

1. GENERAL					
1.1	Vessel's name:		AEC BELIEF		
1.2	Vessel's previous name(s) and date(s) of change:	Last ex-name:	Pioneer Star		
		Date of change:	16th August 2013		
		2nd last ex-name:	N/A		
		Date of change:	N/A		
		3rd last ex-name:	N/A		
		Date of change:	N/A		
		4th last ex-name:	N/A		
1.3	Flag:		Bahamas		
1.4	Date built (mmm dd, yyyy)		sep 24, 2004		
	Where built:		Japan		
1.5	Yard name (builder):		Shin Kurushima Dockyard Co. Ltd.		
	Yard number:		5273		
1.6	Official class registration number (IMO):		9303601		
1.7	Port of registry:		Nassau		
1.8	Owners full style:	Company:	Belief Maritime Ltd. (IMO Number 5753841)		
		Contact:	Jorgen Bruun		
		Tel:	+12032748789		
		Fax:			
		Telex:			
		24 hour (AOH):	+551193087457		
		Email:	operations@aecarries.com		
		Address:	C/O Agriculture & Energy Carriers Ltd., 303 Shirley Street, Nassau, New Providence, The Bahamas NB Notices to be mailed electronically or to the mailing address Building 3, Western Road, Mount Pleasant Village, PO Box N-7776-283, Nassau, The Bahamas		
		Owner since:	August 2013		
		1.9	Managers full style:	Company:	Seafflag d.o.o.
Contact:	Goran Zivkovic				
Tel:	+38551323123				
Fax:					
Telex:					
IMO Co. Ident.No.	5727289 DOC holder				
Email:	gzivkovic@sghips.com				
Address:	Fiorello La Guardia 25/11 51000 Rijeka Croatia				
Manager since:	August 2013				
1.10	A. Disponent owners full style:			Company:	
		Contact:			
		Tel:			
		Fax:			
		Telex:			
		24 hour (AOH):			
		Email:			
		Address:			
		B. Does disponent owner have vessel on time charter or bareboat?			
		C. Since when vessel has been under Disponent owner			
2. PARTICULARS OF VESSEL					
2.1	Type of vessel:				
2.2	Summer:	DWAT (MT):	33,540		
		Draft (m):	10,032		
		TPC:	44,56		
	Winter:	DWAT (MT):	32615		
		Draft (m):	9,824		
		TPC:	44,44		
	Tropical:	DWAT (MT):	34468		
		Draft (m):	10,24		
		TPC:	44,67		
	Fresh:	DWAT (MT):	33541		
		Draft (m):	10,26		
		TPC:	44,68		
Tropical fresh:	DWAT (MT):	34448			
	Draft (m):	10,468			
	TPC:	44,79			
2.3	Is vessel fitted for transit of:				
	A: Panama Canal?		Yes		
	B: Suez Canal?		Yes		
	C: St. Lawrence Seaway?		No		
2.4	A. For Panama Canal suitable vessel state deadweight all told (metric tons) on 39ft 6in (12.039m) (sg 0.9954):		34448 (10.468m)		
	B. Is Panama deadweight all told affected by vessel's bilge turn radius?:		No		
2.5	For St. Lawrence Seaway size vessel state deadweight all told (metric tons) basis 26 ft (7.92m) fresh water:		N/A		
2.6	Gross Tonnage / Net Tonnage:				
	International:	Gross:	21385		
		Net:	11444		
	Suez:	Gross:	21345		
		Net:	19485.7 (id No 29306)		
	Panama:	Gross:	N/A		
		Net:	17837		
	British:	Gross:	N/A		
		Net:	N/A		
	2.7	Length overall (meters):		179,99	
2.8	Length between perpendiculars (meters):		172		
2.9	Extreme breadth (meters):		28,2		
	Depth moulded (meters):		14,3		
2.10	Distance (meters) from waterline to TOP OF hatch coamings (or top of hatch covers if side-rolling hatches) basis 50 pct bunkers ballast condition (ballast holds not flooded) / full ballast condition (ballast holds flooded) / light condition:	A. No 1 hatch:	empty ballast:	15,38	
			full ballast:	11,3	
			light:	13,75	
		B. Midships:	empty ballast:	14,35	
			full ballast:	10,85	
			light:	13,44	
		C. Last hatch:	empty ballast:	13,38	
			full ballast:	10,41	
			light:	13,13	

2.11	Distance (meters) from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches) at fully laden condition:	A. No 1 hatch: B. Midships: C. Last hatch:	16,42 16,42 16,42
2.12	Vessel's ballasting and deballasting time (metric tons per hour):		500 mt/hr
2.13	Distance (meters) from keel to highest point of vessel:		42,87
2.14	Capacity of:		
	A. Ballast tanks:		12,579.47 in cubic metres
	B. Ballast holds capacity (state which hold(s)):		N/A
2.15	Constants excluding freshwater:		About 200mt
	Daily fresh water consumption:		6
	Fresh water capacity:		310,42
	State capacity and daily production of evaporator:		5-7 MT
	Normal fresh water reserve:		100 MT
2.16	Vessel is fitted with shaft generator:		No
2.17	Vessel's onboard electrical supply (V):		440V 220V 110V
	Vessel's onboard electrical supply (Hz):		60 Hz
	Details of alternative supply, if any:		None

3. CARGO ARRANGEMENTS

3.1	Hold(s):		
	A. Number of holds:		5
	B. Are vessel's holds clear and free of any obstructions?		Yes
	C. Total capacity in holds excluding hatchways, wing/top side tanks:	Hold #1: Hold #2: Hold #3: Hold #4: Hold #5:	6,522.47 8,786.79 8,812.12 8,812.12 7,908.80
			6,448.06 8,606.37 8,610.86 8,610.86 7,705.84
	D. Grain/bale capacities by hold excluding wing/top side tanks but including hatchways:	Hold #1: Hold #2: Hold #3: Hold #4: Hold #5:	6,995.48 9,637.01 9,662.38 9,662.38 8,693.66
			6,921.07 9,456.59 9,461.12 9,461.12 8,490.70
	E. Is vessel strengthened for the carriage of heavy cargoes?		N/A
	- If yes, state which holds may be left empty:		N/A
	F. Is tanktop steel and suitable for grab discharge?		Yes
	G. State whether bulkhead corrugations vertical or horizontal:		VERTICAL
	H. Tanktop strength (metric tons per m2):	Hold #1: Hold #2: Hold #3: Hold #4: Hold #5:	14,72 14,72 14,72 14,72 14,72
	I. Are holds CO2 fitted?		Yes
	J. Are holds fitted with smoke detection system?		No
	K. Is vessel fitted with Australian type approved holds ladders:		Yes
	L. Has vessel a functioning class certified loadmaster/loadicator or similar calculator?		Yes
	M. Are holds hoppers at?		NIL
	- Hold side:		NIL
	- Forward bulkhead:		NIL
	- Aft bulkhead:		NIL
	- can vessel's holds be described as box shaped?		YES
	N. Measurement of any tank slopes/hoppers (height and distance from vessel's side at tank top) (meters):		NIL
	O. Flat floor measurement of cargo holds at tank top (meters):	Hold #1: Hold #2: Hold #3: Hold #4: Hold #5:	Breadth (fwd)=7.0m Breadth (Aft)=23.78m length=26.4m Breadth (fwd)=23.78m Breadth (Aft)=23.78m length=28.6m Breadth (fwd)=23.78m Breadth (Aft)=23.78m length=28.6m Breadth (fwd)=23.78m Breadth (Aft)=23.78m length=28.6m Breadth (fwd)=23.5m Breadth (Aft)=7.20m length=27.8m
	P. Are vessel's holds electrically ventilated?		Yes
	- If yes, state number of airchanges per hour basis empty holds:		HOLD1=250m3/min, HOLD 2,3 & 4 = 350m3/min, HOLD 5=300m3/min
3.2	Deck and hatches:		
	A. Number of hatches:		5
	B. Make and type or hatch covers:		Electro Hydraulic Steel Folding Type - Kayaba Mac
	C. Dimensions of hatches (meters in length x breadth):	Hatch #1: Hatch #2: Hatch #3: Hatch #4: Hatch #5:	16.80 x 17.20 20.80 x 23.80 20.80 x 23.80 20.80 x 23.80 19.20 x 23.80
	D. Strength of hatch covers (metric tons per m2):	Hatch #1: Hatch #2: Hatch #3: Hatch #4: Hatch #5:	4,65 1,75 1,75 1,75 1,75
	E. Distance from ship's rail to near and far edge of hatch covers/coaming near and far (meters):		2,20 M
	F. Distance from bow to fore of 1st hold opening (meters)		19,77M
	G. Distance from stem to aft of last hold opening (meters)		31,41M
3.3	State deck strength (metric tons per m2):		2.18 (fr.30-42), 1.79 (fr.43-152), 2.68 (fr.153-200)

4. SPEED/CONSUMPTION/FUEL ENGINE

4.1	State vessel's speed (up to beaufort scale force 4/douglas sea state 3):	Laden speed: Ballast speed:	14 14,5
	State about consumption metric tons per day:		
	Laden:	Main engine: Aux engine(s):	22,5 IFO 2 IFO
	Ballast:	Main engine: Aux engine(s):	22,5 IFO 2 IFO
4.2	Eco Speed Laden		13,0
	Eco Speed Ballast		13,5
	Eco Consumption Laden	Main engine: Aux engine(s):	18,75 2 MT
	Eco Consumption Ballast	Main engine: Aux engine(s):	18,75 2 MT
4.2	Bunker grades:	Main engine: Aux engine(s):	Minimum ISO 8217:2005 Minimum ISO 8217:2005
4.3	Permanent bunker capacities (excluding un pumpables) basis 98% capacity:	Main engine: Aux engine(s):	1367 MT 168,46
4.4	Port consumption per 24 hours idle/working (metric tons):	Idle: Working: Main engine: Aux engine(s):	Nil 3,00MT Nil 5,00MT
4.5	Engine make and type:		Kobe Diesel Co., Ltd 6UEC52LA Two Stroke Cycle, Single-Acting, Crosshead Type
4.6	Max output PS/rpm:		8382,4/118

5. CLASSIFICATION SOCIETY, SURVEYS AND CERTIFICATES			
5.1	Name of classification society:	NK	
	Full class notation:	NS* (Bulk Carrier) MNS*	
5.2	Date of last special survey:	September 2009	
5.3	Date of last annual survey:	OCT. 08, 2012	
5.4	A. Is vessel entered in classification approved enhanced survey programme:	YES	
	B. Date of last inspection:	OCT. 08, 2012	
	C. Date of next inspection:	OCT. 08, 2013	
5.5	A. Does vessel comply with IACS unified requirements regarding number 1 cargo hold and double bottom tank steel structure?	YES	
	B. Has this compliance been verified by the classification society?	YES	
5.6	Date of last drydock	March 12, 2012	
	Place of last drydock	NAIKAI SETODA DOCKYARD, JAPAN	
5.7	Has vessel been involved in any grounding or collision in the last 12 months? Is so give full details:	Nil	
5.8	Is vessel ISM certified?	Yes	
	State:		
	A. Document of Compliance certificate number:	5727289-R002-1	
	Document of Compliance issuing authority:	Bahamas	
	B. SMC (Safety Management) certificate number:	9303601-R001-001	
	SMC (Safety Management) issuing authority:	Bahamas	
	Give date of last audit:	aug 17, 2013	
	Give date of next audit:	To be advised	
	State outstanding recommendations, if any:	NIL	
5.9	Advise date of last port state control:	3rd September 2013	
	Advise place of last port state control:	Port Hedland, Australia	
5.10	A. Did vessel pass most recent port state control inspection without detention:	Yes	
	B. State outstanding recommendations, if any:	Nil	
5.11	Is vessel's crew covered by full ITF or bona fide trade union agreement acceptable to ITF?	Yes with ITF	
5.12	If vessel has ITF state agreement state number:	Yes	
	ITF date of issue:	Valid from 15 August 2013	
	ITF expiry date:	Expires 31st December 2014	
5.13	Certificates:		
	Certificate name	Date Issued	Date of Last Annual Endorsement
	Special survey:		23.12.2014 (with extension)
	Loadline:	10-Dec-09	8-Oct-12
	Safety equipment:	5-Nov-12	23-Sep-14
	Safety construction:	10-Dec-09	8-Oct-12
	Gear survey:	8-Oct-12	23-Sep-14
	Cargo securing:	Permanent (Expiry is Review)	3-Jul-15
	Manual:		sep 23, 2014
	Safety radio:	10-Dec-09	8-Oct-12
	International Oil Pollution:	12-Jan-12	8-Oct-12
	Deratization:	12-Apr-13	30.12.2014
	OPA/COFR:		maj 05, 2019
5.14	Do any recommendations appear on any of the above certificates? If yes state full details:	NIL	
5.15	IMO registration number:	9303601	
5.16	Expiry date of FMC certificate:		
6. COMMUNICATIONS			
6.1	Call sign:	C6AU8	
6.2	Vessels Email	C6AU8@GLOBEEMAIL.COM	
6.3	Name of radio station which vessel monitoring:	JPO3	
6.4	Specify vessel's satellite communications system:	INMARSAT - C	
7. INSURANCES			
7.1	Hull and machinery insured value:	US\$ 17,000,000.00 including I.V.	
7.2	Name of owners P and I insurers:	Steamship Mutual	
7.3	Where is owners hull and machinery placed?	Lead underwriters Genrali S.p.A.	
8. CREW			
8.1	Number of crew:	Total of 20	
8.2	Name of Master:	Eugen Padovan	
	Nationality of Master:	Croatia	
8.3	Nationality of officers:	Total 9 officers out of which top 4 (including Master) European	
8.4	Nationality of crew:	Philipino	
9.			
9.1	State last 5 (Five) cargoes carried and load and discharge port(s) with most recent first:		
	Voyage #	Cargo	Charterer
	Receiver	Load Port(s)	Discharge Port(s)
1			
2			
3			
4			
5			
9.2	Is vessel fitted for carriage of grain in accordance with chapter V1 of SOLAS 1974 and amendments	Yes	
9.3	State number of holds which may be left slack without requiring bagging, strapping and securing:	1 HOLD	
10. CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)			
10.1	If geared state make and type:	KHI, Electro Hydraulic	
10.2	Number of cranes/derricks and where located:	4, between hatch numbers 1&2, 2&3, 3&4, 4&5	
10.3	Outreach (meters) of gear:	24M	
	A. Beyond ship's rail:	9,9	
	B. Beyond ship's rail with maximum cargo lift on hook:	9,9	
10.4	If gantry cranes/horizontal slewing cranes state minimum clearance distance crane hook to top to hatch coaming	N/A	
10.5	Time needed for full cycle with maximum cargo lift on hook:	30MT X 21m/min	
10.6	Is gear combinable for heavy lift:	No	
10.7	Are cranes electro-hydraulic?	Yes	
10.8	State type of grabs on board:	None fitted	
	State capacity of grabs on board:	N/A	
10.9	If vessel fitted with sufficient lights at each hatch for night work?	Yes	
10.10	Is vessel logs fitted:	No	
	If yes state number and type of stanchions/sockets, if on board:	N/A	
All above details are given in good faith and believed to be correct but are always understood to be about			
All speed and consumption figures are given basis good weather conditions defined as maximum Beaufort Scale 4, Douglas Sea State 3 with combined wave and swell heights not exceeding 1.25 meters, without adverse currents and are always to be averaged over the entire full speed sea passage. About is deemed to apply to both the speed and the consumption, and it is agreed that any saving in consumption to be off set against any reduction in speed or vice versa and that any saving in IFO consumption shall be off set against any increased consumption of MDO/MGO or vice versa.			
The vessel reserves the right to burn MDO/MGO in the main engine when starting engines, entering/leaving port, navigating shallow, narrow, confined and/or restricted waters and when ballasting or deballasting.			