

MAIN DETAILS

Place and Date of built:	23.01.2003 Imarbi Shipbuilding Co.,Ltd / Imarbi, Japan
Flag:	Belize
Port of Registry and Official N.:	Belize city 371330076
IMO N.:	9283899
Type of Vessel:	Bulk carrier
Classification Society:	NS*(bulk carrier) esp
Class notation:	Nippon Kaiji Kyokai (Nk)
Ex Name:	JA Aladdin Dream II
Head Owners.:	Elocin Ltd, Malta
Managers:	MB Shipping Ltd , Malta
Nationality of Crew:	Russia / Ukraine
Owner's Pandra Club:	Skuld, Oslo
H&M Value:	USD 6`8000`000.00

CONTACTS

Call Sign:	V3RX4	Fleet mob:	+870773993272
MMSI N.:	312288000	Master mob:	+37254898208
Inmarsat:	431228812		
Vessel's e-mail:	master.tanaisdream2@amosconnect.com		

MAIN PARTICULARS

Length Overall (LOA):	169.26			
Length between per-lars (LPP):	160.40			
Breadth:	27.20			
Depth (moulded):	13.60			
	Draft	Freeboard	Displacement	Deadweight
Summer:	9.778	3.864	34`589	28`611
Winter:	9.575	4.067	33`787	27`809
Fresh water :	9.996	3.646	34`588	28`610
Tropical:	9.981	3.661	35`394	29`416
TPC:	39.6			
GRT / NRT:	16`980 / 10`098			
SUEZ GRT / NRT:	17`431.26 / 15`791.76			
PANAMA Net Ton (PC/UMS):	14`208			

CARGO HOLDS PARTICULARS

Total Bale/Grain capacity:	Bale 35`762.45 m3	Grain 37`523.01 m3
Capacity of Holds:	in m3 / Cbf Excl. Hatches	in m3 / Cbf Incl. Hatches
Hold № 1	5016.06 / 177`140.50	5319.76 / 187`867.60
Hold № 2	7840.01 / 276`867.30	8236.33 / 290`863.30
Hold № 3	7882.90 / 278`382.00	8260.63 / 291`721.40
Hold № 4	7882.90 / 278.382.00	8298.00 / 293`041.10
Hold № 5	7140.58 / 252`167.20	7408.29 / 261`621.30

Type of Holds: Bulker, not double board
Type of Hatch Cover: Weather tight hydraulic end folding type steel hatch cover

Holds opening - Hatch size (LXB) and sqm

Hatch № 1	13`589x16`000
Hatch № 2	19`189x17`600
Hatch № 3	19`189x17`600
Hatch № 4	19`189x17`600
Hatch № 5	19`189x17`600

Bottom tank top size (BXL) and sqm (F-forward; A-aft)

Hold № 1	L=22400; B(F)=6400; B(A)=19200
Hold № 2	L=26400; B(F)=19200; B(A)=20800
Hold № 3	L=26400; B(F)=20800; B(A)=20800
Hold № 4	L=27200; B(F)=20800; B(A)=20800
Hold № 5	L=26400; B(F)=20800; B(A)=6000

Heights in holds

Excl. Hatch

Incl. Hatch

Hold № 1	8.9 m	12.1 m
Hold № 2	8.9 m	12.1 m
Hold № 3	8.9 m	12.1 m
Hold № 4	8.9 m	12.1 m
Hold № 5	8.9 m	12.1 m

Max permissible loading on tank top

Uniform load

TT strenght

Hold № 1	11.29 mt	17.0 mt
Hold № 2	11.29 mt	17.0 mt
Hold № 3	11.29 mt	17.0 mt
Hold № 4	11.29 mt	17.0 mt
Hold № 5	11.29 mt	17.0 mt

CRANES

Position and Capacity: between hatch coaming №1-2 / 2-3 / 3-4 / 4-5

№1 between hatch №1&2: 30.5 mtons – Max outreach overside 22 mtrs

№2 between hatch №2&3: 30.5 mtons – Max outreach overside 22 mtrs

№3 between hatch №3&4: 30.5 mtons – Max outreach overside 22 mtrs

№4 between hatch №4&5: 30.5 mtons – Max outreach overside 24 mtrs

Grab: NO

keel to top ship antenna: 40.80 **to main deck cent. line** 13.60

keel to top of hatch covers: 16.05 **to top hatch coaming:** 15.15

Waterline to top Mast: Ballast condition - 35.05 m | Laden condition - 31.0 m

Waterline to top of hatch coaming: Ballast condition - 10.05 m | Laden condition - 6.25 m

Ships rail to inside hatch coaming: 155 SM

Container capacity: N/A

Ice Class: NO

Bow thruster: NO

Lakes Fitted: NO

Grain Fitted: YES

CO2 Fitted in cargo holds: YES

Has Vessel grabs on board: NO

Vessel suitable for Grab discharge: YES

ITF Fitted: NO

Natural / Electric Ventilation: YES / electric(per min): Hold Nr. 1 - 270 m.cub; 2,3,4 – 415 m.cub. Hold Nr 5 – 375 m.cub

Grab weight: Cargo and grab weight should be less than 22.5 mt

Shaft generator Fitted: NO

Australian Fitted:	YES
Cargo Battens Fitted:	YES
Permanent stanchions on deck:	YES
Electrical supply (V/Hz):	440V / 110v; 60 hz
Single Decker:	NO
Double Skinned:	NO
St. Lawrence Seaway:	NO
Propeller:	4 blades, Fixed Pitch Propeller, NI-AL-Bronze 5,2m
Main Engine:	MAKITA-MITSUI B@W 6S42MC(MARK VI) 4970KW – 122rpm
Aux Engines:	3x400

SPEED / CONSUMPTION

Normal laden:	abt 12.0 kn / VLSFO- 16.0 mt / LSMGO - 0.1 mt
Normal ballast:	abt 12.5 kn / VLSFO- 15.9 mt / LSMGO - 0.1 mt
In port IDLE:	VLSFO - 2.5 mt / LSMGO – 0.1 mt
In port working with gears:	VLSFO - 3.5 mt / LSMGO – 0.1 mt
Type and quality of bunkers	VLSFO 380 / LSMGO
Capacity of IFO max lift at 90%:	1243.64 mt
Capacity of MGO max lift at 90%:	137.56 mt

Water ballast capacity	8312.35 mt
Stores and constants weights:	150 mtns
Light ship:	5978 mtns
FW tank cap-ty/daily consumption	293.74mt / 4mt
FW evaporator/daily capacity	6mt
has pumpable / permanent ballast	YES / 80 mt
Normal Fresh Water Reserve:	40 mt
Ballasting and Deballasting time	Total hours 25/ 380 cub/m hrs

* The about in the context of speed and consumption means +/- 0,5kn for speed and 5% for bunker consumptions (the abt on consumption + speed also apply upwards); 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. 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. First 24 hrs after cosp and last 24 hrs before eosb to be excluded fm performance evaluation. Unknown and/or estimated and/or approximate figures 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 unpumpables, 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. 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 GASOIL.

