

2.14	Capacity of:	
	A. Ballast tanks:	14299.32 m3
	B. Ballast holds capacity (state which hold(s)):	N/A
2.15	Constants excluding freshwater:	210 MT
	Daily fresh water consumption:	7-9 MT
	Fresh water capacity:	219.32 m3
	State capacity and daily production of evaporator:	15 m3
	Normal fresh water reserve:	20 m3
2.16	Vessel is fitted with shaft generator:	N/A
2.17	Vessel's onboard electrical supply (V):	220/440 V AC
	Vessel's onboard electrical supply (Hz):	60 Hz
	Details of alternative supply, if any:	Emergency/Port generator, 250 kW.

3. CARGO ARRANGEMENTS

3.1	Holds:	
	A. Number of holds:	5
	B. Are vessel's holds clear and free of any obstructions?	YES
		Grain Cubic (m3)
		Bale Cubic (m3)
	C. Total capacity in holds excluding hatchways, wing/top side tanks:	
	Hold #1:	5,925.83
	Hold #2:	9,239.59
	Hold #3:	9,261.30
	Hold #4:	9,261.30
	Hold #5:	8,997.58
	D. Grain/bale capacities by hold excluding wing/top side tanks but including hatchways:	
	Hold #1:	6,406.39
	Hold #2:	9,955.58
	Hold #3:	9,977.29
	Hold #4:	9,977.29
	Hold #5:	9,713.57
	E. Is vessel strengthened for the carriage of heavy cargoes?	YES
	- If yes, state which holds may be left empty:	2 & 4
	F. Is tanktop steel and suitable for grab discharge?	YES
	G. State whether bulkhead corrugations vertical or horizontal:	VERTICAL
	H. Tanktop strength (metric tons per m2):	
	Hold #1:	22
	Hold #2:	22
	Hold #3:	22
	Hold #4:	22
	Hold #5:	22
	I. Are holds CO2 fitted?	YES
	J. Are holds fitted with smoke detection system?	NO
	K. Is vessel fitted with Australian type approved holds ladders:	YES
	L. Has vessel a functioning class certified loadmaster/loadicator or similar calculator?	YES
	M. Are holds hoppers at?	
	- Hold side:	NO
	- Forward bulkhead:	NO
	- Aft bulkhead:	NO
	- can vessel's holds be described as box shaped?	YES
	N. Measurement of any tank slopes/hoppers (height and distance from vessel's side at tank top)	N/A
	O. Flat floor measurement of cargo holds at tank top (meters):	
	Hold #1:	L 22.8 m X W fwd 15.4 m X W aft A 20.0 m
	Hold #2:	L 28.4 m X W 24.0 m
	Hold #3:	L 28.4 m X W 24.0 m
	Hold #4:	L 28.4 m X W 24.0 m
	Hold #5:	L 28.0 m X W 24.0 m X W aft 10.4 m
	P. Are vessel's holds electrically ventilated?	NO
	- If yes, state number of airchanges per hour basis empty holds:	N/A
3.2	Deck and hatches:	
	A. Number of hatches:	5
	B. Make and type of hatch covers:	NAKATA MAC CORPORATION, FORWARD / AFT FOLDING DOUBLE SKIN
	C. Dimensions of hatches (meters):	
	Hatch #1:	15.2 X 20.0
	Hatch #2:	22.4 X 24.0
	Hatch #3:	22.4 X 24.0
	Hatch #4:	22.4 X 24.0
	Hatch #5:	22.4 X 24.0
	D. Strength of hatch covers (metric tons per m2):	
	Hatch #1:	2
	Hatch #2:	2
	Hatch #3:	2
	Hatch #4:	2
	Hatch #5:	2
	E. Distance from ship's rail to near and far edge of hatch covers/coaming near and far (meters):	HATCCOVER: NEAR 2.20m / FAR (Hold No.1) 4.00 m
	F. Distance from bow to fore of 1st hold opening (meters)	18.40 m
	G. Distance from stern to aft of last hold opening (meters)	31.40 m
3.3	State deck strength (metric tons per m2):	

4. SPEED/CONSUMPTION/FUEL ENGINE

4.1	State vessel's speed (up to beaufort scale force 4/douglas sea state 3) as follows:	Laden speed:	14.00 knots
		Ballast speed:	14.50 Knots
	State about consumption metric tons per day:		
	Laden:	Main engine:	28 MT/day
		Aux engine(s):	1,4 MT/day
	Ballast:	Main engine:	27 MT/day
		Aux engine(s):	1,4 MT/day
4.2	Bunker grades:	Main engine:	Minimum ISO 8217:2005
		Aux engine(s):	Minimum ISO 8217:2005
4.3	Permanent bunker capacities (including unumpables) basis 85% capacity:	Main engine:	IFO 380 - 1,110mt
		Aux engine(s):	LSGO 232mt
4.4	Port consumption per 24 hours idle/working (metric tons):	Idle:	Main engine: 0
			Aux engine(s): 1,4 MT/day
		Working:	Main engine: 0
			Aux engine(s): 4.5 MT/day
4.5	Engine make and type:		AKASAKA 6UEC52LA
4.6	Max output bhp/rpm:		9600(PS) / 7080(KW) at 133 RPM

5. CLASSIFICATION SOCIETY, SURVEYS AND CERTIFICATES			
5.1	Name of classification society:	ABS	
	Full class notation:	A1, AMS, SH, GRAB, HCS, SHCM	
5.2	Date of last special survey:	20.02.14	
5.3	Date of last annual survey:	20.02.14	
5.4	A. Is vessel entered in classification approved enhanced survey programme:	NO	
	B. Date of last inspection:	NO	
	C. Date of next inspection:	N/A	
5.5	A. Does vessel comply with IACS unified requirements regarding number 1 cargo hold and double bottom:	YES	
	B. Has this compliance been verified by the classification society?	YES	
5.6	Date of last drydock:	28.02.2011 - 15.03.2011	
	Place of last drydock:	SHANGHAI	
5.7	Has vessel been involved in any grounding or collision in the last 12 months? Is so give full details:	NO	
5.8	Is vessel ISM certified?	YES	
	State:		
	A. Document of Compliance certificate number:	5727289-V004-2	
	Document of Compliance issuing authority:	UNDER THE AUTHORITY THE COMMONWEALTH OF THE BAHAMAS BY RINA SERVICES S.P.A	
	B. SMC (Safety Management) certificate number:	06139322-2811372-001	
	SMC (Safety Management) issuing authority:	UNDER THE AUTHORITY THE COMMONWEALTH OF THE BAHAMAS BY ABS	
	Give date of last audit:	04-Dec-2014	
	Give date of next audit:	until 03-March-2015	
	State outstanding recommendations, if any:	N/A	
5.9	Advise date of last port state control:	08.08.14 FUKUOKA TOKYO MOU	
	Advise place of last port state control:	FUKUOKA JAPAN	
5.10	A. Did vessel pass most recent port state control inspection without detention:	YES	
	B. State outstanding recommendations, if any:	NIL	
5.11	Is vessel's crew covered by full ITF or bona fide trade union agreement acceptable to ITF?	COPANY IS IN PROCESS WITH ITF FOR RECEIVING ITF STATE AGREEMENT	
5.12	If vessel has ITF state agreement state number:		
	ITF date of issue:		
	ITF expiry date:		
5.13	Certificates:		
	Certificate name	Date Issued	Date of Last Annual Endorsement
	Special survey:		Date of Expiry
	Loadline:	04.12.14	dec 04, 2014 30.03.16
	Safety equipment:	04.12.14	04.12.14 30.03.16
	Safety construction:	04.12.14	04.12.14 30.03.16
	Gear survey:	20.02.14	20.02.14 20.02.15
	Cargo securing:	MAR 2006 ABS	
	Manual:	SH-1153 2006 ABS	
	Safety radio:	04.12.14	04.12.14 30.03.16
	International Oil Pollution:	04.12.14	04.12.14 30.03.16
	Deratization:	04.09.14	04.09.14 03.03.15
	OPA/COFR:	15.01.15	15.01.15
5.14	Do any recommendations appear on any of the above certificates? If yes state full details:		
5.15	IMO registration number:	9317690	
5.16	Expiry date of FMC certificate:	03.05.15	
6. COMMUNICATIONS			
6.1	Call sign:	C6BP2	
6.2	Name of radio station which vessel monitoring:	INMARSAT C	
6.3	Specify vessel's satellite communications system:	SAILOR 500 FLEETBROADBAND FBB500	
7. INSURANCES			
7.1	Hull and machinery insured value:	13600000 USD	
7.2	Name of owners P and I insurers:	STEAMSHIP MUTUAL LONDON	
7.3	Where is owners hull and machinery placed?	GENOA, ITALY AS LEAD MARKET	
8. CREW			
8.1	Number of crew:	21	
8.2	Name of Master:	CAPT. PIBERNIK RUDI	
	Nationality of Master:	SLOVENIA EU	
8.3	Nationality of officers:	CROATIAN, UKRAINIAN, FILIPINO	
8.4	Nationality of crew:	FILIPINO	
9.			
9.2	Is vessel fitted for carriage of grain in accordance with chapter V1 of SOLAS 1974 and amendments	YES	
9.3	State number of holds which may be left slack without requiring bagging, strapping and securing:	USUALLY ONE (OR TWO DEPENDS OF ANGLE OF HEEL VALUE, NOT EXCEEDING 12 DEGREES)	
10. CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)			
10.1	If geared state make and type:	MITSUBISHI HEAVY INDUSTRIES, LTD. ELECTRO-HYDRAULIC TYPE	
10.2	Number of cranes/derricks and where located:	5 CRANES, LOCATED ALONG CENTERLINE BETWEEN HOLDS 1&2,2&3,3&4,4&5	
10.3	Outreach (meters) of gear:	MAX - 26.0 m, MIN - 3.5 m	
	A. Beyond ship's rail:	11.7 m	
	B. Beyond ship's rail with maximum cargo lift on hook:	11.7 m	
10.4	If gantry cranes/horizontal slewing cranes state minimum clearance distance crane hook to top to hatch	N/A	
10.5	Time needed for full cycle with maximum cargo lift on hook:	2 min.	
10.6	Is gear combinable for heavy lift:	NO	
10.7	Are winches electro-hydraulic?	YES	
10.8	State type of grabs on board:	NIL	
	State capacity of grabs on board:	N/A	
10.9	If vessel fitted with sufficient lights at each hatch for night work?	YES	
10.10	Is vessel logs fitted:	NO	
	If yes state number and type of stanchions/sockets, if on board:	Not Applicable	

All above details are given in good faith and believed to be correct but are always understood to be about

All speed and consumption figures are given basis good weather conditions defined as maximum Beaufort Scale 4, Douglas Sea 5 state 3 with combined wave and swell heights not exceeding 1.25 meters, without adverse currents and are always to be averaged over the entire full speed sea passage. About is deemed to apply to both the speed and the consumption, and it is agreed that any saving in consumption to be off set against any reduction in speed or vice versa and that any saving in IFO consumption shall be off set against any increased consumption of MDO/MGO or vice versa.

The vessel reserves the right to burn MDO/MGO in the main engine when starting engines, entering/leaving port, navigating shallow, narrow, confined and/or restricted waters and when ballasting or deballasting.