

M/V TZOUMAZ

1. GENERAL

1.1	Vessel's name	TZOUMAZ
1.2	Vessel's previous name(s) and date(s) of change	---
1.3	Flag	Switzerland
1.4	Month/Year and where built	September 2015 / Vietnam
1.5	Yard name and number	Hyundai – Vinashin / S-092
	- Official registration number	216
1.6	- IMO/Class Number	9694921 / ABS 15252871
	- Other	DNV - GL (ISM/ISPS/MLC)
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	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	87665	13.82	84.47
	Winter	85237	13.53	84.32
	Tropical	90038	14.11	84.60
	Fresh	87665	14.13	84.61
	Tropical fresh	90052	14.41	84.72
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		
2.4B	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		51'147 / 28'994	
	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) 29'126 cbm (light) / 45'036 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)	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 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>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
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	LSGO	DMA according to ISO 8217:2010 or more recent. Maximum Sulphur content for IFO as per statutory limitations. Maximum Sulphur content for LSGO as per EU statutory limitations.
	Sampling at point of custody transfer	Ship's manifold
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 Wäertsilä W6X62
4.6	Max output kW/RPM	15'960kW@103 RPM / MCR 9'900kW@80 RPM

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

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

State :

a) DOC (Document of Compliance) Certificate number/issuing authority a) DNV-GL

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 **CERTIFICATES:**

<u>Certificate Name</u>	<u>Date of issue</u>	<u>Date of last annual endorsement</u>	<u>Date of expiry</u>
- 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 9694921

5.16 Expiry date of FMC Certificate

6. COMMUNICATIONS

6.1	Call Sign	HBFO
	MMSI	269308000
6.2	Voice (Master Office)	+870773933318
	Fax	+870783928578
	INM-C (Tx)	426930810

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

7.1	Hull and Machinery insured value	USD 50'000'000.-
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	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	
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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
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9.3	State number of holds which may be left slack without requiring bagging, strapping and securing	
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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

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

Jan/2016