

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)
Version 3

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Jan 31, 2018	
1.2	Vessel's name:	MTM Penang	
1.3	IMO number:	9712591	
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.5	Date delivered:	Feb 20, 2015	
1.6	Builder (where built):	Shin Kurushima Dockyard Co. Ltd, Japan	
1.7	Flag:	Singapore	
1.8	Port of Registry:	Singapore	
1.9	Call sign:	9V2994	
1.10	Vessel's satcom phone number:	870773205398	
	Vessel's fax number:	870783025762	
	Vessel's telex number:	NA	
	Vessel's email address:	master@penang.cruisecontrolmail.com	
1.11	Type of vessel:	Oil/Chemical Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	Nippon Kaiji Kyokai	
1.14	Class notation:	NK NS*(Tanker, Oils-Flashpoint on and below 60 C and Chemical Type II&III, PSPC-WBT)(ESP) MNS*	
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:	2,3	
1.18	Does the vessel have ice class? If yes, state what level:	No, NA	
1.19	Date / place of last dry-dock:	NA	NA
1.20	Date next dry dock due	Feb 19, 2018	
1.21	Date of last special survey / next survey due:	Not Applicable	Feb 19, 2020
1.22	Date of last annual survey:	Feb 13, 2017	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	(Not Applicable)	
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):	149.93 Metres	
1.26	Length Between Perpendiculars (LBP):	143.00 Metres	
1.27	Extreme breadth (Beam):	24.60 Metres	
1.28	Moulded depth:	13.20 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	39.76 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	75.39 Metres	74.55 Metres
1.31	Distance bridge front to center of manifold:	45.58 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	22.418 Metres	23.297 Metres
	Aft to mid-point manifold:	15.949 Metres	24.117 Metres
	Parallel body length:	38.367 Metres	47.414 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	225 Millimetres	31.74 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	34.78 Metres	0 Metres
	Normal ballast:	33.20 Metres	0 Metres
	At loaded summer deadweight:	29.615 Metres	0 Metres
Tonnages			
1.35	Net Tonnage:	6,544	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	13,122	10476

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1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		13,703.68	11,419.03	
1.38	Panama Canal Net Tonnage (PCNT):		11,022		
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.069 Metres	10.167 Metres	22,413 Metric Tonnes	28,565 Metric Tonnes
	Winter:	3.28 Metres	9.956 Metres	21,745 Metric Tonnes	27,897 Metric Tonnes
	Tropical:	2.858 Metres	10.378 Metres	23,085 Metric Tonnes	29,237 Metric Tonnes
	Lightship:	10.767 Metres	2.469 Metres		6,152 Metric Tonnes
	Normal Ballast Condition:	7.256 Metres	5.98 Metres	9,864 Metric Tonnes	15,836 Metric Tonnes
1.40	Does vessel have multiple SDWT?			NA	
1.41	If yes, what is the maximum assigned deadweight?				
Ownership and Operation					
1.42	Registered owner - Full style:		M.T.M. Penang Pte. Ltd. 78 Shenton Way, #13-01, Singapore 079120 Tel: +65-6304 1770 Fax: +65-6220 7988 Email: marine@mtmsm.com Web: www.mtmsmshipmanagement.com Company IMO#: 1314037		
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 Web: www.mtmsmshipmanagement.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 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:	Mar 28, 2017		Feb 19, 2020
2.2	Safety Radio Certificate:	Mar 16, 2015	Feb 13, 2017	Feb 19, 2020
2.3	Safety Construction Certificate:	Mar 16, 2015	Feb 13, 2017	Feb 19, 2020
2.4	Loadline Certificate:	Mar 16, 2015	Feb 13, 2017	Feb 19, 2020
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Oct 20, 2016		Feb 19, 2020
2.6	Safety Management Certificate (SMC):	Aug 14, 2015	Not Applicable	Aug 13, 2020
2.7	Document of Compliance (DOC):	Sep 02, 2016	Nov 22, 2017	Sep 16, 2021
2.8	USCG (specify: COC, LOC or COI):	Sep 14, 2015	Nov 14, 2016	Sep 14, 2017
2.9	Civil Liability Convention Certificate (CLC):	Jan 08, 2018		Feb 20, 2019
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Jan 05, 2018		Feb 20, 2019
2.11	U.S. Certificate of Financial Responsibility (COFR):	Feb 20, 2018		Feb 20, 2021

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2.12	Certificate of Fitness (Chemicals):	Aug 03, 2015	Feb 13, 2017	Feb 19, 2020
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Mar 28, 2017	Feb 13, 2017	Feb 19, 2020
2.15	International Ship Security Certificate (ISSC):	Aug 14, 2015		Aug 13, 2020
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Mar 16, 2015		Feb 19, 2020
2.17	International Air Pollution Prevention Certificate (IAPP):	Mar 16, 2015	Feb 13, 2017	Feb 19, 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:	Indian
3.2	Nationality of Officers:	Indian/Filipino
3.3	Nationality of Crew:	Indian/Filipino
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: NA-Directly employed by Technical Operator Crew: NA-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:	No
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 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

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: 873.020 (1P) Seg#2: 864.027 (1S) Seg#3: 1184.840 (2P) Seg#4: 1185.052 (2S) Seg#5: 1342.468 (3P)
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		Seg#6: 1342.254 (3S) Seg#7: 1376.311 (4P) Seg#8: 1376.523 (4S) Seg#9: 631.220 (5P) Seg#10: 642.283 (5S) Seg#11: 1376.150 (6P) Seg#12: 1375.938 (6S) Seg#13: 1377.408 (7P) Seg#14: 1377.620 (7S) Seg#15: 1352.725 (8P) Seg#16: 1352.513 (8S) Seg#17: 1183.252 (9P) Seg#18: 1184.424 (9S) Slop: 415.403 (P-Slop) Slop: 422.856 (S-Slop)		
6.4	Total cubic capacity (98%, excluding slop tanks):	21,398.028 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	838.259 Cu. Metres		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	51.07 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?	8,082.57 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	36.96 %		
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:	20		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	286 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	2,286 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes Designed SG -1.30		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	20	Centrifugal	200 M3/HR
	Stripping:			
	Eductors:			
	Ballast:	2	Centrifugal	350 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:	5		
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:	Radar & Float (Electro Magnetic)		
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):	2	200 Millimetres	
Venting				
6.24	State what type of venting system is fitted:	Individual PV Valve		
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:	20		
6.27	What is the size of cargo connections:	150 Millimetres		

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6.28	What is the material of the manifold:	Stainless Steel		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	500 Millimetres		
6.30	Distance ships rail to manifold:	3,399 Millimetres		
6.31	Distance manifold to ships side:	3,500 Millimetres		
6.32	Top of rail to center of manifold:	1,961 Millimetres		
6.33	Distance main deck to center of manifold:	3,050 Millimetres		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	10.30 Metres	6.11 Metres	
6.35	Number / size reducers:	2 x 152.4/152.4mm (6/6") 4 x 203.2/152.4mm (8/6") 8 x 152.4/101.6mm (6/4") 2 x 254/203.2mm (10/8") 4 x 254/203.2mm (10/8")		
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?	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:	90.0 °C / 194.0 °F	75 °C / 167 °F	
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	N/A (Stainless Steel)	SUS 316 LN (SS)	
	Ballast tanks:	Yes	MODIFIED EPOXY (CMP NOV A 2000)	WHOLE TANK
	Slop tanks:	N/A (Stainless Steel)		
6.43	If fitted, what type of anodes are used:			

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	Polypropylene-Polyester	200 Metres	47.90 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	55 Millimetres	Polypropylene-Polyester	200 Metres	47.90 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength

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	Forecastle:	5	55 Millimetres	Polypropylene-Polyester	200 Metres	47.90 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	5	55 Millimetres	Polypropylene-Polyester	200 Metres	47.90 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double Drums	28.20 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:			2	Double Drums	28.20 Metric Tonnes
8.6	Mooring bitts			No.		SWL
	Forecastle:			2/3/1		52/64/113 Metric Tonnes
	Main deck fwd:			2/2		52/64 Metric Tonnes
	Main deck aft:			2		52 Metric Tonnes
	Poop deck:			4/3/1		52/64/113 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type			No.		SWL
	Forecastle:			1/3		204/126 Metric Tonnes
	Main deck fwd:			2/2		89/80 Metric Tonnes
	Main deck aft:			2		80 Metric Tonnes
	Poop deck:			2/3		126/89 Metric Tonnes
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:			TK-ETS4000-FSR SJ		204 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:			ETS-2000ASJ		102 Metric Tonnes
Anchors						
8.10	Number of shackles on port cable:					11
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:			113 Metric Tonnes		250 x 450
8.13	What is SWL of bollard on poopdeck suitable for escort tug:					113 Metric Tonnes
Bow/Stern Thruster						
8.14	What is brake horse power of bow thruster (if fitted):			NA		0 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):			NA		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 Type		
8.20	Safe Working Load (SWL) of chain stopper(s):					204 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:					3,342 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, Amidships Centre
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:					3.70 Metres

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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?	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:	998.92 Cu. Metres 120.98 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	

Insurance

9.5	P & I Club - Full Style:	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:	Dec 18, 2017 /ROTTERDAM
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	NA

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. (New build)

Vetting

9.12	Date/Place of last SIRE Inspection:	Oct 17, 2017 / San Lorenzo, Argentina
9.13	Date/Place of last CDI Inspection:	Jan 09, 2016 / Onsan
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.	

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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