1.	**VESSEL DESCRIPTION**			
1.1	Date updated:		Dec 07, 2011	
1.2	Vessel's name:		MTM Hong Kong	
1.3	IMO number:		9228320	
1.4	Vessel's previous name(s) and date(s) of change:		Chemroad Luna (Oct 19, 2010)	
1.5	Date delivered:		Nov 28, 2000	
1.6	Builder (where built):		SHIN-KURUSHIMA DOCKYARD CO.	
1.7	Flag:		Hong Kong	
1.8	Port of Registry:		Hong Kong	
1.9	Call sign:		VRHM5	
1.10	Vessel's satcom phone number:		347700750	
	Vessel's fax number:		347700751	
	Vessel's telex number:		335242510	
	Vessel's email address:		master.mtmhongkong@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*(TANKER, OILS-FLASH POINT BELOW 60 DEG/C. & CHEMICAL TYPE II & 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 10, 2010	Shanghai
1.20	Date next dry dock due		Jul 09, 2013	
1.21	Date of last special survey / next survey due:		Jul 10, 2010	Jul 09, 2015
1.22	Date of last annual survey:		Apr 18, 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):			174.38 Metres
1.26	Length Between Perpendiculars (LBP):			167.62 Metres
1.27	Extreme breadth (Beam):			27.70 Metres
1.28	Moulded depth:			16 Metres
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		42.10 Metres	0 Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		87.60 Metres	86.78 Metres
1.31	Distance bridge front to center of manifold:			57.82 Metres
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	34.24 Metres	35.53 Metres	35.53 Metres
	Aft to mid-point manifold:	19.52 Metres	31.74 Metres	40.03 Metres
	Parallel body length:	53.76 Metres	67.27 Metres	75.56 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:		248 Millimetres	41.41 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		39.93 Metres	0.00 Metres
	Normal ballast:		36.19 Metres	0.00 Metres
	At loaded summer deadweight:		31.084 Metres	0.00 Metres
Tonnages				
1.35	Net Tonnage:		9,091	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		20,043	15,598
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		21,119.62	19,123.72

1.38	Panama Canal Net Tonnage (PCNT):				67,579
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	5.021 Metres	11.016 Metres	34,465.20 Metric Tonnes	41,720.20 Metric Tonnes
	Winter:	5.25 Metres	10.787 Metres	33,511.40 Metric Tonnes	40,766.40 Metric Tonnes
	Tropical:	5.021 Metres	11.016 Metres	34,465.20 Metric Tonnes	41,720.20 Metric Tonnes
	Lightship:	13.717 Metres	2.17 Metres		7,255 Metric Tonnes
	Normal Ballast Condition:	10.127 Metres	5.91 Metres	13,986 Metric Tonnes	21,241 Metric Tonnes
1.40	Does vessel have multiple SDWT?			Yes	
1.41	If yes, what is the maximum assigned deadweight?			34,465.20 Metric Tonnes	
Ownership and Operation					
1.42	Registered owner - Full style:			MTM HONG KONG LLC c/o; Rm.809, Tsim Sha Tsui Centre,66 Mody Road,Kowloon, Hong Kong. Tel: +852 2528 9338 Fax: +852 2520 2509 Email: protective@mtmm.com.hk Company IMO#: 5563937	
1.43	Technical operator - Full style:			M.T.M. Ship Management Pte Ltd 78 Shenton Way #13-01Singapore 079120 Tel: +65-63041770 Fax: +65-62207998 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 06890U.S.A. 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:	Aug 25, 2011		Jan 24, 2012
2.2	Safety Radio Certificate:	Dec 09, 2010	Apr 18, 2011	Jul 09, 2015
2.3	Safety Construction Certificate:	Aug 25, 2011		Jan 24, 2012
2.4	Loadline Certificate:	Aug 25, 2011		Jan 24, 2012
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Aug 25, 2011		Jan 24, 2012
2.6	Safety Management Certificate (SMC):	Apr 18, 2011		Apr 17, 2016
2.7	Document of Compliance (DOC):	Sep 02, 2011	Not Applicable	Sep 16, 2016
2.8	USCG (specify: COC, LOC or COI): COC	May 10, 2011	Not Applicable	May 10, 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):	Oct 14, 2010		Oct 14, 2013
2.12	Certificate of Fitness (Chemicals):	Dec 08, 2010	Apr 18, 2011	Jul 09, 2015
2.13	Certificate of Fitness (Gas):	Not Applicable		
2.14	Certificate of Class:	Dec 09, 2010	Apr 18, 2011	Jul 09, 2015

2.15	International Ship Security Certificate (ISSC):	Apr 18, 2011		Apr 17, 2016
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Dec 09, 2010		Jul 09, 2015
2.17	International Air Pollution Prevention Certificate (IAPP):	Aug 25, 2011		Jan 24, 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 ITOPF and will remain so for the entire duration of this voyage/contract:		Yes	

3.	**CREW MANAGEMENT**	
3.1	Nationality of Master:	Croatian
3.2	Nationality of Officers:	Burmese/indian
3.3	Nationality of Crew:	Burmese/ Indian
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: 5878.256 m3 (1 Wings) Seg#2: 5843.448 m3 (2 Wings) Seg#3: 2937.258 m3 (3P) Seg#4: 2937.258 m3 (3S) Seg#5: 2938.060 m3 (4P) Seg#6: 2938.060 m3 (4S) Seg#7: 5863.019 m3 (5 Wings) Seg#8: 5459.694 m3 (6 Wings) Seg#9: 1544.574 m3 (Slop(P&S)) (Total 9 natural segreation with double valve.)
6.4	Total cubic capacity (98%, excluding slop tanks):	34,795.052 Cu. Metres

6.5	Slop tank(s) capacity (98%):			1,544.574 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?			14,988.91 Cu. Metres
6.9	What percentage of SDWT can vessel maintain with SBT only:			49.39 %
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:			9
6.12	Maximum loading rate for homogenous cargo per manifold connection:			238 Cu. Metres/Hour
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:			1,190 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 1.025 Ton/M3
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12 2	Centrifugal Centrifugal	250 M3/HR 100 M3/HR
	Stripping:			
	Eductors:			
	Ballast:	2	Centrifugal	650 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:			9
6.27	What is the size of cargo connections:			250 Millimetres
6.28	What is the material of the manifold:			Stailess Steel SUS304
Manifold Arrangement				
6.29	Distance between cargo manifold centers:			1,000 Millimetres
6.30	Distance ships rail to manifold:			3,450 Millimetres
6.31	Distance manifold to ships side:			3,700 Millimetres
6.32	Top of rail to center of manifold:			1,755 Millimetres
6.33	Distance main deck to center of manifold:			2,884 Millimetres
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:		13.027 Metres	8.941 Metres
6.35	Number / size reducers:			2 x 350/250mm (14/10") 2 x 300/250mm (12/10") 4 x 250/200mm (10/8")

		4 x 250/150mm (10/6") 1 x 140/100mm (5/4")
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	SUS304	Whole Tank
	Ballast tanks:	Yes	Epoxy	Whole Tank
	Slop tanks:	Yes	SUS304	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:	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:	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:	6	65 Millimetres	Polypropylene & Polyester Interwoven	206 Metres	47 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	220 Metres	47 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	65 Millimetres	Polypropylene & Polyester Interwoven	220 Metres	47 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	70 Millimetres	Polypropylene & Polyester Interwoven	200 Metres	47 Metric Tonnes

8.5	Mooring winches	No.	# Drums	Brake Capacity
	Forecastle:	2	DOUBLE DRUM	30.55 Metric Tonnes
	Main deck fwd:	0		0 Metric Tonnes
	Main deck aft:	0		0 Metric Tonnes
	Poop deck:	2	DOUBLE DRUM	30.55 Metric Tonnes
8.6	Mooring bitts		No.	SWL
	Forecastle:		6	70 Metric Tonnes

	Main deck fwd:	2	70 Metric Tonnes
	Main deck aft:	2	70 Metric Tonnes
	Poop deck:	8	70 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type	No.	SWL
	Forecastle:	2	54 Metric Tonnes
	Main deck fwd:	2	54 Metric Tonnes
	Main deck aft:	2	54 Metric Tonnes
	Poop deck:	2	54 Metric Tonnes
Emergency Towing System			
8.8	Type / SWL of Emergency Towing system forward:	FH10F	102 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	FH10F	102 Metric Tonnes
Anchors			
8.10	Number of shackles on port cable:	11	
8.11	Number of shackles on starboard cable:	11	
Escort Tug			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	64 Metric Tonnes	260
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		42 Metric Tonnes
Bow/Stern Thruster			
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
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)':	N/A	
8.17	Is vessel fitted with chain stopper(s):	N/A	
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 10 Tonnes, center	
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 Liquified Gas, as applicable):	N/A	

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?	MDO/HFO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1,782.98 Cu. Metres	178.44 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 Tel: +44 191 2325 221 Fax: +44 191 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:	May 10, 2011 / Baltimore
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.
Vetting		
9.12	Date/Place of last SIRE Inspection:	Nov 12, 2011 / JNPT, India
9.13	Date/Place of last CDI Inspection:	Nov 09, 2011 / JNPT, India
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: ** Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.*	CDI

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

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