

1. GENERAL		
1.1	Vessel's name: Carl Oldendorff	AEC DILIGENCE
1.2	Vessel's previous name(s) and date(s) of change:	Last ex-name: CARL OLDENDORFF
		Date of change: feb 18, 2014
		2nd last ex-name: NA
1.3	Flag:	Bahamas
1.4	Date built (mmm dd, yyyy)	April 11th 2002
	Where built:	Saiki, Japan
1.5	Yard name (builder):	Saiki Heavy Industries, Japan
	Yard number:	1116
1.6	Official class registration number (IMO):	9249025
1.7	Port of registry:	Nassau
1.8	Owners full style:	Company: Diligence Maritime Ltd., Bahamas
		Contact: Mr Peter J Pecry
		Tel: +41 44 586 98 68
		Fax: NA
		Telex: NA
		24 hour (AOH): +41 79 276 02 08
		Email: operations@aecarriers.com
		Address: C/O Agriculture & Energy Carriers Ltd, Building 3 Western Road, Mount Pleasant Village, PO Box N-7776-283, Nassau, Bahamas
		Owner since: feb 18, 2014
		1.9
1.10	A. Disponent owners full style:	Contact: Goran Zivkovic
		Tel: +38551323123
		Fax: NA
		Telex: NA
		IMO Co. Ident.No. 5727289 DOC holder
		Email: gzivkovic@sqships.com
		Address: Strossmayerova 8 51000 Rijeka Croatia
		Manager since: February 18 2014
		Company: NA
		Contact:
Tel:		
Fax:		
Telex:		
24 hour (AOH):		
Email:		
Address:		
B. Does disponent owner have vessel on time charter or bareboat?	N/A	
C. Since when vessel has been under Disponent owner	N/A	
2. PARTICULARS OF VESSEL		
2.1	Type of vessel: Multy purpose dry cargo ship	
2.2	Summer:	DWAT (MT): 32,258.30
		Draft (m): 10,568
		TPC: 41,09
Winter:	DWAT (MT): 31354,3	
	Draft (m): 10,348	
	TPC: 41,01	
Tropical:	DWAT (MT): 33164,2	
	Draft (m): 10,788	
	TPC: 41,28	
Fresh:	DWAT (MT): 32259,5	
	Draft (m): 10,809	
	TPC: 41,19	
Tropical fresh:	DWAT (MT): 33129,3	
	Draft (m): 11,025	
	TPC: 41,28	
Lumber Tropical Fresh	DWAT (MT): 33,771	
	Draft (m): 11,184	
	TPC:	
Lumber Tropical Salt	DWAT (MT): 33791,3	
	Draft (m): 10,94	
	TPC:	
Lumber Summer Salt	DWAT (MT): 32872,6	
	Draft (m): 10,717	
	TPC:	
Lumber Winter Salt	DWAT (MT): 31649,9	
	Draft (m): 10,42	
	TPC:	
Lumber Winter North Atlantic (Salt)	DWAT (MT): 30751,3	
	Draft (m): 10,201	
	TPC:	
Lumber Fresh	DWAT (MT): 32871,4	
	Draft (m): 10,961	
	TPC:	
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):	
	B. Is Panama deadweight all told affected by vessel's bilge turn radius?:no	No
2.5	For St. Lawrence Seaway size vessel state deadweight all told (metric tons) basis 26 ft (7.92m) fresh water:	NA

2.6	Gross Tonnage / Net Tonnage:			
	International:	Gross:	19882	
		Net:	10780	
	Suez:	Gross:	20344,04	
		Net:	17778,16	
	Panama:	Gross:	67050,955 m ³	
Net:		16.599,08		
British:	Gross:			
	Net:			
2.7	Length overall (meters):		171,59	
2.8	Length between perpendiculars (meters):		163,6	
2.9	Extreme breadth (meters):		27	
	Depth moulded (meters):		14,8	
2.10	Distance (meters) from waterline to TOP OF match 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:	15,64
			full ballast:	11,84
			light:	
		B. Midships:	empty ballast:	14,05
			full ballast:	10,31
			light:	
		C. Last hatch:	empty ballast:	12,65
			full ballast:	10,4
			light:	
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:	16,64	
		B. Midships:	16,4	
		C. Last hatch:	16,4	
2.12	Vessel's ballasting and deballasting time (metric tons per hour):		400mt x 2 (2 pumps)	
2.13	Distance (meters) from keel to highest point of vessel:		43,65	
2.14	Capacity of:			
	A. Ballast tanks (m3):		12241,75	
2.15	B. Ballast holds capacity (state which hold(s)):		NA	
	Constants excluding freshwater:		300 mt	
	Daily fresh water consumption:		8mt	
	Fresh water capacity:		213.9mt	
	State capacity and daily production of evaporator:		15mt	
	Normal fresh water reserve:		100mt	
2.16	Vessel is fitted with shaft generator:		No	
2.17	Vessel's onboard electrical supply (V):		440/110v	
	Vessel's onboard electrical supply (Hz):		60	
	Details of alternative supply, if any:		NA	
3. CARGO ARRANGEMENTS				
3.1	Holds:			
	A. Number of holds: 5		5	
	B. Are vessel's holds clear and free of any obstructions? Yes		Yes	
	C. Total capacity in holds excluding hatchways, wing/top side tanks:	Hold #1: Hold #2: Hold #3: Hold #4: Hold #5: Total	Grain Cubic (m3)	Bale Cubic (m3)
			4.713,90	4.615,81
			8.341,89	8.279,75
			8.340,38	8.264,35
			8.589,56	8.278,70
			7.764,05	7.576,26
			37749,78	37014,87
	D. Grain/bale capacities by hold excluding wing/top side tanks but including hatchways:	Hold #1: Hold #2: Hold #3: Hold #4: Hold #5: Total	5061,18	4963,09
			8966,70	8904,56
			8965,19	8889,16
			8965,19	8903,51
			8364,83	8179,04
			40323,09	39839,36
	E. Is vessel strengthened for the carriage of heavy cargoes?		Yes	
	If yes, state which holds may be left empty:		2 & 4	
	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:	20	
			20	
			20	
			20	
			20	
			20	
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/loadericator or similar calculator?		Yes		
M. Are holds hoppers at?				
Hold sides:		Not in holds 2, 3 and 4, but tapers forwards hold 1 and aft hold 5		
Forward bulkhead:		No		
Aft bulkhead:		No		
can vessel's holds be described as box shaped?		Yes		
N. Measurement of any tank slopes/hoppering (height and distance from vessel's side at tank top) (meters):		No.1 1.65m x 7.51m - No.5 2.38m x 12.0m		
O. Flat floor measurement of cargo holds at tank top (meters L x B x H):	Hold #1: Hold #2: Hold #3: Hold #4: Hold #5:	20.12X(6.61/17.00)X13.50		
		27.65X22.86X13.13		
		27.65X22.86X13.13		
		27.65X22.86X13.13		
		27.65X(22.80/8.4)X13.13		
P. Are Vessel's holds electrically ventilated?		Yes		
If yes, state number of airchanges per hour basis empty holds:				

3.2	Deck and hatches:			
	A. Number of hatches:			5
	B. Make and type or hatch covers:			Hydraulic Folding Type
	C. Dimensions of hatches (meters):	Hatch #1:		13.43 x 17.00
		Hatch #2:		20.54 x 22.86
		Hatch #3:		20.54 x 22.86
		Hatch #4:		20.54 x 22.86
		Hatch #5:		19.75 x 22.86
	D. Strength of hatch covers (metric tons per m2):	Hatch #1:		3.5
		Hatch #2:		3.5
		Hatch #3:		3.5
		Hatch #4:		3.5
		Hatch #5:		3.5
	E. Distance from ship's rail to near and far edge of hatch covers/coaming near and far (meters):			
	F. Distance from bow to fore of 1st hold opening (meters):			16
	G. Distance from stern to aft of last hold opening (meters):			32
3.3	State deck strength (metric tons per m2):			4
4. SPEED/CONSUMPTION/FUEL ENGINE				
4.1	State vessel's speed (up to beaufort scale force 4/douglas sea state 3) as follows:	Laden speed:		14,50
		Ballast speed:		15,00
	State about consumption metric tons per day:			
	Laden:	Main engine:		24,50
		Aux engine(s):		1,40
	Ballast:	Main engine:		24,50
		Aux engine(s):		1,40
4.2	Bunker grades:	Main engine:		ISO 8271:2010 RGM 380
		Aux engine(s):		ISO 8271:2010 DMB
4.3	Permanent bunker capacities (excluding un pumpables) basis 98% capacity in metric tons:	Main engine:		1396,24
		Aux engine(s):		369,78
4.4	Port consumption per 24 hours idle/working (metric tons):	Idle:		0,75
		Working:		1,30
		Main engine:		0,75
		Aux engine(s):		3,00
4.5	Engine make and type:			Akasaka Diesel-Mitsubishi/two stroke single acting
4.6	Max output bhp/rpm:			7060kW/133
5. CLASSIFICATION SOCIETY, SURVEYS AND CERTIFICATES				
5.1	Name of classification society:			N.K.
	Full class notation:			
5.2	Date of last special survey:			25.03.2012.
5.3	Date of last annual survey:			5-7-2013-
5.4	A. Is vessel entered in classification approved enhanced survey programme:			No
	B. Date of last inspection:			NA
	C. Date of next inspection:			NA
5.5	A. Does vessel comply with IACS unified requirements regarding number 1 cargo hold and double bottom tank steel structure?			
	B. Has this compliance been verified by the classification society?			
5.6	Date of last drydock:			25th March 2012
	Place of last drydock:			Shanghai, China
5.7	Has vessel been involved in any grounding or collision in the last 12 months? Is so give full details:			No
5.8	Is vessel ISM certified?			Yes
	State -			
	A. Document of Compliance certificate number:			
	Document of Compliance issuing authority:			
	B. SMC (Safety Management) certificate number:			
	SMC (Safety Management) issuing authority:			
	Give date of last audit:			
	Give date of next audit:			
	State outstanding recommendations, if any:			
5.9	Advise date of last port state control:			
	Advise place of last port state control:			
5.10	A. Did vessel pass most recent port state control inspection without detention:			Yes
	B. State outstanding recommendations, if any:			None
5.11	Is vessel's crew covered by full ITF or bona fide trade union agreement acceptable to ITF?			Yes
5.12	If vessel has ITF state agreement state number:			
	ITF date of issue:			
	ITF expiry date:			
5.13	Certificates:			
	Certificate name	Date Issued	Date of Last Annual Endorsement	Date of Expiry
	Special survey:	25.03.2012		30.04.2017
	Loadline:	04.05.2012	05.07.2013	30.04.2017
	Safety equipment:	04.05.2012	05.07.2013	30.04.2017
	Safety construction:	04.05.2012	05.07.2013	30.04.2017
	Gear survey:	25.03.2012	02-03-2013	21.05.2015
	Cargo securing:	Permanent Date of Expiry is review only		30.04.2017
	Manual:	27.05.2008		
	Safety radio:	04.05.2012	05.07.2013	30.04.2017
	International Oil Pollution:	04.05.2012	05.07.2013	30.04.2017
	Deratization:	31.08.2013		06.02.2015
	OPA/COFR:	09.04.2011		21.06.2019
5.14	Do any recommendations appear on any of the above certificates? If yes state full details:			NIL
5.15	IMO registration number:			9249025
5.16	Expiry date of FMC certificate:			
6. COMMUNICATIONS				
6.1	Call sign:			C6BA5
6.2	Name of radio station which vessel monitoring:			Sat - C JRC NDZ -127C
6.3	Specify vessel's satellite communications system:			
7. INSURANCES				
7.1	Hull and machinery insured value:			12.40 Million + 3.1 Million Increased Value
7.2	Name of owners P and I insurers:			Steamship Mutual
7.3	Where is owners hull and machinery placed?			Italy (lead)
8. CREW				
8.1	Number of crew:			21
8.2	Name of Master:			Sinisa Arbanas
	Nationality of Master:			Croatian
8.3	Nationality of officers:			4 European/Balance Filipino
8.4	Nationality of crew:			Filipino