



OPIELOK

SHIP PARTICULARS

SHARK ISLAND 28,000 DWT SD BULKCARRIER





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1.	GENERAL INFORMATION TIME CHARTER PARTICULARS		
1.1	Vessels Name:	Shark Island	
1.2	IMO number:	9116137	
1.3	Flag:	Antigua & Barbuda	
1.4	Port of Registry:	St. Johns	
1.5	Type of vessel:	Bulkcarrier	
Ownership and Operation			
1.6	Registered owner - Full style:	Zweite MS Christine O Schifffahrts GmbH & Co. KG Sierichstrasse , 22301 Hamburg, Germany Tel: +49 40 55970007 Fax: +49 40 55970008 Email: info@opielok.com	
1.7	Commercial/ Technical operator - Full style:	Opelok Bereederungs GmbH & Co KG Sierichstrasse 21, 22301 Hamburg, Germany Tel: +49 40 55970007 Fax:+49 40 55970008 Email: info@opielok.com	
Builder			
1.8	Builder (where built) / Yard number:	Hu Dong Shipyard, Shanghai	H1221A/22A
1.9	Date delivered (built):	07.05.1996	
Classification			
1.10	Classification society:	Germanischer Lloyd	
1.11	Class notation:	100A5, ESP SOLAS-II-2, Reg.19DBC C1D11, bulk carrier, strengthened for heavy cargo	
1.12	If Classification society changed, name of previous society:	Lloyds Register	
1.13	If Classification society changed, date of change:	08.05.2006	
1.14	Date and place of last dry dock:	21.05.2011	Huarun Dadong
1.15	Date next dry dock is due:	21.05.2014	
1.16	Date of last special survey / next survey due:	21.05.2011	07.05.2016
1.17	Date of last annual survey / next survey due:	06.07.2010	07.05.2012
1.18	Is vessel entered in classification approved enhanced survey program?	Yes	
1.19	Does vessel comply with IACS unified requirements regarding number 1 cargo hold and double bottom tank steel structure?	Yes	
	Has this compliance been verified by the classification society?	Yes	
Dimensions			
1.20	Length Over All (LOA):	175.0 Metres	

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1.21	Length Between Perpendiculars (LBP):			165.0 Metres
1.22	Extreme breadth (Beam):			26.0 Metres
1.23	Moulded depth:			13.9 Metres
1.24	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		43.05 Metres	Metres
1.25	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)	12.09 Metres	10.78 Metres	9.43 Metres
	Full ballast condition: (ballast holds flooded, basis 50% bunkers)	9.21 Metres	8.53 Metres	7.83 Metres
	Light condition (basis 50% bunkers):	15.02 Metres	13.33 Metres	11.59 Metres
	Fully laden condition:	6.70 Metres	6.35 Metres	6.00 Metres
1.26	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	16.125 Metres	16.125 Metres	16.125 Metres
Tonnages				
1.27	Gross Tonnage (GT) / Net Registered Tonnage (NRT):		18,070	10,074
1.28	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		18,775.13	16,338.25
1.29	Panama Canal Net Tonnage (PCNT):			15,107
Loadline Information				
1.30	Loadline	Deadweight	Draft	TPC
	Summer:	28,587.91 Metric Tonnes	10.116 Metres	39.26 Metric Tonnes
	Winter:	27,762.74 Metric Tonnes	9.906 Metres	39.05 Metric Tonnes
	Winter North Atlantic:	27,786.17 Metric Tonnes	9.912 Metres	39.06 Metric Tonnes
	Fresh water:	29,530.21 Metric Tonnes	10.355 Metres	39.48 Metric Tonnes
	Tropical:	29,415.92 Metric Tonnes	10.326 Metres	39.45 Metric Tonnes
	Tropical fresh water:	30,337.29 Metric Tonnes	10.559 Metres	39.66 Metric Tonnes
	Full ballast condition:	18,940.50 Metric Tonnes	7.610 Metres	37.11 Metric Tonnes
	Lightship:	7,352.0 Metric Tonnes	2.298 Metres	34.14 Metric Tonnes
	FWA at summer draft:			224.0 Millimetres
Is vessel fitted for:				
1.31	Transit of Panama Canal?			Yes



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	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?	N/A
1.32	Transit of Suez Canal?	Yes
1.33	Transit of St. Lawrence Seaway?	No
	If yes, state deadweight all told on 26ft / 7.92m fresh water:	Metric Tonnes

Recent Operational History

1.34	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, give details:	Pollution: No / Grounding: No / Casualty: No / Collision: No/
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2.	CREW MANAGEMENT	
2.1	Number of Officers:	8
2.2	Number of crew:	22 (including master)
2.3	Name and nationality of Master:	Capt. Khlebnikov / Russian
2.4	Nationality of Officers:	Filipino/Russian
2.5	Nationality of crew:	Filipino/Russian
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:	335916/35/2010 Germanischer Lloyd
3.3	Safety Management (SMC) certificate number / issuing authority:	107102/108/2011 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, #2, #3, #4: L26400 X W26000 mm Hold #5: L25600 X W26000 mm
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:	5,686.8 Cu. Metres 5,514.4 Cu. Metres
	Hold #2:	7,964.2 Cu. Metres 7,722.8 Cu. Metres
	Hold #3:	7,844.1 Cu. Metres 7,606.4 Cu. Metres
	Hold #4:	7,935.1 Cu. Metres 7,694.6 Cu. Metres
	Hold #5:	7,417.6 Cu. Metres 7,192.8 Cu. Metres



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	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:	36,847.8 Cu. Metres	35,731 Cu. Metres
4.5	Is vessel strengthened for the carriage of heavy cargoes?	Yes	
4.6	If yes, state which holds may be left empty:	2 & 4	
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:	22.0 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 hopped at:		
	Hold side?	Yes	
	Forward bulkhead?	Yes	
	Aft bulkhead?	Yes	
4.15	Can vessel's holds be described as box shaped?	No	
4.16	Measurement of any tank slopes/hopping: (height and distance from vessel's side at tank top)	Midship section: 3.4 m x 3.4 m	
4.17	Flat floor measurement of cargo holds at tank top:	Hold #1: L24.00 x W5.60 fwd, 19.20 aft Hold #2: L25.60 x W19.20 Hold #3: L22.40 x W 19.20 Hold #4: L25.60 x W 19.20 Hold #5: L23.20 x W19.20 fwd, x 12.27 aft	
4.18	Are vessel's holds electrically ventilated?	Yes	
	If yes, state number of air-changes per hour basis empty holds:	1	
4.19	Type of hold paint:	Modified epoxy	
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?	Yes	
Deck and Hatches			
4.22	Number of hatches:	5	
4.23	Make and type of hatch covers:	Macgregor Navire - Hua Hai wire operating type	
4.24	Hatch dimensions:	Hatch #1: 14.40M x 12.80M Hatch #2, #3, #4, #5: 19.20M x 14.40M	
4.25	Hatch span (distance from front of forward hatch to aft of rear hatch):	120.0 Metres	
4.26	Strength of hatch covers:	2.1 Metric Tonnes/Sq. Metre	

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4.27	Number, diameter and location of cement holes	Hatch #1: 1050 mm, all hatch cover Hatch #2: 1050 mm, fitted with ff. Holes Hatch #3: 1050 mm, sec fm fwd to aft Hatch #4: 1050 mm, 1st sec 2 holes Hatch #5: 1050 mm, 2nd sec 1 hole Hatch #6: 3rd sec 1 hole Hatch #7: 4th sec 2 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):	5.80/20.2	
4.29	Distance from bow to fore of 1st hold opening:	20.6 Metres	
4.30	Distance from stern to aft of last hold opening:	32.8 Metres	
4.31	State deck strength:	3.3 MT/m2	
Ballast			
4.32	Capacity of ballast tanks (100%):	8,733.90 Cu. Metres	
4.33	Ballast holds capacity, state which hold(s):	Hold 3, 7844.10 Cu. Metres	
4.34	Vessel's ballasting time / rate of ballasting:	29.0 Hours	300.0 Cu. Metres/Hour
4.35	Vessel's deballasting time / rate of deballasting:	29.0 Hours	300.0 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:	4 x 30mt Tsuji El.Hydraul.deck crane	
5.2	Number/location of derricks/cranes:	4 / crane location - on deck between hold 1&2, 2&3, 3&4, 4&5	
5.3	Maximum outreach of gear beyond ships rail	22.0 Metres	
5.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	22.0 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:	180	
5.7	Hoisting time of gear:	16.5	
5.8	Luffing time of gear:	37	
5.9	Slewing time of gear:	0.8	
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:	No	
	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	

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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:	32 fixed, 58 collapsible stan.		
5.16	Is vessel log racks fitted?	Yes		
5.17	Timber Loadline (if applicable)	Deadweight	Draft	TPC
	Summer:	28,675.60 Metric Tonnes	10.139 Metres	39.29 Metric Tonnes
	Winter:	27,571.94 Metric Tonnes	9.858 Metres	39.0 Metric Tonnes
	Winter North Atlantic:	26,614.73 Metric Tonnes	9.612 Metres	38.76 Metric Tonnes
	Fresh water:	28,677.10 Metric Tonnes	10.368 Metres	39.49 Metric Tonnes
	Tropical:	29,507.54 Metric Tonnes	10.35 Metres	39.48 Metric Tonnes
	Tropical fresh water:	29,492.30 Metric Tonnes	10.579 Metres	39.68 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:		HD B&W / 5L 50MC Mark V	
7.3	BHP / RPM of main engine at MCR:	100 %	5,846.0 kW	134.0
7.4	BHP / RPM of main engine at NCR (as % of MCR):	90 %	5,660 kW	120.0
Fuel				
7.5	What type/viscosity of fuel is used for main propulsion:		ISO-F-RMG (sulphur 4.5%max.) (IN ACCORDANCE WITH LATEST ISO STANDARDS, PRESENTLY 8217 -1996(E) CATEGORY ISO-F FUEL STANDARD, ST	



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		REVISION CD 1996 AND IN ACCORDANCE WITH MARPOL ANNEX VI (ALL FUEL NOT EXCEEDING SULPHUR CONTENT 4.5% M/M) AND BE OF A HOMOGENOUS AND STABLE NATURE AND SHOULD NOT CONTAIN ANY ABRASIVE ELEMENTS OR WASTE PRODUCTS..)	
	Capacity (100%) of main engine bunker tanks (excluding unumpables):	1,299.9 Cu. Metres	
7.6	What type/viscosity of fuel is used in the generating plant:	ISO-F-RM35 or ISO-F-DMB (IN ACCORDANCE WITH LATEST ISO STANDARDS, PRESENTLY 8217 -1996(E) CATEGORY ISO-F FUEL STANDARD, ST REVISION CD 1996 AND IN ACCORDANCE WITH MARPOL ANNEX VI (ALL FUEL NOT EXCEEDING SULPHUR CONTENT 4.5% M/M) AND BE OF A HOMOGENOUS AND STABLE NATURE AND SHOULD NOT CONTAIN ANY ABRASIVE ELEMENTS OR WASTE PRODUCTS..)	
	Capacity (100%) of aux engine(s) bunker tanks (excluding unumpables):	117.7 Cu. Metres	
Speed			
7.7	Ballast:	Abt 13.3	
	Laden:	Abt 12.8	
Consumptions			
7.8	Passage	Main (abt)	Aux (abt)
	Ballast:	21.5	0.2
	Laden:	22.5	0.2
7.9	In Port	Main (abt)	Aux (abt)
	Working:	4.5	0.2
	Idle:	3.0	0.2
	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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