

CERTIFICATO DI CLASSE

CERTIFICATE OF CLASS

N. 84286-V009-01



Numero IMO 9363883
IMO number

RINA No. 84286

Nome della nave SIDER PINK
Name of ship

Categoria Motonave
Category Motorship

Armatore ~~SIDERNAVIS SPA - NAPOLI~~ SHINE NAVIGATION LTD. ^{GR}

Nominativo internazionale
Distinctive number or letters

GR APLMG ^{GR}

Bandiera
Flag

~~Italia~~ LIBERIA ^{GR}

Cantiere e luogo di costruzione
Shipyard - place of build

YAMANISHI ZOSEN K.K. - ISHINOMAKI

Data di costruzione
Date of build

October 2006

Data di entrata in esercizio 12 October 2006
Date of commissioning

Lunghezza fuori tutto
Overall Length

139.92 m

Stazza lorda
Gross Tonnage

11674 GT

Stazza netta
Net Tonnage

6457 NT

Lunghezza di costruzione
Moulded Length

132.00 m

Larghezza di costruzione
Moulded Breadth

25.00 m

Altezza di costruzione
Moulded Depth

11.50 m

Numero motori principali
Number of main engines

1

Potenza totale
Total power

5180 kW

SI CERTIFICA che la nave suddetta è stata sottoposta agli accertamenti prescritti dai vigenti Regolamenti del RINA e, sulla base di quanto accertato, è stata classificata con le seguenti caratteristiche di classe (*)
THIS IS TO CERTIFY that the above ship has been surveyed in accordance with the RINA Rules and, on the basis of the survey report submitted, has been assigned the class (*)

C ^{GR} bulk carrier ESP ; unrestricted navigation

vincolate al bordo libero di cui al relativo certificato
based on the freeboard indicated in the Load Line Certificate

con notazioni aggiuntive di Classe: ---
with additional Class notations:

Il presente certificato è valido fino al: 12 October 2011
This certificate is valid until:

La validità può essere estesa a giudizio del RINA quando previsto dai Regolamenti.
The validity may be extended at RINA's decision when allowed by the Rules.


Questo certificato sarà considerato nullo qualora non siano osservate le prescrizioni dei vigenti Regolamenti.
This certificate will be invalidated whenever the requirements of the Rules are not complied with

Rilasciato a: Genova
Issued at:

il: 15 November 2006
on:



RINA - REGISTRO ITALIANO NAVALE

GR sent, 10/03/2007
Officially recorded.
 P. Spadafora

(*) Il servizio e la navigazione sono descritti a pagina 2
Service and navigation are described at page 2

Questo certificato è composto di 3 pagine
This certificate consists of 3 pages

**Department of Homeland Security
United States Coast Guard
National Pollution Funds Center
Arlington VA 22203-1804**



No. 858794 - 19

**VESSEL CERTIFICATE OF FINANCIAL RESPONSIBILITY
(WATER POLLUTION)**

Vessel Operator

PRIMAL SHIPMANAGEMENT INC.

has established evidence of financial responsibility, in accordance with 33 CFR 138, to meet liability under section 1002 of the Oil Pollution Act of 1990, and under section 107 of the Comprehensive Environmental Response, Compensation, and Liability Act, which may result from the operation of the vessel named below:

Name of Vessel

SIDER PINK

Effective Date: **06APR2007**

Expiration Date: **06APR2010**

The use of this certificate is subject to the provisions of Part 138 of Title 33 of the Code of Federal Regulations, as it is or may be amended, and the conditions on the reverse side of this certificate. This certificate is invalid if there are any erasures or alterations hereon (except permitted by 33 CFR 138), and is void if the operator named hereon is not the party responsible for operating the vessel.

K. D. Biny

Chief, Vessel Certification
National Pollution Funds Center
By Direction



CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE

No. 84286-V012-04

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974,
as modified by the Protocol of 1988 relating thereto,

under the authority of the Government of

Republic of Liberia

by

RINA - REGISTRO ITALIANO NAVALE



RINA No. 84286

Name of ship ¹	Distinctive number or letters	Port of registry	Gross tonnage
SIDER PINK	A8LM6	MONROVIA - 13224	11674 GT

Deadweight (Metric Tons) ¹	IMO Number ²
-	9363883

Type of ship: **Bulk carrier**

Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced:

15 May 2006

THIS IS TO CERTIFY:

1. That the ship has been surveyed in accordance with the requirements of Regulation I/10 of the Convention.
2. That the survey showed that the condition of the structure, machinery, and equipment as defined in the above regulation was satisfactory and the ship complied with the relevant requirements of Chapters II-1 and II-2 of the Convention (other than those relating to fire safety systems and appliances and fire control plans).
3. That the last two inspections of the outside of the ship's bottom took place on **12 October 2006** and _____.
4. That an Exemption Certificate has not been issued.

This Certificate is valid until: **12 October 2011³**

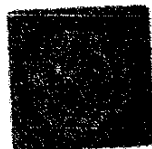
subject to the annual and intermediate surveys and inspections of the outside of the ship's bottom in accordance with Regulation I/10 of the Convention.

Completion date of the survey on which this certificate is based

16 October 2006

Issued at: **Genova**

on: **27 March 2007**



RINA - REGISTRO ITALIANO NAVALE

¹ For oil tankers, chemical tankers, and gas carriers only.

² In accordance with the IMO Ship Identification Number Scheme, adopted by the Organization by Resolution A.600(15).

³ Insert the date of expiry as specified by the Administration in accordance with Regulation I/14(a) of the Convention. The day and the month of this date correspond to the anniversary date as defined in Regulation I/2(n) of the Convention, unless amended in accordance with Regulation I/14(h).

CARGO SHIP SAFETY EQUIPMENT CERTIFICATE

No. 84286-V012-06

This Certificate shall be supplemented by a Record of Equipment (Form E) No. 84286-V012-06 - R



Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974,
as modified by the Protocol of 1988 relating thereto,

under the authority of the Government of

RINA No. 84286

Republic of Liberia

by

RINA - REGISTRO ITALIANO NAVALE

Name of ship	Distinctive number or letters	Port of registry	Gross tonnage
SIDER PINK	A8LM6	MONROVIA - 13224	11674 GT

Deadweight of ship (metric tons) ¹	Length of ship (Regulation III/3.12)	IMO Number ²
-	132.480	9363883

Type of ship: **Bulk carrier**

Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced:

15 May 2006

THIS IS TO CERTIFY:

- 1 That the ship has been surveyed in accordance with the requirements of Regulation I/8 of the Convention.
- 2 That the survey showed that:
 - 2.1 the ship complied with the requirements of the Convention as regards shipborne navigational equipment, means of embarkation for pilots and nautical publications;
 - 2.2 the life-saving appliances and the equipment of the lifeboats, liferafts and rescue boats were provided in accordance with the requirements of the Convention;
 - 2.3 the ship was provided with a line-throwing appliance and radio installations used in life-saving appliances in accordance with the requirements of the Convention;
 - 2.4 the ship complied with the requirements of the Convention as regards fire safety systems and appliances and fire control plans;
 - 2.5 the ship was provided with lights, shapes and means of making sound signals and distress signals in accordance with the requirements of the Convention and the International Regulations for Preventing Collisions at Sea in force;
 - 2.6 in all other respects the ship complied with the relevant requirements of the Convention.
- 3 That an Exemption Certificate has been issued.

¹ For oil tankers, chemical tankers, and gas carriers only.

² In accordance with the IMO Ship Identification Number Scheme, adopted by the Organization by Resolution A.600(15).

This Certificate is valid until: **12 October 2011**¹
subject to the annual and periodical surveys in accordance with Regulation I/8 of the Convention.

Completion date of the survey on which this certificate is based

10 March 2007

Issued at: **Genova**

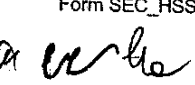
on **27 March 2007**





RINA - REGISTRO ITALIANO NAVALE

¹ Insert the date of expiry as specified by the Administration in accordance with Regulation I/14(a) of the Convention. The day and the month of this date correspond to the anniversary date as defined in Regulation I/2(n) of the Convention, unless amended in accordance with Regulation I/14(h).





CARGO SHIP SAFETY RADIO CERTIFICATE

No. 84286-V012-08

This Certificate shall be supplemented by a Record of Equipment (Form R) No. 84286-V012-08 - R



Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974,
as modified by the Protocol of 1988 relating thereto,

under the authority of the Government of

RINA No. 84286

Republic of Liberia

by

RINA - REGISTRO ITALIANO NAVALE

Name of ship	Distinctive number or letters	Port of registry	Gross tonnage
SIDER PINK	A8LM6	MONROVIA - 13224	11674 GT
IMO Number ¹	Sea areas in which ship is certified to operate (Regulation IV/2)		
9363883	A1 + A2 + A3		

Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced:

15 May 2006

THIS IS TO CERTIFY:

- 1 That the ship has been surveyed in accordance with the requirements of Regulation I/9 of the Convention.
- 2 That the survey showed that:
 - 2.1 the ship complied with the requirements of the Convention as regards radio installations:
 - 2.2 the functioning of the radio installations used in life-saving appliances complied with the requirements of the Convention.
- 3 That an Exemption Certificate has not been issued.

This Certificate is valid until: **12 October 2011**
subject to the periodical surveys in accordance with Regulation I/9 of the Convention.

Completion date of the survey on which this certificate is based

Issued at: **Genova**

10 March 2007

on 27 March 2007

RINA - REGISTRO ITALIANO NAVALE

¹ In accordance with the IMO Ship Identification Number Scheme, adopted by the Organization by Resolution A.600(15).

² Insert the date of expiry as specified by the Administration in accordance with Regulation I/14(a) of the Convention. The day and the month of this date correspond to the anniversary date as defined in Regulation I/2(n) of the Convention, unless amended in accordance with Regulation I/14(h).

issued in accordance with Article 53 of the International Health Regulations, under the provision of ~~Article 20~~ ^{Article 26} ^(a) of the Japanese Quarantine Law
 délivré conformément à l'article 53 du Règlement Sanitaire International, sous la provision de ~~l'article 20~~ ^{l'article 26} ^(a) de la loi Quarantine Japonaise
 (Not to be taken away by Port Authorities.)—(Ce certificat ne doit pas être retiré par les autorités portuaires.)

PORT OF ISHINOMAKI -PORT DE _____

Date-Date 6th October 2006

THIS CERTIFICATE records the inspection and ~~derating~~
exemption } (a) at this port and on the above date

LE PRÉSENT CERTIFICAT atteste l'inspection et ^(exemption) { la dératisation } (a) en ce port et à la date ci-dessus
l'exemption

of the { ship } (a) "SIDER PINK" of 6,457 { net tonnage for a sea-going vessel } (a) (f)
~~maritime navigation vessel~~
 du navire de { tonnage net dans le cas d'un navire de haute mer } (a) (f)
 tonnage dans le cas d'un navire de navigation intérieure

At the time of inspection ^(a) the holds were laden with 0 tons of nil cargo

Au moment de { l'inspection
la dératisation } (a) les cales étaient chargées de tonnes de cargaison

[illegible]

(a) *Strike out the unnecessary indications.*—Rayer les mentions inutiles
(b) *In case any of the compartments enumerated do not exist on the ship or inland navigation vessel, this fact must be mentioned.*—Lorsqu'un des compartiments énumérés n'existe pas sur le navire, on devra le mentionner expressément.

(c) *Old or recent evidence of excreta, runs or gnawing.*—Traces anciennes ou récentes d'excréments, de passages ou de rongements.

RECOMMENDATIONS MADE.—OBSERVATIONS.—*In the case of exemption, state here the measures taken for maintaining the ship or inland navigation vessel in such a condition that it is free of rodents and the plague vector.*—Dans le cas d'exemption, indiquer les mesures prises pour que le navire soit maintenu dans des conditions telles qu'il n'y ait à bord ni rongeurs, ni vecteurs de la peste

Seal, name, qualification and signature of the inspector.—Cachet, nom, qualité et signature de l'inspecteur.

Signature
Signature

J. Koon
Quarantine Officer concerned
Officier quarantenaire en charge

(d) *None, small, moderate or large.*—Néant, peu, passablement ou beaucoup.

(e) *State the weight of sulphur or of cyanide salts or quantity of HCN acid used.*—Indiquer les poids de soufre ou de cyanure ou la proportion d'acide cyanhydrique.

(f) *Specify whether applies to metric displacement or any other method of determining the tonnage.*—Spécifier s'il s'agit de déplacement métrique ou, sinon, de quel autre tonnage il s'agit.

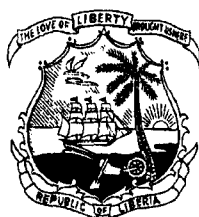
W. F. Furstenberg

DOCUMENT OF COMPLIANCE

This Certificate shall be supplemented by a List of Branch Offices (Form B) No. 343767/305/01

"F"

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA; 1974,
 as amended



under the authority of the Government of the

REPUBLIC OF LIBERIAby **GERMANISCHER LLOYD**

Name and address of the Company
 (see paragraph 1.1.2 of the ISM Code)

Primal Shipmanagement Inc.
91 Papanastassiou Str., 18533 Kastella, Piraeus / GREECE



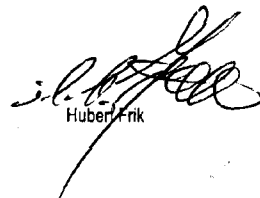
THIS IS TO CERTIFY THAT the Safety Management System of the Company has been audited and that it complies with the requirements of the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code)* for the types of ships listed below (delete as appropriate):

Passenger ship
Passenger high speed craft
Cargo high speed craft
Bulk carrier
Oil tanker
Chemical tanker
Gas carrier
Mobile offshore drilling unit
Other cargo ship

This Document of Compliance is valid until **04th July, 2011**, subject to periodical verification.

Completion date of the verification on which
 this certificate is based: **28th June, 2006**

Issued at **Hamburg** the **01st** day of **November, 2007**


Germanischer Lloyd

 Olaf Giese

 Hubert Frik

* Adopted by the Organization by resolution A. 741 (18).

" M.V. SIDER PINK "

DEADWEIGHT SCALE

M.T.C. (t-M)	T.P.C. (t)	DISP. (t)	DRAFT (M)	DEADWEIGHT	
				SEA WATER (t)	FRESH WATER (t)
		26000		22000	
300.0			9.0		20000
	31.00			20000	
		24000			
290.0					
					18000
	30.50			18000	
280.0		22000	8.0		
					16000
270.0					
	30.00			16000	
		20000			
260.0					
			7.0		14000
	29.50			14000	
250.0		18000			
					12000
240.0	29.00			12000	
		16000	6.0		

FULL LOA

FULL LOAD (SUMMER EXT.) DRAFT = 8.496 m
DISPLACEMENT = 23,612 t

270.0		30.00		20000		7.0		16000		
260.0										14000
		29.50		18000				14000		
250.0										12000
		29.00		16000		6.0		12000		
240.0										10000
		28.50		14000				10000		
230.0						5.0				8000
		28.00		12000				8000		
220.0										6000
		27.50		10000		4.0		6000		
210.0										4000
		27.00		8000		3.0		4000		
200.0										2000
		26.50		6000		2.0		2000		
								0		0
190.0				4000						

FULL LOAD (SUMMER EXT.) DRAFT
DISPLACEMENT

LIGHT DRAFT = 1,808 m
WEIGHT = 4,511 t

LIGHT W

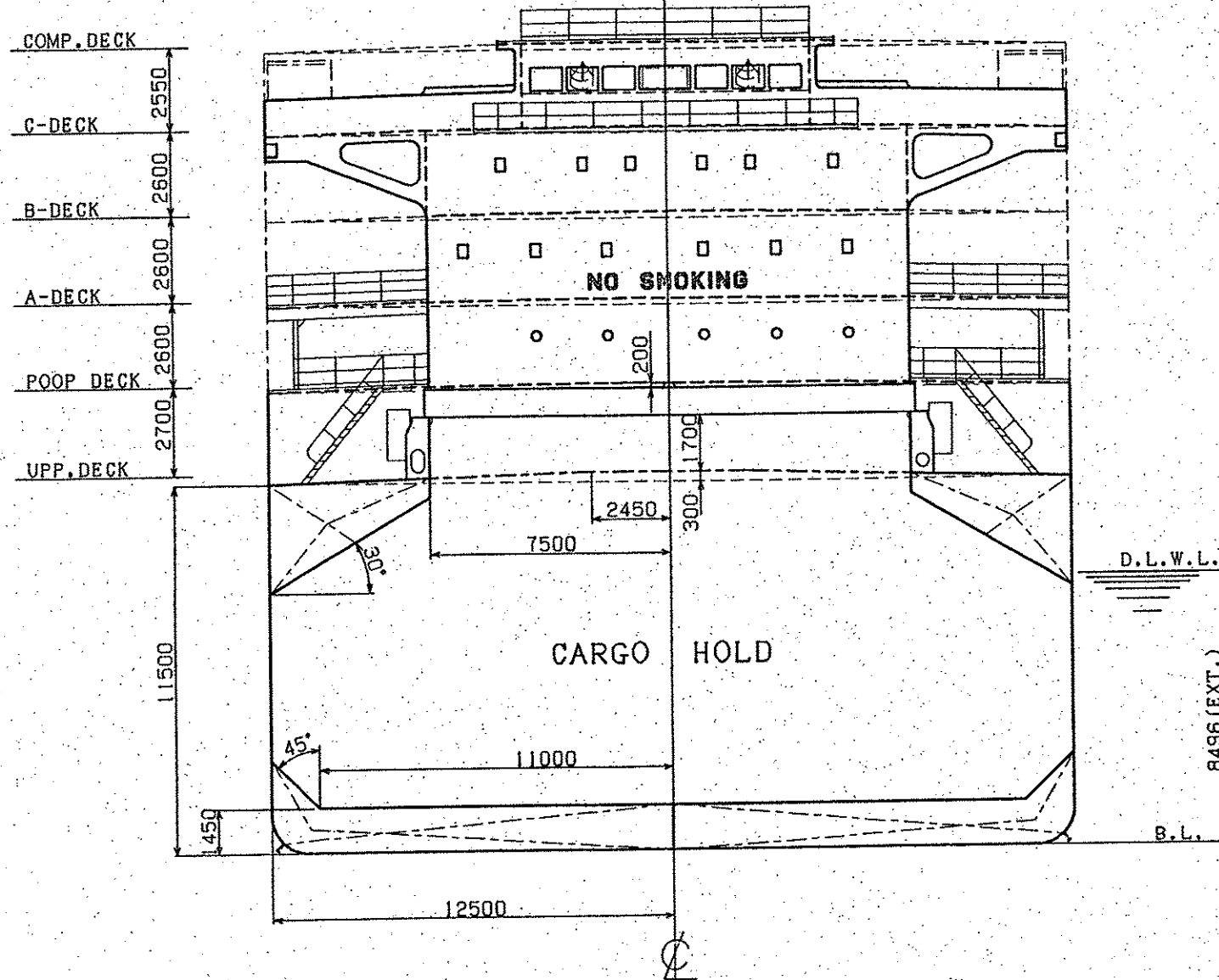
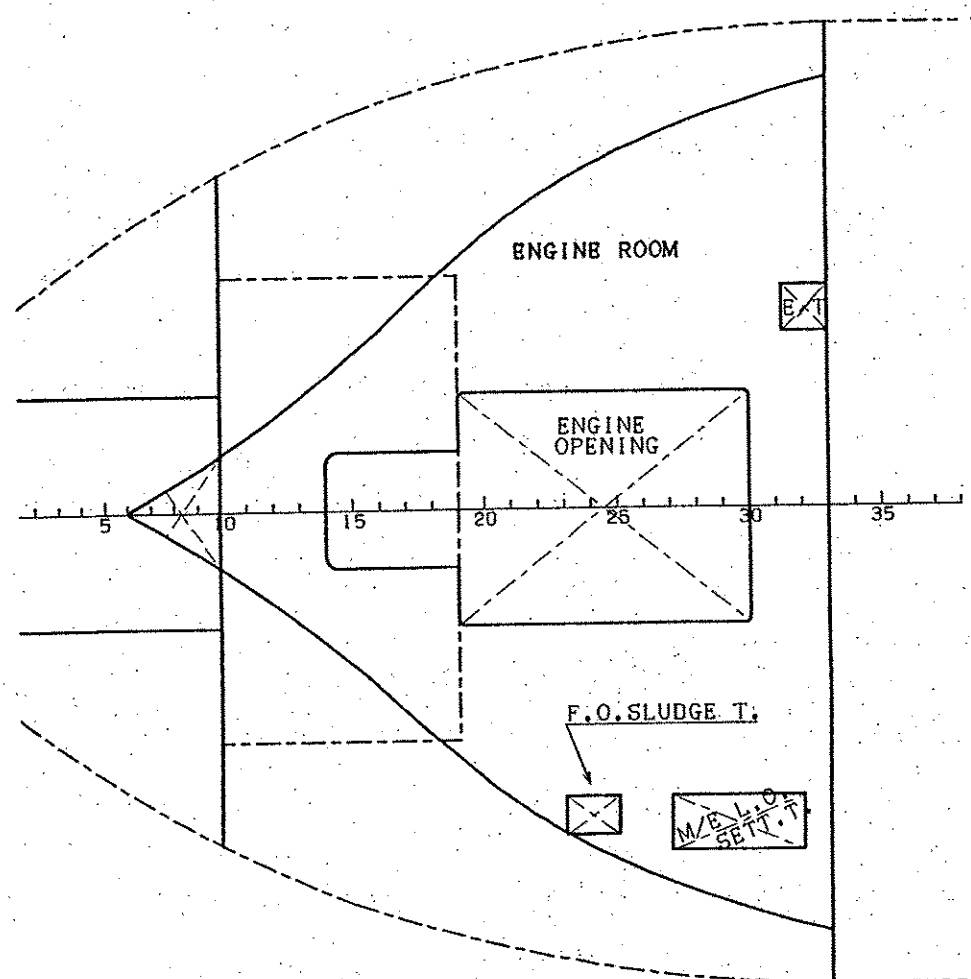
SHIP NO.	1044	CLASS	N. K.
SHIP NAME	SIDER PINK	TYPE	BULK CARRIER
DESIGNER	YAMASHITA	GENERAL ARRANGEMENT	FINISHED PLAN
DATE	4th Oct. '06	SCALE	1:200
YAMASHITA CORPORATION			

" M.V. SIDER PINK "

GENERAL ARRANGEMENT

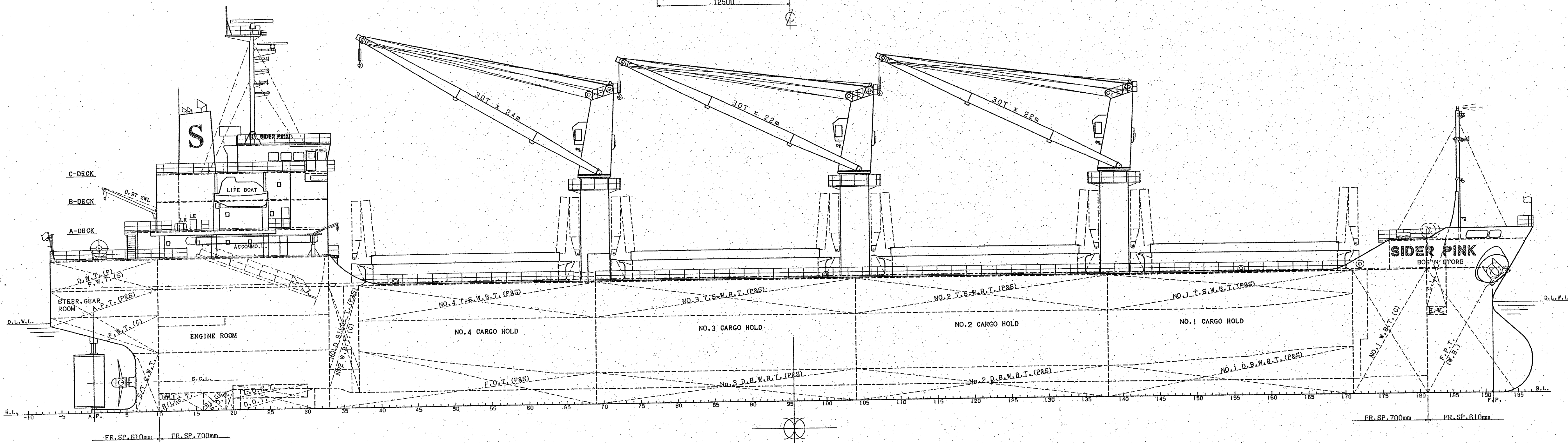
SCALE : 1/200

3RD. DK



PRINCIPAL PARTICULARS

LENGTH O. A.	139.92 m
LENGTH B. P.	132.00 m
BREADTH (MLD)	25.00 m
DEPTH (MLD)	11.50 m
FULL LOAD DRAFT (SUMMER EXT.)	8.496 m
CLASS	NK, NS* (BC) (ESP), MNS*
GROSS TONNAGE	11,674 t
DEAD WEIGHT (SUMMER)	19,101 mt
MAIN ENGINE	Wartsila 12V32 X 1
M.C.O.	5,180 kW X 750 min ⁻¹
C.S.O. (85% M.C.O.)	4,403 kW X 710 min ⁻¹
SERVICE SPEED	(C.S.O. with 15% S.M. at DESIGNED DRAFT=8.40m) abt. 13.00 kts
COMPLEMENT	22 p



POOP DECK

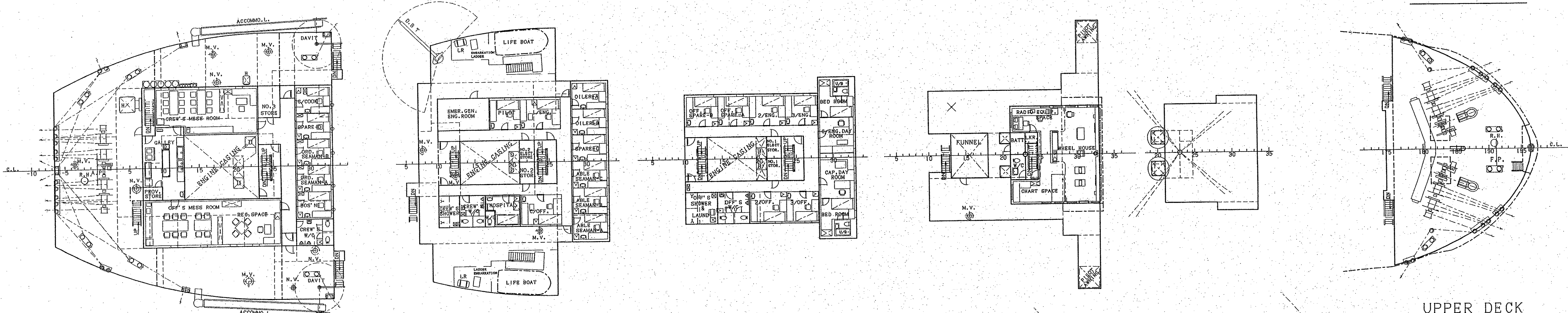
A-DECK

B-DECK

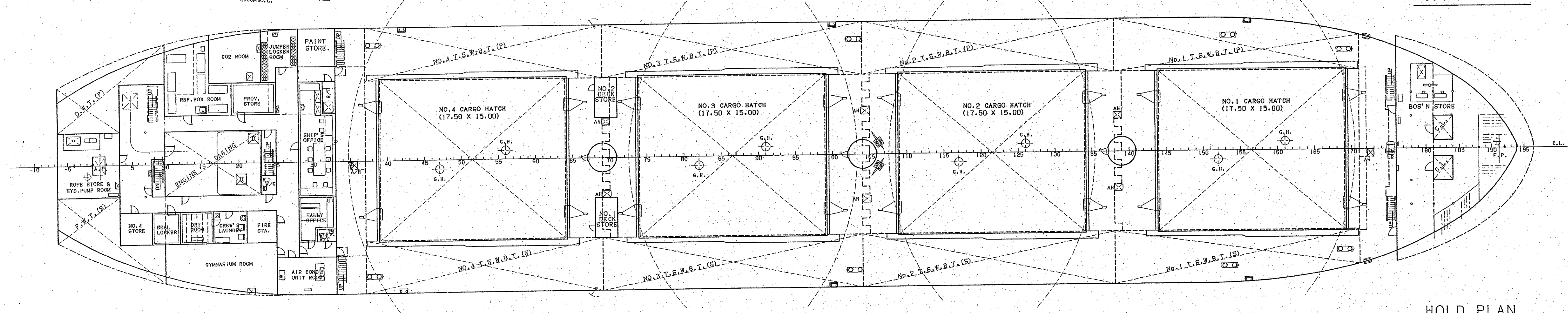
C-DECK

COMP. DECK

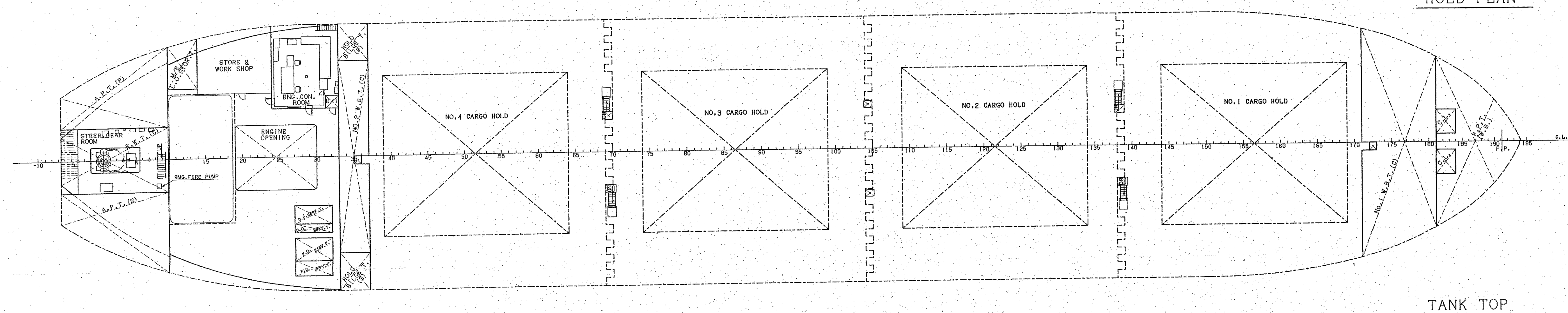
F' CLE DECK



UPPER DECK



HOLD PLAN



TANK TOP

(A). Name of Ship "SIDER PINK"Official number 24964-PEXT ~~PEXT~~

CANADA SHIPPING ACT

Port of registry Panama ~~NASSAU~~(B). Name of owner SHINE MAUI S.P.A. ~~SHINE MAUI S.P.A.~~Address Kaunohiki ~~Kaunohiki~~

(NOTE.—Section (A) is to be filled in when the gear forms part of the equipment of a ship. Section (B) is to be filled in when the gear does not form part of the equipment of a ship.)

(*) OFFICIALLY AME,
ISHINOMAKI, 16/1

REGISTER OF SHIPS CARGO HANDLING MACHINERY AND GEAR



(*) Shunt, 10/03/1
Officially Registered
P. Spadaf

(Form prescribed by the Minister of Transport under the Tackle Regulations)



REGISTER OF SHIP'S LIFTING APPLIANCES AND ITEMS OF LOOSE GEAR

(*)

Sent, 10/03/2007.
Officially owned by
RINA
P. Spadafora

"SIDER PINK"

(X) OFFICIALLY AMENDED
ISHINOMAKI, 16/10/2006

Name of Ship

Official Number

34964-PEX

Call Sign

3E008 ~~CAW~~ A8LNG (*)

Port of Registry

Panama ~~NAPOLI~~ MONROVIA (*)

Name of Owner

~~SIDER NAVI S.P.A.~~ SHINE NAVIGATION LTD. (*)

Register Number (Class Number)

064713 RI 84286 (*)

Date of Issue

ISHINOMAKI, 16/10/2006

Issued by

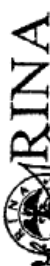
Nippon Kaiji Kyokai

Signature and Stamp



RINA
M. FERRARIO

PROVISIONALLY APPROVED
ON BEHALF OF LIBERIAN
ADMINISTRATION -



Sent, 10/03/2007.
P. Spadafora

The tests, examinations and inspections indicated in this Register are based on the requirements of
ILO Convention No. 152, Recommendation No. 160 and
the Rules for Cargo Handling Appliances of NIPPON KAIJI KYOKAI.

Note : This Register is the standard international forms as recommended by the International Labour Office
in accordance with ILO Convention No.152.



Paris, 25th September 2008

☎ +0033 (0)1 44 82 10 74
✉ +0033 (0)1 55 80 74 74
✉ m.tirel@g-eyssautier.com

Dear Sirs,

**Re : "SIDER PINK" – SHINE NAVIGATION LTD (as Owners)
PRIMAL SHIPMANAGEMENT INC. (as Managers)**

We hereby confirm that the Hull and Machinery insurances of the above vessel are placed through our intermediary at full conditions as follows:

Vessel : "SIDER PINK"
Agreed Value : 100% H&M USD 24 000 000
100% I.V USD 8 000 000
Period : 14 months @ 14th September 2008, 11:45hrs Greek time.
Placing : 100 %

Yours faithfully,

GROUPE EYSSAUTIER
Capital 1.500.000 € - 343 785 382 RCS PARIS
SIRET 343 785 382 00072 - APE 672 Z
37-39, rue de la Bienfaisance
75008 PARIS - Tél. 01 44 82 10 60



**"SIDER PINK" – SHINE NAVIGATION LTD (as Owners)
PRIMAL SHIPMANAGEMENT INC. (as Managers)**

SECURITY :

A)	AXA CORPORATE SOLUTIONS	25.00 %
	GROUPAMA TRANSPORTS	25.00 %
	ASSICURAZIONI GENERALI	10.00 %
		=====
	Total Sec. A)	60.00 %
B)	FORTIS CORPORATE INSURANCE	10.00 %
		=====
	Total Sec. B)	10.00 %
C)	WARTA Insurance and Reinsurance Co. S.A.	5.00 %
		=====
	Total Sec. C)	5.00 %
D)	Lloyds Syndicate : BRIT	12.50 %
	ROYAL & SUN ALLIANCE	12.50 %
		=====
	Total Sec. D)	25.00 %
		=====
	TOTAL	100.00 %



RINA

INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE

No. 84286-V012-09

Note: This Certificate shall be supplemented by a Record of Construction and Equipment)

RINA No. 84286

issued under the provisions of the Protocol of 1997 to amend the
INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973,
as modified by the Protocol of 1978 related thereto (hereinafter referred to as "the Convention")

under the authority of the Government of the
Republic of Liberia

by

RINA - REGISTRO ITALIANO NAVALE

Name of ship	Distinctive number or letters	Gross tonnage
SIDER PINK	A8LM6	11674 GT

Port of registry	IMO Number ¹
MONROVIA	9363883

Type of ship: Ships other than a tanker

THIS IS TO CERTIFY:

- 1 that the ship has been surveyed in accordance with Regulation 5 of Annex VI of the International Convention; and
- 2 that the survey shows that the equipment, systems, fittings, arrangement and materials fully comply with the applicable requirements of Annex VI of the Convention.

This Certificate is valid until²:

12 October 2011

subject to surveys in accordance with Regulation 5 of Annex VI of the Convention.

Issued at: Genova

on

27 March 2007



RINA - REGISTRO ITALIANO NAVALE

¹ In accordance with the IMO Ship Identification Number Scheme, adopted by the Organization by resolution A.600(15).

² Insert the date of expiry as specified by the Administration in accordance with regulation 9(1) of Annex VI of the Convention.



INTERNATIONAL LOAD LINE CERTIFICATE

No. 84286-V012-02

Issued under the provisions of the
INTERNATIONAL CONVENTION ON LOAD LINES 1966,
as modified by the Protocol of 1988,



under the authority of the Government of

RINA No. 84286

Republic of Liberia

by

RINA - REGISTRO ITALIANO NAVALE

Name of ship	Distinctive number or letters	Port of registry	Length (L) as defined in Article 2(8) (in metres)
SIDER PINK	A8LM6	MONROVIA - 13224	132.480

IMO Number: 9363883

board assigned as:

A new ship

Type of ship:

Type B

Freeboard from deck line

Load Line

Tropical (T)	2863 mm	177 mm	above (S)
Summer (S)	3040 mm	Upper edge of line through centre of ring	
Winter (W)	3217 mm	177 mm	below (S)
Winter North Atlantic (WNA)	- mm	- mm	below (S)
Timber tropical (LT)	- mm	- mm	above (LS)
Timber summer (LS)	- mm	- mm	above (S)
Timber winter (LW)	- mm	- mm	below (LS)
Timber winter North Atlantic (LWNA)	- mm	- mm	below (LS)

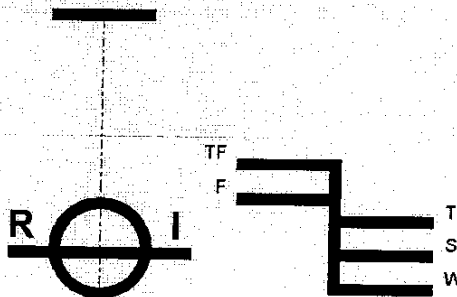
Allowance for fresh water for all freeboards other than timber (F)

191 mm

Allowance for fresh water for timber freeboards (LF)

- mm

The upper edge of the deck line from which these freeboards are measured is:
0 mm from the deck at side.



THIS IS TO CERTIFY:

- 1) that the ship has been surveyed in accordance with the requirements of Article 14 of the Convention;
- 2) that the survey showed that the freeboards have been assigned and load lines shown above have been marked in accordance with the Convention.

This Certificate is valid until: **12 October 2011¹**

subject to annual surveys in accordance with Article 14(1)(c) of the Convention.

Completion date of the survey on which this certificate is based **16 October 2006**

Issued at: **Genova**

on: **27 March 2007**



RINA - REGISTRO ITALIANO NAVALE

¹ Insert the date of expiry as specified by the Administration in accordance with Article 19(1) of the Convention. The day and the month of this date correspond to the anniversary date as defined in Article 2(9) of the Convention, unless amended in accordance with Article 19(8) of the Convention.

When a ship departs from a port situated on a river or inland waters, deeper loading shall be permitted corresponding to the weight of fuel and all other materials required for consumption between the point of departure and the sea.

When a ship is in fresh water of unit density the appropriate load line may be submerged by the amount of the fresh water allowance shown above. When the density is other than unity, an allowance shall be made proportional to the difference between 1.025 and the actual density.



RINA

STATEMENT N. 06 PU 01 105 -12

A richiesta degli Interessati si dichiara che, per la motonave di bandiera italiana, scafo in acciaio, denominata:

At Owner's request we hereby certify that for the motorship, steel hull, ITALY flag, named:

"SIDER PINK"

- Costruita da: *Built by: Yamanishi Corporation;*
- A: *at: Ishinomaki (Japan); nel: on: 2006*
- Porto di Iscrizione: *Port of Registry : NAPOLI*
- Iscritta presso il RINA con n.: *Registered to the RINA with n.: 84286*
- Numero IMO: *IMO No.: 9363883*

sono in corso i calcoli di stazza in conformità alla Convenzione Internazionale 1969 e si prevedono, in via di approssimazione, i seguenti valori:

the tonnage calculations, in accordance with the International Tonnage Convention 1969, are in course of fulfilment and the estimated values are the followings:

GROSS TONNAGE :	11674GT
NET TONNAGE :	6457 NT

Si dichiara inoltre che la nave ha le seguenti dimensioni di costruzione (LxBxD): 132,48 X 25.00 X 11.50 m ed e' dotata di un apparato di propulsione costituito da No.1 motore diesel costruito da WARTSILA tipo 12V32 (s.n. PAAE030588), con una potenza di 5,180 kW a 750 giri/min.

We furthermore declare that the moulded dimensions of the ship are the followings (LxBxD): 132,48 X 25.00 X 11.50 metres, and she has an internal combustion diesel propelling engine made by WARTSILA type 12V32 (s.n. PAAE030588) with a power of di 5,180 kW at 750 rpm.

Si rilascia la presente dichiarazione da valere per gli usi consentiti dalla Legge ed Atti di Governo vigenti.

This statement is issued for use allowed by the Laws and Administration proceedings in force.

Ishinomaki (Japan), 16 October 2006

Michele FRANCIONI

Surveyor of RINA – REGISTRO ITALIANO NAVALE



RINA
M. Francioni
[Signature]

A Subsidiary of RINA S.p.A.

REGISTRO ITALIANO NAVALE Group
Head Office: Via Corsica, 12 16128 Genova - Italy
Tel: +39 010 53851
Fax: +39 010 5351000

C.F./P. Iva 03794120109
Cap. Soc. EURO 30,192,800,00 i.v.
R.I. Genova N. 23802/99

OFFICE BUSAN

7th Fl Korea Exchange Bank Bldg. 89-1 4-Ka JungAng-Dong
Jung-Ku Pusan 600-814 Korea
TEL: +82 51 465 5412~3
E FAX: +82 51 465 5535

INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE

No. 84286-V012-13

(Note: This Certificate shall be supplemented by a Record of Construction and Equipment)

Supplement No. 84286-V012-13 - R



RINA No. 84286

issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE PREVENTION
OF POLLUTION FROM SHIPS, 1973,
as modified by the Protocol of 1978 relating thereto, as amended,
(hereinafter referred to as "the Convention")

under the authority of the Government of the

Republic of Liberia

by

RINA - REGISTRO ITALIANO NAVALE

Name of ship	Distinctive number or letters	Port of registry	Gross tonnage
SIDER PINK	A8LM6	MONROVIA - 13224	11674 GT

Deadweight of ship (tonnes) ¹	IMO Number ²
-	9363883

Type of ship:

Oil tanker	<input type="checkbox"/>
Ship other than an oil tanker with cargo tanks coming under Regulation 2.2 of Annex I of the Convention	<input type="checkbox"/>
Ship other than any of the above	<input checked="" type="checkbox"/>

THIS IS TO CERTIFY:

- 1 That the ship has been surveyed in accordance with Regulation 6 of Annex I of the Convention.
- 2 That the survey shows that the structure, equipment, systems, fittings, arrangement and material of the ship and the condition thereof are in all respects satisfactory and that the ship complies with the applicable requirements of Annex I of the Convention.

1 For oil tankers

2 Reference to the IMO Ship Identification Number Scheme, adopted by the Organization by Resolution A.600(15).

This certificate is valid until: **12 October 2011**¹

subject to surveys in accordance with Regulation 6 of Annex I of the Convention.

Completion date of the survey on which this certificate is based

16 October 2006

Issued at: **Genova**

on **27 March 2007**




RINA - REGISTRO ITALIANO NAVALE

¹ Insert the date of expiry as specified by the Administration in accordance with Regulation 10.1 of Annex 1 of the Convention. The day and the month of this date correspond to the anniversary date as defined in Regulation 1.27 of Annex 1 of the Convention, unless amended in accordance with Regulation 10.8 of Annex 1 of the Convention.



**STATEMENT OF COMPLIANCE FOR
INTERNATIONAL SEWAGE POLLUTION PREVENTION**

No. 84286-V012-12

RINA No. 84286

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973,
(hereinafter referred to as "the Convention")

by

RINA · REGISTRO ITALIANO NAVALE

Name of ship	Distinctive number or letters	Port of registry	Gross tonnage
SIDER PINK	A8LM6	MONROVIA	11674 GT
Number of persons which the ship is certified to carry		IMO Number	
22		9363883	

Type of ship: New ship

Date of building contract: 04.08.2005

Date on which keel was laid or ship was at similar stage of construction: 15.05.2006

Date of delivery: 12.10.2006

IMO No. 9363883 Name of ship SIDER PINK

Statement N. 84286-V012-12 Page 2/2

THIS IS TO CERTIFY THAT:

- 1 The ship is equipped with a sewage treatment plant and a discharge pipeline in compliance with Regulation 3(1)(a) (i) to (iv) of Annex IV of the Convention as follows:

- (a) Description of the sewage treatment plant:

Type of sewage treatment plant

SBT-25

Name of manufacturer

TAIKO KIKAI IND. Co. Ltd

The sewage treatment plant is certified by the Administration to meet the following effluent standards (*):

According with Res. MEPC (VI) Annex A

- (b) Description of the comminuter:

Type of comminuter

Name of manufacturer

Standard of sewage after disinfection

- (c) Description of the holding tank equipment:

Total capacity of the holding tank (m³)

Location

- (d) A pipeline for the discharge of sewage to a reception facility, fitted with a standard shore connection.

- 2 The ship has been surveyed in accordance with Regulation 3 of Annex IV of the International Convention for the Prevention of Pollution from Ships, 1973, concerning the prevention of pollution by sewage and the survey showed that the equipment the ship and the condition thereof are in all respects satisfactory and the ship complies with the applicable requirements of Annex IV of the Convention.

This Statement is valid until:

12 October 2011

Issued at: Genova

on:

27 March 2007



RINA - REGISTRO ITALIANO NAVALE

Under the provisions of Regulation 7(2) and (4) of Annex IV of the Convention the validity of this statement is extended until:

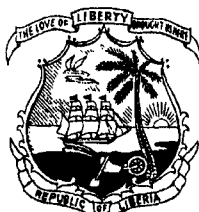
Place	Signature and seal
Date	

(*) Parameters should be incorporated.

INTERNATIONAL SHIP SECURITY CERTIFICATE

"F"

Issued under the provisions of the
INTERNATIONAL CODE FOR THE SECURITY OF SHIPS AND OF PORT FACILITIES
(ISPS CODE)



under the authority of the Government of the

REPUBLIC OF LIBERIA

by **GERMANISCHER LLOYD**

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage	IMO Number
SIDER PINK	A8LM6 13224	Monrovia	11674	9363883

Name and address of the Company	Type of Ship *
Primal Shipmanagement Inc. 91 Papanastassiou Str., 18533 Kastella, Piraeus / Greece	Bulk Carrier

THIS IS TO CERTIFY THAT

- 1 the security system and any associated security equipment of the ship has been verified in accordance with section 19.1 of part A of the ISPS Code;
- 2 that the verification showed that the security system and any associated security equipment of the ship is in all respects satisfactory and that the ship complies with the applicable requirements of chapter XI-2 of the convention and part A of the ISPS Code;
- 3 that the ship is provided with an approved Ship Security Plan.

Date of initial / renewal verification on which this certificate is based **2007-08-24**

This Certificate is valid until **2012-08-23**, subject to verifications in accordance with section 19.1.1 of part A of the ISPS Code.

Issued at **Hamburg** the **03rd** day of **September, 2007**



Germanischer Lloyd

Dirk Eggers

Uwe Rowohl

* Insert the type of ship from: Passenger ship, passenger high-speed craft, cargo high-speed craft, bulk carrier, oil tanker, chemical tanker, gas carrier, mobile offshore drilling unit, other cargo ship.



THE REPUBLIC OF LIBERIA
BUREAU OF MARITIME AFFAIRS

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Suite 300, Vienna, VA
22182, USA
Tel: +1 703 790 3434
Fax: +1 703 790 5655
E-mail: info@liscr.com

MINIMUM SAFE MANNING

SIDER PINK	Official No: 13224	IMO No: 9363883
ry: Monrovia, Liberia	Gross Tons: 11674	KW: 5180

Vessel Type: Bulk Carrier

f Maritime Affairs hereby states that, having regard to the requirements of Chapter V, Regulation 14/2 of the 'onvention for the Safety of Life at Sea, as amended, and to the principles and guidelines set out in IMO Resolution ship named in this document is considered to be safely manned if, whenever it proceeds to sea, it carries not less than d grades of personnel shown in this document, subject to any special conditions stated herein.

ity	STCW Reg	No.	Grade/ Capacity	STCW Reg	No.	Grade/ Capacity	STCW Reg	No.	Grade/ Capacity	STCW Reg
r	II/2	3	Able Seamen	II/4	1	Chief Engineer	III/2	3	Oilers	III/4
Mate	II/2	2	Ordinary Seamen	II/4	1	Second Engineer	III/2			
ational Officers	II/1				2	Engineering Watch Officers	III/1			

REQUIREMENTS OR CONDITIONS

d:
Unrestricted international voyage

Operation:

ing arrangements shall be at the discretion of the Master but shall never be of lesser standards than those prescribed ndards of Training, Certification and Watchkeeping, 1978 as amended thereafter (including the 1995 amendments) Resolution A.890 (21) (see Marine Notice MAN-001).

officers shall be licensed in the grade listed or the grade above.

minimum there shall be at least: 1 GMDSS 1st/2nd Class Operator or 2 Deck Officers holding GMDSS Operator ificates.

Navigating Officer can be either a 2nd or 3rd mate.

Engineering Watch Officer can be either a 3rd or 4th Engineer.

nary Seamen shall have a record of service of not less than 6 months service at sea on Deck

rs shall have a record of service of not less than one year's service at sea in engineering Department of a vessel with hinery of aggregate power of not less than 3000 KW.

l ratings are qualified as General Purpose(GP) and certificated as both AB and Oiler, the total number of ratings ed may be reduced by one.

AND NUMBERS OF PERSONNEL LISTED ABOVE REFLECT THE MINIMUM LEVELS OF MANNING FOR THE SAFETY OF NAVIGATION AND OPERATION. ADDITIONAL PERSONNEL AS MAY BE) NECESSARY FOR MAINTENANCE, OR CARGO HANDLING AND CONTROL, OR WATCHKEEPING, DED FOR REQUIRED REST PERIODS, ARE THE RESPONSIBILITY OF THE OWNERS, MASTER AND IEER.

is applicable only to masters and to officers and ratings in the deck and engine departments.



9 MARCH 2007
Date of Issuance

George M. Arku
Deputy Commissioner Maritime Affairs



STATEMENT N. 06 PU 01 105 - 14

At Owners request, We hereby certify that the tonnage calculations in accordance with PANAMA CANAL RULES of the motorship, steel hull, ITALY flag, named:

“ SIDER PINK “

- Building n.: 1044 Yamanishi Corporation at: Ishinomaki, Japan on: 2006
- Port of Registry: NAPOLI
- Distinctive Number or Letters: ICAW
- Registered to the RINA with Number: 84286
- IMO Number: 9363883
- Owners: SIDER NAVI S.p.A.

are in course of fulfilment and the estimated values of the PC/UMS Net Tonnage is the following:

PC/UMS = 39980

This statement is issued for use allowed by the Laws and Administration proceedings in force.



RINA
M. Francioni
[Handwritten signature]

Ishinomaki (Japan), 16th October 2006

RINA carries out its duties through officers or other persons it considers possess all the requirements of suitability and competence for the tasks which have in any case whatsoever, (even if its opinions are requested on matters not expressly covered by Rules) assume the liabilities pertaining to the designers, been assigned to them. In its capacity as expert RINA only expresses opinions and evaluations of compliance with its own rule requirements and does not, shipowners, builders, test inspectors, shipyards or any person or organization responsible by law or contractually for providing guarantees for all of whom the respective liabilities remain unchanged even in the case of consultative actions by RINA. For what concerns the tasks taken on and carried out directly, other than those delegated, dealt with in the following sentence, RINA is answerable in law terms. Within the context of the tasks under the responsibility of RINA as delegate of the Italian Merchant Marine Ministry, liability can only be recognized in the case of fraud or gross negligence by the officers or the persons entrusted. In no case shall the liability, regardless of the amount of damage reported, exceed a value equal to 5 times the total of the fees received by RINA as consideration of the services rendered from which the damage reported derives.

WE CERTIFY that the entry of the undermentioned ship in the Association has been renewed from Noon GMT 20th February 2009 in accordance with the Rules of Class 5 - Protecting and Indemnity - but subject to the special terms and conditions of entry as set out below.

Signed: _____


A. Bilbrough & Co. Ltd. (Managers)
London Register No. 116377

Vessel Name: SIDER PINK
Gross Tonnage: 11,674
Member: Shine Navigation Ltd (Owner)
Co-Assured(s): Primal Shipmanagement Inc., (Managers)

Deductibles

US\$	50,000	All claims in respect of collision with any other ship or vessel or contact with fixed and/or floating objects, any one accident or series of accidents arising out of one event
US\$	20,000	All claims in respect of cargo, each single voyage.
US\$	5,000	All claims in respect of pollution, any one accident or occurrence.
US\$	5,000	All claims in respect of crew, any one accident or occurrence
US\$	3,000	All other claims any one accident or occurrence.

Advance Call Rate: US\$3.9100 per GT

Excess War Risks P&I Clause, 20.2.07

War Risks - Bio-Chem Inclusion Clause, 20.2.05

Four-Fourths Collision Liability Clause, 20.2.87

Oil Pollution Limit of Liability

Cover in respect of Oil Pollution Risks is limited in accordance with Rule 11 to a maximum aggregate amount of USD1,000,000,000 (US Dollars One Billion) any one occurrence in respect of any one entered ship.

This Certificate of Entry is evidence only of the contract of indemnity insurance between the above named Member and the Association and shall not be construed as evidence of any undertaking, financial or otherwise, on the part of the Association to any other party.

If a Member tenders this certificate as evidence of insurance under any applicable law relating to financial responsibility, or otherwise shows or offers it to any other party as evidence of insurance, such use of this certificate by the Member is not to be taken as any indication that the Association thereby consents to act as guarantor or to be sued directly in any jurisdiction whatsoever. The Association does not so consent.

The liability of the Member named in this Certificate of Entry to pay Deferred and Release Calls is governed by Rules 32 and 36. Furthermore the Member may become liable under Rule 33 to pay Overspill Calls to meet the Association's proportion of any Overspill Claims up to the limit per vessel provided in Rule 33.5.

NM/P013/EF



THE REPUBLIC OF LIBERIA
BUREAU OF MARITIME AFFAIRS

99 Park Avenue, Suite 1700
New York, NY, 10016, USA
Tel: +1 212 697 3434
Fax: +1 212 697 5655
E-mail: registrations@liscr.com
Website: www.liscr.com

Certificate Number

115-08-NYC

PERMANENT CERTIFICATE OF REGISTRY

VESSEL NAME: SIDER PINK OFFICIAL NUMBER: 13224
IMO NUMBER: 9363883 TYPE: BULK CARRIER CALL SIGN: A8LM6
HOME PORT: Monrovia, Liberia

THIS IS TO CERTIFY THAT pursuant to the provisions of Chapter 2 of Title 21 of the Liberian Code of Laws 1956, as amended Christos Roussos, having submitted the required declaration of ownership, does depose and say that:

NAME	RESIDENCE	CITIZENSHIP	PROPORTION
SHINE NAVIGATION LTD.	MONROVIA, LIBERIA	LIBERIAN	100%

is (are) the sole owner(s) of the herein named and described vessel.

FORMER NAME: N/A

BUILT BY: Yamanishi Shipyard

PLACE BUILT: Ishinomaki-Japan

CLASS SOCIETY: Registro Italiano Navale

ENGINE MANUFACTURER: Wartsila

NO. AND TYPE OF ENGINES: One Wartsila 12V32

YEAR BUILT: 2006 GROSS TONS: 11674 NET TONS: 6457

DUAL TONNAGE VESSEL (if applicable) GROSS TONS: N/A NET TONS: N/A

PROP. POWER (KW): 5180 NO. OF MASTS: 2 NO. OF DECKS: 1

HULL MATERIAL: Steel LENGTH: 132.48 M BREADTH: 25.00 M

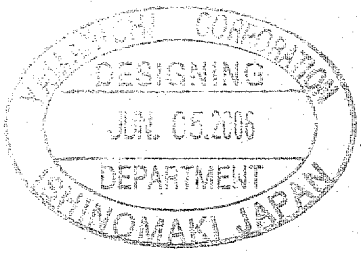
DEPTH: 11.50 M HEIGHT (if applicable): N/A

and WHEREAS the Maritime Administrator, on behalf of the Government of Liberia, approved the application of the aforesaid owner for registration of the vessel and whereas the owner has complied with the requirements for registration and submitted same, the vessel is therefore duly registered under the Laws and Flag of the Republic of Liberia.

Issued by the Authority of the Government of the Republic of Liberia
at New York, USA
this 25th day of February, 2008.



Victor Dougba
Deputy Commissioner
Maritime Affairs

DATE		BIBLIOGRAPHY	
FOR APPROVAL			
			
6 Sheets with cover			
CAUTION : This drawing is the PROPERTY of YAMANISHI CORPORATION and the disclosure to a third party is prohibited without its prior written permission.			
MANAGER <i>M. Saijo</i>	SHIP NO.	DRAWING NO.	CLASS
ASS. MANAGER <i>[Signature]</i>	1044	B-180	N. K.
CHIEF	D.W. 19,000M. T. TYPE BULK CARRIER CAPACITY PLAN SCALE : ~		
ASS. CHIEF			
CHECKED <i>M. Takahashi</i>			
DRAWN <i>M. Otomura</i>			
DATE			
5 th Jun. 2006			
YAMANISHI CORPORATION			

TANK CAPACITY TABLE

WATER BALLAST TANKS			S.G. = 1.025			
NAME OF TANKS		POSITION	CAPACITY	WEIGHT	MID. G	K G
F. P. T.	C	181 - F.E.	614.43	630	-62.76	6.06
No. 1 W. B. T.	C	171 - 181	1325.34	1358	-56.08	6.15
No. 2 W. B. T.	C	33 - 37	483.69	496	42.39	6.70
NO. 1 T. S. W. B. T.	P	138 - 171	195.76	201	-40.13	10.48
	S	138 - 171	195.76	201	-40.13	10.48
NO. 1 D. B. W. B. T.	P	138 - 171	423.03	434	-41.18	1.02
	S	138 - 171	423.03	434	-41.18	1.02
SUM (NO. 1 T. & D. W. B. T.)	P	138 - 171	618.79	635	-40.85	4.01
	S	138 - 171	618.79	635	-40.85	4.01
NO. 2 T. S. W. B. T.	P	104 - 138	230.32	236	-17.80	10.41
	S	104 - 138	230.32	236	-17.80	10.41
NO. 2 D. B. W. B. T.	P	104 - 138	441.52	453	-17.79	0.81
	S	104 - 138	441.52	453	-17.79	0.81
SUM (NO. 2 T. & D. W. B. T.)	P	104 - 138	671.84	689	-17.79	4.10
	S	104 - 138	671.84	689	-17.79	4.10
NO. 3 T. S. W. B. T.	P	69 - 104	237.10	243	6.35	10.41
	S	69 - 104	237.10	243	6.35	10.41
NO. 3 D. B. W. B. T.	P	69 - 104	453.79	465	6.32	0.81
	S	69 - 104	453.79	465	6.32	0.81
SUM (NO. 3 T. & D. W. B. T.)	P	69 - 104	690.89	708	6.33	4.10
	S	69 - 104	690.89	708	6.33	4.10
NO. 4 T. S. W. B. T.	P	37 - 69	216.74	222	29.80	10.41
	S	37 - 69	216.74	222	29.80	10.41
NO. 4 D. B. W. B. T.	C	33 - 69	218.56	224	31.40	0.74
SUM (NO. 4 T. & D. W. B. T.)	C	33 - 69	652.04	668	30.33	7.17
A. P. T.	P	A. E. - 10	150.28	154	63.58	10.03
	S	A. E. - 10	150.28	154	63.58	10.03
TOTAL			7339.10	7524	—	—

FUEL OIL & DIESEL OIL TANKS				S. G. : FUEL = 0.980 DIESEL = 0.850			
NAME OF TANKS		POSITION FR. NOS.	CAPACITY (m ³)	95% CAPACITY		MID. G (m)	K G (m)
				(m ³)	(T)		
F. O. T.	P	33 - 69	318.92	302.97	297	30.31	1.02
	S	33 - 69	318.92	302.97	297	30.31	1.02
SUM			637.84	605.94	594	—	—
D. O. T.	P	21 - 31	35.91	34.11	29	48.11	1.04
	S	22 - 31	32.60	30.97	26	47.98	1.03
SUM			68.51	65.08	55	—	—
TOTAL			706.35	671.02	649	—	—

FRESH WATER TANKS				S. G. = 1.000		
NAME OF TANKS		POSITION FR. NOS.	CAPACITY (m³)	WEIGHT (T)	MID. G (m)	K G (m)
F. W. T.	C	A.E. - 10	106.25	106	63.53	7.86
	S	A.E. - 10	114.12	114	65.41	13.11
DRINKING W. T.	P	A.E. - 10	114.12	114	65.41	13.11
TOTAL			334.49	334	—	—

OTHER TANKS						
NAME OF TANKS		POSITION FR. NOS.	CAPACITY (m ³)	WEIGHT (T)	MID. G (m)	K G (m)
S. G. = 1.025						
HOLD BILGE T.	P	33 - 37	64.56	66	42.38	8.11
	S	33 - 37	64.56	66	42.38	8.11
S. G. = 0.900						
L. O. S. T.	C	20 - 30	10.94	10	49.45	1.70
S. G. = 1.000						
BILGE SEPA. O. T.	C	16 - 19	14.37	14	54.60	0.95
S. G. = 1.000						
BILGE T.	C	10 - 16	15.09	15	57.30	0.90
S. G. = 1.000						
C. F. W. DRAIN T.	P	19 - 20	3.11	3	53.24	1.00
S. G. = 0.980						
F. O. DRAIN T.	S	19 - 20	3.11	3	53.24	1.00
S. G. = 0.980						
L. O. SLUDGE & DRAIN T.	S	21 - 22	1.99	2	51.84	1.14
S. G. = 1.000						
S/T COOLING W. T.	C	6.5 - 10	10.65	11	60.68	2.89
S. G. = 0.900						
M/E L. O. STOR. T.	P	10 - 14	29.55	27	58.45	10.30

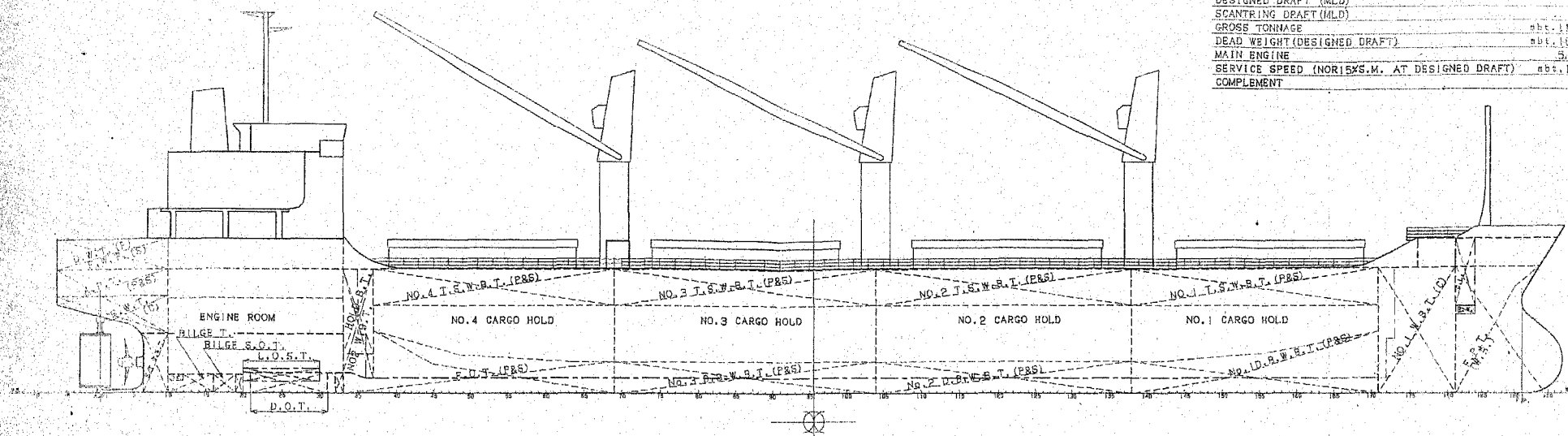
HOLD CAPACITY TABLE

CARGO HOLD					
NAME OF HOLDS	POSITION FR. NOS.	CAPACITY (m ³)		MID. G (m)	K G (m)
		GRAIN	BALE		
NO. 1 CARGO HOLD & HATCH COAMING	138 - 171	5556.57	5419.14	-41.03	6.92
NO. 2 CARGO HOLD & HATCH COAMING	104 - 138	5992.32	5833.00	-17.83	6.77
NO. 3 CARGO HOLD & HATCH COAMING	69 - 104	6155.11	5984.17	6.35	6.76
NO. 4 CARGO HOLD & HATCH COAMING	37 - 69	5456.56	5326.70	29.66	6.95
TOTAL		23160.56	22563.01	—	—
NO. 1 HATCH COAMING ONLY	144 - 169	459.59	—	-42.65	12.62
NO. 2 HATCH COAMING ONLY	109 - 134	459.59	—	-18.15	12.62
NO. 3 HATCH COAMING ONLY	74 - 99	459.59	—	6.35	12.62
NO. 4 HATCH COAMING ONLY	39 - 64	459.59	—	30.85	12.62
TOTAL		1838.36	—	—	—

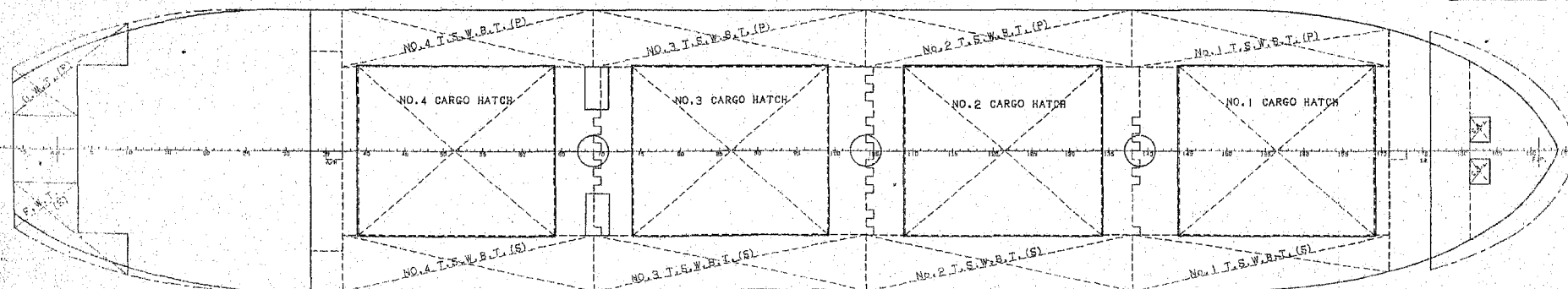
TANK ARRANGEMENT

PRINCIPAL PARTICULARS

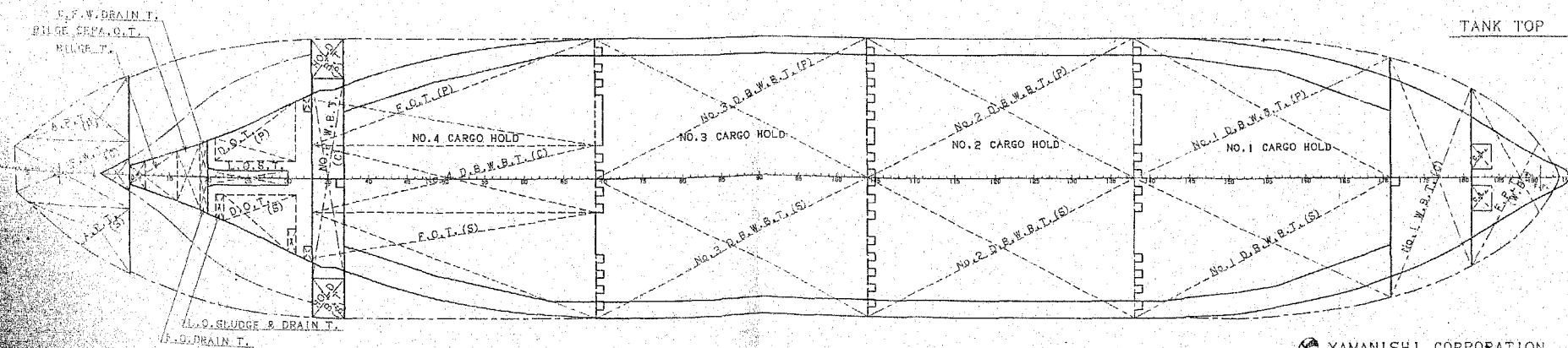
LENGTH O. A.	abt. 155.90 m
LENGTH S. P.	132.00 m
BREADTH (M.L.D.)	25.00 m
DEPTH (M.L.D.)	11.50 m
DESIGNED DRAFT (M.L.D.)	8.40 m
SCANTLING DRAFT (M.L.D.)	8.40 m
GROSS TONNAGE	abt. 11,700 t
DEAD WEIGHT (DESIGNED DRAFT)	abt. 16,500 t
MAIN ENGINE	5,180 kW
SERVICE SPEED (NOR15% S.M. AT DESIGNED DRAFT)	abt. 13.00 kt
COMPLEMENT	22 p

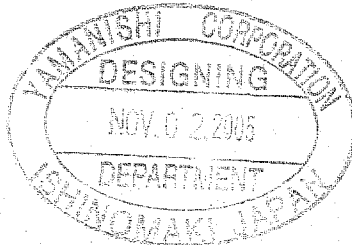


UPPER DECK

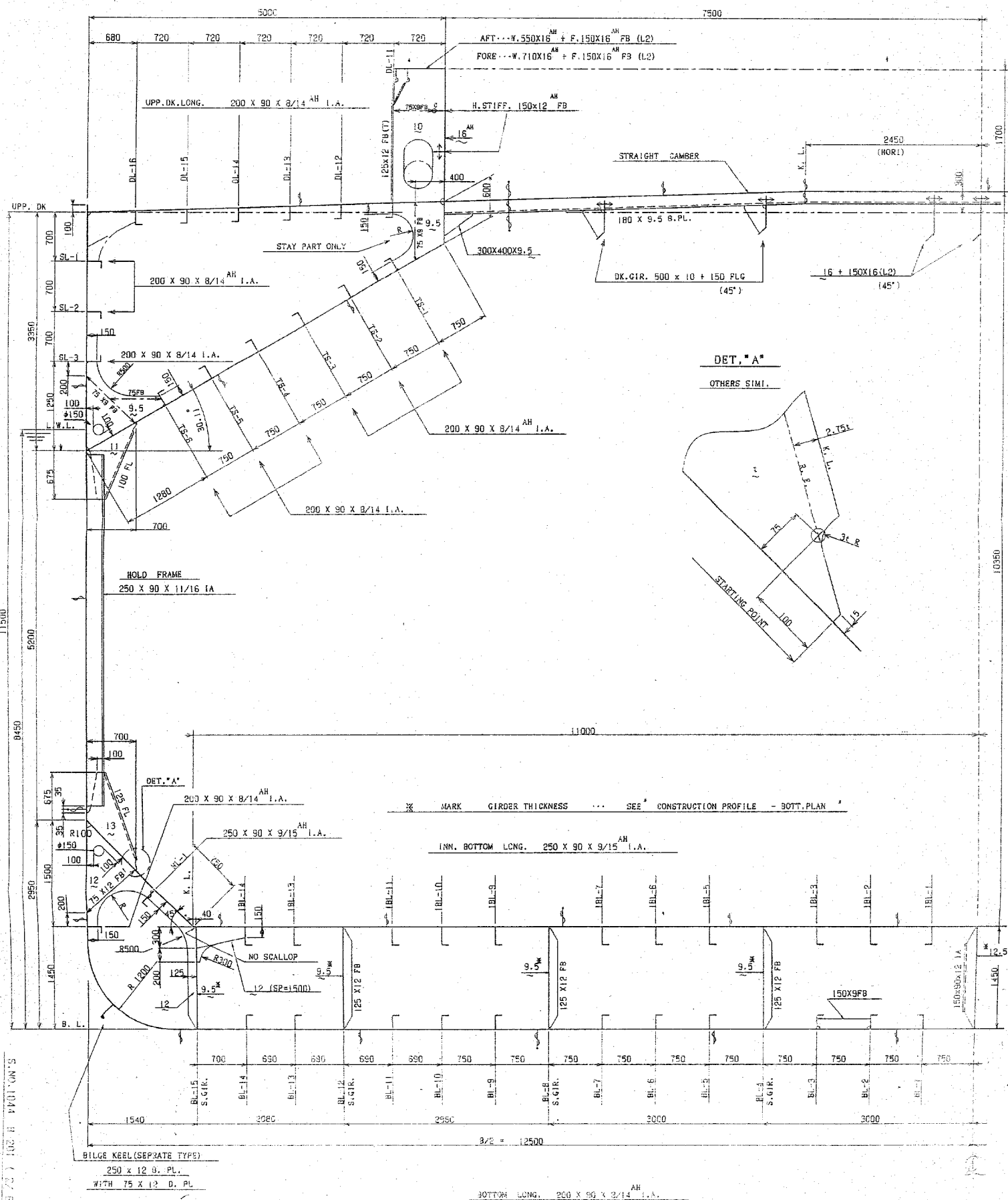


TANK TOP

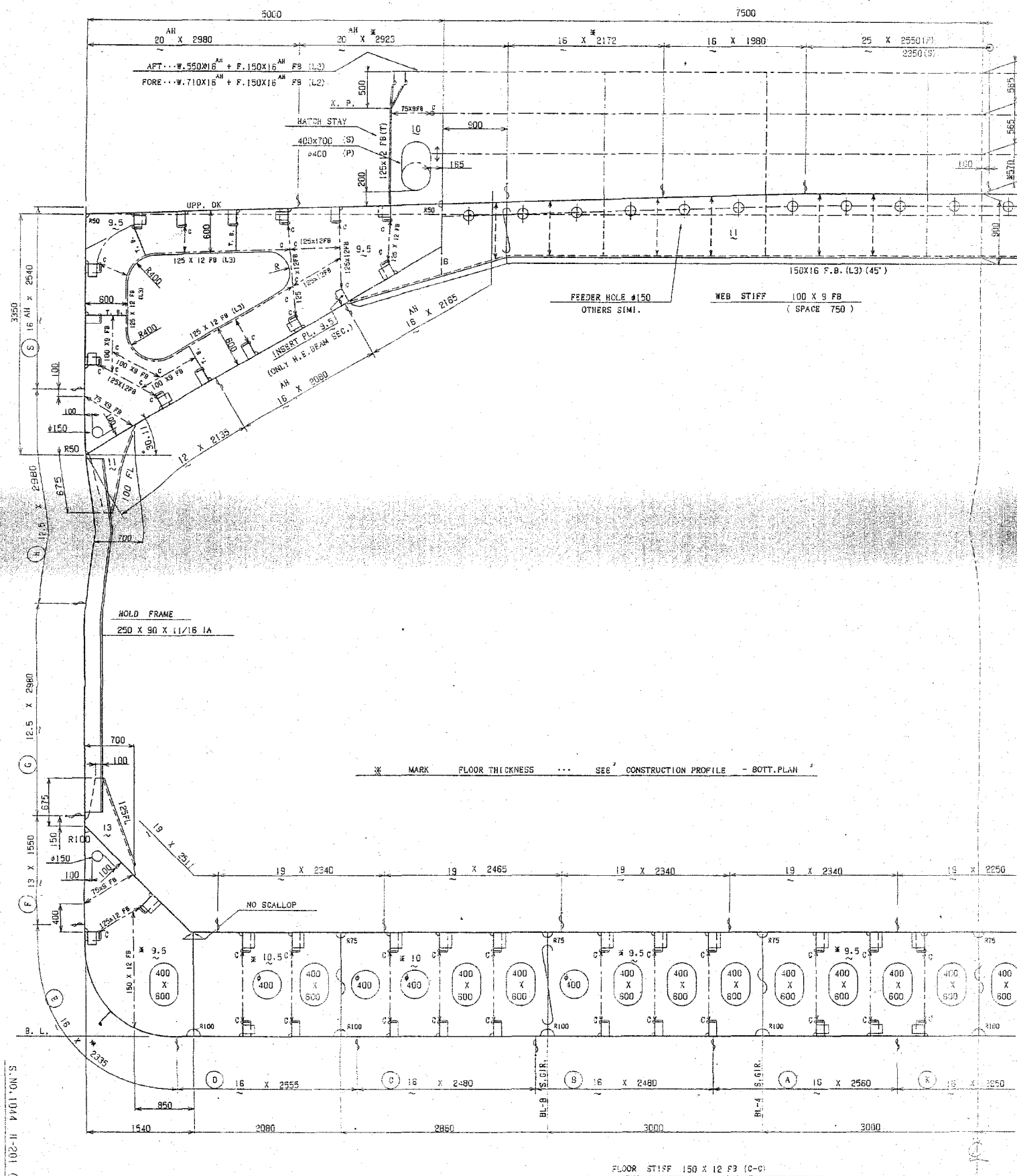


DATE		BIBLIOGRAPHY	
FOR REFERENCE			
 <p>7 sheets with cover</p>			
<p>CAUTION : This drawing is the PROPERTY of YAMANISHI CORPORATION and the disclosure to a third party is prohibited without its prior written permission.</p>			
MANAGER <i>M. Saijo</i>	SHIP NO.	DRAWING NO.	CLASS
ASS. MANAGER <i>E. Naito</i>	1044	H-201	N. K.
CHIEF <i>K. Sugawara</i>	<p>D.W. 19,000M.T. TYPE BULK CARRIER</p> <p>Midship section</p> <p>SCALE 1:50</p>		
ASS. CHIEF <i>K. Sato</i>			
CHECKED			
DRAWN <i>K. Yamashita</i>			
DATE			
AUG. 22, 2005			
YAMANISHI CORPORATION			

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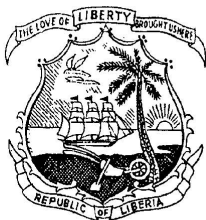
TR. WEB. SEC.



SAFETY MANAGEMENT CERTIFICATE**"F"**

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA; 1974,
 as amended

under the authority of the Government of the

**REPUBLIC OF LIBERIA**

by **GERMANISCHER LLOYD**

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage	IMO Number
SIDER PINK	A8LM6 13224	Monrovia	11674	9363883

Name and address of the Company (see paragraph 1.1.2 of the ISM Code)	Type of Ship *
Primal Shipmanagement Inc. 91 Papanastassiou Str., 18533 Kastella, Piraeus / GREECE	Bulk carrier

THIS IS TO CERTIFY THAT the Safety Management System of the ship has been audited and that it complies with the requirements of the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code)**, following verification that the Document of Compliance for the Company is applicable to this type of ship.

This Safety Management Certificate is valid until **23rd August, 2012**, subject to periodical verification and the Document of Compliance remaining valid.

Completion date of the verification on which this certificate is based: **24th August, 2007**

Issued at **Hamburg** the **27th** day of **August, 2007**

**Germanischer Lloyd**

Olaf Quas

Jingo Havenkamp

* Insert the type of ship from: Passenger ship, passenger high-speed craft, cargo high-speed craft, bulk carrier, oil tanker, chemical tanker, gas carrier, mobile offshore drilling unit, other cargo ship.

** Adopted by the Organization by resolution A. 741 (18).



STATEMENT N. 06/PU/01/105-13

At Owners request, We hereby certify that the tonnage calculations in accordance with SUEZ CANAL RULES of the motorship, steel hull, ITALY flag, named:

“ SIDER PINK “

- Building n.: **1044 Yamanishi Corporation** at: **Ishinomaki, Japan** on: **2006**
- Port of Registry: **NAPOLI**
- Distinctive Number or Letters: **ICAW**
- Registered to the RINA with Number: **84286**
- IMO Number: **9363883**
- Owners: **SIDER NAVI S.p.A.**

are in course of fulfilment and that the estimated values are the following:

GROSS TONNAGE	12005	tons
NET TONNAGE	10595	tons

This statement is issued for use allowed by the Laws and Administration proceedings in force.



RINA
W. Francioni
[Signature]

Ishinomaki (Japan), 16th October 2006

RINA carries out its duties through officers or other persons it considers possess all the requirements of suitability and competence for the tasks which have in any case whatsoever, (even if its opinions are requested on matters not expressly covered by Rules) assume the liabilities pertaining to the designers, been assigned to them. In its capacity as expert RINA only expresses opinions and evaluations of compliance with its own rule requirements and does not, shipowners, builders, test inspectors, shippers or any person or organization responsible by law or contractually for providing guarantees for all of whom the respective liabilities remain unchanged even in the case of consultative actions by RINA. For what concerns the tasks taken on and carried out directly, other than those delegated, dealt with in the following sentence, RINA is severable in law terms. Within the context of the tasks under the responsibility of RINA as delegate of the Italian Merchant Marine Ministry, liability can only be recognized in the case of fraud or gross negligence by the officers or the persons entrusted. In no case shall the liability, regardless of the amount of damage reported, exceed a value equal to 5 times the total of the fees received by RINA as consideration of the services rendered from which the damage reported derives.