

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Sep 30, 2017	
1.2	Vessel's name:	MTM London	
1.3	IMO number:	9296872	
1.4	Vessel's previous name(s) and date(s) of change:	Chemstar Belle (Aug 10, 2011)	
1.5	Date delivered:	Nov 13, 2003	
1.6	Builder (where built):	Kitanihon Shipbuilding Co., Ltd, Japan	
1.7	Flag:	Singapore	
1.8	Port of Registry:	Singapore	
1.9	Call sign:	9V9577	
1.10	Vessel's satcom phone number:	+1 9044 3874 73, +1 9044 3874 74, +881677754535	
	Vessel's fax number:	NA	
	Vessel's telex number:	456619910	
	Vessel's email address:	master@london.cruisecontrolmail.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*,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:	Sep 18, 2016	Zhoushan, China
1.20	Date next dry dock due	Nov 12, 2018	
1.21	Date of last special survey / next survey due:	Sep 05, 2013	Nov 12, 2018
1.22	Date of last annual survey:	Sep 18, 2016	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	NA	
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?	NA	
Dimensions			
1.25	Length Over All (LOA):	141.00 Metres	
1.26	Length Between Perpendiculars (LBP):	133.00 Metres	
1.27	Extreme breadth (Beam):	24.20 Metres	
1.28	Moulded depth:	13.20 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	34.02 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	75.00 Metres	66.00 Metres
1.31	Distance bridge front to center of manifold:	39.10 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	30.14 Metres	34.17 Metres
	Aft to mid-point manifold:	15.29 Metres	23.04 Metres
	Parallel body length:	45.43 Metres	57.21 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	213 Millimetres	29.23 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	31.75 Metres	0 Metres
	Normal ballast:	28.12 Metres	0 Metres
	At loaded summer deadweight:	23.99 Metres	0 Metres
Tonnages			
1.35	Net Tonnage:	6,370.00	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	11,568.00	9390.00
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	12,108.94	11,771.72

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1.38	Panama Canal Net Tonnage (PCNT):					9,732.00
Loadline Information						
1.39	Loadline Annex I	Freeboard	Draft	Deadweight	Displacement	
	Summer:	3.40 Metres	9.829 Metres	19,999.32 Metric Tonnes	25,349.57 Metric Tonnes	
	Winter:	3.604 Metres	9.625 Metres	19,402.55 Metric Tonnes	24,752.80 Metric Tonnes	
	Tropical:	3.196 Metres	10.033 Metres	20,599.23 Metric Tonnes	25,949.48 Metric Tonnes	
	Lightship:	10.959 Metres	2.27 Metres		5,350.25 Metric Tonnes	
	Normal Ballast Condition:	7.289 Metres	5.94 Metres	9,416.89 Metric Tonnes	14,767.14 Metric Tonnes	
1.39	Loadline Annex II	Freeboard	Draft	Deadweight	Displacement	
	Summer:	3.20 Metres	10.029 Metres	20,587.43 Metric Tonnes	25,937.68 Metric Tonnes	
	Winter:	3.409 Metres	9.82 Metres	19,972.92 Metric Tonnes	25,323.17 Metric Tonnes	
	Tropical:	2.991 Metres	10.238 Metres	21,204.93 Metric Tonnes	26,555.18 Metric Tonnes	
	Lightship:	10.959 Metres	2.27 Metres		5,350.25 Metric Tonnes	
	Normal Ballast Condition:	7.289 Metres	5.94 Metres	9,416.89 Metric Tonnes	14,767.14 Metric Tonnes	
1.40	Does vessel have multiple SDWT?			Yes		
1.41	If yes, what is the maximum assigned deadweight?			20,587.43 Metric Tonnes		
Ownership and Operation						
1.42	Registered owner - Full style:			MTM London Pte. Ltd. # 78 Shenton Way1 3-01, Singapore 079120. Tel: +65 6221 2255 Fax: +65 6221 2277 Telex: Not Applicable 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:			MT MARITIME MANAGEMENT (USA) LLC 2960 POST ROAD, SOUTHPORT, CONNECTICUT 06890 U.S.A. Tel: +1-203-226-7882 Fax: +1-203-226-8934 Email: operations@mtmmaritime.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:	Oct 31, 2016	Not Applicable	Nov 12, 2018
2.2	Safety Radio Certificate:	Oct 07, 2013	Sep 18, 2016	Nov 12, 2018
2.3	Safety Construction Certificate:	Jun 05, 2015	Sep 18, 2016	Nov 12, 2018
2.4	Loadline Certificate:	Jun 05, 2015	Sep 18, 2016	Nov 12, 2018
2.5	International Oil Pollution Prevention Certificate	Aug 07, 2017	Not Applicable	Jun 19, 2022

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	(IOPPC):			
2.6	Safety Management Certificate (SMC):	Nov 15, 2014	May 05, 2017	Dec 15, 2019
2.7	Document of Compliance (DOC):	Sep 02, 2016	Not Applicable	Sep 16, 2021
2.8	USCG (specify: COC, LOC or COI): COC	Nov 26, 2016	Not Applicable	Nov 26, 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):	Aug 16, 2017		Aug 16, 2020
2.12	Certificate of Fitness (Chemicals):	Oct 31, 2016	Not Applicable	Nov 12, 2018
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Jun 05, 2015	Sep 18, 2016	Nov 12, 2018
2.15	International Ship Security Certificate (ISSC):	Nov 15, 2014	May 05, 2017	Dec 15, 2019
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Oct 07, 2013		Nov 12, 2018
2.17	International Air Pollution Prevention Certificate (IAPP):	Oct 07, 2013	Sep 18, 2016	Nov 12, 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, Sri Lankan		
3.3	Nationality of Crew:	Burmese, Indian		
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:	NA		

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:	NA		
5.2	Qualified individual (QI) - Full style:	ECM Maritime Service, LLC 1 Selleck Street, 5th Floor, Suite 511 Norwalk, CT 06855, USA ecm@ecmmaritime.com 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 3500 Sunrise Hwy Suite 103, 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				

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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		
Cargo Tank Capacities				
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 1357.734 m3 (COT 1W) Seg#2: 820.741 m3 (COT 2W) Seg#3: 2820.373 m3 (COT 3W) Seg#4: 1692.115 m3 (COT 4W) Seg#5: 2886.517 m3 (COT 5W) Seg#6: 2889.829 m3 (COT 6W) Seg#7: 1870.048 m3 (COT 7W) Seg#8: 2889.728 m3 (COT 8W) Seg#9: 2006.940 m3 (COT 9W) Seg#10: 1272.142 m3 (COT 10W) Seg#11: 1229.886 m3 (COT 11W) (Total 22 tanks each natural segregation with double valve.)		
6.4	Total cubic capacity (98%, excluding slop tanks):	21,736.061 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:	NA		
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?	7,460.00 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	38 %		
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:	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:	1904 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes S.G. NOT MORE THAN 1.5		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	22	Centrifugal	250 M3/HR
	Stripping:		N/A	
	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:	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):	1	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	NA		

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	for Oil Tanker Manifolds and Associated Equipment':		
6.26	What is the number of cargo connections per side:	22	
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:	500.00 Millimetres	
6.30	Distance ships rail to manifold:	4,450.00 Millimetres	
6.31	Distance manifold to ships side:	4,600.00 Millimetres	
6.32	Top of rail to center of manifold:	706.00 Millimetres	
6.33	Distance main deck to center of manifold:	1,900.00 Millimetres	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	9.50 Metres	6.32 Metres
6.35	Number / size reducers:	1 x 300/200mm (12/8") 1 x 300/150mm (12/6") 1 x 250/150mm (10/6") 4 x 200/150mm (8/6") 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:	0.00 Millimetres	
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, S316L Whole Tank
	Ballast tanks:	Yes	EPOXY Whole Tank
	Slop tanks:	No	Stainless Steel 316L
6.43	If fitted, what type of anodes are used:	Not Applicable	

7.	INERT GAS AND CRUDE OIL WASHING		
7.1	Is an Inert Gas System (IGS) fitted:	NA	
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:	NA	

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	55.00 Millimetres	PP/ POLYESTER	205.00 Metres	51.00 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	55.00 Millimetres	PP / POLYESTER	205.00 Metres	51.00 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	55.00 Millimetres	PP / POLYESTER	205.00 Metres	51.00 Metric Tonnes

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	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	55.00 Millimetres	PP / POLYESTER	205.00 Metres	51.00 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	DOUBLE DRUM	24.00 Metric Tonnes
	Main deck fwd:			0		0 Metric Tonnes
	Main deck aft:			0		0 Metric Tonnes
	Poop deck:			2	DOUBLE DRUM	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		70 Metric Tonnes
	Poop deck:			8		56 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type			No.		SWL
	Forecastle:			4		63 Metric Tonnes
	Main deck fwd:			0		0 Metric Tonnes
	Main deck aft:			0		0 Metric Tonnes
	Poop deck:			4		63 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:			62.80 Metric Tonnes		
8.13	What is SWL of bollard on poopdeck suitable for escort tug:					41.20 Metric Tonnes
Bow/Stern Thruster						
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 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)':					NA
8.17	Is vessel fitted with chain stopper(s):					NA
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):					0 Metric Tonnes
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:					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:					5.00 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
9.	MISCELLANEOUS					
Engine Room						
9.1	What type of fuel is used for main propulsion?				IFO-380 H & L	
9.2	What type of fuel is used in the generating plant?				IFO MDO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:				1,196.71 Cu. Metres	140.89 Cu. Metres

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		0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	
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:	Sep 07, 2017 / Kuala Tanjung, Indonesia
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 owners for detail.
Vetting		
9.12	Date/Place of last SIRE Inspection:	Aug 24, 2017 / Paradip, India
9.13	Date/Place of last CDI Inspection:	Sep 25, 2016 / Onsan, Korea
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>	SHELL

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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