

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Dec 07, 2011	
1.2	Vessel's name:	MTM Hamburg	
1.3	IMO number:	9379844	
1.4	Vessel's previous name(s) and date(s) of change:	Floyen (Nov 19, 2010)	
1.5	Date delivered:	Jun 19, 2008	
1.6	Builder (where built):	Kitanihon Ship Building, Hachinohe, Japan.	
1.7	Flag:	Hong Kong	
1.8	Port of Registry:	Hong Kong	
1.9	Call sign:	VRHL3	
1.10	Vessel's satcom phone number:	765068460	
	Vessel's fax number:	765068464	
	Vessel's telex number:		
	Vessel's email address:	master.mtmhamburg@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 & III) (PSCM)(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:	Jun 21, 2011	Yalova
1.20	Date next dry dock due	Jun 18, 2013	
1.21	Date of last special survey / next survey due:	Not Applicable	Jun 18, 2013
1.22	Date of last annual survey:	May 27, 2010	
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):	141.00 Metres	
1.26	Length Between Perpendiculars (LBP):	133.00 Metres	
1.27	Extreme breadth (Beam):	24.20 Metres	
1.28	Moulded depth:	13.20 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	34.32 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	69.50 Metres	71.50 Metres
1.31	Distance bridge front to center of manifold:	44.60 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	23.35 Metres	28.36 Metres
	Aft to mid-point manifold:	23.11 Metres	29.64 Metres
	Parallel body length:	46.46 Metres	58.00 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	219 Millimetres	29.27 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	30.37 Metres	0.00 Metres
	Normal ballast:	27.34 Metres	0.00 Metres
	At loaded summer deadweight:	24.287 Metres	0.00 Metres
Tonnages			
1.35	Net Tonnage:	6,356	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	11,585	9,494
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	12,109.15	10,551.86

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1.38	Panama Canal Net Tonnage (PCNT):				9,747
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.196 Metres	10.033 Metres	20,564.80 Metric Tonnes	25,949.48 Metric Tonnes
	Winter:	3.405 Metres	9.824 Metres	19,950.22 Metric Tonnes	25,334.902 Metric Tonnes
	Tropical:	2.987 Metres	10.242 Metres	21,182.35 Metric Tonnes	26,567.032 Metric Tonnes
	Lightship:	10.859 Metres	2.37 Metres		5,384.68 Metric Tonnes
	Normal Ballast Condition:	7.14 Metres	6.06 Metres	9,334.76 Metric Tonnes	14,719.44 Metric Tonnes
1.40	Does vessel have multiple SDWT?			Yes	
1.41	If yes, what is the maximum assigned deadweight?			20,564.80 Metric Tonnes	
Ownership and Operation					
1.42	Registered owner - Full style:			MTM HAMBURG LLC Trust Company Complex. Ajeltake Island, Ajeltake Road, Majuro, Marshall Islands MH 96960 C/O M.T.M Ship Management Pte.Ltd 78 Shenton Way, 13-01 Singapore 079120	
1.43	Technical operator - Full style:			M.T.M.Ship Management Pte. Ltd. 78 Shenton Way # 13-01 Lippo Centre, Singapore 079120. Tel: 65 63041770 Fax: 65 62207988 Email: technical.singapore@mtmshipmanagement. com Company IMO#: 1314037	
1.44	Commercial operator - Full style:			MT MARITIME PTE.LTD 78 Shenton Way, #13-02 Singapore 079120 Tel: +65 6221 2255 Fax: +65 6221 2277 Email: operations@mtmm.sg Web: www.mtmaritime.com	
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 21, 2011	Not Applicable	Jun 18, 2013
2.2	Safety Radio Certificate:	Mar 03, 2011	Not Applicable	Jun 18, 2013
2.3	Safety Construction Certificate:	Jun 21, 2011	Not Applicable	Jun 18, 2013
2.4	Loadline Certificate:	Oct 05, 2011		Jun 18, 2013
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jun 21, 2011	Not Applicable	Jun 18, 2013
2.6	Safety Management Certificate (SMC):	May 27, 2011	Not Applicable	Nov 18, 2013
2.7	Document of Compliance (DOC):	Sep 02, 2011	Not Applicable	Sep 16, 2016
2.8	USCG (specify: COC, LOC or COI): COC	Feb 08, 2011	Not Applicable	Feb 08, 2013
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 2011		Feb 20, 2012
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 20, 2011		Feb 20, 2012
2.11	U.S. Certificate of Financial Responsibility (COFR):	Dec 03, 2010		Dec 03, 2013
2.12	Certificate of Fitness (Chemicals):	Jun 21, 2011	Not Applicable	Jun 18, 2013
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Mar 03, 2011	May 27, 2010	Jun 18, 2013

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2.15	International Ship Security Certificate (ISSC):	Nov 19, 2010	Not Applicable	Nov 18, 2013
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Mar 03, 2011		Jun 18, 2013
2.17	International Air Pollution Prevention Certificate (IAPP):	Jun 21, 2011		Jun 18, 2013

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:	Burmese
3.2	Nationality of Officers:	Burmese, Ukraine
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 ECM Maritime Services LLC, 1 Selleck Street, 5th floor, Suite 511, Norwalk, CT06855, 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. 3500Sunrise Hwy Ste. T103, Great River,NY11739, 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: 2177.792 m3 (1 Wing) Seg#2: 2808.508 m3 (2 Wing) Seg#3: 1692.850 m3 (3 Wing) Seg#4: 2885.722 m3 (4 Wing) Seg#5: 2885.575 m3 (5 Wing) Seg#6: 1866.879 m3 (6 Wing) Seg#7: 1356.557 m3 (7 Wing) Seg#8: 2868.454 m3 (8 Wing)
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		Seg#9: 1927.968 m3 (9 Wing) Seg#10: 1222.304 m3 (10 Wing) (Total 20 tanks of each natural segregation with double valve.)		
6.4	Total cubic capacity (98%, excluding slop tanks):	20,470.305 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	1,222.304 Cu. Metres		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	45.28 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?	7,162.78 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	37.10 %		
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:	20		
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 Gravity of all cargo tanks is 1.5 Ton/M3.		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12 8	Centrifugal Centrifugal	300 M3/HR 200 M3/HR
	Stripping:			
	Eductors:			
	Ballast:	1	Centrifugal	500 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):	2	150 Millimetres	
Venting				
6.24	State what type of venting system is fitted:	Independent		
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:	20		
6.27	What is the size of cargo connections:	150 Millimetres		
6.28	What is the material of the manifold:	SS 316L		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	500 Millimetres		
6.30	Distance ships rail to manifold:	5,530 Millimetres		
6.31	Distance manifold to ships side:	5,530 Millimetres		
6.32	Top of rail to center of manifold:	1,230 Millimetres		

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6.33	Distance main deck to center of manifold:	3,000 Millimetres	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	10.41 Metres	6.68 Metres
6.35	Number / size reducers:	2 x 150/100mm (6/4") 2 x 200/150mm (8/6") 1 x 250/150mm (10/6") 1 x 300/150mm (12/6") 1 x 150/125mm (6/5")	

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:	Yes	Stainless Steel SUS 316L	Whole Tank
	Ballast tanks:	Yes	Epoxy	Whole Tank
	Slop tanks:	Yes	Stainless Steel SUS 316L	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:	No
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

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	55 Millimetres	Polypropylene & Polyester Interwoven	200 Metres	55 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 & Polyester Interwoven	200 Metres	55 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	55 Millimetres	Polypropylene & Polyester Interwoven	200 Metres	55 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:	3	55 Millimetres	Polypropylene & Polyester Interwoven	200 Metres	55 Metric Tonnes
8.5	Mooring winches	No.	# Drums	Brake Capacity		
	Forecastle:	2	Double Drums	24 Metric Tonnes		

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	Main deck fwd:	0	N/A	0 Metric Tonnes
	Main deck aft:	0	N/A	0 Metric Tonnes
	Poop deck:	2	Double Drums	24 Metric Tonnes
8.6	Mooring bitts		No.	SWL
		Forecastle:	4	70 Metric Tonnes
		Main deck fwd:	4	56 Metric Tonnes
		Main deck aft:	4	56 Metric Tonnes
		Poop deck:	8	70 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type		No.	SWL
		Forecastle:	3	58 Metric Tonnes
		Main deck fwd:	4	62 Metric Tonnes
		Main deck aft:	6	40 Metric Tonnes
		Poop deck:	3	62 Metric Tonnes
Emergency Towing System				
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
Anchors				
8.10	Number of shackles on port cable:			10
8.11	Number of shackles on starboard cable:			10
Escort Tug				
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:		65 Metric Tonnes	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:			60 Metric Tonnes
Bow/Stern Thruster				
8.14	What is brake horse power of bow thruster (if fitted):		932 bhp	694.99 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:		N/A	
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	

9. MISCELLANEOUS
Engine Room

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?		MDO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:		1,144.97 Cu. Metres	140.89 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 Baltic Place, South shore road, Gateshead, Tyne & Wear, NE8 3BA UK	
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		Tel: +44 (0) 191 2325221 Fax: +44 (0) 191 2610540 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:	Sep 14, 2011 / San Lorenzo
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 charter party. Please contact owner for details.
Vetting		
9.12	Date/Place of last SIRE Inspection:	Jul 21, 2011 / Gresik
9.13	Date/Place of last CDI Inspection:	Oct 28, 2011 / Aqaba
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>	REPSOL

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

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