

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Dec 08, 2011	
1.2	Vessel's name:	MTM Shanghai	
1.3	IMO number:	9345908	
1.4	Vessel's previous name(s) and date(s) of change:	Golden Charlotte (Dec 06, 2010)	
1.5	Date delivered:	Sep 25, 2006	
1.6	Builder (where built):	Fukuoka Shipbuilding Co	
1.7	Flag:	Singapore	
1.8	Port of Registry:	Singapore	
1.9	Call sign:	9V9600	
1.10	Vessel's satcom phone number:	765089933/4/5/6	
	Vessel's fax number:	765089937	
	Vessel's telex number:	456624010	
	Vessel's email address:	master.mtmshanghai@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(Oil,flash point on and below 60°C and 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:	Nov 10, 2011	Jiangsu, China
1.20	Date next dry dock due	Nov 10, 2013	
1.21	Date of last special survey / next survey due:	Nov 10, 2011	Nov 10, 2013
1.22	Date of last annual survey:		
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):	144.03 Metres	
1.26	Length Between Perpendiculars (LBP):	136.00 Metres	
1.27	Extreme breadth (Beam):	24.23 Metres	
1.28	Moulded depth:	12.80 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	37.20 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	71.93 Metres	72.10 Metres
1.31	Distance bridge front to center of manifold:	44.50 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	24.02 Metres	30.98 Metres 34.23 Metres
	Aft to mid-point manifold:	23.76 Metres	29.42 Metres 35.61 Metres
	Parallel body length:	47.78 Metres	60.40 Metres 69.84 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	212 Millimetres	29.76 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	34.85 Metres	0.00 Metres
	Normal ballast:	31.547 Metres	0.00 Metres
	At loaded summer deadweight:	27.573 Metres	0.00 Metres
Tonnages			
1.35	Net Tonnage:	6,301	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	11,641	9,438
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	12,126.72	10,549.61

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

1.38	Panama Canal Net Tonnage (PCNT):					9,795
Loadline Information						
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement	
	Summer:	3.209 Metres	9.627 Metres	19,885.61 Metric Tonnes	25,289.46 Metric Tonnes	
	Winter:	3.409 Metres	9.427 Metres	19,291.14 Metric Tonnes	24,694.99 Metric Tonnes	
	Tropical:	3.009 Metres	9.827 Metres	20,483.16 Metric Tonnes	25,887.01 Metric Tonnes	
	Lightship:	10.486 Metres	2.35 Metres		5,303.85 Metric Tonnes	
	Normal Ballast Condition:	7.178 Metres	5.653 Metres	8,710.50 Metric Tonnes	14,058.90 Metric Tonnes	
1.40	Does vessel have multiple SDWT?			No		
1.41	If yes, what is the maximum assigned deadweight?					
Ownership and Operation						
1.42	Registered owner - Full style:			MTM Shanghai Pte Ltd 78 Shenton Way, #13-01, Singapore 079120 C/O, M.T.M.Ship Management Pte Ltd, 78 Shenton Way, #13-01, Singapore 079120. Tel: +65 6221 225 Fax: +65 6221 227 Email: operations.mtmm.sg Company IMO#: 5631074		
1.43	Technical operator - Full style:			MTM Shipmanagement 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:			MTM Maritime Management LLC 2960 Post Road, Southport, CT 06890, USA. 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:	Nov 10, 2011		Apr 09, 2012
2.2	Safety Radio Certificate:	Nov 10, 2011		Apr 09, 2012
2.3	Safety Construction Certificate:	Nov 10, 2011		Apr 09, 2012
2.4	Loadline Certificate:	Nov 10, 2011		Apr 09, 2012
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Nov 10, 2011		Apr 09, 2012
2.6	Safety Management Certificate (SMC):	Sep 08, 2011		May 19, 2016
2.7	Document of Compliance (DOC):	Sep 02, 2011	Not Applicable	Sep 16, 2016
2.8	USCG (specify: COC, LOC or COI): COC	Dec 12, 2010		Dec 12, 2012
2.9	Civil Liability Convention Certificate (CLC):	Aug 26, 2011		Feb 20, 2012
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Aug 26, 2011		Feb 20, 2012
2.11	U.S. Certificate of Financial Responsibility (COFR):	Dec 16, 2010		Nov 30, 2012

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

2.12	Certificate of Fitness (Chemicals):	Nov 10, 2011		Apr 09, 2012
2.13	Certificate of Fitness (Gas):	Not Applicable		
2.14	Certificate of Class:	Nov 10, 2011		Apr 09, 2012
2.15	International Ship Security Certificate (ISSC):	Sep 08, 2011		May 19, 2016
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Nov 10, 2011		Apr 09, 2012
2.17	International Air Pollution Prevention Certificate (IAPP):	Nov 10, 2011		Apr 09, 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:	Burmese	
3.2	Nationality of Officers:	Burmese / Indians/ Filipino/ Ukranian	
3.3	Nationality of Crew:	Burmese / Indians	
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: +12038570444 Fax: +12038570428 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 8008994672 Fax: +1 6312249086 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: 809.750 m3 (1 Wings) Seg#2: 948.840 m3 (2 Wings) Seg#3: 690.022 m3 (3 Wings) Seg#4: 2342.656 m3 (4 Wings) Seg#5: 2295.613 m3 (5 Wings)	

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

		Seg#6: 1479.124 m3 (6 Wings) Seg#7: 2138.618 m3 (7 Wings) Seg#8: 2794.584 m3 (8 Wings) Seg#9: 2302.705 m3 (9 Wings) Seg#10: 2300.594 m3 (10 Wings) Seg#11: 649.683 m3 (11 Wings) Seg#12: 1415.787 m3 (12 Wings) Seg#13: 1483.405 m3 (13 Wings) (Total 26 tanks of each natural segregations with double valve.)		
6.4	Total cubic capacity (98%, excluding slop tanks):	21,001.698 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	649.683 Cu. Metres		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	52.60 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?	6,975.81 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	36.30 %		
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:	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 Designed Specific Gravity of all tanks is 1.5 Ton/M3		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	14 12	Centrifugal Centrifugal	300 M3/HR 200 M3/HR
	Stripping:			
	Eductors:			
	Ballast:	1	Centrifugal	400 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):	3	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:	26		
6.27	What is the size of cargo connections:	150 Millimetres		
6.28	What is the material of the manifold:	STAINLESS STEEL SUS 316L		
Manifold Arrangement				

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

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:	370 Millimetres	
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:	9.89 Metres	6.03 Metres
6.35	Number / size reducers:	2 x 100/150mm (4/6") 2 x 125/150mm (5/6") 2 x 150/200mm (6/8") 1 x 150/250mm (6/10") 1 x 150/300mm (6/12")	

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 °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	SUS316LN	Whole Tank
	Ballast tanks:	Yes	Epoxy	Whole Tank
	Slop tanks:	N/A	SUS316LN	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	60 Millimetres	Polypropylene & Polyester Interwoven	200 Metres	67 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	60 Millimetres	Polypropylene & Polyester Interwoven	200 Metres	67 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	5	60 Millimetres	Polypropylene & Polyester Interwoven		
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	5	60 Millimetres	Polypropylene &	220 Metres	67 Metric Tonnes

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

				Ployester Interwoven		
8.5	Mooring winches	No.	# Drums	Brake Capacity		
	Forecastle:	2	Double Drums	26.50 Metric Tonnes		
	Main deck fwd:	0	N/A	0 Metric Tonnes		
	Main deck aft:	0	N/A	0 Metric Tonnes		
	Poop deck:	2	Double Drums	26.50 Metric Tonnes		
8.6	Mooring bitts	No.		SWL		
	Forecastle:	6		72 Metric Tonnes (2X58, 4X72)		
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	8		72 Metric Tonnes (4X58, 4x72)		
8.7	Closed chocks and/or fairleads of enclosed type	No.		SWL		
	Forecastle:	3		64 Metric Tonnes		
	Main deck fwd:	4		62 Metric Tonnes		
	Main deck aft:	4		62 Metric Tonnes		
	Poop deck:	5		72 Metric Tonnes		
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:			Not Applicable		
8.9	Type / SWL of Emergency Towing system aft:			Not Applicable		
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:			63 Metric Tonnes		
8.13	What is SWL of bollard on poopdeck suitable for escort tug:			72 Metric Tonnes		
Bow/Stern Thruster						
8.14	What is brake horse power of bow thruster (if fitted):			864 bhp	644.28 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):			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:			Yes		
Lifting Equipment						
8.24	Derrick / Crane description (Number, SWL and location):			Cranes: 1 x 5 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 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?	DO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1,153.05 Cu. Metres	126.33 Cu. Metres 0.00 Cu. Metres

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

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 1912325221 Fax: +44 1912610540 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:	Jun 08, 2011 / Pelitung, Indonesia
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:	Jul 22, 2011 / Rotterdam
9.13	Date/Place of last CDI Inspection:	Dec 30, 2010 / Quintero
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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