

## MAIN DETAILS

<b>Place and Date of built:</b>	18.11.1998 Imarbi Shipbuilding Co.,Ltd / Imarbi, Japan
<b>Flag:</b>	Belize
<b>Port of Registry and Official No:</b>	Belize city 371330078
<b>IMO No:</b>	9186479
<b>Type of Vessel:</b>	General cargo / singledeck
<b>Classification Society:</b>	Nippon Kaiji Kyokai (Nk)
<b>Class notation:</b>	NS*(bulk carrier) MNS
<b>Ex Name:</b>	Rabee
<b>Head Owners.:</b>	Elocin Ltd, Malta
<b>Managers:</b>	MB Shipping Ltd , Malta
<b>Nationality of Crew:</b>	Russia / Ukraine
<b>Owner's Panti Club:</b>	SKULD, Oslo
<b>H&amp;M Value:</b>	USD 5`000`000.00

## CONTACTS

<b>Call Sign:</b>	V3RM5		
<b>MMSI N.:</b>	312629000	<b>Fleet mob:</b>	+870773993273
<b>Inmarsat:</b>	431262910	<b>Master mob:</b>	+447700003868
<b>Vessel's e-mail:</b>	<a href="mailto:master.tanaisflyer2@amosconnect.com">master.tanaisflyer2@amosconnect.com</a>		

## MAIN PARTICULARS

<b>Length Overall (LOA):</b>	169.54			
<b>Length between per-lars (LPP):</b>	160.40			
<b>Breadth:</b>	27.20			
<b>Depth (moulded):</b>	13.80			
	<b>Full Draft</b>	<b>Freeboard</b>	<b>Displacement</b>	<b>Deadweight</b>
<b>Summer:</b>	9.748	4.097	35`570	28`674
<b>Winter:</b>	9.545	4.300	34`749	27`853
<b>Fresh water :</b>	9.968	3.877	35`567	28`671
<b>Tropical:</b>	9.951	3.894	36`387	29`491
<b>TPC:</b>	40.4 t			
<b>GRT / NRT:</b>	18`061/9616			
<b>SUEZ GRT / NRT:</b>	18`240.98 /16`499.45			
<b>PANAMA Net Ton (PC/UMS):</b>	15`101			

## CARGO HOLDS PARTICULARS

<b>Total Grain/Bale capacity:</b>	Bale 35`401.68 m3	Grain 37`181.19 m3
<b>Capacity of Holds:</b>	in m3 / Cbf Excl. Hatches	in m3 / Cbf Incl. Hatches
<b>Hold No 1</b>	4574.70 / 161`554.00	4905.15 / 173`223.70
<b>Hold No 2</b>	8075.57 / 285`186.10	8469.96 / 299`113.80
<b>Hold No 3</b>	8075.57 / 285`186.10	8499.30 / 300`149.90
<b>Hold No 4</b>	8075.57 / 285`186.10	8484.85 / 299`639.70
<b>Hold No 5</b>	6600.27 / 233`086.30	6821.93 / 240`914.20
<b>Type of Holds:</b>	Box like	
<b>Type of Hatch Cover:</b>	MkGregor hydraulic folding	

**Holds opening - Hatch size (LXB) , m**

<b>Hatch № 1</b>	12.80 x 18.24
<b>Hatch № 2</b>	20.80 x 22.80
<b>Hatch № 3</b>	20.80 x 22.80
<b>Hatch № 4</b>	20.80 x 22.80
<b>Hatch № 5</b>	17.60 x 22.80

**Bottom tank top size (L x B x H)**

<b>Hold № 1</b>	23.20 x fw 7.60 x aft 18.24/13.8 / 299.74 sqm
<b>Hold № 2</b>	20.80 x 22.80 x 13.8 / 638.40 sqm
<b>Hold № 3</b>	20.80 x 22.80 x 13.8 / 638.40 sqm
<b>Hold № 4</b>	20.80 x 22.80 x 13.8 / 638.40 sqm
<b>Hold № 5</b>	24.00 x fw 22.80 x aft 7.60/13.8 / 364.80 sqm

**Heights in holds****Excl. Hatch****Incl. Hatch**

<b>Hold № 1</b>	12.1 m	13.75 m
<b>Hold № 2</b>	12.1 m	13.75 m
<b>Hold № 3</b>	12.1 m	13.75 m
<b>Hold № 4</b>	12.1 m	13.75 m
<b>Hold № 5</b>	12.1 m	13.75 m

Max permissible loading on tank top

<b>Hold № 1</b>	10.98 t/m2
<b>Hold № 2</b>	10.98 t/m2
<b>Hold № 3</b>	10.98 t/m2
<b>Hold № 4</b>	10.98 t/m2
<b>Hold № 5</b>	10.98 t/m2

**CRANES**

<b>Position and Capacity:</b>	Not combinable
<b>№1 between hatch №1&amp;2:</b>	30.5 mtons – Max outreach overside 22 mtrs
<b>№2 between hatch №2&amp;3:</b>	30.5 mtons – Max outreach overside 22 mtrs
<b>№3 between hatch №3&amp;4:</b>	30.5 mtons – Max outreach overside 22 mtrs
<b>№4 between hatch №4&amp;5:</b>	30.5 mtons – Max outreach overside 24 mtrs
<b>Grab:</b>	NO

**DISTANCES**

<b>keel to top ship antenna</b>	40.29 m	<b>to main deck cent. line</b>	13.80 m
<b>keel to top of hatch covers:</b>	16.65 m	<b>to top hatch coaming:</b>	15.45 m
<b>Waterline to top Mast:</b>	Ballast condition - 34.20 m		Laden condition - 31.0 m
<b>Waterline to top of hatch coaming:</b>	Ballast condition - 10.95 m		Laden condition - 5.70 m
<b>Ships rail to inside hatch coaming:</b>	0.35 M		

**OTHER INFORMATION**

<b>Container capacity:</b>	N/A
<b>Ice Class:</b>	NO
<b>Bow thruster:</b>	NO
<b>Lakes Fitted:</b>	NO
<b>Grain Fitted:</b>	YES
<b>CO2 Fitted in cargo holds:</b>	YES
<b>Has Vessel grabs on board:</b>	NO
<b>Vessel suitable for Grab discharge:</b>	YES
<b>ITF Fitted:</b>	NO
<b>Natural / Electric Ventilation:</b>	YES / electric (air changes per Min) Hold Nr. 1 - 150 m.cub; 2,3,4 – 250 m.cub Hold Nr 5 – 180 m.cub
<b>Shaft generator Fitted:</b>	NO
<b>Australian Fitted:</b>	YES
<b>Cargo Battens Fitted:</b>	NO

<b>Permanent stanchions on deck:</b>	YES
<b>Electrical supply (V/Hz):</b>	110V / 60Hz
<b>Single Decker:</b>	YES
<b>Double Skinned:</b>	Double bottom
<b>St. Lawrence Seaway:</b>	NO
<b>Propeller:</b>	5 blades, fixed Propeller, 4.890 mm d
<b>Main Engine:</b>	Mitsui
<b>Aux Engines:</b>	4x450x 60*48

**SPEED / CONSUMPTION**

<b>Normal laden:</b>	abt 12.0 kn / IFO- 17.4 mt / MGO - 1.5 mt
<b>Normal ballast:</b>	abt 12.5 kn / IFO- 17.1 mt / MGO - 1.5 mt
<b>ECO laden:</b>	abt 10.0 kn / IFO- 12.5 mt / MGO - 1.5 mt
<b>ECO ballast:</b>	abt 11.0 kn / IFO- 12.0 mt / MGO - 1.5 mt
<b>In port IDLE:</b>	IFO - 1.0 mt / MGO - 1.5 mt
<b>In port working with gears:</b>	IFO - 1.0 mt / MGO - 2.8 mt
<b>Type and quality of bunkers</b>	IFO 380 / LSMGO
<b>Capacity of IFO max lift at 90%:</b>	1489 mt
<b>Capacity of MGO max lift at 90%:</b>	252 mt

<b>Water ballast capacity</b>	9520.48 mt
<b>Stores and constants weights:</b>	mtns
<b>Light ship:</b>	6896 mtns
<b>FW tank cap-ty/daily consumption</b>	272.84.mt /4.5m3
<b>FW evaporator/daily capacity</b>	4m3
<b>has pumpable / permanent ballast</b>	YES / 100 m3
<b>Normal Fresh Water Reserve:</b>	30 mt
<b>Ballasting and Deballasting time</b>	Total hours 40

All above figures of speed and consumption are 'about' whilst vessel is lying even keel / having clean and smooth bottom / design draft, deep and currentless water/sea. ambient air and sea water temperature max 25 degrees Celsius each and subject to good weather conditions, ie. wind force not exceeding beaufort 3, sea douglas state 3 and no negative influence by currents and/or tidal streams. Shaftgenerator connected in good weather condition. Sea Speed is from last seabouy to seabouy Vessel to carry reasonable q-ty of MGO and may have the liberty to use MGO while manoeuvring, in shallow / narrow waters, canals, rivers, in/out if port, during poor visibility/emergency and light running of aux. engines and during restricted area/river/canal. Unknown and/or estimated and/or approximate fugures of "WEATHER FACTOR" and/or "CURRENT FACTOR" shall not be applied by Charterers and/or any third parties employed by them to evaluate Vessel's performance with respect to above Speed. Charterers to ensure that Vessel always maintains minimum 5 days safe reserve of IFO and 20 Mtons of MGO on board, excluding unumpaples, prior She embarks upon any sea passage, failing which Master has a right to refuse commencing the sea passage. Master has right to increase the minimum safe reserve quantities. Vessel burn Gasoil in SECA area. BIMCO BUNKER FUEL SULPHUR CONTENT CLAUSE for this Charter Parties to be applied. It is clearly understood that the word "FUEL" is this clause encompasses FUEL OIL /MARINE DIESEL OIL/ MARINE GAS L.

