1.	**VESSEL DESCRIPTION**			
1.1	Date updated:		May 31, 2017	
1.2	Vessel's name:		MTM Tortola	
1.3	IMO number:		9742065	
1.4	Vessel's previous name(s) and date(s) of change:		Not Applicable	
1.5	Date delivered:		May 10, 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:		9V2991	
1.10	Vessel's satcom phone number:		+870773205037 / vsat: +1-9044148744	
	Vessel's fax number:		NA	
	Vessel's telex number:		NA	
	Vessel's email address:		master@tortola.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:		May 10, 2016	Japan
1.20	Date next dry dock due		May 09, 2019	
1.21	Date of last special survey / next survey due:		Not Applicable	May 09, 2021
1.22	Date of last annual survey:		Mar 22, 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?		N/A	
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	Summer Dwt
	Forward to mid-point manifold:	22.394 Meters	23.297 Meters	23.300 Meters
	Aft to mid-point manifold:	15.987 Meters	24.192 Meters	36.122 Meters
	Parallel body length:	38.381 Meters	47.489 Meters	59.422 Meters
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:		34.760 Meters	N /A
	Normal ballast:		33.180 Meters	N /A
	At loaded summer deadweight:		29.615 Meters	N /A
Tonnages				
1.35	Net Tonnage:		6,544	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		13,122	10,476

1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):			13,703.68	11,367.62
1.38	Panama Canal Net Tonnage (PCNT):				11,022
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.069 Meters	10.167 Meters	22,396 Metric Tonnes	28,565 Metric Tonnes
	Winter:	3.280 Meters	9.956 Meters	21,728 Metric Tonnes	27,897 Metric Tonnes
	Tropical:	2.858 Meters	10.378 Meters	23,068 Metric Tonnes	29,237 Metric Tonnes
	Lightship:	10.724 Meters	2.476 Meters		6,169 Metric Tonnes
	Normal Ballast Condition:	7.281 Meters	5.955 Meters	9,692 Metric Tonnes	15,827 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 TORTOLA PTE. LTD. 78 Shenton Way, #13-01 Singapore 079120. Tel: +65 6304 1770 Fax: +65 6220 7988 Email: marine@mtmsm.com Company IMO#: 5912895	
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:			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:	Jul 21, 2016	Mar 22, 2017	May 09, 2021
2.2	Safety Radio Certificate:	Jul 21, 2016	Mar 22, 2017	May 09, 2021
2.3	Safety Construction Certificate:	Jul 21, 2016	Mar 22, 2017	May 09, 2021
2.4	Loadline Certificate:	Jul 21, 2016	Mar 22, 2017	May 09, 2021
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Oct 25, 2016	Mar 22, 2017	May 09, 2021
2.6	Safety Management Certificate (SMC):	Oct 20, 2016	Not Applicable	Oct 19, 2021
2.7	Document of Compliance (DOC):	Sep 02, 2016	Not Applicable	Sep 16, 2021
2.8	USCG (specify: COC, LOC or COI):	Nov 27, 2016	Not Applicable	Nov 27, 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):	May 10, 2016		May 10, 2019
2.12	Certificate of Fitness (Chemicals):	Jul 21, 2016	Mar 22, 2017	May 09, 2021
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Jul 21, 2016	Mar 22, 2017	May 09, 2021

2.15	International Ship Security Certificate (ISSC):	Oct 20, 2016	Not Applicable	Oct 19, 2021
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jul 21, 2016		May 09, 2021
2.17	International Air Pollution Prevention Certificate (IAPP):	Jul 21, 2016	Mar 22, 2017	May 09, 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:	Indian
3.2	Nationality of Officers:	Indian, Filipino
3.3	Nationality of Crew:	Filipino, Bangladeshi
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:	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: 873.984 (1P) Seg#2: 865.028 (1S) Seg#3: 1185.067 (2P) Seg#4: 1185.280 (2S) Seg#5: 1343.540 (3P) Seg#6: 1343.327 (3S) Seg#7: 1375.544 (4P) Seg#8: 1375.756 (4S) Seg#9: 631.458 (5P) Seg#10: 642.525 (5S) Seg#11: 1376.13 (6P) Seg#12: 1375.917 (6S)

			Seg#13: 1376.309 (7P) Seg#14: 1376.523 (7S) Seg#15: 1351.874 (8P) Seg#16: 1351.66 (8S) Seg#17: 1182.697 (9P) Seg#18: 1183.868 (9S) Slop: 415.589 (P -Slop) Slop: 423.044 (S -Slop)	
6.4	Total cubic capacity (98%, excluding slop tanks):			21396.487 Cu. Metres
6.5	Slop tank(s) capacity (98%):			838.661 Cu. Metres
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:			50.879 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:			36.99 %
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 AND FLOAT (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
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:	10.331 Metres	6.119 Metres
6.35	Number / size reducers:	4 x 203.2/152.4mm (8/6") 6 x 152.4/101.6mm (6/4") 4 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:	SS	
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:	No (Stainless Steel)		
	Ballast tanks:	Yes	MODIFIED EPOXY(CMP NOV A 2000)	COMPLETE
	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:	No

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:	3+1	55 Millimetres	POLYPROPELENE POLYESTERS	207/220 Metres	46.7/42.8 Metric Tonnes
	Main deck fwd:	0				
	Main deck aft:	0				
	Poop deck:	4	55 Millimetres	POLYPROPELENE POLYESTERS	200/220 Metres	46.7/42.8 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	5	55 Millimetres	POLYPROPELENE POLYESTERS	220 Metres	42.8 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	5	55 Millimetres	POLYPROPELENE POLYESTERS	220 Metres	42.8 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity

	Forecastle:	2	DBL	37.6 Metric Tonnes
	Main deck fwd:			
	Main deck aft:			
	Poop deck:	2	DBL	37.6 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:		ETS-4000 FSR-SJ	204 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:		ETS2000A-SJ	113 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	250X450MM
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
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 AND MDO	
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:	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:	Apr 24, 2017 / Taman, Russia
9.8	Any outstanding deficiencies as reported by any Port State Control:	NA
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: NA, Grounding: NA, Serious casualty: NA, Collision: 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 28, 2017 / Kakinada, India
9.13	Date/Place of last CDI Inspection:	May 13, 2016 / Onsan, Korea
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.*	SHELL, CDI

Version 3 (www.Intertanko.com / www.Q88.com)

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