

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	Dec 07, 2011	
1.2	Vessel's name:	MTM Houston	
1.3	IMO number:	9505924	
1.4	Vessel's previous name(s) and date(s) of change:	Golden Marine (Nov 14, 2011)	
1.5	Date delivered:	Apr 19, 2010	
1.6	Builder (where built):	Fukuoka Ship Building Co., Ltd.	
1.7	Flag:	Singapore	
1.8	Port of Registry:	Singapore	
1.9	Call sign:	9V9704	
1.10	Vessel's satcom phone number:	765092640	
	Vessel's fax number:	765092641	
	Vessel's telex number:	456630610	
	Vessel's email address:	master.mhs@mtmship.com	
1.11	Type of vessel:	Chemical	
1.12	Type of hull:	Double Hull	
<b>Classification</b>			
1.13	Classification society:	Nippon Kaiji Kyokai	
1.14	Class notation:	NS* (Tanker, Oils-Flashpoint on and below 60degC and Chemicals 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, N/A	
1.19	Date / place of last dry-dock:	Not Applicable	N/A
1.20	Date next dry dock due	Apr 18, 2013	
1.21	Date of last special survey / next survey due:	Not Applicable	Apr 18, 2015
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 Not Applicable	
<b>Dimensions</b>			
1.25	Length Over All (LOA):	144.03 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):	37.10 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	72.03 Metres	72.00 Metres
1.31	Distance bridge front to center of manifold:	43.20 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	24.093 Metres	30.981 Metres 34.185 Metres
	Aft to mid-point manifold:	23.874 Metres	29.528 Metres 35.855 Metres
	Parallel body length:	47.967 Metres	60.509 Metres 70.04 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	212 Millimetres	29.80 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	34.614 Metres	0.00 Metres
	Normal ballast:	31.337 Metres	0.00 Metres
	At loaded summer deadweight:	27.48 Metres	0.00 Metres
<b>Tonnages</b>			
1.35	Net Tonnage:	6,365	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	11,668	9,467
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	12,165.67	10,552.93

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1.38	Panama Canal Net Tonnage (PCNT):					9,818
<b>Loadline Information</b>						
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement	
	Summer:	3.215 Metres	9.6205 Metres	19,741.07 Metric Tonnes	25,270.09 Metric Tonnes	
	Winter:	3.415 Metres	9.4205 Metres	19,146.70 Metric Tonnes	24,675.72 Metric Tonnes	
	Tropical:	3.015 Metres	9.8205 Metres	20,338.52 Metric Tonnes	25,867.54 Metric Tonnes	
	Lightship:	10.314 Metres	2.486 Metres		5,529.02 Metric Tonnes	
	Normal Ballast Condition:	7.038 Metres	5.763 Metres	8,680 Metric Tonnes	14,160 Metric Tonnes	
1.40	Does vessel have multiple SDWT?			No		
1.41	If yes, what is the maximum assigned deadweight?					
<b>Ownership and Operation</b>						
1.42	Registered owner - Full style:			MTM Houston Pte Ltd 78 Shenton Way, #13-01, Singapore 079120 Tel: +65 6221 2255 Fax: +65 6221 2277 Email: operations@mtmm.sg Company IMO#: 5639463		
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: 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 Telex: Not Applicable Email: operations@mtmm.sg		
1.45	Disponent owner - Full style:					

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Nov 17, 2011	Not Applicable	Dec 16, 2011
2.2	Safety Radio Certificate:	Nov 17, 2011	Not Applicable	Apr 16, 2012
2.3	Safety Construction Certificate:	Nov 17, 2011	Not Applicable	Apr 16, 2012
2.4	Loadline Certificate:	Nov 17, 2011	Not Applicable	Apr 16, 2012
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Nov 17, 2011	Not Applicable	Apr 16, 2012
2.6	Safety Management Certificate (SMC):	Nov 17, 2011	Not Applicable	May 16, 2012
2.7	Document of Compliance (DOC):	Sep 02, 2011	Not Applicable	Sep 16, 2016
2.8	USCG (specify: COC, LOC or COI): Not Applicable	Not Applicable	Not Applicable	Not Applicable
2.9	Civil Liability Convention Certificate (CLC):	Nov 14, 2011		Feb 20, 2012
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Nov 14, 2011		Feb 20, 2012
2.11	U.S. Certificate of Financial Responsibility (COFR):	Nov 16, 2011		Nov 16, 2014
2.12	Certificate of Fitness (Chemicals):	Nov 17, 2011	Not Applicable	Apr 16, 2012
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Nov 17, 2011	Not Applicable	Apr 16, 2012

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2.15	International Ship Security Certificate (ISSC):	Nov 17, 2011	Not Applicable	May 16, 2012
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Nov 17, 2011		Apr 16, 2012
2.17	International Air Pollution Prevention Certificate (IAPP):	Nov 17, 2011	Not Applicable	Apr 16, 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

<b>3.</b>	<b>CREW MANAGEMENT</b>		
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	

<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 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 Highway Suite 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:	N/A	

<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>			
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 808.367 m3 (1 Wing) Seg#2: 951.690 m3 (2 Wing) Seg#3: 690.553 m3 (3 Wing) Seg#4: 2345.859 m3 (4 Wing) Seg#5: 2297.123 m3 (5 Wing) Seg#6: 1480.065 m3 (6 Wing) Seg#7: 2139.680 m3 (7 Wing) Seg#8: 2798.887 m3 (8 Wing) Seg#9: 2304.934 m3 (9 Wing)	

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		Seg#10: 2302.670 m3 (10 Wing) Seg#11: 650.253 m3 (11 Wing) Seg#12: 1416.452 m3 (12 Wing) Seg#13: 1483.622 m3 (13 Wing) (26 Natural Segerations with double valve.)		
6.4	Total cubic capacity (98%, excluding slop tanks):	21,019.902 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	650.253 Cu. Metres		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	52.587 Cu. Metres		
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?	6,921.85 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	35.90 %		
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:	26		
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 As tank's DSG is 1.50		
<b>Pumping Systems</b>				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12 14	Centrifugal Centrifugal	300 M3/HR 200 M3/HR
	Stripping:			
	Eductors:			
	Ballast:	1	Positive Displacment	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:	FLOAT (MUSASINO M-LMX)		
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):	3	150 Millimetres	
<b>Venting</b>				
6.24	State what type of venting system is fitted:	Independent/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':	N/A		
6.26	What is the number of cargo connections per side:	26		
6.27	What is the size of cargo connections:	150 Millimetres		
6.28	What is the material of the manifold:	SUS316L		
<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:	787 Millimetres		

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6.33	Distance main deck to center of manifold:	2,750 Millimetres		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	9.802 Metres	5.984 Metres	
6.35	Number / size reducers:	2 x 150/100mm (6/4") 2 x 150/125mm (6/5") 2 x 150/200mm (6/8") 1 x 150/250mm (6/10") 1 x 150/300mm (6/12")		
<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 Heating Coil		
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:			
<b>Tank Coating</b>				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	N/A	Stainless Steel SUS316	N/A
	Ballast tanks:	Yes	Epoxy	Whole Tank
	Slop tanks:	N/A	Stainless Steel SUS316	
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:	Nitrogen Generator		
7.3	Is a Crude Oil Washing (COW) installation fitted:	N/A		

<b>8.</b>	<b>MOORING</b>					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	55 Millimetres	PP&Polyester	220 Metres	62 Metric Tonnes
	Main deck fwd:	4	55 Millimetres	PP&Polyester	220 Metres	62 Metric Tonnes
	Main deck aft:					
	Poop deck:					
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	55 Millimetres	PP&Polyester	220 Metres	62 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	55 Millimetres	PP&POLYESTER	220 Metres	62 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double Drums	29.20 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:			2	Double Drums	29.20 Metric Tonnes

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8.6	Mooring bitts	No.	SWL
	Forecastle:	6	71.992 Metric Tonnes
	Main deck fwd:	6	13.256 Metric Tonnes
	Main deck aft:	4	13.256 Metric Tonnes
	Poop deck:	8	71.992 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type	No.	SWL
	Forecastle:	13	71.992 Metric Tonnes
	Main deck fwd:	6	60.163 Metric Tonnes
	Main deck aft:	4	17.131 Metric Tonnes
	Poop deck:	17	71.992 Metric Tonnes
<b>Emergency Towing System</b>			
8.8	Type / SWL of Emergency Towing system forward:	N/A	
8.9	Type / SWL of Emergency Towing system aft:		
<b>Anchors</b>			
8.10	Number of shackles on port cable:		10
8.11	Number of shackles on starboard cable:		10
<b>Escort Tug</b>			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	110.945 Metric Tonnes	360X260
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		71.992 Metric Tonnes
<b>Bow/Stern Thruster</b>			
8.14	What is brake horse power of bow thruster (if fitted):	871 bhp	649.50 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):		N/A
8.18	How many chain stopper(s) are fitted:		
8.19	State type of chain stopper(s) fitted:		
8.20	Safe Working Load (SWL) of chain stopper(s):		
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		
8.22	Distance between the bow fairlead and chain stopper/bracket:		
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, centre
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		2 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 380cst	
9.2	What type of fuel is used in the generating plant?	IFO 380cst	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1,151.61 Cu. Metres	126.13 Cu. Metres 0.00 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 OF ENGLAND The Quayside, Newcastle upon Tyne, NE13DU UK Tel: +44 1912325221 Fax: +44 1912610540 Email: general@nepia.com Web: www.nepia.com	

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9.6	P & I Club coverage - pollution liability coverage:	1000000000 US\$
<b>Port State Control</b>		
9.7	Date and place of last Port State Control inspection:	Nov 23, 2011 / Dumai
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	
<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.
<b>Vetting</b>		
9.12	Date/Place of last SIRE Inspection:	
9.13	Date/Place of last CDI Inspection:	Nov 24, 2011 / Dumai
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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