

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	2009-01-21	
1.2	Vessel's name:	Pan Adventure	
1.3	IMO number:	9441958	
1.4	Vessel's previous name(s) and date(s) of change:	MT Neta, changed 2008-07-07	
1.5	Date delivered:	2008-05-13	
1.6	Builder (where built):	SELAY DENIZCILIK TURKEY	
1.7	Flag:	Barbados	
1.8	Port of Registry:	Bridgetown	
1.9	Call sign:	8PVM	
1.10	Vessel's satcom phone number:	764852284 / 764852285	
	Vessel's fax number:	764852286	
	Vessel's telex number:	Not Applicable	
	Vessel's email address:	sadve@hellespont.com	
1.11	Type of vessel:	Imo 2/3 Oil/Chemical	
1.12	Type of hull:	Double Hull	
<b>Classification</b>			
1.13	Classification society:	ABS	
1.14	Class notation:	A1, Ice Class 1C, AMS, ACCU, VEC	
1.15	If Classification society changed, name of previous society:	BV	
1.16	If Classification society changed, date of change:	2008-07-07	
1.17	IMO type, if applicable:	IMO 2 OIL/CHEM TANKER	
1.18	Does the vessel have ice class? If yes, state what level:	Ice Class 1C	
1.19	Date / place of last dry-dock:	Not Applicable	Newbuilding
1.20	Date next dry dock due	2010-11-13	
1.21	Date of last special survey / next survey due:	Not Applicable	2011-07-10
1.22	Date of last annual survey:	2008-06-30	
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	
<b>Dimensions</b>			
1.25	Length Over All (LOA):	121.62 meters	
1.26	Length Between Perpendiculars (LBP):	112.00 meters	
1.27	Extreme breadth (Beam):	16.00 meters	
1.28	Moulded depth:	8.00 meters	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	33.00 meters	Not Applicable
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	65.00 meters	56.00 meters
1.31	Distance bridge front to center of manifold:	33.00 meters	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	15 M	23 M
	Aft to mid-point manifold:	17 M	24 M
	Parallel body length:	45 M	61 M
1.33	FWA at summer draft / TPC immersion at summer draft:	16.43 M	16.43 M
1.34	What is the max height of mast above waterline (air draft)	29.202 M	
	Lightship:	27.17 M	
	Normal ballast:	24.062 M	
	At loaded summer deadweight:	22.182 M	
<b>Tonnages</b>			
1.35	Net Tonnage:	2041	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	4365	3572
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	NA	

1.38	Panama Canal Net Tonnage (PCNT):			3727	
<b>Loadline Information</b>					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.68	6.332	6221	8938
	Winter:	1.80	6.211	6022	8738
	Tropical:	1.55	6.464	6439	9156
	Lightship:	5.83	2.174		2716
	Normal Ballast Condition:	3.74	4.258	3027	5743
1.40	Does vessel have multiple SDWT?			NA	
1.41	If yes, what is the maximum assigned deadweight?			NA	
<b>Ownership and Operation</b>					
1.42	Registered owner - Full style: 1.20 1.20.1			PanRe Adventure Corp. Suite 100 One Financial Place Lower Collymore Rock St. Michael, BB 1100	
1.43	Technical operator - Full style: 1.22			HELLESPONT STEAMSHIP CORP. 110 – 112 NOTARA STREET, GR 185-35, PIRAEUS, GREECE	
1.44	Commercial operator - Full style: 1.22.1			SEATRAMP TANKERS INC. 110 – 112 NOTARA STREET, GR 185-35, PIRAEUS, GREECE	
1.45	Disponent owner - Full style: 1.20 1.20.1			PanRe Adventure Corp. Suite 100 One Financial Place Lower Collymore Rock St. Michael, BB 1100	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	20081010		20130512
2.2	Safety Radio Certificate:	20080711		20130512
2.3	Safety Construction Certificate:	20081010		20130512
2.4	Loadline Certificate:	20080711		
2.5	International Oil Pollution Prevention Certificate (IOPPC):	20080711		20130512
2.6	Safety Management Certificate (SMC):	20090104		20140104
2.7	Document of Compliance (DOC):	20081211		20131210
2.8	USCG (specify: COC, LOC or COI):	NA		
2.9	Civil Liability Convention Certificate (CLC):	20080707		20090220
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	20081121		20090220
2.11	U.S. Certificate of Financial Responsibility (COFR):	NA		
2.12	Certificate of Fitness (Chemicals):	20080711		20130512
2.13	Certificate of Fitness (Gas):	NA		
2.14	Certificate of Class:	20090105		20140104
2.15	International Ship Security Certificate (ISSC):	20080711		20090110
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	20090107		20130711
2.17	International Air Pollution Prevention Certificate (IAPP):	20081010		20090111
<b>Documentation</b>				
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:	Manila Shipmanagement & Manning 104 Esteban, Legaspi Vill, Manila, PHILIPPINES Fax: +632 816 6993

		Email: <a href="mailto:email@manship.com">email@manship.com</a>
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

<b>4.</b>	<b>HELICOPTERS</b>	
4.1	Can the ship comply with the ICS Helicopter Guidelines:	Yes
4.2	If Yes, state whether winching or landing area provided:	Winching

<b>5.</b>	<b>FOR USA CALLS</b>	
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: <a href="mailto:oops-usa@oopsusa.com">oops-usa@oopsusa.com</a>
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

<b>6.</b>	<b>CARGO AND BALLAST HANDLING</b>	
<b>Double Hull Vessels</b>		
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	Yes
6.2	If Yes, is bulkhead solid or perforated:	Solid

<b>Cargo Tank Capacities</b>		
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	1 P/S 901.887    5 P/S 1308.197 2 P/S 1165.245    6 P/S 1074.916 3 P/S 1308.005 4 P/S 1313.372
6.4	Total cubic capacity (98%, excluding slop tanks):	7071.622 M3
6.5	Slop tank(s) capacity (98%):	140.878 M3 (both port and starboard)
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	6.468 M3
6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	SBT

<b>SBT Vessels</b>		
6.8	What is total capacity of SBT?	2795.4 M3
6.9	What percentage of SDWT can vessel maintain with SBT only:	46.05 %
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)	YES

<b>Cargo Handling</b>		
6.11	How many grades/products can vessel load/discharge with double valve segregation:	12
6.12	Maximum loading rate for homogenous cargo per manifold connection:	300 M3
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	300 M3
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	300 M3

<b>Pumping Systems</b>				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12	DEEPWELL	300 M3
	Stripping:		AS ABOVE	
	Eductors:		NA	
	Ballast:	2	CENTREFUGAL	300 M3

6.16	How many cargo pumps can be run simultaneously at full capacity:			
<b>Cargo Control Room</b>				
6.17	Is ship fitted with a Cargo Control Room (CCR):	Yes		
6.18	Can tank innage / ullage be read from the CCR:	Yes		
<b>Gauging and Sampling</b>				
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		
<b>Vapor Emission Control</b>				
6.22	Is a vapor return system (VRS) fitted:	Yes		
6.23	Number/size of VRS manifolds (per side):	1 P and S      150 Millimetres		
<b>Venting</b>				
6.24	State what type of venting system is fitted:	INDIVIDUAL PV VALVE		
<b>Cargo Manifolds</b>				
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:	12 X 6" 2 X 10"		
6.27	What is the size of cargo connections:	12 X 6" 2X 10"		
6.28	What is the material of the manifold:	STAINLESS		
<b>Manifold Arrangement</b>				
6.29	Distance between cargo manifold centers:	350 MM		
6.30	Distance ships rail to manifold:	3650 MM		
6.31	Distance manifold to ships side:	3650 MM		
6.32	Top of rail to center of manifold:	400 MM		
6.33	Distance main deck to center of manifold:	1620 MM		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	3.00 M		
6.35	Number / size reducers:	1 – 200 MM X 150MM    1 – 250 MM X 200 MM 1 – 150 MM X 100 MM    1 – 250 MM X 150 MM		
<b>Stern Manifold</b>				
6.36	Is vessel fitted with a stern manifold:	YES		
6.37	If stern manifold fitted, state size:	1 X 250 MM		
<b>Cargo Heating</b>				
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:	80 C		
<b>Tank Coating</b>				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	YES	PHENOLIC EPOXY	
	Ballast tanks:	YES	MODIFIED EPOXY	
	Slop tanks:	YES	PHENOLIC EPOXY	
6.43	If fitted, what type of anodes are used:			

<b>7.</b>	<b>INERT GAS AND CRUDE OIL WASHING</b>	
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 plus Nitrogen bottles
7.3	Is a Crude Oil Washing (COW) installation fitted:	Yes – fixed washing machines

<b>8.</b>	<b>MOORING</b>					
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:	2	36 MM	POLYSTER 40 %	180 MTR	24.45 KGF
	Main deck fwd:	NIL		NIKASTEEL 60 %		
	Main deck aft:	NIL				
	Poop deck:	2	36 MM	SAME ABOVE	180 MTR	
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	5	4 X 36 MM 1 X 40MM	SAME ABOVE	180 MTR	24.45 KGF / 32 KGF
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	6	5 X 36M	SAME ABOVE	180 MTR	4.45 KGF / 61.5 KGF
8.5	Mooring winches	No.			# Drums	Brake Capacity
	Forecastle:	2			2	18760 KG
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2			2	18760 LG
8.6	Mooring bits				No.	SWL
	Forecastle:				9	120 KN
	Main deck fwd:				4	120 KN
	Main deck aft:				4	120 KN
	Poop deck:				5	120 KN
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				7	120 KN
	Main deck fwd:				4	120 KN
	Main deck aft:				4	120 KN
	Poop deck:				7	120 KN
<b>Emergency Towing System</b>						
8.8	Type / SWL of Emergency Towing system forward:				NIL	
8.9	Type / SWL of Emergency Towing system aft:				NIL	
<b>Anchors</b>						
8.10	Number of shackles on port cable:				8	
8.11	Number of shackles on starboard cable:				9	
<b>Escort Tug</b>						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				24.45 KGF	120 KN
8.13	What is SWL of bollard on poopdeck suitable for escort tug:				120 KN	
<b>Bow/Stern Thruster</b>						
8.14	What is brake horse power of bow thruster (if fitted):				bhp	350 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):				NIL bhp	0 Kilowatt
<b>Single Point Mooring (SPM) Equipment</b>						
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)':				No	
8.17	Is vessel fitted with chain stopper(s):				--	
8.18	How many chain stopper(s) are fitted:				--	
8.19	State type of chain stopper(s) fitted				--	
8.20	Safe Working Load (SWL) of chain stopper(s):				--	
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:				--	
8.22	Distance between the bow fairlead and chain stopper/bracket:				8.200 M	
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:				310 MM X 230 MM	
<b>Lifting Equipment</b>						

8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 5 mts fore + 1 x 2 mts aft
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	8 M
<b>Ship To Ship Transfer (STS)</b>		
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):	Yes

<b>9.</b>	<b>MISCELLANEOUS</b>	
<b>Engine Room</b>		
9.1	What type of fuel is used for main propulsion?	IFO 380 RMG 35
9.2	What type of fuel is used in the generating plant?	DMA MGO
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	MGO 50.96 M3      280.4 M3 IFO
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	CONTROLLABLE PITCH PROPELLER
<b>Insurance</b>		
9.5	P & I Club - Full Style:	BRITANNIA
9.6	P & I Club coverage - pollution liability coverage:	US\$ 1,000,000,000
<b>Port State Control</b>		
9.7	Date and place of last Port State Control inspection:	20081008 – ALIAGA, TURKEY
9.8	Any outstanding deficiencies as reported by any Port State Control:	No
9.9	If yes, provide details:	--
<b>Recent Operational History</b>		
9.10	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:	No
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Last: GAS OIL 2 <sup>nd</sup> last: GAS OIL 3 <sup>rd</sup> last: GAS OIL
<b>Vetting</b>		
9.12	Date/Place of last SIRE Inspection:	2008-10-04, Eni at Shengjin
9.13	Date/Place of last CDI Inspection:	NA
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.	CHEVRON, BHP, ENI, EXXONMOBIL, LITASCO, PETROECUADOR, SHELL