



1. GENERAL INFORMATION		
1.1	Date updated:	<b>16th June 2022.</b>
1.2	Vessel's name:	M.V. S'HAIL AL KHOR
1.3	IMO number:	9212694
1.4	Vessel's previous name(s) and date(s) of change:	M.V. Nord Elbe
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, 14 <sup>th</sup> Floor, Qatar Tower West Bay Doha, State of Qatar
1.10	Parent company/group to which the owner belongs - Full style:	
1.11	Technical operator - Full style:	Arka Global Marine Services LLC, Flat No 604, 6 <sup>th</sup> Floor Bin Sougat Building, P.O Box 181362, Salahuddin Street, DeiraDubai.UAE +971 4 2668 740
1.12	Commercial operator - Full style:	
1.13	Disponent owner - Full style:	Anandan Manokar

		Team Bulk Carriers Pte. Ltd.   Operations Mob :+9715 6404 5400 Skype : anandan13790@gmail.com Email : ops@teambulkcarriers.com Website : www.teambulkcarriers.com		
1.14	Does disponent owner have vessel on time charter or bareboat:			
1.15	Since when vessel has been under Disponent owner:			
1.16	Number of vessels in disponent owner's fleet:			
<b>Builder</b>				
1.17	Builder (where built) / Yard number:		Hyundai Heavy industries Ltd, Man , B&W/Diesel	Mokpo, South Korea
1.18	Date delivered (built):		Built 2001	
<b>Classification</b>				
1.19	Classification society:		NKK	
1.20	Class notation:		NS (Bulk carrier) (ESP) MNS (M0)	
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:		14.02.2021	Zhoushan, China
1.24	Date next dry dock is due:		13 Feb 2024	
1.25	Date of last special survey / next survey due:		14.02.2021	31.03.2026
1.26	Date of last annual survey / next survey due:		06 May 2022	Range 31 Dec 2022 - 30 Jun 2023
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?		Yes	
	Has this compliance been verified by the classification society?		Yes	
<b>Dimensions</b>				
1.29	Length Over All (LOA):		224.97 metres	
1.30	Length Between Perpendiculars (LBP):		217.00metres	
1.31	Extreme breadth (Beam):		32.25metres	
1.32	Moulded depth:		19.80metres	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		48.43metres	
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: 2.20m / A 4.60m (ballast holds not flooded, basis 50% bunkers)	18.95	17.2	15.44
	Full ballast condition: Draft: F: 2.3m / A 4.70m (ballast holds flooded, basis 50% bunkers)	15.88	14.24	12.6
	Light condition (basis 50% bunkers):	22.44	20.62	18.8
	Fully laden condition: Draft: F: 8.467m / M8.467m / A8.467m	8.63	8.63	8.63
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	22.8	22.8	22.8
<b>Tonnages</b>				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):		40605	24814
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):		42307	38153
1.38	Panama Canal Net Tonnage (PCNT):		33627 NT	
<b>Loadline Information</b>				
1.39	Loadline	Deadweight	Draft	TPC

Summer:	75228.3	14.167	67.975
Winter:	73222.3	13.872	67.855
Winter North Atlantic:			
Fresh water:	75228.5	14.486	67.974
Tropical:	77233.3	14.462	68.090
Tropical fresh water:	77188.6	14.781	68.190
Full Ballast condition: (ballast holds not flooded, basis 50% bunkers ) (about)	49504.5	8.561	62.31
Lightship: 11491	Displacement : 3256.92		
FWA at summer draft:	313mm		
TPC on summer draft	67.975mt		

**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):	59133
	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?	No
	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: No Collision: No
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1.44 Voyage History: **NO VOYAGE UNDERTAKEN UNDER NEW OWNERS.**

Voy#	Charterer	Cargo	Load-Discharge Ports
	Team Bulk Carriers Pte. Ltd. (SUB CHARTERER-ULTRABULK)	Coal	Maputo – ECI
	Team Bulk Carriers Pte. Ltd. (SUB CHARTERER-ULTRABULK)	Coal	Paradip – Karaikal
	Team Bulk Carriers Pte. Ltd. (SUB CHARTERER-ULTRABULK)	Coal	Tanjung Kampeh – Paradip
	Team Bulk Carriers Pte. Ltd. (SUB CHARTERER-ULTRABULK)		
	Team Bulk Carriers Pte. Ltd. (SUB CHARTERER-ULTRABULK)	SALT	KANDLA, INDIA – MAILIAO, TAIWAN
	Team Bulk Carriers Pte. Ltd. (SUB CHARTERER-LSS)	COAL	TANJUNG KAMPEH, INDONESIA – MORMUGAO, INDIA
	BainBridge Navigation	COAL	MUARA PANTAI, INDONESIA – ENNORE
	DA HUA INTERNATIONAL SHIPPING CO., LTD	COAL	VOSTOCHNY, RUSSIA – CAOFEIDIAN, CHINA
	DA HUA INTERNATIONAL SHIPPING CO., LTD	COAL	VOSTOCHNY, RUSSIA – BAYUQUAN, CHINA
	GNS SEOUL CO., LTD	COAL	TABONEO, INDONESIA / YEOSU, SOUTH KOREA.
	AS KLAVENESS CHARTERING	CHROME ORE	DURBAN SOUTH, AFRICA/MAPUTO, MOSAMBIQUE, XINGANG, CHINA/ JINGJIANG, CHINA

1.45	Specify the security level at which the ship is currently operating (ISSC):	<b>LEVEL-1</b>
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<b>2.</b>	<b>CERTIFICATION</b>	<b>Issued</b>	<b>Last Annual</b>	<b>Expires</b>
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2.1	Safety Equipment Certificate:	NKK	14.02.2021	31.03.2026
2.2	Safety Radio Certificate:	NKK	14.02.2021	31.03.2026
2.3	Safety Construction Certificate:	NKK	14.02.2021	31.03.2026
2.4	Loadline Certificate:	NKK	14.02.2021	31.03.2026
2.5	Safety Management Certificate (SMC):	NKK	22.05.2020	03.10.2022
2.6	Document of Compliance (DOC):		28.11.2019	06.12.2024
2.7	Cargo Gear survey:	NA		
2.8	Cargo securing manual:	NKK		
2.9	International Oil Pollution Prevention Certificate (IOPPC):	NKK	22.05.2020	15.08.2022
2.10	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	GOA, INDIA	31.03.2022	30.09.2022
2.11	USCG COFR:	USCG	27.05.2020	27.05.2023
2.12	International Ship Security Certificate (ISSC):	NKK	21.05.2020	03.10.2022

<b>3.</b>	<b>CREW MANAGEMENT</b>			
3.1	Number of Officers: (including Master)			9
3.2	Number of crew:			12
3.3	Name and nationality of Master:	Capt. Rahman / INDIAN		
3.4	Nationality of Officers:	Indian		
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		

<b>4.</b>	<b>SAFETY MANAGEMENT</b>			
4.1	Is the vessel ISM certified?	YES		
4.2	Document of Compliance (DOC) certificate number / issuing authority:	DBA0/ATE/201901127213 216	BV	
4.3	Safety Management (SMC) certificate number / issuing authority:	17HO-2187SMC	NKK	
	State outstanding recommendations, if any:	NO		
4.4	Is the vessel operated under a Quality Management System?			
	If Yes, what type of system (ISO9002 or IMO Resolution A.741(18)):	NA		

<b>5.</b>	<b>CARGO ARRANGEMENTS</b>			
<b>Holds</b>				
5.1	Number of holds:	7 HOLDS		
5.2	Hold dimensions: L x B x H			
	HOLD NO 1	L 23.0, B Fwd14.0 and B Aft 20.0		
	HOLD NO 2	L 23.0, B21.0		
	HOLD NO 3	L 23.0, B21.0		
	HOLD NO 4	L 23.0, B21.0		
	HOLD NO 5	L 23.0, B21.0		
	HOLD NO 6	L 23.0, B21.0		
	HOLD NO 7	L 23.0, B Fwd20.0, B Aft 18.0		
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
	HOLD NO 1	11727.2	11140.84
	HOLD NO 2	13255.7	12592.915
	HOLD NO 3	13302.9	12637.756
	HOLD NO 4	12676.3	12042.484
	HOLD NO 5	13302.9	12637.756
	HOLD NO 6	13243.1	12580.944
	HOLD NO 7	12581.9	11952.806
	Total:	90090.0	85585.6
5.5	Is vessel strengthened for the carriage of heavy cargoes?	YES	
5.6	If yes, state which holds may be left empty:	2, 4 and 6 , (But 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:	C/Holds 1,3,5,7 – 27.00 ,t/m2 C/Holds 2,4,6 – 19.00 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 - Loadicator	
5.14	Are holds hopped at:		
	HOLD SIDE	YES	
	Forward bulkhead?	No	
	Aft bulkhead?	No	
5.15	Can vessel's holds be described as box shaped?	No	
5.16	Measurement of any tank slopes/hopping: (height and distance from vessel's side at tank top)	Height-4435mm/Dist-4435mm (Midship part of ship)	
5.17	Flat floor measurement of cargo holds at tank top: L x W	H1:L23.0/B20.0aft,14.0fwd H2:2-6:L23.0/B21.0 H7:L23.0/B18.0aft,20.0fwd	
5.18	Are vessel's holds electrically ventilated?	No	
	If yes, state number of air-changes per hour basis empty holds:		
5.19	Type of hold paint:	Epoxy	
5.20	Is vessel fitted for carriage of grain in accordance with chapter V1 of SOLAS 1974 and amendments without requiring bagging, strapping and securing when loading a full cargo (deadweight) of heavy grain in bulk (stowage factor 42 cu. Feet) with ends untrimmed?	Yes	
5.21	Is the vessel fitted with A60 Steel Bulkhead?	Yes	
<b>Deck and Hatches</b>			
5.22	Number of hatches:	7	
5.23	Make and type of hatch covers:	MACOR NEPTUNE, Side Rolling Steel	
5.24	Hatch dimensions: (Length X Breadth)		
	HOLD NO 1	L 15.12, B 12.0	
	HOLD NO 2	L 15.12, B 15.0	
	HOLD NO 3	L 15.12, B 15.0	

		HOLD NO 4 L 15.12, B 15.0 HOLD NO 5 L 15.12, B 15.0 HOLD No 6 L 15.12, B 15.0 HOLD No 7 L 15.12, B 15.0
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#7):	166m
5.26	Strength of hatch covers:	HOLD NO 1 1.72mt / m2 HOLD NO 2 1.72 mt / m2 HOLD NO 3 1.72 mt /m2 HOLD NO 4 1.72 mt /m2 HOLD NO 5 1.72 mt /m2 HOLD No 6 1.72 mt /m2 HOLD No 7 1.72 mt /m2
5.27	Number, diameter and location of cement holes	None
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 hold):	8.6 m / 23.6 m
5.29	Distance from bow to fore of 1 <sup>st</sup> hold opening:	16.0 m
5.30	Distance from stern to aft of last hold opening:	43 m
5.31	State deck strength:	1.8t/m2
<b>Ballast</b>		
5.32	Capacity of ballast tanks (100%):	FPT 1547.9 m3 No 1 DB & TST P 1184.8 S 1184.8 No 2 DB & TST P 2935.1 S 2935.1 No 3 DB & TST P 2955.6 S 2955.6 No 4 DB & TST P 2445.9 S 2807.8 C/H Washing Tk P 364.3 Aft Pk 876.9
5.33	Ballast holds capacity, state which hold(s):	12676.3 m3 / No 4 Hold
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	24 Hrs / 1000m <sup>3</sup> 30Hrs / 800m <sup>3</sup>
5.35		
5.36	Unpumpable quantity:	ABT 200 m3 (WOG) - May increase if fast loading port and if any trim restriction imposed by Port regulations during loading.

<b>6.</b>	<b>CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)</b>	
6.1	If geared state make and type:	NA (Gearless Bulk Carrier)
6.2	Number/location of <del>derricks</del> cranes:	NA
6.3	Maximum outreach of gear beyond ships rail	NA
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	NA
6.5	If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch coaming:	NA
6.6	Time needed for full cycle with maximum cargo lift on hook:	NA
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Grab NA
6.8	Luffing time of gear:	NA
6.9	Slewing time of gear:	NA
6.10	Is gear combinable for heavy lift?	NA

6.11	Are winches electro-hydraulic?	NA	
6.12	If vessel has grabs on board - state:	NA	
	Type:	NA	
	Weight:	NA	
	Lifting Capacity:	NA	
	Power source of grabs:	NA	NA
	Location of power source:	NA	
6.13	Does vessel have enough power to run 4 cranes and 4 shore grabs (if applicable). If not pls state how many?	NA	
6.14	Is vessel fitted with sufficient lights at each hatch for night work?	Portable Light Clusters	
6.15	Is vessel logs fitted?	NA	
	If yes, state number, type and height of stanchions/sockets, if on board:	NA	
6.16	Is vessel log racks fitted?	NO	
6.17	Timber Loadline (if applicable)	Deadweight	NA
	Summer:	NA	NA
	Winter:	NA	NA
	Winter North Atlantic:	NA	NA
	Fresh water:	NA	NA
	Tropical:	NA	NA
	Tropical fresh water:	NA	NA

<b>7.</b>			
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	

<b>8.</b>	<b>ENGINE ROOM, SPEED AND CONSUMPTION</b>		
8.1	Is vessel fitted with a shaft generator?	Yes	
<b>Engine Room</b>			
8.2	Engine make/model and type:	Hyundai Heavy Industries Co.,6S60MC,	
8.3	BHP / RPM of main engine at MCR:	15190BHP / 96 rpm	100%
8.4	BHP / RPM of main engine at NCR (as % of MCR):	12150 BHP / 89.1 rpm	80%
8.5	GENERATORS :	HYUNDAI-MAN B&W 5L23/30	
<b>Fuel</b>			
8.5	What type/viscosity of fuel is used for main propulsion:	VLSFO < 0.5 SULPHUR + LSMGO	
	Capacity (100%) of main engine bunker tanks (excluding unpumpables):	2011.5 m3	
8.6	What type/viscosity of fuel is used in the generating plant:	380 CSF	
	Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):	607.4 m3	

<b>Speed</b>		
8.7	Ballast: (Full Speed)	13.5 Knots on 34.0 Mtons
	Laden:(Full Speed)	13.0 Knots on 34.0Mtons
	Ballast:(Eco Speed)	13.0Knots on 26.0Mtons
	Laden:(Eco Speed)	12.3Knots on 26.6 Mtons

<b>Consumptions</b>			
8.8	Passage		
	Ballast:	AS PER C/P 26MT	
	Laden:	AS PER C/P 26.6MT	
8.9	In Port	AS PER C/P 3.3MT	
	Working:	<b>WORKING: 4.5MT/0.1 MT</b>	
	Idle:	<b>IDLE: 3.3MT/0.1MT</b>	
	Other (specify):		

<b>9.</b>	<b>MISCELLANEOUS</b>		
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<b>Communications and Electronics</b>			
9.1	Call sign:	A7HD	
9.2	Vessel's INMARSAT – C number:	TLX 446 600 025&446 600 026	
9.3	Vessel's telephone number:	V-sat Tel: +1 505 300 1019	
9.4	Vessel's fax number:	NA ,	
9.5	Vessel's email address:	shailalkhor@arkamarine.commbox.com	
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	466209000	
9.7	Vessel's onboard electrical supply (V / Hz):	220v / 60Hz	

<b>Constants/Fresh Water</b>			
9.8	Constants excluding fresh water:	350 mt	
9.9	Daily freshwater consumption:	10 mt (abt)	
9.10	Fresh water capacity:	275.5 mt	
9.11	State daily production of evaporator:	16mt	
9.12	Normal fresh water reserve:	100 mt	

<b>Insurance</b>			
9.13	P & I Club - Full style:	STEAMSHIP MUTUAL	
9.14	P & I Club coverage:	AS PER RULES AND CERTIFICATE OF ENTRY	
9.15	Where is the owners hull and machinery placed:	Qatar General insurance	
9.16	Hull & Machinery insured value:	USD 7.0 Million	

<b>Vetting</b>			
9.17	Is the vessel RIGHTSHIP approved:	YES	
9.18	Date/Place of last RIGHTSHIP Inspection:	06.05.2021/ Vancouver, Canada	

<b>Port State Control</b>			
9.19	Date and place of last Port State Control inspection:	01.03.2022 / ENNORE, INDIA	
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:	NIL
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.	None

<b>10.</b>	<b>SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES</b>	
10.1	All figures	

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