

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	Feb 29, 2020	
1.2	Vessel's name:	MTM Hudson	
1.3	IMO number:	9278064	
1.4	Vessel's previous name(s) and date(s) of change:	Energy Protector / 23 September 2019	
1.5	Date delivered:	Jun 16, 2004	
1.6	Builder (where built):	STX Shipbuilding Co., Ltd.	
1.7	Flag:	Singapore	
1.8	Port of Registry:	Singapore	
1.9	Call sign:	9V6540	
1.10	Vessel's satcom phone number:	Tel: +65 31634582 / +870 773910518	
	Vessel's fax number:	N/A	
	Vessel's telex number:	N/A	
	Vessel's email address:	Master.mtmhudson@skyfile.com	
1.11	Type of vessel:	Oil/Chemical Tanker	
1.12	Type of hull:	Double Hull	
<b>Classification</b>			
1.13	Classification society:	DNV GL	
1.14	Class notation:	+1A1 Tanker For Chemicals with FP above 60 Degrees C and Oil, ESP , E0, VCS-2, TMON, Nauticus(New Building)	
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:	Aug 07, 2019	Yalova, Turkey
1.20	Date next dry dock due	Jun 16, 2024	
1.21	Date of last special survey / next survey due:	Aug 07, 2019	Jun 16, 2024
1.22	Date of last annual survey:	N/A	
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?		
<b>Dimensions</b>			
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
<b>Tonnages</b>			
1.35	Net Tonnage:	13,701	

**INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)**

1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	30,095	30,095
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	30,507	30,507
1.38	Panama Canal Net (PCNT):		24,907

**Loadline Information**

1.39	Loadline Annex I	Freeboard	Draft	Deadweight	Displacement
	Summer:	5.914 Metres	13.217 Metres	51,319 Metric Tonnes	61,670.20 Metric Tonnes
	Winter:	6.189 Metres	12.942 Metres	49,891 Metric Tonnes	60,242 Metric Tonnes
	Tropical:	5.639 Metres	13.492 Metres	52,749 Metric Tonnes	63,098 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?			51,319 Metric Tonnes	

**Ownership and Operation**

1.42	Registered owner - Full style:	MTM Hudson 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:	29-Nov-2019	Not Applicable	16-Jun-2024
2.2	Safety Radio Certificate:	24-Sep-2019	Not Applicable	16-Jun-2024
2.3	Safety Construction Certificate:	24-Sep-2019	Not Applicable	16-Jun-2024
2.4	Loadline Certificate:	24-Sep-2019	Not Applicable	16-Jun-2024
2.5	International Oil Pollution Prevention Certificate (IOPPC):	24-Sep-2019	Not Applicable	16-Jun-2024
2.6	Safety Management Certificate (SMC):	24-Sep-2019	Not Applicable	24-Mar-2020
2.7	Document of Compliance (DOC):	28-Jun-2017	22-Aug-2019	16-Sep-2021
2.8	USCG (specify: COC, LOC or COI):	14-Feb-2020	Not Applicable	14-Feb-2022
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):	30-Oct-2019		30-Oct-2022
2.12	Certificate of Fitness (Chemicals):	24-Sep-2019	Not Applicable	16-Jun-2024
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	24-Sep-2019	Not Applicable	16-Jun-2024

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2.15	International Ship Security Certificate (ISSC):	24-Sep-2019	Not Applicable	16-Jun-2024
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	24-Sep-2019		16-Jun-2024
2.17	International Air Pollution Prevention Certificate (IAPP):	24-Sep-2019	Not Applicable	16-Jun-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	

<b>3.</b>	<b>CREW MANAGEMENT</b>			
3.1	Nationality of Master:		Indian	
3.2	Nationality of Officers:		Indian	
3.3	Nationality of Crew:		Indian	
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	

<b>4.</b>	<b>HELICOPTERS</b>			
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	

<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:		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	

<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	
<b>Cargo Tank Capacities</b>				
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%):			1,123.60 Cu. Metres
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:		78.6 Cu. Metres	

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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?			21,920.20 Cu. Meter
6.9	What percentage of SDWT can vessel maintain with SBT only:			48.5 %
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:			6
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 / Design SG is 1.45
<b>Pumping Systems</b>				
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		
<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:	Radar		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes, All		
<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		300 A
<b>Venting</b>				
6.24	State what type of venting system is fitted:			High Velocity 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':	Yes		
6.26	What is the number of cargo connections per side:	6		
6.27	What is the size of cargo connections:	350 A		
6.28	What is the material of the manifold:	Stainless Steel /ANSI 150		
<b>Manifold Arrangement</b>				
6.29	Distance between cargo manifold centers:			2,000 Millimetres
6.30	Distance ships rail to manifold:			4,430 Millimetres
6.31	Distance manifold to ships side:			4,600 Millimetres
6.32	Top of rail to center of manifold:			850 Millimetres
6.33	Distance main deck to center of manifold:			2,100 Millimetres
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	14.330 Metres		8.014 Metres
6.35	Number / size reducers:	6 x 350/300mm (14/12") 6 x 350/250mm (14/10") 6 x 350/200mm (14/8") 12 x 350/400mm (14/16") ANSI		
<b>Stern Manifold</b>				
6.36	Is vessel fitted with a stern manifold:	No		

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6.37	If stern manifold fitted, state size:	N/A		
<b>Cargo Heating</b>				
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	
<b>Tank Coating</b>				
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		

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

<b>8.</b>	<b>MOORING</b>					
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:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck fwd:	4	72 Millimetres	Nylon	11 Metres	101.80 Metric Tonnes
	Main deck aft:	4	72 Millimetres	Nylon	11 Metres	101.80 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	64 Millimetres	Superflex	220 Metres	74 Metric Tonnes
	Main deck fwd:	4	28 Millimetres	Hi-Modulus	220 Metres	74 Metric Tonnes
	Main deck aft:	4	28 Millimetres	Hi-Modulus	220 Metres	74 Metric Tonnes
	Poop deck:	4	64 Millimetres	Superflex	220 Metres	74 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	65 Millimetres	SUPERFLEX	220 Metres	68 Metric Tonnes
	Main deck fwd:	1	28 Millimetres	Hi-Modulus	220 Metres	67 Metric Tonnes
	Main deck aft:	5	30 Millimetres	Hi-Modulus	220 Metres	74 Metric Tonnes
	Poop deck:	2	65 Millimetres	SUPERFLEX	220 Metres	75 Metric Tonnes
8.5	Mooring winches	No.		# Drums		Brake Capacity
	Forecastle:	2		Double Drums		44.40 Metric Tonnes
	Main deck fwd:	2		Double Drums		44.40 Metric Tonnes
	Main deck aft:	2		Double Drums		44.40 Metric Tonnes
	Poop deck:	2		Double Drums		44.40 Metric Tonnes
8.6	Mooring bitts	No.				SWL
	Forecastle:	6				48 Metric Tonnes
	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:	7				48 Metric Tonnes
	Main deck fwd:	14				48 Metric Tonnes

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	Main deck aft:	14	48 Metric Tonnes
	Poop deck:	8	48 Metric Tonnes
<b>Emergency Towing System</b>			
8.8	Type / SWL of Emergency Towing system forward:	KETA-45F	200 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	KETA-40A	200 Metric Tonnes
<b>Anchors</b>			
8.10	Number of shackles on port cable:		11
8.11	Number of shackles on starboard cable:		12
<b>Escort Tug</b>			
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
<b>Bow/Stern Thruster</b>			
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	
<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)':		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:		2.50 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
<b>Lifting Equipment</b>			
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
<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):		Yes

<b>9.</b>	<b>MISCELLANEOUS</b>		
<b>Engine Room</b>			
9.1	What type of fuel is used for main propulsion?	IFO380	
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: 1,311.80 Cu. Metres Diesel Oil: 192.70 Cu. Metres Gas Oil: 34.50 Cu. Metres	
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed	
<b>Insurance</b>			
9.5	P & I Club - Full Style:	SKULD Assuranceforeningen Skuld (Gjensidig) Singapore Branch #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\$	

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<b>Port State Control</b>		
9.7	Date and place of last Port State Control inspection:	Feb 14, 2020 / Savannah
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	N/A
<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:	N/A
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Please contact owner for details.
<b>Vetting</b>		
9.12	Date/Place of last SIRE Inspection:	Nov 19, 2019 / Chennai
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>	BP

Version 3 ([www.Intertanko.com](http://www.Intertanko.com) / [www.Q88.com](http://www.Q88.com))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