1.	**VESSEL DESCRIPTION**			
1.1	Date updated:		Aug 26, 2010	
1.2	Vessel's name:		Erria Helen	
1.3	IMO number:		9347748	
1.4	Vessel's previous name(s) and date(s) of change:		Alaatin Bey (Dec 05, 2007)	
1.5	Date delivered:		Apr 19, 2006	
1.6	Builder (where built):		Istanbul Shipyard	
1.7	Flag:		Malta	
1.8	Port of Registry:		Valletta	
1.9	Call sign:		9HHJ9	
1.10	Vessel's satcom phone number:		+870 764 828 771	
	Vessel's fax number:		+870 764 828 770	
	Vessel's telex number:		425698611,425698612	
	Vessel's email address:		Erria-helen@amosconnect.com	
1.11	Type of vessel:		Chemical	
1.12	Type of hull:		Double Hull	
Classification				
1.13	Classification society:		Bureau Veritas	
1.14	Class notation:		I+Hull+Mach Oil Tanker ESP Chemical Tanker ESP Unrestirected Navigation+AUT-UMS Ice Class IC clean sea IG VCS	
1.15	If Classification society changed, name of previous society:		No	
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:		Yes, IC	
1.19	Date / place of last dry-dock:		Apr 03, 2009	Malaga
1.20	Date next dry dock due		Apr 18, 2011	
1.21	Date of last special survey / next survey due:		Not Applicable	Apr 18, 2011
1.22	Date of last annual survey:		May 08, 2010	
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):			129.75 Metres
1.26	Length Between Perpendiculars (LBP):			123 Metres
1.27	Extreme breadth (Beam):			19.6 Metres
1.28	Moulded depth:			10 Metres
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		34 Metres	Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		68 Metres	62 Metres
1.31	Distance bridge front to center of manifold:			37 Metres
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	41 Metres	44 Metres	52 Metres
	Aft to mid-point manifold:	39 Metres	40 Metres	34 Metres
	Parallel body length:	80 Metres	84 Metres	86 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:		174 Millimetres	22 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		31.67 Metres	0.0 Metres
	Normal ballast:		29.0 Metres	0.0 Metres
	At loaded summer deadweight:		26.0 Metres	0.0 Metres
Tonnages				
1.35	Net Tonnage:		3,643	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		7,232	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		7,672.25	6,338.88

1.38	Panama Canal Net Tonnage (PCNT):				
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.411 Metres	8.0 Metres	11,336 Metric Tonnes	15,171 Metric Tonnes
	Winter:	2.578 Metres	7.822 Metres	10,791 Metric Tonnes	14,487 Metric Tonnes
	Tropical:	2.244 Metres	8.156 Metres	11,522 Metric Tonnes	15,513 Metric Tonnes
	Lightship:	8.06 Metres	2.33 Metres		3,992 Metric Tonnes
	Normal Ballast Condition:	5.51 Metres	5 Metres	4,846 Metric Tonnes	8,838 Metric Tonnes
1.40	Does vessel have multiple SDWT?			N/A	
1.41	If yes, what is the maximum assigned deadweight?			Metric Tonnes	
Ownership and Operation					
1.42	Registered owner - Full style:			K/S ERRIA HELEN Amager Strandvej 390/2 DK-2770 Kastrup, Denmark Tel: +45 33 36 44 00 Fax: +45 33 36 44 01 Telex: Not Applicable Email: hsqe@erria.dk	
1.43	Technical operator - Full style:			ERRIA A/S Amager Strandvej 390/2 DK-2770 Kastrup, Denmark Tel: +45 33 36 44 00 Fax: +45 33 36 44 01 Telex: Not Applicable Email: hsqe@erria.dk	
1.44	Commercial operator - Full style:			Caribe Tanker Inc. Caribe Tankers Inc. 1020BAY AREA BLVD STE 218 77058 Houston Texas Tel: +1 281 286 6400 Fax: +1 281-286-6409 Telex: Not Applicable Email: ops@caribetankers.com	
1.45	Disponent owner - Full style:				

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Jun 04, 2009	Apr 27, 2010	Apr 18, 2011
2.2	Safety Radio Certificate:	Dec 10, 2008	Feb 17, 2010	Apr 18, 2011
2.3	Safety Construction Certificate:	Dec 10, 2008	May 08, 2010	Apr 18, 2011
2.4	Loadline Certificate:	Dec 10, 2008	May 08, 2010	Apr 18, 2011
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Dec 10, 2008	May 08, 2010	Apr 18, 2011
2.6	Safety Management Certificate (SMC):	Jun 12, 2008	Not Applicable	Jun 05, 2013
2.7	Document of Compliance (DOC):	Jun 17, 2010	Jun 17, 2010	Nov 16, 2010
2.8	USCG (specify: COC, LOC or COI): LOC	Apr 03, 2010		Apr 03, 2012
2.9	Civil Liability Convention Certificate (CLC):	Feb 18, 2010		Feb 20, 2011
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 18, 2010		Feb 20, 2011
2.11	U.S. Certificate of Financial Responsibility (COFR):	Mar 22, 2010		Mar 22, 2013
2.12	Certificate of Fitness (Chemicals):	Dec 10, 2008	May 08, 2010	Apr 18, 2011
2.13	Certificate of Fitness (Gas):	Not Applicable		
2.14	Certificate of Class:	Apr 16, 2006	May 08, 2010	Apr 11, 2011
2.15	International Ship Security Certificate (ISSC):	Jun 12, 2008	Not Applicable	Dec 06, 2010
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Dec 10, 2007		Apr 18, 2011
2.17	International Air Pollution Prevention Certificate (IAPP):	Dec 10, 2007	May 08, 2010	Apr 18, 2011
Documentation				
2.18	Does vessel have all updated publications as listed in the Vessel Inspection		Yes	

	Questionnaire, Chapter 2- Question 2.24, as applicable:	
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:	Polish
3.2	Nationality of Officers:	Latvian,Polish
3.3	Nationality of Crew:	Polish, Latvian
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Baltic Group International (BGI) and Wilhelmsen Marine Personel (WMP) BGI: Baltic Group International, Duntes Str. 17a, Riga, LV-1005, Latvia WMP: Wilhelmsen Marine Personel, pl. Rodla 8, 10th floor, 70-419 Szczecin, Poland Tel: BGI: +371-67506310, Fax: BGI: +371 6750 6327, Telex: Not Applicable Email: BGI: Ilze.Enkmane@baltic-crew.com, WMP: izabela.leganger@wilhelmsen.com Crew: Same as officers Same as officers Tel: Same as officers Fax: Same as officers Telex: None Email: Same as officers
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:	Gallagher Marine Systems 100 Century Parway, Suite 130 Mount Laurel, NJ 08054 Tel: +1 703 683 4700 Email: info@chgms.com
5.3	Oil Spill Response Organization (OSRO) -Full style:	NRCC
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	N/A

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):	
6.4	Total cubic capacity (98%, excluding slop tanks):	12,396 Cu. Metres
6.5	Slop tank(s) capacity (98%):	254 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?			4,730 Cu. Metres
6.9	What percentage of SDWT can vessel maintain with SBT only:			42
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:		15	
6.12	Maximum loading rate for homogenous cargo per manifold connection:			450 Cu. Metres/Hour
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:			1,200 Cu. Metres/Hour
6.14	Are there any cargo tank filling restrictions. If yes, please specify:		Yes 98%	
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	14 1 1	DEEPWELL Centrifugal Centrifugal	300 M3/HR 70 M3/HR 30 M3/HR
	Stripping:	0		0 Cu. Metres/Hour
	Eductors:	0		0 Cu. Metres/Hour
	Ballast:	2	Centrifugal	350 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:		4	
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):		1	152 Millimetres
Venting				
6.24	State what type of venting system is fitted:		Controlled venting system	
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:		16	
6.27	What is the size of cargo connections:			152
6.28	What is the material of the manifold:		Stainles Steel	
Manifold Arrangement				
6.29	Distance between cargo manifold centers:			870 Millimetres
6.30	Distance ships rail to manifold:			4,380 Millimetres
6.31	Distance manifold to ships side:			4,580 Millimetres
6.32	Top of rail to center of manifold:			1,050 Millimetres
6.33	Distance main deck to center of manifold:			2,500 Millimetres
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:		8.01 Metres	4.83 Metres
6.35	Number / size reducers:		1 x 250/150mm (10/6") 1 x 200/150mm (8/6") 1 x 250/200mm (10/8") 1 x 150/100mm (6/4") 1 x 150/75mm (6/3")	
Stern Manifold				

6.36	Is vessel fitted with a stern manifold:			Yes	
6.37	If stern manifold fitted, state size:			254 Millimetres	
Cargo Heating					
6.38	Type of cargo heating system?			Thermal Oil	
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:			80.0 °C / 176.0 °F	80 °C / 176 °F
Tank Coating					
6.42	Are cargo, ballast and slop tanks coated?	Coated		Type	To What Extent
	Cargo tanks:	Yes		Marine Line	Whole Tank
	Ballast tanks:	Yes		Hempadur 17630	Whole Tank
	Slop tanks:	Yes		Marine line	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:			Nitrogen Generator	
7.3	Is a Crude Oil Washing (COW) installation fitted:			N/A	

8.	**MOORING**					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Poop deck:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Poop deck:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	56 Millimetres	Polyester-polypropylene	220 Metres	56 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Poop deck:	2	56 Millimetres	Polyester-polypropylene	220 Metres	56 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	56 Millimetres	Polyester-polypropylene	220 Metres	56 Metric Tonnes
	Main deck fwd:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres	0	0 Metres	0 Metric Tonnes
	Poop deck:	4	56 Millimetres	Polyester-polypropylene	220 Metres	56 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double Drums	33 Metric Tonnes
	Main deck fwd:			0	0	0 Metric Tonnes
	Main deck aft:			0		0 Metric Tonnes
	Poop deck:			2	Double Drums	33 Metric Tonnes
8.6	Mooring bitts				No.	SWL
	Forecastle:				3	Metric Tonnes
	Main deck fwd:				2	Metric Tonnes
	Main deck aft:				2	Metric Tonnes
	Poop deck:				8	Metric Tonnes

8.7	Closed chocks and/or fairleads of enclosed type	No.	SWL
	Forecastle:		Metric Tonnes
	Main deck fwd:		Metric Tonnes
	Main deck aft:		Metric Tonnes
	Poop deck:		Metric Tonnes
Emergency Towing System			
8.8	Type / SWL of Emergency Towing system forward:	Fire Wire	0 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	Fire Wire	0 Metric Tonnes
Anchors			
8.10	Number of shackles on port cable:	9	
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:	0 Metric Tonnes	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		0 Metric Tonnes
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	500 bhp	372.85 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):		
8.18	How many chain stopper(s) are fitted:	0	
8.19	State type of chain stopper(s) fitted:		
8.20	Safe Working Load (SWL) of chain stopper(s):		0 Metric Tonnes
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		0 Millimetres
8.22	Distance between the bow fairlead and chain stopper/bracket:		0 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:	0 Millimetres	
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 5 Tonnes, Center	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		0 Metres
Ship To Ship Transfer (STS)			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquified Gas, as applicable):	N/A	

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?	mdo	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	535 Cu. Metres	114 Cu. Metres 114 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Controllable Pitch	
Insurance			
9.5	P & I Club - Full Style:	SKULD	
9.6	P & I Club coverage - pollution liability coverage:	1000000000	
Port State Control			
9.7	Date and place of last Port State Control inspection:	Apr 03, 2010 / Philadelphia	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:		
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):	Pls. contact commercial operator Ibex for further information
Vetting		
9.12	Date/Place of last SIRE Inspection:	Jun 19, 2010 / Mobile
9.13	Date/Place of last CDI Inspection:	Dec 26, 2009 / Lagos
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.*	REPSOL / ERG / LYONDELL (SGS) / CHEVRON / BP / CONOCOPHILLIPS / CDI

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