

QUESTIONNAIRE 88 (Version 2)

INTERTANKO'S STANDARD TANKER VOYAGE CHARTERING QUESTIONNAIRE 1988 (Version 2)

(Metric system to be applied, HVPQ reference specified where applicable)

| GENERAL INFORMATION | | HVPQ Ref |
|--|---|-----------------|
| Date Updated: | Jun 03, 2008 | |
| Vessel's name: | Hellespont Providence | 1.2 |
| IMO number: | 9351464 | 1.3 |
| Vessel's previous name(s): | Not Applicable | 1.4-1.7 |
| Flag: | Marshall Island | 1.8 |
| Port of Registry: | Majuro | 1.9 |
| Call sign: | V7JU8 | 1.11 |
| Inmarsat phone number: | 761152877 | 1.12 |
| Fax number: | 761152879 | 1.13 |
| Email address: | fprov@hellesponthammonia.de | 1.16 |
| Type of vessel: | Oil Tanker | 1.17 |
| Type of hull: | Double Hull | 1.19 |
| OWNERSHIP & OPERATION | | |
| Registered owner - Full Style: | MT "Providence" GmbH & Co. KG Kaiser-Wilhelm-Str.9, D-20355 Hamburg, Germany Tel: VIA OPERATORS Fax: VIA OPERATORS Telex: VIA OPERATORS Email: VIA OPERATORS | 1.20 |
| 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 | 1.22 |
| 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 | 1.25 |
| Disponent owner / Bareboat charterer - Full Style: | Hellespont 7338 Corp Trust Company Complex Ajeltake Road, Ajeltake Island Majuro, Marshall Islands | |
| Number of vessels in disponent owner's fleet:: | 1 | |
| BUILDER | | |
| Where Built : | NEW CENTURY SHIPBUILDING Co. LTD- China | 1.26 |
| Date Delivered: | Dec 21, 2007 | 1.31 |
| CLASSIFICATION | | |
| Vessel's classification society: | American Bureau of | 1.34 |

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|--|--|-------------------|-----------------------------|-----------------------------|------|
| Class notation: | Shipping | | | 1.35 | |
| | +A1, Oil Carrier, (E), +AMS, +ACCU, VEC, SH, SHCM, FL 30, VEC, IGS, COW, UWILDS, ESP,RES | | | | |
| If Classification society changed, name of previous society? | NA | | | 1.36 | |
| If Classification society changed, date of change? | Not Applicable | | | 1.37 | |
| Last dry-dock: | Not Applicable | | | 1.38 | |
| Last special survey: | Not Applicable | | | 1.41 | |
| Latest CAP Rating (if applicable) | 0 | | | 1.44 | |
| Last annual survey: | Dec 20, 2007 | | | 1.45 | |
| Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS)? | N/A | | | | |
| DIMENSIONS | | | | | |
| LOA (Length Over All): | 228.6 Metres | | | 1.49 | |
| Extreme breadth: | 32.29 Metres | | | 1.51 | |
| KTM (Keel to Masthead): | 48.765 Metres | | | 1.54 | |
| BCM (Bow to Center Manifold): | 113.5 Metres | | | 1.57.1 | |
| Lightship parallel body length: | 114.3 Metres | | | 1.57.3 | |
| Normal ballast parallel body length: | 132.8 Metres | | | 1.57.6 | |
| Parallel body length at Summer DWT: | 145.0 Metres | | | 1.57.9 | |
| TONNAGES | | | | | |
| Net Tonnage: | 22444 | | | 1.59 | |
| Gross Tonnage: | 42010 | | | 1.60 | |
| Suez Net Tonnage: | 39772 | | | 1.61 | |
| Panama Net Tonnage: | 34705 | | | 1.62 | |
| LOADLINE INFORMATION | | | | | |
| | Freeboard (Metres) | Draft (Metres) | Deadweight (Tonnes) | Displacement (Tonnes) | |
| Summer: | 6.115 Metres | 14.518 Metres | 73783.8 Metric Tonnes | 89344 Metric Tonnes | 1.63 |
| Winter: | 6.417 Metres | 14.216 Metres | 71756.3 Metric Tonnes | 87316.5 Metric Tonnes | 1.64 |
| Tropical: | 5.813 Metres | 14.82 Metres | 75817 Metric Tonnes | 91377.2 Metric Tonnes | 1.65 |
| Lightship: | 17.796 Metres | 2.837 Metres | 0 Metric Tonnes | 15560.2 Metric Tonnes | 1.66 |
| Normal Ballast Condition: | 12.953 Metres | 7.68 Metres | 29413.7 Metric Tonnes | 44973.9 Metric Tonnes | 1.67 |
| TPC on summer draft: | 67.08 Metric Tonnes (TPI): 170.383 Metric Tonnes) | | | 1.70 | |
| Does vessel have Multiple SDWT? | Yes | | | 1.72 | |
| If yes what is the maximum assigned Deadweight? | 73783.8 Metric Tonnes | | | 1.73 | |
| Air draft (sea level to top of mast/highest point) in normal SBT condition? | 41.085 Metres | | | 1.74 | |
| RECENT OPERATIONAL HISTORY | | | | | |
| Has vessel been involved in any collision, grounding or pollution incident the past 12 months, full description: | Pollution: No Grounding: No Collision: No | | | 1.77-1.79 | |
| CERTIFICATION | | | | | |
| Owners warrant following certificates to be valid throughout the Charter Party period: | | | | | |
| SOLAS Safety Equipment: | Dec 20, 2012 | | | 2.2 | |
| SOLAS Safety Radio: | Dec 20, 2012 | | | 2.3 | |
| SOLAS Safety Construction: | Dec 20, 2012 | | | 2.4 | |
| Load line: | Dec 20, 2012 | | | 2.5 | |
| IOPPC: | Dec 20, 2012 | | | 2.6 | |

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| Safety Management (ISM): | Jun 21, 2008 | 2.8 |
| USCG COC: | Mar 26, 2010 | 2.11 |
| CLC: | Feb 20, 2009 | 2.13 |
| US COFR: | Feb 28, 2010 | 2.15 |
| Certificate of Fitness (Gas/Chemicals): | Gas: Not Applicable Chem: Not Applicable | 2.16 & 2.17 |
| Certificate of Class: | Dec 21, 2012 | |
| ISPS ISSC: | Jun 21, 2008 | |
| DOCUMENTATION | | |
| Does the vessel have the following documents on board? | | |
| International Safety Guide for Oil Tankers & Terminals (ISGOTT): | Yes | 2.28 |
| OCIMF/ICS Ship to Ship Transfer Guide (Petroleum): | Yes | 2.31 |
| Is the vessel entered with ITOPF? | Yes | |
| CREW MANAGEMENT | | |
| Nationality of Master | Philippines | |
| Nationality of Officers: | Philippines | 3.1 |
| Nationality of Crew: | Philippines | 3.2 |
| If Officers/Crew employed by a Manning Agency - Full Style: | Officers: Manila Shipmanagement & Manning Crew: Manila Shipmanagement & Manning | 3.1 & 3.2 |
| What is the common working language onboard? | ENGLISH | 3.1 |
| Do key officers understand English? | Yes | |
| In case of Flag Of Convenience (FOC), is the ITF Special Agreement on board? | Yes | |
| STRUCTURAL CONDITION | | |
| Are cargo tanks coated? | Yes | 7.1 |
| If Yes, specify type of coating: | CMP Pure Epoxy Epicon T-500 | 7.1.1 |
| If cargo tanks are coated, specify to what extent: | Whole Tank | 7.1.3 |
| Are slop tanks coated? | Yes | |
| If slop tanks are coated, specify to what extent: | Whole Tank | |
| CARGO & BALLAST SYSTEMS | | |
| If double hull, is vessel fitted with centreline bulkhead in all cargo tanks? | Yes, Solid | 8.2 |
| Groups / Tank Capacities | 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)) | 8.3 |
| Total cubic capacity 98% ex slop tank: | 81268.1 Cu. Metres (SLOPS 98%: 3148.98m3 as follows: SLOP(P+S):2829.179 m3 Residual: 319.803 m3) | 8.4 & 8.6 |
| Slop tank(s) capacity 98%: | 3148.98 Cu. Metres | 8.5 & 8.7 |
| SBT or CBT? | SBT | |
| If SBT, what percentage of SDWT can vessel maintain with SBT only? | 35 % | 8.14.2 |
| If SBT, does vessel meet the requirements of MARPOL Reg 13(2)? | Yes | 8.14.3 |
| Number of natural segregations with double valve: | 3 | 8.15 |
| CARGO PUMPS | | |
| Type / number / capacity: | 3 x 2300 Cu. Metres/Hour (Centrifugal) | 8.18-8.25 |

| GAUGING AND SAMPLING | | |
|--|--|-------------|
| Can tank innage/ullage be read from the CCR? | Yes | 8.48 |
| Can vessel operate under closed conditions in accordance with ISGOTT 7.6.3? | Yes | 8.51 |
| Type of tank gauging system (radar / floating / other) | Radar | 8.51.1 |
| Are high level alarms fitted and operational in cargo tanks? | Yes | 8.54 |
| VAPOUR EMISSION CONTROL AND VENTING | | |
| Is a vapour return system fitted? | Yes | 8.65 |
| State what type of venting system is fitted: | INDIVIDUAL PV VALVE | 8.67 |
| Max loading rate per midships connection for homogenous cargo? | 2667 Cu. Metres/Hour (per manifold) 8000 Cu. Metres/Hour (total) | 8.79 |
| CARGO MANIFOLDS | | |
| Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'? | Yes | 8.80 |
| What is the number of cargo connections per side? | 4 | 8.83 |
| What is the size of cargo connections? | 400 Millimetres | 8.84 |
| What is the material of the manifold? | STEEL | 8.86 |
| Distance between cargo manifold centres: | 2500 Millimetres | 8.93 |
| Distance ships rail to manifold: | 4440 Millimetres | 8.95 |
| Distance main deck to centre of manifold: | 2100 Millimetres | 8.97 |
| Height of manifold connections above the waterline at loaded (Summer Deadweight) condition? | 8.42 Metres | 8.101 |
| Height of manifold connections above the waterline in normal ballast? | 15.33 Metres | 8.102 |
| Is vessel fitted with a stern manifold? | No | 8.104 |
| 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") | 8.106-8.110 |
| CARGO HEATING | | |
| Type of cargo heating system? | Heating coils | 8.120 |
| Material of heating system? | Stainless steel | 8.128 |
| Max load temp: | 66.0 °C / 150.8 °F | |
| Max temp maintain: | 57 °C / 134.6 °F | |
| IGS & COW | | |
| Is an Inert Gas System (IGS) fitted? | Yes | 9.1 |
| Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen? | Flue Gas | 9.3 |
| Is a Crude Oil Washing (COW) installation fitted? | Yes | 9.17 |
| MOORING ARRANGEMENTS | | |
| Number / length / diameter of wires: | None | 10.2-10.5 |
| Breaking strength of wires: | 0 Metric Tonnes | 10.2-10.5 |
| Number / length / diameter of ropes: | On Drums Forecastle: 4 / 220 Metres / 30 Millimetres Fwd main deck: 2 / 220 Metres / 30 Millimetres Aft main deck: 2 / 220 Metres / 30 Millimetres Poop: 4 / 220 Metres / 30 Millimetres | 10.11-10.18 |
| Breaking strength of ropes: | 64.4 Metric Tonnes | 10.11-10.18 |
| Number and brake holding power of winches: | Forecastle: 2 / 48 Metric | 10.22-10.25 |

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| | Tonnes Fwd main deck: 1 / 48 Metric Tonnes Aft main deck: 1 / 48 Metric Tonnes Poop: 2 / 48 Metric Tonnes | |
| How many closed chocks and/or fairleads of enclosed type are fitted on: | | |
| Focsls: | 8 | |
| Main deck fwd: | 13 | |
| Main deck aft: | 13 | |
| Poop: | 15 | |
| SINGLE POINT MOORING (SPM) EQUIPMENT | | |
| Fairlead size: | 600 Millimetres | 10.48 |
| Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)'? | Yes | 10.60 |
| Is vessel fitted with chain stopper(s)? | Yes | 10.61 |
| Number: | 2 | 10.61.1 |
| Type: | Hinged Bar Type | 10.61.2 |
| SWL: | 200 Metric Tonnes | 10.61.3 |
| Max diameter chain size: | 76 Millimetres | 10.62 |
| LIFTING EQUIPMENT | | |
| Derrick(s) - Number / SWL: | 0 / 0 Metric Tonnes | 10.75 |
| Cranes(s) - Number / SWL: | 1 / 15 Metric Tonnes | 10.76 |
| ENGINE ROOM | | |
| What type of fuel is used for main propulsion? | IFO 380 | 12.5 |
| What type of fuel is used in the generating plant? | IFO 380 | 12.14 |
| MISCELLANEOUS | | |
| P & I Club name: | UK CLUB | |
| Last three cargoes (Last / 2 nd Last / 3 rd Last): | Carbon Black Feedstock Mogas Jet A-1 | |
| Last three charterers (Last / 2 nd Last / 3 rd Last): | Hitech Mansel Vitol | |
| Last three voyages (Last / 2 nd Last / 3 rd Last): | New Orleans- Ennore, Haldia Ventspils - Houston Mesaieed , Sitra - Rotterdam | |
| Date of last SIRE Inspection: | Mar 05, 2008 / Rotterdam | |
| Date of last CDI Inspection: | | |
| Current Oil Major Company Acceptances (TBOOK): | BHP/RIGHTSHIP / EXXONMOBIL / CHEVRON | |
| Date and place of last Port State Control: | Mar 26, 2008 / New York | |
| Any outstanding deficiencies as reported by any Port State Control? | No | |
| If yes, provide details: | | |
| FOR USA CALLS ONLY | | |
| 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- | |

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| Oil Spill Response Organization (OSRO) -Full Style: | usa@oopsusa.com 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 | |
| Has owner, manager, or operator signed the Sea Carrier Initiative agreement with US customs concerning drug smuggling? | No | |

Revised: July 2004 (