

1.	VESSEL DESCRIPTION		
1.1	Date updated:	May 31, 2017	
1.2	Vessel's name:	MTM New York	
1.3	IMO number:	9749386	
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.5	Date delivered:	Jan 21, 2016	
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:	9V2992	
1.10	Vessel's satcom phone number:	+1 904 240 3045 / +1 904 900 6168 / +870773204753	
	Vessel's fax number:	NA	
	Vessel's telex number:	NA	
	Vessel's email address:	master@newyork.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* (CSR, Tanker, Oils Flashpoint on and below 60°C and Chemicals Type II & III, PSPC-WBT)(ESP)(IHM) MNS*	
1.15	If Classification society changed, name of previous society:	N/A	
1.16	If Classification society changed, date of change:	N/A	
1.17	IMO type, if applicable:	Type II & III	
1.18	Does the vessel have ice class? If yes, state what level:	No,	
1.19	Date / place of last dry-dock:	NA	NA
1.20	Date next dry dock due	20 Jan 2019	
1.21	Date of last special survey / next survey due:	NA	20 Jan 2021
1.22	Date of last annual survey:	01 Dec 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?	N/A	
Dimensions			
1.25	Length Over All (LOA):	179.53 Metres	
1.26	Length Between Perpendiculars (LBP):	172.00 Metres	
1.27	Extreme breadth (Beam):	27.40 Metres	
1.28	Moulded depth:	16.30 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	43.84 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	89.13 Metres	90.40 Metres
1.31	Distance bridge front to center of manifold:	60.64 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	33.02 Metres	34.88 Metres
	Aft to mid-point manifold:	26.45 Metres	36.68 Metres
	Parallel body length:	59.47 Metres	71.56 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	260 Millimetres	42.94 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	41.281 Metres	0 Metres
	Normal ballast:	37.47 Metres	0 Metres
	At loaded summer deadweight:	32.233 Metres	0 Metres
Tonnages			
1.35	Net Tonnage:	10,272	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	21,198	

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1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	22,398.21	19,704.41
1.38	Panama Canal Net (PCNT):	17,679	

Loadline Information

1.39	Loadline Annex I	Freeboard	Draft	Deadweight	Displacement
	Summer:	4.728 Metres	11.607 Metres	36,068 Metric Tonnes	44,861 Metric Tonnes
	Winter:	4.969 Metres	11.366 Metres	35,031 Metric Tonnes	43,824 Metric Tonnes
	Tropical:	4.487 Metres	11.848 Metres	37,110 Metric Tonnes	45,903 Metric Tonnes
	Lightship:	13.776 Metres	2.559 Metres		8,793 Metric Tonnes
	Normal Ballast Condition:	9,965 Metres	6.370 Metres	14,396 Metric Tonnes	23,189 Metric Tonnes

1.40 Does vessel have multiple SDWT? **NO**

1.41 If yes, what is the maximum assigned deadweight? **NA**

Ownership and Operation

1.42	Registered owner - Full style:	MTM NEW YORK 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#: 5893886
1.43	Technical operator - Full style:	MTM SHIP MANAGEMENT PTE LTD 78 SHENTON WAY , #13-01 , SINGAPORE 079120 Tel: +65 63041770 Fax: +65 62207988 Email: marine@mtmsm.com Web: www.mtmshipmanagement.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 Isands MH 96960

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	27-Sep-2016	01-Dec-2016	20-Jan-2021
2.2	Safety Radio Certificate:	25-Mar-2016	01-Dec-2016	20-Jan-2021
2.3	Safety Construction Certificate:	25-Mar-2016	01-Dec-2016	20-Jan-2021
2.4	Loadline Certificate:	25-Mar-2016	01-Dec-2016	20-Jan-2021
2.5	International Oil Pollution Prevention Certificate (IOPPC):	20-Oct-2016	01-Dec-2016	20-Jan-2021
2.6	Safety Management Certificate (SMC):	04-Jun-2016		03-Jun-2021
2.7	Document of Compliance (DOC):	02-Sep-2016		16-Sep-2021
2.8	USCG (specify: COC, LOC or COI): COC	13-Mar-2016	N/A	13-Mar-2018
2.9	Civil Liability Convention Certificate (CLC):	05-Jan-2017		20-Feb-2018
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	05-Jan-2017		20-Feb-2018
2.11	U.S. Certificate of Financial Responsibility (COFR):	26-Jan-2016	N/A	26-Jan-2019
2.12	Certificate of Fitness (Chemicals):	25-Mar-2016	01-Dec-2016	20-Jan-2021
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	25-Mar-2016	01-Dec-2016	20-Jan-2021

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2.15	International Ship Security Certificate (ISSC):	04-Jun-2016	N/A	03-Jun-2021
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	25-Mar-2016	N/A	20-Jan-2021
2.17	International Air Pollution Prevention Certificate (IAPP):	25-Mar-2016	01-Dec-2016	20-Jan-2021

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:	MYANMAR
3.2	Nationality of Officers:	MYANMAR
3.3	Nationality of Crew:	MYANMAR
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: N/A, Directly employed by Technical Operator Crew: N/A, 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 Ste. T103 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 SS 316 L

Cargo Tank Capacities

6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 1957.420 (1P) Seg#2: 1960.474 (1S) Seg#3: 2316.373 (2P) Seg#4: 2326.818 (2S) Seg#5: 2390.484 (3P) Seg#6: 2401.108 (3S) Seg#7: 2391.305 (4P) Seg#8: 2400.774 (4S) Seg#9: 2391.286 (5P) Seg#10: 2403.142 (5S) Seg#11: 2391.190 (6P)
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		Seg#12: 2403.028 (6S) Seg#13: 2359.032 (7P) Seg#14: 2369.277 (7S) Seg#15: 2169.932 (8P) Seg#16: 2180.728 (8S) Slop: 756.655 (Slop P) Slop: 755.982 (Slop S)		
6.4	Total cubic capacity (98%, excluding slop tanks):	36812.38 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	1512.64 Cu. Metres		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	56.12 Cu meters		
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?	12739.63 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	36.2 %		
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:	18		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	408.6 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	3268.8 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes p=1.30(Sloshing 1.85)		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	16/ 2	Framo	300 / 200 Cu M/Hr
	Stripping:			
	Eductors:			
	Ballast:	2	Framo	650 Cu M/hr
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 TYPE (level echo) & Float type (Magnetic) for 2 Slop Tanks		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	YES, 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:	High Velocity PV (Press Vac)		
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:	18		
6.27	What is the size of cargo connections:	150 Millimetres		
6.28	What is the material of the manifold:	SUS 316L		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	500 Millimetres		
6.30	Distance ships rail to manifold:	3407 Millimetres		
6.31	Distance manifold to ships side:	3550 Millimetres		

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6.32	Top of rail to center of manifold:	1829 Millimetres
6.33	Distance main deck to center of manifold:	3108 Millimetres
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	13.07Meters 7.82 Meters
6.35	Number / size reducers:	2 / 200mm – 200mm / 8" 2 / 250mm /10" → JIS 100A (100mm)4" 2 / 200mm /8" →150mm /6" 2 / 150mm /6" →100mm / 4" 1 / 300mm / 12" → 250mm / 10" 2 / 250mm /10" → 200mm / 8" 2 / 250mm /10" → 150mm / 6" 2 / 200mm / 8" → 150mm/ 6" 4 / 150mm / 6" → 100mm / 4"

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?	Steam
6.39	If fitted, are all tanks coiled?	Yes
6.40	If fitted, what is the material of the heating coils:	SS316 L
6.41	Maximum temperature cargo can be loaded/maintained:	90 C 75 C

Tank Coating

6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	YES	Stainless Steel (SUS 316LN) & SUS Clad Steel(SUS316L)	Whole Tank
	Ballast tanks:	Yes	NTE HB x 2 (applied to PSPC)	Whole Tank
	Slop tanks:	Yes	Stainless Steel (SUS 316LN) & SUS Clad Steel(SUS316L)	Whole Tank
6.43	If fitted, what type of anodes are used:	NA		

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:	N/A		N/A		N/A
	Main deck fwd:	N/A		N/A		N/A
	Main deck aft:	N/A		N/A		N/A
	Poop deck:	N/A		N/A		N/A
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	N/A	N/A	N/A	N/A	N/A
	Main deck fwd:	N/A	N/A	N/A	N/A	N/A
	Main deck aft:	N/A	N/A	N/A	N/A	N/A
	Poop deck:	N/A	N/A	N/A	N/A	N/A
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	60 Millimetres	Polypropylene and Polyester Composite	220 Metres	53.2 Metric Tonnes
	Main deck fwd:	N/A				
	Main deck aft:	N/A				
	Poop deck:	6	60 Millimetres	Polypropylene and Polyester Composite	220 Metres	53.2 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength

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	Forecastle:	5	60 Millimetres	Polypropylene and Polyester Composite	200 Metres	53.2 Metric Tonnes
	Main deck fwd:	N/A				
	Main deck aft:	N/A				
	Poop deck:	4	60 Millimetres	Polypropylene and Polyester Composite	200 Metres	53.2 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:	3			6	31.93 Tonnes
	Main deck fwd:	N/A				
	Main deck aft:	N/A				
	Poop deck:	2			6	31.93 Tonnes
8.6	Mooring bitts			No.		SWL
	Forecastle:	1			3	111 Metric Tonnes 64 Metric Tonnes
	Main deck fwd:	2			2	64 Metric Tonnes 52 Metric Tonnes
	Main deck aft:	2			2	64 Metric Tonnes 52 Metric Tonnes
	Poop deck:	1			3 4	111 Metric Tonnes 64 Metric Tonnes 52 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type			No.		SWL
	Forecastle:	1			2	204 Metric Tonnes 126 Metric Tonnes
	Main deck fwd:	2			12	89 Metric Tonnes 80 Metric Tonnes
	Main deck aft:	2			2	80 Metric Tonnes
	Poop deck:	3			2	126 Metric Tonnes 89 Metric Tonnes
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				ETS4000FSR-SJ1	204 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:				ETS2000A-SJ2	102 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:				126 Metric Tonnes	250x450mm
8.13	What is SWL of bollard on poopdeck suitable for escort tug:					111 Metric Tonnes
Bow/Stern Thruster						
8.14	What is brake horse power of bow thruster (if fitted):				NA	
8.15	What is brake horse power of stern thruster (if fitted):				NA	
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:					φ76
8.22	Distance between the bow fairlead and chain stopper/bracket:					3,202 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
Lifting Equipment						

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8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 10 Tonnes, Midship
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	4.3 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 380 CST
9.2	What type of fuel is used in the generating plant?	HFO & MGO
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1574.23 Cu. Metres 203.26 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 Quayside, Newcastle upon Tyne, NE13DU 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:	May 06, 2017 / Gresik
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	
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:	Jan 13, 2017 / New Orleans
9.13	Date/Place of last CDI Inspection:	Feb 04, 2016 / Pelingtun
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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To the best of owners knowledge all information is true and given without any guarantee