

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Jan 12, 2010	
1.2	Vessel's name:	Hellespont Triumph	
1.3	IMO number:	9160217	
1.4	Vessel's previous name(s) and date(s) of change:	PECOS (Nov 02, 2005)	
1.5	Date delivered:	Jul 23, 1998	
1.6	Builder (where built):	DAEWOO SHIPYARD	
1.7	Flag:	Liberia	
1.8	Port of Registry:	MONROVIA	
1.9	Call sign:	A8HT9	
1.10	Vessel's satcom phone number:	363702741	
	Vessel's fax number:	363702742	
	Vessel's telex number:	363702744	
	Vessel's email address:	ftriu@hellesponthammonia.de	
1.11	Type of vessel:	Oil Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	Germanischer Lloyd	
1.14	Class notation:	+100A5, ESP, VEC, NAV-OC, C1D11, T3D22, Oil Tanker with Double Hull +MC AUT INERT	
1.15	If Classification society changed, name of previous society:	Det Norske Veritas	
1.16	If Classification society changed, date of change:	Jun 30, 2006	
1.17	IMO type, if applicable:	1	
1.18	Does the vessel have ice class? If yes, state what level:	No,	
1.19	Date / place of last dry-dock:	Jul 08, 2008	Dubai
1.20	Date next dry dock due	Jul 31, 2013	
1.21	Date of last special survey / next survey due:	Jun 13, 2009	Jun 13, 2013
1.22	Date of last annual survey:	Jul 08, 2008	
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):	274 Metres	
1.26	Length Between Perpendiculars (LBP):	264 Metres	
1.27	Extreme breadth (Beam):	48 Metres	
1.28	Moulded depth:	23.2 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	50.29 Metres	Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	134.02 Metres	139.98 Metres
1.31	Distance bridge front to center of manifold:	94.2 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	59.3 Metres	68.45 Metres
	Aft to mid-point manifold:	29.9 Metres	55.75 Metres
	Parallel body length:	89.2 Metres	124.2 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	384 Millimetres	117.3 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	47.856 Metres	0.0 Metres
	Normal ballast:	42.737 Metres	0.0 Metres
	At loaded summer deadweight:	33.468 Metres	0.0 Metres
Tonnages			
1.35	Net Tonnage:	49,488	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	81,565	64,745
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	81,244	73,130

1.38	Panama Canal Net Tonnage (PCNT):				0
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.419 Metres	16.822 Metres	157,406 Metric Tonnes	180,021 Metric Tonnes
	Winter:	6.769 Metres	16.472 Metres	153,295 Metric Tonnes	175,910 Metric Tonnes
	Tropical:	6.069 Metres	17.172 Metres	161,517 Metric Tonnes	184,132 Metric Tonnes
	Lightship:	20.807 Metres	2.434 Metres		22,614.7 Metric Tonnes
	Normal Ballast Condition:	15.688 Metres	7.553 Metres	53,525 Metric Tonnes	76,139.7 Metric Tonnes
1.40	Does vessel have multiple SDWT?				Yes
1.41	If yes, what is the maximum assigned deadweight?				157,406 Metric Tonnes
Ownership and Operation					
1.42	Registered owner - Full style:			MT"Triumph" 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:			Heidmar Inc. 20 Glover Ave. Norwalk, CT 06850 USA Tel: +1 203 662 2620 Fax: +1 203 662 2782 Email: bulletin@heidmar.com	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Sep 01, 2008	Jul 12, 2009	Jul 31, 2013
2.2	Safety Radio Certificate:	Jul 08, 2008	Jul 08, 2008	Jul 31, 2013
2.3	Safety Construction Certificate:	Sep 01, 2008	Jun 12, 2009	Jul 31, 2013
2.4	Loadline Certificate:	Jul 08, 2008	Jun 12, 2009	Jul 31, 2013
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Sep 01, 2008	Jul 08, 2008	Jul 31, 2013
2.6	Safety Management Certificate (SMC):	Mar 14, 2008	Oct 23, 2008	Mar 12, 2011
2.7	Document of Compliance (DOC):	Sep 22, 2009		Nov 17, 2010
2.8	USCG (specify: COC, LOC or COI): COC	Aug 06, 2008	Jul 06, 2009	Jul 06, 2010
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 2010		Feb 20, 2010
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 03, 2009		Feb 20, 2010
2.11	U.S. Certificate of Financial Responsibility (COFR):	Oct 30, 2005		Oct 30, 2011
2.12	Certificate of Fitness (Chemicals):			Not Applicable
2.13	Certificate of Fitness (Gas):			Not Applicable
2.14	Certificate of Class:	Jul 08, 2008	Jul 08, 2008	Jul 31, 2013
2.15	International Ship Security Certificate (ISSC):	Mar 14, 2008	Oct 23, 2008	Mar 12, 2011
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jul 08, 2008		Jul 31, 2013
2.17	International Air Pollution Prevention Certificate (IAPP):	Sep 01, 2008	Jun 12, 2009	Jul 31, 2013

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
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3.	CREW MANAGEMENT	
3.1	Nationality of Master:	Philippines
3.2	Nationality of Officers:	Filipinos
3.3	Nationality of Crew:	Filipinos
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Manila Shipmanagement & Manning Amorsolo House, Amorsolo 132, Legaspi City, Macati, Metro Manila, Philippines Tel: +632 892 4071 Fax: +632 816 6993 Email: email@manship.com Crew: Manila Shipmanagement & Manning
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:	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:	O'Brien Oil Pollution Service 645 CODIFER STREET SLIDELL, LA 70458-4094 U.S.A Tel: 001-985-7810804 Fax: 001-985-7810580 Telex: 49617361 Email: oops-usa@oopsusa.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: 54447.3 m3 (1W(P+S),4W(P+S),SLOP(P+S)) Seg #2: 59095.3 m3 (2W(P+S),5W(P+S)) Seg #3: 56359.2 m3 (3W(P+S),6W(P+S))
6.4	Total cubic capacity (98%, excluding slop tanks):	166,684 Cu. Metres
6.5	Slop tank(s) capacity (98%):	3,196.8 Cu. Metres
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	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?	54,542.1 Cu. Metres
6.9	What percentage of SDWT can vessel maintain with SBT only:	35.28
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:	4,800 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	14,400 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	N/A N.A.		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	3	Centrifugal	3700 M3/HR
	Stripping:	1	Reciprocating	300 Cu. Metres/Hour
	Eductors:	1		650 Cu. Metres/Hour
	Ballast:	2	Centrifugal	2,700 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:	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:	pressure sensors		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes 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:	High velocity vvs		
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:	3		
6.27	What is the size of cargo connections:	550		
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:	4,390 Millimetres		
6.31	Distance manifold to ships side:	4,600 Millimetres		
6.32	Top of rail to center of manifold:	700 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:	17.5 Metres	8.5 Metres	
6.35	Number / size reducers:	6 x 550/400mm (22/16") 3 x 550/300mm (22/12") 3 x 550/250mm (22/10") 3 x 550/200mm (22/8") 2 x 550/150mm (22/6")		
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:	No		
6.37	If stern manifold fitted, state size:	Millimetres		
Cargo Heating				
6.38	Type of cargo heating system?	Steam Heating Coils		
6.39	If fitted, are all tanks coiled?	Yes		
6.40	If fitted, what is the material of the heating coils:	Other		
6.41	Maximum temperature cargo can be loaded/maintained:	66.0 °C / 150.8 °F	57.2 °C / 134.96 °F	
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent

	Cargo tanks:	Yes	POLYIMIDE CURED COAL TAR EPOXY	2 mts down from Top, 1 mtr up from bottom Slp W's whole tank
	Ballast tanks:	Yes	CTE	Whole Tank
	Slop tanks:	Yes	CTE	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:	4	36 Millimetres	Steel	275 Metres	83 Metric Tonnes
	Main deck fwd:	4	36 Millimetres	Steel	275 Metres	83 Metric Tonnes
	Main deck aft:	2	36 Millimetres	Steel	275 Metres	83 Metric Tonnes
	Poop deck:	6	36 Millimetres	Steel	275 Metres	83 Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	80 Millimetres	Straight 25	11 Metres	110 Metric Tonnes
	Main deck fwd:	4	80 Millimetres	Nylon	11 Metres	136 Metric Tonnes
	Main deck aft:	2	80 Millimetres	Straight 25	11 Metres	110 Metric Tonnes
	Poop deck:	6	80 Millimetres	Straight 25	11 Metres	110 Metric Tonnes
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		Millimetres		Metres	Metric Tonnes
	Main deck fwd:		Millimetres		Metres	Metric Tonnes
	Main deck aft:		Millimetres		Metres	Metric Tonnes
	Poop deck:		Millimetres		Metres	Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	1	80 Millimetres	PP	200 Metres	129 Metric Tonnes
	Main deck fwd:	1	96 Millimetres	PP/Bisconstituent Fi	200 Metres	91.5 Metric Tonnes
	Main deck aft:	1	96 Millimetres	PP/Bisconstituent Fi	200 Metres	91.5 Metric Tonnes
	Poop deck:	2	80 Millimetres	PP	200 Metres	129 Metric Tonnes
8.5	Mooring winches	No.		# Drums		Brake Capacity
	Forecastle:	2		Double Drums		49.8 Metric Tonnes
	Main deck fwd:	2		Double Drums		49.8 Metric Tonnes
	Main deck aft:	1		Double Drums		49.8 Metric Tonnes
	Poop deck:	3		Double Drums		49.8 Metric Tonnes
8.6	Mooring bitts	No.				SWL
	Forecastle:	4				70 Metric Tonnes
	Main deck fwd:	6				70 Metric Tonnes
	Main deck aft:	4				70 Metric Tonnes
	Poop deck:	6				70 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type	No.				SWL
	Forecastle:	12				Metric Tonnes
	Main deck fwd:	16				Metric Tonnes
	Main deck aft:	10				Metric Tonnes
	Poop deck:	14				Metric Tonnes

Emergency Towing System			
8.8	Type / SWL of Emergency Towing system forward:	TK40 F	200 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	TK 40 A	200 Metric Tonnes

Anchors			
8.10	Number of shackles on port cable:	13	
8.11	Number of shackles on starboard cable:	14	

Escort Tug			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on	200 Metric Tonnes	1700 Millimetres

	stern:		
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		70 Metric Tonnes
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	bhp	0 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):	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:	Tongue 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:		2,670 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: 2 x 15 Tonnes, port & stbd manifolds
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		8.52 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

9.	MISCELLANEOUS		
Engine Room			
9.1	What type of fuel is used for main propulsion?	IFO 380 CST	
9.2	What type of fuel is used in the generating plant?	HFO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	8,684.6 Cu. Metres	621.6 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:	Jul 21, 2009 / Finnart, UK	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:	No outstanding Defeciciencies	
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):	NHC/NHC/NHC CHRTS : P&C 1. WAF / USAC 2. WAF / CARIBS 3. BLACK SEA - MED	
Vetting			
9.12	Date/Place of last SIRE Inspection:	Dec 22, 2009 / Philadelphia	
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)*: * Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.	BHP-RIGHTSHIP / SUNOCO / STATOILHYDRO / BP / EXXONMOBIL	