

BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE
For
M.V. "ESHIPS DUGON"

1. GENERAL

1.1 Vessel's Name : ESHIPS DUGON
 1.2 Vessel's previous Name(s) and date(s) of change : MEGA STAR
 1.3 Flag : PANAMA
 1.4 Month/Year and where built :
 1.5 Yard Name and Number : N242
 1.6 Official class registration number : 41466-PEXT
 - IMO Number : 9512202
 - Call sign : 3FJZ8
 1.7 Port of Registry : PANAMA
 1.8 Registered Owner's full style & Contact : ESHIPS DUGON

2. Vessel Partuculars

2.1. Type of vessel : Bulk Carrier
 2.2. Deadweight all told (MT) :
 Summer : 78992.61 t Dwt 14.620 m TPC 70.3 t/cm
 Winter : 76848.70 t Dwt 14.315 m TPC 70.2 t/cm
 Tropical : 81139.46 t Dwt 14.925 m TPC 70.4 t/cm
 Fresh : 81329.6 t Dwt 14.952 m TPC 70.4 t/cm
 Tropical Fresh : 83479.39 t Dwt 15.257 m TPC 70.5 t/cm

2.3. Is Vessel fitted for trasit of :
 a) Panama Canal : Yes
 b) Suez Canal : Yes
 c) St. Lawrence Seaway : No

a) For Panama Canal state deadweight all told :
 (metric tons on 39ft 6ins (12.039m) (SG 0.9954) : 58787.39 MT

b) Is Panama deadweight all told affected by vessel's bilge turn radius ? : NO

c) For St Lawrence Seaway state deadweight all told (metric tons) basis 26ft (7.92m) fresh water : NA

GT / NT:

International : GT 43830 / NT 27797
 Suez : GT 45608.15 /NT 41795.9
 Panama : GT NOT AVAILABLE/NT36799

2.6. Length Overall (metres) : 229.035 m

2.7. Length between perpendiculars (Metres) : 222.00m

2.8. Extreme Breadth (metres) : 32.30m

2.9. Depth Moulded (metres) : 20.25m

2.10 Distance from waterline to top of hatch coamings (m) :-
 or top of hatch covers if side rollings hatches basis
 50percent bunkers:

Ballast condition	Full Ballast condition (Ballast holds not flooded)	Light condition (Ballast holds flooded)
a) Hatch no. 1	18.42 Meters	16.11Meters
b) Midships	18.06Meters	15.60Meters
c) Hatch no. 7	17.94Meters	15.31Meters

2.11 Distance from keel to top of hatch coamings (m) : 23.5 M

2.12 Vessel's ballasting and deballasting time (mt / hr) : 1300cbm/hour per pump (2 pumps)

2.13 Distance from keel to highest point of vessel : 48M

2.14 Capacity of: a) Ballast tanks : 19858.40 m3

b) Ballast holds capacity (state which holds) : 13758.48 m3 (NO.4 CARGO HOLD)

2.15 Constants excluding fresh water : mt

Daily freshwater consumption : 350.3 mt

Fresh water capacity : 397.53 mt

Capacity of evaporator (FW generation) : 25 mt / day

2.16 Vessel is fitted with shaft generator : No

2.17 Vessel's onboard electrical supply : 440V/60Hz/3 Ph

220V/60Hz/1Ph

24V DC

Details of alternative supply, if any : Main generator: DOOSAN 6L23/30H

440V/60Hz/3 Ph 730kW ×3 Sets

EM'CY generator: CUMMINS 440V/60Hz/3 Ph 120kW ×1Set

Battery 200AH×3

Cargo Arrangements

3.1 a) Number of Holds : 7 (seven)

b) Are vessels holds clear and free of any obstructions :

c) Hold capacities excluding Hatch coaming space

Hold No	Grain	Bale
1)	10333.93	--
2)	13861.09	--
3)	14920.65	--
4)	13272.48	--
5)	14346.30	--
6)	13869.58	--
7)	14110.94	--

TOTAL	94714.97	

Hold capacities including Hatch coaming space

Hold No	Grain	Bale
1)	10658.73	--
2)	14347.36	--
3)	15406.65	--
4)	13758.48	--
5)	14832.30	--
6)	14355.58	--
7)	14596.96	--

TOTAL	97956.06
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- e) Is vessel strengthened for the carriage of heavy cargoes : yes
- f) If yes, state which holds may be left empty : Hold No2 , 4 & 6
- g) Is tank top steel and suitable for grab discharge : Yes
- h) Bulkhead corrugation is vertical or horizontal : vertical
- i) Tank top strength :
: Steel Coils tiers of mt, Dism mm x mm
- j) Are holds CO2 fitted : No
- k) Are holds fitted with smoke detection systems : No
- l) Is vessel fitted with Australian hold ladders : Yes
- m) Has vessel onboard Class certified loadmaster loadicator or similar calculator :
- n) Are holds hoppers at:-
- | | |
|--|-------|
| hold side | : YES |
| Forward bulkhead | : No |
| Aft bulkhead | : No |
| Can vessel's holds be described as
Box shaped | : No |
- o) Measurement of any tank slopes hopping (height and distance from vsl's side at tank top) / Distance no. (3,4,5,6 = 4.19 m) , (no.1 fwd=8.48m, AFT=4.51m) ,(no.2 Fwd=4.51m, AFT=4.19m),(no.7 Fwd=4.19m AFT=13.13 m) : Lower hopper height 3.855m
- p) Flat floor measurement of cargo holds at tank top (m) :
- | Hold No. | L | B |
|----------|---------|----------------------|
| No. 1 | 23.49 m | Fw 8.04 m/Af 23.24 m |
| No. 2 | 27.06 m | Fw 23.24m/Af 23.88m |
| No.3 | 26.97 m | Fw 23.88 m/Af 23.88m |
| No.4 | 26.10m | Fw23.88m/Af 23.88m |
| No.5 | 26.97m | Fw23.88m/Af23.88 m |
| No.6 | 26.10 m | Fw23.88m/Af23.88m |
| No.7 | 28.71m | Fw23.88m/Af6.0m |
- q) Are vessel's holds electrically ventilated : No
- If yes state number of airchanges per hour basis empty holds : N/A

3.2 DECK and HATCHES

- a) Number of Hatches : 7
- b) Make and type of hatch covers : TTS/ Side-rolling type
- c) Hatch sizes (m) (LxB) : No.1 13349X13560(mm)
: No.2-7 15959X15360(mm)

d) Strength of hatch covers (mt/sq.m) : No.1 68.65 KN/M2
No.2 44.50KN/M2
No.3\5\6\7 34.30KN/M2
No.4 64KN/M2

e) Distance from ship's rail to near and far edge
of hatch covers coaming near and far (m) : Hold No. 1 Fwd =near 8.26m/ near aft 9.39m
,fwd far 21.46m _ /Aft far=22.59 m
Holds no.2-7 near=8.7m ,far23.7m

f) Distance from bow to fore of 1st hold opening (m): 20.88m

g) Distance from stern to aft of last hold opening (m): 42.63m

h) Distance from water line to hatch coaming in light ballast condition:

: At No. 1 – 18.42 Mtrs

: At No. 7 – 17.94 Mtrs

i) Distance from water line to highest point in vessel : 42.44Mtrs (top mast / antenna)

3.3 State deck strength (mt / sq.m) : Outside NA mt / sq.m. Inside: NA mt/sq.m

4. SPEED / CONSUMPTION / FUEL / ENGINE

4.1 Speed / Consumption

At Sea: Laden – Abt 11.5k on abt 27.0mt of IFO 380+NDAS

Ballast – Abt 12.0k on abt 26.5mt IFO 380+NDAS

4.2 Bunker Grades: IFO 380cst / MDO as per ISO 8217:2010(fourth edition) or latest

4.3 Permanent bunker capacities (100%) : FO 2330 mt/ DO 320 mt
(includes capacity for LSMGO/HFO)

4.4 Port consumption per 24hrs idle (mt) : FO: 4.0mt +0.1 MT MDO

Working (mt) : FO 6.0 mt+0.1 MTMDO

4.5 Engine make and type : 7S50MC-C x 1 set

4.6 Max output BHP / RPM : 15050 BHP @ 127 RPM

- Sea speed is from sea bouy to sea bouy. unknown and/ or estimated and/ or approximate figures of "weather factor" and/or "current factor" shall not be applied by charterers/ sub-charterers and/or any third parties employed by the charterers/ sub-charterers to evaluate vessel's performance with respect to above speed warranty.

- Vessel have liberty to burn MDO when manoeuvring, in/out of ports, navigating in confined waters, crossing canals, rivers, straits and during poor visibility/ emergency and light running of auxiliary engines.

- Vessel to have the liberty of slow-steaming at sea for the purposes of ballast exchange, if required.

- Quality of bunkers supplied by charterers to conform to ISO 8217:2010(Fourth edition 2012-06-01)MARPOL Compliant or latest (Max Sulphur content 3.5%) Fuel oil – RMG380, (for SECA area max sulphur content 1.5%) Diesel oil – DMB (less then 0.1 % in European ports).

- In SECA areas fuel oil and diesel supplied to confirm to local regulatory requirements.

- Incase RMG380 is not available, then the charterers to supply rme180 instead of rmg380. however, in South America and South Africa where RME 180 may not be available, Charterers may be allowed to supply RMF 180 with following limitation / condition:

"If RMF 180 is being supplied vanadium content to be maximum 300 mg/kg and/or MCR maximum to be 18-18% m/m".

- No mixing of bunkers allowed

5. CLASSIFICATION SOCIETY, SURVEYS and CERTIFICATES

5.1 Name of classification society and class notation:

LR ✕ 100A1 Bulk Carrier, BC-A, GRAB(25), CSR, strengthened for heavy cargoes, Hold No.2, 4 & 6 may be empty, ESP, LI, ShipRight (CM), *IWS, BWMP ✕ LMC, UMS, SCM

:

5.2 Date of last special survey : N/A

- 5.3 Date of last annual survey : 29th Nov 2013
- 5.4 a) Is vessel entered in Classification approved enhanced survey programme :
- b) Date of last inspection : N/A
- c) Date of next inspection : N/A
- 5.5 a) Does vessel comply with IACS unified requirements regarding Hold No. 1 cargo hold and double bottom tank steel structure : YES
- b) Has this compliance been verified by the classification society : YES
- 5.6 Date and place of last drydock : Feb2016
- 5.7 Has vessel been involved in any groundings or collisions in the last 12 months ? if so give full details : No
- 5.8 Is vessel ISM certified : Yes
- a) DOC (Document of Compliance) Certificate number : 28-07-2016/Panama
/issuing authority
- b) SMC (Safety Management Certificate) number/issuing authority:
- c) Give date of last and next audit :
- d) state outstanding recommendations, if any :
- 5.9 Advise date and place of last port state control : 25-10-2016/Marmugoa
- 5.10 A. Did vessel pass most recent port state control inspection without detention (Yes/No) : Yes
- B. State outstanding recommendations, if any : none
- 5.11 Is vessel's crew covered by full ITF or bonafide Trade Union Agreement acceptable to ITF :
- 5.12 If vessel has ITF agreement state number, date of issue and expiry date :
- 5.13 Do any recommendations appear on any of the above certificates :
- 5.14 IMO Registration Number : 9512202,
- 5.15 Expiry date of FMC Certificate :

6. COMMUNICATIONS

- 6.1 Call Sign : 3FJZ8
- 6.2 Name of Radio Station which vessel monitoring : Republic of Panama
- 6.3 Specify vessel's satellite communications system : INMARSAT C & FBB
- 6.4 Sat Mini-M Phone : +870 773 154 900
- 6.5 Sat Mini-M F : NA
- 6.6 Sat C Telex : 437123410
- 6.7 Email :
- master@eshipsdugon.amosconnect.com

7. INSURANCES

- 7.1 Hull and Machinery insured value :
- 7.2 Name of Owners P and I Insurers : North of England
- 7.3 Where is Owners hull and machinery placed : London Underwriters(Generali)

8. CREW

- 8.1 Number of crew : 26
- 8.2 Name and Nationality of Master : Capt. Shashi Bhushan Sharma
- 8.3 Nationality of Officers : Indian
- 8.4 Nationality of crew : Indian

9. MISCELLANEOUS

- 9.1 State last 5 (five) cargoes carried and load and discharge ports with most recent first: Iron Ore/ Coal/Coal/Coal/Iron Ore

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

9.3 State number of holds which may be left slack without requiring bagging, strapping and securing: All cargo hold self trimming

10. CARGO GEAR

10.1 If geared state make and type : WMMP/hydraulic pressure type

10.2 Number of cranes/derricks and where situated : 4

C.L between hatches 7&6, 5&4, 4&3, 2&1

Distance between Cranes : 1&2 48m , 2&3 20 m , 3& 4 48m

SWL in Grab Mode : 28 MT

10.3 Outreach (metres) of gear:

A. Beyond ship's rail : 9.87 m

B. Beyond ship's rail with maximum cargo on hook : 9.87 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 : 2.5min

10.6 Is gear combinable for heavy lift : No

10.7 Are winches electro-hydraulic : Yes

10.8 If vessel has grabs on board state type and capacity: 4 Grabs of 14 CBM(max) /6 MT(min), remote controlled . Capacity can be adjusted between 14/12/10/8/6 CBM to keep the total weight within SWL of crane in Grab mode depending on cargo stowage factor/density.

10.9 Is vessel fitted with sufficient lights at each hatch for night work : Yes

10.10 Is vessel logs fitted : NO

If Yes state number and type of stanchions sockets, if on board: N/a

10.11 Power supply: AC 440V, 60Hz, 3Phases

ALL DETAILS ABT AND WOG.