

1.	VESSEL DESCRIPTION		
1.1	Date updated:	31 October 2010	
1.2	Vessel's name:	MTM WESTPORT	
1.3	IMO number:	9185920	
1.4	Vessel's previous name(s) and date(s) of change:	CHEMICAL VENTURE / 10 Aug 2000 CHEMSTAR EAGLE / 04 Feb 2010	
1.5	Date delivered:	15 Mar 2000	
1.6	Builder (where built):	SHIN KURUSHIMA DOCKYARD CO.,LTD.JAPAN	
1.7	Flag:	HONG KONG	
1.8	Port of Registry:	HONG KONG	
1.9	Call sign:	VRGN6	
1.10	Vessel's satcom phone number: Sat B	347700662 / 347700663 / 773155639	
	Vessel's fax number: Sat B	347700664	
	Vessel's telex number: Sat C	447702734	
	Vessel's email address: Sat B	master.mtmwestport@mtmsm.amosconnect.com mailto:chemstarprincess@marine-onair.net	
1.11	Type of vessel:	Oils / Chemical Tanker Type II&III	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	NKK	
1.14	Class notation:	NS* 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:	II / III	
1.18	Does the vessel have ice class? If yes, state what level:	No	
1.19	Date / place of last dry-dock:	20 Feb 2010	Lloyd werft, Bremerhaven
1.20	Date next dry dock due	20 Feb 2013	
1.21	Date of last special survey / next survey due:	20 Feb 2010	20 Feb 2015
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	
Dimensions			
1.25	Length Over All (LOA):	147.83 Meters	
1.26	Length Between Perpendiculars (LBP):	141.00 Meters	
1.27	Extreme breadth (Beam):	24.20 Meters	
1.28	Moulded depth:	12.80 Meters	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	38.560 Meters	Meters
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	74.02 Meters	73.81 Meters
1.31	Distance bridge front to center of manifold:	45.7425 Meters	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	23.809 Meters	23.809 Meters
	Aft to mid-point manifold:	23.191 Meters	29.591 Meters
	Parallel body length:	47.00 Meters	53.40 Meters
1.33	FWA at summer draft / TPC immersion at summer draft:	211 Millimeters	30.13 TPC
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	36.300Meters	Meters
	Normal ballast:	32.940Meters	Meters
	At loaded summer deadweight:	28.822Meters	Meters
Tonnages			
1.35	Net Tonnage:	ANNEX I: 6036	ANNEX II: 6277

1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):			11951	11951
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):			12520.85	10519.56
1.38	Panama Canal Net Tonnage (PCNT):			10052.81	
Loadline Information ANNEX I (Oil)					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.403 Meters	9.441 Meters	19997 Metric Tons	25419 Metric Tons
	Winter:	3.599 Meters	9.245 Meters	19407 Metric Tons	24829 Metric Tons
	Tropical:	3.207 Meters	9.637 Meters	20589 Metric Tons	26011 Metric Tons
	Lightship:	10.584 Meters	2.260 Meters		5422 Metric Tons
	Normal Ballast Condition:	7.224 Meters	5.620 Meters	9020 Metric Tons	14442 Metric Tons
1.40	Does vessel have multiple SDWT?			YES	
1.41	If yes, what is the maximum assigned deadweight?			19997 Metric Tons	
Loadline Information ANNEX II (Chemicals)					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.106 Meters	9.738 Meters	20895 Metric Tons	26317 Metric Tons
	Winter:	3.308 Meters	9.536 Meters	20283 Metric Tons	25705 Metric Tons
	Tropical:	2.904 Meters	9.940 Meters	21509 Metric Tons	26931 Metric Tons
	Lightship:	10.584 Meters	2.260 Meters		5422 Metric Tons
	Normal Ballast Condition:	7.224 Meters	5.620 Meters	9020 Metric Tons	14442 Metric Tons
1.40	Does vessel have multiple SDWT?			YES	
1.41	If yes, what is the maximum assigned deadweight?			20895 Metric Tons	
Ownership and Operation					
1.42	Registered owner - Full style:			MTM WESTPORT LLC Rm.809, Tsim Sha Tsui Centre, 66 Mody Road,Kowloon, Hong Kong.	
1.43	Technical operator - Full style:			M.T.M. Ship Management Pte Ltd 78 Shenton Way #13-01 Singapore 079120	
1.44	Commercial operator - Full style:			M.T. Maritime Management (USA) LLC 2960 Post Road Southport, CT 06890 U.S.A. Email: operations@mtmaritime.com	
1.45	Disponent owner - Full style:			MTM TRADING LLC C/O M.T. Maritime Management (USA) LLC 2960 Post Road Southport, CT 06890 U.S.A.	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	19 Apr 2010	NA	14 Mar 2015
2.2	Safety Radio Certificate:	19 Apr 2010	NA	14 Mar 2015
2.3	Safety Construction Certificate:	19 Apr 2010	NA	14 Mar 2015
2.4	Loadline Certificate:	19 Apr 2010	NA	14 Mar 2015
2.5	International Oil Pollution Prevention Certificate (IOPPC):	19 Apr 2010	NA	14 Mar 2015
2.6	Safety Management Certificate (SMC):	24 July 2010	NA	23 July 2015
2.7	Document of Compliance (DOC):	17 Nov 2009	30 Sep 2010	16 Sep 2011
2.8	USCG (specify: COC, LOC or COI):	16 Mar 2010	NA	16 Mar 2012
2.9	Civil Liability Convention Certificate (CLC):	20 Feb 2010		20 Feb 2011
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	20 Feb 2010		20 Feb 2011
2.11	U.S. Certificate of Financial Responsibility (COFR):	25 Jan 2010		25 Jan 2013
2.12	Certificate of Fitness (Chemicals):	19 Apr 2010	NA	14 Mar 2015
2.13	Certificate of Fitness (Gas):	NA	NA	NA
2.14	Certificate of Class:	19 Apr 2010	NA	14 Mar 2015

2.15	International Ship Security Certificate (ISSC):	24 July 2010	NA	23 July 2015
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	19 Apr 2010		14 Mar 2015
2.17	International Air Pollution Prevention Certificate (IAPP):	19 Apr 2010	NA	14 Mar 2015
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 ITOFF 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 and Russian		
3.3	Nationality of Crew:	Myanmar		
3.4	If Officers/Crew employed by a Manning Agency - Full style:	M.T.M. Ship Management Pte Ltd 78 Shenton Way, #13-01 Singapore 079120		
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		

4.	HELICOPTERS			
4.1	Can the ship comply with the ICS Helicopter Guidelines:	N/A		
4.2	If Yes, state whether winching or landing area provided:	Winching / Landing		

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, 5 th Floor, Suite 511 Norwalk, CT 06855 24 Hrs Tel: +1 203 857 0444 (or) +1 281 335 9210 Fax: +1 203 857 0428		
5.3	Oil Spill Response Organization (OSRO) -Full style:	National Response Corp. (NR Corp.) 24Hrs Tel: +1.800.899.4672 (or) +1.631.224.9141 Fax: +1.631.224.9086		
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	Yes		

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):	1 Wings = 1283.124 Cu. Metres 2 Wings = 813.210 Cu. Metres 3 Wings = 3200.921 Cu. Metres 4 Wings = 1343.965 Cu. Metres 5 Wings = 2713.989 Cu. Metres 6 Wings = 1350.676 Cu. Metres 7 Wings = 2710.187 Cu. Metres 8 Wings = 2712.562 Cu. Metres 9 Wings = 2666.288 Cu. Metres 10 Wings = 1404.950 Cu. Metres	
6.4	Total cubic capacity (98%, excluding slop tanks):	20199.268 Cu.Meters	
6.5	Slop tank(s) capacity (98%):	1218.978 Cu.Meters	
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	N/A	
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?	7842.02 Cu.Meters		
6.9	What percentage of SDWT can vessel maintain with SBT only:	38.5%		
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:	22		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	286 Cu.M/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1144 Cu.M/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes DSG 1.30		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	22	Submerge type, hydraulic motor driven centrifugal pump	22 x 200Cu.M/Hour
	Stripping:		N/A	Cu.M/Hour
	Eductors:		N/A	Cu.M/Hour
	Ballast:	1	Centrifugal	350 Cu.M/Hour
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:	Float ball		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	All tanks		
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:	Yes		
6.23	Number/size of VRS manifolds (per side):	1	200 Millimeters	
Venting				
6.24	State what type of venting system is fitted:	High velocity		
Cargo Manifolds				
6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':	No		
6.26	What is the number of cargo connections per side:	22		
6.27	What is the size of cargo connections:	150 Millimeters		
6.28	What is the material of the manifold:	Stainless Steel 316L		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	375 Millimeters		
6.30	Distance ships rail to manifold:	3500 Millimeters		
6.31	Distance manifold to ships side:	3500 Millimeters		
6.32	Top of rail to center of manifold:	1590 Millimeters		
6.33	Distance main deck to center of manifold:	2590 Millimeters		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	9.814 Meters	5.696 Meters	
6.35	Number / size reducers:	3 x (100 mm ~ 150 mm) 1 x (125 mm ~ 150 mm) 1 x (150 mm ~ 150 mm) 2 x (150 mm ~ 200 mm) 2 x (150 mm ~ 250 mm) 2 x (200 mm ~ 250 mm) 2 x (200 mm ~ 300 mm) 1 x (200 mm ~ 350 mm)		

Stern Manifold				
6.36	Is vessel fitted with a stern manifold:		N/A	
6.37	If stern manifold fitted, state size:		Millimeters	
Cargo Heating				
6.38	Type of cargo heating system?		Steam heating coil	
6.39	If fitted, are all tanks coiled?		Yes	
6.40	If fitted, what is the material of the heating coils:		Stainless Steel	
6.41	Maximum temperature cargo can be loaded/maintained:		80 deg Celsius	80 deg Celsius
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	Stainless Steel	Whole tank
	Ballast tanks:	Yes	Tar epoxy paint	Whole tank
	Slop tanks:	Yes	Stainless Steel	Whole tank
6.43	If fitted, what type of anodes are used:		Zinc Anode For Ballast tanks	

7.	INERT GAS AND CRUDE OIL WASHING			
7.1	Is an Inert Gas System (IGS) fitted:	NO		
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	N/A		
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	Millimeters		Meters	Metric Tons
	Main deck fwd:	N/A	Millimeters		Meters	Metric Tons
	Main deck aft:	N/A	Millimeters		Meters	Metric Tons
	Poop deck:	N/A	Millimeters		Meters	Metric Tons
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	N/A	Millimeters		Meters	Metric Tons
	Main deck fwd:	N/A	Millimeters		Meters	Metric Tons
	Main deck aft:	N/A	Millimeters		Meters	Metric Tons
	Poop deck:	N/A	Millimeters		Meters	Metric Tons
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	55 Millimeters	P.P Composite	200 Meters	57.02 Metric Tons
	Main deck fwd:	--	Millimeters	--	Meters	Metric Tons
	Main deck aft:	--	Millimeters	--	Meters	Metric Tons
	Poop deck:	4	55 Millimeters	P.P Composite	220 Meters	57.02 Metric Tons
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	5	55 Millimeters	P.P Composite	220 Meters	57.02 Metric Tons
	Main deck fwd:	--	Millimeters	--	Meters	Metric Tons
	Main deck aft:	--	Millimeters	--	Meters	Metric Tons
	Poop deck:	5	55 Millimeters	P.P Composite	220 Meters	57.02 Metric Tons
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double	22.5 Metric Tons
	Main deck fwd:			NA	Single, Double, Triple	Metric Tons
	Main deck aft:			NA	Single, Double, Triple	Metric Tons
	Poop deck:			2	Double	22.5 Metric Tons
8.6	Mooring bitts				No.	SWL
	Forecastle:				6	26 Metric Tons
	Main deck fwd:				2	26 Metric Tons
	Main deck aft:				2	26 Metric Tons
					4	12 Metric Tons
	Poop deck:				8	26 Metric Tons
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				3	64 Metric Tons
	Main deck fwd:				2	64 Metric Tons

		4	16 Metric Tons
	Main deck aft:	2	64 Metric Tons
	Poop deck:	5	62 Metric Tons
Emergency Towing System			
8.8	Type / SWL of Emergency Towing system forward:	TK20F	1000KN
8.9	Type / SWL of Emergency Towing system aft:	TK20A	1000KN
Anchors			
8.10	Number of shackles on port cable:	10.5	
8.11	Number of shackles on starboard cable:	10.5	
Escort Tug			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	64 Metric Tons	
8.13	What is SWL of bollard on poop deck suitable for escort tug:	26 Metric Tons	
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	690 BHP	515 kW
8.15	What is brake horse power of stern thruster (if fitted):	BHP	kW
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)':	N/A	
8.17	Is vessel fitted with chain stopper(s):	N/A	
8.18	How many chain stopper(s) are fitted:		
8.19	State type of chain stopper(s) fitted:		
8.20	Safe Working Load (SWL) of chain stopper(s):		Metric Tons
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		Millimeters
8.22	Distance between the bow fairlead and chain stopper/bracket:		Millimeters
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	N/A	
Lifting Equipment			
8.24	Derrick Crane description (Number, SWL and location):	1 x 5 T, mid ship	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	15 Meters / 2.90 Meters	
Ship To Ship Transfer (STS)			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied 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 / MDO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1050.51 Cu.Meters	91.50 Cu.Meters
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Propeller	
Insurance			
9.5	P & I Club - Full Style:	North of England P&I Association Limited The Quay side, Newcastle upon Tyne, NE1 3DU, UK	
9.6	P & I Club coverage - pollution liability coverage:	US\$ 1,000,000,000	
Port State Control			
9.7	Date and place of last Port State Control inspection:	01-September-2010/Klaipeda	
9.8	Any outstanding deficiencies as reported by any Port State Control:	Yes	
9.9	If yes, provide details:	Portable Gangway for access to the ship is unsafe because of being short.	
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:	N/A	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3 rd Last):	1)Soyabean Oil/Stamports/Voy-08 2)Urea Ammonium Nitrate (UAN)Solution/ Transammonia/Voy-07	

		3) Styrene Monomer/Trammochem, Ineos Nova, Apex Energy LLC/Voy-06
Vetting		
9.12	Date/Place of last SIRE Inspection:	Shell – 09 August 2010 / Rotterdam
9.13	Date/Place of last CDI Inspection:	17 Mar 2010 / Jacksonville
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: <i>* Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	

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