

|                              |   |   |                      |
|------------------------------|---|---|----------------------|
| <b>1. VESSEL DESCRIPTION</b> |   |   |                      |
| 1.1                          | Date updated:   | Nov 05, 2014  |                      |
| 1.2                          | Vessel's name:  | Ridgebury Astari  |                      |
| 1.3                          | IMO number:   | 9241683   |                      |
| 1.4                          | Vessel's previous name(s) and date(s) of change:  | Elisewin (Apr 10, 2014)<br>ELIOMAR (Sep 04, 2007)   |                      |
| 1.5                          | Date delivered:   | Jul 18, 2002  |                      |
| 1.6                          | Builder (where built):  | TSU WORKS NKK CORPORATION   |                      |
| 1.7                          | Flag:   | Marshall Island   |                      |
| 1.8                          | Port of Registry:   | Majuro  |                      |
| 1.9                          | Call sign:  | V7EW2   |                      |
| 1.10                         | Vessel's satcom phone number:   | 870765048550  |                      |
|                              | Vessel's fax number:  | 870765048552  |                      |
|                              | Vessel's telex number:  | 363703955 ELIS X  |                      |
|                              | Vessel's email address:   | master.RIDGEBURYASTARI@dst-fleet.com  |                      |
| 1.11                         | Type of vessel:   | Oil Tanker  |                      |
| 1.12                         | Type of hull:   | Double Hull   |                      |
| <b>Classification</b>        |   |   |                      |
| 1.13                         | Classification society:   | Lloyds Register   |                      |
| 1.14                         | Class notation:   | LRS, 100 A1 DOUBLE HULL OIL TANKER, ESP, SHIPRIGHT (SDA,FDA,CM), IWS,LI,LMC,SCM AND UMS WITH THE DESCRIPTIVE NOTES " SHIPRIGHT ES+1 (INNER) HULL, ETA, PT HIGHER TENSILE STEEL, COW(LR), SBT(LR), PL AND BWMP(S)" |                      |
| 1.15                         | If Classification society changed, name of previous society:  |   |                      |
| 1.16                         | If Classification society changed, date of change:  |   |                      |
| 1.17                         | IMO type, if applicable:  | N/A   |                      |
| 1.18                         | Does the vessel have ice class? If yes, state what level:   | No, N/A   |                      |
| 1.19                         | Date / place of last dry-dock:  | Jul 24, 2012  | SETUBAL,PORTUGAL     |
| 1.20                         | Date next dry dock due  | Jul 07, 2017  |                      |
| 1.21                         | Date of last special survey / next survey due:  | Jul 24, 2012  | Jul 07, 2017         |
| 1.22                         | Date of last annual survey:   | Not Applicable  |                      |
| 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):  | 274.20 Metres   |                      |
| 1.26                         | Length Between Perpendiculars (LBP):  | 263 Metres  |                      |
| 1.27                         | Extreme breadth (Beam):   | 48.038 Metres   |                      |
| 1.28                         | Moulded depth:  | 22.40 Metres  |                      |
| 1.29                         | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):  | 50.54 Metres  |                      |
| 1.30                         | Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):  | 134.10 Metres   | 140.10 Metres        |
| 1.31                         | Distance bridge front to center of manifold:  | 97.60 Metres  |                      |
| 1.32                         | Parallel body distances:  | Lightship   | Normal Ballast       |
|                              | Forward to mid-point manifold:  | 42 Metres   | 78.10 Metres         |
|                              | Aft to mid-point manifold:  | 44.30 Metres  | 59.80 Metres         |
|                              | Parallel body length:   | 53.30 Metres  | 137.90 Metres        |
| 1.33                         | FWA at summer draft / TPC immersion at summer draft:  | 366 Millimetres   | 117.59 Metric Tonnes |
| 1.34                         | What is the max height of mast above waterline (air draft)  | Full Mast   | Collapsed Mast       |
|                              | Lightship:  | 48.19 Metres  | 0 Metres             |
|                              | Normal ballast:   | 39.28 Metres  | 0 Metres             |
|                              | At loaded summer deadweight:  | 34.58 Metres  | 0 Metres             |
| <b>Tonnages</b>              |   |   |                      |
| 1.35                         | Net Tonnage:  | 46,905  |                      |

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

|      |  |        |        |
|------|--|--------|--------|
| 1.36 | Gross Tonnage / Reduced Gross Tonnage (if applicable): | 78,845 | 61,633 |
| 1.37 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):        | 79,807 | 74,693 |
| 1.38 | Panama Canal Net Tonnage (PCNT):                       |        |        |

**Loadline Information**

| 1.39 | Loadline   | Freeboard    | Draft        | Deadweight            | Displacement          |
|------|--|--------------|--------------|-----------------------|-----------------------|
|      | Summer:  | 6.48 Metres  | 15.96 Metres | 149,991 Metric Tonnes | 171,937 Metric Tonnes |
|      | Winter:  | 6.81 Metres  | 15.63 Metres | 146,111 Metric Tonnes | 168,057 Metric Tonnes |
|      | Tropical:  | 6.15 Metres  | 16.29 Metres | 153,871 Metric Tonnes | 175,817 Metric Tonnes |
|      | Lightship:                                       | 20.09 Metres | 2.35 Metres  |                       | 21,946 Metric Tonnes  |
|      | Normal Ballast Condition:                        | 15.39 Metres | 7.05 Metres  | 49,238 Metric Tonnes  | 71,184 Metric Tonnes  |
| 1.40 | Does vessel have multiple SDWT?                  |              |              | Yes                   |                       |
| 1.41 | If yes, what is the maximum assigned deadweight? |              |              | 149,991 Metric Tonnes |                       |

**Ownership and Operation**

|      |                                   |   |
|------|-----------------------------------|---|
| 1.42 | Registered owner - Full style:    | Ridgebury Sierra LLC<br>Trust Company Complex<br>Ajeltake Road, Ajeltake Island<br>Majuro, Marshall Islands MH96960<br>Tel: +1 203 304-6138<br>Email: ops@ridgeburytankers.com          |
| 1.43 | Technical operator - Full style:  | DS Tankers GmbH&Co.KG<br>Domstrasse 17<br>20095 Hamburg<br>Germany<br>Tel: +49 (0)40-226223860<br>Fax: +49 (0)40-226223870<br>Telex: +49 (40) - 22 62 23<br>Email: op@ds-tankers.com    |
| 1.44 | Commercial operator - Full style: | Blue Fin Tankers Inc.<br>Heidmar, Inc<br>20 Glover Avenue<br>Norwalk, CT 06850<br>Tel: +44 20 7654 5050<br>Fax: +44 20 7654 5051<br>Email: Bulletin@heidmar.com<br>Web: www.heidmar.com |
| 1.45 | Disponent owner - Full style:     | Blue Fin Tankers Inc.<br>Trust Company Complex,<br>Ajeltake Island,<br>Ajeltake Road,<br>Majuro,<br>Marshall Islands MH96960<br>Telex: NA<br>Email: bulletin@heidmar.com                |

| 2.   | CERTIFICATION  | Issued       | Last Annual or Intermediate | Expires      |
|------|--|--------------|-----------------------------|--------------|
| 2.1  | Safety Equipment Certificate:  | Apr 14, 2014 | Not Applicable              | Jul 07, 2017 |
| 2.2  | Safety Radio Certificate:  | Apr 14, 2014 | Not Applicable              | Jul 07, 2017 |
| 2.3  | Safety Construction Certificate:   | Apr 14, 2014 | Not Applicable              | Jul 07, 2017 |
| 2.4  | Loadline Certificate:  | Apr 14, 2014 | Not Applicable              | Jul 07, 2017 |
| 2.5  | International Oil Pollution Prevention Certificate (IOPPC):                    | Apr 10, 2014 | Not Applicable              | Jul 07, 2017 |
| 2.6  | Safety Management Certificate (SMC):   | Sep 26, 2014 |                             | Sep 26, 2019 |
| 2.7  | Document of Compliance (DOC):  | Sep 21, 2014 | Oct 01, 2014                | Sep 21, 2019 |
| 2.8  | USCG (specify: COC, LOC or COI): COC   | Sep 26, 2014 | Sep 26, 2014                | Sep 26, 2016 |
| 2.9  | Civil Liability Convention Certificate (CLC):                                  | Apr 10, 2014 |                             | Feb 20, 2015 |
| 2.10 | Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC): | Apr 10, 2014 |                             | Feb 20, 2015 |
| 2.11 | U.S. Certificate of Financial Responsibility (COFR):                           | Jun 23, 2013 |                             | Jun 23, 2016 |

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|      |   |                |                |                |
|------|---|----------------|----------------|----------------|
| 2.12 | Certificate of Fitness (Chemicals):                           | Not Applicable | Not Applicable | Not Applicable |
| 2.13 | Certificate of Fitness (Gas):                                 | Not Applicable | Not Applicable | Not Applicable |
| 2.14 | Certificate of Class:   | Apr 14, 2014   | Not Applicable | Jul 07, 2017   |
| 2.15 | International Ship Security Certificate (ISSC):               | Sep 26, 2014   |                | Sep 26, 2019   |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC) | Apr 14, 2014   |                | Jul 07, 2017   |
| 2.17 | International Air Pollution Prevention Certificate (IAPP):    | Apr 14, 2014   | Not Applicable | Jul 07, 2017   |

**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 |

**3. CREW MANAGEMENT**

|     |  |  |
|-----|--|--|
| 3.1 | Nationality of Master:   | Russian  |
| 3.2 | Nationality of Officers:   | Georgian, Russian  |
| 3.3 | Nationality of Crew:   | Filipino, Russian,Latvian  |
| 3.4 | If Officers/Crew employed by a Manning Agency - Full style:            | Officers:<br>DS Scanmar Crewing Services GmbH<br>Domstrasse 17 20095 Hamburg GERMANY<br>Tel: Tel: +49 40 76796123<br>Fax: Fax: +49 40 76796126<br>Email: crewing@ds-scanmar.de<br>Crew:<br>DS Scanmar Maritime Services, Inc.<br>Royal Enterprise Building 2227 Chino<br>Roces Avenue, Makati City 1200,<br>Philippines<br>Tel: Tel: +63 2 81 91 013<br>Fax: Fax: +63 2 92 78 09<br>Telex: N/A<br>Email: ds-scanmar@scanmar-maritime.com |
| 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  |

**4. HELICOPTERS**

|     |  |         |
|-----|--|---------|
| 4.1 | Can the ship comply with the ICS Helicopter Guidelines:  | Yes     |
| 4.2 | If Yes, state whether winching or landing area provided: | Landing |

**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:   | Hudson Marine Management Per<br>W.Christensen<br>Ferry Terminal Bldg.Suite 300, 2 Aquarium<br>Dr., Camden, NJ 08103<br>Tel: +1 856 342 7500<br>Fax: +1 856 342 8888<br>Telex: 6737819 |
| 5.3 | Oil Spill Response Organization (OSRO) -Full style:   | Hudson Marine Management Services<br>National response corporation 3500 Sunrise<br>Highway, Suite T 103 Great River, New<br>York 11739<br>Tel: 631 2249141<br>Fax: 631 224 9082       |
| 5.4 | Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:                                  | Yes   |

**6. CARGO AND BALLAST HANDLING****Double Hull Vessels**

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

|                               |  |   |                      |                       |
|-------------------------------|--|---|----------------------|-----------------------|
| 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: 56091 m3 (Gr 1: COT 1P/S, COT 4 P/S, COT SLP S)<br>Seg#2: 57430 m3 (Gr 2: COT 2 P/S , COT 5 P/S, COT SLOP P)<br>Seg#3: 53179 m3 (Gr 3: COT 3 P/S, COT 6 P/S) |                      |                       |
| 6.4                           | Total cubic capacity (98%, excluding slop tanks):  | 160,640 Cu. Metres  |                      |                       |
| 6.5                           | Slop tank(s) capacity (98%):   | 6,060 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?   | 55,252 Cu. Metres   |                      |                       |
| 6.9                           | What percentage of SDWT can vessel maintain with SBT only:   | 36.50 %   |                      |                       |
| 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:  | 3   |                      |                       |
| 6.12                          | Maximum loading rate for homogenous cargo per manifold connection:   | 4,000 Cu. Metres/Hour   |                      |                       |
| 6.13                          | Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:                                       | 12,000 Cu. Metres/Hour  |                      |                       |
| 6.14                          | Are there any cargo tank filling restrictions. If yes, please specify:   | No  |                      |                       |
| <b>Pumping Systems</b>        |  |   |                      |                       |
| 6.15                          | Pumps:   | No.   | Type                 | Capacity              |
|                               | Cargo:   | 3   | Centrifugal          | 3500 M3/HR            |
|                               | Stripping:   | 1   | Positive Displacment | 200 Cu. Metres/Hour   |
|                               | Eductors:  | 2   | High Pressure        | 700 Cu. Metres/Hour   |
|                               | Ballast:   | 2   | Centrifugal          | 2,000 Cu. Metres/Hour |
| 6.16                          | How many cargo pumps can be run simultaneously at full capacity:   | 3   |                      |                       |
| <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:                                    | Yes 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):   | 2   | 400 Millimetres      |                       |
| <b>Venting</b>                |  |   |                      |                       |
| 6.24                          | State what type of venting system is fitted:   | High Velocity   |                      |                       |
| <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:  | 3   |                      |                       |
| 6.27                          | What is the size of cargo connections:   | 400 Millimetres   |                      |                       |
| 6.28                          | What is the material of the manifold:  | Steel   |                      |                       |
| <b>Manifold Arrangement</b>   |  |   |                      |                       |
| 6.29                          | Distance between cargo manifold centers:   | 2,500 Millimetres   |                      |                       |

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

|                       |  |   |                  |                          |
|-----------------------|--|---|------------------|--------------------------|
| 6.30                  | Distance ships rail to manifold:   | 4,350 Millimetres   |                  |                          |
| 6.31                  | Distance manifold to ships side:   | 4,600 Millimetres   |                  |                          |
| 6.32                  | Top of rail to center of manifold:   | 700 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: | 17.22 Metres  | 8.54 Metres      |                          |
| 6.35                  | Number / size reducers:  | 3 x 400/500mm (16/20")<br>3 x 400/300mm (16/12")<br>3 x 400/250mm (16/10")<br>3 x 400/200mm (16/8") |                  |                          |
| <b>Stern Manifold</b> |  |   |                  |                          |
| 6.36                  | Is vessel fitted with a stern manifold:                                    | N/A   |                  |                          |
| 6.37                  | If stern manifold fitted, state size:                                      |   |                  |                          |
| <b>Cargo Heating</b>  |  |   |                  |                          |
| 6.38                  | Type of cargo heating system?  | Heating Coils   |                  |                          |
| 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:                        | 68.0 °C / 154.4 °F  | 66 °C / 150.8 °F |                          |
| <b>Tank Coating</b>   |  |   |                  |                          |
| 6.42                  | Are cargo, ballast and slop tanks coated?                                  | Coated  | Type             | To What Extent           |
|                       | Cargo tanks:   | Yes   | Coaltar Epoxy    | TOP 2.0 m ; Bottom 1.5 m |
|                       | Ballast tanks:   | Yes   | Coaltar Epoxy    | Whole Tank               |
|                       | Slop tanks:  | Yes   | Coaltar Epoxy    | Whole Tank               |
| 6.43                  | If fitted, what type of anodes are used:                                   | ZINC  |                  |                          |

|           |  |          |  |  |
|-----------|--|----------|--|--|
| <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: | Flue Gas |  |  |
| 7.3       | Is a Crude Oil Washing (COW) installation fitted:                      | Yes      |  |  |

|           |                          |     |                |                                      |              |                   |
|-----------|--------------------------|-----|----------------|--------------------------------------|--------------|-------------------|
| <b>8.</b> | <b>MOORING</b>           |     |                |                                      |              |                   |
| 8.1       | Mooring wires (on drums) | No. | Diameter       | Material                             | Length       | Breaking Strength |
|           | Forecastle:              | 6   | 38 Millimetres | Galvanised Steel                     | 310 Metres   | 78 Metric Tonnes  |
|           | Main deck fwd:           | 2   | 38 Millimetres | Galvanised Steel                     | 220 Metres   | 101 Metric Tonnes |
|           | Main deck aft:           | 2   | 38 Millimetres | Galvanised Steel                     | 220 Metres   | 101 Metric Tonnes |
|           | Poop deck:               | 6   | 38 Millimetres | Galvanised Steel                     | 310 Metres   | 78 Metric Tonnes  |
| 8.2       | Wire tails               | No. | Diameter       | Material                             | Length       | Breaking Strength |
|           | Forecastle:              | 6   | 80 Millimetres | 40 % Polyester and 60 % Danline core | 11 Metres    | 136 Metric Tonnes |
|           | Main deck fwd:           | 2   | 80 Millimetres | Nylon                                | 11 Metres    | 138 Metric Tonnes |
|           | Main deck aft:           | 2   | 80 Millimetres | Nylon                                | 11 Metres    | 138 Metric Tonnes |
|           | Poop deck:               | 6   | 80 Millimetres | 40 % Polyester and 60 % Danline core | 11 Metres    | 136 Metric Tonnes |
| 8.3       | Mooring ropes (on drums) | No. | Diameter       | Material                             | Length       | Breaking Strength |
|           | Forecastle:              | 2   |                |                                      |              |                   |
|           | Main deck fwd:           | 2   |                |                                      |              |                   |
|           | Main deck aft:           | 2   |                |                                      |              |                   |
|           | Poop deck:               | 2   |                |                                      |              |                   |
| 8.4       | Other mooring lines      | No. | Diameter       | Material                             | Length       | Breaking Strength |
|           | Forecastle:              |     |                |                                      |              |                   |
|           | Main deck fwd:           |     |                |                                      |              |                   |
|           | Main deck aft:           |     |                |                                      |              |                   |
|           | Poop deck:               |     |                |                                      |              |                   |
| 8.5       | Mooring winches          | No. |                |                                      | # Drums      | Brake Capacity    |
|           | Forecastle:              | 3   |                |                                      | Double Drums | 46 Metric Tonnes  |

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|   |  |                |   |                                |
|---|--|----------------|---|--------------------------------|
|   | Main deck fwd:   | 1              | Double Drums  | 61 Metric Tonnes               |
|   | Main deck aft:   | 1              | Double Drums  | 61 Metric Tonnes               |
|   | Poop deck:   | 3              | Double Drums  | 46 Metric Tonnes               |
| 8.6   | Mooring bitts  |                | No.   | SWL                            |
|   |  | Forecastle:    | 10  | 78 Metric Tonnes               |
|   |  | Main deck fwd: | 6   | 78 Metric Tonnes               |
|   |  | Main deck aft: | 6   | 78 Metric Tonnes               |
|   |  | Poop deck:     | 4   | 78 Metric Tonnes               |
| 8.7   | Closed chocks and/or fairleads of enclosed type  |                | No.   | SWL                            |
|   |  | Forecastle:    | 16  | 114 Metric Tonnes              |
|   |  | Main deck fwd: | 12  | 114 Metric Tonnes              |
|   |  | Main deck aft: | 10  | 114 Metric Tonnes              |
|   |  | Poop deck:     | 12  | 114 Metric Tonnes              |
| <b>Emergency Towing System</b>              |  |                |   |                                |
| 8.8   | Type / SWL of Emergency Towing system forward:   |                | FH20F   | 200 Metric Tonnes              |
| 8.9   | Type / SWL of Emergency Towing system aft:   |                | FH20A   | 200 Metric Tonnes              |
| <b>Anchors</b>                              |  |                |   |                                |
| 8.10  | Number of shackles on port cable:  |                |   | 14                             |
| 8.11  | Number of shackles on starboard cable:   |                |   | 13                             |
| <b>Escort Tug</b>                           |  |                |   |                                |
| 8.12  | What is SWL and size of closed chock and/or fairleads of enclosed type on stern:   |                | 114 Metric Tonnes                                       | 600                            |
| 8.13  | What is SWL of bollard on poopdeck suitable for escort tug:  |                |   | 78 Metric Tonnes               |
| <b>Bow/Stern Thruster</b>                   |  |                |   |                                |
| 8.14  | What is brake horse power of bow thruster (if fitted):   |                |   | 0 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)': |                |   | Yes                            |
| 8.17  | Is vessel fitted with chain stopper(s):  |                |   | Yes                            |
| 8.18  | How many chain stopper(s) are fitted:  |                | 2   |                                |
| 8.19  | State type of chain stopper(s) fitted:   |                | BAR 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:   |                |   | 2,700 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                            |
| <b>Lifting Equipment</b>                    |  |                |   |                                |
| 8.24  | Derrick / Crane description (Number, SWL and location):  |                | Cranes: 1 x 15 Tonnes, MIDSHIP                          |                                |
| 8.25  | What is maximum outreach of cranes / derricks outboard of the ship's side:   |                |   | 3.80 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?   |                | IFO 380   |                                |
| 9.2   | What type of fuel is used in the generating plant?   |                | IFO 380   |                                |
| 9.3   | Capacity of bunker tanks - IFO and MDO/MGO:  |                | 3,355 Cu. Metres  | 306 Cu. Metres<br>0 Cu. Metres |
| 9.4   | Is vessel fitted with fixed or controllable pitch propeller(s)?  |                | None  |                                |
| <b>Insurance</b>                            |  |                |   |                                |
| 9.5   | P & I Club - Full Style:   |                | NORTH OF ENGLAND<br>The Quayside<br>Newcastle upon Tyne |                                |

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

|                                   |  |   |
|-----------------------------------|--|---|
|                                   |  | <p>NE1 3DU<br/>United Kingdom</p> <p>Tel: +44 191 2325221<br/>begin_of_the_skype_highlighting +44 191 2325221 FREE<br/>end_of_the_skype_highlighting Fax: +44 191 2610540<br/>The Quayside<br/>Newcastle upon Tyne<br/>NE1 3DU<br/>United Kingdom</p> <p>Tel: +44 191 2325221<br/>begin_of_the_skype_highlighting +44 191 2325221 FREE<br/>end_of_the_skype_highlighting Fax: +44 191 2610540</p> |
| 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:  | Aug 27, 2013 / Galveston  |
| 9.8                               | Any outstanding deficiencies as reported by any Port State Control:  | No  |
| 9.9                               | If yes, provide details:   | N/A   |
| <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:  | <p>Pollution: No, N/A<br/>Grounding: No, N/A<br/>Serious casualty: No, N/A<br/>Collision: No, N/A</p>   |
| 9.11                              | Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):  | <p>1. NHC / P&amp;C / Covenas to Bilbao and La Coruna<br/>2. Saharan Blend Crude oil / P&amp;C / Bejaia to Portland, Maine<br/>3. Arabian Light / P&amp;C / Ras Tanura &amp; Sidi Kerir to Fos</p>  |
| <b>Vetting</b>                    |  |   |
| 9.12                              | Date/Place of last SIRE Inspection:  | Sep 07, 2014 / Fos  |
| 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)*:<br><br><i>* Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i> | TOTAL, REPSOL, CHEVRON, PHILLIPS66, SUNOCO, CITGO, SHELL, BP, BHP-RIGHTSHIP, STATOIL  |

 Version 3 ([www.Intertanko.com](http://www.Intertanko.com) / [www.Q88.com](http://www.Q88.com))

 Form completed on [www.Q88.com](http://www.Q88.com) Please email [support@q88.com](mailto:support@q88.com) an updated copy if this is not the latest version.