

<b>1. VESSEL DESCRIPTION</b>			
1.1	Date updated:	Nov 30, 2018	
1.2	Vessel's name:	MTM Hamburg	
1.3	IMO number:	9379844	
1.4	Vessel's previous name(s) and date(s) of change:	MT FLOYEN (Nov 19, 2010)	
1.5	Date delivered:	Jun 19, 2008	
1.6	Builder (where built):	Kitanihon, Hachinohe, Japan.	
1.7	Flag:	Singapore	
1.8	Port of Registry:	Singapore	
1.9	Call sign:	9V2179	
1.10	Vessel's satcom phone number:	+65 315 827 49 / +1-408 540 6787/ 881 677 745 866	
	Vessel's fax number:	NA	
	Vessel's telex number:	447703284	
	Vessel's email address:	master.mth@mtmship.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, Oil flash point on and below 60C and chemical type II & III, (PSCM)(ESP), MNS*	
1.15	If Classification society changed, name of previous society:	NA	
1.16	If Classification society changed, date of change:	NA	
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:	Jun 12, 2018	Shanghai, China
1.20	Date next dry dock due	Jun 11, 2021	
1.21	Date of last special survey / next survey due:	Jun 12, 2018	Jun 18, 2023
1.22	Date of last annual survey:	NA	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		
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	
<b>Dimensions</b>			
1.25	Length Over All (LOA):	141.00 Metres	
1.26	Length Between Perpendiculars (LBP):	133.00 Metres	
1.27	Extreme breadth (Beam):	24.20 Metres	
1.28	Moulded depth:	13.20 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	35.40 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	76.20 Metres	64.80 Metres
1.31	Distance bridge front to center of manifold:	38.60 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	23.35 Metres	28.36 Metres 30.49 Metres
	Aft to mid-point manifold:	23.11 Metres	29.64 Metres 36.05 Metres
	Parallel body length:	46.46 Metres	58.00 Metres 66.54 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	219 Millimetres	29.27 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	30.37 Metres	0 Metres
	Normal ballast:	28.26 Metres	0 Metres
	At loaded summer deadweight:	24.287 Metres	0 Metres
<b>Tonnages</b>			
1.35	Net Tonnage:	6,356.00	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	11,585.00	9,494
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	12,109.15	10,551.86

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1.38	Panama Canal Net Tonnage (PCNT):					9,747.00
<b>Loadline Information</b>						
1.39	Loadline Annex I	Freeboard	Draft	Deadweight	Displacement	
	Summer:	3.389 Metres	9.84 Metres	19,997.17 Metric Tonnes	25,381.87 Metric Tonnes	
	Winter:	3.594 Metres	9.635 Metres	19,397.285 Metric Tonnes	24,487.56 Metric Tonnes	
	Tropical:	3.184 Metres	10.045 Metres	20,600.20 Metric Tonnes	25,675.67 Metric Tonnes	
	Lightship:	10.859 Metres	2.37 Metres		5,384.68 Metric Tonnes	
	Normal Ballast Condition:	7.14 Metres	6.06 Metres	9,334.76 Metric Tonnes	14,719.44 Metric Tonnes	
1.39	Loadline Annex II	Freeboard	Draft	Deadweight	Displacement	
	Summer:	3.196 Metres	10.033 Metres	20,564.80 Metric Tonnes	25,949.48 Metric Tonnes	
	Winter:	3.405 Metres	9.824 Metres	19,950.22 Metric Tonnes	25,334.902 Metric Tonnes	
	Tropical:	2.987 Metres	10.242 Metres	21,182.35 Metric Tonnes	26,567.032 Metric Tonnes	
	Lightship:	10.859 Metres	2.37 Metres		5,384.68 Metric Tonnes	
	Normal Ballast Condition:	7.14 Metres	6.06 Metres	9,334.76 Metric Tonnes	14,719.44 Metric Tonnes	
1.40	Does vessel have multiple SDWT?				Yes	
1.41	If yes, what is the maximum assigned deadweight?				20,564.80 Metric Tonnes	
<b>Ownership and Operation</b>						
1.42	Registered owner - Full style:	MTM Hamburg Pte.Ltd 78 Shenton Way 13-01, Singapore 079120. Singapore Tel: +65 6304 1770 Fax: +65 6220 7988 Telex: Not Applicable Email: <a href="mailto:marine@mtmsm.com">marine@mtmsm.com</a> Company IMO#: 5740094				
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: <a href="mailto:marine@mtmsm.com">marine@mtmsm.com</a> Web: <a href="http://www.mtmshipmanagement.com">www.mtmshipmanagement.com</a> Company IMO#: 1314037				
1.44	Commercial operator - Full style:	M.T. Maritime Pte Ltd, Singapore 78 Shenton Way #29-02 Singapore 079120 Tel: +65 6221 2255 Fax: +65 6221 2277 Email: <a href="mailto:operations@mtmm.sg">operations@mtmm.sg</a> Web: <a href="http://www.mtm maritime.com">www.mtm maritime.com</a>				
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:	Jun 12, 2018	Not Applicable	Jun 18, 2023
2.2	Safety Radio Certificate:	Jun 12, 2018	Not Applicable	Jun 18, 2023
2.3	Safety Construction Certificate:	Jun 12, 2018	Not Applicable	Jun 18, 2023
2.4	Loadline Certificate:	Jun 12, 2018	Not Applicable	Jun 18, 2023
2.5	International Oil Pollution Prevention Certificate	Aug 07, 2017	Jun 12, 2018	May 07, 2022

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	(IOPPC):			
2.6	Safety Management Certificate (SMC):	Apr 12, 2018	Not Applicable	Jun 23, 2023
2.7	Document of Compliance (DOC):	Sep 02, 2016	Nov 08, 2018	Sep 16, 2021
2.8	USCG (specify: COC, LOC or COI): <b>COC</b>	Sep 13, 2013	Aug 29, 2014	Sep 13, 2015
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):	Dec 03, 2016		Dec 03, 2019
2.12	Certificate of Fitness (Chemicals):	Jun 12, 2018	Not Applicable	Jun 18, 2023
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Jun 12, 2018	Not Applicable	Jun 18, 2023
2.15	International Ship Security Certificate (ISSC):	Apr 12, 2018	Not Applicable	Jun 23, 2023
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jun 12, 2018		Jun 18, 2023
2.17	International Air Pollution Prevention Certificate (IAPP):	Apr 12, 2018	Not Applicable	Jun 23, 2023
<b>Documentation</b>				
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:	Latvian		
3.2	Nationality of Officers:	Burmese; Latvian, Georgian		
3.3	Nationality of Crew:	Burmese		
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:	N/A		

<b>4.</b>	<b>HELICOPTERS</b>			
4.1	Can the ship comply with the ICS Helicopter Guidelines:	NA		
4.2	If Yes, state whether winching or landing area provided:	NA		

<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 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 Corp. 3500Sunrise Hwy Ste. T103, 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>				

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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		
<b>Cargo Tank Capacities</b>				
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 2177.792 m3 (1 Wing) Seg#2: 2808.508 m3 (2 Wing) Seg#3: 1692.850 m3 (3 Wing) Seg#4: 2885.722 m3 (4 Wing) Seg#5: 2885.575 m3 (5 Wing) Seg#6: 1866.879 m3 (6 Wing) Seg#7: 1356.557 m3 (7 Wing) Seg#8: 2868.454 m3 (8 Wing) Seg#9: 1927.968 m3 (9 Wing) Seg#10: 1222.304 m3 (10 Wing) (Total 20 tanks of each natural segregation with double valve.)		
6.4	Total cubic capacity (98%, excluding slop tanks):	21,692.609 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:	45.4 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?	7,162.78 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	37.10 %		
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:	20		
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:	1904.00 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes 476 Cbm/Hr/Tank , D/SG 1.5		
<b>Pumping Systems</b>				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12 8	Centrifugal Centrifugal	300 M3/HR 200 M3/HR
	Stripping:			
	Eductors:			
	Ballast:	1	FRAMO - SB200T	500 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:	Floating		
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	
<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	NA		

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	for Oil Tanker Manifolds and Associated Equipment':		
6.26	What is the number of cargo connections per side:	21	
6.27	What is the size of cargo connections:	150.00 Millimetres	
6.28	What is the material of the manifold:	SS 316L	
<b>Manifold Arrangement</b>			
6.29	Distance between cargo manifold centers:	500.00 Millimetres	
6.30	Distance ships rail to manifold:	5,790.00 Millimetres	
6.31	Distance manifold to ships side:	5,790.00 Millimetres	
6.32	Top of rail to center of manifold:	1,690.00 Millimetres	
6.33	Distance main deck to center of manifold:	3,250.00 Millimetres	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	10.41 Metres	6.68 Metres
6.35	Number / size reducers:	2 x 150/100mm (6/4") 2 x 200/150mm (8/6") 1 x 250/150mm (10/6") 1 x 300/150mm (12/6") 1 x 150/125mm (6/5")	
<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:	SS	
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:	No	Stainless Steel
	Ballast tanks:	Yes	Epoxy Fully
	Slop tanks:	No	Stainless Steel SUS 316L
6.43	If fitted, what type of anodes are used:		

<b>7.</b>	<b>INERT GAS AND CRUDE OIL WASHING</b>		
7.1	Is an Inert Gas System (IGS) fitted:	Yes 1500 Nm <sup>3</sup> /h @ 95.0% N <sub>2</sub> 180 Nm <sup>3</sup> /h @ 99.9% N <sub>2</sub>	
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	

<b>8.</b>	<b>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	0 Metres	0 Metric Tonnes
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	56.60 Millimetres	MixedPolypropylene/ Polyestor	220.00 Metres	60.00 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:	4	56.00 Millimetres	MixedPolypropylene/	220 Metres	59.60 Metric Tonnes

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				Polyestor		
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	5	56.60 Millimetres	Mixedpolypropylen /Polyestor	220.00 Metres	60.00 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:	5	56.60 Millimetres	Mixedpolypropylen /Polyestor	220.00 Metres	58.10 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			4	Doubledrums	24.00 Metric Tonnes
	Main deck fwd:			0	N/A	0 Metric Tonnes
	Main deck aft:			0	N/A	0 Metric Tonnes
	Poop deck:			4	Doubledrums	24.00 Metric Tonnes
8.6	Mooring bitts				No.	SWL
	Forecastle:				4	70 Metric Tonnes
	Main deck fwd:				4	56 Metric Tonnes
	Main deck aft:				4	56 Metric Tonnes
	Poop deck:				8	70 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				3	58 Metric Tonnes
	Main deck fwd:				4	62 Metric Tonnes
	Main deck aft:				6	40 Metric Tonnes
	Poop deck:				3	62 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 Pennant	100 Metric Tonnes
<b>Anchors</b>						
8.10	Number of shackles on port cable:					10
8.11	Number of shackles on starboard cable:					10
<b>Escort Tug</b>						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				65.00 Metric Tonnes	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:					60.00 Metric Tonnes
<b>Bow/Stern Thruster</b>						
8.14	What is brake horse power of bow thruster (if fitted):				932.00 bhp	694.99 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:					0 Millimetres
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 5.00 Tonnes, Midship.	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:					6.00 Metres
<b>Ship To Ship Transfer (STS)</b>						
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):					No

**9. MISCELLANEOUS**

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<b>Engine Room</b>		
9.1	What type of fuel is used for main propulsion?	IFO 380 CST
9.2	What type of fuel is used in the generating plant?	MDO
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1,144.97 Cu. Metres      140.89 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Propeller
<b>Insurance</b>		
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\$
<b>Port State Control</b>		
9.7	Date and place of last Port State Control inspection:	Aug 10, 2018 / Barcelona, Spain
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	NA
<b>Recent Operational History</b>		
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 details.
<b>Vetting</b>		
9.12	Date/Place of last SIRE Inspection:	Aug 10, 2018 / Barcelona, Spain
9.13	Date/Place of last CDI Inspection:	Nov 01, 2015 / Kakinada, India
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.	REPSOL, AMPOL

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