

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	Nov 30, 2017	
1.2	Vessel's name:	MTM Hong Kong	
1.3	IMO number:	9228320	
1.4	Vessel's previous name(s) and date(s) of change:	Chemroad Luna (Oct 19, 2010)	
1.5	Date delivered:	Nov 28, 2000	
1.6	Builder (where built):	SHIN-KURUSHIMA DOCKYARD CO.	
1.7	Flag:	Singapore	
1.8	Port of Registry:	Singapore	
1.9	Call sign:	9V3600	
1.10	Vessel's satcom phone number:	+1-9044148671 /+1-9042713066/ +1-9042713088	
	Vessel's fax number:	NA	
	Vessel's telex number:	456400210	
	Vessel's email address:	master@hongkong.cruisecontrolmail.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*(TANKER, OILS-FLASH POINT BELOW 60 DEG/C. & CHEMICAL TYPE II & III(ESP). MNS MO / NK No. 002441	
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:	Aug 20, 2015	Shanghai
1.20	Date next dry dock due	Aug 19, 2018	
1.21	Date of last special survey / next survey due:	Aug 20, 2015	Jul 09, 2020
1.22	Date of last annual survey:	Jun 10, 2017	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	Hull - Level 2 Machinery/Cargo System – Grade 1	
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):	174.38 Metres	
1.26	Length Between Perpendiculars (LBP):	167.62 Metres	
1.27	Extreme breadth (Beam):	27.70 Metres	
1.28	Moulded depth:	16.00 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	42.10 Metres	0 Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	87.60 Metres	86.78 Metres
1.31	Distance bridge front to center of manifold:	57.82 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	34.24 Metres	35.53 Metres
	Aft to mid-point manifold:	19.52 Metres	31.74 Metres
	Parallel body length:	53.76 Metres	67.27 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	228.00 Millimetres	41.81 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	39.93 Metres	0 Metres
	Normal ballast:	35.53 Metres	0 Metres
	At loaded summer deadweight:	31.107 Metres	0 Metres
<b>Tonnages</b>			
1.35	Net Tonnage:	9,091.00	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	20,043.00	15,598
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	21,119.62	19,123.72

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1.38	Panama Canal Net Tonnage (PCNT):					9,796
<b>Loadline Information</b>						
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement	
	Summer:	5.021 Metres	10.993 Metres	34,465.20 Metric Tonnes	41,720.20 Metric Tonnes	
	Winter:	5.25 Metres	10.764 Metres	33,511.40 Metric Tonnes	40,766.40 Metric Tonnes	
	Tropical:	5.021 Metres	10.993 Metres	34,465.20 Metric Tonnes	34,465.20 Metric Tonnes	
	Lightship:	13,717.00 Metres	2.17 Metres		7,255.00 Metric Tonnes	
	Normal Ballast Condition:	10.127 Metres	5.91 Metres	13,986.00 Metric Tonnes	21,241.00 Metric Tonnes	
1.40	Does vessel have multiple SDWT?			Yes		
1.41	If yes, what is the maximum assigned deadweight?			34,465.20 Metric Tonnes		
<b>Ownership and Operation</b>						
1.42	Registered owner - Full style:			MTM HONG KONG PTE. LTD. 78 Shenton Way 13-01, Singapore 079120. Singapore Tel: +65 6304 1770 Fax: +65 6220 7988 Telex: Not Applicable Email: <a href="mailto:marine@mtmsm.com">marine@mtmsm.com</a> Company IMO#: 5875258		
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: <a href="mailto:marine@mtmsm.com">marine@mtmsm.com</a> Web: <a href="http://www.mtmshipmanagement.com">www.mtmshipmanagement.com</a> Company IMO#: 1314037		
1.44	Commercial operator - Full style:			M.T. Maritime Management (USA) LLC 2960 Post Road, Southport, CT 06890U.S.A. Tel: +1-203.226.7882 Fax: +1-203.226.8934 Telex: N/A Email: <a href="mailto:operations@mtmaritime.com">operations@mtmaritime.com</a> Web: <a href="http://www.mtmaritime.com">www.mtmaritime.com</a>		
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:	Sep 17, 2015	Jun 10, 2017	Jul 09, 2020
2.2	Safety Radio Certificate:	Sep 17, 2015	Jun 10, 2017	Jul 09, 2020
2.3	Safety Construction Certificate:	Sep 17, 2015	Jun 10, 2017	Jul 09, 2020
2.4	Loadline Certificate:	Sep 17, 2015	Jun 10, 2017	Jul 09, 2020
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Aug 07, 2017	Not Applicable	Jul 09, 2020
2.6	Safety Management Certificate (SMC):	Feb 19, 2016	Not Applicable	Feb 18, 2021
2.7	Document of Compliance (DOC):	Sep 02, 2016	Nov 22, 2017	Sep 16, 2021
2.8	USCG (specify: COC, LOC or COI): <b>COC</b>	Apr 21, 2016	Nov 22, 2017	Apr 21, 2018
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):	Oct 14, 2016		Oct 14, 2019

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2.12	Certificate of Fitness (Chemicals):	Aug 07, 2017	Not Applicable	Jul 09, 2020
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Sep 17, 2015	Jun 10, 2017	Jul 09, 2020
2.15	International Ship Security Certificate (ISSC):	Feb 19, 2016	Not Applicable	Feb 18, 2021
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Sep 17, 2015		Jul 09, 2020
2.17	International Air Pollution Prevention Certificate (IAPP):	Sep 17, 2015	Jun 10, 2017	Jul 09, 2020

**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 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 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

**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: 5878.256 m3 (1 Wings) Seg#2: 5843.448 m3 (2 Wings) Seg#3: 2937.258 m3 (3P)
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		Seg#4: 2937.258 m3 (3S) Seg#5: 2938.060 m3 (4P) Seg#6: 2938.060 m3 (4S) Seg#7: 5863.019 m3 (5 Wings) Seg#8: 5459.694 m3 (6 Wings) Seg#9: 1544.574 m3 (Slop(P&S)) (Total 9 natural segregation with double valve.) Slop tanks are also Cargo tanks.		
6.4	Total cubic capacity (98%, excluding slop tanks):	34,795.052 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	0 Cu. Metres		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	NA		
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?	14,988.91 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	49.39 %		
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:	9		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	238 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	952 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes, DSG 1.025		
<b>Pumping Systems</b>				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12 2	Centrifugal Centrifugal	250 M3/HR 100 M3/HR
	Stripping:			
	Eductors:			
	Ballast:	2	Centrifugal	650 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>				
6.22	Is a vapor return system (VRS) fitted:	Yes		
6.23	Number/size of VRS manifolds (per side):	1	150 Millimetres	
<b>Venting</b>				
6.24	State what type of venting system is fitted:	BREATHER VALVE		
<b>Cargo Manifolds</b>				
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:	10		
6.27	What is the size of cargo connections:	250.00 Millimetres		
6.28	What is the material of the manifold:	SUS304		
<b>Manifold Arrangement</b>				
6.29	Distance between cargo manifold centers:	1,000.00 Millimetres		
6.30	Distance ships rail to manifold:	3,450.00 Millimetres		
6.31	Distance manifold to ships side:	3,700.00 Millimetres		

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6.32	Top of rail to center of manifold:	1,755.00 Millimetres
6.33	Distance main deck to center of manifold:	2,884.00 Millimetres
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	13.03 Metres 7.94 Metres
6.35	Number / size reducers:	2 x 350/250mm (14/10") 2 x 300/250mm (12/10") 4 x 250/200mm (10/8") 4 x 250/150mm (10/6") 1 x 140/100mm (5/4")

**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	SUS304	Whole Tank
	Ballast tanks:	Yes	Epoxy	Whole Tank
	Slop tanks:	No	SUS304 (SS)	
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:	Yes
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	Flue Gas
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:	6	65 Millimetres	Polypropylene & Polyester Interwoven	206 Metres	47 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	220 Metres	47 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	65 Millimetres	Polypropylene & Polyester Interwoven	220 Metres	47 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:	6	70 Millimetres	Polypropylene & Polyester Interwoven	200 Metres	47 Metric Tonnes
8.5	Mooring winches	No.	# Drums	Brake Capacity		
	Forecastle:	2	DOUBLE DRUM	30.55 Metric Tonnes		
	Main deck fwd:	0		0 Metric Tonnes		

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	Main deck aft:	0		0 Metric Tonnes
	Poop deck:	2	DOUBLE DRUM	30.55 Metric Tonnes
8.6	Mooring bitts		No.	SWL
		Forecastle:	6	70 Metric Tonnes
		Main deck fwd:	2	70 Metric Tonnes
		Main deck aft:	2	70 Metric Tonnes
		Poop deck:	8	70 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type		No.	SWL
		Forecastle:	2	54 Metric Tonnes
		Main deck fwd:	2	54 Metric Tonnes
		Main deck aft:	2	54 Metric Tonnes
		Poop deck:	2	54 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:	11
8.11	Number of shackles on starboard cable:	11

**Escort Tug**

8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	64.00 Metric Tonnes	260
8.13	What is SWL of bollard on poopdeck suitable for escort tug:	42.00 Metric Tonnes	

**Bow/Stern Thruster**

8.14	What is brake horse power of bow thruster (if fitted):		0 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:	NA	

**Lifting Equipment**

8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 10.00 Tonnes, center	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	3.72 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	
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**9. MISCELLANEOUS**
**Engine Room**

9.1	What type of fuel is used for main propulsion?	IFO380CST	
9.2	What type of fuel is used in the generating plant?	MDO/HFO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1,782.98 Cu. Metres	178.44 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed	

**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	
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		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\$
<b>Port State Control</b>		
9.7	Date and place of last Port State Control inspection:	Nov 22, 2017/ Point Comfort, USA
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	na
<b>Recent Operational History</b>		
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.
<b>Vetting</b>		
9.12	Date/Place of last SIRE Inspection:	Jun 19, 2017 / Ulsan, Korea
9.13	Date/Place of last CDI Inspection:	Nov 12, 2017 / Veracruz, Mexico
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*:  <i>* "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	ENOC

Version 3 ([www.Intertanko.com](http://www.Intertanko.com) / [www.Q88.com](http://www.Q88.com))

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