

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Dec 07, 2011	
1.2	Vessel's name:	MTM Fairfield	
1.3	IMO number:	9264465	
1.4	Vessel's previous name(s) and date(s) of change:	CHEMSTAR HERO (Jun 15, 2009)	
1.5	Date delivered:	Sep 10, 2002	
1.6	Builder (where built):	FUKUOKA SHIPBUILDING CO. LTD	
1.7	Flag:	Singapore	
1.8	Port of Registry:	Singapore	
1.9	Call sign:	9V9680	
1.10	Vessel's satcom phone number:	356629210/11	
	Vessel's fax number:	356629212	
	Vessel's telex number:	356629214	
	Vessel's email address:	master.mtmfairfield@mtmsm.amosconnect.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:	NS*(CT 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:		
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:	Sep 26, 2010	BESIKTAS, TURKEY
1.20	Date next dry dock due	Sep 09, 2012	
1.21	Date of last special survey / next survey due:	Oct 06, 2007	Sep 09, 2012
1.22	Date of last annual survey:	Oct 04, 2011	
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	
Dimensions			
1.25	Length Over All (LOA):	144.00 Metres	
1.26	Length Between Perpendiculars (LBP):	136.00 Metres	
1.27	Extreme breadth (Beam):	24.20 Metres	
1.28	Moulded depth:	12.80 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	36.30 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	67.70 Metres	76.30 Metres
1.31	Distance bridge front to center of manifold:	45.25 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	23.60 Metres	30.75 Metres 34.10 Metres
	Aft to mid-point manifold:	23.55 Metres	29.35 Metres 35.40 Metres
	Parallel body length:	47.15 Metres	60.10 Metres 69.50 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	212 Millimetres	29.85 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	34.002 Metres	0.00 Metres
	Normal ballast:	30.591 Metres	0.00 Metres
	At loaded summer deadweight:	26.483 Metres	0.00 Metres
Tonnages			
1.35	Net Tonnage:	6,302	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	11,552	9,488
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	12,065.68	10,435.55

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1.38	Panama Canal Net Tonnage (PCNT):					9,722
Loadline Information						
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement	
	Summer:	3.014 Metres	9.817 Metres	20,585.245 Metric Tonnes	25,870.535 Metric Tonnes	
	Winter:	3.218 Metres	9.613 Metres	19,975.86 Metric Tonnes	25,261.15 Metric Tonnes	
	Tropical:	3.014 Metres	9.817 Metres	20,585.245 Metric Tonnes	25,870.535 Metric Tonnes	
	Lightship:	10.533 Metres	2.298 Metres		5,285.29 Metric Tonnes	
	Normal Ballast Condition:	7.122 Metres	5.709 Metres	8,903 Metric Tonnes	14,187.978 Metric Tonnes	
1.40	Does vessel have multiple SDWT?			Yes		
1.41	If yes, what is the maximum assigned deadweight?			20,585.245 Metric Tonnes		
Ownership and Operation						
1.42	Registered owner - Full style:			MTM FAIRFIELD PTE. LTD. C/O, M.T.M.Ship Management Pte Ltd, 78 Shenton Way, #13-01 Singapore 079120 Tel: +65 6221 2255 Fax: +65 6221 2277 Email: technical.singapore@mtmshipmanagement.com Company IMO#: 5635491		
1.43	Technical operator - Full style:			M.T.M Ship Management Pte Ltd. 78 Shentonway #13-01, Singapore 079120. Tel: +65-6304 1770 Fax: +65-6220 7988 Email: technical.singapore@mtmshipmanagement.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.mtmaritime.com		
1.45	Disponent owner - Full style:					

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Nov 22, 2011	Oct 04, 2011	Apr 21, 2012
2.2	Safety Radio Certificate:	Nov 13, 2011	Oct 04, 2011	Apr 12, 2012
2.3	Safety Construction Certificate:	Nov 13, 2011	Oct 04, 2011	Apr 12, 2012
2.4	Loadline Certificate:	Nov 13, 2011	Oct 04, 2011	Apr 12, 2012
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Nov 13, 2011	Oct 04, 2011	Apr 12, 2012
2.6	Safety Management Certificate (SMC):	Nov 13, 2011		Nov 12, 2016
2.7	Document of Compliance (DOC):	Sep 02, 2011		Sep 16, 2016
2.8	USCG (specify: COC, LOC or COI): COC	May 14, 2011		May 14, 2013
2.9	Civil Liability Convention Certificate (CLC):	Oct 06, 2011		Feb 20, 2012
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Oct 06, 2011		Feb 20, 2012
2.11	U.S. Certificate of Financial Responsibility (COFR):	Sep 01, 2011		Aug 31, 2013

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2.12	Certificate of Fitness (Chemicals):	Nov 13, 2011	Oct 04, 2011	Apr 12, 2012
2.13	Certificate of Fitness (Gas):	Not Applicable		
2.14	Certificate of Class:	Jan 20, 2011	Oct 04, 2011	Sep 09, 2012
2.15	International Ship Security Certificate (ISSC):	Nov 13, 2011		Nov 12, 2016
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Nov 13, 2011		Apr 12, 2012
2.17	International Air Pollution Prevention Certificate (IAPP):	Nov 13, 2011		Apr 12, 2012

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 ITOFP and will remain so for the entire duration of this voyage/contract:	Yes

3. CREW MANAGEMENT

3.1	Nationality of Master:	Burmese
3.2	Nationality of Officers:	Burmese
3.3	Nationality of Crew:	Burmese
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:	N/A

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:	

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

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: 1253.113 m3 (1 Wings) Seg#2: 1045.712 m3 (2 Wings) Seg#3: 2991.449 m3 (3 Wings) Seg#4: 1476.394 m3 (4 Wings) Seg#5: 2795.986 m3 (5 Wings)
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		Seg#6: 1477.601 m3 (6 Wings) Seg#7: 2627.993 m3 (7 Wings) Seg#8: 2796.075 m3 (8 Wings) Seg#9: 2613.342 m3 (9 Wings) Seg#10: 1394.834 m3 (10 Wings) Seg#11: 1178.972 m3 (11 Wings) (Total 22 tanks of each natural segregation with double valve.)		
6.4	Total cubic capacity (98%, excluding slop tanks):	20,472.499 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	1,178.973 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		
SBT Vessels				
6.8	What is total capacity of SBT?	7,074.34 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	35.70 %		
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:	22		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	476 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1,904 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes Designed Specific Capacity 1.5 Ton/M3		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	22	Centrifugal	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		
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:	Floating		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	All tanks		
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:	Yes		
6.23	Number/size of VRS manifolds (per side):	1	150 Millimetres	
Venting				
6.24	State what type of venting system is fitted:	Individual		
Cargo Manifolds				
6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':	No		
6.26	What is the number of cargo connections per side:	22		
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:	400 Millimetres		
6.30	Distance ships rail to manifold:	4,200 Millimetres		
6.31	Distance manifold to ships side:	4,250 Millimetres		

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6.32	Top of rail to center of manifold:	1,107 Millimetres		
6.33	Distance main deck to center of manifold:	2,600 Millimetres		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	9.722 Metres	6.20 Metres	
6.35	Number / size reducers:	4 x 150/100mm (6/4") 2 x 150/150mm (6/6") 2 x 150/200mm (6/8") 2 x 150/250mm (6/10") 1 x 150/300mm (6/12")		
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:	No		
6.37	If stern manifold fitted, state size:			
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:	Stainless Steel		
6.41	Maximum temperature cargo can be loaded/maintained:	80.0 °C / 176.0 °F	65 °C / 149 °F	
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	N/A	SUS316L	Whole Tank
	Ballast tanks:	Yes	Epoxy	Whole Tank
	Slop tanks:	N/A	SUS 316L	Whole Tank
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:	No		
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	Nitrogen (Bottled)		
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:	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
	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	65 Millimetres	Polypropylene & Polyester Interwoven	200 Metres	61.90 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	65 Millimetres	Polypropylene & Polyester Interwoven	200 Metres	61.90 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	65 Millimetres	Polypropylene & Polyester Interwoven	200 Metres	61.90 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:	6	65 Millimetres	Polypropylene & Polyester Interwoven	200 Metres	61.90 Metric Tonnes
8.5	Mooring winches	No.		# Drums		Brake Capacity
	Forecastle:	2		Double		31.70 Metric Tonnes

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	Main deck fwd:	0		0 Metric Tonnes
	Main deck aft:	0		0 Metric Tonnes
	Poop deck:	2	Double	25.50 Metric Tonnes
8.6	Mooring bitts		No.	SWL
		Forecastle:	6	72 Metric Tonnes
		Main deck fwd:	2	57 Metric Tonnes
		Main deck aft:	2	57 Metric Tonnes
		Poop deck:	10	72 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type		No.	SWL
		Forecastle:	3	82 Metric Tonnes
		Main deck fwd:	2	77 Metric Tonnes
		Main deck aft:	2	77 Metric Tonnes
		Poop deck:	5	82 Metric Tonnes

Emergency Towing System

8.8	Type / SWL of Emergency Towing system forward:	ETS- 4000-FSR-SJ	200 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	ETS- 2000A-SJ	100 Metric Tonnes

Anchors

8.10	Number of shackles on port cable:	10.50
8.11	Number of shackles on starboard cable:	10.50

Escort Tug

8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	64 Metric Tonnes	Not Applicable
8.13	What is SWL of bollard on poopdeck suitable for escort tug:	72 Metric Tonnes	

Bow/Stern Thruster

8.14	What is brake horse power of bow thruster (if fitted):	0 bhp	0 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):		0 Kilowatt

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)':	No
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
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 5 Tonnes, Midship
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	5 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):	No
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9. MISCELLANEOUS
Engine Room

9.1	What type of fuel is used for main propulsion?	IFO 380CST	
9.2	What type of fuel is used in the generating plant?	IFO 380 CST	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1,088.46 Cu. Metres	121.36 Cu. Metres 0.00 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	

Insurance

9.5	P & I Club - Full Style:	NORTH OF ENGLAND The Quayside, Newcastle upon Tyne, NE13DU UK
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		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:	1000000000 US\$
Port State Control		
9.7	Date and place of last Port State Control inspection:	Jun 30, 2011 / San Antonio
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	
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:	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 C/P.
Vetting		
9.12	Date/Place of last SIRE Inspection:	Sep 23, 2011 / Sikka, India
9.13	Date/Place of last CDI Inspection:	Sep 20, 2011 / Cochin, India
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: <i>* Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	

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To the best of owners knowledge all information is true and given without any guarantee

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