

M/V " NURI BEY "

SHIP'S PARTICULARS

OWNERS AND MANAGERS : DENAK DEPOCULUK VE NAKLIYECILIK A.S.

" ALL DETAILS ARE ABOUT "

Ship Builder : STX Jinhae Shipyard, Gyeongsangnam-do, Korea
Hull No : S 2067
Delivery Date : 31 May 2011
Class and No. : DNV 30297
IMO Number : 9569750
Port of registry & Official Number : ISTANBUL 26335
Call Sign : TCMF4
Reg. Loa / Lbp : 229.00 m / 222.41 m
Reg. Breadth / Mould Breadth : 32.24 m
Reg. Depth / Mould Depth : 20.10 m
Summer Deadweight : 80,459.8 mt on 14.468 m. sw drft
Gross Tonnage : 43,767 mt
Nett Tonnage : 26,241 mt
Light Weight : 13,362.1 mt
Cargo Holds / Hatches : 7 / 7
Cranes / Grabs : None
Cargo Hold Grain Capacity : 95,137.2 Cub.m - 3,359,720 cub.ft
(# 1 / 7 : 430,229 / 490,744 / 491,175 / 491,175 / 491,175 / 491,175 / 474,047 Cub.ft)
Fuel Oil Capacity : 2383 Cub.m (100 %)
Diesel Oil Capacity : 85 Cub.m (100 %)
Marine Gas Oil Capacity : 65 Cub.m (100 %)
Fresh Water : 300 Cub.m (100 %)
Ballast Water Capacity : 34,000 Cub.m (including # 4 Cgo Hold : 13,908 Cub.m)
Summer Water Line : 80,459.8 DWT ON 14.468 m SW draft

Speed and consumption at sea :

about 15.0 knots(Ballast) / about 14.0 knots(Laden) on about 38 / 39 mts/day IFO (Ballast/Laden),
No diesel at sea upto Beaufort force 4 and Douglas sea state 3,

Consumption in PORT : - IDLE : about 3.5 mts IFO,
- Ballasting / Deballasting : about 6.0 mts IFO

All speed/consumption figures based on in good weather conditions and smooth seas which means no adverse currents and no negative influence of swell upto including beaufort force 4 douglas sea state 3 , always basis clean/smooth bottom, even keel, deep and currentless water, with the vessel laden underdeck to her summer saltwater loadline, and in temperate seas.

Remarks : Diesel oil may be used when

- (A) Manouvering and in restricted areas in the main engine,
- (B) Main engine and generator engine required to carry out maintenance job,
- (C) Diesel generators start/stop and oil change over use,
- (D) Flushing of the both main and auxiliary engines' fuel oil line should vessel stays in port for a long time period.

- BUNKER QUALITY SPECIFICATIONS:

- **IFO:** ' 380 CST' - 'RMG 380' STANDARD AS PER ISO 8217: 2005 (E) INCLUDING IT'S ANNEXES (SULPHUR CONTENT MINIMUM 1.0 % m/m).
- **MDO:** MDO TO COMPLY WITH 'GRADE DMB' STANDARD AS PER ISO 8217 : 2005 (E) INCLUDING IT'S ANNEXES.

CHARTERERS ARE TO ENSURE THE FOLLOWINGS:

- 1) According to Solas Chapter VI/ Regulation 5-1, the fuel physical suppliers have to provide a material safety data sheet(MSDS) to the vessel's Chief Engineer prior to loading of the marine fuel oils. Therefore, the fuel transfer process may only begin after the MSDS has been reviewed and approved by the vessel's Chief Engineer . If MSDS could not be provided or is not suitable according to the recommendation of MARPOL Annex I cargoes and marine fuel oils, adopted by the Organization by resolution MSC.150(77), the supply then to be rejected by the Master, and all related expenses/time loss arising therefrom are to be for Charterers account.
- 2) All bunkers, bunker suppliers, bunker delivery procedures (compliant bunker delivery notes and sampling Location at ship's manifold), etc and all bunker specs must fully comply with the latest requirements of " Marpol / EU(European Union) / EU community ports(and berths) / IMO-regulated emission control areas(ECAs) for limitation on the low sulphur content of bunkers to be used within the requested area/place and emission control and/or similar applicable requirements/amendments [inclusive of "EU sulphur directive 2005/33/EC"] " . And, DNVPS or equivalent bunker quality/quantity survey at bunkering port(s) for Charterers account.

Hatch Size : Length(m) X Breadth(m)

Hatch No.1 : 17.20 X 12.10

Hatch No.2 ~ No.7 : 17.20 X 15.00

Cargo Hatch Covers : 2 - panels side rolling type , weathertight , steel

OWNERS P & I CLUB : UK P & I CLUB

VESSEL'S H&M INSURED VALUE (TOTAL): USD ---- MILLION

H&M INSURANCE BROKER : OMNI LTD., ISTANBUL/TURKEY

D.O.C. GIVEN BY N.K.K. CERT NO: SMS219TRK

S.M.C. GIVEN BY N.K.K. CERT NO : SMS ???

VESSEL HAS TURKISH FLAG AND ALL CREW/OFFICERS ARE TURKISH NATIONALS, EMPLOYED IN ACCORDANCE WITH TURKISH SOCIAL SECURITY ACT ACCEPTABLE TO I.T.F.

LAST /NEXT DRY DOCK: MAY. 2011 / MAY. 2014

LAST /NEXT S.S. : MAY. 2011 / MAY. 2016

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