

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Dec 07, 2011	
1.2	Vessel's name:	MTM Princess	
1.3	IMO number:	9185853	
1.4	Vessel's previous name(s) and date(s) of change:	CHEMSTAR PRINCESS (May 08, 2009)	
1.5	Date delivered:	May 31, 1999	
1.6	Builder (where built):	SHIN-KURUSHIMA DOCKYARD CO.,LTD	
1.7	Flag:	Marshall Island	
1.8	Port of Registry:	MAJURO	
1.9	Call sign:	V7RT3	
1.10	Vessel's satcom phone number:	353832930	
	Vessel's fax number:	353832932	
	Vessel's telex number:	453832936	
	Vessel's email address:	master.mtmprincess@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)(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:	May 29, 2009	Jiangyin, China
1.20	Date next dry dock due	May 28, 2012	
1.21	Date of last special survey / next survey due:	May 29, 2009	May 30, 2014
1.22	Date of last annual survey:	Aug 24, 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):	147.80 Metres	
1.26	Length Between Perpendiculars (LBP):	141.00 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):	38.525 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	74.026 Metres	73.807 Metres
1.31	Distance bridge front to center of manifold:	45.743 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	23.81 Metres	23.809 Metres
	Aft to mid-point manifold:	11.39 Metres	23.191 Metres
	Parallel body length:	35.20 Metres	47 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	216 Millimetres	30.36 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	36.225 Metres	0.00 Metres
	Normal ballast:	32.815 Metres	0.00 Metres
	At loaded summer deadweight:	28.787 Metres	0.00 Metres
Tonnages			
1.35	Net Tonnage:	6,281	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	11,951	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	12,521.52	10,529.04

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

1.38	Panama Canal Net Tonnage (PCNT):					10,053
Loadline Information						
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement	
	Summer:	3.106 Metres	9.738 Metres	20,962.80 Metric Tonnes	26,327.80 Metric Tonnes	
	Winter:	3.308 Metres	9.536 Metres	20,351 Metric Tonnes	25,716 Metric Tonnes	
	Tropical:	3.106 Metres	9.738 Metres	20,962.80 Metric Tonnes	26,327.80 Metric Tonnes	
	Lightship:	10.554 Metres	2.29 Metres		5,365 Metric Tonnes	
	Normal Ballast Condition:	7.134 Metres	5.71 Metres	9,337 Metric Tonnes	14,702 Metric Tonnes	
1.40	Does vessel have multiple SDWT?			Yes		
1.41	If yes, what is the maximum assigned deadweight?			20,963 Metric Tonnes		
Ownership and Operation						
1.42	Registered owner - Full style:			MTM PRINCESS LLC Trust Company Complex Ajeltake Road, Ajeltake Island Majuro, Marshall Island 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 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 LLC (USA) 2960 Post Road, Southport, CT 06890 USA Tel: 1 203 226 7882 Fax: 1 203 226 8934 Email: operations@MTMARITIME.com		
1.45	Disponent owner - Full style:			MTM Trading LLC C/O M.T. Maritime Management LLC(USA) 2960 Post Road, Southport, CT 06890 USA Tel: 1 203 226 7882 Fax: 1 203 226 8934 Email: operations@MTMARITIME.com		

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Oct 20, 2011		May 30, 2014
2.2	Safety Radio Certificate:	Aug 20, 2009	Aug 03, 2010	May 30, 2014
2.3	Safety Construction Certificate:	Sep 02, 2010	Aug 24, 2011	May 30, 2014
2.4	Loadline Certificate:	Sep 02, 2010	Aug 24, 2011	May 30, 2014
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Oct 20, 2011		May 30, 2014
2.6	Safety Management Certificate (SMC):	Oct 26, 2009		Oct 25, 2014
2.7	Document of Compliance (DOC):	Sep 02, 2011		Sep 16, 2016
2.8	USCG (specify: COC, LOC or COI): COC	Jul 14, 2010	Nov 16, 2011	Jul 14, 2012
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):	May 06, 2009		Jun 06, 2012
2.12	Certificate of Fitness (Chemicals):	Jul 30, 2010	Aug 24, 2011	May 30, 2014
2.13	Certificate of Fitness (Gas):	Not Applicable		
2.14	Certificate of Class:	Sep 02, 2010	Aug 24, 2011	May 30, 2014

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

2.15	International Ship Security Certificate (ISSC):	Oct 26, 2009		Oct 25, 2014
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Aug 20, 2009		May 30, 2014
2.17	International Air Pollution Prevention Certificate (IAPP):	Nov 18, 2010	Oct 20, 2011	May 30, 2014

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
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:	Yes

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 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:	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: 1280.901 m3 (1 Wings) Seg#2: 812.293 m3 (2 Wings) Seg#3: 3198.803 m3 (3 Wings) Seg#4: 1342.488 m3 (4 Wings) Seg#5: 2706.745 m3 (5 Wings) Seg#6: 1349.084 m3 (6 Wings) Seg#7: 2710.879 m3 (7 Wings) Seg#8: 2710.826 m3 (8 Wings)
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INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

		Seg#9: 2666.631 m3 (9 Wings) Seg#10: 1407.274 m3 (10 Wings) Seg#11: 1218.679 m3 (11 Wings) (Total 22 tanks of each natural segregations with double vlave.)		
6.4	Total cubic capacity (98%, excluding slop tanks):	20,185.924 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	1,218.68 Cu. Metres		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	0 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?	8,137.93 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	38.80 %		
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:	280 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1,120 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes Designed Specific Capacity 1.30 Ton/M3		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	22	Centrifugal	200 M3/HR
	Stripping:			
	Eductors:			
	Ballast:	1	Centrifugal	350 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:	5		
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:	Float		
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	200 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':	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:	375 Millimetres		
6.30	Distance ships rail to manifold:	3,500 Millimetres		
6.31	Distance manifold to ships side:	3,500 Millimetres		
6.32	Top of rail to center of manifold:	1,690 Millimetres		
6.33	Distance main deck to center of manifold:	2,690 Millimetres		

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	9.88 Metres	5.852 Metres
6.35	Number / size reducers:	1 x 300/250mm (12/10") 2 x 250/200mm (10/8") 2 x 250/150mm (10/6") 2 x 200/150mm (8/6") 2 x 150/100mm (6/4")	

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:	N/A	SUS 316 LN	Whole Tank
	Ballast tanks:	Yes	Epoxy	Whole Tank
	Slop tanks:	Yes	SUS 316LN	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	55 Millimetres	Polypropylene & Polyester Interwoven	220 Metres	58 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	64 Millimetres	Polypropylene & Polyester Interwoven	220 Metres	87 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	1	55 Millimetres	Polypropylene & Polyester Interwoven	220 Metres	46.70 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:	1	55 Millimetres	Polypropylene & Polyester Interwoven	220 Metres	46.70 Metric Tonnes
8.5	Mooring winches	No.	# Drums	Brake Capacity		
	Forecastle:	2	Double Drums	22.50 Metric Tonnes		
	Main deck fwd:	0		0 Metric Tonnes		
	Main deck aft:	0		0 Metric Tonnes		

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

	Poop deck:	2	Double Drums	22.50 Metric Tonnes
8.6	Mooring bitts		No.	SWL
		Forecastle:	6	26 Metric Tonnes
		Main deck fwd:	2	26 Metric Tonnes
		Main deck aft:	2	26 Metric Tonnes
		Poop deck:	8	26 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type		No.	SWL
		Forecastle:	3	64 Metric Tonnes
		Main deck fwd:	4	
		Main deck aft:	4	16 Metric Tonnes
		Poop deck:	5	64 Metric Tonnes
Emergency Towing System				
8.8	Type / SWL of Emergency Towing system forward:		TK20F	102 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:		TK20A	102 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	260mm x 710mm
8.13	What is SWL of bollard on poopdeck suitable for escort tug:			26 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)':			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, centre
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):			N/A
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?			IFO 380 CST
9.3	Capacity of bunker tanks - IFO and MDO/MGO:		1,050.51 Cu. Metres	91.50 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, Tyne & Wear, NE8 3BA UK Tel: 44 191 2325221 Fax: 44 191 2610540 Email: general@nepia.com

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

		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:	Nov 16, 2011 / Houston
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:	Oct 31, 2011 / Callao
9.13	Date/Place of last CDI Inspection:	Sep 24, 2011 / Gdansk
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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