

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	Oct 31, 2018	
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@southport.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:	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:	Jul 12, 2018 (IWS)	Jorf Lasfar
1.20	Date next dry dock due	Aug 25, 2020	
1.21	Date of last special survey / next survey due:	Aug 26, 2015	Aug 25, 2020
1.22	Date of last annual survey:	Aug 19, 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	
<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	Aug 19, 2017	Aug 25, 2020
2.2	Safety Radio Certificate:	Sep 16, 2015	Aug 19, 2017	Aug 25, 2020
2.3	Safety Construction Certificate:	Sep 16, 2015	Aug 19, 2017	Aug 25, 2020
2.4	Loadline Certificate:	Sep 16, 2015	Aug 19, 2017	Aug 25, 2020
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Nov 27, 2017	Not Applicable	Aug 18, 2022

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2.6	Safety Management Certificate (SMC):	Jan 11, 2016	Not Applicable	Feb 16, 2021
2.7	Document of Compliance (DOC):	Sep 02, 2016	Nov 22, 2017	Sep 16, 2021
2.8	USCG (specify: COC, LOC or COI): <b>COC</b>	Sep 19, 2016	Nov 11, 2017	Sep 19, 2018
2.9	Civil Liability Convention Certificate (CLC):	Jan 09, 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):	Sep 15, 2016		Sep 15, 2019
2.12	Certificate of Fitness (Chemicals):	Nov 27, 2017	Not Applicable	Aug 25, 2020
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Sep 16, 2015	Aug 19, 2017	Aug 25, 2020
2.15	International Ship Security Certificate (ISSC):	Jan 09, 2016	Not Applicable	Feb 16, 2021
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Sep 16, 2015		Aug 25, 2020
2.17	International Air Pollution Prevention Certificate (IAPP):	Sep 16, 2015	Aug 19, 2017	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, Russia
3.3	Nationality of Crew:	Burmese
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:	1,000 - 1200 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") - Vapour 2 x 150/200mm (6/8") 1 x 150/300mm (6/12") 1 x 50/100mm (2/4") 1 x 150/250mm (6/10") 2 x 200/200mm (8/8") 1 x 150/100mm (6/4") - Vapour 1 x 150/200mm (6/8") - Vapour		
<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. INERT GAS AND CRUDE OIL WASHING</b>							
7.1	Is an Inert Gas System (IGS) fitted:				Yes 1500 Nm3/h @ 95% N2 180 Nm3/h @ 99.9% N2		
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. 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	

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	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 Mooring Suoperturf	220 Metres	59.50 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:	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

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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>		
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):	N/A

<b>9.</b>	<b>MISCELLANEOUS</b>	
<b>Engine Room</b>		
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
<b>Insurance</b>		
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\$
<b>Port State Control</b>		
9.7	Date and place of last Port State Control inspection:	Feb 10, 2018 / ISABEL
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, 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.
<b>Vetting</b>		
9.12	Date/Place of last SIRE Inspection:	Aug 20, 2018 / SANTOS
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)*:  * "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.	Conoco

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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.

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