

<b>1.</b>	<b>GENERAL INFORMATION</b>	
1.1	Date updated:	13 October 2016
1.2	Vessel's name:	ST PAUL
1.3	IMO number:	9425863
1.4	Vessel's previous name(s) and date(s) of change:	MOLLY MANX, JIN YANG
1.5	Flag:	MARSHAL ISLANDS
1.6	Port of Registry:	MAJURO
1.7	Type of vessel:	BULK CARRIER
1.8	Type of hull:	SINGLE SKIN
<b>Ownership and Operation</b>		
1.9	Registered owner - Full style:	ST PAUL SHIPPING COMPANY Trust Company complex, Ajeltake Road, Ajeltake Island, Majuro, Republic of Marshall Islands
1.10	Parent company/group to which the owner belongs - Full style:	ST PAUL SHIPPING COMPANY TRUST COMPANY COMPLEX, AJELTAKE ROAD, AJELATKE ISLAND, MAJURO REPUBLIC OF MARSHALL ISLAND
1.11	Technical operator - Full style:	SEAQUEST SHIPMANAGEMENT DOO Strossmayerova 8 – 51000 – Rijeka Croatia TEL: +38551232123 FAX: +38551323093 EMAIL: shamrock@sqships.com
1.12	Commercial operator - Full style:	C TRANSPORT MARITIME S.A.M PHONE: +37797985668 FAX: +37797982306 MOBILE: +33611070076 EMAIL:operations@ctmmc.com
1.13	Disponent owner - Full style:	
1.14	Does disponent owner have vessel on time charter or bareboat:	
1.15	Since when vessel has been under Disponent owner:	
1.16	Number of vessels in disponent owner's fleet:	
<b>Builder</b>		
1.17	Builder (where built) / Yard number:	TSUNEISHI / CEBU   SC 119
1.18	Date delivered (built):	31.05.2010
<b>Classification</b>		
1.19	Classification society:	NKK
1.20	Class notation:	NS (CSR, BCA, BC-XII, GRAB 20) ESP, IWS, PSCM
1.21	If Classification society changed, name of previous society:	NEGATIVE
1.22	If Classification society changed, date of change:	N/A
1.23	Date and place of last dry dock:	31.05.2014   ONOMICHI
1.24	Date next dry dock is due:	29.05.2017
1.25	Date of last special survey / next survey due:	30.05.2014   29.05.2019
1.26	Date of last annual survey / next survey due:	17.05.2016   29.08.2017
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
<b>Dimensions</b>		
1.29	Length Over All (LOA):	189.99 mtrs
1.30	Length Between Perpendiculars (LBP):	185.60 mtrs
1.31	Extreme breadth (Beam):	32.26 mtrs
1.32	Moulded depth:	18.00 mtrs

1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	47.85 mtrs		
1.34	Distance from waterline SUMMER to top of hatch coamings or top of hatch covers if side-rolling hatches	No1. Hatch 7.20 mtrs	Midships 7.20 mtrs	Last Hatch 7.20 mtrs
	Ballast condition: Draft: F 4.40 m / A 5.11m (ballast holds not flooded, basis 50% bunkers)	15.62 mtrs	15.26 mtrs	14.90 mtrs
	Full ballast condition: Draft: F 8.11 m / A 9.12m (ballast holds flooded, basis 50% bunkers)	11.89 mtrs	11.40 mtrs	11.00 mtrs
	Fully laden condition: Draft: F 12.8 m / M 12.8 m / A 12.80 m	7.20 mtrs	7.20 mtrs	7.20 mtrs
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	20.00 mtrs	20.00 mtrs	20.00 mtrs

#### Tonnages

1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	32.296 RT	19.458 RT
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):	33.097 RT	30.784 RT
1.38	Panama Canal Net Tonnage (PCNT):	26.780 RT	

#### Load line Information

1.39	Load line	Deadweight	Draft	TPC
	Summer:	57.982 mt	12.826 mtrs	57.46 mt
	Winter:	56.448 mt	12.559 mtrs	57.42 mt
	Winter North Atlantic:	n/a	n/a	n/a
	Fresh water:	57.977 mt	13.120 mtrs	57.42 mt
	Tropical:	59.516 mt	13.093 mtrs	57.51 mt
	Tropical fresh water:	59.476 mt	13.387 mtrs	57.56 mt
	Full Ballast condition: Draft: F 4.38 m / A 5.11 m (ballast holds not flooded, basis 50% bunkers)	23.356 mt disp	mid 4.745	51.77 mt
	Lightship: Draft: Displacement: 9.820 mt		F – 2.08 M	A – 0.93 M
	FWA at summer draft:		294 mm	
	TPC on summer draft		57.46 mt	

#### Is vessel fitted for:

1.40	Transit of Panama Canal?	YES
	If yes, state deadweight all told on 39 ft 6 in / 12.039m (SG 0.9954):	abt 50.050 mt
	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?	
	If yes, state deadweight all told on 26 ft / 7.92 m fresh water:	abt 37.653 mt

#### 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: unknown Grounding: unknown Casualty: unknown Collision: unknown
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1.44	Voyage History			
	Voy	Charterer	Cargo	Load - Discharge Ports
	Last:	Global Trade Far East Pte Ltd.	Sand in bulk	Cam Ranh - Singapore
	2 <sup>nd</sup> :		logs only under deck	Tauranga - Zhangzhou
	3 <sup>rd</sup> :		phosrock	Layone - Napier
	4 <sup>th</sup> :		soya bean	Punta de Madira - Monoier
	5 <sup>th</sup> :		coal	Richards Bay - Dakar
1.45	Specify the security level at which the ship is currently operating (ISSC):			1

<b>2.</b>	<b>CERTIFICATION</b>	<b>Issued</b>	<b>Last Annual</b>	<b>Expires</b>
2.1	Safety Equipment Certificate:	06 OCTOBER 2016	30 MAY 2014	5 MARCH 2017
2.2	Safety Radio Certificate:	06 OCTOBER 2016	30 MAY 2014	5 MARCH 2017
2.3	Safety Construction Certificate:	06 OCTOBER 2016	30 MAY 2014	5 MARCH 2017

2.4	Load line Certificate:	06 OCTOBER 2016	30 MAY 2014	5 MARCH 2017
2.5	Safety Management Certificate (SMC):	07 OCTOBER 2016		06 APRIL 2017
2.6	Document of Compliance (DOC):	02 MAY 2016	15 APRIL 2016	14 MARCH 2019
2.7	Cargo Gear survey:	30 MAY 2014	17 MAY 2016	17 MAY 2017
2.8	Cargo securing manual:	05 MARCH 2014	N/A	N/A
2.9	International Oil Pollution Prevention Certificate (IOPPC):	06 OCTOBER 2016	30 MAY 2017	5 MARCH 2017
2.10	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	23 SEPT. 2015		22 MARCH 2016
2.11	USCG COFR:			
2.12	International Ship Security Certificate (ISSC):	07 OCTOBER 2016		06 APRIL 2017

<b>3.</b>	<b>CREW MANAGEMENT</b>			
3.1	Number of Officers: (including Master)			8
3.2	Number of crew:			11
3.3	Name and nationality of Master:	Odalovic Vuko - Croatian		
3.4	Nationality of Officers:	Ukrainian, Filipino		
3.5	Nationality of crew:	Filipino		
3.6	What is the common working language onboard:	English		
3.7	Do officers speak and understand English?	Yes		

<b>4.</b>	<b>SAFETY MANAGEMENT</b>			
4.1	Is the vessel ISM certified?	Yes		
4.2	Document of Compliance (DOC) certificate number / issuing authority:	5727289-V010-1	RINA	
4.3	Safety Management (SMC) certificate number / issuing authority:	IT-16HN-M0051SMI	NKK	
	State outstanding recommendations, if any:	NEGATIVE		
4.4	Is the vessel operated under a Quality Management System?			
	If Yes, what type of system (ISO9002 or IMO Resolution A.741(18)):			

<b>5.</b>	<b>CARGO ARRANGEMENTS</b>			
<b>Holds</b>				
5.1	Number of holds:	5		
5.2	Hold dimensions: L x B X H	# 1 17.6x17.0x19.3	# 2,3,4,5 21.0x18.6x19.3	
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 in cbm	Bale in cbm	
	Hold #1:	12.720	12.092	
	Hold #2:	15.378	14.853	
	Hold #3:	15.320	14.848	
	Hold #4:	15.384	14.878	
	Hold #5:	13.886	13.450	
	Total:	72.689,70	70.122,00	
5.5	Is vessel strengthened for the carriage of heavy cargoes?	YES		
5.6	If yes, state which holds may be left empty:	holds no 2 & 4		
5.7	Is tank top steel suitable for grab discharge?	YES		
5.8	State whether bulkhead corrugations are vertical or horizontal:	VERTICAL		
5.9	Tank top strength:	# 1,3,5: 25.20 mt/m2	# 2,4: 18.3 mt/m2	
5.10	Are holds CO2 fitted?	NEGATIVE		

5.11	Are holds fitted with smoke detection system?	NEGATIVE
5.12	Is vessel fitted with Australian type approved holds ladders?	YES
5.13	Has vessel a functioning class certified loadmaster/loadicator or similar calculator?	YES
5.14	Are holds hopped at:	
	Forward bulkhead?	YES
	Aft bulkhead?	YES
5.15	Can vessel's holds be described as box shaped?	NEGATIVE
5.16	Measurement of any tank slopes/hopping: (height and distance from vessel's side at tank top)	height 6.0 mtrs distance 4.0 mtrs
5.17	Flat floor measurement of cargo holds at tank top: L x W	#1:27.3x18.9 #2:28.1x24.0 #3: 27.3x24.0 #4:28.1x24.0 #5:27.3x17.4 all in mtrs
5.18	Are vessel's holds electrically ventilated?	NEGATIVE
	If yes, state number of air-changes per hour basis empty holds:	N/A
5.19	Type of hold paint:	HEMPADUR MASTIC RED
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:	TSUNEISHI – STEEL H/C FOLDING TYPE
5.24	Hatch dimensions: (Length X Breadth)	# 1:17.16x17.0 #2,3,4,5:21.06x18.6 in mtrs
5.25	Hatch span (distance from front of forward hatch #1 to aft of rear hatch#5:	144 mtrs
5.26	Strength of hatch covers:	n/a
5.27	Number, diameter and location of cement holes	2 each h/cover port/stbd; DIA=700 mm/each
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):	near edge: 5.4 m; far edge: 11.0 m
5.29	Distance from bow to fore of 1 <sup>st</sup> hold opening:	17.20 mtrs
5.30	Distance from stern to aft of last hold opening:	29.40 mtrs
5.31	State deck strength:	3.5 mt/m2

#### Ballast

5.32	Capacity of ballast tanks (100%):	16.437 cbm
5.33	Ballast holds capacity, state which hold(s):	15.405 cbm hold no 3
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	9.5 hrs. (2x950 mt) theoretical 9.5 hrs. (2x950 mt) theoretical
5.35		
5.36	Unpumpable quantity:	100 mt

#### 6. CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)

6.1	If geared state, make and type:	mitsubishi heavy industries; ELECTRO-HYDRAULIC, 30t - 26m
6.2	Number/location of <del>derricks</del> / cranes:	4 CRANES, CENTER LINE
6.3	Maximum outreach of gear beyond ships rail	9.87 M
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	9.87 M
6.5	If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch coaming:	N/A
6.6	Time needed for full cycle with maximum cargo lift on hook:	0.6 RPM
6.7	Hoisting time of gear: (Load / Meters Minutes) Hook Grab	30/12/5 MT per 18.5/37/63 MTRMIN
6.8	Luffing time of gear:	49 SEC
6.9	Slewing time of gear:	0.6 RPM

6.10	Is gear combinable for heavy lift?		NEGATIVE	
6.11	Are winches electro-hydraulic?		HYDRAULIC	
6.12	If vessel has grabs on board - state:		YES	
		Type:	SMAG PEINER; MZGL 13500-6-L-B	
		Weight:	Tare: 9,04 T	
		Lifting Capacity:	SWL 14,8 MT;	
		Power source of grabs:	440 V AC	
		Location of power source:	CRANE DRIVER CABIN	
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 - PORTABLE	
6.15	Is vessel logs fitted?		NEGATIVE	
	If yes, state number, type and height of stanchions/sockets, if on board:			
6.16	Is vessel log racks fitted?		NEGATIVE	
6.17	Timber Load line (if applicable)	Deadweight	N/A	
	Summer:		N/A	
	Winter:		N/A	
	Winter North Atlantic:		N/A	
	Fresh water:		N/A	
	Tropical:		N/A	
	Tropical fresh water:		N/A	

<b>7.</b>				
7.1	Capacity in direct stow of TEU/FEU basis empty tanks:		N/A	N/A
	Capacity in direct stow of TEU/FEU basis full tanks:		N/A	
7.2	Are all containers within reach of vessel's gear?		N/A	
7.3	If no, state self sustained capacity:		N/A	
7.4	If vessel fitted with all permanent and loose fittings/lashing materials for above number of TEU/FEU?		N/A	
7.5	Is vessel fitted with recessed holes/shoes on tank top and container shoes on weather deck and hatch covers?		N/A	
7.6	Advise stack weights and number of tiers on/under deck per TEU:		N/A	
	Advise stack weights and number of tiers on/under deck per FEU:		N/A	
7.7	Has vessel a container spreader on board?		N/A	
7.8	Number and type of reefer plugs:		N/A	

<b>8.</b>	<b>ENGINE ROOM, SPEED AND CONSUMPTION</b>			
8.1	Is vessel fitted with a shaft generator?		NO	
	<b>Engine Room</b>			
8.2	Engine make/model and type:		MITSUI M.A.N.-B&W 6S50MC-C	
8.3	BHP / RPM of main engine at MCR:	100 %	11264,59	113
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85 %	9574,898	107
8.5	GENERATORS:		DAIHATSU 6DC-17A	
	<b>Fuel</b>			
8.5	What type/viscosity of fuel is used for main propulsion:		IFO 380	
	Capacity (100%) of main engine bunker tanks (excluding unpumpables):		1591 Mt	
8.6	What type/viscosity of fuel is used in the generating plant:		IFO 380. Start/stop on DO	
	Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):		510 Mt	
	<b>Speed</b>			
8.7	Ballast:	ABT	14 kts	
	Laden:	ABT	13.5 kts	
	<b>Consumptions</b>			
8.8	Passage		Main	Aux

	Ballast:	ABT	30.6 MT	1.4 MT
	Laden:	ABT	30.6 MT	1.4 MT
8.9	In Port			
	Working:			7 MT
	Idle:			3.3 MT
	Other (specify): Vsl burns extra IFO/MDO when grabs are operating	ABT	PLUS 1 MT	

<b>9.</b>	<b>MISCELLANEOUS</b>			
<b>Communications and Electronics</b>				
9.1	Call sign:		V7XO8	
9.2	Vessel's INMARSAT – C number:		453843340	
9.3	Vessel's telephone number:		+870 773801375	
9.4	Vessel's fax number:		+870 783403322	
9.5	Vessel's email address:		stpaul@amosconnect.com	
9.6	Vessel's MMSI No. (Maritime Mobile Selective Call Identity Code):		538 007158	
9.7	Vessel's onboard electrical supply (V / Hz):		220V, 440V 110V	
<b>Constants/Fresh Water</b>				
9.8	Constants excluding fresh water:		350 MT	
9.9	Daily freshwater consumption:		7 MT	
9.10	Fresh water capacity:		313 M <sup>3</sup>	
9.11	State daily production of evaporator:		15 M <sup>3</sup>	
9.12	Normal fresh water reserve:		200 MT	
<b>Insurance</b>				
9.13	P & I Club - Full style:		Assuranceforeningem SKULD (Gjensidig). P.O Box 1376 Vika, N-0114 Oslo Norway and SKULD Mutual Protection and Indemnity Association (Bermuda) Ltd.	
9.14	P & I Club coverage:		US\$	
9.15	Where is the owners hull and machinery placed:		Norwegian Hull Club/Generali	
9.16	Hull & Machinery insured value:		US\$ 15,000,000	
<b>Vetting</b>				
9.17	Is the vessel RIGHTSHIP approved:		NEGATIVE	
9.18	Date/Place of last RIGHTSHIP Inspection:		N/A	
<b>Port State Control</b>				
9.19	Date and place of last Port State Control inspection:		TUARANGA 25.08.2016	
9.20	Has the vessel been detained by Port State Control in the last 12 months?		UNKNOWN	
	Any outstanding deficiencies as reported by any Port State Control. If yes, provide details:		UNKNOWN	
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.		UNKNOWN	

<b>10.</b>	<b>SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES</b>			
10.1				