

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Mar 31, 2018	
1.2	Vessel's name:	MTM Antwerp	
1.3	IMO number:	9291456	
1.4	Vessel's previous name(s) and date(s) of change:	FAIRCHEM STALLION (Apr 22, 2014)	
1.5	Date delivered:	May 21, 2004	
1.6	Builder (where built):	USUKI SHIPYARD CO. LTD	
1.7	Flag:	Singapore	
1.8	Port of Registry:	SINGAPORE	
1.9	Call sign:	9V2587	
1.10	Vessel's satcom phone number:	456433510	
	Vessel's fax number:	NA	
	Vessel's telex number:	456433510	
	Vessel's email address:	master@antwerp.cruisecontrolmail.com	
1.11	Type of vessel:	Oil Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	Nippon Kaiji Kyokai	
1.14	Class notation:	NK NS*(TM or OB and CII and 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:	Dec 13, 2016	Singapore
1.20	Date next dry dock due	May 20, 2019	
1.21	Date of last special survey / next survey due:	Feb 26, 2014	May 20, 2019
1.22	Date of last annual survey:	Jun 30, 2017	
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):	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):	37.24 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	74.99 Metres	70.51 Metres
1.31	Distance bridge front to center of manifold:	25.95 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	23.3 Metres	25.70 Metres 25.70 Metres
	Aft to mid-point manifold:	23.7 Metres	27.90 Metres 32.80 Metres
	Parallel body length:	47 Metres	53.60 Metres 58.50 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	224 Millimetres	28.98 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	34.989 Metres	0 Metres
	Normal ballast:	31.36 Metres	0 Metres
	At loaded summer deadweight:	27.293 Metres	0 Metres
Tonnages			
1.35	Net Tonnage:	6,418	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	11,628	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	12,280.95	10,862.44

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1.38	Panama Canal Net Tonnage (PCNT):				9,784
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.432 Metres	9.947 Metres	20,703.846 Metric Tonnes	25,978.706 Metric Tonnes
	Winter:	3.639 Metres	9.74 Metres	20,105.39 Metric Tonnes	25,380.25 Metric Tonnes
	Tropical:	3.225 Metres	10.154 Metres	21,305.104 Metric Tonnes	26,579.964 Metric Tonnes
	Lightship:	11.128 Metres	2.251 Metres		5,274.86 Metric Tonnes
	Normal Ballast Condition:	5.88 Metres	7.499 Metres	9,320.50 Metric Tonnes	14,595.36 Metric Tonnes
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?			20,703.85 Metric Tonnes	
Ownership and Operation					
1.42	Registered owner - Full style:			MTM ANTWERP PTE LTD. 78 SHENTON WAY, #13-01 SINGAPORE 079120 Tel: +65 6304 1770 Fax: +65 62207988 Email: singapore@mtmsm.com Company IMO#: 1314037	
1.43	Technical operator - Full style:			MTM SHIP MANAGEMENT PTE LTD. 78 SHENTON WAY, #13-01 SINGAPORE 079120 Tel: +65 6304 1770 Fax: +65 6220 7988 Email: singapore@mtmsm.com Web: www.mtmshipmanagement.com Company IMO#: 1314037	
1.44	Commercial operator - Full style:			M.T. 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 Web: www.mtmaritime.com	
1.45	Disponent owner - Full style:			MTM Trading LLC Trust Company Complex, Ajeltake Island, Ajeltake Road, Majuro, Marshall Islands MH 96960	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Nov 08, 2017		May 20, 2019
2.2	Safety Radio Certificate:	Mar 31, 2014	Jun 30, 2017	May 20, 2019
2.3	Safety Construction Certificate:	Feb 03, 2017	Jun 30, 2017	May 20, 2019
2.4	Load line Certificate:	Mar 31, 2014	Jun 30, 2017	May 20, 2019
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Nov 08, 2017		Jun 29, 2022
2.6	Safety Management Certificate (SMC):	Jul 11, 2014	Not Applicable	Jul 10, 2019
2.7	Document of Compliance (DOC):	Sep 02, 2016	Nov 22, 2017	Sep 16, 2021
2.8	USCG (specify: COC, LOC or COI): COC	Mar 15, 2018		Mar 15, 2020
2.9	Civil Liability Convention Certificate (CLC):	Jan 08, 2018		Feb 20, 2019
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Jan 05, 2018		Feb 20, 2019
2.11	U.S. Certificate of Financial Responsibility (COFR):	Feb 26, 2017		Feb 26, 2020
2.12	Certificate of Fitness (Chemicals):	Nov 08, 2017		May 20, 2019
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable

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2.14	Certificate of Class:	Apr 25, 2014	Apr 13, 2016	May 20, 2019
2.15	International Ship Security Certificate (ISSC):	Jul 11, 2014		Jul 10, 2019
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Mar 31, 2014		May 20, 2019
2.17	International Air Pollution Prevention Certificate (IAPP):	Mar 31, 2014	Jun 30, 2017	May 20, 2019
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, Ukrainian, Bangladesh		
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 Tel: +65 6304 1770 Fax: +65 6220 7988 Email: singapore@mtmsm.com		
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, Ste.T103, Great River, NY 11739 Tel: 1 631 224 9141 Fax: 1 631 224 9082 Telex: 49617380		
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: 646.626(1P) Seg#2: 632.963 (1S) Seg#3: 1210.012 (2P) Seg#4: 1223.432 (2S) Seg#5: 1221.692 (3P)		

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		Seg#6: 1222.536 (3S) Seg#7: 1796.201 (4P) Seg#8: 1799.200 (4S) Seg#9: 629.085 (5P) Seg#10: 629.523 (5S) Seg#11: 1799.254 (6P) Seg#12: 1801.844 (6S) Seg#13: 1178.833 (7P) Seg#14: 1161.062 (7S) Seg#15: 1159.868 (8P) Seg#16: 1176.353 (8S) Seg#17: 788.946 (9P) Seg#18: 773.181 (9S) Seg#19: 661.356 (10P) Seg#20: 677.231 (10S)		
6.4	Total cubic capacity (98%, excluding slop tanks):	22,189.206 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	1,338.59 Cu. Metres		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:			
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?	7,800.78 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	37.70 %		
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:	20		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	428 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1,250.00 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes 1W,5W,10W WITH DSG-1.3 / OTHER TANKS WITH DSG- 1.5		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	14 6	FRAMO DEEPWELL SUBMERGED FRAMO DEEPWELL SUBMERGED	250 M3/HR 150 M3/HR
	Stripping:	20	Centrifugal	
	Eductors:		N/A	
	Ballast:	2	Centrifugal	300 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:	RADAR, MUSASINO MAKE		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes, all tanks		
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:	Yes		
6.23	Number/size of VRS manifolds (per side):	2	150 Millimetres	
Venting				
6.24	State what type of venting system is fitted:	High Velocity Vents		
Cargo Manifolds				

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6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':	Yes
6.26	What is the number of cargo connections per side:	20
6.27	What is the size of cargo connections:	150.00 Millimetres
6.28	What is the material of the manifold:	SUS 316L

Manifold Arrangement

6.29	Distance between cargo manifold centers:	330.00 Millimetres
6.30	Distance ships rail to manifold:	3,220.00 Millimetres
6.31	Distance manifold to ships side:	3,380.00 Millimetres
6.32	Top of rail to center of manifold:	1,640.00 Millimetres
6.33	Distance main deck to center of manifold:	2,650.00 Millimetres
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	10.18 Metres 6.315 Metres
6.35	Number / size reducers:	1 x 150/125mm (6/5") 2 x 150/200mm (6/8") 2 x 150/250mm (6/10") 1 x 150/150mm (6/6") 1 x 250/250mm (10/10")

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 coils
6.39	If fitted, are all tanks coiled?	Yes
6.40	If fitted, what is the material of the heating coils:	SS
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:	No	STAINLESS STEEL 316L	Full
	Ballast tanks:	Yes	Epoxy	FULL
	Slop tanks:	No	Stainless Steel	Whole Tank
6.43	If fitted, what type of anodes are used:	Zinc		

7. INERT GAS AND CRUDE OIL WASHING

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:	No

8. MOORING

8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:			Not Applicable		0 Metric Tonnes
	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	50 Millimetres	PP&PE	197 Metres	47.11 Metric Tonnes
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:	4	50 Millimetres	PP&PE	197 Metres	47.11 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength

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	Forecastle:	4	50 Millimetres	PP&PE	197 Metres	47.11 Metric Tonnes
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:	4	50 Millimetres	PP&PE	197 Metres	47.11 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	DbI	31.50 Metric Tonnes
	Main deck fwd:				N/A	
	Main deck aft:				N/A	
	Poop deck:			2	DbI	31.50 Metric Tonnes
8.6	Mooring bits			No.		SWL
	Forecastle:			6		70.70 Metric Tonnes
	Main deck fwd:			2		45.40 Metric Tonnes
	Main deck aft:			2		45.40 Metric Tonnes
	Poop deck:			5		70.70 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type			No.		SWL
	Forecastle:			3		64/2, 200/1 Metric Tonnes
	Main deck fwd:			2		64 Metric Tonnes
	Main deck aft:			2		20 Metric Tonnes
	Poop deck:			5		64 Metric Tonnes
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:			CHAIN + STOPPER BRACKET		203.94 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:			TOWING WIRE WITH PICK UP BUOY AND PENNANT		100 Metric Tonnes
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:			64.03 Metric Tonnes		600 X 400 MM
8.13	What is SWL of bollard on poop deck suitable for escort tug:					70.07 Metric Tonnes
Bow/Stern Thruster						
8.14	What is brake horse power of bow thruster (if fitted):			818.00 bhp		609.98 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):			0 bhp		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)':					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:			HINGED TYPE		
8.20	Safe Working Load (SWL) of chain stopper(s):					203.94 Metric Tonnes
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:					76.00 Millimetres
8.22	Distance between the bow fairlead and chain stopper/bracket:					2,000 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 820 X 650 MM
Lifting Equipment						
8.24	Derrick / Crane description (Number, SWL and location):					Cranes: 1 x 5.00 Tonnes, Midship
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:					2.00 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):					Yes

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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 :	911.49 Cu. Metres	150.35 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?		
Insurance			
9.5	P & I Club - Full Style:	NORTH ENGLAND The Quayside, New castle upon Tyne, NE13DU UK Tel: +44(0)191 2325 221 Fax: +44 (0) 191 2610 540 Email: general@nepia.com Web: www.nepia.com	
9.6	P & I Club coverage - pollution liability coverage:	1,000,000,000 US\$	
Port State Control			
9.7	Date and place of last Port State Control inspection:	Mar 15, 2018/ STAPLETON	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:	n/a	
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, n/a Grounding: No, n/a Serious casualty: No, Collision: No, n/a	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Private and Confidential as per Charter Party. Please contact owner for detail.	
Vetting			
9.12	Date/Place of last SIRE Inspection:	Dec 27, 2017/ Singapore	
9.13	Date/Place of last CDI Inspection:	April 08, 2016 / ULSAN	
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)* : * "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.	TBA	

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 Form completed on <http://www.q88.com/integration.aspx> Please email support@q88.com an updated copy if this is not the latest version.

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