

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Dec 08, 2011	
1.2	Vessel's name:	MTM Westport	
1.3	IMO number:	9185920	
1.4	Vessel's previous name(s) and date(s) of change:	Chemstar Eagle (Feb 04, 2010) Chemical Venture (Sep 04, 2000)	
1.5	Date delivered:	Mar 15, 2000	
1.6	Builder (where built):	Shinkurushima Dockyard Co., Ltd Japan	
1.7	Flag:	Hong Kong	
1.8	Port of Registry:	HONG KONG	
1.9	Call sign:	VRGN6	
1.10	Vessel's satcom phone number:	347700662 / 3	
	Vessel's fax number:	347700664	
	Vessel's telex number:	447702734	
	Vessel's email address:	master.mtmwestport@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* MNS* (Tanker, Molasses or Oils-Flash point below 60°C and Chemical Type II&III) (ESP)	
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:	Feb 20, 2010	Lloyd werft, Bremerhaven
1.20	Date next dry dock due	Feb 20, 2013	
1.21	Date of last special survey / next survey due:	Feb 20, 2010	Feb 20, 2015
1.22	Date of last annual survey:	Jan 07, 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):	147.83 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):	38.56 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	74.00 Metres	73.83 Metres
1.31	Distance bridge front to center of manifold:	45.74 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	23.809 Metres	23.809 Metres 23.809 Metres
	Aft to mid-point manifold:	23.191 Metres	23.191 Metres 29.691 Metres
	Parallel body length:	47 Metres	47 Metres 53.50 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	217 Millimetres	30.12 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	36.30 Metres	0.00 Metres
	Normal ballast:	32.94 Metres	0.00 Metres
	At loaded summer deadweight:	28.787 Metres	0.00 Metres
Tonnages			
1.35	Net Tonnage:	6,277	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	11,951	9,662

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		12,520.85	10,519.56	
1.38	Panama Canal Net Tonnage (PCNT):			10,052.95	
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.106 Metres	9.738 Metres	20,895 Metric Tonnes	26,317 Metric Tonnes
	Winter:	3.308 Metres	9.536 Metres	20,283 Metric Tonnes	25,705 Metric Tonnes
	Tropical:	2.904 Metres	9.94 Metres	21,509 Metric Tonnes	26,931 Metric Tonnes
	Lightship:	10.584 Metres	2.26 Metres		5,422 Metric Tonnes
	Normal Ballast Condition:	7.224 Metres	5.62 Metres	9,020 Metric Tonnes	14,442 Metric Tonnes
1.40	Does vessel have multiple SDWT?			Yes	
1.41	If yes, what is the maximum assigned deadweight?			20,895 Metric Tonnes	
Ownership and Operation					
1.42	Registered owner - Full style:		MTM WESTPORT LLC Room 809, Tsim Sha Tsui Centre, 66 Mody Road, Kowloon, Hong Kong Tel: +852 25289338 Fax: +852 25202509 Email: protective@mtmm.com.hk		
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:		MT Maritime Management (USA) LLC 2960 Post Road, Southport, CT 06890, USA Tel: 1-2032267882 Fax: 1-2032268934 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 26, 2010	Apr 04, 2011	Mar 14, 2015
2.2	Safety Radio Certificate:	Apr 19, 2010	Jan 07, 2011	Mar 14, 2015
2.3	Safety Construction Certificate:	Aug 26, 2010	Jan 07, 2011	Mar 14, 2015
2.4	Loadline Certificate:	Aug 26, 2010	Jan 07, 2011	Mar 14, 2015
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Apr 28, 2011	Jan 07, 2011	Mar 14, 2015
2.6	Safety Management Certificate (SMC):	Jul 24, 2010		Jul 23, 2015
2.7	Document of Compliance (DOC):	Sep 02, 2011		Sep 16, 2016
2.8	USCG (specify: COC, LOC or COI): COC	Mar 16, 2010	Feb 11, 2011	Mar 16, 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):	Jan 25, 2010		Jan 25, 2013
2.12	Certificate of Fitness (Chemicals):	Dec 08, 2010	Jan 07, 2011	Mar 14, 2015
2.13	Certificate of Fitness (Gas):	Not Applicable		
2.14	Certificate of Class:	Aug 26, 2010	Jan 07, 2011	Mar 14, 2015

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

2.15	International Ship Security Certificate (ISSC):	Jul 24, 2010		Jul 23, 2015
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Apr 19, 2010		Mar 14, 2015
2.17	International Air Pollution Prevention Certificate (IAPP):	Apr 28, 2011		Mar 14, 2015

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
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: 1283.125 m3 (1 Wings) Seg#2: 813.211 m3 (2 Wings) Seg#3: 3200.921 m3 (3 Wings) Seg#4: 1343.965 m3 (4 Wings) Seg#5: 2713.989 m3 (5 Wings) Seg#6: 1350.068 m3 (6 Wings) Seg#7: 2710.187 m3 (7 Wings) Seg#8: 2712.563 m3 (8 Wings) Seg#9: 2666.289 m3 (9 Wings) Seg#10: 1403.971 m3 (10 Wings) Seg#11: 1218.979 m3 (11 Wings) (Total 22
-----	---	---

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

		tanks of each natural segregation with double valve)		
6.4	Total cubic capacity (98%, excluding slop tanks):	20,199.269 Cu. Metres (Vessel does not have specific slop tanks - this is the total cubic cap. of the vessel. Slops are placed in 11W cargo tanks if necessary.)		
6.5	Slop tank(s) capacity (98%):	1,218.979 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?	7,842.02 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	38.50 %		
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:	286 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1,144 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes Designed Specific of cargo tanks is 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 overflow (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:	Individual		
Cargo Manifolds				
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:	22		
6.27	What is the size of cargo connections:	150 Millimetres		
6.28	What is the material of the manifold:	S.S SUS316L		
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:	1,590 Millimetres		

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

6.33	Distance main deck to center of manifold:	2,590 Millimetres		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	9.814 Metres	5.852 Metres	
6.35	Number / size reducers:	2 x 100/150mm (4/6") 2 x 150/200mm (6/8") 2 x 150/250mm (6/10") 2 x 200/250mm (8/10") 2 x 200/300mm (8/12")		
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	Stainless Steel SUS 316L	Whole Tank
	Ballast tanks:	Yes	Epoxy	Whole Tank
	Slop tanks:	Yes	Stainless Steel SUS316L	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	200 Metres	57.02 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	55 Millimetres	Polypropylene & Polyester Interwoven	200 Metres	57.02 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	5	55 Millimetres	Polypropylene & Polyester Interwoven	200 Metres	57.02 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:	5	55 Millimetres	Polypropylene & Polyester Interwoven	200 Metres	57.02 Metric Tonnes
8.5	Mooring winches	No.		# Drums		Brake Capacity
	Forecastle:	2		Double Drums		22.50 Metric Tonnes

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

	Main deck fwd:	0		0 Metric Tonnes
	Main deck aft:	0		0 Metric Tonnes
	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:	2 64 Metric Tonnes
			Main deck aft:	2 64 Metric Tonnes
			Poop deck:	5 62 Metric Tonnes

Emergency Towing System

8.8	Type / SWL of Emergency Towing system forward:	TK20F		100 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	TK20A		100 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	Millimetres	
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):	690 bhp		514.53 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:	N/A		
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, 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?	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, Gateshead, Tyne & Wear, NE8 3BA UK		
-----	--------------------------	---	--	--

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

		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\$
Port State Control		
9.7	Date and place of last Port State Control inspection:	Nov 12, 2011 / Montreal
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:	Aug 06, 2011 / Ulsan
9.13	Date/Place of last CDI Inspection:	Apr 04, 2011 / Jebel Ali
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>	

Version 3 (www.Intertanko.com / www.Q88.com)

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

This form was completed using the services of www.Q88.com

If this is not the latest version then we would appreciate if the recipient would email the updated version to support@q88.com so that we may update our system.