1.	**VESSEL DESCRIPTION**			
1.1	Date updated:		Nov 30, 2018	
1.2	Vessel's name:		MTM New York	
1.3	IMO number:		9749386	
1.4	Vessel's previous name(s) and date(s) of change:		Not Applicable	
1.5	Date delivered:		Jan 21, 2016	
1.6	Builder (where built):		Shin Kurushima Dockyard Co. Ltd / Japan	
1.7	Flag:		Singapore	
1.8	Port of Registry:		Singapore	
1.9	Call sign:		9V2992	
1.10	Vessel's satcom phone number:		+1 904 240 3045 / +1 904 900 6168 / +870773204753	
	Vessel's fax number:		NA	
	Vessel's telex number:		NA	
	Vessel's email address:		master@newyork.cruisecontrolmail.com	
1.11	Type of vessel:		Oil/Chemical Tanker	
1.12	Type of hull:		Double Hull	
Classification				
1.13	Classification society:		Nippon Kaiji Kyokai	
1.14	Class notation:		NK NS* (CSR, Tanker, Oils Flashpoint on and below 60'C and Chemicals Type II & III, PSPC-WBT)(ESP)(IHM) MNS*	
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:		Type II & III	
1.18	Does the vessel have ice class? If yes, state what level:		No,	
1.19	Date / place of last dry-dock:		NA	NA
1.20	Date next dry dock due		20 Jan 2019	
1.21	Date of last special survey / next survey due:		NA	20 Jan 2021
1.22	Date of last annual survey:		09 Jan 2018	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		NA	
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	
Dimensions				
1.25	Length Over All (LOA):			179.53 Metres
1.26	Length Between Perpendiculars (LBP):			172.00 Metres
1.27	Extreme breadth (Beam):			27.40 Metres
1.28	Moulded depth:			16.30 Metres
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		43.84 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		89.13 Metres	90.40 Metres
1.31	Distance bridge front to center of manifold:			60.64 Metres
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	33.02 Metres	34.88 Metres	34.88 Metres
	Aft to mid-point manifold:	26.45 Metres	36.68 Metres	51.73 Metres
	Parallel body length:	59.47 Metres	71.56 Metres	86.61 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:		260 Millimetres	42.94 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		41.281 Metres	0 Metres
	Normal ballast:		37.47 Metres	0 Metres
	At loaded summer deadweight:		32.233 Metres	0 Metres
Tonnages				
1.35	Net Tonnage:		10,272	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		21,198	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		22,398.21	19,704.41

1.38	Panama Canal Net (PCNT):			17,679	
Loadline Information					
1.39	Loadline Annex I	Freeboard	Draft	Deadweight	Displacement
	Summer:	4.728 Metres	11.607 Metres	36,068 Metric Tonnes	44,861 Metric Tonnes
	Winter:	4.969 Metres	11.366 Metres	35,031 Metric Tonnes	43,824 Metric Tonnes
	Tropical:	4.487 Metres	11.848 Metres	37,110 Metric Tonnes	45,903 Metric Tonnes
	Lightship:	13.776 Metres	2.559 Metres		8,793 Metric Tonnes
	Normal Ballast Condition:	9,965 Metres	6.370 Metres	14,396 Metric Tonnes	23,189 Metric Tonnes
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 NEW YORK 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#: 5893886	
1.43	Technical operator - Full style:			MTM SHIP MANAGEMENT PTE LTD 78 SHENTON WAY, #13-01, SINGAPORE 079120 Tel: +65 63041770 Fax: +65 62207988 Email: marine@mtmsm.com Web: www.mtmshipmanagement.com Company IMO#: 1314037	
1.44	Commercial operator - Full style:			M.T. Maritime Management (USA) LLC 2960 Post Road | Southport, CT 06890, USA 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 Isands MH 96960	

2.	**CERTIFICATION**	**Issued**	**Last Annual or Intermediate**	**Expires**
2.1	Safety Equipment Certificate:	27-Sep-2016	11 Jan 2018	20-Jan-2021
2.2	Safety Radio Certificate:	25-Mar-2016	09 Jan 2018	20-Jan-2021
2.3	Safety Construction Certificate:	25-Mar-2016	09 Jan 2018	20-Jan-2021
2.4	Loadline Certificate:	25-Mar-2016	09 Jan 2018	20-Jan-2021
2.5	International Oil Pollution Prevention Certificate (IOPPC):	20-Oct-2016	09 Jan 2018	20-Jan-2021
2.6	Safety Management Certificate (SMC):	04-Jun-2016	Not Applicable	03-Jun-2021
2.7	Document of Compliance (DOC):	02-Sep-2016	Nov 08, 2018	16-Sep-2021
2.8	USCG (specify: COC, LOC or COI): COC	13-Jun-2017	Not Applicable	13-Jun-2019
2.9	Civil Liability Convention Certificate (CLC):	08-Jan-2018		20-Feb-2019
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	05-Jan-2018		20-Feb-2019
2.11	U.S. Certificate of Financial Responsibility (COFR):	26-Jan-2016		26-Jan-2019
2.12	Certificate of Fitness (Chemicals):	25-Mar-2016	09 Jan 2018	20-Jan-2021
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	25-Mar-2016	09 Jan 2018	20-Jan-2021

2.15	International Ship Security Certificate (ISSC):	04-Jun-2016	Not Applicable	03-Jun-2021
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	25-Mar-2016		20-Jan-2021
2.17	International Air Pollution Prevention Certificate (IAPP):	25-Mar-2016	09 Jan 2018	20-Jan-2021
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:	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 06855, 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 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 SS 316 L
Cargo Tank Capacities		
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 1957.420 (1P) Seg#2: 1960.474 (1S) Seg#3: 2316.373 (2P) Seg#4: 2326.818 (2S) Seg#5: 2390.484 (3P) Seg#6: 2401.108 (3S) Seg#7: 2391.305 (4P) Seg#8: 2400.774 (4S) Seg#9: 2391.286 (5P) Seg#10: 2403.142 (5S)

			Seg#11: 2391.190 (6P) Seg#12: 2403.028 (6S) Seg#13: 2359.032 (7P) Seg#14: 2369.277 (7S) Seg#15: 2169.932 (8P) Seg#16: 2180.728 (8S) Slop: 756.655 (Slop P) Slop: 755.982 (Slop S)	
6.4	Total cubic capacity (98%, excluding slop tanks):		36812.38 Cu. Metres	
6.5	Slop tank(s) capacity (98%):		1512.64 Cu. Metres	
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:		56.12 Cu meters	
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?		12739.63 Cu. Metres	
6.9	What percentage of SDWT can vessel maintain with SBT only:		36.2 %	
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:		18	
6.12	Maximum loading rate for homogenous cargo per manifold connection:		408.6 Cu. Metres/Hour	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:		3268.8 Cu. Metres/Hour	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:		Yes ρ=1.30(Sloshing 1.85)	
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	16/2	Framo	300 / 200 Cu M/Hr
	Stripping:			
	Eductors:			
	Ballast:	2	Framo	650 Cu M/hr
6.16	How many cargo pumps can be run simultaneously at full capacity:		5	
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 TYPE (level echo) & Float type (Magnetic) for 2 Slop Tanks	
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:		YES, ALL TANKS	
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:		Yes	
6.23	Number/size of VRS manifolds (per side):		2	200 Millimetres
Venting				
6.24	State what type of venting system is fitted:		High Velocity PV (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:		18	
6.27	What is the size of cargo connections:		150 Millimetres	
6.28	What is the material of the manifold:		SUS 316L	
Manifold Arrangement				
6.29	Distance between cargo manifold centers:		500 Millimetres	
6.30	Distance ships rail to manifold:		3407 Millimetres	
6.31	Distance manifold to ships side:		3550 Millimetres	

6.32	Top of rail to center of manifold:	1829 Millimetres	
6.33	Distance main deck to center of manifold:	3108 Millimetres	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	13.07Meters	7.82 Meters
6.35	Number / size reducers:	2 x 300/250mm (12/10") 2 x 250/200mm (10/8") 2 x 250/200mm (10/8") 2 x 250/150mm (10/6") 2 x 250/100mm (10/4") 2 x 200/150mm (8/6") 2 x 200/150mm (8/6") 2 x 150/100mm (6/4") 4 x 150/100mm (6/4") 2 x 250/200mm (10/8") - Vapour 2 x 150/200mm (6/8") - Vapour 1 x 150/125mm (6/5") 1 x 150/100mm (6/4") 1 x 125/100mm (5/4") 2 x 100/100mm (4/4")	
Stern Manifold			
6.36	Is vessel fitted with a stern manifold:	No	
6.37	If stern manifold fitted, state size:	NA	
Cargo Heating			
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:	SS316 L	
6.41	Maximum temperature cargo can be loaded/maintained:	90 C	75 C

Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	YES	Stainless Steel (SUS 316LN) & SUS Clad Steel(SUS316L)	Whole Tank
	Ballast tanks:	Yes	NTE HB x 2 (applied to PSPC)	Whole Tank
	Slop tanks:	Yes	Stainless Steel (SUS 316LN) & SUS Clad Steel(SUS316L)	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 1875 Nm3/h @ 95% N2 380 Nm3/h @ 99.9% N2
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

8.	**MOORING**					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	N/A		N/A		N/A
	Main deck fwd:	N/A		N/A		N/A
	Main deck aft:	N/A		N/A		N/A
	Poop deck:	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:	6	60 Millimetres	Polypropylene and Polyester Composite	220 Metres	53.2 Metric Tonnes

	Main deck fwd:	N/A				
	Main deck aft:	N/A				
	Poop deck:	6	60 Millimetres	Polypropylene and Polyester Composite	220 Metres	53.2 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	5	60 Millimetres	Polypropylene and Polyester Composite	200 Metres	53.2 Metric Tonnes
	Main deck fwd:	N/A				
	Main deck aft:	N/A				
	Poop deck:	4	60 Millimetres	Polypropylene and Polyester Composite	200 Metres	53.2 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			3	6	31.93 Tonnes
	Main deck fwd:			N/A		
	Main deck aft:			N/A		
	Poop deck:			2	6	31.93 Tonnes
8.6	Mooring bitts				No.	SWL
	Forecastle:				1 3	111 Metric Tonnes 64 Metric Tonnes
	Main deck fwd:				2 2	64 Metric Tonnes 52 Metric Tonnes
	Main deck aft:				2 2	64 Metric Tonnes 52 Metric Tonnes
	Poop deck:				1 3 4	111 Metric Tonnes 64 Metric Tonnes 52 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				1 2	204 Metric Tonnes 126 Metric Tonnes
	Main deck fwd:				2 12	89 Metric Tonnes 80 Metric Tonnes
	Main deck aft:				2	80 Metric Tonnes
	Poop deck:				3 2	126 Metric Tonnes 89 Metric Tonnes
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				ETS4000FSR-SJ1	204 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:				ETS2000A-SJ2	102 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:				126 Metric Tonnes	250x450mm
8.13	What is SWL of bollard on poopdeck suitable for escort tug:					111 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):					204 Metric Tonnes
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:					φ76
8.22	Distance between the bow fairlead and chain stopper/bracket:					3,202 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:	Yes
Lifting Equipment		
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 10 Tonnes, Midship
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	4.3 Metres
Ship To Ship Transfer (STS)		
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquified Gas, as applicable):	YES

9.	**MISCELLANEOUS**		
Engine Room			
9.1	What type of fuel is used for main propulsion?	HFO 380 CST	
9.2	What type of fuel is used in the generating plant?	HFO & MGO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1574.23 Cu. Metres	203.26 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?		
Insurance			
9.5	P & I Club - Full Style:	NORTH OF ENGLAND The Quayside, Newcastle upon Tyne, NE13DU 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:	Oct 17, 2018 / Guang Zhou	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:	Not Applicable	
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:	Sep 11, 2018 / GOA	
9.13	Date/Place of last CDI Inspection:	Feb 04, 2016 / Pelintung	
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.*	BP	

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