

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	Nov 30, 2017	
1.2	Vessel's name:	MTM Fairfield	
1.3	IMO number:	9264465	
1.4	Vessel's previous name(s) and date(s) of change:	CHEMSTAR HERO (Jun 15, 2009)	
1.5	Date delivered:	Sep 10, 2002	
1.6	Builder (where built):	FUKUOKA SHIPBUILDING CO. LTD	
1.7	Flag:	Singapore	
1.8	Port of Registry:	Singapore	
1.9	Call sign:	9V9680	
1.10	Vessel's satcom phone number:	+ 8816777 35797 /+ 1 201 2447576 /+ 65 3158 2947 / 456 629 210	
	Vessel's fax number:	NA	
	Vessel's telex number:	NA	
	Vessel's email address:	master.mtf@mtmship.com; master.mtmfairfield@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*(CT II 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:		
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:	Oct 23, 2017	Shanghai, China
1.20	Date next dry dock due	Oct 22, 2020	
1.21	Date of last special survey / next survey due:	Oct 23, 2017	Sep 09, 2022
1.22	Date of last annual survey:	Jun 12, 2016	
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	
<b>Dimensions</b>			
1.25	Length Over All (LOA):	144.00 Metres	
1.26	Length Between Perpendiculars (LBP):	136.00 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):	36.30 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	67.70 Metres	76.30 Metres
1.31	Distance bridge front to center of manifold:	45.25 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	23.60 Metres	30.75 Metres 34.10 Metres
	Aft to mid-point manifold:	23.55 Metres	29.35 Metres 35.40 Metres
	Parallel body length:	47.15 Metres	60.10 Metres 69.50 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	212 Millimetres	29.85 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	34.002 Metres	0 Metres
	Normal ballast:	29.395 Metres	0 Metres
	At loaded summer deadweight:	26.483 Metres	0 Metres
<b>Tonnages</b>			
1.35	Net Tonnage:	6,366	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	11,552	9,488

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1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		12,065.68	10,435.55	
1.38	Panama Canal Net (PCNT):			9,722	
<b>Loadline Information</b>					
1.39	Loadline Annex I	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.211 Metres	9.62 Metres	19,996.72 Metric Tonnes	25,282.01 Metric Tonnes
	Winter:	3.411 Metres	9.42 Metres	19,402.29 Metric Tonnes	24,687.58 Metric Tonnes
	Tropical:	3.011 Metres	9.82 Metres	20,594.23 Metric Tonnes	25,879.52 Metric Tonnes
	Lightship:	10.533 Metres	2.298 Metres		5,285.29 Metric Tonnes
	Normal Ballast Condition:	7.122 Metres	5.709 Metres	8,903 Metric Tonnes	14,187.978 Metric Tonnes
1.39	Loadline Annex II	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.014 Metres	9.817 Metres	20,585 Metric Tonnes	25,870.535 Metric Tonnes
	Winter:	3.218 Metres	9.613 Metres	19,975.86 Metric Tonnes	25,261.15 Metric Tonnes
	Tropical:	3.014 Metres	9.817 Metres	20,585.245 Metric Tonnes	25,870.535 Metric Tonnes
	Lightship:	10.533 Metres	2.298 Metres		5,285.29 Metric Tonnes
	Normal Ballast Condition:	7.122 Metres	5.709 Metres	8,903 Metric Tonnes	14,187.978 Metric Tonnes
1.40	Does vessel have multiple SDWT?			Yes	
1.41	If yes, what is the maximum assigned deadweight?			20,585.25 Metric Tonnes	
<b>Ownership and Operation</b>					
1.42	Registered owner - Full style:	MTM FAIRFIELD PTE. LTD. C/O, M.T.M. Ship Management Pte Ltd, 78 Shenton Way, #13-01 Singapore 079120 Tel: +65 6221 2255 Fax: +65 6221 2277 Email: marine@mtmsm.com Company IMO#: 5635491			
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: marine@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 Isands MH 96960			

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Oct 23, 2017		Sep 09, 2022
2.2	Safety Radio Certificate:	Oct 23, 2017		Sep 09, 2022
2.3	Safety Construction Certificate:	Oct 23, 2017		Sep 09, 2022
2.4	Load line Certificate:	Oct 23, 2017		Sep 09, 2022

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2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jul 18, 2017		Dec 17, 2017
2.6	Safety Management Certificate (SMC):	Dec 29, 2016		Nov 12, 2021
2.7	Document of Compliance (DOC):	Sep 02, 2016	Nov 22, 2017	Sep 16, 2021
2.8	USCG (specify: COC, LOC or COI): COC	Aug 18, 2014		Aug 18, 2016
2.9	Civil Liability Convention Certificate (CLC):	Jan 05, 2017		Feb 20, 2018
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Jan 05, 2017		Feb 20, 2018
2.11	U.S. Certificate of Financial Responsibility (COFR):	Jun 17, 2015		Jun 17, 2018
2.12	Certificate of Fitness (Chemicals):	Oct 23, 2017		Sep 09, 2022
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Oct 23, 2017		Sep 09, 2022
2.15	International Ship Security Certificate (ISSC):	Oct 21, 2016		Nov 12, 2021
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Aug 10, 2017		Jan 09, 2018
2.17	International Air Pollution Prevention Certificate (IAPP):	Aug 10, 2017		Jan 09, 2018

**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

<b>3.</b>	<b>CREW MANAGEMENT</b>	
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:	N/A

<b>4.</b>	<b>HELICOPTERS</b>	
4.1	Can the ship comply with the ICS Helicopter Guidelines:	No
4.2	If Yes, state whether winching or landing area provided:	

<b>5.</b>	<b>FOR USA CALLS</b>	
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 hwy Ste. 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

<b>6.</b>	<b>CARGO AND BALLAST HANDLING</b>	
<b>Double Hull Vessels</b>		

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6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	Yes
6.2	If Yes, is bulkhead solid or perforated:	Solid
<b>Cargo Tank Capacities</b>		
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 620.094(1P) Seg#2: 633.019 (1S) Seg#3: 516.623 (2P) Seg#4: 529.087 (2S) Seg#5: 1494.604 (3P) Seg#6: 1495.864 (3S) Seg#7: 730.279 (4P) Seg#8: 745.109 (4S) Seg#9: 1391.570 (5P) Seg#10: 1404.415(5S) Seg#11: 731.015 (6P) Seg#12: 745.605 (6S) Seg#13: 1314.026 (7P) Seg#14: 1313.967 (7S) Seg#15: 1391.320 (8P) Seg#16: 1404.754 (8S) Seg#17: 1306.612(9P) Seg#18: 1306.730 (9S) Seg#19: 690.703 (10P) Seg#20: 704.130 (10S) Slop: 523.722 (11P) Slop: 596.449 (11S) (Total 22 tanks of each natural segregation with double valve.)
6.4	Total cubic capacity (98%, excluding slop tanks):	21,649.471 Cu. Metres (Slop tanks are also cargo tanks.)
6.5	Slop tank(s) capacity (98%):	0 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
<b>SBT Vessels</b>		
6.8	What is total capacity of SBT?	7,074.34 Cu. Metres
6.9	What percentage of SDWT can vessel maintain with SBT only:	35.70 %
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:	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 Capacity 1.5 Ton/M3
<b>Pumping Systems</b>		
6.15	Pumps:	No. Type Capacity
	Cargo:	22 Centrifugal 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
<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>		

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6.22	Is a vapor return system (VRS) fitted:	Yes	
6.23	Number/size of VRS manifolds (per side):	1	150 Millimetres

**Venting**

6.24	State what type of venting system is fitted:	Individual	
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**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:	SUS 316L	

**Manifold Arrangement**

6.29	Distance between cargo manifold centers:	400 Millimetres	
6.30	Distance ships rail to manifold:	4,200 Millimetres	
6.31	Distance manifold to ships side:	4,250 Millimetres	
6.32	Top of rail to center of manifold:	1,107 Millimetres	
6.33	Distance main deck to center of manifold:	2,600 Millimetres	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	9.722 Metres	6.20 Metres
6.35	Number / size reducers:	4 x 150/100mm (6/4") 2 x 150/150mm (6/6") 2 x 150/200mm (6/8") 2 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:	No	SUS316L (SS)	
	Ballast tanks:	Yes	Epoxy	Whole Tank
	Slop tanks:	No	SUS 316L (SS)	
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

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	Forecastle:	4	65 Millimetres	Polypropylene & Polyester Interwoven	200 Metres	61.90 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	65 Millimetres	Polypropylene & Polyester Interwoven	200 Metres	61.90 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	65 Millimetres	Polypropylene & Polyester Interwoven	200 Metres	61.90 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:	3	65 Millimetres	Polypropylene & Polyester Interwoven	200 Metres	61.90 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double	31.70 Metric Tonnes
	Main deck fwd:			0		0 Metric Tonnes
	Main deck aft:			0		0 Metric Tonnes
	Poop deck:			2	Double	25.50 Metric Tonnes
8.6	Mooring bitts				No.	SWL
	Forecastle:				6	72 Metric Tonnes
	Main deck fwd:				2	57 Metric Tonnes
	Main deck aft:				2	57 Metric Tonnes
	Poop deck:				10	72 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				3	82 Metric Tonnes
	Main deck fwd:				2	77 Metric Tonnes
	Main deck aft:				2	77 Metric Tonnes
	Poop deck:				5	82 Metric Tonnes
<b>Emergency Towing System</b>						
8.8	Type / SWL of Emergency Towing system forward:				ETS- 4000-FSR-SJ	200 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:				ETS- 2000A-SJ	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:				64 Metric Tonnes	Not Applicable
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):				0 bhp	0 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)':					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:					Yes
<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

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<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):	No

**9. MISCELLANEOUS**

<b>Engine Room</b>			
9.1	What type of fuel is used for main propulsion?	IFO 380CST	
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:	1,088.46 Cu. Metres	121.36 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 The Quayside, Newcastle 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:	Nov 29, 2017 / Taman
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. Please contact owner for detail.	

**Vetting**

9.12	Date/Place of last SIRE Inspection:	Jun 28, 2017 / Paranagua	
9.13	Date/Place of last CDI Inspection:	Jun 01, 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.	Tesoro/ IDEMITSU / PHILIPS66 / CDI	

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Form completed on <http://www.q88.com/integration.aspx> Please email [support@q88.com](mailto: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