

**MEDIUM FORM QUESTIONNAIRE**

Date updated:	Mar 23, 2019		
Vessel name (IMO number):	African Bulker (IMO: 9736418)		
Ship Type:	Boxshaped Log bulkcarrier		
Class:	Nippon Kaiji Kyokai		
Flag:	Panama		
Year Built / Yard:	2015, Shikoku Shipyard, Japan		
Communications:	Call sign: 3FGG7		
	Telex: -		
	Fax: 783929837		
	Phone: 773935254		
	Email: master.africanbulker@amosconnect.com		
Loadlines:	Dwat (mt)	Draft (m)	TPC
Summer Salt Water:	36,227.90	10.13	48.18
Winter Salt Water:	35,215.40	9.92	48.01
Tropical Salt Water:	37,243.10	10.34	48.33
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 CO.,LWEATHERTIGHT ENDS FOLDING TYPE		
Hatch dimensions	Hatch #1: 14.00M X 16.00M Hatch #10, #6, #7, #8, #9: - Hatch #2, #3, #4, #5: 20.00M X 20.40M		
Cranes number/capacity/type:	4 x 31.2 MT / IHI H312185-240 - SINGLE DECK CRANE		
Grabs number/capacity/type:			
Speed and Consumption	To be advised		
Loa/Beam:	179.80m / 30.40m		
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:	1,259.00 CBM (IFO RMG380) 188.00 CBM (MGO DMA max 0.10% 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
	Hold #1, #2, #3, #4, #5: 25.0 MT/sqm Hold #6, #7, #8, #9: - MT/sqm	MT/sqm	Hatch #1: 2.78 MT/sqm Hatch #2: 3.00 MT/sqm Hatch #3, #4, #5: 3.22 MT/sqm Hatch #6, #7, #8, #9: - MT/sqm
Other fittings:			
Logs fitted	Yes		
Cement holes:	Hatch #1, #2, #3, #4, #5: TWO x 700dia, FWD-STBD / AFT-PORT Hatch #6, #7, #8, #9: -, -		
Electrical ventilation:	Yes		
Grain fitted	Yes		
Are holds CO2 fitted:	Yes		
A60 bulkhead:	Yes		
Australian hold ladder	Yes		
Strengthened for heavy cargo:	Yes	Holds left empty:	NO.2 & NO.4

All information about and believed to be correct.

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