

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	Oct 31, 2018	
1.2	Vessel's name:	MTM Yangon	
1.3	IMO number:	9250165	
1.4	Vessel's previous name(s) and date(s) of change:	Sinbad (Apr 21, 2013)	
1.5	Date delivered:	Aug 29, 2003	
1.6	Builder (where built):	Hyundai Mipo, Ulsan, Korea	
1.7	Flag:	Singapore	
1.8	Port of Registry:	Singapore	
1.9	Call sign:	9V2087	
1.10	Vessel's satcom phone number:	+870 773 156 163	
	Vessel's fax number:	+870 765 110 012	
	Vessel's telex number:	456 691 410/ 456 691 411	
	Vessel's email address:	master@yangon.cruisecontrolmail.com	
1.11	Type of vessel:	Oil /Chemical Tanker	
1.12	Type of hull:	Double Hull	
<b>Classification</b>			
1.13	Classification society:	American Bureau of Shipping	
1.14	Class notation:	ABS+A1, Chemical Carrier, Oil Carrier, ESP, E, +AMS, + ACCU, SH	
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:	3	
1.18	Does the vessel have ice class? If yes, state what level:	No, N/A	
1.19	Date / place of last dry-dock:	Apr 03, 2018	Yalova, Turkey
1.20	Date next dry dock due	Apr 02, 2021	
1.21	Date of last special survey / next survey due:	Apr 03, 2018	Mar 03, 2023
1.22	Date of last annual survey:	NA	
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):	183.024 Metres	
1.26	Length Between Perpendiculars (LBP):	174 Metres	
1.27	Extreme breadth (Beam):	32.23 Metres	
1.28	Moulded depth:	18.80 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	46.50 Metres	NA
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	90 Metres	93 Metres
1.31	Distance bridge front to center of manifold:	59.55 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	21.23 Metres	39.20 Metres
	Aft to mid-point manifold:	36.80 Metres	41.56 Metres
	Parallel body length:	57.93 Metres	80.76 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	269 Millimetres	52.267 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	44.12 Metres	0 Metres
	Normal ballast:	39.24 Metres	0 Metres
	At loaded summer deadweight:	34.30 Metres	0 Metres
<b>Tonnages</b>			
1.35	Net Tonnage:	11,943	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	29,220	21,829
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	30,509.27	26,222.13

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1.38	Panama Canal Net Tonnage (PCNT):	24,261			
<b>Loadline Information</b>					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.612 Metres	12.20 Metres	46,818 Metric Tonnes	56,239.10 Metric Tonnes
	Winter:	6.866 Metres	11.946 Metres	45,408.10 Metric Tonnes	54,829.20 Metric Tonnes
	Tropical:	6.358 Metres	12.454 Metres	48,065.70 Metric Tonnes	57,477.80 Metric Tonnes
	Lightship:	16.448 Metres	2.38 Metres		9,421.10 Metric Tonnes
	Normal Ballast Condition:	11.568 Metres	7.26 Metres	22,175.30 Metric Tonnes	31,596.40 Metric Tonnes
1.40	Does vessel have multiple SDWT?			Yes	
1.41	If yes, what is the maximum assigned deadweight?			46,818 Metric Tonnes	
<b>Ownership and Operation</b>					
1.42	Registered owner - Full style:			MTM Yangon 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#: 5729047	
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:			MT Maritime Management Group 78 Shenton Way, #13-01, Singapore 079120 Tel: +65 6221 2255 Fax: +65 6221 2277 Email: <a href="mailto:operations@mtmm.sg">operations@mtmm.sg</a>	
1.45	Disponent owner - Full style:			MTM Tanker 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:	Apr 03, 2018	Not Applicable	Mar 03, 2023
2.2	Safety Radio Certificate:	Feb 19, 2018	Not Applicable	Mar 03, 2023
2.3	Safety Construction Certificate:	Apr 03, 2018	Not Applicable	Mar 03, 2023
2.4	Loadline Certificate:	Apr 03, 2018	Not Applicable	Mar 03, 2023
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Apr 03, 2018	Not Applicable	Mar 03, 2023
2.6	Safety Management Certificate (SMC):	Jun 07, 2018	Not Applicable	Sep 06, 2023
2.7	Document of Compliance (DOC):	Jun 28, 2017	Nov 22, 2017	Sep 16, 2021
2.8	USCG (specify: COC, LOC or COI): <b>COC</b>	Jun 07, 2017	Jul 24, 2018	Jun 07, 2019
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 2018		Feb 20, 2019
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 20, 2018		Feb 20, 2019
2.11	U.S. Certificate of Financial Responsibility (COFR):	Apr 01, 2016		Apr 01, 2019
2.12	Certificate of Fitness (Chemicals):	Apr 03, 2018	Not Applicable	Mar 03, 2023
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable

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2.14	Certificate of Class:	Apr 03, 2018	Not Applicable	Mar 03, 2023
2.15	International Ship Security Certificate (ISSC):	Jun 07, 2018	Not Applicable	Sep 06, 2023
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Feb 19, 2018		Mar 03, 2023
2.17	International Air Pollution Prevention Certificate (IAPP):	Apr 03, 2018	Not Applicable	Mar 03, 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:	Indian	
3.2	Nationality of Officers:	Indian, Ukranian	
3.3	Nationality of Crew:	Indian	
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	

<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	

<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 ECM maritime Services, LLC 1 Selleck Street 5th Floor - Suite 511 Norwalk, CT 06855 USA Tel: +1 203 857 0444 or + Fax: +1 203 857 0428 Email: ecm@ecmmaritime.com	
5.3	Oil Spill Response Organization (OSRO) -Full style:	National Response corporation Tel: +1 631 224 9141 Fax: +1 631 224 9082	
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: 6356.8 m3 (1PS) Seg#2: 9143.2 m3 (2PS) Seg#3: 9354.6 m3 (3PS) Seg#4: 9354.6 m3 (4PS) Seg#5: 9339.4 m3 (5PS) Seg#6: 8066.2 m3 (6PS) Seg#7: 1221.472 m3 (Slop PS)	
6.4	Total cubic capacity (98%, excluding slop tanks):	51,614.80 Cu. Metres	
6.5	Slop tank(s) capacity (98%):	1221.472 Cu. Metres	
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	78.40 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?	24,781.90 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	54.25 %		
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:	1,717.60 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	5,152.80 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes all cargo tanks can be filled full and any level filling of cargo except specific gravity up to 1.025, specific gravity 1.54 cargo to be partial (max-66%) loaded in cargo tanks and slop tanks		
<b>Pumping Systems</b>				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12 2	Centrifugal Centrifugal	600 M3/HR 150 M3/HR
	Stripping:			
	Eductors:			
	Ballast:	2	Centrifugal	1,000 Cu. Metres/Hour
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:	Pressure Sensor		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes - 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	300 Millimetres	
<b>Venting</b>				
6.24	State what type of venting system is fitted:	High Velocity		
<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:	300 Millimetres		
6.28	What is the material of the manifold:	Stainless Steel		
<b>Manifold Arrangement</b>				
6.29	Distance between cargo manifold centers:	2,000 Millimetres		
6.30	Distance ships rail to manifold:	4,600 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:	13.66 Metres	8.712 Metres	
6.35	Number / size reducers:	6 x 300/400mm (12/16") 12 x 300/300mm (12/12")		

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		6 x 300/250mm (12/10") 6 x 300/200mm (12/8")
<b>Stern Manifold</b>		
6.36	Is vessel fitted with a stern manifold:	No
6.37	If stern manifold fitted, state size:	NA
<b>Cargo Heating</b>		
6.38	Type of cargo heating system?	Heat exchangers
6.39	If fitted, are all tanks coiled?	No/Only Slop tanks
6.40	If fitted, what is the material of the heating coils:	SS
6.41	Maximum temperature cargo can be loaded/maintained:	75 °C 60 °C
<b>Tank Coating</b>		
6.42	Are cargo, ballast and slop tanks coated?	Coated Type To What Extent
	Cargo tanks:	Yes PURE EPOXY COATING Whole Tank
	Ballast tanks:	Yes PURE EPOXY Whole Tank
	Slop tanks:	Yes EPOXY Whole Tank
6.43	If fitted, what type of anodes are used:	Zinc(Ballast Tanks)

<b>7.</b>	<b>INERT GAS AND CRUDE OIL WASHING</b>	
7.1	Is an Inert Gas System (IGS) fitted:	Yes Capacity: 4500 m3/hr for inerting
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:	No

<b>8.</b>	<b>MOORING</b>					
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:	0				
	Main deck fwd:	0				
	Main deck aft:	0				
	Poop deck:	0				
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	64 Millimetres	Polyester/Polyolefin Blend	220 Metres	79.40 Metric Tonnes
	Main deck fwd:	4	64 Millimetres	Polyester/Polyolefin Blend	220 Metres	79.40 Metric Tonnes
	Main deck aft:	2	64 Millimetres	Polyester/Polyolefin Blend	220 Metres	79.40 Metric Tonnes
	Poop deck:	6	64 Millimetres	Polyester/Polyolefin Blend	220 Metres	79.40 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	5	64 Millimetres	Polyester/Polyolefin Blend	220 Metres	79.40 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	3	64 Millimetres	Polyester/Polyolefin Blend	220 Metres	79.40 Metric Tonnes
8.5	Mooring winches	No.		# Drums		Brake Capacity
	Forecastle:	2+2		DBL		41.16 Metric Tonnes
	Main deck fwd:	2		DBL		41.16 Metric Tonnes
	Main deck aft:	1		DBL		41.16 Metric Tonnes
	Poop deck:	2		TRPL		41.16 Metric Tonnes

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8.6	Mooring bitts	No.	SWL
	Forecastle:	4	80 Metric Tonnes
	Main deck fwd:	4	80 Metric Tonnes
	Main deck aft:	2	80 Metric Tonnes
	Poop deck:	6	80 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type	No.	SWL
	Forecastle:	7	80 Metric Tonnes
	Main deck fwd:	12	80 Metric Tonnes
	Main deck aft:	6	80 Metric Tonnes
	Poop deck:	19	64/80 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 20A	100 Metric Tonnes
<b>Anchors</b>			
8.10	Number of shackles on port cable:		12
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:	64 Metric Tonnes	360X260
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		74 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)':		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	
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:		3,250 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
<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:		6.885 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):		Yes
<b>9.</b>	<b>MISCELLANEOUS</b>		
<b>Engine Room</b>			
9.1	What type of fuel is used for main propulsion?	IFO 380CST	
9.2	What type of fuel is used in the generating plant?	IFO 380CST	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1538.46 Cu. Metres	159 Cu. Metres 21 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:	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	

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		Web: <a href="http://www.nepia.com">www.nepia.com</a>
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:	<a href="#">Aug 23, 2018 / Barranquilla, Colombia</a>
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, N/A Grounding: No, N/A Serious casualty: No, Collision: No, N/A
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:	<a href="#">Oct 31, 2018 / New Haven, USA</a>
9.13	Date/Place of last CDI Inspection:	<a href="#">Dec 05, 2015 / Tuxpan, Mexico</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>	<a href="#">AMPOL, SHELL, BP</a>

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