

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	Oct 31, 2018	
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:	+1 904 438 7552 / +1 904 438 7565	
	Vessel's fax number:	+ 870 356619812	
	Vessel's telex number:	456619810	
	Vessel's email address:	master@gibraltar.cruisecontrolmail.com	
1.11	Type of vessel:	Chemical Tanker	
1.12	Type of hull:	Double Hull	
<b>Classification</b>			
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:	Sep 16, 2018	Shanghai
1.20	Date next dry dock due	Sep 15, 2021	
1.21	Date of last special survey / next survey due:	Sep 16, 2018	Aug 27, 2023
1.22	Date of last annual survey:	N/A	
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	
<b>Dimensions</b>			
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 Summer Dwt
	Forward to mid-point manifold:	30.14 Metres	34.17 Metres 36.36 Metres
	Aft to mid-point manifold:	15.29 Metres	23.04 Metres 29.62 Metres
	Parallel body length:	45.43 Metres	57.21 Metres 65.98 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
<b>Tonnages</b>			
1.35	Net Tonnage:	6,165	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	11,549	NA

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1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	12,091.91	10,495.87
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:	Sep 16, 2018		Aug 27, 2023
2.2	Safety Radio Certificate:	Sep 16, 2018		Aug 27, 2023
2.3	Safety Construction Certificate:	Sep 16, 2018		Aug 27, 2023
2.4	Loadline Certificate:	Sep 16, 2018		Aug 27, 2023
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Sep 16, 2018		Aug 27, 2023

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2.6	Safety Management Certificate (SMC):	Oct 23, 2016		Jan 13, 2022
2.7	Document of Compliance (DOC):	Sep 02, 2016	Nov 22, 2017	Sep 16, 2021
2.8	USCG (specify: COC, LOC or COI): <b>COC</b>	Sep 11, 2014	Sep 29, 2015	Sep 11, 2016
2.9	Civil Liability Convention Certificate (CLC):	Jan 08, 2018		Feb 20, 2019
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Jan 05, 2018		Feb 20, 2019
2.11	U.S. Certificate of Financial Responsibility (COFR):	Jun 06, 2017		Jun 06, 2020
2.12	Certificate of Fitness (Chemicals):	Sep 16, 2018		Aug 27, 2023
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Sep 16, 2018		Aug 27, 2023
2.15	International Ship Security Certificate (ISSC):	Oct 23, 2016		Jan 13, 2022
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Sep 16, 2018		Aug 27, 2023
2.17	International Air Pollution Prevention Certificate (IAPP):	Sep 16, 2018		Aug 27, 2023

**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

<b>3.</b>	<b>CREW MANAGEMENT</b>		
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 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	

<b>4.</b>	<b>HELICOPTERS</b>		
4.1	Can the ship comply with the ICS Helicopter Guidelines:	No	
4.2	If Yes, state whether winching or landing area provided:		

<b>5.</b>	<b>FOR USA CALLS</b>		
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	

<b>6.</b>	<b>CARGO AND BALLAST HANDLING</b>		
<b>Double Hull Vessels</b>			
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	Yes	
6.2	If Yes, is bulkhead solid or perforated:	Solid	

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<b>Cargo Tank Capacities</b>			
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) 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	
<b>SBT Vessels</b>			
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	
<b>Cargo Handling</b>			
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	
<b>Pumping Systems</b>			
6.15	Pumps:	No.	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	
<b>Cargo Control Room</b>			
6.17	Is ship fitted with a Cargo Control Room (CCR):	Yes	
6.18	Can tank innage / ullage be read from the CCR:	Yes	
<b>Gauging and Sampling</b>			
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	
<b>Vapor Emission Control</b>			
6.22	Is a vapor return system (VRS) fitted:	Yes	
6.23	Number/size of VRS manifolds (per side):	2	150 Millimetres

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<b>Venting</b>			
6.24	State what type of venting system is fitted:	P/V Valve	
<b>Cargo Manifolds</b>			
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	
<b>Manifold Arrangement</b>			
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")	
<b>Stern Manifold</b>			
6.36	Is vessel fitted with a stern manifold:	No	
6.37	If stern manifold fitted, state size:		
<b>Cargo Heating</b>			
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
<b>Tank Coating</b>			
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:		

<b>7. INERT GAS AND CRUDE OIL WASHING</b>		
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

<b>8. MOORING</b>						
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 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

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	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 & Polyester Interwoven	206 Metres	47 Metric Tonnes
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
<b>Emergency Towing System</b>						
8.8	Type / SWL of Emergency Towing system forward:				CHAFING CHAIN	100 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:				TOWING PEANEDENT	100 Metric Tonnes
<b>Anchors</b>						
8.10	Number of shackles on port cable:					10.50
8.11	Number of shackles on starboard cable:					10.50
<b>Escort Tug</b>						
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
<b>Bow/Stern Thruster</b>						
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
<b>Single Point Mooring (SPM) Equipment</b>						
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
<b>Lifting Equipment</b>						
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
<b>Ship To Ship Transfer (STS)</b>						

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8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):	Yes
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**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	

**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:	Sep 25, 2018 / Isabel, Philippines	
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:	Oct 12, 2018 / Pasir Gudang, Malaysia	
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)*:  * "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.	Neste Oil / Philips66 / BHP	

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 Form completed on <http://www.q88.com/integration.aspx> Please email [support@q88.com](mailto: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