

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Nov 30, 2017	
1.2	Vessel's name:	MTM Houston	
1.3	IMO number:	9505924	
1.4	Vessel's previous name(s) and date(s) of change:	Golden Marine (Nov 14, 2011)	
1.5	Date delivered:	Apr 19, 2010	
1.6	Builder (where built):	Fukuoka Ship Building Co., Ltd.	
1.7	Flag:	Singapore	
1.8	Port of Registry:	Singapore	
1.9	Call sign:	9V9704	
1.10	Vessel's satcom phone number:	+904 414 8660 /+88 1677754538 /+904 414 8653	
	Vessel's fax number:	765092641	
	Vessel's telex number:	456630610	
	Vessel's email address:	master@houston.cruisecontrolmail.com	
1.11	Type of vessel:	Chemical	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	Nippon Kaiji Kyokai	
1.14	Class notation:	NS* (Tanker, Oils-Flashpoint on and below 60degC and Chemicals Type II & 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:	N/A, N/A	
1.19	Date / place of last dry-dock:	Apr 07, 2015	Yalova
1.20	Date next dry dock due	Apr 06, 2018	
1.21	Date of last special survey / next survey due:	Apr 07, 2015	Apr 18, 2020
1.22	Date of last annual survey:	Feb 26, 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 Not Applicable	
Dimensions			
1.25	Length Over All (LOA):	144.03 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):	37.10 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	72.03 Metres	72.00 Metres
1.31	Distance bridge front to center of manifold:	43.20 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	24.093 Metres	30.981 Metres
	Aft to mid-point manifold:	23.874 Metres	29.528 Metres
	Parallel body length:	47.967 Metres	60.509 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	212 Millimetres	29.80 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	34.614 Metres	0 Metres
	Normal ballast:	31.16 Metres	0 Metres
	At loaded summer deadweight:	27.48 Metres	0 Metres
Tonnages			
1.35	Net Tonnage:	6,365	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	11,668	9,467
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	12,165.67	10,552.93

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1.38	Panama Canal Net Tonnage (PCNT):					9,818
Loadline Information						
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement	
	Summer:	3.215 Metres	9.6205 Metres	19,741.07 Metric Tonnes	25,270.09 Metric Tonnes	
	Winter:	3.415 Metres	9.4205 Metres	19,146.70 Metric Tonnes	24,675.72 Metric Tonnes	
	Tropical:	3.015 Metres	9.8205 Metres	20,338.52 Metric Tonnes	25,867.54 Metric Tonnes	
	Lightship:	10.314 Metres	2.486 Metres		5,529.02 Metric Tonnes	
	Normal Ballast Condition:	7.038 Metres	5.763 Metres	8,680 Metric Tonnes	14,160 Metric Tonnes	
1.40	Does vessel have multiple SDWT?			No		
1.41	If yes, what is the maximum assigned deadweight?					
Ownership and Operation						
1.42	Registered owner - Full style:			MTM Houston Pte Ltd 78 Shenton Way, #29-02, Singapore 079120 Tel: +65 6221 2255 Fax: +65 6221 2277 Email: operations@mtmm.sg Company IMO#: 5639463		
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 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:	Aug 29, 2016	Feb 26, 2017	Apr 18, 2020
2.2	Safety Radio Certificate:	Apr 30, 2015	Feb 26, 2017	Apr 18, 2020
2.3	Safety Construction Certificate:	Apr 30, 2015	Feb 26, 2017	Apr 18, 2020
2.4	Loadline Certificate:	Apr 30, 2015	Feb 26, 2017	Apr 18, 2020
2.5	International Oil Pollution Prevention Certificate (IOPPC):	May 18, 2017		Feb 25, 2022
2.6	Safety Management Certificate (SMC):	Mar 17, 2017		Apr 16, 2022
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 07, 2015	Jul 18, 2016	Aug 07, 2017
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):	Nov 16, 2017		Nov 16, 2020
2.12	Certificate of Fitness (Chemicals):	May 18, 2017		Apr 18, 2020
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Apr 30, 2015		Apr 18, 2020

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2.15	International Ship Security Certificate (ISSC):	Mar 17, 2017		Apr 15, 2022
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Apr 30, 2015		Apr 18, 2020
2.17	International Air Pollution Prevention Certificate (IAPP):	Apr 30, 2015	Feb 26, 2017	Apr 18, 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: 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	

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:	N/A	

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: 397.562(1P) Seg#2: 410.804 (1S) Seg#3: 469.763 (2P) Seg#4: 481.925 (2S) Seg#5: 338.049 (3P) Seg#6: 352.504 (3S) Seg#7: 1172.929 (4P) Seg#8: 1172.929(4S) Seg#9: 1141.353 (5P)	

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		Seg#10:1155.769 (5S) Seg#11: 733.403 (6P) Seg#12: 746.661 (6S) Seg#13: 1063.143 (7P) Seg#14: 1076.536 (7S) Seg#15: 1392.841 (8P) Seg#16: 1406.045 (8S) Seg#17: 1145.252 (9P) Seg#18: 1159.681 (9S) Seg#19: 1144.123 (10P) Seg#20: 1158.546 (10S) Seg#21: 319.443 (11P) Seg#22: 330.808 (11S) Seg#23: 701.603 (12P) Seg#24: 714.848 (12S) Seg#25: 741.811 (13P) Seg#26: 741.811 (13S) (26 Natural Segerations with double valve.)		
6.4	Total cubic capacity (98%, excluding slop tanks):	21,670.155 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:	52.587 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?	6,921.85 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	35.90 %		
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:	26		
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 As tank's DSG is 1.50		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12 14	Centrifugal Centrifugal	300 M3/HR 200 M3/HR
	Stripping:			
	Eductors:			
	Ballast:	1	Positive Displacment	400 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:	FLOAT (MUSASINO M-LMX)		
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):	3	150 Millimetres	
Venting				
6.24	State what type of venting system is fitted:	Independent/High Velocity		
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':	N/A	
6.26	What is the number of cargo connections per side:	26	
6.27	What is the size of cargo connections:	150 Millimetres	
6.28	What is the material of the manifold:	SUS316L	
Manifold Arrangement			
6.29	Distance between cargo manifold centers:	400 Millimetres	
6.30	Distance ships rail to manifold:	4,350 Millimetres	
6.31	Distance manifold to ships side:	4,550 Millimetres	
6.32	Top of rail to center of manifold:	787 Millimetres	
6.33	Distance main deck to center of manifold:	2,750 Millimetres	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	9.802 Metres	5.984 Metres
6.35	Number / size reducers:	2 x 150/100mm (6/4") 2 x 150/125mm (6/5") 2 x 150/200mm (6/8") 1 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 Heating Coil
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:	

Tank Coating

6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	No	Stainless Steel SUS316	
	Ballast tanks:	Yes	Epoxy	Whole Tank
	Slop tanks:	No	Stainless Steel SUS316	
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:	N/A

8. MOORING

8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	55 Millimetres	PP & Polyester	220 Metres	62 Metric Tonnes
	Main deck fwd:	4	55 Millimetres	PP & Polyester	220 Metres	62 Metric Tonnes
	Main deck aft:					
	Poop deck:					
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength

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	Forecastle:	4	55 Millimetres	PP & Polyester	220 Metres	62 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	55 Millimetres	PP&POLYESTER	220 Metres	62 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
			Forecastle:	2	Double Drums	26.5 Metric Tonnes
			Main deck fwd:			
			Main deck aft:			
			Poop deck:	2	Double Drums	26.5 Metric Tonnes
8.6	Mooring bitts			No.		SWL
			Forecastle:	6		71.992 Metric Tonnes
			Main deck fwd:	6		13.256 Metric Tonnes
			Main deck aft:	4		13.256 Metric Tonnes
			Poop deck:	8		71.992 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type			No.		SWL
			Forecastle:	13		71.992 Metric Tonnes
			Main deck fwd:	6		60.163 Metric Tonnes
			Main deck aft:	4		17.131 Metric Tonnes
			Poop deck:	17		71.992 Metric Tonnes
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:			N/A		
8.9	Type / SWL of Emergency Towing system aft:					
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:			110.945 Metric Tonnes	360X260	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:				71.992 Metric Tonnes	
Bow/Stern Thruster						
8.14	What is brake horse power of bow thruster (if fitted):			871 bhp	649.50 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:					
8.20	Safe Working Load (SWL) of chain stopper(s):					
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:					
8.22	Distance between the bow fairlead and chain stopper/bracket:					
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, centre	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:				2 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 380cst
9.2	What type of fuel is used in the generating plant?	IFO 380cst

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9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1,151.61 Cu. Metres	126.13 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 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 13, 2017 / Gresik	
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, na Grounding: No, na Serious casualty: No, Collision: No , na	
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:	Mar 10, 2017 / Jiangyin	
9.13	Date/Place of last CDI Inspection:	Oct 30, 2015 / Callao	
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/ BHP / PHILLIPS66 / SHELL	

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