

M/V VERONIQUE D

Owners : Veronique Shipping Inc.
PO Box 3175, Road Town, Tortola, British Virgin Islands

Type of vessel : Singledecker Bulk Carrier, Single Screw Motor Ore-Bulk Carrier with Combined Double Bottom and Engine/Bridge aft. Vessel is strengthened for loading in alternate holds: No: 2 & 4 may be kept empty. Naturally ventilated.

Built Year, Place : Jan 2012 / NACKS (Nantong Cosco Kawasaki H.I. Ship Engineering Co. Ltd.)

Ex names : None

Flag : Marshall Islands

Port of Registry / No : Majuro / 4314

Call Sign : V7WJ3

IMO No : 9572070

Class / Class No : ClassNK, CSR, Bulk Carrier-Type A, BC XII, GRAB 20, (ESP), (IWS), (PSCM), MNS, (MO), Holds 2&4 may be empty (UMS) / 129738

DWT : Summer DWT about 58,698 mts on about 12.676 meters
Winter DWT about 57,128 mts on about 12.412 meters
Tropical DWT about 60,269 mts on about 12.940 meters

Light Ship : 10,486 mt

GRT/NRT : International GRT 33,139 / NRT 19,125
Suez Canal GRT 34,049.12 / NRT 31,020.43
Panama Canal NRT 27,471

LOA/LBP : 197 m / 194.00 m

Beam / Depth M. : 32.27 m / 18.10 m

Ho/Ha : 5 / 5

Holdwise Cargo Cap including hatch coaming (cubic meters);

	<u>Grain</u>	<u>Bale</u>
HOLD.1	: 13,660.9	13,226.3
HOLD.2	: 15,920.1	15,408.9
HOLD.3	: 14,803.0	14,303.0
HOLD.4	: 15,920.2	15,408.9
HOLD.5	: 13,375.2	13,102.2
TTL	73,679.4	71,449.3

Hatch Sizes : No.1 18.27 x 18.60 mtrs, No.2/5 20.88 x 18.60 mtrs.

Hold Sizes : Flat Floor L B(tank top) D (meters)
No.1 28.60 24.02 (frw 10.40) 16.32
No.2/4 31.60 24.02 16.32
No 3/5 26.00 24.02 (aft 12.30) 16.32

Hatch Cover Type : TTS Hua Hai, watertight, steel, end folding, operated by hydraulic cylinders.

Strengths (All in mtons per SQM)
Tank Top : No 1/5 - 21 mt , No 2/4 - 16 mt, No 3 - 24 mt
For steel coil: max 15t x 2 layers breadth: max 1.5 m / dunnage: min 3 rows

Gears : IHI Electro Hydraulic Cranes – 4 x 30 Tons SWL
 Type : Electro Hydraulic
 Locations : 1-2 2-3 3-4 4-5 (located between hatches) serving all holds
 Max Work Rad. : 28 m from center at jib angle 20 degrees
 Min Work Rad. : 5 m
 Heights : Crane pedestal height from Main deck: 8.60m., from top of hatch covers: 6.40m.
 Slewing rate : average 0.5 rpm.

Grabs : 4 units x 13 cbm radio remote-controlled grabs
Stanchions : Nil

TPC : 59.50 mtons basis fully laden on summer dwt.

Constant : 300 mts (excluding FW)

Unpumpable Ballast : 125 mts

Tank Capacities : Below given fuel tank capacities figures are basis 100%; for safe bunker supply, calculate their full capacities as 85%.

Fresh Water : 391.6 m3
 Fuel Oil : 1,685.9 m3
 DMB/DMA : 119.6 m3
 LSMGO(0.1%) : 350.6 m3

Ballast Capacities (basis 100 % full)

Fore Peak : 2,395.9cbm
 Aft Peak : 659,2cbm
 1,2,3,4,5,6 WBT: 14,409.2 cbm (P&S)
 Hold.3 Flooded : 14,863.5 cbm (Including hatch coaming)
 Total Ballast : 32,327.8 cbm

Fuel Consumption

Full Speed

Laden : abt 14.00 Knots / abt 32.00 tons/day IFO including one Aux.Eng.
 Ballast : abt 14.00 Knots / abt 30.50 tons/day IFO including one Aux.Eng.

Eco Speed

Laden : abt 12.00 Knots / abt 21.50 tons/day IFO including one Aux.Eng.
 Ballast : abt 12.00 Knots / abt 19.50 tons/day IFO including one Aux.Eng.

Laden : abt 11.50 Knots / abt 20.50 tons/day IFO including one Aux.Eng.
 Ballast : abt 11.50 Knots / abt 18.50 tons/day IFO including one Aux.Eng.

At Port Idle : abt 3.0 tons/day IFO

At Port Working: abt 5.5 tons/day IFO

All speed&consumption figures are given for open sea basis good weather conditions meaning max and including Beaufort Scale 4 and total combined (sea&swell) significant wave height confined to limits of Douglas Sea State 3 (0.50-1.25m) with no adverse current/swell for at least 24 consecutive hours and maximum sea water temperature of 28°C.

Vessel may use MDO/MGO instead of HSFO when proceeding in rivers, narrow/restricted waters, canals, straits and/or proceeding at slow to very slow speeds and/or while leaving/arriving ports, manoeuvring. Vessel may use additional HSFO and/or MDO/MGO (where applicable) when ballasting/de-ballasting. Port consumptions may vary depending on the weather/climate conditions and air/sea temperature. All figures for steaming/port speed/consumption given above are about.

Bunker specs

FUEL OIL ISO 2005:1996, 380 CST (RMG-35) and DMB/DMX (Specification of bunker supplied by the Charterers always to comply with local/internationals rules/regulations). The net calorific value of fuel to be 40.0 MJ/Kg. For ECAs, Charterers to supply LSMGO in advance to meet required change-over deadlines and always with **maximum 0.1%** sulphur content.

Main Engine : MAN B&W 6S50 MC-C Mk7, NCO 7,340 kW
Generators : 3 sets 500 Kw at 900 rpm

Height from Main Deck to Hatch Coaming / H.Cover : 1.90 m / 2.80 m

Height from Keel to Hatch Coaming : 19.90 m

Height from Keel to Top of Mast : 46,5 m.

Dist. from fwd 1st hatch to aft 5th hatch : 142.70 m

Dist. from fwd 1st hatch to vessel's forward : 20.0 m

Dist. from aft 5th hatch to vessel's aft : 34.3 mt

Distances W/L to top Hatch Coaming : (Basis 50pct bunker on board)

Light Ballast : No.1 / 14.65 m. – No.5 / 13.90 m.

Heavy Ballast : No.1 / 11.60 m. – No.5 / 11.50 m.

P & I Club : SKULD

Last Dry-dock : Nov 2016

Last SS : Nov 2016

Crew Nationality : Turkish, Azerbaijani and Filipino

Vessel Contact details

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