

M/V BREGAGLIA

1. GENERAL

1.1	Vessel's name	BREGAGLIA
1.2	Vessel's previous name(s) and date(s) of change	---
1.3	Flag	Switzerland
1.4	Month/Year and where built	April 2016 / Vietnam
1.5	Yard name and number	Hyundai – Vinashin / S-093
	- Official registration number	218
1.6	- IMO/Class Number	9694945 / ABS 16252873
	- Other	DNV - GL (ISM/ISPS/MLC)
179	Port of Registry	Basel
1.8	Owners full style and contact numbers for operational purposes, if appropriate	Oceana Shipping AG c/o Suisse-Atlantique, Société de Navigation Maritime S.A. - Managers to Owners Contact as below.
1.9	Managers full style and contact numbers for operational purposes, if appropriate	Suisse-Atlantique, Société de Navigation Maritime S.A.,: Avenue des Baumettes 7, 1020 Renens 1, Switzerland
1.10	If contracting party are disponent owners state: a) full style and contact numbers for operational purposes b) if vessel on time charter or bareboat c) when vessel delivered to disponent owners	N/A

2. PARTICULARS OF VESSEL

2.1	Type of vessel	Gearless self-trimming single deck bulk carrier with accommodation aft		
2.2	Deadweight all told (metric tons)	Dwt (mt)	Draft (m)	TPC basis full Draft (mt/cm)
	Summer	89772	14.07	84.59
	Winter	87327	13.78	
	Tropical	92225	14.36	
	Fresh	89769	14.38	
	Tropical fresh	92159	14.67	
2.3	Is vessel fitted for transit of: a) Panama Canal? (Yes/No) b) Suez Canal? (Yes/No) c) St. Lawrence Seaway? (Yes/No)	a)Yes (via new locks) b)Yes c)No		
2.4	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 26ft (7.92m) fresh water	N/A		

2.6	GT/NT:			
	International		51'147 / 30'054	
	Suez		52'812 / 48'622	
	Panama		N/A / 42'139	
	Lightweight		15'441 mt	
2.7	Length Overall (metres)		240.06 m	
2.8	Length between perpendiculars (metres)		232.30 m	
2.9	Extreme Breadth (metres)		38.00 m	
	Depth Moulded (metres)		19,90 m	
2.10	Distance (metres) from waterline to top of hatch coamings (or top of hatch covers if side-rolling hatches) basis 50pct bunkers			
		Ballast condition (Ballast Holds not flooded)	Heavy Ballast condition (incl. Cargo Ballast Holds flooded)	Light condition
	a) Hatch No. 1	17.92	15.52	22.07
	b) Midships	16.32	14.25	20.51
	c) Last Hatch	15.21	13.37	19.42
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) Hatch No. 1		23.13 m	
	b) Midships		23.13m	
	c) Last Hatch		23.13 m	
2.12	Vessel's ballasting and deballasting time (metric tons per hour)		2 x 1200 cbm/hr (including treatment)	
2.13	Distance (metres) from keel to highest point of vessel		52.35 m	
2.14	Capacity of:			
	a) Ballast tanks		a) 28'868 cbm (light) / 44'774 cbm (heavy)	
	b) Ballast holds capacity (state which hold(s))		b) C/H 4 – 15'910 cbm	
2.15	Constants excluding fresh water and LO:		250 mt	
	Daily freshwater consumption			
	Fresh water capacity		391 mt	
	State capacity and daily production of evaporator		20 mt/day	
	Normal Fresh water reserve			
2.16	Vessel is fitted with shaft generator (Yes/No)		No	
2.17	Vessel's on board electrical supply (V/Hz)		220 V / 440 V / 60 Hz	
	Details of alternative supply, if any		N/A	

3. CARGO ARRANGEMENTS

3.1 **HOLDS**

A. Number of Holds	7
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E.	Distance from ship's rail to near and far edge of hatch covers/coaming near and far (metres)	Near: 3.00 m – Far: 10.25 m
F.	Distance from bow to fore of 1 st hold opening (metres)	16.25 m
G.	Distance from stern to aft of last hold opening (metres)	40.00 m
3.3	State deck strength (metric tons per SQM)	3.5 mt/sqm

4. **SPEED/CONSUMPTION/FUEL ENGINE**

4.1	The vessel is capable of maintaining an average speed and on average daily consumption as below, excluded LSFO consumed for ballasting/deballasting and exchange of ballast, hold cleaning, bilge pumping, on max summer draft, in good weather conditions, up to and including Beaufort scale 4, Douglas Sea scale 3 (max 1.25 m swell), no adverse currents, positive currents not to be debited to the vessel, on average basis taken over the entire charter period, including ballast voyage(s), provided no fouling due to vessel staying for 20 days or more in a port/anchorage or in consecutive ports/anchorages with less than 12 consecutive hours of steaming at 12 kts or more. No extrapolations to be made for weather conditions other than those described above.		
		<u>Speed about 14 kts</u>	<u>Speed about 12 kts</u>
A.	Laden with auxiliaries	about 33.5 mt/24hrs	about 23.0 mt/24 hrs
B.	Ballast with auxiliaries	about 29.5 mt/24 hrs	about 21.0 mt/24 hrs
“About” means 0.5 kts less on speed and 5% more on fuel. Notwithstanding that the vessel is described as using fuel oil only, Master is allowed to use some LSDO when required at his discretion. The vessel's performance will only be assessed in good weather conditions, as described above.			

	Bunker Grades LSFO	RMG 380 (or RMB 30, RMD 80, RME 180, RMG 180) according to ISO 8217:2010 or more recent
	LSDO	DMA, DMB or DMZ according to ISO 8217:2010 or more recent, with max 0.1% sulphur. DMX is excluded
4.2		A minimum quantity of 85mt LSDO shall always remain on board at anytime at sea
		Maximum Sulphur content for LSFO, MDO and MGO as per statutory limitations
	Sampling and point of custody transfer	Ship's manifold
		Different fuel stems shall always be loaded in segregated tanks.
4.3	Permanent bunker capacities basis 90pct capacity even keel	2'735 cbm (IFO) / 281 cbm (LSGO)
4.4	Port consumption per 24 hours (metric tons)	3.0 mt/24 hrs In case of negative temperature 5.0 mt/24 hrs
4.5	Engine make and type	Hyundai Wärtsilä W6X62
4.6	Max output kW/RPM	15'960kW

5. **CLASSIFICATION SOCIETY, SURVEYS AND CERTIFICATES**

5.1	Name of classification society and class notation	ABS +A1, Bulk Carrier, BC-A (hold2,4,6 may Be empty), (E), +AMS, +ACCU, CSR, AB-CM, Grab[20], ESP, PMA, MLC-Accom, GP, BWT,POT, UWILD, TCM, ENVIRO, CPS
5.2	Date of last special survey	
5.3	Date of last annual survey	
5.4	a) Is vessel entered in Classification approved enhanced survey programme? (Yes/No)	Yes

	b) Date of last inspection	
	c) Date of next inspection	
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 drydock	Qingdao Mar 2019
5.7	Has vessel been involved in any groundings or collisions in the last 12 months? If so, give full details	
	Is vessel ISM certified? (Yes/No)	Yes
	State :	
5.8	a) DOC (Document of Compliance) Certificate number/issuing authority	a) DNV-GL
	b) SMC (Safety Management Certificate) number/issuing authority	b)
	c) Give date of last and next audit	c)
	d) State outstanding recommendations, if any	d)
5.9	Advise date and place of last port state control	
5.10	a) Did vessel pass most recent port state control inspection without detention? (Yes/No)	a)
	b) State outstanding recommendations, if any	b)
5.11	Is vessel's crew covered by full ITF or bonafide Trade Union Agreement acceptable to ITF?	Yes
5.12	If vessel has ITF agreement state number, date of issue and expiry date	
5.13	CERTIFICATES:	
	<u>Certificate Name</u>	<u>Date of issue</u>
		<u>Date of last annual endorsement</u>
		<u>Date of expiry</u>
	<ul style="list-style-type: none"> - Special Survey: - Loadline: - Safety Equipment: - Safety Construction: - Gear Survey: - Cargo Securing Manual: - Safety Radio: - International Oil Pollution: - Deratization: - OPA/COFR: 	
5.14	Do any recommendations appear on any of the above certificates? (Yes/No)	
	If yes, state full details	
5.15	IMO Registration Number	9694945
5.16	Expiry date of FMC Certificate	

6. COMMUNICATIONS

6.1	Call Sign	HBDU
6.2	MMSI Voice (Master Office)	269084000 +870773407735

Fax
INM-C (Tx)

+870783400500
426908410

6.3 Specify vessel's satellite communications system FBB + V-Sat

7. INSURANCES

7.1 Hull and Machinery insured value USD 50'000'000.-
7.2 Name of Owners P and I Insurers Steamship Mutual Underwriting Association Limited
7.3 Where is Owners hull and machinery placed? Covered through various European brokers with worldwide insurers

8. CREW

8.1 Number of crew 22
8.2 Name and Nationality of Master
8.3 Nationality of Officers
8.4 Nationality of crew

9. MISCELLANEOUS

9.1 State last 5 (five) cargoes carried and load and discharge port(s) with most recent first

9.2 Is vessel fitted for carriage of grain in accordance with Chapter VI 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 number of holds which may be left slack without requiring bagging, strapping and securing

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

10.1 If geared state make and type
10.2 Number of cranes/derricks and where situated
10.3 Outreach (metres) of gear:
a) beyond ship's rail
b) beyond ship's rail with maximum cargo lift on hook
10.4 If gantry cranes/horizontal slewing cranes state minimum clearance distance crane hook to top of hatch coaming (metres)
10.5 Time needed for full cycle with maximum cargo lift on hook
10.6 Is gear combinable for heavy lift? (Yes/No)

10.7	Are winches electro-hydraulic? (Yes/No)	
10.8	If vessel has grabs on board state type and capacity	
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

11. CONTAINER BULKERS/ MULTI PURPOSE (ONLY TO BE COMPLETED IF APPLICABLE)

11.1	Capacity in direct stow of TEU/FEU basis 1. empty 2. tons homogeneous weight
11.2	Are all containers within reach of Vessel's gear? (Yes/No) If no, state self-sustained capacity
11.3	Is vessel fitted with all permanent and loose fittings/lashing materials for above number of TEU/FEU? (Yes/No)
11.4	Is vessel fitted with recessed holes/shoes on tanktop and container shoes on weatherdeck and hatch covers? (Yes/No)
11.5	Advise stack weights and number of tiers on/underdeck a) per TEU b) per FEU
11.6	Has vessel a container spreader on board?
11.7	Number and type of reefer plugs

12. TWEENDECKERS (ONLY TO BE COMPLETED IF APPLICABLE)

12.1	Has vessel folding tweens? (Yes/No)
12.2	Number of holds/hatches
12.3	Type of hatches
12.4	Hatch sizes (metres) a) weatherdeck b) tweendeck
12.5	Are tweendeckers flush? (Yes/No)
12.6	Strengths (metric tons per SQM): a) tanktop b) tweendeck c) weatherdeck d) hatchcovers
12.7	Is vessel fully cargo batten fitted? (Yes/No)
12.8	Is vessel CO2 fitted/electrically ventilated? (Yes/No)

13. SUPPLEMENTARY INFORMATION

13.1 In case of temperatures below -15 deg C or above 40 deg C, vessel's equipment might be subject to some additional maintenance/defreezing/cooling, etc, which shall not be considered as a defect

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

29.05.2020