

## M/V LAVAUX

### 1. GENERAL

1.1	Vessel's name	Lavaux
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	May 2010, Gwangju Korea
1.5	Yard name and number	Shinan Heavy Industries CO., Ltd - South Korea
	- Official registration number	196
1.6	- IMO/Class Number	9542817 / BV19065
	- Other	-
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	34'297	9.816	48.497
	Winter	33'310	9,612	48,355
	Tropical	35'288	10,020	48,648
	Fresh	34'299	10,037	48,659
	Tropical fresh	35'268	10,241	48,786
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 / 11'603	
	Suez		23'229.95 / 19'876.44	
	Panama			
	British		N/A	
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		
	Grain/Bale capacity in holds excluding	C/H	cbm	cft	cbm	cft
D.	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				
	Are holds hoppers at:					
	Hold side?	Yes				
M.	Forward bulkhead?	No				
	Aft bulkhead?	No				
	Can vessel's holds be described as box shaped? (Yes/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 of about 14,0 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 immobilisation for 20 days or more		
		<u>About metric tons</u> <u>(main engine)</u>	<u>About metric tons</u> <u>(auxiliaries)</u>
A.	Laden	25.5	2,5 + 0.1 (MDO)
B.	Ballast	24.5	2,5 + 0.1 (MDO)
	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 98pct capacity	1484.1 mt	
4.4	Port consumption per 24 hours idle/working (metric tons)	Idler 2.5 mt/day + 0.1 mt/day MDO Working 5 mt/day + 0.1 mt/day MDO	
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
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	No
	Is vessel ISM certified? (Yes/No)	Yes
	State :	
	a) DOC (Document of Compliance) Certificate number/issuing authority	a) GL 17295
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	9542817
5.16	Expiry date of FMC Certificate	

## 6. COMMUNICATIONS

6.1	Call Sign	HBDX
		269806000
6.2	MMSI	+(870) 763198478
	Voice (Master Office)	+(870) 763198479
	Fax	

426980610

INM-C (Tx)

6.3	Specify vessel's satellite communications system	Fleet F77
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**7. INSURANCES**

7.1	Hull and Machinery insured value	US\$ 40'000'000
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	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	
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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	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**

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

16/Dec/2010

