

# Erik Schaffer



# Makler-Kontor

KAPITALANLAGEN ✦ IMMOBILIEN ✦ VERSICHERUNGEN ✦ FINANZIERUNGEN

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## Declaration for Sale:

### **Panamax Bulk Carrier** **Kontor Sign "B-Px-B-23"**



**Vessel built 1981 by the Dutch headed Verolme Shipyard in Brazil**



Dear Madam, dear sir,

You receive this information on our **GENERAL CONDITONS** as shown in the attachment!



This Brazilian built vessel is a well equipped **DRY BULK CARRIER** of **LARGE PANAMAX** size, set as a **gearless Single Decker**,

which has just passed its last **Special Survey** and **Dry Docking** in February, 2005:

The vessel has met **all inspections by Bureau Veritas** as obliged to and is fully fitted for Panama, Suez, St. Lawrence Seaway, Great Lakes.



Vessel is running under **Hong Kong flag**, Home Port is Hong Kong. Owners have the option to change the flag.



## **PURCHASE PRICE:**

**Asked about 8,500,000.00 US\$**

including all agents' fees as well as our commission listed in the attachment.

<b>MAIN FIGURES</b>	
<b>Dead Weight</b>	<b>75,470 tdw (SSW)</b>
<b>Built</b>	<b>Verolme do Brazil, launched in October, 1981</b>
<b>Class</b>	<b>B.V. ✨ I 5/5 E "Bulk Carrier ESP" ✨ MACH SSH, SSM Special Survey and Dry Dock in February, 2005.</b>
<b>Construction</b>	<b>7 Holds beneath 7 Hatches</b>
<b>Cargo Capacity</b>	<b>Grain or Bale: 85,720 cbm Steel or Steel Products: 75,470 tdw</b>
<b>Stability</b>	<b>Vessel has sufficient stability and safe trim when trading homogenously loaded to full cubic and deadweight capacity.</b>
<b>Gear</b>	<b>Gearless</b>
<b>Main Engine</b>	<b>SULZER 6 RND 90 (17,400 BHP)</b>
<b>Speed</b>	<b>13.5 knots service (15 knots maximum by B.V.)</b>
<b>Consumption</b>	<b>38 tons fuel oil IFO 180 cst per day at 13.5 knots</b>
<b>Measures</b>	<b>Length over all: 241.85 m Length between perpendiculars: 233.76 m Beam: 32.20 m Depth moulded: 18.70 m Draught SSW: 13.59 m TPI: 177.77 TPC: 69.77 Freeboard: 5158 mm Distance keel to hatch coamings: 21.0 m Distance keel to highest point: 54.258 m</b>
<b>Tonnage</b>	<b>41,211.0 GRT 24,945.0 NRT</b>
<b>Light Ship Weight</b>	<b>13,404 tons</b>

## REGISTER

TONNAGE	
International	41,211.0 GRT
	24,945.0 GRT
Panama	43,261.0 GRT
	36,054.0 NRT

## HOLDS and HATCHES

All Holds have topside wing tanks except of Hold 1.

Inside the holds as well as on the tank top there are no Cargo Battens, no side sparrings, no other obstacles nor obstructions nor pillars.

All Holds are hopped. All hold ladders are in satisfactory condition.

HOLDS' DIMENSIONS		
ALL HOLDS	LENGTH	BREADTH
Tank Top	21.50 m	20.50 m
Midheight Level	26.40 m	32.20 m

## 7 Folding Type Hatch Covers

HATCH DIMENSIONS		
ALL HOLDS	LENGTH	BREADTH
	12.80 m	16.80 m

<b>INTAKE GRAIN and BALE</b>			
Hold No. 1	Hold No. 2	Hold No. 3	Hold No. 4
12,635 m <sup>3</sup>	11,896 m <sup>3</sup>	12,207 m <sup>3</sup>	12,234 m <sup>3</sup>
Hold No. 5	Hold No. 6	Hold No. 7	TOTAL
12,272 m <sup>3</sup>	12,245 m <sup>3</sup>	12,231 m <sup>3</sup>	85,720 m <sup>3</sup>

## Tank Top

Solid steel, strengthened and suitable for grab discharge.

Tanktop Strength: 25 tons each m<sup>2</sup>

Vessel can lift a full cargo of steel or steel products up to her entire deadweight capacity of 75,470 tons.

<b>MAXIMUM WEIGHTS PERMISSABLE</b>		
	Decks	Hatch Covers
UNIFORM LOAD	60 kg per mm <sup>2</sup>	32 kg per mm <sup>2</sup>

Vessel is fitted for carriage of grain in accordance with Chapter VI for SOLAS 1974 and amendments without requiring bagging, strapping or securing when loading a full deadweight cargo or agricultural products at a stowage factor of 45 to 58 cbft with ends untrimmed.

Vessel is self trimming except of the fact that the configuration of cargo hold 1 does not qualify as a "specially suitable ship" due to absence of top side tanks larboard and starboard of the hatch side girders. Therefore when considered full, it must be trimmed.

## ENGINES

**Main Engine**                    SULZER 6 RND 90, 6 cylinders  
12,806 KW = 17,400 BHP

1 Screw Propeller Solid LB 10.00 at 122 rpm

**Consumption**                    38 tons IFO 180 CST  
at 13.5 knots service speed  
+ 3 tons MDO;  
Idle port consumption about 2,5 tons a day

**Auxiliaries**                        4 x 2,324 kVA  
1,860KW

## TANK CAPACITIES

**Bunkers:**                            3,033 m<sup>3</sup>; 2,640 tons permanently  
of which 80 tons are not pumpable

**Ballast Tanks:**                    24,213 tons; vessel can be totally deballasted.

**Fresh Water:**                    400 tons; 12 tons are daily consumption.

**Evaporator and  
State Capacity:**                    20 tons per day

## CLASS and SURVEY STATUS

SPECIAL SURVEY, RENEWAL OF ALL CLASS and  
STATUTORY CERTIFICATES in FEBRUARY, 2005.

## **Works during last Dry Dock:**

Steel renewals in cargo holds, side shell frames, fore peak tank, top side tanks compliance with URS 31, URS 30, URS 26 - 27.

Dewatering, water ingress blasting and painting cargo holds, blasting and painting hatch covers, renew rubber packing, chipping and painting top side tanks, painting all new steel plates, blasting and painting ballast line on deck.

Overhauling the air ventilation heads,  
other maintenance jobs by crew and shipyard.

Tail shaft withdrawn, renewal seals and hull anodes.

Overhauling all cylinders of main engine and of 2 sets diesel generators.

Steel amount: 700 tons



All details are given approximately and are subject to reconfirmation.



The vessel can be delivered charterfree within the next months.



**You are always welcome to respond for any further information  
as for inspection appointments.**



Erik Schaffer



Makler, Kontor

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10117 Berlin

## GENERAL TERMS AND CONDITIONS

1. **Our offers** are given **without engagement**, subject to alteration as well as to containing mistakes and omissions. Essential for your entire decisions are solely such documents and statements as drawn up by **your actual contract partners** howsoever **only mediated by us**: These are **responsible alone** for the correctness and completeness of their declarations.
2. From **buying or selling** of ships, of windmills or other power plants, of real estate and further material or immaterial economic goods as well, or of assets and investments of each and any nature, **our broker's commission**, while subject exclusively to divergent written agreements, comes to  
6,0% of the purchase price with the latter up to the amount of 2.000.000,- US\$, but  
4,5% from the item which exceeds an amount of 2.000.000,- US\$, though  
3,0% from the item which exceeds an amount of 3.000.000,- US\$, though  
1,9% from the item which exceeds an amount of 5.000.000,- US\$, though  
1,25% from the item which exceeds an amount of 7.500.000,- US\$.
3. **Our claim to commission** plus the legitimate Value Added Tax **arises** as soon as a **contract** will take place either by our mediation or as a result of any information we have produced. This rule stays effective also in case if such a contract might be concluded on conditions thoroughly different from those stipulated in our initial proposition. And the same claim does arise from any contract extensions, completions or additions which are howsoever in connection with the original concern, and quite likewise from all further transactions as well which will be done or developed subsequent to our mediation or nomination of any contract partner, either with himself or with his representatives, with his principals or customers, with his owners, shareholders or other partners.
4. Our claim to commission undiminishedly **remains valid** also in case if the created contract will expire as a result of annulling conditions, will be cancelled by our client with reference to an escape clause, or will be rescinded or not carried out for other reasons. In case the contract will be successfully contested, our principal is liable for indemnification if he gave reason for the challenge.
5. Our provision will be **payable** as soon as it came to conclusion of the contract opened by us, and shall be remitted within one week on our **account no. 31 22 7554 00** at the **Bank für Schifffahrt**, German bank code **250 903 00**, Swift Code or **BIC: GENODEF1 LER**, **IBAN: DE54 0075 3122 7554 00**.
6. In case an offer or a contract partner denominated by us has been **already acquaint** to the consignee, the latter shall inform us about this fact without delay, but within three days after our announcement's receipt at the latest, and also prove it. Unless this occurs, our indication stays effective as causal for the contract conclusion. Later activities by another source or such communicated to us only later, will not detract from our indication's and claim's validity.
7. Our offers and all information furnished in this respect, shall be treated **confidentially** and are not allowed to be given to any third party, not in parts as well. Thus you commit yourself also for your enterprise group, for your business partners, your staff members, principals, customers and representatives: You are obliged to respect and to protect our entire legitimate claims, especially as laid down in these terms and conditions. Without our written approval, it is not allowed neither now nor later to negotiate directly or indirectly or to have any dealings with any potential or actual seller, with any prospective or actual buyer, customer, client, supplier or intermediary, nor with another person involved nominated by us. Our permission still due, it is prohibited either to transfer any data or references about these persons to a third party or to make whatever own use of such. From all proceedings following a violation of these conditions, a claim for an unabridged commission in our favour will arise against the immediate consignee of our information.
8. The customer is obliged to nominate us during negotiations as his legally acting agent, to participate us in each contract conclusion, and to leave duplicates of the signed contracts to us, while we as brokers, agents and consultants may also work for the other parties as well.
9. Any diverging agreements require the **written form** without exception. Place of jurisdiction and fulfilment is Berlin. Should particular determinations from the specified above be or become ineffective, we will substitute them by such that in the best way meet the original sense, while this will not diminish any other regulation's validity.

