

MV "ROMY TRADER"

Vessel's particulars:

Type : Gearless general cargo ship

Engine and bridge aft

Built : 04/1997

Shipyard : Peterswerft, Wewelsfleth/Germany

Class : Germanischer Lloyd + 100 A5 E3 NAV OC

"General cargo ship" equipped for the carriage of

Containers, Solas II - 2, Reg. 54 + MC E3 AUT

Flag : Gibraltar

Principal dimensions:

Loa : 132,30 m

Lpp : 123,40 m

Beam : 19,20 m

Depth : 9,20 m (to maindeck)

Dwat (summer fbd ek) : 8.081 mts on abt 6,90 m draft

Gross tonnage : 5.941

Net tonnage : 2.777

Grain/Bale : 9.258,6 cbm / 8.957,4 cbm

(abt. 326.965 cbft /316.326 cbft)

3 hatches : No 1: 12,28 x 16,00 mtrs

No.2: 25,20 x 16,00 mtrs

No 3: 25,20 x 16,00 mtrs

Container Intake:

624 units of 20 ft

Holds : 170x20'x8'x 9'6" - 3 tiers

Deck : 454x20'x8'x 8'6" - 5 tiers or 426 x 20' x 8' x 9'6"

alternatively 304 units of 40 ft plus 16 units of 20 ft

Holds : 84x40'x8'x9'6" - 3 tiers plus 2 Teu

Deck : 220x40'x8'x8'6" - 5 tiers plus

14 Teu or 206x40'x8'x 9'6" plus 14 TEU

alternatively

Holds : 72x24'6"x8'x8'6" plus 34x20'x8'x8'6"

Deck : 126x24'6"x8'x8'6" plus 304x20'x8'x8'6"

Holds : 36x45'x8'x8'6" plus 34x20'x8'x8'6"

Deck : 164x45'x8'x8'6" plus 102x20'x8'x8'6"

Holds : 36x49'x8'x8'6" plus 34x20'x8'x8'6"

Deck : 73x49'x8'x8'6" plus 284x20'x8'x8'6"

Vessel is able to load container of 2,595 mtrs breadth with a distance of 25 mm in all positions on deck

Container stability:

394 units of 20' x 8' x 8'6" á 14 mto homogenous

intake always subject to vessel's stability / trim / deadweight/
permissible stack weights and regulations of visibility.

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Permissable stackweights:

20ft/24.1/2 ft 40/45 ft 49 ft.

on hatchcovers: 45 to 60 to 60 to

on maindeck aft: 80 to 100 to -

on maindeck fore: 67 to 84 to 84 to

in hold where 2 tiers: 68 to 68 to 68 to

in hold where 3 tiers: 102 to 102 to 102 to

Distribution of container weights within a single 20 ft/40 ft stack

on deck to comply with the board manual for stowing and lashing of

Containers approved

by Germanischer Lloyd.

Dangerous Goods

Vessel able to carry dangerous goods in holds and on deck in packed condition according to Solas regulations II-2, Reg. 54

The cargo holds are equipped for the carriage of containers with dangerous cargo of the following classes of IMDG code

Cargo holds: classes 1.4S, 2, 3, 4, 5.1, 6.1, 8, 9.

Fittings

Note: Presently middle cellguides in hold no 2 and 3, aft cellguides in hold 1, forward cellguides in hold 2 are removed.

Fully cellularized in holds for 40 ft units, alternatively 2 x 20 ft units can be stowed into each 40 ft compartment. In hold 2 and hold 3 the middle hold cell-guides shiftable for one bay 45 ft units or one bay 49 ft units, able to load 2 x 24.1/2 ft units.

Fully fitted with loose lashing- / stowage material and stacking cones for 20/40/45/49 ft units in hold / on deck

Hatch covers

steel hatchcover, folding type cover hydraulic operated, Macor Marine Systems

Reefer Containers:

80 reeferpoints of 400 V, 50 cycles, 3 ph - (female) earthpin 3 hrs

Main engine and auxiliaries:

Main engine : Storck-Wärtsilä singleacting four-stroke dieselengine

Type: 9 L 38

MCR power: 5.940 kW (8078 hpe) at 600 1/min.

Auxiliaries : 2 aux. generators each 320.kW and

1 emergency and port generator of 320 kW

all driven by 3 Volvo diesel engines Type TAMD 162 of 350 kW at 1500 1/min.

1 shaftgenerator of 852 kW

1 bowthruster of 410 kW

1 pitchpropeller Lips type 4 C 13 / VL 160-C

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Speed and Consumption:

All figures are based on good weather conditions and smooth sea maximum beaufort 2 and maximum douglas sea state 2, with 6.50 m draught on even keel in deep water with clean bottom and currentless waters. maximum sea temperature 28 degr. celcius excluding reefers on board but including use of shaft generator with a standard load of 250 kW for sea navigation.

abt. 16.0 kn on abt. 23.6 ts IFO 380

No gasoil at sea provided shaft generator connected except if hold ventilation is used, reefers connected and in case of emergency and / or navigation at reduced speed in rivers, channels and narrow or shallow waters

Charterers to provide sufficient quantity of gasoil during sea-passages for operating auxiliaries/generators.

Fuel Specification:

Charterers to supply fuel fit for consumption by the vessel's main engine and auxiliary engines which:

(A) complies with iso fuel standard 8217:2010 RMG 380 or any subsequent amendments thereto for main engine;

(B) complies with iso fuel standard 8217:2010 DMA or any subsequent amendments thereto for auxiliary engines;

(C) complies with current CIMAC recommendations/guidelines;

(D) is mineral based and of stable and homogeneous nature;

(E) complies with MARPOL 73/78 Annex VI and subsequent revisions and European Union Directive 1999/32/EC and subsequent revisions;

(F) is within specified calculated carbon aromatic index (ccai) limits of engine maker, but not exceeding CCAI value of max. 850;

(G) does not contain any of the following substances:

phenols, styrenes, dcpd, inorganic acids, used or waste lubricating oils, refinery waste, tar oil or any other potentially harmful components.

The fuels to enable the main propulsion and auxiliary machinery to operate efficiently and without harmful effects.

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The fuels should not contain any added substance or chemical waste which
(A) jeopardizes the safety of the ship or adversely affects the performance of the machinery; or
(B) is harmful to personnel; or

(C) contributes overall to additional air pollution.

Bunkering in any case to be made into empty tanks only. Bunker supplies not to be mixed. Non mixing of bunker supplies may reduce the ship's bunkering capacity, as some tanks may have to be left partly empty.

The fuels shall have a sulphur content as per BIMCO bunker fuel sulphur content clause for time charter parties 2005.

Charterers shall supply heavy fuel/gasoil of such specifications and grades to permit the vessel, at all times, to meet the maximum sulphur content requirements of any emission control zone as stipulated in marpol annex vi and/or zones regulated by regional and/or national authorities such as, but not limited to, the EU and the US Environmental Protection Agency, when the vessel is trading within that zone.

Vessel will participate in a fuel quality testing programme. Samples will be taken during each bunkering at vessel's manifold which to be considered as the binding sample. Charterers to supply bunkers within the agreed specifications. if bunkers supplied do not conform with the mutually agreed specifications then at the request of owners, the charterers shall, in their time and expense, remove these bunkers from the vessel latest before redelivery. Fuel testing costs involved in the amount of about USD 350.- per sample to be equally shared between owners and charterers.

Sludge removal, if any, to be for Charterer's account.

Tankcapacities

H F O: abt. 560 cbm

Gasoil: abt. 120 cbm

Ballastwater: abt. 3.400 cbm

fresh water abt. 110 cbm

Others

Tanktop is strengthened for heavyloads 12mt/ mt.

Vessel fully fitted for Panama and Suez Canal

All details are about and given in good faith but without guarantee