

1.	VESSEL DESCRIPTION		
1.1	Date updated:	May 31, 2017	
1.2	Vessel's name:	MTM Gibraltar	
1.3	IMO number:	9282924	
1.4	Vessel's previous name(s) and date(s) of change:	CHEMSTAR BRAVE (Jun 20, 2011)	
1.5	Date delivered:	Aug 28, 2003	
1.6	Builder (where built):	Kitanihon Ship Building Co., Hachinohe, Japan.	
1.7	Flag:	Singapore	
1.8	Port of Registry:	Singapore	
1.9	Call sign:	9V9575	
1.10	Vessel's satcom phone number:	+65 31584426 /+1 4018294897	
	Vessel's fax number:	+ 870 356619812	
	Vessel's telex number:	456619810	
	Vessel's email address:	master.mgb@mtmship.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* (Tanker, Oils-Flashpoint below 60C and Chemicals Types II and III) (ESP) (PSCM), 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:	No,	
1.19	Date / place of last dry-dock:	May 26, 2016	China
1.20	Date next dry dock due	Aug 27, 2018	
1.21	Date of last special survey / next survey due:	Jul 03, 2013	Aug 27, 2018
1.22	Date of last annual survey:	Aug 17, 2015	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	N/A	
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):	141.00 Metres	
1.26	Length Between Perpendiculars (LBP):	131.00 Metres	
1.27	Extreme breadth (Beam):	24.23 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:	220 Millimetres	29.45 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:	28.21 Metres	0 Metres
	At loaded summer deadweight:	24.31 Metres	0 Metres
Tonnages			
1.35	Net Tonnage:	6,165	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	11,549	NA
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	12,091.91	10,495.87

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1.38	Panama Canal Net Tonnage (PCNT):					9,719
Loadline Information						
1.39	Loadline Annex I	Freeboard	Draft	Deadweight	Displacement	
	Summer:	3.20 Metres	10.029 Metres	19,995.78 Metric Tonnes	25,123.94 Metric Tonnes	
	Winter:	3.409 Metres	9.82 Metres	19,403.06 Metric Tonnes	24,531.22 Metric Tonnes	
	Tropical:	2.991 Metres	10.238 Metres	20,591.66 Metric Tonnes	25,719.82 Metric Tonnes	
	Lightship:	10.93 Metres	2.27 Metres		5,128.26 Metric Tonnes	
	Normal Ballast Condition:	8.089 Metres	5.24 Metres	7,549.80 Metric Tonnes	12,678.06 Metric Tonnes	
1.39	Loadline Annex II	Freeboard	Draft	Deadweight	Displacement	
	Summer:	3.20 Metres	10.029 Metres	20,809.52 Metric Tonnes	25,937.68 Metric Tonnes	
	Winter:	3.409 Metres	9.82 Metres	20,195.01 Metric Tonnes	25,323.17 Metric Tonnes	
	Tropical:	2.991 Metres	10.238 Metres	21,427.02 Metric Tonnes	26,555.18 Metric Tonnes	
	Lightship:	10.93 Metres	2.27 Metres		5,128.26 Metric Tonnes	
	Normal Ballast Condition:	8.089 Metres	5.24 Metres	7,549.80 Metric Tonnes	12,678.06 Metric Tonnes	
1.40	Does vessel have multiple SDWT?			Yes		
1.41	If yes, what is the maximum assigned deadweight?			20,809.52 Metric Tonnes		
Ownership and Operation						
1.42	Registered owner - Full style:			MTM GIBRALTAR PTE LTD M.T.M Ship Management Pte. Ltd., 78 Shenton Way, #13-01, Singapore 079120 Tel: +65 6221 2255 Fax: +65 6221 2277 Email: operations@mtmm.sg		
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.mtmshipmanagement.com Company IMO#: 1314037		
1.44	Commercial operator - Full style:			MT Maritime Management (USA) LLC 2960 Post Road , Southport CT , 06890 USA 1 203 226 7882 Tel: 1 203 226 7882 Fax: 1 203 226 8934 Email: operations@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:	Nov 14, 2016		Aug 27, 2018
2.2	Safety Radio Certificate:	Aug 12, 2013	May 26, 2016	Aug 27, 2018
2.3	Safety Construction Certificate:	Nov 14, 2016		Aug 27, 2018
2.4	Loadline Certificate:	Aug 12, 2013		Aug 27, 2018
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Apr 05, 2017		Aug 27, 2018
2.6	Safety Management Certificate (SMC):	Oct 23, 2016		Jan 13, 2022
2.7	Document of Compliance (DOC):	Sep 02, 2016		Sep 16, 2021
2.8	USCG (specify: COC, LOC or COI): COC	Sep 11, 2014	Sep 29, 2015	Sep 11, 2016
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):	Jun 06, 2017		Jun 06, 2020

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2.12	Certificate of Fitness (Chemicals):	May 09, 2014	May 26, 2016	Aug 27, 2018
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Nov 14, 2016		Aug 27, 2018
2.15	International Ship Security Certificate (ISSC):	Oct 23, 2016		Jan 13, 2022
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jul 28, 2016		Aug 27, 2018
2.17	International Air Pollution Prevention Certificate (IAPP):	Oct 22, 2014	May 26, 2016	Aug 27, 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
3.3	Nationality of Crew:	Burmese
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: N/A Crew: N/A
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:	

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, CT06855, 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 (NrCorp) 3500 Sunrise Highway Suite 103, Great River, NY11739, 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: 687.552 (1P) Seg#2: 671.556 (1S) Seg#3: 624.213 (2P) Seg#4: 639.211 (2S) Seg#5: 1187.349 (3P) Seg#6: 1186.822 (3S) Seg#7: 2296.847 (4P)
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		Seg#8: 2282.798 (4S) Seg#9: 1181.233 (5P) Seg#10: 1196.254 (5S) Seg#11: 2376.504 (6P) Seg#12: 2380.077(6S) Seg#13: 1891.090 (7P) Seg#14: 1890.137(7S) Seg#15: 619.411 (8P) Seg#16: 604.537 (8S) (Total 16 tanks of each natural segregation with double valve.)		
6.4	Total cubic capacity (98%, excluding slop tanks):	21,715.601 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:	0 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?	7,480.31 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	38.60 %		
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:	16		
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 Designed Specific Gravity of all cargo tank is 1.50 Ton/M3		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	16	Centrifugal	250 M3/HR
	Stripping:			
	Eductors:			
	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:	Float Type		
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	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 for Oil Tanker Manifolds and Associated Equipment':	NA		
6.26	What is the number of cargo connections per side:	16		
6.27	What is the size of cargo connections:	150 Millimetres		
6.28	What is the material of the manifold:	SUS 316LN		

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Manifold Arrangement			
6.29	Distance between cargo manifold centers:	500 Millimetres	
6.30	Distance ships rail to manifold:	5,500 Millimetres	
6.31	Distance manifold to ships side:	5,700 Millimetres	
6.32	Top of rail to center of manifold:	1,500 Millimetres	
6.33	Distance main deck to center of manifold:	2,920 Millimetres	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	11.40 Metres	6.30 Metres
6.35	Number / size reducers:	1 x 300/150mm (12/6") 1 x 300/200mm (12/8") 1 x 150/100mm (6/4") 1 x 250/150mm (10/6") 1 x 150/200mm (6/8")	

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	
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:	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:	NA	SUS 316 LN (SS)	
	Ballast tanks:	Yes	EPOXY	Whole Tank
	Slop tanks:	NA	SUS 316LN (SS)	
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:	No	
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:	N/A	

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	56 Millimetres	8 Strands, PP & PE Composite	220 Metres	60 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:	2	55 Millimetres	12 Strands, PP & PE Composite	220 Metres	60 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	5	55 Millimetres	8 Strands, PP & PE Composite	206 Metres	47 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:	6	55 Millimetres	Polypropylene &	206 Metres	47 Metric Tonnes

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				Polyester Interwoven		
8.5	Mooring winches	No.	# Drums	Brake Capacity		
		Forecastle:	2	Double Drums	23.90 Metric Tonnes	
		Main deck fwd:	0		0 Metric Tonnes	
		Main deck aft:	0		0 Metric Tonnes	
		Poop deck:	2	Double Drums	23.90 Metric Tonnes	
8.6	Mooring bitts	No.		SWL		
		Forecastle:	4		72 Metric Tonnes	
		Main deck fwd:	2		58 Metric Tonnes	
		Main deck aft:	2		58 Metric Tonnes	
		Poop deck:	4		72 Metric Tonnes	
8.7	Closed chocks and/or fairleads of enclosed type	No.		SWL		
		Forecastle:	4		60 Metric Tonnes	
		Main deck fwd:	2		64 Metric Tonnes	
		Main deck aft:	2		42 Metric Tonnes	
		Poop deck:	5		64 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 PEANENT		100 Metric Tonnes	
Anchors						
8.10	Number of shackles on port cable:				10.50	
8.11	Number of shackles on starboard cable:				10.50	
Escort Tug						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:		62 Metric Tonnes	PANAMA CHOCK		
8.13	What is SWL of bollard on poopdeck suitable for escort tug:				70 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)':				NA	
8.17	Is vessel fitted with chain stopper(s):				No	
8.18	How many chain stopper(s) are fitted:				0	
8.19	State type of chain stopper(s) fitted:				0	
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:				0 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:				NA	
Lifting Equipment						
8.24	Derrick / Crane description (Number, SWL and location):				Cranes: 1 x 5 Tonnes, MID SHIP	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:				5 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?		HFO 380CST			
9.2	What type of fuel is used in the generating plant?		HFO 380CST/ MDO			
9.3	Capacity of bunker tanks - IFO and MDO/MGO:		1,196.71 Cu. Metres		138.97 Cu. Metres 0 Cu. Metres	
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?		Fixed Pitch			

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Insurance		
9.5	P & I Club - Full Style:	NORTH OF ENGLAND North of England P & I Association Limited The Quayside, Newcastle upon Tyne, NE1 3DU UK Tel: +44 (0) 191 2325 221 Fax: +44 (0) 191 2610 540 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 15, 2016 / Novorossiysk
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, Grounding: No , Serious casualty: No , Collision: No ,
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 24, 2017 / TAMAN
9.13	Date/Place of last CDI Inspection:	Jul 04, 2016 / PORT KLANG
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>	Neste Oil / Philips66 / BHP

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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