

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	Jul 31, 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	
<b>Classification</b>			
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	
<b>Dimensions</b>			
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
<b>Tonnages</b>			
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
<b>Loadline Information</b>						
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	
<b>Ownership and Operation</b>						
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: <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:	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	Jun 20, 2017	Not Applicable	Nov 19, 2017

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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

<b>3.</b>	<b>CREW MANAGEMENT</b>		
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	

<b>4.</b>	<b>HELICOPTERS</b>		
4.1	Can the ship comply with the ICS Helicopter Guidelines:	NA	
4.2	If Yes, state whether winching or landing area provided:	NA	

<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:	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	

<b>6.</b>	<b>CARGO AND BALLAST HANDLING</b>		
<b>Double Hull Vessels</b>			
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	Yes	

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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: 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		
<b>SBT Vessels</b>				
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		
<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:	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		
<b>Pumping Systems</b>				
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		
<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:	P/V 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		

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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, S316 L	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
	Main deck fwd:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes

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	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
<b>Emergency Towing System</b>						
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
<b>Anchors</b>						
8.10	Number of shackles on port cable:					11
8.11	Number of shackles on starboard cable:					11
<b>Escort Tug</b>						
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
<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 bhp	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)':					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
<b>Lifting Equipment</b>						
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
<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):					Yes
<b>9.</b>	<b>MISCELLANEOUS</b>					
<b>Engine Room</b>						
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 0 Cu. Metres

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9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	
<b>Insurance</b>		
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\$
<b>Port State Control</b>		
9.7	Date and place of last Port State Control inspection:	Jan 27, 2017 / Surigao, Philippines
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	N/A
<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, 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.
<b>Vetting</b>		
9.12	Date/Place of last SIRE Inspection:	May 06, 2017 / Rotterdam, Netherlands
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](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