

<b>Built</b>	18 <sup>th</sup> May 2004
<b>Shipyard</b>	Sanoyas Hishino Meisho Corporation ., Japan
<b>Hull No.</b>	Hull No 1217
<b>Flag</b>	Hong Kong
<b>Type</b>	Gearless Self trimming Bulk carrier
<b>Class</b>	NK, NS*, Bulkcarrier MNS*
<b>Dwt/Dft</b>	75,729 Mt on 13.994 m SSW
	(Summer)
	(Dual Dwt)
<b>LOA / Beam</b>	69,850 Mt on 13.11 m
<b>GT/NT</b>	225.00 m / 32.26 m
<b>Tpc (Summer salt)</b>	38,871 / 25208
<b>Speed / cons. at sea ballast</b>	About mt at summer salt water
(up to Bf 4 and DSS 3 , no adverse current and swell)	Abt 14.5 kts on abt 34.0 mt Ifo + 0.20 mt Mdo
<b>Speed / cons. at sea laden</b>	
(up to Bf 4, and DSS 3, no adverse current and swell)	Abt 14.0 kts on abt 34.0 mt Ifo + 0.20 mt Mdo
<b>Port Consumption - idle/working</b>	
	2.0 mt Ifo / 4.0 mt Ifo + 0.20 mt Mdo
<b>Ifo grade</b>	Vessel uses MDO when manoeuvring and in confined channels/waters
<b>Mdo grade</b>	380 CST equivalent to ISO 8217,1996 RMG 35
<b>Ifo / Mdo at 100% capacity</b>	ISO 8217, 1996 DMB
	2998 mt / 180 mt
	Liftable qtys usually max 85% and no mixing of bunkers
<b>Hatch type</b>	P&S Steel Side rolling Type
<b>Number of holds/hatches</b>	7 ho /7 ha
<b>Grain in Main Holds (incl hatches)</b>	<b>Grain (CBM)</b>
	<b>1</b> 11,702.30
	<b>2</b> 13,129.10
	<b>3</b> 13,546.60
	<b>4</b> 12,602.20
	<b>5</b> 13,546.60
	<b>6</b> 13,113.30
	<b>7</b> 11,610.20
	<b>Ttl</b> <b>89,250.30</b>
<b>Hatch sizes (L X B)</b>	Hold 1 : 16.245 x 13.36 m (extreme)
	Hold 2-7 : 17.10 x 15.03 m
<b>Alternate hold loading</b>	Yes - Holds 2, 4, 6 may be empty
<b>Grain fitted</b>	Yes
<b>Holds ventilation</b>	Natural
<b>Australian hold ladders</b>	Yes
<b>Constant</b>	Abt 400 mt excluding FW
<b>Last/ Next Dry-dock / Special Survey</b>	Newbuilding delivered 17.05.04 / May 2007/ May 2009
<b>Main Engine</b>	Man B&W 7S50MC-C 12,200 ps
<b>Communications</b>	Sat B Voice :3477 99038 / 3477 99039
	Sat B fax : 3477 99040
	Sat C : 447700043
	Email : VR884@globeemail.com

Distance W/L to top of hatch at summer mark (m)	No.1- 8.82/No.7 -7.84
Max. distance W/L to top of hatch coaming light ballast (exc. Ho no.3) and full bunkers (always sub reconfirmation by master)	No.1- 17.55 / No.7.- 15.35
Max. distance W/L to top of hatch coaming full ballast (inc. Ho no.3) and full bunkers (always sub reconfirmation by master)	No.1- 15.29 / No.7.- 13.42

P and I Club	Japan P&I Club	Vessel's Underwriters	Mitsui Sumitomo Ins Co ltd
		Hull & Machinery Value	Usd 20 Million
IMO Number	9279525	Panama Canal ID Number	
Official Number	HK - 1320	Suez Canal ID Number	
Call Sign	VRAA4	MMSI No	

Owners (disponent)	<b>PACIFIC CARRIERS LIMITED</b>
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All above details given in good faith without guarantee

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