OPIELOK

SHIP PARTICULARS

MARIE O 26,000 DWT BULKCARRIER

OPIELOK GMBH
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1.	**GENERAL INFORMATION TIME CHARTER PARTICULARS**		
1.1	Vessel's name**:**	Marie O	
1.2	IMO number:	9086784	
1.4	Vessel's previous name(s) and date(s) of change:	Marie O (01 April 2007) Progress (01 November 2005) Tai Ping (01 July 2001) Tai Ping Yang (01 January 1997)	
1.3	Flag:	Antigua / Barbuda	
1.4	Port of Registry:	St. Johns	
1.5	Type of vessel:	BULK CARRIER	
1.6	Type of hull:		
Ownership and Operation			
1.9	Registered owner - Full style:	Zweite Marie O Schiffahrts GmbH & Co KG Sierichstr. 21, 22301 Hamburg, Germany Tel: +49.40.55970007 Fax: +49.40.55970008 Email: info@opielok.de	
1.10	Parent company/group to which the owner belongs - Full style:	Opielok Reederei GmbH Sierichstr. 21, 22301 Hamburg, Germany Tel: +49.40.55970007 Fax: +49.40.55970008 Email: info@opielok.de	
1.11	Commercial/Technical operator - Full style:	Opielok Bereederungs GmbH & Co KG Tel: +49.40.55970007 Fax: +49.40.55970008 Email: info@opielok.de	
Builder			
1.17	Builder (where built) / Yard number:	Guangzhou Intern., China	3130013
1.18	Date delivered (built):	10 January 1997	
Classification			
1.19	Classification society:	Germanischer Lloyd	
1.20	Class notation:	100 A5 ESP C3D10, BULK CARRIER, TIMBER DECK CARGOES, MC	
1.21	If Classification society changed, name of previous society:	Nipon Kaiji Kyokai	
1.22	If Classification society changed, date of change:	09 October 2009	
1.23	Date and place of last dry dock:	26 June 2009	Shanghai
1.24	Date next dry dock is due:	01 January 2012	
1.25	Date of last special survey / next survey due:		
1.26	Date of last annual survey / next survey due:	14 February 2011	09 January 2012
1.27	Is vessel entered in classification approved enhanced survey program?	Yes	
1.28	Does vessel comply with IACS unified requirements regarding number 1 cargo hold and double bottom tank steel structure?	Yes	

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Dimensions				
1.29	Length Over All (LOA):		168.688 M	
1.30	Length Between Perpendiculars (LBP):		160.0 M	
1.31	Extreme breadth (Beam):		26.0 M	
1.32	Moulded depth:		13.3 M	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		40.12 M	N/A
1.34	Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches	No1. Hatch	Midships	Last Hatch
	Ballast condition: (ballast holds not flooded, basis 50% bunkers)	10.528 M	10.008 M	9.435 M
	Full ballast condition: (ballast holds flooded, basis 50% bunkers)			
	Light condition (basis 50% bunkers):	13.732 M	12.807 M	11.788 M
	Fully laden condition:			
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	15.400 M	15.400 M	15.400 M
Tonnages				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):		16014	9266
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):			14662.44
1.38	Panama Canal Net Tonnage (PCNT):		13434	
Loadline Information				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	26,411.7 MT	9.536 M	37.899 MT
	Winter:	25,662.5 MT	9.338 M	37,780 MT
	Winter North Atlantic:	Metric Tonnes	Metres	Metric Tonnes
	Fresh water:	26,221.8 MT	9.752 M	38,034.0 MT
	Tropical:	27,163.7 MT	9.734 M	38.022.0 MT
	Tropical fresh water:	26,953.0 MT	9.95 M	38,155.0 MT
	Full ballast condition:	Metric Tonnes	Metres	Metric Tonnes
	Lightship:	6,371.6 MT	Metres	Metric Tonnes
	FWA at summer draft:		261.0 MM	
Is vessel fitted for:				
1.40	Transit of Panama Canal?		Yes	
	If yes, state deadweight all told on 39ft 6in / 12.039m (SG 0.9954):		Metric Tonnes	
	If yes, is Panama deadweight all told affected by vessel's bilge turn radius?			
1.41	Transit of Suez Canal?		Yes	
1.42	Transit of St. Lawrence Seaway?		No	
	If yes, state deadweight all told on 26ft / 7.92m fresh water:		Metric Tonnes	

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2	CREW MANAGEMENT	
2.1	Number of Officers:	9
2.2	Number of crew:	13
2.3	Name and nationality of Master:	Capt. Eugenio H. Sarosos / Filipino
2.4	Nationality of Officers:	Ukraine / Russian / Filipino
2.5	Nationality of crew:	Filipino
2.6	What is the common working language onboard:	English
2.7	Do officers speak and understand English?	Yes

3.	SAFETY MANAGEMENT		
3.1	Is the vessel ISM certified?	Yes	
3.2	Document of Compliance (DOC) certificate number / issuing authority:	332757/356/2010	Germanischer Lloyd
3.3	Safety Management (SMC) certificate number / issuing authority:	142573/3/2011	Germanischer Lloyd
	State outstanding recommendations, if any:		
3.4	Is the vessel operated under a Quality Management System?	Yes	
	If Yes, what type of system (ISO9002 or IMO Resolution A.741(18)):	IMO Resolution A.741(18)	

4.	CARGO ARRANGEMENTS		
Holds			
4.1	Number of holds:	5	
4.2	Hold dimensions:	Hold #1: 21.50x17.35x13.20 mtr Hold #2: 25.70x17.35x13.20 mtr Hold #3: 25.70x17.35x13.20 mtr Hold #4: 25.70x17.35x13.20 mtr Hold #5: 25.70x17.35x13.20 mtr	
4.3	Are vessel's holds clear and free of any obstructions?	Yes	
4.4	Capacity, by hold, excluding wing/topside tanks but including hatchways:	Grain	Bale
	Hold #1:	4,890.31 Cu. Metres	4,683.12 Cu. Metres
	Hold #2:	7,431.78 Cu. Metres	7,189.17 Cu. Metres
	Hold #3:	7,431.78 Cu. Metres	7,189.17 Cu. Metres
	Hold #4:	7,431.78 Cu. Metres	7,189.17 Cu. Metres
	Hold #5:	6,672.49 Cu. Metres	6,449.18 Cu. Metres
	Hold #6:	Cu. Metres	Cu. Metres
	Hold #7:	Cu. Metres	Cu. Metres
	Hold #8:	Cu. Metres	Cu. Metres
	Hold #9:	Cu. Metres	Cu. Metres
	Total:	33,858.1 Cu. Metres	32,699.8 Cu. Metres
4.5	Is vessel strengthened for the carriage of heavy cargoes?	No	
4.6	If yes, state which holds may be left empty:		
4.7	Is tanktop steel suitable for grab discharge?	Yes	
4.8	State whether bulkhead corrugations are vertical or horizontal:	Vertical	

4.9	Tanktop strength:	11.6 Metric Tonnes/Sq. Metre
4.10	Are holds CO2 fitted?	Yes
4.11	Are holds fitted with smoke detection system?	No
4.12	Is vessel fitted with Australian type approved holds ladders?	Yes
4.13	Has vessel a functioning class certified loadmaster/loadicator or similar calculator?	Yes
4.14	Are holds hoppered at:	
	Hold side?	Yes
	Forward bulkhead?	No
	Aft bulkhead?	No
4.15	Can vessel's holds be described as box shaped?	No
4.16	Measurement of any tank slopes/hoppering: (height and distance from vessel's side at tank top)	Ht = 2.53 m / distance = 4.325 m
4.17	Flat floor measurement of cargo holds at tank top:	Hold #1: L 21.50x W4.80(fwd), 17.35 (aft) Hold #2: L25.70xW17.35 mtr Hold #3: L25.70xW17.35 mtr Hold #4: L25.70xW17.35 mtr Hold #5: L25.70xW17.35(fwd), 7.30 (aft) mtr
4.18	Are vessel's holds electrically ventilated?	No
	If yes, state number of air-changes per hour basis empty holds:	
4.19	Type of hold paint:	
4.20	Is vessel fitted for carriage of grain in accordance with chapter V1 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 cu. feet) with ends untrimmed?	Yes
4.21	Is the vessel fitted with A60 Steel Bulkhead?	No
Deck and Hatches		
4.22	Number of hatches:	5
4.23	Make and type of hatch covers:	steel / folding type
4.24	Hatch dimensions:	Hatch #1: 13.86 x 13.05 metres Hatch #2, #3, #4, #5: 19.25 x 13.05 metres
4.25	Hatch span (distance from front of forward hatch to aft of rear hatch):	114.88 Metres
4.26	Strength of hatch covers:	Hatch #1: 2.3 Metric Tonnes/Sq. Metre Hatch #2, #3, #4, #5: 3.0 Metric Tonnes/Sq. Metre
4.27	Number, diameter and location of cement holes	
4.28	Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the minimum width clear of any obstruction for each hold):	4.75 metres
4.29	Distance from bow to fore of 1st hold opening:	18.1 Metres
4.30	Distance from stern to aft of last hold opening:	35.7 Metres
4.31	State deck strength:	4.0
Ballast		
4.32	Capacity of ballast tanks (100%):	4,506.98 Cu. Metres

4.33	Ballast holds capacity, state which hold(s):	none	
4.34	Vessel's ballasting time / rate of ballasting:	22.0 Hours	400.0 Cu. Metres/Hour
4.35	Vessel's deballasting time / rate of deballasting:	14.0 Hours	400.0 Cu. Metres/Hour
4.36	Unpumpable quantity:	50.0 Cu. Metres	

5.	**CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)**		
5.1	If geared state make and type:	3 x 25 mt MacGregor / single type	
5.2	Number/location of derricks/cranes:	3 / between hatches (center)	
5.3	Maximum outreach of gear beyond ships rail	12.0 Metres	
5.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	9.0 Metres	
5.5	If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch coaming:	Metres	
5.6	Time needed for full cycle with maximum cargo lift on hook:		
5.7	Hoisting time of gear:	10m / min	
5.8	Luffing time of gear:	45-60sec	
5.9	Slewing time of gear:	20m / min	
5.10	Is gear combinable for heavy lift?	No	
5.11	Are winches electro-hydraulic?	Yes	
5.12	If vessel has grabs on board - state:		
	Type:	n/a	
	Capacity:	Metric Tonnes	
	Power source of grabs:		
	Location of power source:		
5.13	Does vessel have enough power to run 4 cranes and 4 shore grabs (if applicable). If not pls state how many?	Yes	
5.14	Is vessel fitted with sufficient lights at each hatch for night work?	Yes	
5.15	Is vessel logs fitted?	Yes	
	If yes, state number, type and height of stanchions/sockets, if on board:		
5.16	Is vessel log racks fitted?	Yes	

5.17	Timber Loadline (if applicable)	Deadweight	Draft	TPC
	Summer:	27,609.0 Metric Tonnes	9.851 Metres	38.09 Metric Tonnes
	Winter:	26,571.0 Metric Tonnes	9.578 Metres	37.93 Metric Tonnes
	Winter North Atlantic:	25,662.5 Metric Tonnes	9.338 Metres	37.78 Metric Tonnes
	Fresh water:	27,411.2 Metric Tonnes	10.074 Metres	38.23 Metric Tonnes
	Tropical:	28,389.9 Metric Tonnes	10.056 Metres	38.22 Metric Tonnes
	Tropical fresh water:	28,168.3 Metric Tonnes	10.279 Metres	38.35 Metric Tonnes

6.	**CONTAINER BULKERS/MULTI PURPOSE (ONLY TO BE COMPLETED IF APPLICABLE)**		
6.1	Capacity in direct stow of TEU/FEU basis empty tanks:		
	Capacity in direct stow of TEU/FEU basis full tanks:		
6.2	Are all containers within reach of vessel's gear?		
6.3	If no, state self sustained capacity:		
6.4	If vessel fitted with all permanent and loose fittings/lashing materials for above number of TEU/FEU?		
6.5	Is vessel fitted with recessed holes/shoes on tanktop and container shoes on weatherdeck and hatch covers?		
6.6	Advise stack weights and number of tiers on/under deck per TEU:		
	Advise stack weights and number of tiers on/under deck per FEU:		
6.7	Has vessel a container spreader on board?		
6.8	Number and type of reefer plugs:		

7.	**ENGINE ROOM, SPEED AND CONSUMPTION**			
7.1	Is vessel fitted with a shaft generator?		No	
Engine Room				
7.2	Engine make/model and type:		B&W / 5L50MC	
7.3	BHP / RPM of main engine at MCR:	100 %	6074 kW	136.0
7.4	BHP / RPM of main engine at NCR (as % of MCR):	90%	5163 kW	120
Fuel				
7.5	What type/viscosity of fuel is used for main propulsion:		ISO-F-RMG35	
	Capacity (100%) of main engine bunker tanks (excluding unpumpables):		885.32 Cu. Metres	
7.6	What type/viscosity of fuel is used in the generating plant:		ISO-F-RMG35	
	Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):		1,520 Cu. Metres	

Speed			
7.7	Ballast:	13.0 kn	
	Laden:	12.8 kn	
Consumptions			
7.8	Passage	Main	Aux
	Ballast:	19.5 mt of HFO	2.0 of HFO +0.2 mt of MDO
	Laden:	20.5 mt of HFO	2.0 mt of HFO +0.2 mt of MDO
7.9	In Port	Main	Aux
	Working:	0.0	4.5 mt of HFO +0.2 mt of MDO
	Idle:	0.0	3.0 mt of HFO + 0.2 mt of MDO
	Other (specify):		

Particulars are believed to be true and correct and subject to revision without prior notice. Interested parties must inspect vessel to check on suitability. Optional items are to be mutually agreed for inclusion/exclusion in vessel specifications.

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