

M/V SILVRETTA

1. GENERAL

1.1	Vessel's name	Silvretta
1.2	Vessel's previous name(s) and date(s) of change	F.D. Umberto D'Amato (2007)
1.3	Flag	Marshall Islands
1.4	Month/Year and where built	November 2003, Japan
1.5	Yard name and number	Shikoku Dockyard Co. Ltd, Takamatsu Japan
	- Official class registration number	7442
1.6	- IMO/Class Number	9276779 / RINA 84188
	- Other	N/A
1.7	Port of Registry	Majuro
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	29'721	9.716	40.5
	Winter	28'901	9,514	40,3
	Tropical	30'545	9,918	40,7
	Fresh	29'726	9,937	40,7
	Tropical fresh	30'534	10.139	40,9
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		

	GT/NT:			
	International		17'951 / 10'748	
2.6	Suez		18'480 / 17'161	
	Panama		15'007	
	Lightweight		6'150 mt	
2.7	Length Overall (metres)		170.70 m	
2.8	Length between perpendiculars (metres)		163,50 m	
2.9	Extreme Breadth (metres)		27,00 m	
	Depth Moulded (metres)		13.80 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	10.86 m	8.59 m	
	b) Midships	10.79 m	8.49 m	
	c) Last Hatch	10.79 m	8.49 m	
2.11	Distance (metres) from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches) at:			
	a) Hatch No. 1		15,62 m	
	b) Midships		15,55 m	
	c) Last Hatch		15,55 m	
2.12	Vessel's ballasting and deballasting time (metric tons per hour)		2 x430 mt/hr	
2.13	Distance (metres) from keel to highest point of vessel		43,75 m	
	Capacity of:			
2.14	a) Ballast tanks		a) 8'398 cbm	
	b) Ballast holds capacity (state which hold(s))		b) 8270 cbm hold Nr 3	
	Constants excluding fresh water:		200 mt	
2.15	Daily freshwater consumption			
	Fresh water capacity		321 cbm	
	State capacity and daily production of evaporator		15 tons/24hrs	
	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)		110 V / 440 V - 60 Hz	
	Details of alternative supply, if any		N/A	

3. **CARGO ARRANGEMENTS**

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)	40'032/38'422m3 1'413'710/1'356'887 cft
		Grain Bale
		C/H cbm cft cbm cft
D.	Grain/Bale capacity in holds excluding Wing/Top side tanks but including Hatchways (m3)	1 5582 197'131 5321 187'920
		2 8686 306'749 8323 293'929
		3 8731 308'342 8329 294'136
		4 8805 310'932 8436 297'932
		5 8228 290'556 8013 282'970
E.	Is vessel strengthened for the carriage of heavy cargoes? (Yes/No) If yes, state which holds may be left empty	Yes 2 / 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)	18.00 MT/m ²
I.	Are holds CO2 fitted? (Yes/No)	No
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	
P.	Are vessel's holds electrically ventilated? (Yes/No) If yes, state number of airchanges per hour basis empty holds	No
3.2 DECK AND HATCHES		
A.	Number of Hatches	5
B.	Make and type of hatch covers	MacGreggor / Folding type / Hydraulic
C.	Hatch sizes (metres)	L 12.75 x B 16.20 (hold no 1) L 20.00 x B 17.82 (holds no 2-5)
D.	Strength of hatch covers (metric tons per SQM)	Hatchcover No 1 : 4,90 MT/ m ² Hatchcover No 2-5 : 3.00 MT/ m ²
E.	Distance from ship's rail to near and far edge of hatch covers/coaming near and far (metres)	4,62 m
F.	Distance from bow to fore of 1 st hold opening (metres)	17,82 m

G.	Distance from stern to aft of last hold opening (metres)	29,22 m
3.3	State deck strength (metric tons per SQM)	H # 1 = 4.20 MT/ m ² ; H # 2-5 = 4.00 MT/ m ²

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

The vessel is capable of maintaining an average speed of about 13,5 kts on average daily consumption as below, excluded IFO consumed for ballasting/deballasting and exchange of ballast, hold cleaning, bilge pumping, in good weather conditions, upto and including Beaufort scale 4, Douglas Sea scale 3 and no adverse currents, 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.

	<u>About metric tons (main engine)</u>	<u>About metric tons (auxiliaries)</u>
A. Laden	20.5 mt	2,2
B. Ballast	18.5 mt	2,2

Notwithstanding that the vessel is described as using fuel oil only, Master is allowed to use some LSGO when required at his discretion.

	Bunker Grades IFO	RMG 380 (or RMB 30, RMD 80, RME 180, RMG 180) according to ISO 8217:2010 or more recent
4.2	MDO	DMB (or DMA, DMZ) according to ISO 8217:2010 or more recent.
	Sampling at point of custody transfer	Maximum Sulphur content for IFO, MDO and MGO as per statutory limitations. Ship's manifold
4.3	Permanent bunker capacities basis 90pct capacity	1'523 cbm (FO) / 142 cbm (DO)
	If required, tank Nr 5 (abt 290cbm at 90%) can be prepared for ultra low sulphur FO/GO. Minimum time for tank cleaning is 5 days with hold Nr 5 empty. 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: 2.2mt IFO Working: 3.2mt IFO In case of negative temperature to add 2.0 mt/day
4.5	Engine make and type	Mitsui Man B&W 6S 42MC
4.6	Max output BHP/RPM	8'370 BHP / 136 RPM

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

5.1	Name of classification society and class notation	RINA C <input type="checkbox"/> ESP - heavy cargo nonhomoload - 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	Shanghai (China) – Jul/2017		
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 :			
5.8	a) DOC (Document of Compliance) Certificate number/issuing authority	a)		
	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	9276779		
5.16	Expiry date of FMC Certificate			
6. COMMUNICATIONS				
6.1	Call Sign	V7NV7		
	MMSI	538007442		
	Voice (Master Office)	870 773 930 826		
6.2	Fax	870 783 158 954		
	INM-C (Tx)	453844291		
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	UK P&I Club
7.3	Where is Owners hull and machinery placed?	Covered through various European brokers with worldwide insurers

8. **CREW**

8.1	Number of crew	23
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	IHI Electro-hydraulic driven, SWL 30,5 mt or 24 mt with ship's grabs
10.2	Number of cranes/derricks and where situated	4 el-hydraulic type single crane between hatches 1/2+2 /3+3/4+4/5
10.3	Outreach (metres) of gear: a) beyond ship's rail b) beyond ship's rail with maximum cargo lift on hook	10,50 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	Tobu Jukogyo Co, 4 hook-on remote control RSHC 120/60 12/6 cbm, changeable by adjusting plate depending of the cargo characteristics, weight of 9,0 mt
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) Yes, 62 sockets with movable stanchions and 12 fixed stanchions
 If yes, state number and type of stanchions/sockets, if on board

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

26/Jun/2017