

BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE

1. GENERAL			
1.11	Vessel's name	New Leo	
1.2	Vessel's previous name(s)	Akvile	
1.3	Flag	Liberia	
1.4	Month/year and where built	21.11.1997; Spain	
1.5	Yard name and number	Astilleros De Huelva	
1.6	Official class registration N°	17280K	
1.6a	IMO/LR number	9113044	
1.7	Port of registry	Monrovia	
1.8	Owners full style and contact numbers for operational purposes, if appropriate	New Capricorn Limited IMO ID : 5859791 Address: Suite 2, International House, Naxxar Road, SGN 9032 San Gwann, Malta Registration number: C 70133/ Registration Date Apr 20, 2015	
1.9	Managers full style and contact numbers for operational purposes, if appropriate	MB Shipping Ltd., Suite 2, International House, Naxxar Road, San Gwann SGN 08, Malta.	
2. PARTICULARS OF VESSEL			
2.1	Type of vessel	General cargo/ Multipurpose strengthened for heavy cargoes, strengthened for regular discharge by heavy grabs. Fitted for the transport of containers.	
2.2	Deadweight all told (mnts)	5820 mts/ summer draft	
2.3	DWAT draft TPC basis	14.35	
	Full draft, m	if even keel not possible state separately fwd, mid, aft	
	Summer, m	6.538	
	Winter, m	6.402	
	Tropical, m	6.674	
	Fresh, m	6.677	
	Tropical fresh, m	6.813	
	Timber summer/winter, m	6.722/6.535	
	Winter north Atlantic, m	6.352	
2.4	Deadweight cargo capacity (DWCC) (state summer/winter):	cargo capacity:	
a	full bunker / stores	a: summer 4950 / winter 4750	
b	50% bunker / stores	b: summer 5150 / winter 4950	
c	10% bunker/stores	c: summer 5300 / winter 5100	
2.5	Is vessel fitted for transit of: (yes/no)		
a	Panama Canal	a: yes	
b	Suez Canal	b: yes	
c	St. Lawrence seaway	c: yes	
2.6	For St Lawrence seaway size vsl state deadweight all told (mnts) basis 26 ft (7.92m) fresh water	3893	
2.7	GT/NT: international	3893 / 2533	
	Suez	4057.38 / 3176.51	
	Panama	3330 / 3529	
2.8	Length overall (mtrs)	102.83	
2.9	Length between perpendiculars (mtrs)	97.2	
2.10	Extreme breadth, beam (mtrs)	15.85	
	Depth moulded (mtrs)	8.10	
2.11	Distance (mtrs) from waterline to top of hatch coamings basis:	a. no 1 hatch	b. midships
	50 % bunkers ballast condition (ballast holds not flooded)	8.65	7.00
	Full ballast condition (ballast holds flooded)	6.24	5.66
	Light condition	8.58	7.13
			c. last hatch
			5.13
			4.74
			5.81

	Fully laden condition	3.622	3.162	3.038
2.12	Distance (mtrs) from keel to top of hatch coamings at fully laden condition	9.70		
2.13	Vessel's ballasting and de-ballasting time	9 hrs.; 220 tons per hrs (really -full de-ballasting abt 10hrs)		
2.14	Distance (mtrs) from keel to highest point of vsl	31.4		
	50 % bunkers ballast condition (ballast holds not flooded)	29.0		
	Light condition	30.0		
	Fully laden condition	26.5		
	Full ballast condition (ballast holds flooded)	28.5		
2.15	Capacity of:			
a	Ballast tanks	a: 15pcs/2072.7m3		
b	Ballast holds capacity (state which hold(s) (if applicable)	b: N/A		
2.16	Constants excluding freshwater (mtrs)	250		
	Daily freshwater consumption (tons)	1.5		
	Fresh water capacity (mtrs)	71.0		
	State capacity and daily production of evaporator (tons)	2.0 not working		
	Normal fresh water reserve (tons)	40		
2.17	Vessel is fitted with shaft generator (yes/no)	Yes		
2.18	Vessel's onboard electrical supply	220/380 V 50 Hz		
2.19	If vessel can be described as double hull	YES		

3. CARGO ARRANGEMENTS

3.1 HOLDS

a	Number of holds	2		
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)	6903/6876		
d	Grain/Bale capacities by hold excluding wing/top side tanks but including hatchways (m3)	hold no.1-3463/3445 hold no.2-3445/3431		
e	Is vessel strengthened for the carriage of heavy cargoes?(yes/no)	Yes		
f	Tank top strength (metric tons per sqm)	15.0		
g	Are holds co2 fitted? (yes/no)	Yes		
h	Are holds fitted with smoke detection system?	Yes		
i	Is vessel fitted with Australian type approved holds ladders(yes/ no)	1-st Hold -safe combined Stairway; 2-nd Hold - No		
g	has vessel a functioning class certified loadmaster/load indicator or similar calculator (yes/no)	Yes		
k	Are holds coppered at? hold side forward bulkhead aft bulkhead can vessel's holds be described as box shaped (yes/no)	Yes		
l	Measurement of cargo holds size: (full lengths/beams/heights in mtrs)	HOLD No.1- 33.17m x 12.87 m x 8.37 m HOLD No.2- 32.61m x 12.87m x 8.37 m		
m	Are vessel's holds electrically ventilated (yes/no)? if yes state number of air changes per hour basis empty holds	Yes 70.000 m3/h - 1 hold		

3.2 DECK AND HATCHES

a	Number of hatches	2		
b	Make and type of hatch covers	Hydraulic Folding		
c	Hatch sizes (mtrs)	32.7x13.35 / 32.7x13.35		
d	Strength of hatch covers (metric tons per sqm)	1.75		
e	Distance from ship's rail to near and far edge of hatch covers/coaming near and far (mtrs)	0.80		
f	Distance from bow to fore of 1st hold opening (mtrs)	10.5		
g	Distance from stern to aft of last hold opening (mtrs)	26.5		
h	3.3 state deck strength (metric tons per sqm)	1.75		

i	Cranes	2 cranes from port side - SWL 36 mt max with outreach 2,4-19,0 mtrs - SWL 28mt max with outreach upto 2,4-24,5 mtrs non combi, with max load work almost intership only
4 SPEED/CONSUMPTION/FUEL ENGINE		
4.1	state vessel`s speed/consumption (up to Beaufort scale force 4/Douglas sea state 3) as follows: abt knots / about mts (main engine) / about mts (auxiliaries)	a. laden 11.0 knots / 11 mtns main engine* b. ballast 11.0 knots / 11 mtns main engine*
4.2	state vessel`s speed/consumption at economic speed (up to Beaufort scale force 4/ douglas sea state 3) as follows: abt knots / about mts (main engine) / about mts (auxiliaries)	
4.3	Bunker grades specification	IFO 180 CST / MGO max 0.1 % Sulphur
4.4	Permanent bunker capacities (excluding unpumpables which are 15-20 metric tons) basis 7-9 pct. capacity	IFO 220 MGO 45
4.5	Port consumption per 24 hrs idle/working mts/grades of fuel	idle - MGO 900 litres/day, 1 crane working - MGO 1200 litres/day, 2 cranes working - MGO 1600-1800 litres/day
4.6	Engine make and type	MAN B&W 8 L 32 / 40
4.7	Max output bhp/rpm	3520 KWt/4780 hp / 750 rpm
4.8	Bowthruster if fitted (yes/no), max output bhp	Yes 375 kwt /509 hp
5. CLASSIFICATION SOCIETY, SURVEYS AND CERTIFICATES		
5.1	Name of classification society and class notation	BV
5.2	Ice class	ICE CLASS IA + AUT-UMS
5.3	Date of last special survey	09 July 2012
5.4	Date of last Intermediate survey	28 November 2015
5.5	Date and place of last dry-dock	28 November 2015
5.6	Has vessel been involved in any groundings or collision in the	No
5.7	Is vessel ISM certified? (yes/no)	Yes
5.8	DOC (document of compliance) certificate number/issuing authority	15.122.025/RMRS on behalf of Liberia.
5.9	SMC (safety management) certificate number/issuing authority give date of last and next audit	36688/under the authority of the Government of The Republic of Liberia/issued 03.12.2015
6. COMMUNICATIONS		
6.1	Call sign	D5IU6
6.2	Name of radio station which vessel monitoring	636016994
6.3	Specify vessel`s satellite communications system	GMDSS A1+A2+A3 INMARSAT + IRRIDIUM O/P
7. INSURANCES		
7.1	Hull and machinery insured value	USD 2.500.000,00
7.2	Name of owners p and i insurers	SKULD
7.3	Where is owners hull and machinery placed?	Hannover (SE), United Kingdom
8. CREW		
8.1	Number of crew (as per safe manning cert / usual number)	10/12
8.2	Nationality of Master	Lithuanian
8.3	Nationality of Officers	Ukrainian
9. CONTAINER BULKERS/ MULTI PURPOSE (ONLY TO BE COMPLETED IF APPLICABLE)		
9.1	Capacity in direct stow of TEU/ FEU basis:	
a	empty	a: 353/156
b	14 tons TEU homogeneous weight	b: 245
c	16 tons TEU homogeneous weight	c: 222
d	18 tons TEU homogeneous weight	d: 212
9.2	Are all containers within reach of vessel`s gear: (yes/no)	yes
9.3	If vessel fitted with all permanent	yes

9.4	Is vessel fitted with recessed holes/shoes on tank top and container shoes on weather deck and hatch covers? (yes/no)	Yes
9.5 a b	Advise stack weights and number of tiers on/underdeck: per TEU per FEU	a: 50 t 3 tiers b: 75 t 3 tiers
9.6	Has vessel a container spreader on board?	NO
9.7	Number and type of reefer plugs	40 plugs for reefer containers 380V; TYPE 3P-IP66-32A-3H

* The about in the context of speed and consumption means +/- 0,5kn for speed and 5% for bunker consumptions (the abt on consumption + speed also apply upwards).

The vessel's speed is always subject to good weather and smooth seas basis no adverse current/sea as well as no negative influence of swell

And up to a maximum of beaufort force 4 and seas and currents not exceeding douglas sea state 3 (1.25 m swl) and a clean hull

Vsl has liberty to consume mdo/mgo while maneuvering narrow water/canal/leaving and entering port/starting up engine. First 24 hrs after cosp and last 24 hrs before eosp to be excluded fm performance evaluation

Ada