

1. VESSEL DESCRIPTION	
1.1	Date updated: Dec 29, 2008
1.2	Vessel's name: Hellespont Chivalry
1.3	IMO number: 9321110
1.4	Vessel's previous name(s) and date(s) of change: Auster (Not Applicable)
1.5	Date delivered: Aug 14, 2006
1.6	Builder (where built): K.Y. Heavy Industries
1.7	Flag: Liberia
1.8	Port of Registry: Monrovia
1.9	Call sign: A8IT2
1.10	Vessel's satcom phone number: 764840831
	Vessel's fax number: 764840833
	Vessel's telex number: 463791657-CHIV
	Vessel's email address: bchiv@hellesponthammonia.de
1.11	Type of vessel: Oil/ Chemical
1.12	Type of hull: Double Hull
Classification	
1.13	Classification society: American Bureau of Shipping
1.14	Class notation: +A1, Chemical Carrier, Oil Carrier, (E), +AMS, VEC, ESP, CPP,CRC
1.15	If Classification society changed, name of previous society: N/A
1.16	If Classification society changed, date of change: Not Applicable
1.17	IMO type, if applicable: 2
1.18	Does the vessel have ice class? If yes, state what level: No,
1.19	Date / place of last dry-dock: Not Applicable
1.20	Date next dry dock due: Aug 13, 2011
1.21	Date of last special survey / next survey due: Not Applicable Aug 13, 2011
1.22	Date of last annual survey: Oct 12, 2008
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:
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): 128.6 Metres
1.26	Length Between Perpendiculars (LBP): 120.4 Metres
1.27	Extreme breadth (Beam): 20.425 Metres
1.28	Moulded depth: 11.5 Metres
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): 40.83 Metres Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM): 63 Metres 65.6 Metres
1.31	Distance bridge front to center of manifold: 39 Metres
1.32	Parallel body distances:
	Lightship Normal Ballast Summer Dwt
	Forward to mid-point manifold: 60.4 Metres 60 Metres 57.2 Metres
	Aft to mid-point manifold: 65.6 Metres 66 Metres 72 Metres
	Parallel body length: 49 Metres 62 Metres 72 Metres
1.33	FWA at summer draft / TPC immersion at summer draft: 188 Millimetres 23.24 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft): Full Mast Collapsed Mast
	Lightship: 38.393 Metres 0.000 Metres
	Normal ballast: 35.162 Metres 0.000 Metres
	At loaded summer deadweight: 32.116 Metres 0.000 Metres
Tonnages	
1.35	Net Tonnage: 4117
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable): 8515
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): 8960 6845

1.38	Panama Canal Net Tonnage (PCNT):				7197
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.812 Metres	8.714 Metres	13185 Metric Tonnes	17472 Metric Tonnes
	Winter:	2.993 Metres	8.533 Metres	12764 Metric Tonnes	17052 Metric Tonnes
	Tropical:	2.631 Metres	8.895 Metres	13606 Metric Tonnes	17893 Metric Tonnes
	Lightship:	9.089 Metres	2.437 Metres		4287 Metric Tonnes
	Normal Ballast Condition:	5.858 Metres	5.668 Metres	6465 Metric Tonnes	10753 Metric Tonnes
1.40	Does vessel have multiple SDWT?				No
1.41	If yes, what is the maximum assigned deadweight?				Metric Tonnes
Ownership and Operation					
1.42	Registered owner - Full style:			MT "Hellespont Chivalry" GmbH & Co. KG Kaiser-Wilhelm Str. 9, D-20355 Hamburg Germany Tel: Via Operators Fax: Via Operators Telex: Via Operators Email: Via Operators	
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: managers@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: managers@hellesponthammonia.de	
1.45	Disponent owner - Full style:				

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Aug 14, 2006	Oct 12, 2008	Aug 13, 2011
2.2	Safety Radio Certificate:	Aug 14, 2006	Oct 12, 2008	Aug 13, 2011
2.3	Safety Construction Certificate:	Aug 14, 2006	Oct 12, 2008	Aug 13, 2011
2.4	Loadline Certificate:	Mar 02, 2007	Oct 12, 2008	Aug 13, 2011
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Aug 14, 2006	Oct 12, 2008	Aug 13, 2011
2.6	Safety Management Certificate (SMC):	Nov 20, 2006	Not Applicable	Oct 14, 2013
2.7	Document of Compliance (DOC):	Oct 02, 2008	Oct 02, 2008	Oct 01, 2013
2.8	USCG (specify: COC, LOC or COI):			
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 2008		Feb 20, 2009
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Oct 09, 2008		Feb 20, 2009
2.11	U.S. Certificate of Financial Responsibility (COFR):			Not Applicable
2.12	Certificate of Fitness (Chemicals):	Jan 01, 2007	Oct 12, 2008	Aug 13, 2011
2.13	Certificate of Fitness (Gas):	Not Applicable		Not Applicable
2.14	Certificate of Class:	Nov 15, 2006	Oct 12, 2008	Aug 13, 2011

2.15	International Ship Security Certificate (ISSC):	Oct 15, 2008		Oct 14, 2013
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Apr 15, 2008		Aug 13, 2013
2.17	International Air Pollution Prevention Certificate (IAPP):	Apr 15, 2008	Oct 12, 2008	Aug 13, 2011

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 (Yes CEDRT No. 14871 Expires:2009-02-20)

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 Bldg,104 Esteban St. Makati City Philippines. Tel: (632) 892 407 to 74 Fax: (632) 816 6993 Email: email@manship.com Crew: Manila Shipmanagement & Manning.inc Ground floor,Princess Bldg,104 Esteban st,Makati City Philippines. Tel: (632) 892 407 to 74 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 (CEDRT NO.14871 Expires 20-Feb-2009)

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

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:	The O'Briens Group Gulf Coast - New Orleans office (Slidell) 645 Codifer Street Slidell, Louisiana USA 70458 Tel: + 1.985.781.0804 Fax: + 1.985.781.0580
5.3	Oil Spill Response Organization (OSRO) -Full style:	NRC 3500 Sunrise Hwy Ste.T103 Great River, NY 11739 Tel: + 1 631.224.9141 Fax: + 1 631.224.9086 Email: iocdo@ncrr.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: 928.738 m3 (1 P C.O.T) Seg #2: 928.944 m3 (1 S C.O.T)
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		Seg #3: 1103.855 m3 (2 P C.O.T) Seg #4: 1103.482 m3 (2 S C.O.T) Seg #5: 1207.615 m3 (3 P C.O.T) Seg #6: 1205.648 m3 (3 S C.O.T) Seg #7: 1207.332 m3 (4 P C.O.T) Seg #8: 1207.134 m3 (4 S C.O.T) Seg #9: 1207.718 m3 (5 P C.O.T) Seg #10: 1207.785 m3 (5 S C.O.T) Seg #11: 1045.463 m3 (6 P C.O.T) Seg #12: 1046.317 m3 (6S C.O.T) Seg #13: 683.231 m3 (SLOP (P+S))		
6.4	Total cubic capacity (98%, excluding slop tanks):	13400 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	683.231 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?	5277 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	41 %		
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:	13		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	477 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1800 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	No N/A		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	15	FRAMO	3870 Cu. Metres/Hour
	Stripping:			Cu. Metres/Hour
	Eductors:			Cu. Metres/Hour
	Ballast:	2	FRAMO	350 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:	6		
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:	Whole tank		
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:	Yes		
6.23	Number/size of VRS manifolds (per side):	2	150 Millimetres	
Venting				
6.24	State what type of venting system is fitted:	High Velocity Pressure & Vacuum 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:	14		
6.27	What is the size of cargo connections:	152 Millimetres		
6.28	What is the material of the manifold:	SUS 316L Stainless Steel		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	700 Millimetres		

6.30	Distance ships rail to manifold:	4170 Millimetres
6.31	Distance manifold to ships side:	4200 Millimetres
6.32	Top of rail to center of manifold:	1850 Millimetres
6.33	Distance main deck to center of manifold:	3400 Millimetres
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	7.5 Metres 5.49 Metres
6.35	Number / size reducers:	2 x 250/200mm (10/8") 3 x 250/150mm (10/6") 2 x 200/150mm (8/6") 2 x 150/100mm (6/4") 1 x 300/250mm (12/10")

Stern Manifold

6.36	Is vessel fitted with a stern manifold:	N/A
6.37	If stern manifold fitted, state size:	Millimetres

Cargo Heating

6.38	Type of cargo heating system?	Steam
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:	74.0 °C / 165.2 °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	Phenolic Epoxy Coating	Whole Tank
	Ballast tanks:	Yes	Modified Epoxy	Whole Tank
	Slop tanks:	Yes	Phenolic Epoxy Coating	Whole Tank
6.43	If fitted, what type of anodes are used:			

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:	IG Generator
7.3	Is a Crude Oil Washing (COW) installation fitted:	No

8. MOORING

8.1	Mooring wires (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
8.2	Wire tails	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
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	65 Millimetres	SUPERFLEX	200 Metres	77 Metric Tonnes
	Main deck fwd:		Millimetres		Metres	Metric Tonnes
	Main deck aft:		Millimetres		Metres	Metric Tonnes
	Poop deck:	4	65 Millimetres	SUPERFLEX	200 Metres	77 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	55 Millimetres	SUPERFLEX	200 Metres	57 Metric Tonnes
	Main deck fwd:		Millimetres		Metres	Metric Tonnes
	Main deck aft:		Millimetres		Metres	Metric Tonnes
	Poop deck:	3	55 Millimetres	SUPERFLEX	200 Metres	57 Metric Tonnes
8.5	Mooring winches	No.	# Drums	Brake Capacity		
	Forecastle:	2	Double Drums	32 Metric Tonnes		
	Main deck fwd:			0 Metric Tonnes		

	Main deck aft:			Metric Tonnes
	Poop deck:	2	Double Drums	32 Metric Tonnes
8.6	Mooring bitts		No.	SWL
		Forecastle:	6	42 Metric Tonnes
		Main deck fwd:	6	42 Metric Tonnes
		Main deck aft:	8	42 Metric Tonnes
		Poop deck:	8	42 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type		No.	SWL
		Forecastle:	9	64 Metric Tonnes
		Main deck fwd:	6	64 Metric Tonnes
		Main deck aft:	6	64 Metric Tonnes
		Poop deck:	11	64 Metric Tonnes

Emergency Towing System

8.8	Type / SWL of Emergency Towing system forward:	TONGUE TYPE	100 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	N/A	Metric Tonnes

Anchors

8.10	Number of shackles on port cable:	10
8.11	Number of shackles on starboard cable:	10

Escort Tug

8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	64 Metric Tonnes	600 x 450 Millimetres
8.13	What is SWL of bollard on poopdeck suitable for escort tug:	42 Metric Tonnes	

Bow/Stern Thruster

8.14	What is brake horse power of bow thruster (if fitted):	670 bhp	499.61 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)':	N/A	
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):	100 Metric Tonnes	
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	54 Millimetres	
8.22	Distance between the bow fairlead and chain stopper/bracket:	1800 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, Midship	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	5.3 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 380cSt	
9.2	What type of fuel is used in the generating plant?	IFO 380 cSt	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	674.036 Cu. Metres	56.133 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:	BRITANNIA	
9.6	P & I Club coverage - pollution liability coverage:	1000000000 US\$	

Port State Control

9.7	Date and place of last Port State Control inspection:	Dec 11, 2008 / Lome,Togo
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):	Gasoil / Gasoline / Unleaded Gasoline,Gasoil/ Ovias/Ovias/Ovias/ STS OFF Cotonou - STS OFF THEMA GHANA STS Off Lagos,STS Off Cotonou- Lome,Cotonou Abidjan-Lome
Vetting		
9.12	Date/Place of last SIRE Inspection:	May 01, 2008 / Amsterdam
9.13	Date/Place of last CDI Inspection:	N/A
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>	BP / STATOILHYDRO / EXXONMOBIL