

## 1. GENERAL

1.1	Vessel's Name	<b>OCEAN BREEZE</b>		
1.2	Vessel's Previous Name's	<b>EX PORTO CAYO / EX SIDER GREEN</b>		
1.3	Flag	<b>MARSHALL ISLANDS</b>		
1.4	Month / Year Built	Keel Laid	06 APR. 2770	
		Launched	08 JUN. 2007	
		Delivered	29 AUG. 2007	
	Where Built	<b>JAPAN</b>		
1.5	Yard Name	<b>YAMANISHI CORPORATION</b>		
	Hull Number	<b>S. NO. 1051</b>		
1.6	Official Class Registration No.	Official No.	2986	
		Registration No.		
	IMO/LR No.	9371359		
1.7	Port of Registry	<b>MAJURO</b>		
	Registration No.	Provisional - 469-07-GRE		
1.8	Owner's Full Style	<b>GERI SHIPPING LTD MAJURO, MARSHALL ISLANDS</b>		
1.9	Manager's Full Style	<b>GLOBAL CARRIERS LTD 42 AGION ANARGIRON STR, MAROUSI 15124 GREECE</b>		
	Contact Nos. for Operational purposes, if appropriate	TEL:2108061489 FAX:2106127638 EML:operations@globalcarriersltd.com		

## 2. PARTICULARS OF VESSEL

2.1	Type of Vessel	<b>BULK CARRIER</b>			
2.2	Deadweight all told (Metric Tons)	DWAT		DRAFT	<u>TPC BASIS</u> FULL DRAFT
	Summer	19124		8.496	30.81
	Winter	18578		8.319	30.69
	Tropical	19673		8.673	30.94
	Fresh	19126		8.687	30.95
	Tropical Fresh	19665		8.864	31.07
2.3	Is vessel fitted for transit of:				

A.	Panama Canal	YES
B.	Suez Canal	YES
C.	St.Lawrence Seaway	NO

2.4 A	For Panama Canal suitable vessel, state deadweight all told (Metric Tons) on 39ft 6inch (12.093M) (SG 0.9954)	NA
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2.4 B	Is Panama deadweight all Told affected by vessel's Bilge turn radius	N/A
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2.5	For St.Lawrence Seaway size vessel, state deadweight all told (Metric Tons) basis 26ft (7.92M) fresh water	N/A
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2.6	GRT/NRT	GRT/NRT
	International	11699 / 6457
	Suez	12011.24 / 10611
	Panama	- / 9818
	British	N/A

2.7	Length overall (Metres)	139.92 M
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2.8	Length between Perpendiculars (Metres)	139.92 M 132.48 M
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2.9	Extreme breadth (Metres)	25.00 M
	Depth moulded (Metres)	11.50 M

2.10	Distance (Metres) from waterline to top of hatch coamings basis 500 MT IFO + 30 MT MDO bunkers			
		Ballast Condition (Ballast holds not flooded)	Full ballast cond. (Ballast hold No.3 flooded)	Light condition, no cargo,port ballast only,No.4 full, 2,6,8 half full
A.	No. 1 hatch		9.46 M	
B.	Midships		8.73 M	
C.	Last hatch		8.31 M	

2.11	Distance (Metres) from keel to top of hatch covers	HATCH 1 - 4 = 14.30 M
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2.12	Vessel's ballasting and Deballasting time	2 X 300 M3 PER HOUR
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2.13	Distance (Metres) from keel to highest point of vessel	38.6 M
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2.14	Capacity of:	
A.	Ballast tanks	7470.14 M3
B.	Ballast holds capacity (state which hold(s))	NA

2.15	Constants	Constants = 250 M/T
	Daily freshwater consumption	5.0 M/T PER DAY
	Freshwater capacity	334.49 M3
	State capacity and daily production of evaporator	10 M/T /DAY - 10 M/T PER DAY
	Normal fresh water reserve	200

2.16	Vessel is fitted with shaft generator	N/A
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2.17	Vessel's on board electrical supply (220v/60hz)	450 V - 110 V / 60 hz
	Details of alternative supply, if any	EMERGENCY GENERATOR 75 kva 450 V AC 60 hz

### 3. CARGO ARRANGEMENTS

3.1	Holds																													
A.	No. of holds	4 (Four)																												
B.	Are vessel's holds clear and free of any obstructions	YES																												
C.	Grain capacity in holds																													
D.	Grain / Bale capacity in holds excluding wing/ top side tanks but including hatchways (M3)/(F3)	<table border="0"> <tr> <td>[1]</td> <td>5556,6 / 196231</td> <td></td> <td>5419,14 / 191370</td> </tr> <tr> <td>[2]</td> <td>5992,32 / 211618</td> <td>-</td> <td>5833,00 / 205986</td> </tr> <tr> <td>[3]</td> <td>6155,11 / 217367</td> <td>-</td> <td>5984,17 / 211325</td> </tr> <tr> <td>[4]</td> <td>5456,56 / 192700</td> <td>-</td> <td>5326,7 / 188107</td> </tr> <tr> <td>[5]</td> <td></td> <td>-</td> <td></td> </tr> <tr> <td>[6]</td> <td></td> <td>-</td> <td></td> </tr> <tr> <td>[7]</td> <td></td> <td>-</td> <td></td> </tr> </table>	[1]	5556,6 / 196231		5419,14 / 191370	[2]	5992,32 / 211618	-	5833,00 / 205986	[3]	6155,11 / 217367	-	5984,17 / 211325	[4]	5456,56 / 192700	-	5326,7 / 188107	[5]		-		[6]		-		[7]		-	
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E.	Is vessel strengthened for the carriage of heavy cargoes	YES																												
	if "Yes", state which holds may be left empty	HOLDS 2 - 4																												
F.	Is tank top steel and suitable for grab discharge?	Strengthened for regular discharge by heavy grabs ( 35 mt )																												
G.	State whether bulkhead corrugations vertical or Horizontal	VERTICAL																												
H.	Tank top strength (Metric Tons per Sq.m.)	HOLDS 1 - 4 = 17.0 MT / m2																												
I.	Are holds CO2 fitted ?	YES																												
J.	Are holds fitted with smoke detection system?	NO																												
K.	Is vessel fitted with Australian type approved holds ladders	YES																												
L.	Has vessel a functioning class	YES																												

	certified loadmaster/ loadicator or similar calculator?	
M.	Are holds hopped at:	
	Hold side	YES
	Forward bulkhead	NO
	Aft bulkhead	NO
	Can vessel's holds be described as box shaped?	NO

## 3.1 Holds (continued)

N.	Measurement of any tank slopes/hopping (height and distance from vessel's side at tank top) (Metres)	N/A
O.	Net flat floor measurement of cargo holds at tank top (Metres) "about"  "corrected"	[1] L-22.40 M WIDTH AFT- 22.0 M WIDTH FWD - 12.0 M [2] L-23.0 M WIDTH AFT- 22.0 M WIDTH FWD - 22.0 M [3] L-23.80 M WIDTH AFT- 22.0 M WIDTH FWD - 22.0 M [4] L-22.40 M WIDTH AFT- 12.0 M WIDTH FWD - 22.0 M [5] [6] [7]
P.	Are vessel's holds electrically ventilated?	NO

3.2	Deck and Hatches	
A.	No.of hatches	4
B.	Make and type of hatch covers	Mc GREGOR / TWO FOLD HATCH COVER EACH
C.	Hatch sizes (Metres)	HATCH 1 - 4 = L17.5 M x W15.0 M
D.	Strength of Hatch covers (Metric Tons per Sq.M.)	3.0 MT/m2
E.	Distance from Ship's rail to edge of hatch covers (Metres)	Near Edge 4.20 M / Middle 12.50 M Far Edge 20.60 M
F.	Distance from bow to fore of first hold opening (Metres)	18.30 m
G.	Distance from stern to aft of last hold opening (Metres)	30.30 m
H.	Distance from forward No.1 to Aft No.4	91.30 m

3.3	State deck strength (Metric Tons per Sq.M.)	4.1 MT/m2
	Cranes	3 x 30 T
3.4	Maximum Outreach of Cranes at full load (at 20 degrees angle)	7 M
3.4		

4. PANAMA CANAL TRANSIT DRAFT RESTRICTION IN LADEN CONDITION F:6,71 M A:7,31 M  
ARTICLE 52 of the ACP NAVIGATION REGULATION

4.1	Vessel's speed/ consumption on the basis up to Beaufort Scale Force 4/ Douglas Sea State 3/ No Adverse Currents		
		About Metric Tons (Main engine)	About Metric Tons (auxilliaris)
A.	Laden	as per description	NIL
B.	Ballast	as per description	NIL

4.2	Bunker grades	
	IFO	380 CST -ALWAYS TO ISO 8217/1966(E) IFO RME 25
	MDO	MGO DMA

4.3	Permanent bunker capacities in Cubic Meters basis 100% capacity :	
	IFO	635.9
	MDO	63.2

4.4	Port consumption per 24 hours	Idle = as per description Gear working= as per description
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4.5	Engine make and type	MAKITA CO. MAN-B&W /TYPE 7S35 MC
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4.6	Max output BHP/ RPM	5180 KW AT 173 RPM
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## 5. COMMUNICATIONS

5.1	Call Sign	V7NO4
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5.2	Inm-C Telexes Inm-B Telex / Phone / Fax Inm-F33 Phones /Fax/iFUSION Mini-M Phone / Fax MMSI e-mail	453832825 / 453832826 NA <a href="tel:+870773261337">+870773261337</a> / <a href="tel:+870773261338">+870773261338</a> NA 538002986 <a href="mailto:oceanbreeze@speedmailplus.com">oceanbreeze@speedmailplus.com</a>
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## 6 INSURANCES

6.1	Hull and machinery insured Value	attached
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6.2	Name of Owners P&I Club	WOE P&I
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6.3	Where is Owners Hull and Machinery placed?	attached
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## 7. CREW

7.1	No. of Crew : 18	Including Master : 19
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7.2	Nationality of Master's/ Officers	as per crew list
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7.3	Nationality of Crew	as per crew list
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