

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Aug 31, 2020	
1.2	Vessel's name:	MTM Dublin	
1.3	IMO number:	9335824	
1.4	Vessel's previous name(s) and date(s) of change:	Chembulk Minneapolis / Apr 14,2020	
1.5	Date delivered:	Jun 29, 2007	
1.6	Builder (where built):	Kitanihon Shipbuilding Co., Ltd., Hachinohe, Japan	
1.7	Flag:	Singapore	
1.8	Port of Registry:	Singapore	
1.9	Call sign:	9V6800	
1.10	Vessel's satcom phone number:	+6531593246 / 456603223	
	Vessel's Iridium number:	+881677103551	
	Vessel's telex number:	NA	
	Vessel's email address:	mtmdublin@ipsignature3.net	
1.11	Type of vessel:	Oil Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	DNV GL	
1.14	Class notation:	1A1 Tanker for chemicals and oil products ESP TMON	
1.15	If Classification society changed, name of previous society:	Nippon Kaiji Kyokai	
1.16	If Classification society changed, date of change:	Aug 11, 2017	
1.17	IMO type, if applicable:	Yes	
1.18	Does the vessel have ice class? If yes, state what level:	N/A,	
1.19	Date / place of last dry-dock:	Sep 09, 2015	Cosco (Shanghai) Shipyard Co., Ltd., China
1.20	Date next dry dock due	Sep 08, 2020	
1.21	Date of last special survey / next survey due:	Sep 09, 2015	Sep 08, 2020
1.22	Date of last annual survey:	Nov 09, 2019	
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?	NA	
Dimensions			
1.25	Length Over All (LOA):	170.00 Metres	
1.26	Length Between Perpendiculars (LBP):	162.00 Metres	
1.27	Extreme breadth (Beam):	26.60 Metres	
1.28	Moulded depth:	16.00 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	39.00 Metres	0 Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	82.55 Metres	87.45 Metres
1.31	Distance bridge front to center of manifold:	61.40 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	38.86 Metres	44.40 Metres
	Aft to mid-point manifold:	29.00 Metres	43.74 Metres
	Parallel body length:	67.86 Metres	88.14 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	254.00 Millimetres	40.85 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	36.59 Metres	0 Metres
	Normal ballast:	32.10 Metres	0 Metres
	At loaded summer deadweight:	27.63 Metres	0 Metres
Tonnages			

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1.35	Net Tonnage:	9,793.00
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	19,391.00 15,389
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	20,441.19 18,793.94
1.38	Panama Canal Net Tonnage (PCNT):	16,196.00

Loadline Information

1.39	Loadline Annex I	Freeboard	Draft	Deadweight	Displacement
	Summer:	4.72 Metres	11.316 Metres	33,682.45 Metric Tonnes	41,573.64 Metric Tonnes
	Winter:	4.95 Metres	11.08 Metres	32,723.55 Metric Tonnes	40,614.74 Metric Tonnes
	Tropical:	4.48 Metres	11.55 Metres	34,644.62 Metric Tonnes	42,535.81 Metric Tonnes
	Lightship:	13.62 Metres	2.41 Metres	-	7,891.19 Metric Tonnes
	Normal Ballast Condition:	9.02 Metres	7.01 Metres	16,740.97 Metric Tonnes	24,632.16 Metric Tonnes
1.39	Loadline Annex II	Freeboard	Draft	Deadweight	Displacement
	Summer:				
	Winter:				
	Tropical:				
	Lightship:				
	Normal Ballast Condition:				
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 DUBLIN PTE. LTD 78 Shenton Way #13-01 Singapore 079120 Tel: + 65 6304 1770 Fax: + 65 6220 7988 Email: marine@mtmsm.com
1.43	Technical operator - Full style:	MTM DUBLIN PTE. LTD 78 Shenton Way #13-01 Singapore 079120 Tel: + 65 6304 1770 Fax: + 65 6220 7988 Email: marine@mtmsm.com
1.44	Commercial operator - Full style:	M.T. Maritime Management (USA) LLC 2960 Post Road, Southport, CT 06890, USA United States 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:	Aug 17, 2020	Nov 09, 2019	Sep 08, 2020
2.2	Safety Radio Certificate:	Apr 13, 2020	Nov 09, 2019	Sep 08, 2020
2.3	Safety Construction Certificate:	Apr 13, 2020	Nov 09, 2019	Sep 08, 2020
2.4	Loadline Certificate:	Apr 13, 2020	Nov 09, 2019	Sep 08, 2020
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Apr 13, 2020	Nov 09, 2019	Sep 07, 2022
2.6	Safety Management Certificate (SMC):	Aug 18, 2020		Oct 13, 2020

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2.7	Document of Compliance (DOC):	Jun 28, 2017	Aug 22, 2019	Sep 16, 2021
2.8	USCG (specify: COC, LOC or COI): COC			
2.9	Civil Liability Convention Certificate (CLC):	Apr 14, 2020		Feb 20, 2021
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Apr 14, 2020		Feb 20, 2021
2.11	U.S. Certificate of Financial Responsibility (COFR):	Mar 20, 2020	N/A	Mar 20, 2023
2.12	Certificate of Fitness (Chemicals):	Apr 13, 2020	Nov 09, 2019	Sep 08, 2020
2.13	Certificate of Fitness (Gas):	N/A	N/A	N/A
2.14	Certificate of Class:	Apr 13, 2020	Nov 11, 2019	Sep 08, 2020
2.15	International Ship Security Certificate (ISSC):	Aug 18, 2020		Oct 13, 2020
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Aug 17, 2020	N/A	Sep 08, 2020
2.17	International Air Pollution Prevention Certificate (IAPP):	Apr 13, 2020	Nov 09, 2019	Sep 08, 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:	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:	M.T.M. Ship Management Pte. Ltd. 78 Shenton Way #13-01 Singapore 079120 Tel: +65 63041770 Fax: +65 62207988 Email: marine@mtmsm.com
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:	No

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 06885 Tel: +1 203 857 0444 Fax: +1 203 857 0428 Email: QI@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		

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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):	16 Tanks 37,202.79 Cu. Metres		
6.4	Total cubic capacity (98%, excluding slop tanks):	34890.39 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	2312.4 Cu. Metres		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	23.52 Cu.Metres		
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	Yes, Segregated Ballast Tanks SBT		
SBT Vessels				
6.8	What is total capacity of SBT?	13,509.18 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	40.10 %		
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		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1500 Cu. Metres		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes 1.50 S.G for full loading		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	14 2	Centrifugal Centrifugal	330 M3/HR 220 M3/HR
	Stripping:			
	Eductors:	2	Other	-
	Ballast:	2	Centrifugal	650 M3/HR
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:	Floating		
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):	4	150 Millimetres	
Venting				
6.24	State what type of venting system is fitted:	High Velocity Vent(HS-ISO-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:	16		
6.27	What is the size of cargo connections:	150.00 MM x 16 and 300 MM x2 (common line)		
6.28	What is the material of the manifold:	Stainless steel		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	500.00 Millimetres		
6.30	Distance ships rail to manifold:	5,600.00 Millimetres		

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6.31	Distance manifold to ships side:	5,790.00 Millimetres
6.32	Top of rail to center of manifold:	1,144.00 Millimetres
6.33	Distance main deck to center of manifold:	2,700.00 Millimetres
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	11.10 Metres 6.80 Metres
6.35	Number / size reducers:	2 x 100/150mm (4/6") 2 x 125/150mm (5/6") 2 x 150/200mm (6/8") 1 x 150/250mm (6/10") 1 x 150/300mm (6/12") (1 x 200/300mm (8/12")) 1 x 250/300mm (10/12") 2 x 300/400mm (12/16") 2 x 300/300mm (12/12") ANSI

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 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 80 °C / 176 °F

Tank Coating

6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	Stainless steel	the whole tank
	Ballast tanks:	Yes	Epoxy	Whole Tank
	Slop tanks:	Yes	Stainless steel	Whole Tank
6.43	If fitted, what type of anodes are used:	No		

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:	No/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	60.00 Millimetres	Polyester Mixed	200.00 Metres	65.00 Metric Tonnes
	Main deck fwd:	2	64.00 Millimetres	Polyester mixed	220.00 Metres	72.00 Metric Tonnes
	Main deck aft:	2	60.00 Millimetres	Polyester mixed	200.00 Metres	65.00 Metric Tonnes
	Poop deck:	4	60.00 Millimetres	Polyester mixed	220.00 Metres	65.00 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	60.00 Millimetres	Polyester mixed	208.00 Metres	65.00 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	3	60.00 Millimetres	Polyester mixed	208.00 Metres	65.00 Metric Tonnes
8.5	Mooring winches	No.	# Drums	Brake Capacity		

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	Forecastle:	2	Double Drums	35.00 Metric Tonnes
	Main deck fwd:	2	Single Drum	35.00 Metric Tonnes
	Main deck aft:	2	Single Drum	35.00 Metric Tonnes
	Poop deck:	2	Double Drums	35.00 Metric Tonnes
8.6	Mooring bitts		No.	SWL
	Forecastle:	4		70 Metric Tonnes
	Main deck fwd:	4		58 Metric Tonnes
	Main deck aft:	2		46 Metric Tonnes
	Poop deck:	8		70 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type		No.	SWL
	Forecastle:	5		60 Metric Tonnes
	Main deck fwd:	4		64 Metric Tonnes
	Main deck aft:	2		42 Metric Tonnes
	Poop deck:	8		60 Metric Tonnes
Emergency Towing System				
8.8	Type / SWL of Emergency Towing system forward:		Chain cable	200 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:		Wire	100 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:		70.00 Metric Tonnes	100.00 Metric Tonnes
8.13	What is SWL of bollard on poopdeck suitable for escort tug:			70.00 Metric Tonnes
Bow/Stern Thruster				
8.14	What is brake horse power of bow thruster (if fitted):		No,	
8.15	What is brake horse power of stern thruster (if fitted):		No,	
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):			Yes
8.18	How many chain stopper(s) are fitted:		1	
8.19	State type of chain stopper(s) fitted:		TK 40F KS	
8.20	Safe Working Load (SWL) of chain stopper(s):		200.00 Metric Tonnes	
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		76.00 Millimetres	
8.22	Distance between the bow fairlead and chain stopper/bracket:		3,500.00 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 0	
Lifting Equipment				
8.24	Derrick / Crane description (Number, SWL and location):		Cranes: 1 x 10.00 Tonnes midship	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		4.7 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?		VLSFO	
9.2	What type of fuel is used in the generating plant?		MDO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:		Fuel Oil: 1,357 M3	Diesel Oil: 475 M3
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?		Fixed	
Insurance				

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9.5	P & I Club - Full Style:	The North of England Protecting & Indemnity Association Limited 100 The Quayside, Newcastle upon Tyne, NE1 3DU, UK Tel: + 44 (0) 191 232 5221 Fax: + 44 (0) 191 261 0540 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 29, 2020 / mykolaiv
9.8	Any outstanding deficiencies as reported by any Port State Control:	No N/A
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, 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 details.
Vetting		
9.12	Date/Place of last SIRE Inspection:	Jun 30, 2020 / KUANTAN
9.13	Date/Place of last CDI Inspection:	Feb 11, 2020 / Krishnapatnam
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>	IDEMITSU, ENOC and CDI

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