

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	Oct 31, 2018	
1.2	Vessel's name:	MTM St Jean	
1.3	IMO number:	9278674	
1.4	Vessel's previous name(s) and date(s) of change:	Chemroad Vega (Sep 25, 2015)	
1.5	Date delivered:	Jun 12, 2003	
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:	9V3674	
1.10	Vessel's satcom phone number:	+870 773204855	
	Vessel's fax number:	NA	
	Vessel's telex number:	NA	
	Vessel's email address:	master@stjean.cruisecontrolmail.com	
1.11	Type of vessel:	Oil/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 60°C and Chemicals Type II and III)(ESP)(IWS), MNS*, (PSCM)	
1.15	If Classification society changed, name of previous society:	Not Applicable	
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, NA	
1.19	Date / place of last dry-dock:	Jun 20, 2018	Shanghai, China
1.20	Date next dry dock due	Jun 19, 2021	
1.21	Date of last special survey / next survey due:	Jun 20, 2018	Jun 11, 2023
1.22	Date of last annual survey:	Not Applicable	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	Hull - Level 2 Machinery/Cargo System – Grade 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?	NA	
<b>Dimensions</b>			
1.25	Length Over All (LOA):	174.38 Metres	
1.26	Length Between Perpendiculars (LBP):	167.00 Metres	
1.27	Extreme breadth (Beam):	27.70 Metres	
1.28	Moulded depth:	16.00 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	42.59 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	87.90 Metres	86.48 Metres
1.31	Distance bridge front to center of manifold:	58.715 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	35.80 Metres	36.09 Metres 36.09 Metres
	Aft to mid-point manifold:	26.00 Metres	31.51 Metres 39.36 Metres
	Parallel body length:	61.80 Metres	67.60 Metres 75.45 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	250.00 Millimetres	41.74 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	38.58 Metres	0 Metres
	Normal ballast:	35.31 Metres	0 Metres
	At loaded summer deadweight:	31.567 Metres	0 Metres
<b>Tonnages</b>			
1.35	Net Tonnage:	9065	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	20,035.00	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	21,075.92	19033.11

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1.38	Panama Canal Net Tonnage (PCNT):	16,724.92			
<b>Loadline Information</b>					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	5.014 Metres	11.023 Metres	34,528.00 Metric Tonnes	41,806.00 Metric Tonnes
	Winter:	5.243 Metres	10.794 Metres	33,574.00 Metric Tonnes	40,852.00 Metric Tonnes
	Tropical:	4.785 Metres	11.252 Metres	35,485.00 Metric Tonnes	42,763.00 Metric Tonnes
	Lightship:	13.885 Metres	2.152 Metres		7,278.00 Metric Tonnes
	Normal Ballast Condition:	9.228 Metres	6.809 Metres	17,488.00 Metric Tonnes	24,766.00 Metric Tonnes
1.40	Does vessel have multiple SDWT?			Yes	
1.41	If yes, what is the maximum assigned deadweight?			34,528 Metric Tonnes	
<b>Ownership and Operation</b>					
1.42	Registered owner - Full style:			MTM ST JEAN 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#: 5884185	
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 Management (USA) LLC 2960 Post Road   Southport, CT 06890, USA Tel: +1 203 226-7882 Fax: +1 203 226-8934 Email: <a href="mailto:operations@mtmaritime.com">operations@mtmaritime.com</a> Web: <a href="http://www.mtmaritime.com">www.mtmaritime.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 20, 2018	Not Applicable	Jun 11, 2023
2.2	Safety Radio Certificate:	Jun 20, 2018	Not Applicable	Jun 11, 2023
2.3	Safety Construction Certificate:	Jun 20, 2018	Not Applicable	Jun 11, 2023
2.4	Loadline Certificate:	Jun 20, 2018	Not Applicable	Jun 11, 2023
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jun 20, 2018	Not Applicable	Jun 11, 2023
2.6	Safety Management Certificate (SMC):	Feb 14, 2016	Not Applicable	Feb 13, 2021
2.7	Document of Compliance (DOC):	Sep 02, 2016	Nov 22, 2017	Sep 16, 2021
2.8	USCG (specify: COC, LOC or COI):	Nov 26, 2017	Not Applicable	Nov 26, 2019
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):	Sep 30, 2018		Sep 30, 2021

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2.12	Certificate of Fitness (Chemicals):	Jun 20, 2018	Not Applicable	Jun 11, 2023
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Jun 20, 2018	Not Applicable	Jun 11, 2023
2.15	International Ship Security Certificate (ISSC):	Feb 14, 2016	Not Applicable	Feb 13, 2021
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jun 20, 2018		Jun 11, 2023
2.17	International Air Pollution Prevention Certificate (IAPP):	Jun 20, 2018	Not Applicable	Jun 11, 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	

**3. CREW MANAGEMENT**

3.1	Nationality of Master:	Burmese		
3.2	Nationality of Officers:	Burmese, Latvian		
3.3	Nationality of Crew:	Burmese, Bangladeshi		
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:		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 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**

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):	Seg#1: 1801.529 (1P) Seg#2: 1801.529 (1S) Seg#3: 2264.587 (2P) Seg#4: 2264.587 (2S) Seg#5: 1733.325 (3P) Seg#6: 1733.325 (3S) Seg#7: 2927.443 (4P) Seg#8: 2927.443 (4S)		
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		Seg#9: 2927.573 (5P) Seg#10: 2927.573 (5S) Seg#11: 2921.274 (6P) Seg#12: 2921.274 (6S) Seg#13: 2714.663 (7P) Seg#14: 2714.663 (7S) Slop: 772.779 (Slop P) Slop: 772.779 (Slop S)		
6.4	Total cubic capacity (98%, excluding slop tanks):	34,580.787 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	1545.558 Cu. Metres		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	NA		
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?	15469.12 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	45.92 %		
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:	286 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1516 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes, Designed SG – 1.025		
<b>Pumping Systems</b>				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	14 2	Framo SD-150 Framo SD-100	250 m3/hr 100 m3/hr
	Stripping:	NA		
	Eductors:	NA		
	Ballast:	2	Framo VH-300/250	650 m3/hr
6.16	How many cargo pumps can be run simultaneously at full capacity:	5		
<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 Level Master (Magnetic)		
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):	1	200 mm	
<b>Venting</b>				
6.24	State what type of venting system is fitted:	INDIVIDUAL PV 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:	16		
6.27	What is the size of cargo connections:	150 Millimetres		
6.28	What is the material of the manifold:	Stainless Steel		
<b>Manifold Arrangement</b>				
6.29	Distance between cargo manifold centers:	375 Millimetres		
6.30	Distance ships rail to manifold:	3450 Millimetres		
6.31	Distance manifold to ships side:	3700 Millimetres		

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6.32	Top of rail to center of manifold:	1583 Millimetres	
6.33	Distance main deck to center of manifold:	2833 Millimetres	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	12.061 Metres	7.847 Metres
6.35	Number / size reducers:	1 x 250mm/350mm (10"/14") 1 X 250mm/300mm (10"/12") 1 X 250mm/200mm (10"/8") 2 x 250mm/150mm (10"/6") 4 x 200mm/150mm ( 8"/6") 2 x 150mm/120mm (6"/5") 3 x 150mm/100mm (6"/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?	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:	80°C	80°C

**Tank Coating**

6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	No (Stainless Steel)		
	Ballast tanks:	Yes	MODIFIED EPOXY(CMP NOV A 2000)	COMPLETE
	Slop tanks:	N/A (Stainless Steel)		
6.43	If fitted, what type of anodes are used:			

**7. INERT GAS AND CRUDE OIL WASHING**

7.1	Is an Inert Gas System (IGS) fitted:	Yes 3150 m3/hr
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	IGG
7.3	Is a Crude Oil Washing (COW) installation fitted:	No

**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:	6	60 mm	PP & PE	200 mtr	67 MT
	Main deck fwd:	-				
	Main deck aft:	-				
	Poop deck:	4	60 mm	PP & PE	200 mtr	67 MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	60 mm	PP & PE	200 mtr	67 MT
	Main deck fwd:	-				
	Main deck aft:	-				
	Poop deck:	4	65 mm	PP & PE	220 mtr	78 MT
8.5	Mooring winches	No.			# Drums	Brake Capacity

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	Forecastle:	2	6	35.7 MT
	Main deck fwd:	-	-	
	Main deck aft:	-	-	
	Poop deck:	2	4	35.7 MT
8.6	Mooring bitts		No.	SWL
	Forecastle:		6	64 Metric Tonnes
	Main deck fwd:		4	52 Metric Tonnes
	Main deck aft:		4	52 Metric Tonnes
	Poop deck:		6	64 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type		No.	SWL
	Forecastle:		3+8	64 MT + 42 MT
	Main deck fwd:		6	39 MT
	Main deck aft:		6	39 MT
	Poop deck:		8 + 2	42 MT + 64 MT
<b>Emergency Towing System</b>				
8.8	Type / SWL of Emergency Towing system forward:		TK 20 F	102 MT
8.9	Type / SWL of Emergency Towing system aft:		TK 20A	102 MT
<b>Anchors</b>				
8.10	Number of shackles on port cable:			11 Shackles
8.11	Number of shackles on starboard cable:			11 Shackles
<b>Escort Tug</b>				
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:		64 MT	250 x 450 mm
8.13	What is SWL of bollard on poopdeck suitable for escort tug:			113 Metric Tonnes
<b>Bow/Stern Thruster</b>				
8.14	What is brake horse power of bow thruster (if fitted):		NA	0 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):		NA	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):			NA
8.18	How many chain stopper(s) are fitted:			NA
8.19	State type of chain stopper(s) fitted:			NA
8.20	Safe Working Load (SWL) of chain stopper(s):			NA
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:			NA
8.22	Distance between the bow fairlead and chain stopper/bracket:			NA
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 10 Tonnes, Amidships Centre
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:			3.15 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**
**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 AND MDO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:		1755.46 Cu. Metres	156.10 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?		NO	

**Insurance**

9.5	P & I Club - Full Style:		THE NORTH OF ENGLAND The North of England P & I Association,	
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		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:	Jul 31, 2018 / Ravenna, Italy
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: NA , Grounding: NA, Serious casualty: NA , Collision: NA ,
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Private and Confidential as per Charter Party. Please contact owner for detail.
<b>Vetting</b>		
9.12	Date/Place of last SIRE Inspection:	Jul 31, 2018 / Ravenna, Italy
9.13	Date/Place of last CDI Inspection:	Aug 12, 2016 / New York, USA
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>	SHELL, AMPOL, CHEVTEX

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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