

M/V VULLY

1. GENERAL

1.1	Vessel's name	Vully
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	June 2011, Gwangju Korea
1.5	Yard name and number	Shinan Heavy Industries CO., Ltd - South Korea
	- Official registration number	203
1.6	- IMO/Class Number	9583691/ RINA 95535
	- Other	-
1.7	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	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	35'717	10.12	48,7
	Winter	34'695	9.91	
	Tropical	36'741	10.33	
	Fresh	35'720	10.34	
	Tropical fresh	36'723	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/ 12325	
	Suez			
	Panama		N/A	
	Lightweight		8'639 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:			
			Fully laden condition	
	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.	<u>CARGO ARRANGEMENTS</u>			
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)	47'089/44'434 cbm Grain 1'664'329/1'570'477 cbf Bale																														
D.	Grain/Bale capacity in holds excluding Wing/Top side tanks but including Hatchways (m3)	<table border="1"> <thead> <tr> <th>C/H</th> <th>cbm</th> <th>cft</th> <th>cbm</th> <th>cft</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>8245</td> <td>291'137</td> <td>7764</td> <td>274'412</td> </tr> <tr> <td>2</td> <td>9819</td> <td>347'143</td> <td>9265</td> <td>327'462</td> </tr> <tr> <td>3</td> <td>9835</td> <td>347'701</td> <td>9249</td> <td>326'897</td> </tr> <tr> <td>4</td> <td>9835</td> <td>347'701</td> <td>9267</td> <td>327'533</td> </tr> <tr> <td>5</td> <td>9355</td> <td>330'647</td> <td>8889</td> <td>314'173</td> </tr> </tbody> </table>	C/H	cbm	cft	cbm	cft	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
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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																														
3.2 DECK AND HATCHES																																
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 1st 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.

	<u>Speed about 12 kts</u>	<u>Speed about 13 kts</u>
A. Laden with auxiliaries	about 20.2 mt/24hrs	about 22.0 mt/24 hrs
B. Ballast with auxiliaries	about 19.2 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

Different fuel stems shall always be loaded in segregated tanks.

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 LSGO. 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) Idle 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 HHI 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

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	Jun/2019 – Qingdao (China)
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5.7	Has vessel been involved in any groundings or collisions in the last 12 months? If so, give full details	No
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Is vessel ISM certified? (Yes/No) Yes

State :

5.8	a) DOC (Document of Compliance) Certificate number/issuing authority	a) DNV-GL 17295
	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	
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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
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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	9583691
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5.16 Expiry date of FMC Certificate

6. COMMUNICATIONS

6.1	Call Sign	HBDY
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6.2	MMSI Voice (Master Office)	269144000 +(870) 773252166 / +1 3462224028
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Fax
INM-C (Tx)

+(870) 783245196
426914410

6.3 Specify vessel's satellite communications system FBB

7. **INSURANCES**

7.1 Hull and Machinery insured value US\$ 25'000'000

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 11,00 m
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) 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

14.07.2020