

Builder & Yard	Japan Marine United, Kure, Japan
Flag	Marshall Islands
Hull No	5053
Classification	NK
Last Special Survey	February 2021
Last Dry-docking	February 2021
Owner's P&I Club	The Steamship Mutual Underwriting Association (Bermuda) Limited
Number & Nationality of the crew	19; Filipino
ISO/ISM Approved	Yes; DNV-GL
ITF	Yes
IMO Number	9749257
Call Sign	V7HR6

## Dimensional Particulars (metric tons; meters)

LOA	198.00
LBP	195.00
Moulded Breadth	32.26
Scantling Deadweight	60,309
Scantling Draft	12.936
Registered GRT	34,321
Registered NRT	19,691
Lightship	10,449
Suez GRT	35,017
Suez NRT	32,252
Panama NRT	28,436
Constants	250 (excluding fresh water)
TPC	60.23

## Hold Capacities

	Grain Cub. Meters	Bale Cub. Meters
No 1	14,449	13,452
No 2	15,852	14,890
No 3	15,847	14,872
No 4	15,853	14,871
No 5	15,238	14,269
<b>Totals</b>	<b>77,239</b>	<b>72,354</b>

## Flat Tank Top Dimensions (meters) \*

	Length	Breadth (fore/aft)
No 1	28.80	8.30 / 24.212
No 2	28.80	24.00 / 24.212
No 3	28.80	24.00 / 24.212
No 4	28.80	24.00 / 24.212
No 5	28.80	24.00 / 11.53

\* outside of corrugations; frames; hopper trimming plates

## Hatch Covers

Type	Electric-hydraulic folding, box construction with manual cleats; no loading of any cargo on deck and/or hatch covers	
Hatch Opening Dimensions: (meters)	Length	Breadth
No 1	17.60	17.07
No 2	20.80	18.60
No 3	20.80	18.60
No 4	20.80	18.60
No 5	20.80	18.60

## Distance from Ship's Rail to Hatch Covers/coamings (meters)

No 1	5.80
No 2	6.60
No 3	6.60
No 4	6.60
No 5	6.60

## Cranes

Description	4 x 30mt electric hydraulic driven single jib cranes
Capacity	Safe working load with grabs: 24mt
Max slewing radius	26 meters (at 25°)
Outreach from ship's rail	9.87 meters
Hoisting speed	with grab use 19m/min

## Grabs

Manufacturer	Tobu Jukogyo Co. Ltd; Japan
Description	Radio-controlled grab buckets
Size	12/6 cubic meters
No	4

## Air Draft Dimensions (meters)

Keel to top of Mast		46.11
Waterline to top of Mast	<i>In full ballast condition</i>	37.11
	<i>In light ballast condition</i>	39.62
	<i>In fully laden condition</i>	33.17
Waterline to top of Hatch Coaming basis 50% bunkers	<i>In full ballast condition</i>	12.23
	<i>In light ballast condition</i>	15.37
	<i>In fully laden condition</i>	7.10
Height of hatch above weather deck		2.075

## Engine Equipment

Main Engine	DU-WARTSILA 6RT -flex50-D
-------------	---------------------------

## Speed and Consumption

All "about" basis good weather conditions up to and including Beaufort Force 4, no adverse current, no negative swell, with significant wave height up to 1.25 meters; with a clean bottom and clean vertical sides and clean propeller in an open, deep sea condition with sea water temperature maximum 25C and minimum 3C. Consumption figures are based on fuel with a Low Calorific Value of 40,600kj/kg.  
"About" means: 0.5 knot allowance to be applied for speed; 5% allowance to be applied to bunker consumption

	14k on 25.0mt HFO + 2mt HFO for auxiliaries (laden)
	14k on 20.5mt HFO + 2mt HFO for auxiliaries (in ballast)
	13k on 20.5mt HFO + 2mt HFO for auxiliaries (laden)
	13k on 16.0mt HFO + 2mt HFO for auxiliaries (in ballast)
	12k on 16.0mt HFO + 2mt HFO for auxiliaries (laden)
	12k on 12.0mt HFO + 2mt HFO for auxiliaries (in ballast)
Plus	Additional 2mt HFO/day when exchanging ballast due to operation of 2nd auxiliary engine; or when operating in cold climate
Port Consumption (including boiler but excluding maneuvering)	
Idle	3mt HFO per day
Working	6mt HFO per day
MDO Consumption	2.5mt per month

## Grades of Fuel

Type of Fuel	Residual fuel in accordance with ISO 8217: 2010 RMG 380 with Sulphur content not exceeding 0.5% m/m
	Distillate fuel in accordance with ISO 8217: 2010 DMA with Sulphur content not exceeding 0.1% m/m

## Fuel Tank Capacities

	Metric Tons	Cubic Meters	Basis Percentage
HFO (incl. settling & Service)	1,620	1,795	95%
Diesel Oil (incl. settling & service)	233	272	95%

## Environmental Attributes

NoX Tier II	Yes
Long Range operation with Low Sulphur Diesel Oil	Yes; 230mt in DO Tanks
Low GHG (CO2) Emissions	Yes
Ballast Water Treatment System	Yes <i>JFE Ballast Ace</i>
Hydrodynamic Hull Form Energy Saving Device	Yes
A60 Bulkhead between Hold # 5 & Engine Room	Yes

## Additional Vessel Characteristics

Suez Canal Fitted	Yes
Panama Canal Fitted	Yes
CO2 Equipped	Yes; all holds and engine room
Loading Alternate Holds	Yes
Fresh Water Evaporator	Yes; 20mt per day
Australian Hold Ladder Fitted	Yes

Please note that the information about all vessels on this document, including without limitation any vessel descriptions, is for information purposes only. Any risk arising from the use of the information shall rest with the recipient and nothing herein shall be construed as constituting any kind of warranty.