1.	**VESSEL DESCRIPTION**			
1.1	Date updated:		Jul 31, 2017	
1.2	Vessel's name:		MTM Mumbai	
1.3	IMO number:		9242338	
1.4	Vessel's previous name(s) and date(s) of change:		Galhad (Apr 09, 2013)	
1.5	Date delivered:		Jun 03, 2003	
1.6	Builder (where built):		Hyundai Mipo, Ulsan, Korea	
1.7	Flag:		Singapore	
1.8	Port of Registry:		Singapore	
1.9	Call sign:		9V2085	
1.10	Vessel's satcom phone number:		870 773 157 329 / +1-904 900 6684	
	Vessel's fax number:		870 765110016	
	Vessel's telex number:		456 691 310 / 456 691 311	
	Vessel's email address:		master.mumbai@mtmsm.amosconnect.com	
1.11	Type of vessel:		Oil /Chemical Tanker	
1.12	Type of hull:		Double Hull	
Classification				
1.13	Classification society:		American Bureau of Shipping	
1.14	Class notation:		ABS +A1, ,Chemical Carrier, Oil Carrier, ESP, +AMS, +ACCU, VECS, SH	
1.15	If Classification society changed, name of previous society:		NOT APPLICABLE	
1.16	If Classification society changed, date of change:		Not Applicable	
1.17	IMO type, if applicable:		3	
1.18	Does the vessel have ice class? If yes, state what level:		No, NA	
1.19	Date / place of last dry-dock:		Oct 11, 2015	Shanhaiguan, China
1.20	Date next dry dock due		Oct 10, 2018	
1.21	Date of last special survey / next survey due:		Oct 23, 2012	Oct 02, 2018
1.22	Date of last annual survey:		Jun 08, 2017	
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 Not Applicable	
Dimensions				
1.25	Length Over All (LOA):			183.024 Metres
1.26	Length Between Perpendiculars (LBP):			174 Metres
1.27	Extreme breadth (Beam):			32.23 Metres
1.28	Moulded depth:			18.80 Metres
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		46.50 Metres	NA
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		90 Metres	93 Metres
1.31	Distance bridge front to center of manifold:			59.55 Metres
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	21.23 Metres	39.20 Metres	44.24 Metres
	Aft to mid-point manifold:	36.80 Metres	41.56 Metres	47.39 Metres
	Parallel body length:	57.93 Metres	80.76 Metres	91.63 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:		269 Millimetres	52.267 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		44.06 Metres	0 Metres
	Normal ballast:		39.17 Metres	0 Metres
	At loaded summer deadweight:		34.284 Metres	0 Metres
Tonnages				
1.35	Net Tonnage:		11,943	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		29,220	21,829
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		30,509.27	26,222

1.38	Panama Canal Net Tonnage (PCNT):				24,261
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.612 Metres	12.216 Metres	46,818 Metric Tonnes	56,239 Metric Tonnes
	Winter:	6.866 Metres	11.962 Metres	45,490 Metric Tonnes	54,911 Metric Tonnes
	Tropical:	6.358 Metres	12.470 Metres	48,065 Metric Tonnes	57,570 Metric Tonnes
	Lightship:	16.386 Metres	2.443 Metres		9,421.10 Metric Tonnes
	Normal Ballast Condition:	11.496 Metres	7.333 Metres	22,187 Metric Tonnes	31,887 Metric Tonnes
1.40	Does vessel have multiple SDWT?			Yes	
1.41	If yes, what is the maximum assigned deadweight?			46,818 Metric Tonnes	
Ownership and Operation					
1.42	Registered owner - Full style:			MTM Mumbai PTE LTD 78 Shenton Way #29-02 Singapore 079120 Tel: +65 6221 2255 Fax: +65 6221 2277 Email: operations@mtmsm.com Web: www.mtmaritime.com Company IMO#: 5729081	
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 Pte Ltd 78 Shenton Way #29-02 Singapore 079120 Tel: +65 6221 2255 Fax: +65 6221 2277 Email: operations@mtmsm.com	
1.45	Disponent owner - Full style:			MTM Tanker 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 28, 2015	Jun 08, 2017	Jun 02, 2018
2.2	Safety Radio Certificate:	Jun 28, 2015	Jun 08, 2017	Jun 02, 2018
2.3	Safety Construction Certificate:	Mar 29, 2014	Jun 08, 2017	Jun 02, 2018
2.4	Loadline Certificate:	May 07, 2013	Jun 08, 2017	Jun 02, 2018
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Oct 17, 2016	Jun 08, 2017	Jun 02, 2018
2.6	Safety Management Certificate (SMC):	May 12, 2015	May 24, 2016	Sep 25, 2018
2.7	Document of Compliance (DOC):	Sep 02, 2016	Not Applicable	Sep 16, 2021
2.8	USCG (specify: COC, LOC or COI): COC	Feb 23, 2016	Not Applicable	Feb 23, 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):	Apr 01, 2016		Apr 01, 2019
2.12	Certificate of Fitness (Chemicals):	Apr 25, 2014	Jun 08, 2017	Jun 02, 2018
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Apr 09, 2013	Jun 08, 2017	Jun 02, 2018

2.15	International Ship Security Certificate (ISSC):	Nov 06, 2013	May 24, 2016	Sep 16, 2018
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Apr 09, 2013		Jun 02, 2018
2.17	International Air Pollution Prevention Certificate (IAPP):	Apr 09, 2013	Jun 08, 2017	Jun 02, 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:	Bangladeshi
3.2	Nationality of Officers:	Indian
3.3	Nationality of Crew:	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:	Yes

4.	**HELICOPTERS**	
4.1	Can the ship comply with the ICS Helicopter Guidelines:	Yes
4.2	If Yes, state whether winching or landing area provided:	Winching

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: ecmmaritime.com
5.3	Oil Spill Response Organization (OSRO) -Full style:	National Response Corp 3500 Sunrise Highway Suite T103 Great River, NY 11739 Tel: 631-224-9141 Fax: 732-417-0097 Telex: 6502158990
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: 6356.8 m3 (1P&S) Seg#2: 9143.2 m3 (2P&S) Seg#3: 9354.6 m3 (3P&S) Seg#4: 9354.6 m3 (4P&S) Seg#5: 9339.4 m3 (5P&S)

			Seg#6: 8066.2 m3 (6P&S) Seg#7: 1221.4 m3 (Slop PS)	
6.4	Total cubic capacity (98%, excluding slop tanks):			51,614.80 Cu. Metres
6.5	Slop tank(s) capacity (98%):			1,221.40 Cu. Metres
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:			78.40 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?			24,781.90 Cu. Metres
6.9	What percentage of SDWT can vessel maintain with SBT only:			54.35 %
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:		6	
6.12	Maximum loading rate for homogenous cargo per manifold connection:			1717.6 Cu. Metres/Hour
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:			5152.8 Cu. Metres/Hour
6.14	Are there any cargo tank filling restrictions. If yes, please specify:		Yes all cargo tanks can be filled full and any level filling of cargo except specific gravity up to 1.025, specific gravity 1.54 cargo to be partial (max-66%) loaded in cargo tanks and slop tanks	
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12 2 1	Centrifugal Centrifugal Centrifugal	600 M3/HR 150 M3/HR 100 M3/HR
	Stripping:			
	Eductors:			
	Ballast:	2	Centrifugal	1,000 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:		6	
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:		Pressure Sensor	
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:		All	
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:		Yes	
6.23	Number/size of VRS manifolds (per side):		2	300 Millimetres
Venting				
6.24	State what type of venting system is fitted:		High Velocity	
Cargo Manifolds				
6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':		Yes	
6.26	What is the number of cargo connections per side:		6	
6.27	What is the size of cargo connections:			300 Millimetres
6.28	What is the material of the manifold:		Stainless Steel	
Manifold Arrangement				
6.29	Distance between cargo manifold centers:			2,000 Millimetres
6.30	Distance ships rail to manifold:			4,600 Millimetres

6.31	Distance manifold to ships side:		4,600 Millimetres
6.32	Top of rail to center of manifold:		850 Millimetres
6.33	Distance main deck to center of manifold:		2,100 Millimetres
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	13.60 Metres	8.712 Metres
6.35	Number / size reducers:	12 x 300/400mm (12/16") 6 x 300/300mm (12/12") 6 x 300/250mm (12/10") 6 x 300/200mm (12/8") 30 x 400/200mm (16/8")	
Stern Manifold			
6.36	Is vessel fitted with a stern manifold:	No	
6.37	If stern manifold fitted, state size:	NA	
Cargo Heating			
6.38	Type of cargo heating system?	Heat exchanger	
6.39	If fitted, are all tanks coiled?	No/Only for Slop tanks	
6.40	If fitted, what is the material of the heating coils:	Stainless Steel	
6.41	Maximum temperature cargo can be loaded/maintained:	75.0 °C	60 °C

Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	Pure Epoxy	Whole Tank
	Ballast tanks:	Yes	Epoxy	Whole Tank
	Slop tanks:	Yes	Epoxy	Whole Tank
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:	IG Generator
7.3	Is a Crude Oil Washing (COW) installation fitted:	No

8.	**MOORING**					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0				
	Main deck fwd:	0				
	Main deck aft:	0				
	Poop deck:	0				
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0				
	Main deck fwd:	0				
	Main deck aft:	0				
	Poop deck:	0				
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	66 Millimetres	Superdan/polyester Blend	220 Metres	78.70 Metric Tonnes
	Main deck fwd:	4	64 Millimetres	Superdan/polyester Blend	220 Metres	78.70 Metric Tonnes
	Main deck aft:	2	64 Millimetres	Superdan/polyester Blend	220 Metres	78.70 Metric Tonnes
	Poop deck:	6	64 Millimetres	Superdan/polyester Blend	220 Metres	81.50 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	66 Millimetres	Superdan/polyester Blend	220 Metres	78.70 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	66 Millimetres	Superdan/polyester Blend	220 Metres	78.7 Metric Tonnes

8.5	Mooring winches	No.	# Drums	Brake Capacity
	Forecastle:	2	Double Drums	42 Metric Tonnes
	Main deck fwd:	2	Double Drums	42 Metric Tonnes
	Main deck aft:	1	Double Drums	42 Metric Tonnes
	Poop deck:	2	Triple Drum	42 Metric Tonnes
8.6	Mooring bitts		No.	SWL
	Forecastle:		2+2	80/64 Metric Tonnes
	Main deck fwd:		4	80 Metric Tonnes
	Main deck aft:		2	80 Metric Tonnes
	Poop deck:		6	80 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type		No.	SWL
	Forecastle:		7	80 Metric Tonnes
	Main deck fwd:		12	80 Metric Tonnes
	Main deck aft:		6	80 Metric Tonnes
	Poop deck:		19	80/64/46 Metric Tonnes
Emergency Towing System				
8.8	Type / SWL of Emergency Towing system forward:		KETA 45F	200 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:		KETA 20A	100 Metric Tonnes
Anchors				
8.10	Number of shackles on port cable:		12	
8.11	Number of shackles on starboard cable:		12	
Escort Tug				
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:		64 Metric Tonnes	360 X 260
8.13	What is SWL of bollard on poopdeck suitable for escort tug:			80 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)':		Yes	
8.17	Is vessel fitted with chain stopper(s):		Yes	
8.18	How many chain stopper(s) are fitted:		1	
8.19	State type of chain stopper(s) fitted:		Tongue	
8.20	Safe Working Load (SWL) of chain stopper(s):			200 Metric Tonnes
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:			76 Millimetres
8.22	Distance between the bow fairlead and chain stopper/bracket:			3,250 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:		Yes NA	
Lifting Equipment				
8.24	Derrick / Crane description (Number, SWL and location):		Cranes: 1 x 10 Tonnes, CENTRE	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:			6.885 Metres
Ship To Ship Transfer (STS)				
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquified Gas, as applicable):		Yes	

9.	**MISCELLANEOUS**		
Engine Room			
9.1	What type of fuel is used for main propulsion?	HFO 380 CST	
9.2	What type of fuel is used in the generating plant?	HFO 380 CST	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1,538.46 Cu. Metres	159 Cu. Metres 21 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	
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:	Mar 24, 2017 / Guayanilla, Puerto Rico
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	None
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 , NA 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:	May 13, 2017 / Pyeongtaek, Korea
9.13	Date/Place of last CDI Inspection:	Nov 06, 2015 / Tarahan, Indonesia
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.*	LUKOIL, BP

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