

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Feb 29, 2020	
1.2	Vessel's name:	MTM Colorado	
1.3	IMO number:	9278052	
1.4	Vessel's previous name(s) and date(s) of change:	Chase (Nov 01, 2019)/Regent(16 Sept 2019)/ Energy Pride (Feb 21, 2017)	
1.5	Date delivered:	May 25, 2004	
1.6	Builder (where built):	STX Shipbuilding Co., Ltd.	
1.7	Flag:	Singapore	
1.8	Port of Registry:	Singapore	
1.9	Call sign:	9V6609	
1.10	Vessel's satcom phone number:	Tel: +120 35746375 / +870 773913196	
	Vessel's fax number:	N/A	
	Vessel's telex number:	N/A	
	Vessel's email address:	master.mtmcolorado@skyfile.com	
1.11	Type of vessel:	Oil/Chemical Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	DNV GL	
1.14	Class notation:	+1A1 Tanker For Chemicals with FP above 60 Degrees C and Oil, EO,ESP, NAUTICUS(New Building) , TMON, VCS-2	
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:		
1.18	Does the vessel have ice class? If yes, state what level:	No, N/A	
1.19	Date / place of last dry-dock:	Oct 01, 2019	Sefine,Yalova,Turkey
1.20	Date next dry dock due	Oct 01, 2022	
1.21	Date of last special survey / next survey due:	Oct 01, 2019	May 25, 2024
1.22	Date of last annual survey:	Oct 01, 2019	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	Yes, 1	
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?		
Dimensions			
1.25	Length Over All (LOA):	183 Metres	
1.26	Length Between Perpendiculars (LBP):	173.90 Metres	
1.27	Extreme breadth (Beam):	32.23 Metres	
1.28	Moulded depth:	19.10 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	46.012 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	92.065 Metres	90.935 Metres
1.31	Distance bridge front to center of manifold:	56.78 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	23.44 Metres	44.05 Metres
	Aft to mid-point manifold:	31.80 Metres	44.83 Metres
	Parallel body length:	55.24 Metres	88.88 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	297 Millimetres	52 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	43.442 Metres	0 Metres
	Normal ballast:	39.30 Metres	0 Metres
	At loaded summer deadweight:	32.795 Metres	0 Metres
Tonnages			

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1.35	Net Tonnage:		13,701
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	30,131	30,131
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	30,507	30,507
1.38	Panama Canal Net (PCNT):		24,980

Loadline Information

1.39	Loadline Annex I	Freeboard	Draft	Deadweight	Displacement
	Summer:	5.914 Metres	13.217 Metres	51,318 Metric Tonnes	61,670 Metric Tonnes
	Winter:	6.189 Metres	12.942 Metres	49,888 Metric Tonnes	60,240 Metric Tonnes
	Tropical:	5.639 Metres	13.492 Metres	52,749 Metric Tonnes	63,100 Metric Tonnes
	Lightship:	16.561 Metres	2.57 Metres	-	10,351 Metric Tonnes
	Normal Ballast Condition:	12.43 Metres	6.701 Metres	18,635 Metric Tonnes	28,986 Metric Tonnes
1.40	Does vessel have multiple SDWT?			Yes	
1.41	If yes, what is the maximum assigned deadweight?			51,318 Metric Tonnes	

Ownership and Operation

1.42	Registered owner - Full style:	MTM Colorado Pte. Ltd. 78 Shenton Way, #13-01, Singapore 079120 Singapore Tel: +65 63041770 Fax: +65 62207988 Telex: N/A Email: marine@mtmsm.com
1.43	Technical operator - Full style:	M.T.M. Ship Management Pte. Ltd. 78 Shenton Way, #13-01, Singapore 079120 Singapore Tel: +65 63041770 Fax: +65 62207988 Telex: N/A Email: marine@mtmsm.com Web: www.mtmshipmanagement.com Company IMO#: 1314037
1.44	Commercial operator - Full style:	M.T. Maritime Management LLC Trust Company Complex, Ajeltake Island, Ajeltake Road, Majuro, Marshall Islands MH 96960
1.45	Disponent owner - Full style:	MTM Product Tanker Partners 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:	14-Jan-2020	Not Applicable	25-May-2024
2.2	Safety Radio Certificate:	17-Dec-2019	Not Applicable	25-May-2024
2.3	Safety Construction Certificate:	17-Dec-2019	Not Applicable	25-May-2024
2.4	Loadline Certificate:	17-Dec-2019	Not Applicable	25-May-2024
2.5	International Oil Pollution Prevention Certificate (IOPPC):	17-Dec-2019	Not Applicable	25-May-2024
2.6	Safety Management Certificate (SMC):	17-Dec-2019	Not Applicable	17-Jun-2020
2.7	Document of Compliance (DOC):	28-Jun-2017	22-Aug-2019	16-Sep-2021
2.8	USCG (specify: COC, LOC or COI):	NA	NA	NA
2.9	Civil Liability Convention Certificate (CLC):	20-Feb-2020		20-Feb-2021
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	20-Feb-2020		20-Feb-2021
2.11	U.S. Certificate of Financial Responsibility (COFR):	19-Dec-2019		19-Dec-2022
2.12	Certificate of Fitness (Chemicals):	11-Jan-2020	Not Applicable	25-May-2024
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable

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2.14	Certificate of Class:	17-Dec-2019	Not Applicable	25-May-2024
2.15	International Ship Security Certificate (ISSC):	17-Dec-2019	Not Applicable	17-Jun-2020
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	17-Dec-2019		25-May-2024
2.17	International Air Pollution Prevention Certificate (IAPP):	17-Dec-2019	Not Applicable	25-May-2024
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:	Yes		
4.2	If Yes, state whether winching or landing area provided:	Winching Only at Port side forward manifold		

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:	O'Brien's Response Management 818 Town and Country Blvd., Suite 200, Houston, TX 77024 Tel: +1-281-606-4854 Fax: +1-281-320-9700 Email: vrp@wittobriens.com Web: www.wittobriens.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		
Cargo Tank Capacities				
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 6194.4 m3 (1P / 1S) Seg#2: 9179.7 m3 (2P/2S) Seg#3: 9439.7 m3 (3P / 3S) Seg#4: 9442.5 m3 (4P / 4S) Seg#5: 9438.0 m3 (5P / 5S) Seg#6: 8479.5 m3 (6P / 6S)		
6.4	Total cubic capacity (98%, excluding slop tanks):	52173.8 m3		
6.5	Slop tank(s) capacity (98%):	1,123.40 Cu. Metres		

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6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	78.6 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?	21,920.20 Cu. Meter		
6.9	What percentage of SDWT can vessel maintain with SBT only:	45 %		
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:	7		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	1,480 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	4,440 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes. All cargo tanks and Slop tanks DSG is 1.45.		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12	Centrifugal	600 M3/HR
	Stripping: Line	1	Centrifugal	20 M3/HR
	Eductors:			
	Ballast:	2	Centrifugal	750 M3/HR
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:	Radar		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes, All		
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:	Yes		
6.23	Number/size of VRS manifolds (per side):	2	12", 300 A	
Venting				
6.24	State what type of venting system is fitted:	High Velocity 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':	Yes		
6.26	What is the number of cargo connections per side:	7		
6.27	What is the size of cargo connections:	14", 350 A		
6.28	What is the material of the manifold:	Stainless Steel/ANSI 150		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	2,000 Millimetres		
6.30	Distance ships rail to manifold:	4,500 Millimetres		
6.31	Distance manifold to ships side:	4,600 Millimetres		
6.32	Top of rail to center of manifold:	718 Millimetres		
6.33	Distance main deck to center of manifold:	2,000 Millimetres		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	13.90 Metres	7.524 Metres	
6.35	Number / size reducers:	6 x 350/300mm (14/12") 3 x 350/250mm (14/10") 5 x 350/200mm (14/8") ANSI		
Stern Manifold				

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6.36	Is vessel fitted with a stern manifold:	No
6.37	If stern manifold fitted, state size:	N/A
Cargo Heating		
6.38	Type of cargo heating system?	Heat exchangers (COT 1 – 6) // Steam Coils (Slop)
6.39	If fitted, are all tanks coiled?	No // Yes
6.40	If fitted, what is the material of the heating coils:	SS
6.41	Maximum temperature cargo can be loaded/maintained:	71.0 °C / 159.8 °F 57 °C / 134.6 °F
Tank Coating		
6.42	Are cargo, ballast and slop tanks coated?	Coated Type To What Extent
	Cargo tanks:	YES Phenolic Epoxy Whole Tank
	Ballast tanks:	Yes Epoxy Whole Tank
	Slop tanks:	Yes Phenolic Epoxy 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:	IG Generator
7.3	Is a Crude Oil Washing (COW) installation fitted:	Yes

8.	MOORING					
8.1	Mooring wires (on drums)	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
8.2	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:	4	64 Millimetres	polyester & polypropylene	220 Metres	74 Metric Tonnes
	Main deck fwd:	4	64 Millimetres	polyester & polypropylene	220 Metres	74 Metric Tonnes
	Main deck aft:	4	64 Millimetres	polyester & polypropylene	220 Metres	74 Metric Tonnes
	Poop deck:	4	64 Millimetres	polyester & polypropylene	220 Metres	74 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle tugs:	2	65 Millimetres	polypropylene garfil max	220 Metres	66 Metric Tonnes
	Forecastle spare:	1	64 Millimetres	polyester & polypropylene	220 Metres	74 Metric Tonnes
	Main deck aft:	0	NA			
	Poop deck:	2	65 Millimetres	polypropylene garfil max	220 Metres	66 Metric Tonnes
8.5	Mooring winches	No.	# Drums	Brake Capacity		
	Forecastle:	2	Double Drums	42.00 Metric Tonnes		
	Main deck fwd:	2	Double Drums	42.00 Metric Tonnes		
	Main deck aft:	2	Double Drums	42.00 Metric Tonnes		
	Poop deck:	2	Double Drums	42.00 Metric Tonnes		
8.6	Mooring bits	No.	SWL			
	Forecastle:	6	48 Metric Tonnes			

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	Main deck fwd:	8	48 Metric Tonnes
	Main deck aft:	4	48 Metric Tonnes
	Poop deck:	8	48 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type	No.	SWL
	Forecastle:	8	64 Metric Tonnes
	Main deck fwd:	16	64 Metric Tonnes
	Main deck aft:	14	64 Metric Tonnes
	Poop deck:	14	64 Metric Tonnes
Emergency Towing System			
8.8	Type / SWL of Emergency Towing system forward:	KETA-40F/KETA-45F	200 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	KETA-40A	200 Metric Tonnes
Anchors			
8.10	Number of shackles on port cable:		11
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:	200 Metric Tonnes	600mm x 450mm
8.13	What is SWL of bollard on poop deck suitable for escort tug:		200 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):		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:		3.20 Metres
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			
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 10 Tonnes Center	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		5.0 meter
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?	IFO 380	
9.2	What type of fuel is used in the generating plant?	IFO 380	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	Fuel Oil: 1,145.60 Cu. Metres Diesel Oil: 344.20 Cu. Metres Gas Oil: 34.50 Cu. Metres	
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed	
Insurance			
9.5	P & I Club - Full Style:	SKULD Assuranceforeningen Skuld (Gjensidig) Singapore Branch	

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		#37-01, 6 Battery Road, Singapore 049909 Tel: +65 64388010 Fax: +65 64380180 Telex: N/A Email: sng@skuld.com Web: www.skuld.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:	25-Jan-2020 / Novorossiysk
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	N/A
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:	N/A
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Please contact owner for details.
Vetting		
9.12	Date/Place of last SIRE Inspection:	N/A
9.13	Date/Place of last CDI Inspection:	N/A
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>	N/A

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To the best of owners knowledge all information is true and given without any guarantee