

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	Dec 30, 2011	
1.2	Vessel's name:	MTM Rotterdam	
1.3	IMO number:	9477567	
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.5	Date delivered:	Aug 12, 2011	
1.6	Builder (where built):	Usuki Shipyard Co.Ltd.	
1.7	Flag:	Hong Kong	
1.8	Port of Registry:	Hong Kong	
1.9	Call sign:	VRIV7	
1.10	Vessel's satcom phone number:	773230133	
	Vessel's fax number:	783156065	
	Vessel's telex number:	447798845	
	Vessel's email address:	master.mtmrotterdam@mtmsm.amosconnect.com	
1.11	Type of vessel:	Oil / Chemical Tanker	
1.12	Type of hull:	Double Hull	
<b>Classification</b>			
1.13	Classification society:	Nippon Kaiji Kyokai	
1.14	Class notation:	NS* Tanker Oil flash point on and below 60C , Chemical tanker 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:	Not Applicable	
1.20	Date next dry dock due	Aug 11, 2014	
1.21	Date of last special survey / next survey due:	Not Applicable	Aug 11, 2016
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?	No	
<b>Dimensions</b>			
1.25	Length Over All (LOA):	145.53 Metres	
1.26	Length Between Perpendiculars (LBP):	137.00 Metres	
1.27	Extreme breadth (Beam):	23.70 Metres	
1.28	Moulded depth:	13.35 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	37.40 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	74.14 Metres	71.36 Metres
1.31	Distance bridge front to center of manifold:	43.98 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	22.96 Metres	24.41 Metres 24.41 Metres
	Aft to mid-point manifold:	24.24 Metres	29.17 Metres 34.32 Metres
	Parallel body length:	47.20 Metres	58.73 Metres 58.36 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	221 Millimetres	28.90 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	35.14 Metres	0 Metres
	Normal ballast:	31.73 Metres	0.00 Metres
	At loaded summer deadweight:	27.289 Metres	0.00 Metres
<b>Tonnages</b>			
1.35	Net Tonnage:	6,541	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	11,651	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	12,270.58	10,877.94

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1.38	Panama Canal Net Tonnage (PCNT):					9,803
<b>Loadline Information</b>						
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement	
	Summer:	3.269 Metres	10.111 Metres	21,144.61 Metric Tonnes	26,454.84 Metric Tonnes	
	Winter:	3.479 Metres	9.901 Metres	20,535.25 Metric Tonnes	25,845.48 Metric Tonnes	
	Tropical:	3.059 Metres	10.321 Metres	21,756.81 Metric Tonnes	27,067.04 Metric Tonnes	
	Lightship:	11.12 Metres	2.26 Metres		5,310.23 Metric Tonnes	
	Normal Ballast Condition:	7.73 Metres	5.65 Metres	8,778.89 Metric Tonnes	14,089.12 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 ROTTERDAM LLC Rm. 809, Tsim Sha Tsui Centre, 66 Mody Road, Tsim Sha Tsui East, Hong Kong. Tel: 852 25289338 Fax: 852 25202509 Email: protective@mtmm.com.hk Company IMO#: 5615953		
1.43	Technical operator - Full style:			MTM Ship Management 78, Shenton Way, #13-01, Singapore, 079120 Tel: 65 6304 1770 Fax: 65 6220 7988 Email: technical.singapore@mtmshipmanagement.com		
1.44	Commercial operator - Full style:			MT maritime management ( USA ) LLC 2960 Post Road , Southport CT , 06890 USA Tel: 1 203 226 7882 Fax: 1 203 226 8934 Telex: Not Applicable Email: operations@mtmaritime.com		
1.45	Disponent owner - Full style:			MTM TRADING LLC MT Maritime management (USA) LLC , 2960 Post Road Southport , Connecticut 06890, USA. Tel: +1-203 226 7882 Fax: +1-203 226 8934 Email: operations@mtmmaritimr.com		

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Nov 10, 2011	Not Applicable	Aug 11, 2016
2.2	Safety Radio Certificate:	Nov 10, 2011	Not Applicable	Aug 11, 2016
2.3	Safety Construction Certificate:	Nov 10, 2011	Not Applicable	Aug 11, 2016
2.4	Loadline Certificate:	Nov 10, 2011	Not Applicable	Aug 11, 2016
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Nov 10, 2011	Not Applicable	Aug 11, 2016
2.6	Safety Management Certificate (SMC):	Aug 12, 2011	Not Applicable	Feb 11, 2012
2.7	Document of Compliance (DOC):	Sep 02, 2011		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):	Aug 04, 2011		Feb 20, 2012
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Aug 04, 2011		Feb 20, 2012
2.11	U.S. Certificate of Financial Responsibility (COFR):	Aug 11, 2011		Jul 31, 2013

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2.12	Certificate of Fitness (Chemicals):	Nov 10, 2011	Not Applicable	Aug 11, 2016
2.13	Certificate of Fitness (Gas):	Not Applicable		
2.14	Certificate of Class:	Oct 24, 2011	Not Applicable	Aug 11, 2016
2.15	International Ship Security Certificate (ISSC):	Aug 12, 2011		Feb 11, 2012
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Nov 10, 2011		Aug 11, 2016
2.17	International Air Pollution Prevention Certificate (IAPP):	Nov 10, 2011	Not Applicable	Aug 11, 2016

**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:	Myanmar		
3.2	Nationality of Officers:	Myanmar		
3.3	Nationality of Crew:	All Myanmar		
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Not Applicable Crew: Not Applicable		
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, 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 Corporation ( NrCorp) 3500 Sunrise Highway Suite 103, 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: 1275.702 m3 (COT 1W) Seg#2: 2432.212 m3 (COT 2W) Seg#3: 2444.903 m3 (COT 3W) Seg#4: 2695.610 m3 (COT 4W) Seg#5: 1256.230 m3 (COT 5W) Seg#6: 2340.533 m3 (COT 6W) Seg#7: 2159.917 m3 (COT 7W)		
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		Seg#8: 2340.334 m3 (COT 8W) Seg#9: 2333.041 m3 (COT 9W) Seg#10: 1563.922 m3 (COT 10W) Seg#11: 1352.988 m3 (COT 11W) (Total 22 tanks of natural segregation with double valve.)		
6.4	Total cubic capacity (98%, excluding slop tanks):	20,842.40 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	1,352.99 Cu. Metres		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	51.20 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?	7,120.00 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	33.67 %		
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:	22		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	285 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1,140 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes 98% with Designed specific gravity of all tanks is 1.50 Ton/M3		
<b>Pumping Systems</b>				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	22	Centrifugal	250 M3/HR
	Stripping:			
	Eductors:			
	Ballast:	2	Centrifugal	300 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:	Floating		
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):	2	150 Millimetres	
<b>Venting</b>				
6.24	State what type of venting system is fitted:	Independent		
<b>Cargo Manifolds</b>				
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:	Stainless Steel		
<b>Manifold Arrangement</b>				
6.29	Distance between cargo manifold centers:	350 Millimetres		
6.30	Distance ships rail to manifold:	3,850 Millimetres		
6.31	Distance manifold to ships side:	4,000 Millimetres		
6.32	Top of rail to center of manifold:	1,220 Millimetres		

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6.33	Distance main deck to center of manifold:	2,700 Millimetres	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	10.23 Metres	6.05 Metres
6.35	Number / size reducers:	4 x 100/150mm (4/6") 2 x 150/200mm (6/8") 3 x 150/250mm (6/10") 2 x 150/300mm (6/12") 1 x 250/300mm (10/12")	

**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 &deg;C / 176.0 &deg;F	65 &deg;C / 149 &deg;F

**Tank Coating**

6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	All Cargo Tanks Stainless Steel	Whole Tank
	Ballast tanks:	Yes	Whole Tank	Whole Tank
	Slop tanks:	Yes	Epoxy	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 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:			Not Applicable		
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:			Not Applicable		
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:			Not Applicable		
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:			Not Applicable		
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	60 Millimetres	Polypropylene and polyester interwoven	200 Metres	61 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	55 Millimetres	Polypropylene and polyester interwoven	227 Metres	61 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	60 Millimetres	Polypropylene and polyester interwoven	200 Metres	61 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	3	60 Millimetres	Polypropylene and polyester interwoven	200 Metres	61 Metric Tonnes
8.5	Mooring winches	No.	# Drums	Brake Capacity		
	Forecastle:	2	Double Drums	29.10 Metric Tonnes		

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	Main deck fwd:			
	Main deck aft:			
	Poop deck:	2	Double Drums	29.10 Metric Tonnes
8.6	Mooring bitts		No.	SWL
		Forecastle:	6	72 Metric Tonnes
		Main deck fwd:	2	45 Metric Tonnes
		Main deck aft:	2	45 Metric Tonnes
		Poop deck:	4	72 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type		No.	SWL
		Forecastle:	1	200 Metric Tonnes
		Main deck fwd:	6	42 Metric Tonnes
		Main deck aft:	2	20 Metric Tonnes
		Poop deck:	5	64 Metric Tonnes
<b>Emergency Towing System</b>				
8.8	Type / SWL of Emergency Towing system forward:		TK40F-FS	200 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:		TK20A-FS	100 Metric Tonnes
<b>Anchors</b>				
8.10	Number of shackles on port cable:			10.50
8.11	Number of shackles on starboard cable:			10.50
<b>Escort Tug</b>				
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:		100 Metric Tonnes	840mm x 400mmx750mm
8.13	What is SWL of bollard on poopdeck suitable for escort tug:			72 Metric Tonnes
<b>Bow/Stern Thruster</b>				
8.14	What is brake horse power of bow thruster (if fitted):		884 bhp	659.19 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)':			Yes
8.17	Is vessel fitted with chain stopper(s):			Yes
8.18	How many chain stopper(s) are fitted:		1	
8.19	State type of chain stopper(s) fitted:		TK40F	
8.20	Safe Working Load (SWL) of chain stopper(s):			200 Metric Tonnes
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:			76 Millimetres
8.22	Distance between the bow fairlead and chain stopper/bracket:			3,500 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 Not Applicable
<b>Lifting Equipment</b>				
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
<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

**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:		1,023.14 Cu. Metres	81.50 Cu. Metres 0 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
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		Gateshead Tyne & Wear NE8 3BA UK 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\$
<b>Port State Control</b>		
9.7	Date and place of last Port State Control inspection:	Nov 10, 2011 / Barcelona
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. Please contact owners for detail.
<b>Vetting</b>		
9.12	Date/Place of last SIRE Inspection:	Sep 24, 2011 / Punta Patache
9.13	Date/Place of last CDI Inspection:	Aug 22, 2011 / Isabel
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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