

## M/V MOLESON

### 1. GENERAL

1.1	Vessel's name	Moleson
1.2	Vessel's previous name(s) and date(s) of change	N/A
1.3	Flag	Switzerland
1.4	Month/Year and where built	October 2010, Gwangju Korea
1.5	Yard name and number	Shinan Heavy Industries CO., Ltd - South Korea
	- Official registration number	198
1.6	- IMO/Class Number	9542831/ RINA 95830
	- Other	DNV-GL 143005 (ISM/ISPS/MLC)
1.7	Port of Registry	Basel
1.8	Owners full style and contact numbers for operational purposes, if appropriate	Oceana Shipping A.G. 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	Geared 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	35'774	10.12	48.7
	Winter	34'753	9.91	
	Tropical	36'799	10.33	
	Fresh	35'778	10.34	
	Tropical fresh	36'780	10.55	
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 b)Yes c)No		
2.4A	For Panama Canal suitable vessel state deadweight all told (metric tons) on 39ft 6ins (12.039M) (SG 0.9954)	Full loaded deadweight		
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 26ft (7.92m) fresh water	N/A		

2.6	GT/NT:			
	International		22'697/ 12'313	
	Suez		23'229.95 / 19'876.44	
	Panama			
	Lightweight		8'612 mt	
2.7	Length Overall (metres)		181.10 m	
2.8	Length between perpendiculars (metres)		172,00 m	
2.9	Extreme Breadth (metres)		30.0 m	
	Depth Moulded (metres)		14.6 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	12.29 m	9.51m	
	b) Midships	11.19 m	9.02m	
	c) Last Hatch	10.41 m	8.70 m	
2.11	Distance (metres) from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches) at:			
			<b>Fully laden condition</b>	
	a) Hatch No. 1		17.20 m	
	b) Midships		17.20 m	
	c) Last Hatch		17.20 m	
2.12	Vessel's ballasting and deballasting time (metric tons per hour)		2x 700mt/h	
2.13	Distance (metres) from keel to highest point of vessel		45,50 m	
2.14	Capacity of:			
	a) Ballast tanks		a) 11'314 cbm (light) / 21'149 cbm (heavy)	
	b) Ballast holds capacity (state which hold(s))		b) C/H 3 - 9835 cbm	
2.15	Constants excluding fresh water:		150 mt	
	Daily freshwater consumption			
	Fresh water capacity		321 mt	
	State capacity and daily production of evaporator		20mt/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		No	

### 3. CARGO ARRANGEMENTS

<b>3.1 HOLDS</b>						
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)	47'089/44'434 cbm      1'664'329/1'570'477 cbf				
		Grain		Bale		
		C/H	cbm	cft	cbm	cft
D.	Grain/Bale capacity in holds excluding Wing/Top side tanks but including Hatchways (m3)	1	8245	291'137	7764	274'412
		2	9819	347'143	9265	327'462
		3	9835	347'701	9249	326'897
		4	9835	347'701	9267	327'533
		5	9355	330'647	8889	314'173
E.	Is vessel strengthened for the carriage of heavy cargoes? (Yes/No) If yes, state which holds may be left empty	Yes 2 and 4				
F.	Is tank top steel and suitable for grab discharge? (Yes/No)	Yes				
G.	State whether bulkhead corrugations vertical or horizontal	Vertical				
H.	Tanktop strength (metric tons per SQM)	21.0 mt/sqm				
I.	Are holds CO2 fitted? (Yes/No)	Yes				
J.	Are holds fitted with smoke detection system?	No				
K.	Is vessel fitted with Australian type approved holds ladders? (Yes/No)	Yes				
L.	Has vessel a functioning Class certified loadmaster / loadicator or similar calculator? (Yes/No)	Yes				
M.	Are holds hoppers at: Hold side? Forward bulkhead? Aft bulkhead? Can vessel's holds be described as box shaped? (Yes/No)	Yes No No No				
N.	Measurement of any tank slopes/hoppering (height and distance from vessel's side at tank top) (metres) Dwg measurements					
O.	Flat floor measurement of cargo holds at tank top (metres) Dwg measurements	C/H 1: 26.4 x 22.0 to 5.0 m C/H 2 to 4: 24.0 x 23.2 m C/H 5: 26.3 x 23.2 to 10.0 m				
P.	Are vessel's holds electrically ventilated? (Yes/No) If yes, state number of airchanges per hour basis empty holds	No N/A				
<b>3.2 DECK AND HATCHES</b>						
A.	Number of Hatches	5				
B.	Make and type of hatch covers	Seohae end folding type with hydraulic cylinders				
C.	Hatch sizes (metres)	L 16.80 x B 15.00 (hold no 1) L 19.20 x B 19.20 (holds no 2-5)				

D.	Strength of hatch covers (metric tons per SQM)	Not allowed for cargo
E.	Distance from ship's rail to near and far edge of hatch covers/coaming near and far (metres)	5,40 m
F.	Distance from bow to fore of 1 <sup>st</sup> hold opening (metres)	19,00 m
G.	Distance from stern to aft of last hold opening (metres)	37,60 m
3.3	State deck strength (metric tons per SQM)	No cargo allowed on deck

#### 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.		
		<b><u>Speed about 14 kts</u></b>	<b><u>Speed about 13 kts</u></b>
A.	Laden with auxiliaries	about 27.0 mt/24hrs	about 22.0 mt/24 hrs
B.	Ballast with auxiliaries	about 26.0 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 80mt 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
<b>Different fuel stems shall always be loaded in segregated tanks.</b>		
4.3	Permanent bunker capacities basis 90 pct capacity even keel	1363 cbm (FO) / 138 cbm (DO)
If required, tank Nr 3/SB (abt 150cbm at 90%) can be prepared for ultra low sulphur FO/GO. Minimum time for tank cleaning is 5 days. Charterers shall pay Owners a lumpsum of US\$ 4'000 for tank preparation.		
4.4	Port consumption per 24 hours idle/working (metric tons)	Idler 2.5 mt/day Working 5 mt/day In case of negative temperature to add 2.0 mt/day
4.5	Engine make and type	Doosan MAN B&W 6S50MC
4.6	Max output BHP/RPM	11'640 BHP x 127 RPM

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

5.1	Name of classification society and class notation	BV Bulk Carrier, CSR CPS (WBT), BC-A, ESP GRAB (20), Unrestricted navigation
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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	Sep/2018 – Tuzla (Turkey)
5.7	Has vessel been involved in any groundings or collisions in the last 12 months? If so, give full details	No
	Is vessel ISM certified? (Yes/No)	Yes
	State :	
	a) DOC (Document of Compliance) Certificate number/issuing authority	a)
5.8	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	<b>CERTIFICATES:</b>	
	<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"> <li>- Special Survey:</li> <li>- Loadline:</li> <li>- Safety Equipment:</li> <li>- Safety Construction:</li> <li>- Gear Survey:</li> <li>- Cargo Securing Manual:</li> <li>- Safety Radio:</li> <li>- International Oil Pollution:</li> <li>- Deratization:</li> <li>- OPA/COFR:</li> </ul>	
5.14	Do any recommendations appear on any of the above certificates? (Yes/No)	
	If yes, state full details	
5.15	IMO Registration Number	9542831
5.16	Expiry date of FMC Certificate	

## 6. COMMUNICATIONS

6.1	Call Sign	HBLE
	MMSI	269039000
	INM-C (Tx)	426903910
	Fax	NIL
6.2	Master's Office & Bridge:	+44 132 278 8229* (* At sea: 24/7 - Port: 08~18LT)
	Master's dayroom/cabin:	+1 346 355 1092* (*AOH 18~08LT)
	Bridge:	+1 346 355 1091* (* At sea: 24/7)
	Bridge:	+870 773 253 199* (* At sea: 24/7)
6.3	Specify vessel's satellite communications system	FBB

## 7. INSURANCES

7.1	Hull and Machinery insured value	US\$ 30'000'000
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	21
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	Dongnam crane 30 mt
10.2	Number of cranes/derricks and where situated	4 on singly post between holds
10.3	Outreach (metres) of gear: a) beyond ship's rail b) beyond ship's rail with maximum cargo lift on hook	11,00 m
10.4	If gantry cranes/horizontal slewing cranes state minimum clearance distance crane hook to top of hatch coaming (metres)	N/A
10.5	Time needed for full cycle with maximum cargo lift on hook	
10.6	Is gear combinable for heavy lift? (Yes/No)	No

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

**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

19.07.2020