

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Feb 17, 2010	
1.2	Vessel's name:	Hellespont Providence	
1.3	IMO number:	9351464	
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.5	Date delivered:	Dec 21, 2007	
1.6	Builder (where built):	NEW CENTURY SHIPBUILDING Co. LTD- China	
1.7	Flag:	Marshall Island	
1.8	Port of Registry:	Majuro	
1.9	Call sign:	V7JU8	
1.10	Vessel's satcom phone number:	761152877	
	Vessel's fax number:	761152879	
	Vessel's telex number:	N/A	
	Vessel's email address:	fprov@hellesponthammonia.de (Size limit 100kb)	
1.11	Type of vessel:	Oil Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	American Bureau of Shipping	
1.14	Class notation:	+A1, Oil Carrier, (E), +AMS, +ACCU, VEC, SH, SHCM, FL 30, VEC, IGS, COW, UWILDS, ESP, RES	
1.15	If Classification society changed, name of previous society:	NA	
1.16	If Classification society changed, date of change:	Not Applicable	
1.17	IMO type, if applicable:	N/A	
1.18	Does the vessel have ice class? If yes, state what level:	No, NA	
1.19	Date / place of last dry-dock:	Not Applicable	New vessel
1.20	Date next dry dock due	Dec 21, 2012	
1.21	Date of last special survey / next survey due:	Dec 21, 2007	Dec 21, 2012
1.22	Date of last annual survey:	Oct 11, 2009	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	0	
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):	228.6 Metres	
1.26	Length Between Perpendiculars (LBP):	219.7 Metres	
1.27	Extreme breadth (Beam):	32.26 Metres	
1.28	Moulded depth:	20.8 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	48.765 Metres	0 Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	113.5 Metres	115.1 Metres
1.31	Distance bridge front to center of manifold:	74.8 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	65.986 Metres	70.899 Metres
	Aft to mid-point manifold:	42.579 Metres	59.071 Metres
	Parallel body length:	114.3 Metres	132.8 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	333 Millimetres	67.08 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	45.928 Metres	0.0 Metres
	Normal ballast:	41.085 Metres	0.0 Metres
	At loaded summer deadweight:	34.247 Metres	0.0 Metres
Tonnages			
1.35	Net Tonnage:	22,444	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	42,010	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	44,161.8	40,971.06

1.38	Panama Canal Net Tonnage (PCNT):				34,705
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.115 Metres	14.518 Metres	73,783.8 Metric Tonnes	89,344 Metric Tonnes
	Winter:	6.417 Metres	14.216 Metres	71,756.3 Metric Tonnes	87,316.5 Metric Tonnes
	Tropical:	5.813 Metres	14.82 Metres	75,817 Metric Tonnes	91,377.2 Metric Tonnes
	Lightship:	17.796 Metres	2.837 Metres		15,560.2 Metric Tonnes
	Normal Ballast Condition:	12.953 Metres	7.68 Metres	29,413.7 Metric Tonnes	44,973.9 Metric Tonnes
1.40	Does vessel have multiple SDWT?				Yes
1.41	If yes, what is the maximum assigned deadweight?				73,783.8 Metric Tonnes
Ownership and Operation					
1.42	Registered owner - Full style:			MT "Hellespont Providence" GmbH & Co. KG Kaiser-Wilhelm-Str. 9, D-20355 Hamburg, Germany Tel: +49 40 27 86 21 31 Fax: +49 40 27 86 21 30 Telex: VIA OPERATORS Email: operations@hellesponthammonia.de	
1.43	Technical operator - Full style:			HELLESPONT HAMMONIA GmbH & Co. KG Kaiser-Wilhelm-Str. 9, D-20355 Hamburg, Germany Tel: +49 40 27 86 21 31 Fax: +49 40 27 86 21 30 Email: operations@hellesponthammonia.de	
1.44	Commercial operator - Full style:			Hellespont Hammonia GmbH & Co. KG Kaiser-Wilhelm-Str. 9, D-20355 Hamburg, Germany Tel: +49 40 27 86 21 31 Fax: +49 40 27 86 21 30 Email: operations@hellesponthammonia.de	
1.45	Disponent owner - Full style:			Hellespont 7338 Corp Trust Company Complex Ajeltake Road, Ajeltake Island Majuro, Marshall Islands	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Oct 20, 2009	Oct 20, 2009	Dec 20, 2012
2.2	Safety Radio Certificate:	Dec 21, 2007	Oct 11, 2009	Dec 20, 2012
2.3	Safety Construction Certificate:	Dec 21, 2007	Oct 11, 2009	Dec 20, 2012
2.4	Loadline Certificate:	Dec 21, 2007	Oct 11, 2009	Dec 20, 2012
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jun 17, 2008	Oct 11, 2009	Dec 20, 2012
2.6	Safety Management Certificate (SMC):	May 11, 2008	Not Applicable	May 10, 2013
2.7	Document of Compliance (DOC):	Sep 22, 2009	Not Applicable	Nov 17, 2010
2.8	USCG (specify: COC, LOC or COI): COC	Jan 21, 2010	Jan 21, 2010	Jan 21, 2012
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 2010		Feb 20, 2011
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 20, 2010		Feb 20, 2011
2.11	U.S. Certificate of Financial Responsibility (COFR):	Feb 05, 2008		Feb 05, 2011
2.12	Certificate of Fitness (Chemicals):	Not Applicable	Not Applicable	Not Applicable
2.13	Certificate of Fitness (Gas):	Not Applicable	Not Applicable	Not Applicable
2.14	Certificate of Class:	Apr 15, 2008	Oct 11, 2009	Dec 20, 2012

2.15	International Ship Security Certificate (ISSC):	May 11, 2008	Not Applicable	May 10, 2013
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Dec 21, 2007		Dec 20, 2012
2.17	International Air Pollution Prevention Certificate (IAPP):	Dec 21, 2007	Oct 11, 2009	Dec 20, 2012

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:	Philippines	
3.2	Nationality of Officers:	Filipino	
3.3	Nationality of Crew:	Filipino	
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Manila Shipmanagement & Manning Ground Floor, Princess Building 104 Esteban St., Legaspi Village Makati City, Manila, Philippines Tel: +632 892 4071 Fax: +632 816 6993 Email: email@manship.com Crew: Manila Shipmanagement & Manning Ground Floor, Princess Building 104 Esteban St., Legaspi Village Makati City, Manila, Philippines Tel: + 632 892 4071 Fax: + 632 816 6993 Email: email@manship.com	
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:	Yes	
4.2	If Yes, state whether winching or landing area provided:	Winching	

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:	O'Brien's Response Management 103 Morgan Lane, Suite 103 Plainsboro, NJ 08536-3339 Tel: +1-609-2759600 Fax: +1-609-2759444 Email: info@obriensrm.com	
5.3	Oil Spill Response Organization (OSRO) -Full style:	NATIONAL RESPONSE CORP. 3500 Sunrise Highway, Suite T-103, Great River, New York 11739, U.S.A. Tel: 001-631-2249141 Fax: 001-631-2249082	
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: 28635.183 m3 (1W(P+S), 4W(P+S), SLOPS (P+S+RESIDUAL)) Seg #2: 28416.291 m3 (2W(P+S),5W(P+S))	

		Seg #3: 27365.611 m3 (3W(P+S),6W(P+S))		
6.4	Total cubic capacity (98%, excluding slop tanks):	81,268.1 Cu. Metres (SLOPS 98%: 3148.98m3 as follows: SLOP(P+S):2829.179 m3 Residual: 319.803 m3)		
6.5	Slop tank(s) capacity (98%):	3,148.98 Cu. Metres		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	319.803 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?	25,305 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	35		
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:	3		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	2,667 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	8,000 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	3	Centrifugal	2300 M3/HR
	Stripping:	1	Reciprocating	250 Cu. Metres/Hour
	Eductors:	3	Other	250 Cu. Metres/Hour
	Ballast:	2	Centrifugal	1,500 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:	All 3		
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		
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):	2	400 Millimetres	
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:	4		
6.27	What is the size of cargo connections:	400		
6.28	What is the material of the manifold:	STEEL		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	2,500 Millimetres		
6.30	Distance ships rail to manifold:	4,400 Millimetres		
6.31	Distance manifold to ships side:	4,600 Millimetres		
6.32	Top of rail to center of manifold:	750 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:	15.33 Metres	8.42 Metres	

6.35	Number / size reducers:	6 x 400/300mm (16/12") 6 x 400/250mm (16/10") 6 x 400/200mm (16/8") 6 x 450/300mm (18/12") 6 x 450/250mm (18/10")
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Stern Manifold

6.36	Is vessel fitted with a stern manifold:	No
6.37	If stern manifold fitted, state size:	0 Millimetres

Cargo Heating

6.38	Type of cargo heating system?	Heating coils	
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:	66.0 °C / 150.8 °F	57 °C / 134.6 °F

Tank Coating

6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	Yes	CMP Pure Epoxy Epicon T-500	Whole Tank
	Ballast tanks:	Yes	CMP Modified Epoxy NOVA 1000	Whole Tank
	Slop tanks:	Yes	CMP Pure Epoxy Epicon T-500	Whole Tank
6.43	If fitted, what type of anodes are used:	ZINC		

7. INERT GAS AND CRUDE OIL WASHING

7.1	Is an Inert Gas System (IGS) fitted:	Yes
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	Flue Gas
7.3	Is a Crude Oil Washing (COW) installation fitted:	Yes

8. MOORING

8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		Millimetres	DYNEEMA	Metres	Metric Tonnes
	Main deck fwd:		Millimetres	DYNEEMA	Metres	Metric Tonnes
	Main deck aft:		Millimetres	DYNEEMA	Metres	Metric Tonnes
	Poop deck:		Millimetres	DYNEEMA	Metres	Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	68 Millimetres	Polyester/Polysteel	11 Metres	91.5 Metric Tonnes
	Main deck fwd:	2	68 Millimetres	Polyester/Polysteel	11 Metres	91.5 Metric Tonnes
	Main deck aft:	2	68 Millimetres	Polyester/Polysteel	11 Metres	91.5 Metric Tonnes
	Poop deck:	4	68 Millimetres	Polyester/Polysteel	11 Metres	91.5 Metric Tonnes
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	30 Millimetres	KAPANNEEMA	220 Metres	64.4 Metric Tonnes
	Main deck fwd:	2	30 Millimetres	KAPANNEEMA	220 Metres	64.4 Metric Tonnes
	Main deck aft:	2	30 Millimetres	KAPANNEEMA	220 Metres	64.4 Metric Tonnes
	Poop deck:	4	30 Millimetres	KAPANNEEMA	220 Metres	64.4 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck fwd:		Millimetres		Metres	Metric Tonnes
	Main deck aft:		Millimetres		Metres	Metric Tonnes
	Poop deck:	0	0 Millimetres		0 Metres	0 Metric Tonnes
8.5	Mooring winches	No.	# Drums	Brake Capacity		
	Forecastle:	2	Double Drums	48 Metric Tonnes		
	Main deck fwd:	1	Double Drums	48 Metric Tonnes		
	Main deck aft:	1	Double Drums	48 Metric Tonnes		
	Poop deck:	2	Double Drums	48 Metric Tonnes		
8.6	Mooring bitts	No.	SWL			
	Forecastle:	4	64 Metric Tonnes			

	Main deck fwd:	5	64 Metric Tonnes
	Main deck aft:	3	64 Metric Tonnes
	Poop deck:	8	64 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type	No.	SWL
	Forecastle:	8	64 Metric Tonnes
	Main deck fwd:	15	64 Metric Tonnes
	Main deck aft:	10	64 Metric Tonnes
	Poop deck:	15	64 Metric Tonnes

Emergency Towing System

8.8	Type / SWL of Emergency Towing system forward:	YT-200	200 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	YT-200	200 Metric Tonnes

Anchors

8.10	Number of shackles on port cable:	13
8.11	Number of shackles on starboard cable:	12

Escort Tug

8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	64 Metric Tonnes	600 Millimetres
8.13	What is SWL of bollard on poopdeck suitable for escort tug:	64 Metric Tonnes	

Bow/Stern Thruster

8.14	What is brake horse power of bow thruster (if fitted):	0 bhp	0 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):	0 bhp	0 Kilowatt

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:	2	
8.19	State type of chain stopper(s) fitted:	Hinged Bar Type	
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:	3,500 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 15 Tonnes, CENTER	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	9 Metres	

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	
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9. MISCELLANEOUS

Engine Room

9.1	What type of fuel is used for main propulsion?	IFO 380	
9.2	What type of fuel is used in the generating plant?	IFO 380	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1,875.8 Cu. Metres	242 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:	UK CLUB	
9.6	P & I Club coverage - pollution liability coverage:	1000000000	

Port State Control

9.7	Date and place of last Port State Control inspection:	Jan 21, 2010 / New York	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:	No outstanding deficiencies	

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):	Please contact Owners for details
Vetting		
9.12	Date/Place of last SIRE Inspection:	Nov 08, 2009 / Dumai
9.13	Date/Place of last CDI Inspection:	/
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>	BHP-RIGHTSHIP / BP / CHEVRON / SHELL / EXXONMOBIL

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