



1.	GENERAL INFORMATION	
1.1	Date updated:	16 June 2022.
1.2	Vessel's name:	M.V. S'HAIL AL DUKHAN.
1.3	IMO number:	9324239
1.4	Vessel's previous name(s) and date(s) of change:	GREAT EAGLE, PAQUIS
1.5	Flag:	QATAR
1.6	Port of Registry:	DOHA
1.7	Type of vessel:	BULK CARRIER
1.8	Type of hull:	SINGLE HULL
Ownership and Operation		
1.9	Registered owner - Full style:	S'HAIL SHIPPING AND MARITIME SERVICES POBOX 19486 TEL +97444297444, DOHA, STATE OF QATAR
1.10	Parent company/group to which the owner belongs - Full style:	
1.11	Technical operator - Full style:	ARKA GLOBAL MARITIME SERVICES LLC FLAT NO 604, 6 TH FLOOR, BIN SOUGAT BLDG, SALAHUDDIN STREET, DEIRA DUBAI. UAE
1.12	Commercial operator - Full style:	
1.13	Disponent owner - Full style:	SOUTH OCEAN MARINE GROUP LTD ROOM 4612, SHIMAO INTERNATIONAL CENTRE,108 GUANGDA ROAD, TAIJIANG DISTRICT, FUZHOU, FUJIAN 35004 CHINA EMAIL: op@somarine.net TEL: +86 591 8788 6060
1.14	Does disponent owner have vessel on time charter or bareboat:	TIME CHARTER

1.15	Since when vessel has been under Disponent owner:	8 TH JAN 2022, 1248UTC.		
1.16	Number of vessels in disponent owner's fleet:			
Builder				
1.17	Builder (where built) / Yard number:	NAMURA SHIPBUILDING CO, JAPAN	273	
1.18	Date delivered (built):	APRIL 2005		
Classification				
1.19	Classification society:	NKK		
1.20	Class notation:	NS*(BC, SHC 2,4,6, E) (ESP)		
1.21	If Classification society changed, name of previous society:	NA		
1.22	If Classification society changed, date of change:	NA		
1.23	Date and place of last dry dock:	08.MAY.2020	GUANGZHOU	
1.24	Date next dry dock is due:	07. MAY.2023		
1.25	Date of last special survey / next survey due:	08.MAY.2020	20.APR.2025	
1.26	Date of last annual survey / next survey due:	16 APR 2021	20 JAN-20 JUL 2022	
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?			
	Has this compliance been verified by the classification society?			
Dimensions				
1.29	Length Over All (LOA):	224.89 M		
1.30	Length Between Perpendiculars (LBP):	215.00 M		
1.31	Extreme breadth (Beam):	32.20 M		
1.32	Moulded depth:	19.30 M		
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	48.68M		
1.34	Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches	No1. Hatch	Midships	Last Hatch
	Ballast condition: Draft: F: 5.15m / A 6.65m (ballast holds not flooded, basis 50% bunkers)	17.79 M	16.67 M	16.10 M
	Full ballast condition: Draft: F: 7.44m / A 8.50m (ballast holds flooded, basis 50% bunkers)	15.54 M	14.59 M	14.19 M
	Fully laden condition: Draft: F: 13.952m / M13.952m / A13.952m	9.05 M	9.05 M	9.05 M
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	23.0 M	23.0 M	23.0 M
Tonnages				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	38938	24972	
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):	40833.51	37790.75	
1.38	Panama Canal Net Tonnage (PCNT):	32201		
Loadline Information				
1.39	Loadline	Dead weight	Draft	TPC

	Summer:	74 14 3	13.952	66.2
	Winter:	72 22 4	13.662	66.1
	Winter North Atlantic:	N A	NA	NA
	Fresh water:	74 14 0	14.269	66.2
	Tropical:	76 06 8	14.242	66.4
	Tropical fresh water:	76 02 2	14.559	66.4
	Full Ballast condition: Draft: F: 5.15m / A: 6.65m (ballast holds not flooded, basis 50% bunkers) (about)	22 99 7	5.82	60.3
	Lightship: Draft: F: 0.80m / A: 3.21m Displacement : 10151			55.64
	FWA at summer draft:		317mm	
	TPC on summer draft		66.2mt	
Is vessel fitted for:				
1.40	Transit of Panama Canal?		YES	
	If yes, state deadweight all told on 39ft 6in / 12.039m (SG 0.9954):		69609 (VESSEL ALSO FITTED TO Transit THROUGH NEO PANAMA CANAL)	
	If yes, is Panama deadweight all told affected by vessel's bilge turn radius?		NO	
1.41	Transit of Suez Canal?		YES (Only One Mooring Boat can be kept hanging on the Vessel)	
1.42	Transit of St. Lawrence Seaway?		NA	
	If yes, state deadweight all told on 26ft / 7.92m fresh water:			
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: No Grounding: No Casualty: YES, Crew member died after falling down in cargo hold on 19.02.2022 Collision: No	
1.44	Voyage History: NO VOYAGE UNDERTAKEN UNDER NEW OWNERS .LAST FIVE VOYAGES			
	Voy#	Charterer	Cargo	Load-Discharge Ports
	15	Solar	COAL IN BULK	Murmasnsk / UST Luga – China
	14	SOUTH OCEAN MARINE GROUP LTD/ SUB CHRTR ULTRABULK	COAL IN BULK	NEW ORLEANS - NOEDENHAM
	13	SOUTH OCEAN MARINE GROUP LTD/ SUB CHRTR ULTRABULK	Steel Slabs	ITAGUAI-BROWNSVILLE
	12	KLAVENESS	YELLOW SOYBEAN	NEW ORLEANS-ZHOUSHAN/ZHANGJIAGANG
	11	KLAVENESS	BRAZILLIAN SOYBEAN	PARANAGUA-INCHEON
	10	KLAVENESS	WHEAT	NEWCASTLE-CAIL LAN/ PHU MY
	9	KLAVENESS	IRON ORE	LONGBEACH-LIANYUNGANG/ZHEJIANG
	8	KLAVENESS	BRAZILLIAN SOYBEAN	PARANAGUA-DALIAN
1.45	Specify the security level at which the ship is currently operating (ISSC):			LEVEL-1

2.	CERTIFICATION	Issued	Last Annual	Expires
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2.1	Safety Equipment Certificate:	8 TH MAY 2020	16TH APR 2021	20 TH APR 2025
2.2	Safety Radio Certificate:	8 TH MAY 2020	16TH APR 2021	20 TH APR 2025
2.3	Safety Construction Certificate:	8 TH MAY 2020	16TH APR 2021	20 TH APR 2025
2.4	Loadline Certificate:	8 TH MAY 2020	16TH APR 2021	20 TH APR 2025
2.5	Safety Management Certificate (SMC):	12 TH NOV 2019		11 TH NOV 2024
2.6	Document of Compliance (DOC):	28 TH NOV 2019	04-Mar-2022	6 TH DEC 2024
2.7	Cargo Gear survey:	8 TH MAY 2020	21 ST FEB 2022	7 TH NOV 2025
2.8	Cargo securing manual:	09 TH FEB 2022		
2.9	International Oil Pollution Prevention Certificate (IOPPC):	14 TH JUN 2019	8 TH MAY 2020	3 RD SEP 2022
2.10	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	27 TH OCT 2021	25 April 2022	OCT 2022
2.11	USCG COFR:	4 TH DEC 2020		4 TH DEC 2023
2.12	International Ship Security Certificate (ISSC):	12 TH NOV 2019		11 TH NOV 2024

3.	CREW MANAGEMENT		
3.1	Number of Officers: (including Master)	9	
3.2	Number of crew:	11	
3.3	Name and nationality of Master:	CAPT. YEVGEN SIVOV, UKRAINIAN	
3.4	Nationality of Officers:	MOLDOVA, INDIA, NIGERIA	
3.5	Nationality of crew:	INDIAN	
3.6	What is the common working language onboard:	ENGLISH	
3.7	Do officers speak and understand English?	YES	

4.	SAFETY MANAGEMENT		
4.1	Is the vessel ISM certified?	YES	
4.2	Document of Compliance (DOC) certificate number / issuing authority:	DBA0/ATE/20191127213216	BV
4.3	Safety Management (SMC) certificate number / issuing authority:	19ST-M0019SMC	NKK
	State outstanding recommendations, if any:		
4.4	Is the vessel operated under a Quality Management System?		
	If Yes, what type of system (ISO9002 or IMO Resolution A.741(18)):		

5.	CARGO ARRANGEMENTS		
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Holds			
5.1	Number of holds:	7	
5.2	Hold dimensions: L x B x H	NO-1	25.2 X (9.66 FWD 23.1 AFT) X 18.8
		NO-2	20.14 X23.10 X 18.8
		NO-3	25.2 X 23.1 X 18.8
		NO-4	20.14 X23.10 X 18.8
		NO-5	25.2 X 23.1 X 18.8
		NO-6	20.12 X 23.1 X 18.8
		NO-7	22.67 X(23.2 FWD 9.66 AFT) X 18.8
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-CBM	Bale-CBM
		NO- 1	12147.1
		NO- 2	12587.6
		NO- 3	13626.7
		NO-4	12416.2
		NO-5	13620.6
		NO-6	12593.9
		NO-7	12253.5
		Total:	89245.9 CBM
			86799.7 CBM
5.5	Is vessel strengthened for the carriage of heavy cargoes?	YES	
5.6	If yes, state which holds may be left empty:	HOLD NO. 2, 4, 6 HOLDS MAY BE LEFT EMPTY(But as per SOLAS Chapter XII and regulation 14 States that more than 10years of age – will not be allowed to load alternate hold)	
5.7	Is tanktop steel suitable for grab discharge?	YES	
5.8	State whether bulkhead corrugations are vertical or horizontal:	VERTICAL	
5.9	Tanktop strength:	NO 1 AND 7 25.5MT /M2 NO 3 AND 5 28.11 MT/M2 NO 2 4 AND 6 21.58 MT/M2	
5.10	Are holds CO2 fitted?	NO	
5.11	Are holds fitted with smoke detection system?	NO	
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 EXCEPT NO.1 HOLD	
	Aft bulkhead?	YES EXCEPT NO. 7 HOLD	
5.15	Can vessel's holds be described as box shaped?	NO	
5.16	Measurement of any tank slopes/hoppering: (height and distance from vessel's side at tank top)	NO.1 FWD HT/6.8M X DIST/ 7.8M NO.1 AFT HT/5.8M X DIST X 4.55M NO.2 TO 6 HT/6.1M X DIST X 4.55M NO.7 FWD HT/6.1M X DIST X 4.55M NO.7 AFT HT/10.5M X DIST X 9.70M	
5.17	Flat floor measurement of cargo holds at tank top: L x W	NO.1 25.2 X (9.66 FWD 23.1 AFT) NO. 2 20.14 X23.10 NO. 3 25.2 X 23.1 NO.4 20.14 X23.10 NO.5 25.2 X 23.1 NO.6 20.12 X 23.1 NO.7 22.67 X (23.2 FWD 9.66 AFT)	
5.18	Are vessel's holds electrically ventilated?	NO	
	If yes, state number of air-changes per hour basis empty holds:	NA	
5.19	Type of hold paint:	EPOXY RED BROWN	
5.20	Is vessel fitted for carriage of grain in accordance with chapter V1 of SOLAS 1974 and amendments without requiring	YES	

	bagging, strapping and securing when loading a full cargo (deadweight) of heavy grain in bulk (stowage factor 42 cu. Feet) with ends untrimmed?	
5.21	Is the vessel fitted with A60 Steel Bulkhead?	YES
Deck and Hatches		
5.22	Number of hatches:	7
5.23	Make and type of hatch covers:	MAKE: TSUJI HEAVY INDUSTRIES CO. LTD JPN TYPE: STEEL HATCHCOVER SIDE ROLLING
5.24	Hatch dimensions: (Length X Breadth)	NO-1 16.8M X 13.2 M NO-2 TO 7 16.8 M X 14.85M
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#7):	166.7 MTRS.
5.26	Strength of hatch covers:	NO.1 2.04 MT/M2 NO.2 TO 7 1.71MT/M2
5.27	Number, diameter and location of cement holes	NIL
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	NEAR 8.6M AND FAR 23.6 M
5.29	Distance from bow to fore of 1 st hold opening:	21 M.
5.30	Distance from stern to aft of last hold opening:	37.2 M.
5.31	State deck strength:	1.06 T/M2
Ballast		
5.32	Capacity of ballast tanks (100%):	20880.1 M3
5.33	Ballast holds capacity, state which hold(s):	NO.4 12416.2 M3
5.34	Vessel's ballasting time / rate of ballasting / Vessel's	18HR/1400M3-HR/18HR/1400M3-HR
5.35	deballasting time / rate of deballasting	AND 10-12 HRS FOR STRIPPING
5.36	Unpumpable quantity:	About , 250 MT.

6.	CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)	
6.1	If geared state make and type:	NA
6.2	Number/location of derricks cranes:	
6.3	Maximum outreach of gear beyond ships rail	
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	
6.5	If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch coaming:	
6.6	Time needed for full cycle with maximum cargo lift on hook:	
6.7	Hoisting time of gear: (Load / Metres Minutes) Hook Grab	
6.8	Luffing time of gear:	
6.9	Slewing time of gear:	
6.10	Is gear combinable for heavy lift?	
6.11	Are winches electro-hydraulic?	
6.12	If vessel has grabs on board - state:	
	Type:	
	Weight:	
	Lifting Capacity:	
	Power source of grabs:	
	Location of power source:	
6.13	Does vessel have enough power to run 4 cranes and 4 shore grabs (if applicable). If not pls state how many?	
6.14	Is vessel fitted with sufficient lights at each hatch for night work?	

6.15	Is vessel logs fitted?			
	If yes, state number, type and height of stanchions/sockets, if on board:			
6.16	Is vessel log racks fitted?			
6.17	Timber Loadline (if applicable)	Dead weight	NA	
	Summer:	NA	NA	
	Winter:	NA	NA	
	Winter North Atlantic:	NA	NA	
	Fresh water:	NA	NA	
	Tropical:	NA	NA	
	Tropical fresh water:	NA	NA	

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

8.	ENGINE ROOM, SPEED AND CONSUMPTION		
8.1	Is vessel fitted with a shaft generator?	NO	
Engine Room			
8.2	Engine make/model and type:	MAN B&W 7S50 MC-6	
8.3	BHP / RPM of main engine at MCR:	8678KW	115RPM
8.4	BHP / RPM of main engine at NCR (as % of MCR):		
8.5	GENERATORS :	MAKE: YANMAR MODEL: 6N18AL-HV 455KW,900RPM 3 SETS	
Fuel			
8.5	What type/viscosity of fuel is used for main propulsion:	VLSFO/LSMGO	
	Capacity (100%) of main engine bunker tanks (excluding unpumpables):	1619 m3	
8.6	What type/viscosity of fuel is used in the generating plant:	VLSFO/LSMGO	
	Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):	SAME BUNKER TANKS USED m3	
Speed			
8.7	Ballast:	AS PER CP	
	Laden:	AS PER CP	
Consumptions			
8.8	Passage	AS PER CP	
	Ballast:	Full ballast-14.0 Knots on 32.0 Mtons IFO + 0.1 Mt MGO.	Eco ballast -12.5 Knots on 26.8 Mtons IFO + 0.1 Mt MGO

	Laden:	Full Laden -13.0 Knots on 32.0 Mtons IFO + 0.1 Mt MGO	Eco Laden-11.8 Knots on 26.8 Mtons IFO + 0.1 Mt MGO
8.9	In Port	AS PER CP	
	Working:	AS PER CP	4.8MT/0.1 MT
	Idle:	AS PER CP	2.8MT/0.1MT
	Other (specify):		

9.	MISCELLANEOUS		
Communications and Electronics			
9.1	Call sign:	A7HT	
9.2	Vessel's INMARSAT – C number:	446622110	
9.3	Vessel's telephone number:	+1 505 3643280	
9.4	Vessel's fax number:	NA	
9.5	Vessel's email address:	shailaldukhan@gmailplus.com	
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	466221000	
9.7	Vessel's onboard electrical supply (V / Hz):	110V/ 60 HZ.	
Constants/Fresh Water			
9.8	Constants excluding fresh water:	400 MT	
9.9	Daily freshwater consumption:	8 MT	
9.10	Fresh water capacity:	589.1 MT	
9.11	State daily production of evaporator:	10-12 mt	
9.12	Normal fresh water reserve:	200MT.	
Insurance			
9.13	P & I Club - Full style:	STEAMSHIP MUTUAL	
9.14	P & I Club coverage:	P&I / FDD/SOL	
9.15	Where is the owners hull and machinery placed:	LCH LOCKTON	
9.16	Hull & Machinery insured value:	9 500 000-USD	
Vetting			
9.17	Is the vessel RIGHTSHIP approved:	YES	
9.18	Date/Place of last RIGHTSHIP Inspection:	24 SEP 2021 / CALDERA, CHILE	
Port State Control			
9.19	Date and place of last Port State Control inspection:	26.04.2022 / NORDENHAM	
9.20	Has the vessel been detained by Port State Control in the last 12 months?	YES	
	Any outstanding deficiencies as reported by any Port State Control. If yes, provide details:	YES	
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.		

10.	SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES		
10.1	VESSEL FITTED TO TRANSIT THROUGH NEO PANAMA CANAL. LAST TRANSIT 25.NOV. 2021		

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