- M/V 'ANNE'
- Built 2011 at IHI Aichi Shipyard, Chita, Japan Hull 3325
- 55,747 M/T DWAT on 12.735 Meters SSW
- Singapore Flag
- Singledeck Self-Trimming Bulker
- Grain fitted when loaded/stowed as per vessel's grain loading plan
- LOA/Beam 190.00 Meters / 32.26 Meters
- Moulded Depth - 18.10 Meters
- International GRT / NRT 31,540 / 18,765
- IMO No.: 9593294 Official No.396621
- Classification: NKK NS* (CSR, BC-A, BC-XII, GRAB 20, PSPC-WBT) (ESP)IWS)MNS*
- 5/5 Holds/Hatches
- Grain capacities per hold in cum.
  No. 1 12,060.43
  No. 2 15,706.72
  No. 3 14,777.22
  No. 4 14,770.43
  No. 5 14,747.66
  Total 72,062.46
- Hatch Sizes: (All in Meters)
  No. 1 - 14.56 X 18.60
  Nos. 2-5: 20.93 X 18.60
- Hatch Covers: Steel end folding type (Double Skin)
- Hold dimensions (flat floor of tanktop L X W) (all in Meters)
  Hold 1 - 27.30 X 11.20 Fore 21.90 Mid 23.80 Aft
  Hold 2 - 29.20 X 23.80
  Hold 3 - 27.30 X 23.80
  Hold 4 - 27.30 X 23.80
  Hold 5 - 27.30 X 23.80 Fore 20.10 Mid 11.00 Aft
- Tanktop flat floor area (all in Sqm.)
  No. 1 - 550
  No. 2 - 690
  No. 3 - 640
  No. 4 - 640
  No. 5 - 520
- Distance tanktop to main deck - 16.42 Meters
- Distance tanktop to top hatchcoaming - 17.80 Meters
- Constants 500 Metric Tons excluding FW
- Speed/Consumption:
  Laden: about 14.0 Knots on about 31 M.T. IFO 380 CST NDAS
  Ballast: about 14.5 Knots on about 31 M.T. IFO 380 CST NDAS
  Above warranty is basis good weather conditions of upto Beaufort Force 4 and Douglas Sea State 3 and no negative influence by swell/adverse currents and vessel being on an even keel, seabuoy to seabuoy, on voyages not less than 48 hours excluding canals, narrow/restricted waters and due to reasons of safety or poor visibility, etc. and periods when speed is reduced due to Charterers' orders.

- The speed so described is on an average basis taken over the entire charter period, including ballast voyage(s), provided no bottom fouling due to immobilization for 25 or more days in port(s) or anchorage(s).
- Fuel Specifications:
  IFO: RMG 380 ISO 8217:2010
  MGO: ISO 8217:2010:DMA Maximum 0.10% Sulphur
  No mixing of bunker stems to be allowed under this Charter Party.
  Bunkers only to be loaded into empty fuel oil tanks and fuel not to be burned until testing results received by Owners.
  Fuel Analyst: Viswa Lab, as independent lab for testing under this Charter Party.
- The Charterers warrant that the bunkers which are being supplied under this Charter Party were not sourced from Iran.
- Port Consumption: Idle: about 2.2 M.T. IFO 380 CST + about 0.1 M.T. MGO
  Cranes working per 24 hours - about 5 M.T. IFO 380 CST + about 0.1 M.T. MGO
- Vessel burns MGO in main engine when maneuvering and when entering/leaving port and in bad weather, in restricted waters or in restricted visibility and when starting auxiliary engines,
  In cold or very warm weather or when the boiler is required for heating of IFO an additional 1.0 MT IFO per day extra to be added.
  Add 1.0 MT IFO per day when vessel loads/discharges at anchorage, or during lightening operation or during double banking or during bunkering or when the Master deems necessary to have the main engine on standby.
- Bunker Capacity
  IFO Tanks - Nine (9) tanks Total capacity 2,208.60 m3 at 100%
  IFO No.1 (P) - 205.56 m3 at 100%
  IFO No.1 (S) - 211.94 m3 at 100%
  IFO No.2 (P) - 213.05 m3 at 100%
  IFO No.2 (C) - 375.86 m3 at 100%
  IFO No.2 (S) - 213.05 m3 at 100%
  IFO No.3 (P) - 260.85 m3 at 100%
  IFO No.3 (S) - 260.85 m3 at 100%
  IFO No.4 (P) - 233.72 m3 at 100%
  IFO No.4 (S) - 233.72 m3 at 100%

  This vessel has two tanks for ULSGO storage (maximum 0.1% sulphur).
  Capacities of these tanks in M3 at 100% are 117.47 and 100.20 M3 each.
- Ballast Capacity: in water ballast and ballast tanks = 15,775.58 M3 + No. 3 Cargo hold = 14812.17 M3 = total 30,587.75
- Ballast Operation: Vessel is equipped with one main ballast pump with a capacity of 850 cum. per hour, plus one cooling sea water pump with a capacity of 850 cum per hour which can be worked simultaneously
  Ballasting/Deballasting Operation/Ballast exchange taken at sea requires additional consumption of about 1.0/1.5 MT IFO per day if a second generator is required.
  Ballasting/Deballasting Operation/Ballast exchange in port requires additional consumption of about 1.0/1.5 MT IFO per day if a second

generator is required.
- Tank Top Strength:
Nos. 1/2/3/4/ 5 – 26.58 M/T per sqm.
- Vessel cannot load cargo on deck/hatchcovers.
- If alternate hold loading, hold 2 and 4 may be empty but Vessel not to be employed in this manner without permission of Owners.
- If Vessel loads to full DWT capacity with high density cargoes (i.e. cargoes stowing less than 35 cuft/MT), then Vessel to be loaded homogeneously, i.e. in all holds at 23.6 M/T per sqm.
- Cranes: 4 x 35 M.T.
Vessel is equipped with grabs. 4 x 14 CBM Peiner Grabs with adjustable spill plates. Maximum density of cargo loaded in grabs to be 2.8 MT/cum. Grabs can be derated to 6.5 cbm.
If vessel operating with Peiner grabs, following restriction to apply:
Weight not to exceed 28 MT including weight of the grab of about 9.32 MT.
If shore grabs attached to cranes then the weight of grab and cargo not to exceed 80% of the described safe working load of cranes under normal duty cycle of crane operation.
- No more than 1 crane to be worked at a hatch or hopper.
Owners will not supply cranemen from the crew.
- Charterers to have free use of Vessel's cranes and grabs.
- Cranes designed and class approved to operate within the designated capacities (for further details refer to maker's instruction manual), only in harbor or sheltered water environment, with no significant movement of the ship due to wave action, nor any relative movement between crane and cargo if loading/discharging into/from barges, transshipper, or similar environment conditions to be less than Beaufort Force 2, Seastate 1.
- Maximum reach of Cranes: 26.0 Meters
- Outreach of cranes over ship's side: 9.87 Meters
- Steel Loading: If loading steel cargoes vessel's holds to be loaded strictly in accordance with loading manual.
Vessel has a steel coil loading plan as follows:
15 Ton steel coils - 2 tiers - about 38,490 Metric Tons - Loading Manual states
    Prohibit loading cargo on top of any coil.
    Steel coil size and weight
    Size : 1,500 MM Dia.x 1,500 MM Breadth, Weight : 15 ton/coil
    Dunnage size - 30 MM Thick x 100 MM Breadth x 4 Lines/coil
    Allowable unit loading 15 ton/coil x 2 tiers
20 Ton steel coils - 1.5 tiers - about 36,240 Metric Tons - Loading Manual states
    Prohibit loading cargo on top of any coil.
    Steel coil size and weight
    Size : 2,000 MM Dia.x 1,210 MM Breadth, Weight : 20 ton/coil
    Dunnage size - 30 MM Thick x 100 MM Breadth x 4 Lines/coil
    Allowable unit loading 20 ton/coil x 1.5 tiers
25 Ton steel coils - 1.5 tiers - about 45,300 Metric Tons - Loading

Manual states
Prohibit loading cargo on top of any coil.
Steel coil size and weight
Size : 2,000 MM Dia.x 1,210 MM Breadth, Weight : 25 ton/coil
Dunnage size - 30 MM Thick x 100 mm Breadth x 4 Lines/coil
Allowable unit loading 25 ton/coil x 1.5 tiers
- Vessel is CO2 fitted/Vessel is fitted with an 'A60' bulkhead in No 5 hold.
- Vessel is equipped with a "Dual Load Line" which can be activated in conjunction with class which stated 49,999 MT on a draft of 11.72 meters. Conditions as follows:
Dual Load Line Clause:
Owners have made arrangements in advance with NKK for a Dual Load Line for 49,999 MT DWAT on about 11.72 Meters. Should the Charterers want to apply this Dual Load Line, the following to apply:

A) To amend from 55,747 M/T DWAT on about 12.735 Meters SSW to 49,995 M/T DWAT on about 11.722 Meters.

Timely notice to Class will be required and Charterers to reimburse Owners for the attendance fee and traveling expenses incurred by NKK Surveyor.

B) To apply Vessel's normal Load Line of 55,747 M/T DWAT on about 12.735 Meters SSW from 49,995 M/T DWAT on about 11.722 Meters.

Timely notice to Class will be required and Charterers to reimburse Owners for the attendance fee and traveling expenses incurred by NKK Surveyor.
- Vessel is equipped with Australian Hold Ladders
- Vessel is equipped with 12 mooring lines of 220 meters each polypropylene type and Owners not to be responsible for any additional mooring lines.
- Vessel has 2 cement holes on each hatchcover with a diameter of 700.0 mm each
- P & I Club: Britannia
- H & M Value: U.S. $40 Million
- All details "about"

- Eco Speed WOG Ballast about 13K on about 23T/Laden about 12.25K on about 24.5T

Owners' Style: ANNE SHIPPING VENTURE PTE, LTD.

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