1.	VESSEL DESCRIPTION			
1.1	Date updated:		Aug 31 2021	
1.2	Vessel's name:		MTM Amsterdam	
1.3	IMO number:		9776444	
1.4	Vessel's previous name(s) and date(s) of change:		Not Applicable	
1.5	Date delivered:		Mar 6, 2018	
1.6	Builder (where built):		Kitanihon Shipbuilding Co. Ltd. (Hachinohe City Aomori Prefecture Japan)	
1.7	Flag:		Singapore	
1.8	Port of Registry:		Singapore	
1.9	Call sign:		9V5426	
1.10	Vessel's satcom phone number:		+1-9042713074 / +1-9042713038 / +881677754633 / 34	
	Vessel's fax number:		N/A	
	Vessel's telex number:		N/A	
	Vessel's email address:		master@amsterdam.cruisecontrolmail.com	
1.11	Type of vessel:		Oil/Chemical Tanker	
1.12	Type of hull:		Double Hull	
1.13	Classification society:		Nippon Kaiji Kyokai	
1.14	Class notation:		NS* (Tanker, Oils-Flashpoint on and below 60℃ and Chemicals Type Ⅱ & Ⅲ, PSPC-WBT)(ESP)(PSCM)(IWS)(IHM)(EEDI) MNS*	
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:		6 March 2018	Hachinohe
1.20	Date next dry dock due		5 March 2023	
1.21	Date of last special survey / next survey due:		Not Applicable	5 March 2023
1.22	Date of last annual survey:		5 June 2020	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:		Not Applicable	
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?		Not Applicable	
Dimensions				
1.25	Length Over All (LOA):			145.26 Metres
1.26	Length Between Perpendiculars (LBP):			139.00 Metres
1.27	Extreme breadth (Beam):			24.20 Metres
1.28	Moulded depth:			13.20 Metres
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		37.15 Metres	Not Applicable
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		73.875 Metres	71.385 Metres
1.31	Distance bridge front to center of manifold:			43.95 Metres
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	21.73 Meters	24.58 Meters	24.97 Meters
	Aft to mid-point manifold:	25.49 Meters	31.83 Meters	41.62 Meters
	Parallel body length:	47.22 Meters	56.41 Meters	66.59 Meters
1.33	FWA at summer draft / TPC immersion at summer draft:		224 Millimetres	30.14 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		32.90 Meters	
	Normal ballast:		30.88 Meters	
	At loaded summer deadweight:		26.29 Meters	
Tonnages				
1.35	Net Tonnage:		6,440	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		12,184	

1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):				
1.38	Panama Canal Net Tonnage (PCNT):				
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.068 Meters	10.164 Meters	21,176.00 Metric Tonnes	27,062.85 Metric Tonnes
	Winter:	3.279 Meters	9.953 Meters	20,541.12 Metric Tonnes	26,427.97 Metric Tonnes
	Tropical:	2.857 Meters	10.375 Meters	21,813.12 Metric Tonnes	27,699.97 Metric Tonnes
	Lightship:	10.705 Meters	2.527 Meters		5,886.85 Metric Tonnes
	Normal Ballast Condition:	7.281 Meters	6.04 Meters	9,166 Metric Tonnes	15,166 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 AMSTERDAM PTE. LTD. 78 Shenton Way 13-01, Singapore 079120. Singapore Tel: +65 6304 1770 Fax: +65 6220 7988 Email: marine@mtmsm.com	
1.43	Technical operator - Full style:			M.T.M. Ship Management 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#: 1314037	
1.44	Commercial operator - Full style:			M.T. Maritime PTE. LTD, 78 Shenton Way, #29-02, Singapore 079120, Singapore Tel: +65 6221 2255, Email: operations@mtmm.sg , Web: www.mtmaritime.com	
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:	12 August 2020	26 February 2021	5 March 2023
2.2	Safety Radio Certificate:	5 June 2020	26 February 2021	5 March 2023
2.3	Safety Construction Certificate:	15 April 2021	26 February 2021	5 March 2023
2.4	Loadline Certificate:	12 August 2020	26 February 2021	5 March 2023
2.5	International Oil Pollution Prevention Certificate (IOPPC):	12 August 2020	26 February 2021	5 March 2023
2.6	Safety Management Certificate (SMC):	07 August 2021	30 July 2021	2 August 2023
2.7	Document of Compliance (DOC):	24 November 2020	24 November 2020	16 September 2021
2.8	USCG (specify: COC, LOC or COI):	22 May 2018	11 July 2019	22 May 2020
2.9	Civil Liability Convention Certificate (CLC):	20 February 2021		20 February 2022
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	20 February 2021		20 February 2022
2.11	U.S. Certificate of Financial Responsibility (COFR):	26 March 2021		26 March 2024
2.12	Certificate of Fitness (Chemicals):	11 October 2020	26 February 2021	5 March 2023
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	5 June 2020	26 February 2021	5 March 2023

2.15	International Ship Security Certificate (ISSC):	07 August 2021	30 July 2021	2 August 2023
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	5 June 2020		5 March 2023
2.17	International Air Pollution Prevention Certificate (IAPP):	12 August 2020	26 February 2021	5 March 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:	Latvian
3.2	Nationality of Officers:	Latvian, Georgian, Ukrainian
3.3	Nationality of Crew:	Indian, Latvian
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: 625.66 (1P) Seg#2: 623.08 (1S) Seg#3: 723.86 (2P) Seg#4: 724.07 (2S) Seg#5: 1503.47 (3P) Seg#6: 1503.49 (3S) Seg#7: 1597.78 (4P) Seg#8: 1598.18 (4S) Seg#9: 1430.33 (5P) Seg#10: 1441.25 (5S) Seg#11: 1265.68 (6P) Seg#12: 1265.79 (6S)

			Seg#13: 927.69 (7P) Seg#14: 927.65 (7S) Seg#15: 2245.77 (8P) Seg#16: 2250.40 (8S) Seg#17: 645.10 (9P) (Slop Tank) Seg#18: 643.06 (9S) (Slop Tank)	
6.4	Total cubic capacity (98%, including slop tanks):		21942.31 Cu. Metres	
6.5	Slop tank(s) capacity (98%):		NA	
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:		52.714 Cu. Metres	
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?		7125.99 Cu. Metres	
6.9	What percentage of SDWT can vessel maintain with SBT only:		34.5 %	
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:		18	
6.12	Maximum loading rate for homogenous cargo per manifold connection:		476 Cu. Metres/Hour	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:		1,847 Cu. Metres/Hour	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:		Designed specific gravity 1.50 at 60Deg C and 100% filling	
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	18	Submerged,centrifugal & hydraulic	250 Cu. Metres/Hour
	Stripping:			
	Eductors:			
	Ballast:	2	Centrifugal	300 Cu. Metres/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:		Rader type	
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):		4	165.2 Millimeters
Venting				
6.24	State what type of venting system is fitted:		Individual PV VALVE	
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 Millimeters	
6.28	What is the material of the manifold:		SUS 316L	
Manifold Arrangement				
6.29	Distance between cargo manifold centers:		500 Millimeters	
6.30	Distance ships rail to manifold:		4,350 Millimeters	
6.31	Distance manifold to ships side:		4,600 Millimeters	

6.32	Top of rail to center of manifold:	1,100 Millimeters	
6.33	Distance main deck to center of manifold:	2,600 Millimeters	
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	9.76 Meters	5.65 Meters
6.35	Number / size reducers:	1 / (6 × 12) Straight 1 / (6 × 10) Straight 1 / (6 × 8) Straight 1 / (6 × 5) Straight 1 / (6 × 4) Straight	
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 heating with heating coil	
6.39	If fitted, are all tanks coiled?	Yes	
6.40	If fitted, what is the material of the heating coils:	SUS 316L	
6.41	Maximum temperature cargo can be loaded/maintained:	85 °C	80 °C

Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	No	Stainless Steel	Whole Tank
	Ballast tanks:	Yes	High solid modified eponxy	Whole Tank
	Slop tanks:	No	Stainless Steel	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 1565Nm3/Hr @ 95.0% N2 180Nm3/Hr @ 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:	NA

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:	4	55 Millimeters	Polypropylene Polyesters	220 Meters	59.6 Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	55 Millimeters	Polypropylene Polyesters	220 Meters	59.6 Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	45 Millimeters	Polypropylene Polyesters	197 Meters	38.8 Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	45 Millimeters	Polypropylene Polyesters	197 Meters	38.8 Tonnes

8.5	Mooring winches	No.	# Drums	Brake Capacity
	Forecastle:	2	4	31.2 Metric Tonnes
	Main deck fwd:			
	Main deck aft:			
	Poop deck:	2	4	31.2 Metric Tonnes
8.6	Mooring bitts		No.	SWL
	Forecastle:		4	72 Metric Tonnes
	Main deck fwd:		2	57 Metric Tonnes
	Main deck aft:		4	57 Metric Tonnes
	Poop deck:		1 / 3 / 4	102 / 72 / 57 Metric Tones
8.7	Closed chocks and/or fairleads of enclosed type		No.	SWL
	Forecastle:		1 / 2	204 / 64 Metric Tones
	Main deck fwd:		2	64 Metric Tonnes
	Main deck aft:		2	26 Metric Tonnes
	Poop deck:		1 / 2 / 2	102 / 72 / 57 Metric Tonnes
Emergency Towing System				
8.8	Type / SWL of Emergency Towing system forward:		φ76 Chain	200 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:		φ56 IWRS (6 x 36)	100 Metric Tonnes
Anchors				
8.10	Number of shackles on port cable:		10.5 Cables	
8.11	Number of shackles on starboard cable:		10.5 Cables	
Escort Tug				
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:		204 Metric Tones φ450	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:			102 Metric Tonnes
Bow/Stern Thruster				
8.14	What is brake horse power of bow thruster (if fitted):		Yes	695 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):		No	
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 SMIT BRACKET	
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:			3,450 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 Location: Center	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:			5.90 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 and MDO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1002.88 Cu. Metres	159.86 Cu. Metres 0 Cu. Metres

9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch
Insurance		
9.5	P & I Club - Full Style:	North of England Protecting and Indemnity Association Limited The Quayside, Newcastle Upon Tyne NE1 3DU Telephone: +44 (0) 191 232 5221 Fax: +44 (0) 191 261 0540
9.6	P & I Club coverage - pollution liability coverage:	1,000,000,000
Port State Control		
9.7	Date and place of last Port State Control inspection:	15 Aug 2021 / Taranto
9.8	Any outstanding deficiencies as reported by any Port State Control:	Not Applicable
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: 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.
Vetting		
9.12	Date/Place of last SIRE Inspection:	17 May 2021 / Rotterdam
9.13	Date/Place of last CDI Inspection:	10 Aug 2021 / Genoa
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.*	CHEVRON

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