



1. GENERAL INFORMATION	
1.1	Date updated: <b>16 JUNE 2022</b>
1.2	Vessel's name: <b>M.V. S'HAIL AL WAJBAH</b>
1.3	IMO number: 9316658
1.4	Vessel's previous name(s) and date(s) of change: <i>DOUBLE PROSPERITY</i>
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 PO BOX 19486, TEL: 44297444, DOHA 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 <sup>TH</sup> FLOOR, BIN SOUGAT BLDG, SALAHUDDIN STREET, DEIRA DUBAI. UAE
1.12	Commercial operator - Full style: B. AS KLAVENESS CHARTERING, OSLO, NORWAY. operations@klaveness.com
1.13	Disponent owner - Full style:
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:
Builder	
1.17	Builder (where built) / Yard number: IMABARI SHIPBUILDING CO.LTD. MARUGAME HEADQUARTERS
1.18	Date delivered (built): 01 JULY 2005

Classification					
1.19	Classification society:		ABS		
1.20	Class notation:		A1, Bulk Carrier, ESP, AMS Additional Notations BWE, CRC(I)		
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:		16 JUNE 2020	CHINA	
1.24	Date next dry dock is due:		30 SEPTEMBER 2023		
1.25	Date of last special survey / next survey due:		16 JUNE 2020	30 JUNE 2025	
1.26	Date of last annual survey / next survey due:		13 MAY 2022	30 MAR-to-30 SEP 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		
Dimensions					
1.29	Length Over All (LOA):		224.94 M		
1.30	Length Between Perpendiculars (LBP):		217.00 M		
1.31	Extreme breadth (Beam):		32.26 M		
1.32	Moulded depth:		19.50 M		
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		48.65 M / MAST NOT COLLAPSING		
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)		9.60 M	9.55 M	9.55 M
	Full ballast condition: Draft: F: 2.3m / A: 4.70m (ballast holds flooded, basis 50% bunkers)		9.50 M	9.45 M	9.45 M
	Fully laden condition: Draft: F: 8.467m / M: 8.467m / A: 8.467m		4.55 M	4.55 M	4.55 M
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):		13.05 M	13.02 M	13.02 M
Tonnages					
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):		39727	25754	
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):		41210.11	38370.92	
1.38	Panama Canal Net Tonnage (PCNT):		32841.00		
Loadline Information					
1.39		Deadweight	Draft	TPC	
	<b>Summer:</b>	<b>76633</b>	<b>14.139</b>	<b>66.6</b>	
	Winter:	74682	13.845	66.5	
	Winter North Atlantic:	74682	13.845	66.5	
	Fresh water:	76636	14.465	66.6	
	Tropical:	78593	14.433	66.6	
	Tropical fresh water:	78551	14.759	66.6	
	Full Ballast condition: Draft: F: 4.10 / A: 7.35 (ballast holds not flooded, basis 50% bunkers ) (about)	22175	5.74	60.83	
	Lightship: Draft: F: 0.00m / A:	Displacement : 30165	5.42	60.77	
	FWA at summer draft:		0.326		
	TPC on summer draft		66.6		
Is vessel fitted for:					
1.40	Transit of Panama Canal?		YES <b>NEO - PANAMA transit compliant</b>		
	If yes, state deadweight all told on 39ft 6in / 12.039m (SG 0.9954):		60920 MT		
	If yes, is Panama deadweight all told affected by vessel's bilge turn radius?		NO		
1.41	Transit of Suez Canal?		YES		
1.42	Transit of St. Lawrence Seaway?		<b>N/A</b>		
	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
1.44	Voyage History:		
	<b>Voy#</b>	<b>Charterer</b>	<b>Cargo</b>
	24	JSW International Tradecorp Pte Ltd	Coal
	23	Balaji Malts Pvt Ltd	Coal
	22	Trafigura Maritime Logistics PTE Ltd	Coal
	21	China Steel Express Corporation	Coal
	20	JERA Global Markets Pte. Ltd. Singapore	Coal
	19	Pan Ocean Co.Ltd. South Korea	Coal
	18	Pan Ocean Co.Ltd. South Korea	Coal
	17	Pan Ocean Co.Ltd. South Korea	Coal
1.45	Specify the security level at which the ship is currently operating (ISSC):		<b>LEVEL - 1</b>

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate:	16 JUNE 2020	13 MAY 2022	30 JUNE 2025
2.2	Safety Radio Certificate:	16 JUNE 2020	13 MAY 2022	30 JUNE 2025
2.3	Safety Construction Certificate:	04 APRIL 2021	13 MAY 2022	30 JUNE 2025
2.4	Loadline Certificate:	04 APRIL 2021	13 MAY 2022	30 JUNE 2025
2.5	Safety Management Certificate (SMC):	24 NOV 2019		21 APRIL 2024
2.6	Document of Compliance (DOC):	28 NOV 2019	04 MAR 2022	06 DEC 2024
2.7	Cargo Gear survey:			
2.8	Cargo securing manual:			
2.9	International Oil Pollution Prevention Certificate (IOPPC):	16 JUNE 2020	13 MAY 2022	30 JUNE 2025
2.10	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	3 MAY 2022		<b>2 NOV 2025</b>
2.11	USCG COFR:	04 APRIL 2019		04 APRIL 2022
2.12	International Ship Security Certificate (ISSC):	22 APRIL 2019		21 APRIL 2024

3.	CREW MANAGEMENT
3.1	Number of Officers: (including Master)
3.2	Number of crew:
3.3	Name and nationality of Master:
3.4	Nationality of Officers:
3.5	Nationality of crew:
3.6	What is the common working language onboard:
3.7	Do officers speak and understand English?

4.	SAFETY MANAGEMENT
4.1	Is the vessel ISM certified?
4.2	Document of Compliance (DOC) certificate number / issuing authority:
4.3	Safety Management (SMC) certificate number / issuing authority:
	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			
Holds			
5.1	Number of holds:	7	
5.2	Hold dimensions: L x B x H	NO-1	NO.1- 17.1 M X 12.8 M
		NO-2	17.1 M X 15.6 M
		NO-3	17.1 M X 15.6 M
		NO-4	17.1 M X 15.6 M
		NO-5	17.1 M X 15.6 M
		NO.6	17.1 M X 15.6 M
		NO.7	17.1 M X 15.6 M
5.3	Are vessel's holds clear and free of any obstructions?	YES	
5.4	Capacity, by hold, excluding wing/topside tanks/including hatchways	<b>Grain-CBM</b>	Bale-CB FT
		NO-1	11538.66
		NO-2	13384.49
		NO-3	13296.96
		NO-4	13326.76
		NO-5	13404.69
		NO-6	13391.69
		NO-7	12397.10
		<b>Total:</b>	<b>90740.35 CBM</b>
			3204497 CBM
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, 6 (But SOLAS Chapter XII and regulation 14 States that more than 10 years 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:	29.32 T/SQM (1); 15.92 T/SQM (2) 28.53 T/SQM (3, 5, 7); 15.83 T/SQM (4, 6)	
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:	HOLD SIDE	
	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)		
5.17	Flat floor measurement of cargo holds at tank top: L x W	NO - 1: L 24 M x B(fwd)9.3 M B(aft)22.4 M, NO - 2-6: L 23.2 M x B 22.4 M N – 7: L 23.2 M x B(fwd)22.4 M B(aft)9.2 M	
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 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?	-	

<b>Deck and Hatches</b>		
5.22	Number of hatches:	7
5.23	Make and type of hatch covers:	IMABARI SHIPBUILDING /SIDE ROLLING STEEL HATCH COVER
5.24	Hatch dimensions: (Length X Breadth)	NO.1: 17.1 M X 12.8 M NO.2-7: 17.1 M X 15.6 M
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#7):	
5.26	Strength of hatch covers:	NO.1: 2.08 T/SQM ; NO.2-7: 1.75 T/SQM
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 hold):	NO.1: 8.4 M / 22.0 M NO.2-7: 17.1 M X 15.6 M
5.29	Distance from bow to fore of 1 <sup>st</sup> hold opening:	18.1 M
5.30	Distance from stern to aft of last hold opening:	36 M
5.31	State deck strength:	N/A
<b>Ballast</b>		
5.32	Capacity of ballast tanks (100%):	21040 M3
5.33	Ballast holds capacity, state which hold(s):	13330 M3
5.34 5.35	Vessel's ballasting time / rate / Vessel's deballasting time / rate	24 HRS (EXCLUDING STRIPPING) / (2200 M3/HR, 900 M3/HR X2)
5.36	Unpumpable quantity:	250 MT

<b>6. CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)</b>		
6.1	If geared state make and type:	N/A
6.2	Number/location of <del>derricks</del> cranes:	N/A
6.3	Maximum outreach of gear beyond ships rail	N/A
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	N/A
6.5	If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch coaming:	N/A
6.6	Time needed for full cycle with maximum cargo lift on hook:	N/A
6.7	Hoisting time of gear: (Load / Metres Minutes) <span style="float: right;">Hook Grab</span>	N/A
6.8	Luffing time of gear:	N/A
6.9	Slewing time of gear:	N/A
6.10	Is gear combinable for heavy lift?	N/A
6.11	Are winches electro-hydraulic?	N/A
6.12	If vessel has grabs on board - state:	NA
	Type:	NA
	Weight:	NA
	Lifting Capacity:	NA
	Power source of grabs:	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, please state how many?	N/A
6.14	Is vessel fitted with sufficient lights at each hatch for night work?	YES
6.15	Is vessel logs fitted?	NO
	If yes, state number, type and height of stanchions/sockets, if on board:	NA
6.16	Is vessel log racks fitted?	NA
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. ENGINE ROOM, SPEED AND CONSUMPTION</b>			
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8.1	Is vessel fitted with a shaft generator?	NO	
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<b>Engine Room</b>			
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8.2	Engine make/model and type:	MITSUI-MAN B&W 6S60 MC MARK VI	
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8.3	BHP / RPM of main engine at MCR:	10320 KW	89 RPM
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8.4	BHP / RPM of main engine at NCR (as % of MCR):		
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8.5	GENERATORS :	YANMAR 6N18ALV	
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<b>Fuel</b>			
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8.5	What type/viscosity of fuel is used for main propulsion:	VLSFO	
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	Capacity (100%) of main engine bunker tanks (excluding unpumpables):	2547.67 M3	
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8.6	What type/viscosity of fuel is used in the generating plant:	VLSFO	
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	Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):	-	
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<b>Speed</b>			
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		FULL SPEED	ECO SPEED
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8.7	Ballast:	ABT 14.0 KTS	ABT 12.75 KTS
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	Laden:	ABT 13.0 KTS.	ABT 11.85 KTS.
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<b>Consumptions</b>			
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		FULL SPEED	ECO SPEED
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8.8	Passage		
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	Ballast:	37.30 MT/24 HRS PLUS AE DO 0.2 MT/24 HRS	25.0 MT/24 HRS PLUS AE DO 0.2 MT/24 HRS
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	Laden:	37.30 MT/24 HRS PLUS AE DO 0.2 MT/24 HRS	26.0 MT/24 HRS PLUS AE DO 0.2 MT/24 HRS
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8.9	In Port		
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	Working:	3.6MT /0.3 MT-24 HRS	
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	Idle:	2.6 MT/ 0.2 MT-24 HRS	
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		NA	
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	Other (specify):		
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<b>9. MISCELLANEOUS</b>			
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<b>Communications and Electronics</b>			
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9.1	Call sign:	A7HG	
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9.2	Vessel's INMARSAT – C number:	446621210	
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9.3	Vessel's telephone number:	+15053490545	
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9.4	Vessel's fax number:	NA	
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9.5	Vessel's email address:	<a href="mailto:SHAILALWAJBAH@gmailplus.com">SHAILALWAJBAH@gmailplus.com</a>
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	466212000
9.7	Vessel's onboard electrical supply (V / Hz):	110/440
<b>Constants/Fresh Water</b>		
9.8	Constants excluding fresh water:	350 MT
9.9	Daily freshwater consumption:	8 MT
9.10	Fresh water capacity:	347.24 MT
9.11	State daily production of evaporator:	9 MT
9.12	Normal fresh water reserve:	200 MT
<b>Insurance</b>		
9.13	P & I Club - Full style:	Steamship Mutual Underwriting Association Limited Aquatocal House, 39, Bell Lane, London E1 7LU Tel: 020 7247 5490
9.14	P & I Club coverage:	
9.15	Where is the owners hull and machinery placed:	LCH LOCKTON PTE LTD
9.16	Hull & Machinery insured value:	\$10,200,000
<b>Vetting</b>		
9.17	Is the vessel RIGHTSHIP approved:	YES
9.18	Date/Place of last RIGHTSHIP Inspection:	10 APRIL 2022 / INDONESIA
<b>Port State Control</b>		
9.19	Date and place of last Port State Control inspection:	04 JAN 2022 / STOCKTON USA
9.20	Has the vessel been detained by Port State Control in the last 12 months?	NO
	Any outstanding deficiencies as reported by any Port State Control. If yes, provide details:	NO
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.	NO
<b>10. SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES</b>		
10.1		