcom phone number:	+870773205952, V-SAT-+1-9042713089	
	Vessel's fax number:	N/A	
	Vessel's telex number:	N/A	
	Vessel's email address:	master@santos.cruisecontrolmail.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:	NK NS*(Tanker, Oils-Flashpoint on and below 60 C and chemical type II & III, PSPC-WBT)(ESP) MNS*	
1.15	If Classification society changed, name of previous society:	Not Applicable	
1.16	If Classification society changed, date of change:	N/A	
1.17	IMO type, if applicable:	2,3	
1.18	Does the vessel have ice class? If yes, state what level:	No, NA	
1.19	Date / place of last dry-dock:	May 17, 2018	Panama (IWS)
1.20	Date next dry dock due	May 20, 2020	
1.21	Date of last special survey / next survey due:	N/A	May 20, 2020
1.22	Date of last annual survey:	May 17, 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	
<b>Dimensions</b>			
1.25	Length Over All (LOA):	149.93 Metres	
1.26	Length Between Perpendiculars (LBP):	143.00 Metres	
1.27	Extreme breadth (Beam):	24.60 Metres	
1.28	Moulded depth:	13.20 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	39.76 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	75.39 Metres	74.55 Metres
1.31	Distance bridge front to center of manifold:	45.58 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	22.420 Meters	23.296 Meters 23.300 Meters
	Aft to mid-point manifold:	15.952 Meters	24.142 Meters 36.122 Meters
	Parallel body length:	38.372 Meters	47.438 Meters 59.422 Meters
1.33	FWA at summer draft / TPC immersion at summer draft:	225.00 Millimetres	31.74 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	34.760 Meters	N/A
	Normal ballast:	33.180 Meters	N/A
	At loaded summer deadweight:	29.615 Meters	N/A
<b>Tonnages</b>			
1.35	Net Tonnage:	6,544.00	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	13,122.00	10,476.00
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	13,703.68	11419.03

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

1.38	Panama Canal Net Tonnage (PCNT):	11,022.00			
<b>Loadline Information</b>					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.069 Meters	10.167 Meters	22,396 Metric Tonnes	28,565 Metric Tonnes
	Winter:	3.280 Meters	9.956 Meters	21,728 Metric Tonnes	27,897 Metric Tonnes
	Tropical:	2.858 Meters	10.378 Meters	23,068 Metric Tonnes	29,237 Metric Tonnes
	Lightship:	10.724 Meters	2.486 Meters		6,169 Metric Tonnes
	Normal Ballast Condition:	7.281 Meters	5.955 Meters	9,692 Metric Tonnes	15,827 Metric Tonnes
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?				
<b>Ownership and Operation</b>					
1.42	Registered owner - Full style:			MTM Santos Pte. Ltd. 78 Shenton Way 13-01, Singapore 079120. Singapore Tel: +65 6304 1770 Fax: +65 6220 7988 Telex: Not Applicable Email: <a href="mailto:marine@mtmsm.com">marine@mtmsm.com</a> Company IMO#: 5852278	
1.43	Technical operator - Full style:			MTM SHIP MANAGEMENT PTE LTD. 78 SHENTON WAY, #13-01 SINGAPORE 079120 Tel: +65 6304 1770 Fax: +65 6220 7988 Email: <a href="mailto:marine@mtmsm.com">marine@mtmsm.com</a> Web: <a href="http://www.mtmshipmanagement.com">www.mtmshipmanagement.com</a> Company IMO#: 1314037	
1.44	Commercial operator - Full style:			M.T. MARITIME MANAGEMENT PTE. LTD. 78 Shenton way, #2902, Singapore 079120 Tel: +65-62212255 Fax: +65-62212277 Email: <a href="mailto:operations@mtmm.sg">operations@mtmm.sg</a> Web: <a href="http://www.mtmaritime.com">www.mtmaritime.com</a>	
1.45	Disponent owner - Full style:			MTM Trading 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:	Jun 16, 2015	May 17, 2018	May 20, 2020
2.2	Safety Radio Certificate:	Jun 16, 2015	May 17, 2018	May 20, 2020
2.3	Safety Construction Certificate:	Jun 16, 2015	May 17, 2018	May 20, 2020
2.4	Loadline Certificate:	Jun 16, 2015	May 17, 2018	May 20, 2020
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Oct 20, 2016	May 17, 2018	May 20, 2020
2.6	Safety Management Certificate (SMC):	May 21, 2015	Sep 01, 2018	Sep 14, 2020
2.7	Document of Compliance (DOC):	Sep 02, 2016	Nov 08, 2018	Sep 16, 2021
2.8	USCG (specify: COC, LOC or COI):	Apr 21, 2018	Nov 13, 2018	Apr 21, 2020
2.9	Civil Liability Convention Certificate (CLC):	Jan 08, 2018		Feb 20, 2019
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Jan 05, 2018		Feb 20, 2019
2.11	U.S. Certificate of Financial Responsibility (COFR):	May 28, 2018		May 28, 2021
2.12	Certificate of Fitness (Chemicals):	May 21, 2015	May 17, 2018	May 20, 2020
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Oct 26, 2016	May 17, 2018	May 20, 2020

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

2.15	International Ship Security Certificate (ISSC):	May 21, 2015	Sep 01, 2018	Sep 14, 2020
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	May 08, 2017		May 20, 2020
2.17	International Air Pollution Prevention Certificate (IAPP):	Jun 16, 2015	May 17, 2018	May 20, 2020
<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:	Indian		
3.2	Nationality of Officers:	Indian, Filipino		
3.3	Nationality of Crew:	Indian, Filipino		
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers/ Crew : Directly employed by Technical Operator		
3.5	What is the common working language onboard:	English		
3.6	Do officers speak and understand English:	Yes		
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:	Yes		

<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:	NA		

<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 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 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>				
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 873.245 (1P) Seg#2: 864.297 (1S) Seg#3: 1185.360 (2P) Seg#4: 1185.573 (2S) Seg#5: 1342.714 (3P) Seg#6: 1342.500 (3S) Seg#7: 1376.039 (4P) Seg#8: 1376.251 (4S) Seg#9: 631.398 (5P) Seg#10: 642.464 (5S) Seg#11: 1376.282 (6P) Seg#12: 1376.069 (6S)		

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

		Seg#13: 1377.418 (7P) Seg#14: 1377.632 (7S) Seg#15: 1352.209 (8P) Seg#16: 1351.996 (8S) Seg#17: 1181.912 (9P) Seg#18: 1183.082 (9S) Slop: 415.078 (P-Slop) Slop: 422.625 (S-Slop)		
6.4	Total cubic capacity (98%, excluding slop tanks):	21,396.442 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	837.703 Cu. Metres		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	50.971 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?	8,082.57 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	36.94 %		
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:	286 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	2,286.00 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes DESIGNED SG-1.30		
<b>Pumping Systems</b>				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	20	Centrifugal	200 M3/HR
	Stripping:			
	Eductors:			
	Ballast:	2	Centrifugal	350 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:	5		
<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:	FLOAT		
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):	0	200 Millimetres	
<b>Venting</b>				
6.24	State what type of venting system is fitted:	INDIVIDUAL PV VALVE		
<b>Cargo Manifolds</b>				
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:	20		
6.27	What is the size of cargo connections:	150.00 Millimetres		
6.28	What is the material of the manifold:	Stainless Steel		
<b>Manifold Arrangement</b>				
6.29	Distance between cargo manifold centers:	500.00 Millimetres		
6.30	Distance ships rail to manifold:	3,399.00 Millimetres		
6.31	Distance manifold to ships side:	3,500.00 Millimetres		

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

6.32	Top of rail to center of manifold:	1,961.00 Millimetres
6.33	Distance main deck to center of manifold:	3,050.00 Millimetres
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	10.331 Metres 6.119 Metres
6.35	Number / size reducers:	4 x 203.2/152.4mm (8/6") 6 x 152.4/101.6mm (6/4") 4 x 254/203.2mm (10/8") 4 x 254/203.2mm (10/8")

**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?	Heating Coil
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:	90.0 °C / 194.0 °F 75 °C / 167 °F

**Tank Coating**

6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	No (Stainless Steel)	SUS 316 LN (SS)	
	Ballast tanks:	Yes	MODIFIED EPOXY(CMP NOV A 2000)	COMPLETE
	Slop tanks:	N/A (Stainless Steel)		
6.43	If fitted, what type of anodes are used:			

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

7.1	Is an Inert Gas System (IGS) fitted:	Yes 1250 Nm <sup>3</sup> /h @ 95.0% N <sub>2</sub> 250 Nm <sup>3</sup> /h @ 99.9% N <sub>2</sub>
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:	No

**8. MOORING**

8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3+1	55 Millimetres	POLYPROPELENE POLYESTERS	207/220 Metres	46.7/42.8 Metric Tonnes
	Main deck fwd:	0				
	Main deck aft:	0				
	Poop deck:	4	55 Millimetres	POLYPROPELENE POLYESTERS	200/220 Metres	46.7/42.8 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	5	55 Millimetres	POLYPROPELENE POLYESTERS	220 Metres	42.8 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	5	55 Millimetres	POLYPROPELENE	220 Metres	42.8 Metric Tonnes

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

		POLYESTERS			
8.5	Mooring winches	No.	# Drums	Brake Capacity	
	Forecastle:	2	DBL	28.04 Metric Tonnes	
	Main deck fwd:				
	Main deck aft:				
	Poop deck:	2	DBL	28.04 Metric Tonnes	
8.6	Mooring bitts	No.	SWL		
	Forecastle:	2/3/1	52/64/113 Metric Tonnes		
	Main deck fwd:	2/2	52/64 Metric Tonnes		
	Main deck aft:	2	52 Metric Tonnes		
	Poop deck:	4/3/1	52/64/113 Metric Tonnes		
8.7	Closed chocks and/or fairleads of enclosed type	No.	SWL		
	Forecastle:	1/3	204/126 Metric Tonnes		
	Main deck fwd:	2/2	89/80 Metric Tonnes		
	Main deck aft:	2	80 Metric Tonnes		
	Poop deck:	2/3	126/89 Metric Tonnes		
<b>Emergency Towing System</b>					
8.8	Type / SWL of Emergency Towing system forward:	TKETS-4000 FS12-SJ		204 Metric Tonnes	
8.9	Type / SWL of Emergency Towing system aft:	TK 20A		113 Metric Tonnes	
<b>Anchors</b>					
8.10	Number of shackles on port cable:	11			
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:	113 Metric Tonnes	250X450MM		
8.13	What is SWL of bollard on poopdeck suitable for escort tug:	113 Metric Tonnes			
<b>Bow/Stern Thruster</b>					
8.14	What is brake horse power of bow thruster (if fitted):	NA		0 Kilowatt	
8.15	What is brake horse power of stern thruster (if fitted):	NA		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)':	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):	204.00 Metric Tonnes			
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	76.00 Millimetres			
8.22	Distance between the bow fairlead and chain stopper/bracket:	3,342 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 NA			
<b>Lifting Equipment</b>					
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 10.00 Tonnes, Amidships Centre			
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	3.70 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. MISCELLANEOUS</b>					
<b>Engine Room</b>					
9.1	What type of fuel is used for main propulsion?	HFO 380 CST			

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

9.2	What type of fuel is used in the generating plant?	HFO AND MDO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	998.92 Cu. Metres	120.98 Cu. Metres 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:	THE NORTH OF ENGLAND The North of England P & I Association, The Quayside, Newcastle upon Tyne, NE13DU UK Tel: 44-1912325221 Fax: 44-1912610540 Email: general@nepia.com Web: www.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:	Nov 13, 2018 / Galveston, USA	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:		
<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, Grounding: No , Serious casualty: , 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:	Aug 18, 2018 / Kakinada, India	
9.13	Date/Place of last CDI Inspection:	Mar 31, 2016 / Kakinada, India	
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.	BP, CHEVTEX, LUKOIL	

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