



MEDIUM FORM QUESTIONNAIRE

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|--|---|-------------------|--|
| Date updated: | Dec 11, 2018 | | |
| Vessel name (IMO number): | Asian Bulker (IMO: 9755919) | | |
| Ship Type: | Log bulkcarrier | | |
| Class: | Nippon Kaiji Kyokai | | |
| Flag: | Singapore | | |
| Year Built / Yard: | 2017, SHIKOKU DOCKYARD | | |
| Communications: | Call sign: 9V3409 | | |
| | Telex: 456601134 | | |
| | Fax: N/A | | |
| | Phone: 870773155421 | | |
| | Email: master.asianbulker@amosconnect.com | | |
| Loadlines: | Dwat (mt) | Draft (m) | TPC |
| Summer Salt Water: | 36,227.90 | 10.13 | 48.16 |
| Winter Salt Water: | 35,215.40 | 9.92 | 47.99 |
| Tropical Salt Water: | 37,243.10 | 10.34 | 48.31 |
| Cargo capacities: | Grain (Cubic Meters) | | Bale (Cubic Meters) |
| No. 1: | 6,139.96 | | 5,875.25 |
| No. 2: | 9,831.92 | | 9,570.43 |
| No. 3: | 9,938.60 | | 9,671.37 |
| No. 4: | 9,938.63 | | 9,671.35 |
| No. 5: | 8,875.50 | | 8,641.35 |
| Total: | 44,724.61 | | 43,429.75 |
| Holds/Hatches: | 5 / 5 | | |
| Hatch cover type: | KYORITSU KIKAI LTD, FOLDING TYPE | | |
| Hatch dimensions | Hatch #1: 14 X 16 Hatch #2, #3, #4, #5: 20 X 20.40 | | |
| Cranes number/capacity/type: | 4 x 30.5 MT / IHI, H312185-240 | | |
| Grabs number/capacity/type: | | | |
| Speed and Consumption | | | |
| At sea laden condition: | Abt. 13.2 kts on abt 20.7 mt HEAVY FUEL OIL and 0.2 mt MGO DMA LESS THAN 0.1% SULPHUR | | |
| At sea ballast condition: | Abt. 14 kts on abt 20.7 mt HEAVY FUEL OIL and 0.2 mt MGO DMA LESS THAN 0.1% SULPHUR | | |
| | Under good weather conditions up to Beaufort 4 and Douglas Sea State 3 | | |
| In port when idle: | 2.3 mt HEAVY FUEL OIL and 0.2 mt MGO DMA LESS THAN 0.1% SULPHUR | | |
| In port when working: | 4.8 mt HEAVY FUEL OIL and 0.2 mt MGO DMA LESS THAN 0.1% SULPHUR | | |
| Vessel is allowed to consume MGO DMA LESS THAN 0.1% SULPHUR when starting/stopping and maneuvering in narrow/shallow water | | | |
| | In EU ports, vessel must burn MGO DMA LESS THAN 0.1% SULPHUR instead of MDO and IFO - idle and working. | | |
| | Bunkers on board always to comply with ISO standard 8217:2005 or latest revision/amendments. | | |
| Loa/Beam: | 179.8m / 30.436m | | |
| International GT/NT: | 22,426.00 / 11,365.00 | | |
| Panama Canal NT: | 18,693.00 | | |
| Suez Canal GT/NT: | 22,731.34 / 20,408.38 | | |
| Bunker tank capacities: | 0.00 CBM (HEAVY FUEL OIL) 0.00 CBM (MGO DMA LESS THAN 0.1% SULPHUR) (always to be confirmed by master) | | |
| Constants: | 180 mt excl. fresh water (always to be confirmed by master) | | |
| Tank Strengths: | Tank Top | Deck | Hatch Cover |
| | 25 MT/sqm | 4 MT/sqm | Hatch #1: 2.8 MT/sqm Hatch #2: 3 MT/sqm Hatch #3, #4, #5: 3.2 MT/sqm |
| Other fittings: | | | |
| Logs fitted | Yes | | |
| Cement holes: | 2 X 700, NEAR CENTER LINE OF VESSEL AND MIDDLE OF THE HATCH | | |
| Electrical ventilation: | Yes | | |
| Grain fitted | | | |
| Are holds CO2 fitted: | Yes | | |
| A60 bulkhead: | Yes | | |
| Australian hold ladder | Yes | | |
| Strengthened for heavy cargo: | Yes | Holds left empty: | 2 & 4 |

All information about and believed to be correct.

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