

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Jul 31, 2017	
1.2	Vessel's name:	MTM Hamburg	
1.3	IMO number:	9379844	
1.4	Vessel's previous name(s) and date(s) of change:	MT FLOYEN (Nov 19, 2010)	
1.5	Date delivered:	Jun 19, 2008	
1.6	Builder (where built):	Kitanihon, Hachinohe, Japan.	
1.7	Flag:	Singapore	
1.8	Port of Registry:	Singapore	
1.9	Call sign:	9V2179	
1.10	Vessel's satcom phone number:	+65 315 827 49 / +1-408 540 6787/ 881 677 745 866	
	Vessel's fax number:	NA	
	Vessel's telex number:	447703284	
	Vessel's email address:	master.mth@mtmship.com	
1.11	Type of vessel:	Chemical Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	Nippon Kaiji Kyokai	
1.14	Class notation:	NS*(Tanker, Oil flash point on and below 60C and chemical type II & III, (PSCM)(ESP), MNS*	
1.15	If Classification society changed, name of previous society:	NA	
1.16	If Classification society changed, date of change:	NA	
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:	May 13, 2016	Singapore
1.20	Date next dry dock due	Jun 18, 2018	
1.21	Date of last special survey / next survey due:	Jun 24, 2013	Jun 18, 2018
1.22	Date of last annual survey:	May 08, 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):	141.00 Metres	
1.26	Length Between Perpendiculars (LBP):	133.00 Metres	
1.27	Extreme breadth (Beam):	14.20 Metres	
1.28	Moulded depth:	13.20 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	35.40 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	76.20 Metres	64.80 Metres
1.31	Distance bridge front to center of manifold:	38.60 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	23.35 Metres	28.36 Metres 30.49 Metres
	Aft to mid-point manifold:	23.11 Metres	29.64 Metres 36.05 Metres
	Parallel body length:	46.46 Metres	58.00 Metres 66.54 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	219 Millimetres	29.27 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	30.37 Metres	0 Metres
	Normal ballast:	28.26 Metres	0 Metres
	At loaded summer deadweight:	24.287 Metres	0 Metres
Tonnages			
1.35	Net Tonnage:	6,356.00	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	11,585.00	9,494
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	12,109.15	10,551.86

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

1.38	Panama Canal Net Tonnage (PCNT):	9,747.00			
Loadline Information					
1.39	Loadline Annex I	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.389 Metres	9.84 Metres	19,997.17 Metric Tonnes	25,381.87 Metric Tonnes
	Winter:	3.594 Metres	9.635 Metres	19,397.285 Metric Tonnes	24,487.56 Metric Tonnes
	Tropical:	3.184 Metres	10.045 Metres	20,600.20 Metric Tonnes	25,675.67 Metric Tonnes
	Lightship:	10.859 Metres	2.37 Metres		5,384.68 Metric Tonnes
	Normal Ballast Condition:	7.14 Metres	6.06 Metres	9,334.76 Metric Tonnes	14,719.44 Metric Tonnes
1.39	Loadline Annex II	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.196 Metres	10.033 Metres	20,564.80 Metric Tonnes	25,949.48 Metric Tonnes
	Winter:	3.405 Metres	9.824 Metres	19,950.22 Metric Tonnes	25,334.902 Metric Tonnes
	Tropical:	2.987 Metres	10.242 Metres	21,182.35 Metric Tonnes	26,567.032 Metric Tonnes
	Lightship:	10.859 Metres	2.37 Metres		5,384.68 Metric Tonnes
	Normal Ballast Condition:	7.14 Metres	6.06 Metres	9,334.76 Metric Tonnes	14,719.44 Metric Tonnes
1.40	Does vessel have multiple SDWT?	Yes			
1.41	If yes, what is the maximum assigned deadweight?	20,564.80 Metric Tonnes			
Ownership and Operation					
1.42	Registered owner - Full style:	MTM Hamburg Pte.Ltd 78, Shenton Way, #13-01, Singapore 07912 Tel: + 65-62-212-255 Fax: + 65-62-212-255 Email: operations@mtmm.sg 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: marine@mtmsm.com Web: www.mtmshipmanagement.com Company IMO#: 1314037			
1.44	Commercial operator - Full style:	M.T. Maritime Pte Ltd, Singapore 78 Shenton Way #29-02 Singapore 079120 Tel: +65 6221 2255 Fax: +65 6221 2277 Email: operations@mtmm.sg 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:	Jun 14, 2016	May 08, 2017	Jun 18, 2018
2.2	Safety Radio Certificate:	Jul 16, 2013	May 08, 2017	Jun 18, 2018
2.3	Safety Construction Certificate:	Jun 14, 2016	May 08, 2017	Jun 18, 2018
2.4	Loadline Certificate:	Jun 14, 2016	May 08, 2017	Jun 18, 2018
2.5	International Oil Pollution Prevention Certificate (IOPPC):	May 08, 2017	Not Applicable	Oct 07, 2017
2.6	Safety Management Certificate (SMC):	Jun 24, 2013	Aug 04, 2015	Jun 23, 2018

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

2.7	Document of Compliance (DOC):	Sep 02, 2016	Not Applicable	Sep 16, 2021
2.8	USCG (specify: COC, LOC or COI): COC	Sep 13, 2013	Aug 29, 2014	Sep 13, 2015
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 2017		Feb 20, 2018
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 20, 2017		Feb 20, 2018
2.11	U.S. Certificate of Financial Responsibility (COFR):	Dec 03, 2016		Dec 03, 2019
2.12	Certificate of Fitness (Chemicals):	May 08, 2017	May 08, 2017	Oct 07, 2017
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Jun 14, 2016	May 08, 2017	Jun 18, 2018
2.15	International Ship Security Certificate (ISSC):	Jun 24, 2013	Aug 04, 2015	Jun 23, 2018
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jul 16, 2013		Jun 18, 2018
2.17	International Air Pollution Prevention Certificate (IAPP):	May 13, 2016	May 08, 2017	Jun 18, 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

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/ Crew : 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:	NA
4.2	If Yes, state whether winching or landing area provided:	NA

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 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 Corp. 3500Sunrise Hwy Ste. T103, 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

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

Cargo Tank Capacities			
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 2177.792 m3 (1 Wing) Seg#2: 2808.508 m3 (2 Wing) Seg#3: 1692.850 m3 (3 Wing) Seg#4: 2885.722 m3 (4 Wing) Seg#5: 2885.575 m3 (5 Wing) Seg#6: 1866.879 m3 (6 Wing) Seg#7: 1356.557 m3 (7 Wing) Seg#8: 2868.454 m3 (8 Wing) Seg#9: 1927.968 m3 (9 Wing) Seg#10: 1222.304 m3 (10 Wing) (Total 20 tanks of each natural segregation with double valve.)	
6.4	Total cubic capacity (98%, excluding slop tanks):	21,692.609 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:	45.4 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?	7,162.78 Cu. Metres	
6.9	What percentage of SDWT can vessel maintain with SBT only:	37.10 %	
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:	476 Cu. Metres/Hour	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1904.00 Cu. Metres/Hour	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes 476 Cbm/Hr/Tank , D/SG 1.5	
Pumping Systems			
6.15	Pumps:	No.	Type
	Cargo:	12 8	Centrifugal Centrifugal
	Stripping:		
	Eductors:		
	Ballast:	1	FRAMO - SB200T
6.16	How many cargo pumps can be run simultaneously at full capacity:	4	
Capacity			500 Cu. Metres/Hour
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):	2	150 Millimetres
Venting			
6.24	State what type of venting system is fitted:	P/V Valve	
Cargo Manifolds			
6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':	NA	
6.26	What is the number of cargo connections per side:	21	

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

6.27	What is the size of cargo connections:	150.00 Millimetres		
6.28	What is the material of the manifold:	SS 316L		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	500.00 Millimetres		
6.30	Distance ships rail to manifold:	5,790.00 Millimetres		
6.31	Distance manifold to ships side:	5,790.00 Millimetres		
6.32	Top of rail to center of manifold:	1,690.00 Millimetres		
6.33	Distance main deck to center of manifold:	3,250.00 Millimetres		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	10.41 Metres	6.68 Metres	
6.35	Number / size reducers:	2 x 150/100mm (6/4") 2 x 200/150mm (8/6") 1 x 250/150mm (10/6") 1 x 300/150mm (12/6") 1 x 150/125mm (6/5")		
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:	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	
	Ballast tanks:	Yes	Epoxy	Fully
	Slop tanks:	No	Stainless Steel SUS 316L	
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:	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:	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	56.60 Millimetres	MixedPolypropylene/ Polyestor	220.00 Metres	60.00 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	56.00 Millimetres	MixedPolypropylene/ Polyestor	220 Metres	59.60 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	5	56.60 Millimetres	Mixedpolypropylen /Polyestor	220.00 Metres	60.00 Metric Tonnes

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

	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	56.60 Millimetres	Mixedpolypropylen /Polyestor	220.00 Metres	58.10 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
				Forecastle:	4	Doubledrums 24.00 Metric Tonnes
				Main deck fwd:	0	N/A 0 Metric Tonnes
				Main deck aft:	0	N/A 0 Metric Tonnes
				Poop deck:	4	Doubledrums 24.00 Metric Tonnes
8.6	Mooring bitts			No.		SWL
				Forecastle:	4	70 Metric Tonnes
				Main deck fwd:	4	56 Metric Tonnes
				Main deck aft:	4	56 Metric Tonnes
				Poop deck:	8	70 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type			No.		SWL
				Forecastle:	3	58 Metric Tonnes
				Main deck fwd:	4	62 Metric Tonnes
				Main deck aft:	6	40 Metric Tonnes
				Poop deck:	3	62 Metric Tonnes
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				Chafing Chain	100 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:				Towing 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:				65.00 Metric Tonnes	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:					60.00 Metric Tonnes
Bow/Stern Thruster						
8.14	What is brake horse power of bow thruster (if fitted):				932.00 bhp	694.99 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)':					NA
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:					NA
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:					6.00 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):					No

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?	MDO

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1,144.97 Cu. Metres	140.89 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Propeller	
Insurance			
9.5	P & I Club - Full Style:	THE NORTH OF ENGLAND The North of England P & I Association, 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:	1,000,000,000 US\$	
Port State Control			
9.7	Date and place of last Port State Control inspection:	Jul 27, 2017 / Sikka, India	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:	NA	
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 details.	
Vetting			
9.12	Date/Place of last SIRE Inspection:	May 20, 2017 / Ulsan, Korea	
9.13	Date/Place of last CDI Inspection:	Nov 01, 2015 / Kakinada, India	
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.	BP	

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