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## High Court Sale of Handymax by Public Tender - SOLD



**Listing ID - 928600**

<b>Description</b>	186m Handymax Bulk Carrier
<b>Date Launched</b>	1996
<b>Length</b>	186.45m
<b>Beam</b>	30m
<b>Draft</b>	11.47m
<b>Location</b>	Port of Tauranga, New Zealand
<b>Broker</b>	Geoff Fraser or John Kearns
<b>Price</b>	SOLD

**On instructions from the High Court in Auckland, New Zealand this vessel is now offered for sale by Public Tender. The seller retains the right to sell the vessel prior to the close of tenders. Tenders close on October 29th 2015 at 1600 NZST.**

BUILDER: Varna Shipyard, Varna Bulgaria

DATE LAUNCHED: 15th August 1996

VESSEL ID / HULL No: 505

LOA : 186.45 m

REGISTERED LENGTH: 177.76 m

BMAX : 30.00 m

DRAFT: 11.47 m (Summer Freeboard)

MOULDED DEPTH: 16.20 m

LIGHT WEIGHT DISP: 9,325 t

DEAD WEIGHT TONNAGE: 41,515 t

GROSS TONNAGE: 25,190 t

NET TONNAGE: 14,166 t

CALL SIGN: 3ETY5

MMSI #: 353271000

IMO #: 9128439

OFFICIAL #: 45598-PEXT-1

FLAG: Panama

HOME PORT: Panama

CLASSIFICATION: Korean Register of Shipping

CLASS NOTATION: KRS1 Bulk Carrier 'ESP' CDG ENV (IAFS, IOPP, ISPP, IEE) GHA LI

CLASS No: KRS: 9600008

SERVICE SPEED: 14 knots

SAFE MANNING: 14 Persons

MAIN ENGINE CAPACITY: 8340 Kw @ 117rpm

## **VESSEL DESCRIPTION**

“Lancelot V” is an ocean going geared “Handymax” Bulk Carrier vessel that has been set up to carry homogenous non-liquid bulk cargo in her five holds. The vessel has a bulbous bow and transom stern with low free board amidships and a raised foredeck. The four large cranes are mounted on the ships centreline.

The vessel was launched as “Santa Rita” but changed names to:

“Tina Two” in October 2003

“St Nicholas” in March 2006

“Lancelot V” in November 2013.

## **CONSTRUCTION**

The vessel was built by Varna Shipyard, Varna, Bulgaria.

The keel was laid on 9th December 1995 and was handed over on the 15th August 1996.

Construction is of welded steel plate on transverse frames and stringers. There are seven full water tight bulkheads throughout the hull. The tank tops of the holds are reputed to be double plated.

The rudder is a semi balanced type.

## **LAYOUT**

The vessel has 5 accommodation decks, with the engine room and accommodation aft of station 35.

The forecastle houses the Paint store, Bosuns locker, Switchboard room and Joiner's workshop with store adjacent.

DECK 5 is the bridge, with the helm and observation area forward with access P & S to each wing deck. The navigation and communication area is aft on the starboard side, with the chart table aft to port. At the after end of the wheelhouse is the Radar room, Apparatus, Battery and store rooms. The stair well is aft to port.

DECK 4 has access up and down via the stair well and access to the aft deck aft to starboard and from forward to port. The Captain's cabin is forward to starboard with the Chief Officer's quarters forward to port. Each of these cabins has their own day room and separate toilet and shower. In between these two cabins forward is the 2nd Officer's cabin and 3rd Officer's Cabin. Aft are the 4th and 5th Officer's cabins and Pilot's cabin. Aft on the starboard side is a conference room with pantry and store. Aft to port is the owner's cabin and day room.

DECK 3 has access up and down via the stair well and access to the aft deck to starboard and port. This deck has cabins for the Chief Engineer and 2nd Engineer. Each of these cabins has their own day room and separate toilet and shower. In between these two cabins forward is the 3rd and 4th Engineers cabins. Each of these cabins has their own separate toilet and shower. Aft to starboard is the Officers lounge and crew's recreation room and aft to port is the Electrician's cabin and day room. Adjacent is the fan and hobby rooms.

DECK 2 has access up and down via the stair well and access to the side decks port and starboard.

This deck has seven separate cabins for the Bosun, AB's and Seamen. Each of these cabins has their own separate toilet and shower. Forward to port is the First Aid/Dispensary room and adjacent aft is the Hospital. Aft to starboard is the Crew mess and an Officer mess with pantry between.

DECK 1 has access up and down via the stair well and access to the side decks port and starboard. This deck has nine separate cabins for the Stewards, Cooks, Purser, Creaser and 2nd Electrician. The galley is aft to starboard. The Emergency Generator room, Battery room and Fan room is accessed from the aft Boat deck. Aft of the main superstructure is the funnel housing with fan rooms port and starboard forward and Oxy and Acetylene rooms to port aft. The swimming pool is to starboard of the funnel.

THE MAIN DECK has access up via the stair well and access forward to the main deck port and starboard. This deck has the CO2 station, bonded store, refrigerated and dry stores area, offices for engineers and deck personnel. Laundry, drying and ironing rooms and linen store. Gym and sports area are aft to port.

The engine room is on three levels. The upper level has the control room forward to port, workshop the rudder flat and boilers aft and the generator room forward. The lower levels house the pumps, and associated engineering equipment.

## **BRIDGE**

The bridge is full width with access to the wing decks each side. The bridge is comprehensively equipped with the ships handling in the forward area with the navigation area aft of this on the starboard side. The Battery, Radar and Apparatus rooms are located aft of

the Wheelhouse. A seating area with table and fridge is aft to starboard.

Much of the equipment on the bridge deck appears to be original and is reputed to be operational.

Bridge equipment includes:

1 x Furuno MU-231CR 2033 Marine Radar

1 x Furuno MU-231CR 4170 Marine Radar

1 x Sperry Marine RT-2047/D VHF transceiver

1 x Furuno FM 8800S VHF DSC transceiver

1 x NetWave Systems NW-4010S Voyage data recorder & Alarm Unit

1 x AMI Marine KW 810 BNWAS

1 x Fire alarm control panel

1 x TyfonHorn & fog signal panel

1 x Sperry Marine SPR-331 Doppler Speed Log

1 x Koden Class A AIS Transceiver

1 x Allied Signal LAZ5000-01 Echo Sounder

1 x Elac Laz 5000 Echo Sounder

1 x Famok Rudder angle indicator

1 x McMurdo Smartfind GMDSS Navtex receiver

1 Sperry Marine SR 220, 30296 Master Gyro compass

3 x Tokyo Keiki Co RP-21-2 Gyro Repeaters

1 x Hewlet Packard computer with LCD screen and printer

Steenhaus PK10 Amplifier and PA system

Nor Control engine control panel with separate emergency control and telegraph.

Sperry Marine ADG 3000 VT, 128 Auto pilot

Emergency intercom phone system

Other bridge equipment includes:

W. Ludolph-Bremerhaven standard Magnetic compass with reflector tube.

2 x Clear screen controllers

3 x Window wiper control panels

Ships clocks and barometer

Inclinometer

2 searchlights

#### Navigation & Radio area

1 x Furuno FM-8800 VHF transceiver with DSC watch receiver and encoder

1 x Furuno FS-2571C MF/HF SSB Transceiver

1 x Furuno FS-1570 MF/HF SSB Transceiver

1 x Furuno FS-1570 MF/HF DSC Transceiver

1 x Furuno GP-32 GPS unit

1 x Furuno GP-150 GPS unit

2 x Furuno Felcom-15 Inmarsat C earth terminals

1 x Oki 280 Elite Terminal unit Printer

1 x Sailor H1252B Terminal Printer

1 x Furuno FAX-207 Weather facsimile

### **GALLEY**

The galley is on deck one and has a large commercial type electric stove with stand alone ovens.

The benches, twin sink basins and worktops are all stainless steel. There is a domestic fridge/freezer. There are stairs down to the provisions store area which included refrigerated walk-in fridge and freezer with cool room and dry goods stores.

### **HOSPITAL**

The hospital room has a single bed and a large cabinet for instruments and medical supplies. There is a separate toilet and shower attached to the hospital room.

### **CARGO HOLDS**

There are five cargo holds, numbered 1 to 5 from the bow. The 5 main cargo deck hatches are hydraulic folding type with hatch dimensions of 19.72 x 15.35 m each.

HOLD 1 Volume 9300 m<sup>3</sup>

HOLD 2 Volume 10440 m<sup>3</sup>

HOLD 3 Volume 10440 m<sup>3</sup>

HOLD 4 Volume 10440 m<sup>3</sup>

HOLD 5 Volume 10100 m<sup>3</sup>

Cargo capacity is bale 50,720m<sup>3</sup> and grain 52,456m<sup>3</sup>.

## **BALLAST CONTROL**

A ballast trim control system is fitted and is controlled primarily from the ships office on the main deck utilising St Petersburg, Statika loading instrument with HP Pro software.

## **DECK GEAR**

On the foredeck are twin AB electro hydraulic windlasses. Each has a chain gypsy, captive reel drum and a capstan. Capacity is 16t x 9m/min

The vessel has 2 x 7.8 t Stockless anchors, set up in the hawsers. Two 649 meter anchor cables are provided with 78 mm grade II stud link chain. Appropriate fairleads, panama chocks, guide rollers and bollards are located around the deck for line handling

On the aft Poop deck are 3 AB electro hydraulic mooring winches 2 to port and 1 to starboard. These have captive reel drums and a capstan. Capacity is 16t x 16 m/34m/min.

Appropriate fairleads, panama chocks, guide rollers and bollards are located around the deck for line handling.

## **ENGINES, MACHINERY AND ENGINEERING**

Propulsion is provided via a 2 stroke reversing single main engine driving a conventional propeller shaft to a fixed pitch propeller.

### **Main engine:**

Maker: MAN B&W

Model: 6L60MCE, 60/195-10

Engine No: 0032916

Date build: 20/12/1995

Output: 8340 Kw @ 117rpm

No of Cylinder: 6

Bore: 600 mm

Stroke: 1,944 mm

Fuel consumption: 19.5 mt/day Loaded condition HFO (at sea);

18.0 mt/day Ballast condition HFO (at sea)

### **Shafting:**

Intermediate Size: 450 mm

Propeller shaft Size: 600 mm

Material: KSF 60

**Propeller:**

4 blade fixed pitch unit with 6000 mm diameter.

Material: Nickel- Aluminium Bronze

**Main Generator Plants:**

The vessel is fitted with 3 main generator plants and one emergency generator. The three main generators are situated in the generator room on the upper level in the engine room

The emergency generator is in a separate room off the boat deck aft.

**Main Generator Engines**

Maker: Yanmar

Type: M200 AL-SN 4 cycle, direct injection turbo charged

Output: 610 kW @ 1000 rpm

**Generator**

Maker: Taiyo

Model: ELEC FEK 45C-6

Output: 650 kVa @ 100% load

Volts: 400 v AC

Frequency: 50 Hz @ 1000 rpm

Fuel consumption: 0.9 mt/day without cargo operations;

3.0 mt/day during cargo operations

**Emergency Generator**

Maker: Man Diesel

Model: D2866E

Output: 120 kW @ 1500 rpm

**Generator**

Maker: Tesmim

Model: SEDG125

Output: 125 kVa @ 100% load

Volts: 400 v AC

Frequency: 50 Hz @ 1500 rpm

Fuel consumption: 0.9 mt/day

## **ELECTRICAL**

### **PRIMARY POWER SYSTEM**

Primary power is provided via the 3 main generator plants. All the primary electrical loads appear to be 400, 380 & 220 volts AC 50 Hz.

The main electrical control panels are located in the engine control room. In here is located the Main electrical switchboard with overload control, isolating switches, emergency controls and all the ships 24 hour monitoring system.

Two battery banks are list

Radio equipment: 2 x 12 volt batteries, total capacity 135 ah

Emergency generator: 2 x 12 volt batteries, total capacity 200 ah

AC charging is provided for all batteries.

This area also has a direct telegraph link to the bridge.

## **ENGINEERING EQUIPMENT**

### **AUXILARY BOILER**

Maker: AWWB

Model:KMM68 KCBB-2500/7

No. of sets:1 set

### **EXHAUST GAS ECONOMIZER**

Maker: AWWB

Model:KMM68 Typ KOP460

No. of sets:1 set

### **OIL PURIFIERS**

Maker:Alfa Laval

Type & No of sets:4 x SJ15 F, 1 x SJ 10F

### **MAIN AIR COMPRESSORS**

Maker: Sauer

Type:SF2-125, V type 3 stage air cooled.

Capacity:190 m<sup>3</sup>/h

Pressure:30 bar



No. of sets:2 sets

#### OILY WATER SEPERATOR

Maker:Blohm+Voss AG

Type:TCS 5 HD

No. of sets: 1 set

#### OIL PURIFIER

Maker: Alfa Laval

Type: MAPX 309B-00

No. of sets: 1 set

#### SEWERAGE TREATMENT PLANT

Maker: Hamann

Type: ST-2

No. of sets: 1 set

#### WATER GENERATOR

Maker: Alfa Laval

Type: JWP 26-C80

No. of sets: 1 set

#### INCINERATOR

Maker:Delta

Type:IRL-30

### **STEERING GEAR**

The rudder room is directly above the rudder post.

The steering gear is made by Hydroster Steering and has two hydraulic rams. The hydraulics is electrically operated. There are 2 identical electro hydraulic pumps and power units. One unit is a standby. This area also has a direct telegraph link to the bridge.

### **WORKSHOP & STORES**

On the port side of the upper engine room level is the workshop and engineering and electrical store rooms. The workshop is well equipped with a lathe, drill presses, welders and cutting equipment along with all other general engineering equipment required for routine maintenance and repairs at sea.

## **TANKAGE**

### **HEAVY FUEL OIL:**

Number of tanks: 6

Total volume: 1,616.6 m<sup>3</sup> @ 100%

### **DIESEL FUEL OIL:**

Number of tanks: 6

Total volume: 236.8 m<sup>3</sup> @ 100%

### **FRESH WATER:**

Number of tanks: 3

Total volume: 449.6 m<sup>3</sup> @ 100%

### **WATER BALLAST:**

Number of tanks: 21

Total volume: 13,431.6 m<sup>3</sup>

### **LUBE OIL:**

Number of tanks: 3

Total volume: 22.8 m<sup>3</sup>

HYDRAULIC OIL: 4.4 m<sup>3</sup>

DIRTY OIL: 12.2 m<sup>3</sup>

SLUDGE: 5.18 m<sup>3</sup>

SEWERAGE: 19.7 m<sup>3</sup>

BILGE WATER TANK: 46 m<sup>3</sup>

BOILER FEED WATER TANK: 59.4 m<sup>3</sup>

## **LIFESAVING EQUIPMENT**

Two totally enclosed lifeboats are set on davits, one each side. There are three inflatable life rafts carried, 2 x 16 man units aft and 1 x 6 man unit forward on the port side.

### **LIFE BOAT**

Maker: Stocznia Ustka S.A

Type: Z70/L-30

Size: 7.00m x 2.84m x 1.16m

Capacity: 30 persons

Boat engine: Single Saab diesel engine

Model: L3. 139LB

#### INFLATABLE LIFE RAFTS

Maker: Eurosafe

Type: SMLR-A-16 (Solas A)

Capacity:16 Persons

No. of sets: 2

Maker: Eurosafe

Type: SMLR-A-6 (Solas A)

Capacity: 6 Persons

No. of sets: 1

Maker: Viking.

Type:6DK

Capacity: 6

No. of sets: 1

#### LIFE JACKETS

Maker: Lalizas & Viking

No. of sets: 36

#### IMMERSION SUITS

Maker: Dongtai

No. of sets: 36

#### EPIRB 406 MHz

Maker: Jotron

Type: Tron 40S

No. of sets: 1

#### SART

Maker: Jotron

Type: Tron SART

No. of sets: 1

## **FIRE FIGHTING**

The vessel is equipped with 3 electric fire pumps, 2 in the engine room and 1 in the fire pump room between no.3 and no.4 holds. There are 29 hydrants throughout the vessel.

A 3.9 t Fixed CO2 fire suppression is also fitted in the machinery spaces and in the holds.

Smoke, flame and thermal detection alarms are fitted.

Numerous foam and dry powder portable fire extinguishers are also fitted throughout the vessel.

Four fireman outfits are provided.

## **CARGO GEAR EQUIPMENT**

Four free standing, MacGregor-Häggglunds cranes are built in to the centreline of the ship. These have a hydraulic slew and cable lifts. Cranes currently have a SWL of 23 & 20 t and a maximum slewing radius of 24m. The model of the MacGregor-Häggglunds cranes is GL 3024/2524 GR.

Grabs are provided, but appeared not to have been used in some time and are badly corroded.

## **SURVEY STATUS**

The vessel has been built to LR but is now under Korean Registry of Shipping class.

At the time of the inspection the vessels class was suspended due to overdue surveys.

Most certificates are up to date, except the annual certificates.

Documents carried include:

Classification Certificate (exp: 02/03/2016)

International Load Line Certificate (exp: 02/07/2015)

International Tonnage Certificate (exp: 31/07/2019)

Maritime Labour Certificate (exp: 31/07/2019)

SOLAS Safety Construction (Conditional) (exp: 02/07/2015)

SOLAS Safety Equipment (Conditional) ( exp: 02/03/2016)

SOLAS Safety Radio (exp: 02/03/2016)

SOLAS Dangerous Goods (exp: 02/03/2016)

MARPOL Annex IOPP (exp: 02/03/2016)

MARPOL Annex IV Sewage Certificate (exp: 02/03/2016)

MARPOL Annex VI Prevention Air Pollution (exp: 02/03/2016)

## NOTES

LANCELOT V is under arrest in Tauranga, New Zealand.

The vessel had just completed unloading her cargo in Tauranga, but due to the lapsed surveys on the ship's cranes, the unloading was delayed, which led to her arrest.

The status of the cranes is as follows:

1. No.1 Crane, failed 30.928t static load test, held 28.188t. SWL reduced from 30 t to 23 t. Leaking hydraulic oil. Wiper & Light not working.
2. No.2 Crane, failed static load test @ 28.188t. Hoisting very slow. Wiper & Light not working.
3. No.3 Crane, not working due to electronic card malfunction. Wiper & Light not working.
4. No.4 Crane, failed static load test @ 30.928t, held 28.188t. SWL reduced from 30 t to 20 t.

Jib Heel pin noisy.

5. Provisions Crane has a malfunctioned motor.

Just prior to finishing the unloading of the last bulk cargo, No.4 crane was the only crane been utilised, but was subsequently shut down due to a suspected bearing noise coming from the Jib Heel pin. Loading was completed using shore-side cranes. The Cargo Gear Survey states that the No.1, 2, 3 cranes shall be repaired and confirmed by attending Surveyor before use.

Outstanding survey items may not be limited to, but do include the following:

1. Five watertight doors not closing tightly
2. Dewatering system valve not functioning
3. Emergency generator defective
4. Mushroom vents for cargo holds not operational and corroded
5. 220v insulation defective
6. Wall vents, no packing and corroded
7. VDR error.

Whilst in New Zealand the vessel had detentions imposed by Maritime New Zealand after port state control inspections, due to overdue annual certificates and just prior to arrest, KR class had issued a "Certificate of fitness for voyage" for a single voyage from New Zealand to a repair facility (Singapore).

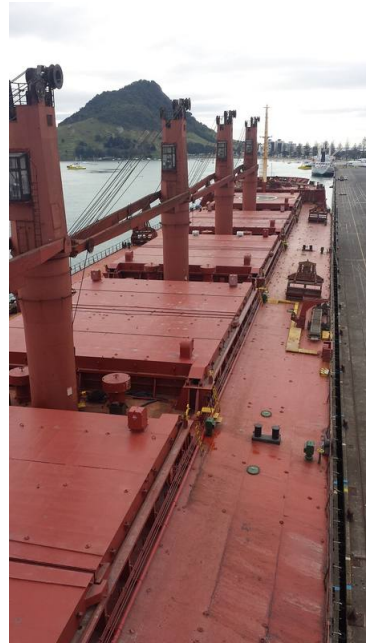
The vessel is lying at the Port of Tauranga, New Zealand. To receive an Invitation to Tender and arrange inspection please contact either:

**John Kearns or Geoff Fraser at Seaboats New Zealand.**

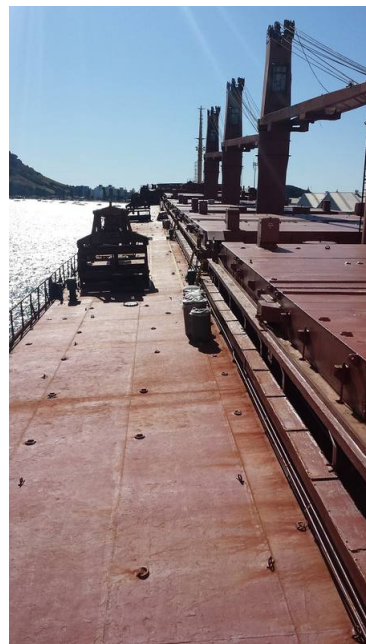
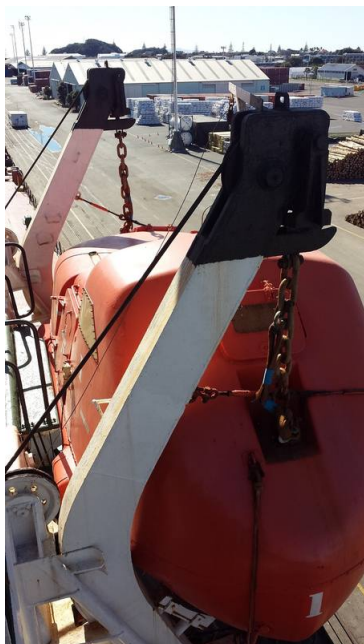
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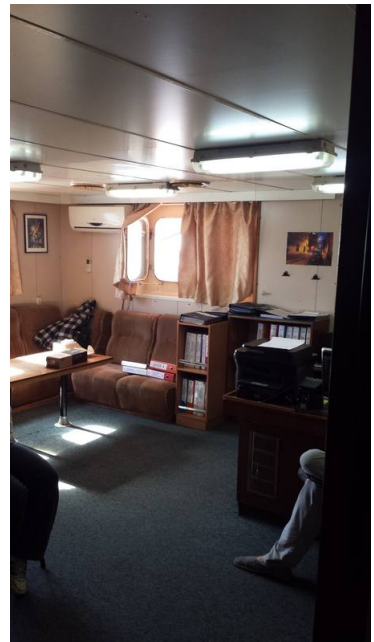
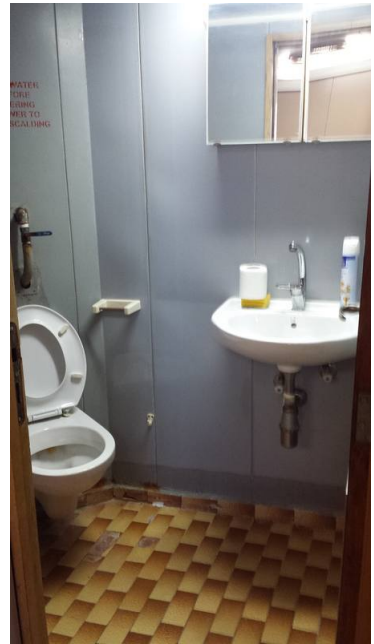














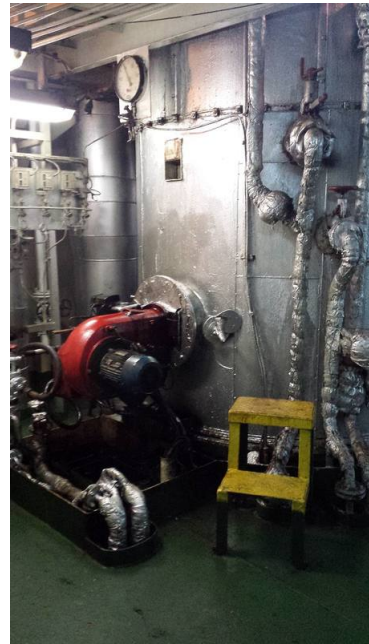


























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