

1. GENERAL

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| 1.1 | VESSEL'S NAME : | BERLIN TRADER |
| 1.2 | VESSEL'S PREVIOUS NAME(S) AND DATE(S) OF CHANGE | OPAL BRILLIANCE |
| 1.3 | FLAG | LIBERIA |
| 1.4 | MONTH/YEAR AND WHERE BUILT | 07.2010, ZHOUSHAN,CHINA |
| 1.5 | YARD NAME AND NUMBER | Zhejiang Ouhua Shipbuilding Co., Ltd, NB557 |
| 1.6 | OFFICIAL CLASS REGISTRATION NUMBER | 92061 |
| | - IMO/LR NUMBER - | 9509683 |
| | - OTHER | |
| 1.7 | PORT OF REGISTRY | MONROVIA |
| 1.8 | OWNERS FULL STYLE AND CONTACT NUMBERS FOR OPERATIONAL PURPOSES, IF APPROPRIATE | Bruce M1 Schiffahrts UG (haftungsbeschränkt) Ridlerstraße 11 c/o Maaß & Witzel GmbH Steuerberatungsgesellschaft 80339 Munich Germany |
| 1.9 | MANAGERS FULL STYLE AND CONTACT NUMBERS FOR OPERATIONAL PURPOSES | COLUMBIA Shipmanagement (Deutschland) GmbH Grosse Elbstrasse 275 22767 Hamburg - Germany Tel: +49 40 3613040, Fax: +49 40 361304550 |
| 1.10 | IF CONTRACTING PARTY ARE DISPONENT OWNERS STATE: TIME CHARTER FULL STYLE AND CONTACT NUMBERS FOR OPERATIONAL PURPOSES, IF APPROPRIATE | STM Deutschland GmbH Raboisen 38 20095 Hamburg Germany Tel: + 49 40 2109 12733 |

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PARTICULARS OF VESSEL

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|------|---|--|---------------------|----------------|
| 2.1 | TYPE OF VESSEL | Multi-Purpose Dry Cargo Ship, Equipped for Carriage of Containers, Strengthening for Heavy Cargo | | |
| 2.2 | DEADWEIGHT ALL TOLD (METRIC TONS) | DWAT | DRAFT | TPC BASIS FULL |
| | SUMMER | 33271 | 10.800M | 46.0 T/CM |
| | WINTER | 32255 | 10.575M | 45.9 T/CM |
| | TROPICAL | 34291 | 11.025M | 46.1 T/CM |
| | FRESH | 34364 | 11,041M | 46.1 T/CM |
| | TROPICAL FRESH | 34706 | 11.266M | 46.1 T/CM |
| 2.3 | IS VESSEL FITTED FOR TRANSIT OF: | | | |
| | A. PANAMA CANAL? (YES/NO) | | YES | |
| | B. SUEZ CANAL? (YES/NO) | | YES | |
| | C. ST LAWRENCE SEAWAY? (YES/NO) | | NO | |
| 2.4A | FOR PANAMA CANAL SUITABLE VESSEL STATE DEADWEIGHT ALL TOLD (METRIC TONS) ON 39ft 6ins (12.039M) (SG 0.9954) | | YES 35249.9MT | |
| 2.4B | IS PANAMA DEADWEIGHT ALL TOLD AFFECTED BY VESSEL'S BILGE TURN RADIUS? (YES/NO) | | NO | |
| 2.5 | FOR ST LAWRENCE SEAWAY SIZE VESSEL STATE DEADWEIGHT ALL TOLD (METRIC TONS) BASIS 26 FT (7.92M) FRESH WATER | | Up to Montreal only | |
| 2.6 | GT/NT: | INTERNATIONAL | 22863.00 / 10602.00 | |
| | | SUEZ | 23356.82 / 20138.29 | |
| | | PANAMA | 13230 | |
| | | BRITISH | N/A | |
| 2.7 | LENGTH OVERALL (METRES) | | 179.5 mtrs | |
| 2.8 | LENGTH BETWEEN PERPENDICULARS (METRES) | | 169.0 mtrs | |
| 2.9 | EXTREME BREADTH (METRES) | | 28.244 mtrs | |
| | DEPTH MOULDED (METRES) | | 15.100 mtrs | |

| 2.10 | DISTANCE (METRES) FROM WATERLINE TO TOP OF HATCH COAMINGS (OR TOP OF HATCH COVERS IF SIDE-ROLLING HATCHES) BASIS 50 PCT BUNKERS | BALLAST CONDITION (BALLAST HOLDS NOT FLOODED) | FULL BALLAST CONDITION (BALLAST HOLDS FLOODED) | LIGHT CONDITION | FULL CONDITION |
|------|--|--|--|-----------------|-------------------|
| | A. NO 1 HATCH | 13,19 | | 18,45 | |
| | B. MIDSHIPS | 10,09 | | 13,98 | |
| | C. LAST HATCH | 9,37 | | 11,93 | |
| 2.11 | DISTANCE (METRES) FROM KEEL TO TOP OF HATCH COAMINGS (OR TOP OF HATCH COVERS IF SIDE-ROLLING HATCHES) AT: FULLY LADEN CONDITION | | | | |
| | A. NO 1 HATCH | | | | 8,70 |
| | B. MIDSHIPS | | | | 6,10 |
| | C. LAST HATCH | | | | 6,10 |
| 2.12 | VESSEL'S BALLASTING AND DEBALLASTING TIME (METRIC TONS PER HOUR) | | | 800M3/HOUR | ABT 20 HOURS |
| 2.13 | DISTANCE (METRES) FROM KEEL TO HIGHEST POINT OF VESSEL | | | 45.0 mtrs | |
| 2.14 | CAPACITY OF: | | | | |
| | A. BALLAST TANKS | | | 12957M3 | |
| | B. BALLAST HOLDS CAPACITY (STATE WHICH HOLD(S)) | | | NIL | |
| 2.15 | CONSTANTS EXCLUDING FRESHWATER ABT DAILY FRESHWATER CONSUMPTION | | | abt250 mts | |
| | FRESH WATER CAPACITY | | | abt 4.0 mts/day | |
| | STATE CAPACITY AND DAILY PRODUCTION OF EVAPORATOR | | | 170.0 cbm | |
| | NORMAL FRESH WATER RESERVE | | | 16.0 cbm | 170.0 cbm |
| 2.16 | VESSEL IS FITTED WITH SHAFT GENERATOR (YES/NO) | | | NO | |
| 2.17 | VESSEL'S ONBOARD ELECTRICAL SUPPLY (..220/440... V/ .60... Hz) | | | 220V 60Hz | |
| | DETAILS OF ALTERNATIVE SUPPLY, IF ANY | | | N/A | |

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| 3.1 | HOLDS | |
| A. | NUMBER OF HOLDS | 5 |
| B. | ARE VESSEL'S HOLDS CLEAR AND FREE OF ANY OBSTRUCTIONS? (YES/NO) | YES |
| C. | GRAIN/BALE CAPACITY IN HOLDS EXCLUDING HATCHWAYS, WING/TOP SIDE TANKS (M3) | 39837 / 39421 |
| | GRAIN/BALE CAPACITIES BY EXCLUDING WING/TOP SIDE TANKS | HOLD 1 116326 / 115125 HOLD 2 380162 / 376242 |
| D. | BUT INCLUDING HATCHWAYS (CBF) | HOLD 3 380162 / 376242 HOLD 4 380162 / 376242 HOLD 5 150016 / 148286 |
| E. | IS VESSEL STRENGTHENED FOR THE CARRIAGE OF HEAVY CARGOES? (YES/NO) IF YES STATE WHICH HOLDS MAY BE LEFT EMPTY | YES |
| F. | IS TANKTOP STEEL AND SUITABLE FOR GRAB DISCHARGE? (YES/NO) | YES |
| G. | STATE WHETHER BULKHEAD CORRUGATIONS VERTICAL OR HORIZONTAL | FLAT |
| H. | TANKTOP STRENGTH (METRIC TONS PER SQM) | 20MT/M2 |
| I. | ARE HOLDS CO2 FITTED? (YES/NO) | YES |
| J. | ARE HOLDS FITTED WITH SMOKE DETECTION SYSTEM? | YES |
| K. | HAS VESSEL A FUNCTIONING CLASS CERTIFIED LOADMASTER/LOADICATOR OR SIMILAR CALCULATOR (YES/NO) | YES |
| L. | ARE HOLDS HOPPERED AT? : HOLD SIDE | FORWARD BULKHEAD / AFT BULKHEAD |
| | CAN VESSEL'S HOLDS BE DESCRIBED AS BOX SHAPED (YES/NO) | YES |
| M. | MEASUREMENT OF ANY TANK SLOPES/HOPPERING (HEIGHT AND DISTANCE FROM VESSEL'S SIDE AT TANK TOP) (METRES) | |

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| N. | FLAT FLOOR MEASUREMENT OF CARGO HOLDS AT TANK TOP (METRES) | 2650 M2 / + 135 sqm MONKE ROCK H5 |
| O. | ARE VESSEL'S HOLDS ELECTRICALLY VENTILATED (YES/NO)? | YES |
| | IF YES STATE NUMBER OF AIRCHANGES PER HOUR BASIS EMPTY HOLDS | 6 |
| 3.2 | DECK AND HATCHES | |
| 1. | NUMBER OF HATCHES | 5 |
| 2. | MAKE AND TYPE OF HATCH COVERS | MACGREGOR FOLDING TYPE |
| 3. | HATCH SIZES (METRES) | HC 1 FWD PART 12.6 M X 20.04X10.19 M HC 2 25.6 M X 24.4 M HC 3 25.6 M X 24.4 M HC 4 25.6 M X 24.4 M HC 5 12.8 M X 24.4 M |
| 4. | DISTANCE FROM SHIP'S RAIL TO NEAR AND FAR EDGE OF HATCH COVERS/COAMING NEAR AND FAR (METRES) | 0.2 M / 0.7 M |
| 5. | DISTANCE FROM BOW TO FORE OF 1ST HOLD OPENING (METRES) | 15.8 M |
| 6. | DISTANCE FROM STERN TO AFT OF LAST HOLD OPENING (METRES) | 29.0 M |
| 3.3 | STATE DECK STRENGTH (METRIC TONS PER SQM) | |
| | CARGO HOLDS | 20 mts/sqm - 12 mts/sqm on monkey rocks in hold 5 |
| | DECK AREA BETWEEN HATCH COVERS HOLD 2-5 (EVEN LEVEL) | 4MT/M2 |
| | DECK AREA IN FRONT OF DECKHOUSE | 4MT/M2 |
| | TWEENDECKS | 4MT/M2 |

4 SPEED, CONSUMPTION, FUEL ENGINE

4.1 STATE VESSEL'S CONSUMPTION AT ABOUT KNOTS (UP TO BEAUFORT SCALE FORCE 4/DOUGLAS SEA STATE 3) AS FOLLOWS:

| | <u>ABOUT METRIC TONS (MAIN ENGINE)</u> | <u>ABOUT METRIC TONS (AUXILIARIES)</u> |
|---------------------|--|--|
| BALLAST ABT 13.5 KT | 27.5 MT 380 C.S.T. | 2.6 MT 380 C.S.T. |
| LADEN ABT 13.5 KT | 25.5 MT 380 C.S.T. | 2.6 MT 380 C.S.T. |

WHEN IN SECA ZONE, SAME CONSUMPTION BUT MGO.

4.2 BUNKER GRADES :

IFO 380 CST HAVING THE SPECIFICATION OF ISO 8217:2005RMG 380

Fuel supplied to fulfill following conditions:

1. Calculated carbon aromatic index (ccal) max. 860
2. sodium content less than 1/3 of vanadium content (content in ppm)
3. max sodium content 100ppm
4. asphaltenes content less than 2/3 of conradson carbon number (ccr)
5. the fuel consumption rate are based on iso conditions and net calorific value of fuel of 42,700kj/kg (tolerance 5 pct)

4.3 PERMANENT BUNKER CAPACITIES : HFO 2009.7mt MDO.100.mt) BASIS 100%
(EXCLUDING UNPUMPABLES). CAPACITY

4.4 PORT CONSUMPTION PER 24 HOURS IDLE/WORKING (METRIC TONS)
- 2.6mt / 4-6mt
WHEN IN SECA ZONE, SAME CONSUMPTION BUT MGO.

4.5 ENGINE MAKE AND TYPE: STX MAN 6S MC50 C7

4.6 MAX OUTPUT BHP/RPM : 11616 BHP/127RPM

5 CLASSIFICATION SOCIETY, SURVEYS AND CERTIFICATES

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| 5.1 | NAME OF CLASSIFICATION SOCIETY | DNV-GL Reg No 114047 |
| | AND CLASS NOTATION | Hull : GL + 100A5 Multi-Purpose Dry Cargo Ship, Equipped for Carriage of Containers, Strengthened for Heavy Cargo, G, IW NAV-O EP DGBC Engine: + MC E AUT |
| 5.2 | DATE OF LAST SPECIAL SURVEY | newbuilding |
| 5.3 | DATE OF LAST ANNUAL SURVEY | 24.04.2015 |
| 5.4 | A. IS VESSEL ENTERED IN CLASSIFICATION APPROVED ENHANCED SURVEY PROGRAMME (YES/NO) | NO |
| | B. DATE OF LAST INSPECTION | newbuilding |
| | C. DATE OF NEXT INSPECTION | 25.10.2015 |

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| 5.5 | A. DOES VESSEL COMPLY WITH IACS UNIFIED REQUIREMENTS REGARDING NUMBER 1 CARGO HOLD AND DOUBLE BOTTOM TANK STEEL STRUCTURE? (YES/NO): | YES |
| | B. HAS THIS COMPLIANCE BEEN VERIFIED BY THE CLASSIFICATION SOCIETY? (YES/NO)? | YES |
| 5.6 | DATE AND PLACE OF LAST DRYDOC | Newbuilding |
| 5.7 | HAS VESSEL BEEN INVOLVED IN ANY GROUNDINGS OR COLLISION IN THE LAST 12 MONTHS? IF SO GIVE FULL DETAILS | NO |
| 5.8 | IS VESSEL ISM CERTIFIED? (YES/NO) | YES |
| | STATE | |
| | A. DOC (DOCUMENT OF COMPLIANCE) CERTIFICATE NUMBER/ISSUING AUTHORITY | 343035/356/2011 / LIBERIA |
| | B. SMC (SAFETY MANAGEMENT) CERTIFICATE NUMBER/ISSUING AUTHORITY | 114051/190/15 / DNV-GL |
| | GIVE DATE OF LAST AND NEXT AUDIT INTERIM STATE OUTSTANDING RECOMMENDATIONS, IF ANY | NIL |
| 5.9 | ADVISE DATE AND PLACE OF LAST PORT STATE CONTROL | 04.12.2014 DUNKERQUE |
| 5.10 | A. DID VESSEL PASS MOST RECENT PORT STATE CONTROL INSPECTION WITHOUT DETENTION (YES/NO) | YES |
| | B. STATE OUTSTANDING RECOMMENDATIONS, IF ANY: | N/A |
| 5.11 | IS VESSEL'S CREW COVERED BY FULL ITF OR BONA FIDE TRADE UNION AGREEMENT ACCEPTABLE TO ITF? | YES |
| 5.12 | IF VESSEL HAS ITF AGREEMENT | |
| | STATE NUMBER | 2011004035 |
| | DATE OF ISSUE | 01.10.2014 |
| | EXPIRY DATE | 01.10.2017 |

| 5.13 | CERTIFICATES | | | |
|------|--|---------------|---------------------------------|----------------|
| | CERTIFICATE NAME | DATE OF ISSUE | DATE OF LAST ANNUAL ENDORSEMENT | DATE OF EXPIRY |
| | CERT OF CLASS : | 25.07.2010 | | 25.10.2015 |
| | HULL & MACHINERY : | | | 25.10.2015 |
| | DOC : | 22.12.2011 | | 28.11.2016 |
| | SMC : | 09.07.2015 | | 08.01.2016 |
| | CERT OF REGISTRY : | 29.05.2014 | | 05.05.2016 |
| | LOADLINE: | 24.06.2015 | | 25.10.2015 |
| | TONNAGE : | 10.06.2010 | | |
| | SAFETY EQUIPMENT: | 24.06.2015 | | 25.10.2015 |
| | SAFETY CONSTRUCTION: | 24.06.2015 | | 25.10.2015 |
| | GEAR SURVEY: | 07.07.2010 | 20.12.2014 | 24.06.2020 |
| | CARGO SECURING MANUAL: | 21.05.2010 | | |
| | SAFETY RADIO: | 24.06.2015 | | 25.10.2015 |
| | IOPC : | 24.06.2015 | | 25.10.2015 |
| | ISPS CERT : | 09.07.2015 | | 08.01.2016 |
| | SAFE MANNING : | 06.07.2011 | | |
| | CREW LIST : | 16.07.2015 | | |
| | LATEST PSC REPORT : | 04.12.2014 | | |
| | DERATIZATION: | 28.06.2015 | | 28.12.2015 |
| | OPA/COFR: | /16.07.2015 | | |
| 5.14 | DO ANY RECOMMENDATIONS APPEAR ON ANY OF THE ABOVE CERTIFICATES? (YES/NO) | | NO | |
| | IF YES STATE FULL DETAILS | | N/A | |
| 5.16 | EXPIRY DATE OF FMC CERTIFICATE | | N/A | |

6. COMMUNICATIONS

| | | |
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| 6.1 | CALL SIGN | A8VZ5 |
| 6.2 | NAME OF RADIO STATION, WHICH VESSEL MONITORING | VIZADA ,France telecom |
| 6.3 | SPECIFY VESSEL'S SATELLITE COMMUNICATIONS SYSTEM | SAT –C, FBB |

7. INSURANCES

| | | |
|-----|---|------------------------------------|
| 7.1 | HULL AND MACHINERY INSURED VALUE | 46,5 Mio USD |
| 7.2 | NAME OF OWNERS P AND I INSURERS | STANDARD |
| 7.3 | WHERE IS OWNERS HULL AND MACHINERY PLACED | AMI Bermudas / Norwegian Hull Club |

8. CREW

| | | |
|-----|--------------------------------|-----------------------------|
| 8.1 | NUMBER OF CREW | 18 |
| 8.2 | NAME AND NATIONALITY OF MASTER | KONSTANTIN KAZAKOV, RUSSIAN |
| 8.3 | NATIONALITY OF OFFICERS | Ukrainian, Polish, Filipino |
| 8.4 | NATIONALITY OF CREW | Filipino |

9. MISCELLANEOUS

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| 9.1 | STATE LAST 5 (FIVE) CARGOES CARRIED AND LOAD AND DISCHARGE PORT(S) WITH MOST RECENT FIRST | Plywood, Corn in bulk , Solar Salt in bulk, Coated Pipes, Maize Project cargo ORAN, PUNTA QUILLA, ROUEN, BEJAIA |
| 9.2 | IS VESSEL FITTED FOR CARRIAGE OF GRAIN IN ACCORDANCE WITH CHAPTER V1 OF SOLAS 1974 AND AMENDMENTS WITHOUT REQUIRING BAGGING, STRAPPING AND SECURING WHEN LOADING A FULL CARGO (DEADWEIGHT) OF HEAVY GRAIN IN BULK (STOWAGE FACTOR 42 CUFT) WITH ENDS UNTRIMMED? (YES/NO) | YES |
| 9.3 | STATE NOS. OF HOLDS WHICH MAY BE LEFT SLACK WITHOUT REQUIRING BAGGING, STRAPPING AND SECURING | 3 of 5 can be slack |

10. CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)

| | | |
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| 10.1 | IF GEARED STATE MAKE AND TYPE | MacGregor-Häggglunds / electro hydraulic |
| 10.2 | NUMBER OF CRANES/DERRICKS AND WHERE SITUATED | 4 |
| 10.3 | OUTREACH (METRES) OF GEAR A. BEYOND SHIP'S RAIL B. BEYOND SHIP'S RAIL WITH MAXIMUM CARGO LIFT ON HOOK | SWL 24t – 3,5-30m for grab mode SWL 40t – 3,5-30m for general cargo SWL 60t – 5-20m for general cargo p/s 19mtrs, STBD/S 13 mtrs p/s 9mtrs, STBD/S 13 mtrs |
| 10.4 | IF GANTRY CRANES/HORIZONTAL SLEWING CRANES STATE MINIMUM CLEARANCE DISTANCE CRANE HOOK TO TOP OF HATCH COAMING (METRES) | N/A |

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| 10.5 | TIME NEEDED FOR FULL CYCLE WITH MAXIMUM CARGO LIFT ON HOOK | 40meters/min high speed-hoist 14 meters/min low speed-hoist |
| 10.6 | IS GEAR COMBINABLE FOR HEAVY LIFT (YES/NO) | YES |
| 10.7 | ARE WINCHES ELECTRO-HYDRAULIC? (YES/NO) | YES |
| 10.8 | IF VESSEL HAS GRABS ON BOARD STATE TYPE AND CAPACITY | NO |
| 10.9 | IS VESSEL FITTED WITH SUFFICIENT LIGHTS AT EACH HATCH FOR NIGHT WORK? (YES/NO) | YES |
| 10.10 | IS VESSEL LOGS FITTED (YES NO) IF YES STATE NUMBER AND TYPE OF STANCHIONS/SOCKETS, IF ON BOARD | NO |