

1.	GENERAL INFORMATION	
1.1	Date updated:	1 st March 2021
1.2	Vessel's name:	ESHIPS PROGRESS
1.3	IMO number:	9503275
1.4	Vessel's previous name(s) and date(s) of change:	GH SECRETARIAT : 12 th Sept 2018 // CONTI FLINT : 14 th Oct-2016
1.5	Flag:	MARSHALL ISLANDS
1.6	Port of Registry:	MAJURO
1.7	Type of vessel:	Bulk carrier
1.8	Type of hull:	CSR, BC-A, ESP GRAB (20)
Ownership and Operation		
1.9	Registered owner - Full style:	Eships Progress Ltd Trust Company Complex Ajeltake Road Ajeltake Island Majuro Republic of the Marshall Islands MH 96960
1.10	Parent company/group to which the owner belongs - Full style:	Emirates Ship Investment Co LLC UAE
1.11	Technical operator - Full style:	Fleet management Limited, 11/F. Everbright Center, 108, Gloucester Road, Wan Chai, Hong Kong
1.12	Commercial operator - Full style:	Eships Progress Ltd
1.13	Disponent owner - Full style:	NA
1.14	Does disponent owner have vessel on time charter or bareboat:	NA
1.15	Since when vessel has been under Disponent owner:	NA
1.16	Number of vessels in disponent owner's fleet:	NA
Builder		
1.17	Builder (where built) / Yard number:	COSCO (GUANGDONG) SHIPYARD GUANGZHOU, CHINA
		N217
1.18	Date delivered (built):	03/06/2012
Classification		
1.19	Classification society:	Bureau Of Veritas (BV)
1.20	Class notation:	Bulk Carrier CSR BC –A, AUT-UMS
1.21	If Classification society changed, name of previous society:	NIL
1.22	If Classification society changed, date of change:	NIL
1.23	Date and place of last dry dock:	30.03.2017
		Qushan(China)
1.24	Date next dry dock is due:	2022
1.25	Date of last special survey / next survey due:	29.03.2017
		29.03.2022
1.26	Date of last annual survey / next survey due:	29.03.2017
		29.03.2018
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
	Has this compliance been verified by the classification society?	YES

Dimensions				
1.29	Length Over All (LOA):		189.99 M	
1.30	Length Between Perpendiculars (LBP):		185.00 M	
1.31	Extreme breadth (Beam):		32.26 M	
1.32	Moulded depth:		18.00 M	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		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: Draft: F5.073m / A 6.774m (ballast holds not flooded, basis 50% bunkers)	16.06M	15.31 M	14.76M
	Full ballast condition: Draft: F8.396m / A 8.848m (ballast holds flooded, basis 50% bunkers)	12.90M	12.55M	12.40
	Fully laden condition: Draft: F12.80 M/ M12.80 m / A12.80m	8.56M	8.36 M	8.36
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	21.36M	21.16M	21.16M
Tonnages				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):		33044GT	19231NT
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):		33919.94GT	31284.96
1.38	Panama Canal Net Tonnage (PCNT):		27390	
Loadline Information				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	56897T	12.80 M	58.8
	Winter:	55326T	12.53 M	58.7
	Winter North Atlantic:	55326T	12.53M	58.7
	Fresh water:	58469T	13.06M	59.2
	Tropical:	58469T	13.08 M	59.2
	Tropical fresh water:	58469T	13.35M	59.2
	Full Ballast condition: Draft: F5.073 m / A 6.774m (ballast holds not flooded, basis 50% bunkers) (about)	16800T	5.073M	52.8
	Lightship: Draft: F0.0m / A4.99m	Displacement : 10784.6 t		58.8 t/cm
	FWA at summer draft:	288		
	TPC on summer draft	58.8		
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):		50619 MT	
	If yes, is Panama deadweight all told affected by vessel's bilge turn radius?		NO	
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:			
Recent Operational History				
1.43	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	
1.44	Voyage History			
	Voy#	Charterer	Cargo	Load-Discharge Ports
	Last:	POOMPUHAR	Thermal Coal	Load: Paradip/Haldia Discharge:Tuticorin/Karaikal
	2 nd :	SEATREK / NOBLE	SBM	Load: Grays Harbour Discharge: Subic Bay
	3 rd :	SINOTRANS	SORGHUM IN BULK	Load: Corpus Christi Discharge: Nantong, PRC
1.45	Specify the security level at which the ship is currently operating (ISSC):		1	

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate:	12 th Sept 2018	28-FEB-2019	05 th March.2022
2.2	Safety Radio Certificate:	12 th Sept 2018	28-FEB-2019	05 th March.2022
2.3	Safety Construction Certificate:	12 th Sept 2018	28-FEB-2019	05 th March.2022
2.4	Loadline Certificate:	12 th Sept 2018	28-FEB-2019	05 th March.2022
2.5	Safety Management Certificate (SMC):	12th Sept 2018		22 Jan.2022
2.6	Document of Compliance (DOC): D192375/170607F/MHL	07 Jun 2017	19 April 2018	19 MAY 2020
2.7	Cargo Gear survey:	29 th March.2017	28-Feb-2019	05 March 2022
2.8	Cargo securing manual:	14 October 2016		
2.9	International Oil Pollution Prevention Certificate (IOPPC):	12 th Sept 2018	28-FEB-2019	05 th March.2022
2.10	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	13-Feb-2019		12-Aug-2019
2.11	USCG COFR:	None		
2.12	International Ship Security Certificate (ISSC):	12th Sept 2018		22 Jan.2022

3.	CREW MANAGEMENT	
3.1	Number of Officers: (including Master)	10
3.2	Number of crew:	12
3.3	Name and nationality of Master:	Capt.Murali Krishna /Indian
3.4	Nationality of Officers:	Indian
3.5	Nationality of crew:	Indian
3.6	What is the common working language onboard:	English
3.7	Do officers speak and understand English?	Yes

4.	SAFETY MANAGEMENT		
4.1	Is the vessel ISM certified?	YES	
4.2	Document of Compliance (DOC) certificate number / issuing authority:	D192375/170607F/MHL	DNV GL
4.3	Safety Management (SMC) certificate number / issuing authority:	HST0/PPA/2017124104904	Republic of Marshall Islands
	State outstanding recommendations, if any:	NIL	
4.4	Is the vessel operated under a Quality Management System?	YES	
	If Yes, what type of system (ISO9002 or IMO Resolution A.741(18)):	ISO 9001:2008 / ISO 14001:2004	

5.	CARGO ARRANGEMENTS		
Holds			
5.1	Number of holds:	5	
5.2	Hold dimensions: L x B x H	Hold No. 1 27.88 xw 32.25 x 16.49 M // Hold No.2 31.16 x 32.25 x 16.49 M // Hold No.3 29.52 x 32.25 x 16.49M // Hold 4 31.16 x 32.25 x 16.49 M // Hold No.5 29.52 x 32.25 x 16.49M	
5.3	Are vessel's holds clear and free of any obstructions?	YES	
5.4	Capacity, by hold, excluding wing/topside tanks but including hatchways:	Grain	Bale
		H-1 = 13057M3	H-1= 12,401M3
		H-2 = 15,410M3	H-2= 14,078M3
		H-3= 14,626M3	H-3= 13,924M3
		H-4= 15,410M3	H-4= 14,708M3
		H-5= 13,472M3	H-5= 12,764M3

		Total:	71,994M3 68,505M3
5.5	Is vessel strengthened for the carriage of heavy cargoes?		YES
5.6	If yes, state which holds may be left empty:		Hold No.2 & 4
5.7	Is tanktop steel suitable for grab discharge?		YES
5.8	State whether bulkhead corrugations are vertical or horizontal:		Vertical
5.9	Tanktop strength:		H-1 25.0T/M2, H-2 18.0t/M2 Cargo – 20.0T/M2 Grab, H-3 25.0t/M2, H-4 18.0T/M2, Cargo, 20.0t/M2 Grab, H-5 25.0T/M2
5.10	Are holds CO2 fitted?		Yes, all holds fitted
5.11	Are holds fitted with smoke detection system?		Yes, all holds fitted
5.12	Is vessel fitted with Australian type approved holds ladders?		Yes, all holds fitted
5.13	Has vessel a functioning class certified loadmaster/loadicator or similar calculator?		Yes
5.14	Are holds hopped at:		Both Sides : Yes
	Forward bulkhead?		NO
	Aft bulkhead?		NO
5.15	Can vessel's holds be described as box shaped?		NO
5.16	Measurement of any tank slopes/hoppering: (height and distance from vessel's side at tank top)		
5.17	Flat floor measurement of cargo holds at tank top: L x W		H-1 : abt. 27.88m x 23.82m/10.74m(differs due to hull form) H-2: abt 28.70m x 23.82m H-3: abt 27.06m x 23.82m H-4: abt 28.70m x 23.82m H-5: abt 27.06m x23.82m/9.06m(differs due to hull form)
5.18	Are vessel's holds electrically ventilated?		No
	If yes, state number of air-changes per hour basis empty holds:		N/A
5.19	Type of hold paint:		International / Color Gray
5.20	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
5.21	Is the vessel fitted with A60 Steel Bulkhead?		YES
Deck and Hatches			
5.22	Number of hatches:		5
5.23	Make and type of hatch covers:		Weather-tight double skin folding type with flat top and out-placed hydraulic cylinders hatch cover
5.24	Hatch dimensions: (Length X Breadth)		H-1: abt. 18.86m x 18.26m H-2/3/4/5: abt 21.32m x 18.26m
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#7):		140.0
5.26	Strength of hatch covers:		Not strengthened for additional load
5.27	Number, diameter and location of cement holes		2 cement holes in each cargo hold FWD & Aft. 310mm (R)
5.28	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):		7.0M dist.from ship's rail to inside of hatch coaming.
5.29	Distance from bow to fore of 1 st hold opening:		14 Mtr
5.30	Distance from stern to aft of last hold opening:		32M
5.31	State deck strength:		No deck load to be loaded
Ballast			

5.32	Capacity of ballast tanks (100%):	16333.34 M ³
5.33	Ballast holds capacity, state which hold(s):	C/H No. 3 : 14553.08 M ³
5.34 5.35	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	2x800M3
5.36	Unpumpable quantity:	250Mt

6.	CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)		
6.1	If geared state make and type:	Maker: Wuhan marine machinery Equipment Marine Co. Ltd. Type: 30T Type Loose Gear and Lifting accessories.	
6.2	Number/location of derricks / cranes:	4 Deck Cranes	
6.3	Maximum outreach of gear beyond ships rail	11.50M	
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	8.00M	
6.5	If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch coaming:		
6.6	Time needed for full cycle with maximum cargo lift on hook:	Luffing Time abt 76 Seconds	
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Grab	30MT x 20M/Min 24MT x 20M/Min
6.8	Luffing time of gear:	Abt. 76 sec.	
6.9	Slewing time of gear:	Abt. 0.4 RPM	
6.10	Is gear combinable for heavy lift?	Yes	
6.11	Are winches electro-hydraulic?	Yes	
6.12	If vessel has grabs on board - state:	Yes	
	Type:	MZGL 12500-6-B-S	
	Weight:	8920KG	
	Lifting Capacity:	12.5 cu mtr	
	Power source of grabs:	120 Bar (Op pressure)	220 Bar (Closing pressure)
	Location of power source:	Inside Crane	
6.13	Does vessel have enough power to run 4 cranes and 4 shore grabs (if applicable). If not pls state how many?	Yes	
6.14	Is vessel fitted with sufficient lights at each hatch for night work?	Yes	
6.15	Is vessel logs fitted?	NO	
	If yes, state number, type and height of stanchions/sockets, if on board:	N/A	
6.16	Is vessel log racks fitted?	N/A	
6.17	Timber Loadline (if applicable)	Deadweight	
	Summer:	NA	
	Winter:	NA	
	Winter North Atlantic:	NA	
	Fresh water:	NA	
	Tropical:	NA	
	Tropical fresh water:	NA	

7.	N/A		
7.1	Capacity in direct stow of TEU/FEU basis empty tanks:		
	Capacity in direct stow of TEU/FEU basis full tanks:		
7.2	Are all containers within reach of vessel's gear?		
7.3	If no, state self sustained capacity:		
7.4	If vessel fitted with all permanent and loose fittings/lashing materials for above number of TEU/FEU?		
7.5	Is vessel fitted with recessed holes/shoes on tanktop and container shoes on weatherdeck and hatch covers?		
7.6	Advise stack weights and number of tiers on/under deck per TEU:		

	Advise stack weights and number of tiers on/under deck per FEU:	
7.7	Has vessel a container spreader on board?	
7.8	Number and type of reefer plugs:	

8.	ENGINE ROOM, SPEED AND CONSUMPTION		
8.1	Is vessel fitted with a shaft generator?	No	
Engine Room			
8.2	Engine make/model and type:	DOOSAN MAN B&W 6S50MC-C	
8.3	BHP / RPM of main engine at MCR:	127 RPM	9480 KW
8.4	BHP / RPM of main engine at NCR (as % of MCR):		
8.5	GENERATORS :	YES	
Fuel			
8.5	What type/viscosity of fuel is used for main propulsion:	HFO 380 cst@12.0 viscosity	
	Capacity (100%) of main engine bunker tanks (excluding unpumpables):	2059 Cubic Mtrs	
8.6	What type/viscosity of fuel is used in the generating plant:	LSMGO	
	Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):	298 Cubic Mtrs	
Speed BEAUFORT SCALE FORCE 4/DOUGLAS SEA STATE 3,NO ADVERSE CURRENTS			
8.7	Ballast:	abt. 12.0 kn on abt. 21.5 mt/d IFO For ME + abt. 2.50 M/T IFO + 0.10 MT/Day MGO for 1 A/E	
	Laden:	abt. 12.0 kn on abt. 23.0 mt/d IFO For ME + abt. 2.50 M/T IFO + 0.10 MT/Day MGO for 1 A/E	
Consumptions : BEAUFORT SCALE FORCE 4/DOUGLAS SEA STATE 3,NO ADVERSE CURRENTS			
8.8	Passage	Main	Aux
	Ballast:	21.50M/T / 12. KN	2.50 M/T IFO, 0.10 MT/Day MGO
	Laden:	23.00 M/T / 12 KN	2.50 M/T IFO, 0.10 MT/Day MGO
8.9	In Port		
	Working:		5.5 MT/ DAY + 0.10 MT/Day MGO
	Idle:		3.5 MT/day IFO 0.10 MT/Day MGO
	Other (specify):	<p style="text-align: center;">In port gear working 8 hrs: 4.5 mt IFO ; gear working 24 hours: 7.0 mt IFO. Consumption at sea/in port: abt 0.1 mt/d MDO MDO/MGO vessel may consume additional MDO when entering/leaving ports during maneuvering and sailing in shallow waters, rivers, canals, heavy weather, restricted visibility etc. For Ballast exchange at sea : 3 mt IFO per operation</p>	

9.	MISCELLANEOUS		
Communications and Electronics			
9.1	Call sign:	V7OV6	
9.2	Vessel's INMARSAT – C number:	453843236/37	
9.3	Vessel's telephone number:	+852 58060487	
9.4	Vessel's fax number:	N/A	
9.5	Vessel's email address:	master@eshipsprogress.fleetship.com	
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	538007147	
9.7	Vessel's onboard electrical supply (V / Hz):	220V / 60Hz	

Constants/Fresh Water		
9.8	Constants excluding fresh water:	About 700 MT
9.9	Daily freshwater consumption:	About 10 MT
9.10	Fresh water capacity:	420 M3
9.11	State daily production of evaporator:	16 M3
9.12	Normal fresh water reserve:	250 M3
Insurance		
9.13	P & I Club - Full style:	The West of England Ship Owners Mutual Insurance Association (Luxembourg)
9.14	P & I Club coverage:	20 Feb.2020 - 20 Feb 2021
9.15	Where is the owners hull and machinery placed:	Certificate of entry
9.16	Hull & Machinery insured value:	USD 11 350 000
Vetting		
9.17	Is the vessel RIGHTSHIP approved:	YES
9.18	Date/Place of last RIGHTSHIP Inspection:	
Port State Control		
9.19	Date and place of last Port State Control inspection:	26 JULY 2018 / Caofeidian, China
9.20	Has the vessel been detained by Port State Control in the last 12 months?	No
	Any outstanding deficiencies as reported by any Port State Control. If yes, provide details:	No
9.21	Any Australian Maritime Safety Authority (AMSA) detentions or noted deficiencies. If so, please advise details and specify when/where these items were repaired.	No

10. SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES	
10.1	