	M/X	WADI FERAN
1 1		
	VESSEL'S NAME	MV WADI FERAN
1	OWNER	NATIONAL NAVIGATION CO.,
	OTTLE	4 ELHEGAZ ST.,ROXY - HELIOPOLIS
		CAIRO - EGYPT
		TEL: (202) 24525575
		FAX: (202) 24526171 / 24526172
2	PROJECT NO.	TLX: 2834/2835 S-1326 STX
_	OFFICIAL NUMBER	9255
Ŭ	OT FORE NUMBER	9200
4	BUILDING HISTORY	
	FABRICATING DATE	27th APR, 2010
	KEEL LAY	30th JUNE 2010
	LAUNCHING DATE	10th NOV., 2010
	DELIVERY DATE	14th JAN, 2011
1	BUILDING YARD	STX OFFSHORE & SHIPBUILDING LTD., CO.
5	PORT OF REGISTERY / registery No.	ALEXANDRIA / 3631
	SIGN LETTER	6AGR
-	LLOYD'S REGISTER NO./IMO no.	9460083
	TYPE OF SHIP	BULK CARRIER
	TYPE OF FREE BOARD	B-60
10	CLASS NOTATION	LR +100A1 BULK CARRIER, CSR, BC-A
Ш		(HOLDS NO.2 AND 4 MAY BE EMPTY),
Ш		GRAB [20], LI, *IWS, SHIPRIGHT (CM),
		+LMC, ESP, UMS WITH DESCRIPTIVE NOTES
		"PT.HT., SHIPRIGHT (SCM, BWMP (F))"
-	KIND OF GARGO	COAL, IRON ORE, GRAIN, STEEL COIL
	DEAD WEIGHT (Approx.)	57,281.9 TONS
	LIGHT WEIGHT GROSS TONNAGE 1965	10,513.60 TONS 33234.03 TONS
-	NET TONNAGE 1965	22236.02 TONS
_	INTERNATIONAL GROSS TONNAGE 1969	33.295 TONS
-	INTERNATIONAL NET TONNAGE 1969	19,294 TONS
	SUEZ CANAL GROSS TONNAGE	34,640.94 TONS
19	SUEZ CANAL NET TONNAGE	30,802.21 TONS
20	PANAMA CANAL GROSS TONNAGE	110,662 CUB.M (Total Volume)
21	PANAMA CANAL NET TONNAGE	27,595 TONS
_	LENGTH O.A	190.00 m
	BREADTH (MLD)	32.26 m
	DRAFT	13.00 m (Summer S.W)
_	DEPTH (MLD)	18.50 m
	LENGHT B.P TROPICAL DRAFT	183.30 m
	WINTER DRAFT	13.271 m 12.729 m
_	FRESH DRAFT	13.296 m
	TROPICAL FRESH DRAFT	13.567 m
	HATCH COAMING HEIGHT(fm main deck to face	
L	plate of h.coaming)	
П	* All Holds	1.4 m
	HEIGHT EDOM KEEL TO	
32	HEIGHT FROM KEEL TO :	25 544 m /Foro most and)
Н	* MAST END * ANNTENA END	35.544 m (Fore mast end) 48.483 m (Radar mast end)
33	HOLDS / HATCHES	Five / Five
Ť		
34	HATCH COVERS	Electro-hydraulic folding type hatch cover
	Dimension of h. cover no.1	18.04m(L) x 18.26m(B), (2A+2F)
	Dimension of h. cover no.from 2 -5	19.68m(L) x 18.26m(B), (2A+2F)
35	HEIGHT FM BASE LINE TO TOP FACE PLATE	
	OF HATCH COVER	
1		21.310m (at ship center from base line)
П	* ALL HOLDS (1,2,3,4,5)	
26	, ,	
36	AIR DRAFT	
36	AIR DRAFT (DEFINITION: DISTANCE FROM WATER LINE	
36	AIR DRAFT	hold no.1 no.2 no.3 no.4 no.5
36	AIR DRAFT (DEFINITION: DISTANCE FROM WATER LINE TO HATCH COVER)	hold no.1 no.2 no.3 no.4 no.5 16.20 m 15.82m 15.45m 15.08m 14.71m
36	AIR DRAFT (DEFINITION: DISTANCE FROM WATER LINE	hold no.1 no.2 no.3 no.4 no.5 16.20 m 15.82m 15.45m 15.08m 14.71m
	AIR DRAFT (DEFINITION: DISTANCE FROM WATER LINE TO HATCH COVER) A) LIGHT BALLAST (DRAFT 5.939 MTR)	
	AIR DRAFT (DEFINITION: DISTANCE FROM WATER LINE TO HATCH COVER) A) LIGHT BALLAST (DRAFT 5.939 MTR) (NORMAL BALLAST DEPARTURE COND.)	16.20 m 15.82m 15.45m 15.08m 14.71m

<u>_</u>		<u>_</u>
(HOMO. SCANTLING DEPARTURE COND.)		
OZ DEDMICOUDI E L CADINO		
37 PERMISSIBLE LOADING		
D.B.T TOP HOLD NO.1	24 TON/M ²	
D.B.T TOP HOLD NO.2	18 TON/M ²	
D.B.T TOP HOLD NO.3	24 TON/M ²	
D.B.T TOP HOLD NO.4	18 TON/M ²	
D.B.T TOP HOLD NO.5	24 TON/M ²	
UPPER DECK	4.0 TON/M ²	
HATCH COVER	3.5 TON/M ²	
(DESIGN NOT ALLOWED FOR STOWING		
CARGO)		
STOWAGE FACTORS	SF=12, 50, 55 & 60	
T.P.C	57.3 tons/cm (At 13.0M - moulded)	
38 HOLDS MEASUREMENTS	L X (BA X BF) X MAIN DECK	
HOLD NO.1 (ABOUT)	29.52 X (31.87 X 16.99) X 18.5	
HOLD NO.2 (ABOUT)	29.52 X (31.87 X 16.99) X 18.5	
HOLD NO.3 (ABOUT)	29.52 X (32.26 X 31.67) X 18.5	
HOLD NO.4 (ABOUT)	29.52 X (32.26 × 32.26) X 18.5	
HOLD NO.5 (ABOUT)	29.52 X (32.05 X 32.26) X 18.5	
HOLD NO.3 (ABOUT)	25.52 A (14.10 A 32.03) A 10.3	
HOLDS CLEAR AREA		
	AFT X FRD X L (MTR)	
HOLD NO.1	23.24 X 6.64 X 29.52	
HOLD NOS. 2, 3 & 4	23.24 X 23.24 X 29.52	
HOLD NO. 5	8.30 X 23.24 X 29.52	
HOLDS INSIDE SURFACE AREA		
(including Tank Top Plate)		
LIGIT NO. 4	OTOS O CO MED	
HOLD NO.1	2709.8 SQ.MTR	
HOLD NO.2	3046 SQ.MTR	
HOLD NO.3	2969 SQ.MTR	
HOLD NO.4	3061.1 SQ.MTR	
HOLD NO.5	2821.1 SQ.MTR	
39 DOUBLE BOTTOM HEIGHT	1.8 m	
	117.11	
40 HOLDS CAPACITIES		
	(BALES)/CUB.MTR L.C.G/MTR V.C.G/MTR	
HOLD NO.1 13618.4	13099.88 158.58 10.79	
HOLD NO.2 14855.6	14289.97 129.69 10.516	
HOLD NO.3 14283.5	13739.65 100.71 10.548	
HOLD NO.4 14869.4 HOLD NO.5 14290.1	14303.24 71.69 10.517	
TOTAL 71917.1	13746 42.35 10.844 69178.74 91.663 10.640	
101AL 71917.1	91.003 10.040	
41 TANKS (IN TONS)		
HEAVY FUEL OIL TANKS	1460.2 tons (98% full)	
DIESEL OIL TANKS	300 tons (98% full)	
LUBRICATING OIL TANKS	109.5 tons (98% full)	
FRESH WATER TANKS	509.2 tons (100% full)	
42 GENERAL CAPACITIES		
12 GENERAL CAPACITIES		
BALE	69178.74 CUB.MTR	
GRAIN	71917.1 CUB.MTR	
BALLAST	16179.7 CUB.MTR(EXCL.HOLD NO.3)	
CONSTANT	350.0 tons	
	000.0 10110	

II diin - Manda	D61 M4-	D	Descharish	
Loadline Mark	Draft Mtr	Draft Ft	Deadweight	
Tropical Fresh	13.567	44.451	58,802.8	
Fresh Tropical	13.296	43.62	57,284.3	
Summer	13.271 13.000	43.54 42.65	58,835.8 57,281.9	
Winter	12.729	41.76	55,730.5	
winter	12.729	41.70	55,750.5	
14 CRANES			- FOUR(4), DECK CRANES ELEC. HYDRAULIC SINGLE	
			JIB TYPE, 30MT SWL WITHOUT GRAB(24MT SWL	
			WITH GRAB)	
			- CAN BE OPERATED SIMULTANEOUSLY AT RATED	
			LOAD AND SPEED FOR ALL THREE(3) MOTIONS	
			(HOISTING/SLEWING/LUFFING)	
			TWO(2) PROVICION CRANES ELECTVE	
			-TWO(2) PROVISION CRANES-ELEC.TYPE 2.0 MT SWL	
1			-TWO (2) F.O HOSE HANDLING CRANE	
			0.5 MT SWL (STBD & PORT SIDE)	
			1	
15 CRANES OUTREACH			26 m (from the center line of the vessel)	
			Crane outreach out side the vessel edge = 9.87 m	
46 GRABS			SELF HYDRAULIC - REMOTE CONTROL TYPE	
			Number of grabs 4 grabs	
			The weight of grabs 9000 kg each	
			VOLUME: 12M3 / 7M3	
GRABS CAPACITY			AT 12M3: DENSITY = 0.1 T/M3 ~ 1.2 T/M3	
			MATERIAL WEIGHT: 14,400 KG	
			AT 7M2. DENOITY 4.2 T/M2. 2 T/M2	
			AT 7M3: DENSITY = 1.2 T/M3 ~ 2 T/M3	
			MATERIAL WEIGHT: 14,000 KG	
17 MASTS				
			Fore Mast (1), Radar Mast (1), Lightining post (2), Inmarsat post (1)	
18 DECKS NO. (DK HOUSI	Ξ)		5 DECKS	
19 CLEAR DECK SPACE			UPPER ~ A DECK: 3,300MM	
			A DECK ~ B DECK: 3,200MM	
			B DECK ~ C DECK: 3,200MM C DECK ~ NAV. DECK: 3,200MM	
			NAV. DECK ~ COM. DECK: 2,850MM	
			The state of the s	
0 MAIN ENGINE TYPE			MAN-B&W 6S50MC-C(MARKVII)	
			TWO(2) STROKE, SINGLE ACTING, CROSS HEAD, DIRECT	
			REVERSIBLE TYPE	
			ENGINE WITH EXHAUST GAS TURBOCHARGER AND	
			AIR COOLER	
51 ENGINE CLASS			LLOYD'S REGISTER	
52 BARRING RANGE			53-64	
PROPELLER			FIXED PITCH PROPELLER, FOUR(4) BLADES DIA. 6.0 M PITCH (
54 MAX BHP			0.7 R) ; 4089.2 MM, (Mean Pitch 3882 mm) 12.900 BHP x 127RPM (9.480KW)	
55 NCR (CONTINOUS RUI	INING/		11,610 BHP x 127.RPM (9,480KW)	
STACK (CONTINOUS KUI	1111110)		11,010 Dill X 122.0 IXI W (0,002 KW)	
56 MANOEUVERING R.P.N	1			
FULL AHEAD	=		105 RPM	
HALF AHED			85 RPM	
SLOW AHEAD			69 RPM	
FULL ASTERN			105 RPM	
			85 RPM	
HALF ASTERN				

SPEEDICONSUMPTION a Consumption for Speed at Heavy Ballast. Speed: 13.5 Knots "VLSFO Consumption 29.5 T/Day "Aux Engines VLSFO 2.5 T/Day for exchange ballast and/or Crago Holds classing (as per Deck Logbook) "Average LSMGO 0.2 T/Day Consumption for Speed at Full Load Speed: 13.0 Knots "VLSFO Consumption 29.5 T/Day "Average LSMGO 0.2 T/Day "Aver			T	
a Consumption for Speed at Heavy Ballast Speed: 13.5 Knots "VLSFO Consumption 29.5 T/Day "Aux Engines VLSFO 2.5 T/Day for exchange ballast and/or Crago Holds cleaning (as per Deck Logbook) "Average LSMGO 0.2 T/Day D Consumption for Speed at Full Load Speed: 13.0 Knots "VLSFO Consumption 29.5 T/Day "Average LSMGO 0.2 T/D About 1.0 Ton / One Hour (LSMGO) (Maneouvering Gonsumption, About 1.0 Ton / One Hour (LSMGO) (Maneouvering ime calculate per Bill log book) AT PORT Consumption (without cranes operating) "Aux Engine LSMGO 2.5 T/Day Plus: "Aux Engine LSMGO 1.0 T/Day (for ballast or De-ballast as per Deck Logbook) "AUX. Boiler VLSFO 1.4 T/Day "AUX.	57	SPEED/CONSUMPTION	AT SEA	
*VLSFO Consumption 29.5 T/Day *Aux Engines VLSFO 2.5 T/Day for exchange ballast and/or Crage Holds cleaning (as per Deck Logbook) *Average LSMGO 0.2 T/Day *Consumption for Speed at Full Load Speed: 13.0 Knots *VLSFO Consumption 29.5 T/Day *Average LSMGO 0.2 T/Day *Average LSMGO 0.2 T/Day *Consumption for Eco. Speed Speed: 11.5 Knots *VLSFO Consumption 27.0 T/D *Average LSMGO 0.2 T/D About 1.0 Ton / One Hour (LSMGO) (Maneouvering Consumption About 1.0 Ton / One Hour (LSMGO) (Maneouvering ime calculate per Bill log book) AT PORT *Consumption (without cranes operating) *Aux Engine LSMGO 1.0 T/Day (for ballast or De-ballast as per Deck Logbook) *Aux Engine LSMGO 1.0 T/Day *Aux Engine LSMGO 5.0 T/Day *AUX. Boller VLSFO 1.4 T/Day *AUX. Boller VLSFO 1.4 T/Day *AUX. Boller VLSFO 1.4 T/Day (THE AVM SPEEDS & CONSUMPTIONS BASED ON SEA SCALE "BEAUFORT 4.") *TWO Aux Engines LSMGO 5.0 T/Day *AUX. Boller VLSFO 1.4 T/Day *AUX. Boller VLSFO 1	0,	OF ELD/OUNGOIN TION	AT OCA	
*Aux Engines VLSFO 2.5 T/Day for exchange ballast and/or Crago Holds cleaning (as per Deck Logbook) *Average LSMGO 0.2 T/Day b Consumption for Speed at Full Load Speed: 13.0 Knots *VLSFO Consumption 29.5 T/Day *Average LSMGO 0.2 T/Day *Average LSMGO 0.2 T/Day c Consumption for Eco. Speed Speed: 11.5 Knots *VLSFO Consumption 27.0 T/D *Average LSMGO 0.2 T/D About 1.0 Ton / One Hour (LSMGO) (Maneouvering ime calculate per Bill log book) AT PORT Consumption (without cranes operating) *Aux Engine LSMGO 0.2 T/Day Plus: *Aux Engine LSMGO 1.0 T/Day (for ballast or De-ballast as per Deck Logbook) AUX. Boller VLSFO 1.4 T/Day *AUX. Boller VLSFO 1.4 T/Day (THE A/M SPEEDS & CONSUMPTIONS BASED ON SEA SCALE "BEAUFORT 4.") *I WOUNT FOR THE A/M SPEEDS & CONSUMPTIONS BASED ON SEA SCALE "BEAUFORT 4.") *I HEAVY FUEL OIL *VLSFO RMG 380" MAX 0.5% Sulphur content Min Kinematic viscosity 650°C 80 est Spees: ISO 8217: 2010 4th Edition (Blended Fuel is completely not accepted) LSMGO MAX 0.1% Sulphur or identified by latest regulations. *I MARPOL Annex VI - Regulation 14 Sailing in special areas as above EU dirctives 2005/33/EC should contain a specified amount of Sulphur or identified by latest regulations. B) MARPOL Annex VI - Regulation 18: MARPOL - Complant Bunker Delivery Note (BDN) to be submitted to the Vessel.	а	Consumption for Speed at Heavy Ballast		
*Aux Engines VLSFO 2.5 T/Day for exchange ballast and/or Crago Holds cleaning (as per Deck Logbook) *Average LSMGO 0.2 T/Day *Consumption for Speed at Full Load Speed: 13.0 Knots *VLSFO Consumption 29.5 T/Day *Average LSMGO 0.2 T/Day *Average LSMGO 0.2 T/Day *Consumption for Eco. Speed Speed: 11.5 Knots *VLSFO Consumption 27.0 T/D *Average LSMGO 0.2 T/D *Aux Engine LSMGO 1.0 T/Day (for ballast or De-ballast as per Deck Logbook) *AUX. Boller VLSFO 1.4 T/Day				
Crago Holds cleaning (as per Deck Logbook) Average LSMGO 0.2 t/Day Deconsumption for Speed at Full Load Speed: 13.0 Knots *VLSFO Consumption 29.5 t/Day *Average LSMGO 0.2 t/Day *Average LSMGO 0.2 t/Day Consumption for Eco. Speed Speed: 11.5 Knots *VLSFO Consumption 27.0 t/D Average LSMGO 0.2 t/D Average LSMGO		Speed: 13.5 Knots	* VLSFO Consumption 29.5 T/Day	
Crago Holds cleaning (as per Deck Logbook) Average LSMGO 0.2 t/Day Deconsumption for Speed at Full Load Speed: 13.0 Knots *VLSFO Consumption 29.5 t/Day *Average LSMGO 0.2 t/Day *Average LSMGO 0.2 t/Day Consumption for Eco. Speed Speed: 11.5 Knots *VLSFO Consumption 27.0 t/D Average LSMGO 0.2 t/D Average LSMGO				
*Average LSMGO 0.2 T/Day Consumption for Speed at Full Load Speed: 13.0 Knots *VLSFO Consumption 29.5 T/Day *Average LSMGO 0.2 T/Day Consumption for Eco. Speed Speed: 11.5 Knots *VLSFO Consumption 27.0 T/D *Average LSMGO 0.2 T/D About 1.0 Ton / One Hour (LSMGO) (Maneouvering Consumption, About 1.0 Ton / One Hour (LSMGO) (Maneouvering time calculate per Bill log book) AT PORT Consumption (without cranes operating) *Aux Engine LSMGO 2.5 T/Day Flus: *Aux Engine LSMGO 1.0 T/Day (for ballast or De-ballast as per Dock Logbook) - AUX. Boiler VLSFO 1.4 T/Day Consumption (with cranes operating) *Two Aux Engines LSMGO 5.0 T/Day - AUX. Boiler VLSFO 1.4 T/Day (THE AVM SPEEDS & CONSUMPTIONS BASED ON SEA SCALE "BEAUFORT 4") *VLSFO "RMG 380" MAX 0.5% Sulphur content Min. Kinematic viscosity, wiscosity, wiscosi				
b Consumption for Speed at Full Load Speed: 13.0 Knots *VLSFO Consumption 29.5 T/Day *Average LSMGO 0.2 T/Day Consumption for Eco. Speed Speed: 11.5 Knots *VLSFO Consumption 27.0 T/D *Average LSMGO 0.2 T/D About 1.0 Ton / One Hour (LSMGO) (Maneouvering time calculate per Bill log book) AT PORT Consumption (without cranes operating) ALIX Engine LSMGO 2.5 T/Day Plus: *Aux Engine LSMGO 1.0 T/Day (for ballast or De-ballast as per Deck Logbook) Consumption (with cranes operating) *AuX Engine LSMGO 5.0 T/Day *AuX Engine LSM			Crago Holds cleaning (as per Deck Logbook)	
b Consumption for Speed at Full Load Speed: 13.0 Knots *VLSFO Consumption 29.5 T/Day *Average LSMGO 0.2 T/Day Consumption for Eco. Speed Speed: 11.5 Knots *VLSFO Consumption 27.0 T/D *Average LSMGO 0.2 T/D About 1.0 Ton / One Hour (LSMGO) (Maneouvering time calculate per Bill log book) AT PORT Consumption (without cranes operating) ALIX Engine LSMGO 2.5 T/Day Plus: *Aux Engine LSMGO 1.0 T/Day (for ballast or De-ballast as per Deck Logbook) Consumption (with cranes operating) *AuX Engine LSMGO 5.0 T/Day *AuX Engine LSM			* Average I SMCO 0.2 T/Day	
Speed: 13.0 Knots *VLSFO Consumption 29.5 T/Day *Average LSMGO 0.2 T/Day Consumption for Eco. Speed Speed: 11.5 Knots *VLSFO Consumption 27.0 T/D Average LSMGO 0.2 T/D Average LSMGO 0.2 T/D About 1.0 Ton / One Hour (LSMGO) (Maneouvering time calculate per Bill log book) AT PORT Consumption (without cranes operating) *Aux Engine LSMGO 2.5 T/Day Plus: *Aux Engine LSMGO 1.0 T/Day (for ballast or De-ballast as per Deck Logbook) AUX. Boiler VLSFO 1.4 T/Day Consumption (with cranes operating) *Two Aux Engines LSMGO 5.0 T/Day *AUX. Boiler VLSFO 1.4 T/Day (THE A/M SPEEDS & CONSUMPTIONS BASED ON SEA SCALE "BEAUFORT 4") *TWO AUX Engines LSMGO 5.0 T/Day *AUX. Boiler VLSFO 1.4 T/Day (THE A/M SPEEDS & CONSUMPTIONS BASED ON SEA SCALE "BEAUFORT 4") *Spees: SD 6271* 2010 4th Edition (Gleraded Fuel is completely not accepted) LSMGO MAX 0.1% Sulphur content Spees: SD 6217* 2010 4th Edition (Gleraded Fuel is completely not accepted) LSMGO MAX 0.1% Sulphur content Spees: SD 6217* 2010 4th Edition MGO DMA *N.B.; A) designated by latest regulation 1s: 1. MARPOL Annex VI - Regulation 14 Sailing in special area 2. As Marine Gas Oil (MGO) used in special areas as above EU directives 2005/33/EC should contain a specified amount of Sulphur or identified by latest regulations. B) MARPOL Annex VI - Regulation 18: B) MARPOL - Compliant Bunker Delivery Note (BDN) to be submitted to the Vessel. REF MEC-Lifer. BY/SAGAd1:			Average LSMIGO 0.2 17Day	
Speed: 13.0 Knots 'VLSFO Consumption 29.5 T/Day 'Average LSMGO 0.2 T/Day Consumption for Eco. Speed Speed: 11.5 Knots 'VLSFO Consumption 27.0 T/D 'Average LSMGO 0.2 T/D About 1.0 Ton / One Hour (LSMGO) (Maneouvering time calculate per Bill log book) AT PORT Consumption (without cranes operating) 'Aux Engine LSMGO 2.5 T/Day Plus: 'Aux Engine LSMGO 1.0 T/Day (for ballast or De-ballast as per Deck Logbook) AUX. Boiler VLSFO 1.4 T/Day Consumption (with cranes operating) 'Two Aux Engines LSMGO 5.0 T/Day AUX. Boiler VLSFO 1.4 T/Day (THE AVM SPEEDS & CONSUMPTIONS BASED ON SEA SCALE "BEAUFORT 4") WLSFO "RMG 380" MAX 0.5% Sulphur content Min. Kinematic viscosity @50°C:80 cst Spees: 150 8247: 2010 4th Edition (Glended Fuel is completely not accepted) LSMGO MAX 0.1% Sulphur content Spees: ISO 8247: 2010 4th Edition (Glended Fuel is completely not accepted) LSMGO MAX 0.1% Sulphur content Spees: ISO 8247: 2010 4th Edition MGO DMA N.B.: A) designated by latest regulation 18: Spees: ISO 8247: 2010 4th Edition MGO DMA N.B.: A) designated by latest regulations: 1. MARPOL Annex VI - Regulation 14 Sailing in special areas as above EU directives 2005/33/EC should contain a specified amount of Sulphur or identified by latest regulations. B) MARPOL Annex VI - Regulation 14 Sailing in special areas as above EU directives 2005/33/EC should contain a specified amount of Sulphur or identified by latest regulations. B) MARPOL Annex VI - Regulation 18: MARPOL - Compliant Bunker Delivery Note (BDN) to be submitted to the Vessel.	b	Consumption for Speed at Full Load		
Average LSMGO 0.2 T/Day Consumption for Eco. Speed Speed: 11.5 Knots VLSFO Consumption 27.0 T/D Average LSMGO 0.2 T/D About 1.0 Ton / One Hour (LSMGO) (Maneouvering time calculate per Bill log book) AT PORT Consumption (without cranes operating) Aux Engine LSMGO 2.5 T/Day Plus: Aux Engine LSMGO 1.0 T/Day (for ballast or De-ballast as per Deck Logbook) AUX. Boiler VLSFO 1.4 T/Day Consumption (with cranes operating) Two Aux Engines LSMGO 5.0 T/Day AUX. Boiler VLSFO 1.4 T/Day (THE A/M SPEEDS & CONSUMPTIONS BASED ON SEA SCALE "BEAUFORT 4") (SFO 'RMG 380" MAX 0.5% Sulphur content Min. Kinematic viscosity @50"C:80 cst Spees: ISO 8217: 2010 4th Edition (Blended Fuel is completely not accepted) LSMGO MAX 0.1% Sulphur content Spees: ISO 8217: 2010 4th Edition (Blended Fuel is completely not accepted) LSMGO MAX 0.1% Sulphur content Spees: ISO 8217: 2010 4th Edition (Blended Fuel is completely not accepted) LSMGO MAX 0.1% Sulphur content Spees: ISO 8217: 2010 4th Edition MGO DMA N.B.: A) designated by latest regulations: 1- MARPOL Annex VI - Regulation 14 Sailing in special area 2- As Marine Gas Dil (MGO) used in special areas as as above EU dirctives 2005/33/EC should contain a specified amount of Sulphur or identified by latest regulations. B) MARPOL - Compliant Bunker Delivery Note (BDN) to be submitted to the Vessel. REF MEPC-Lifer. AFS/MAGAL1:				
Consumption for Eco. Speed Speed: 11.5 Knots *VLSFO Consumption 27.0 T/D *Average LSMGO 0.2 T/D About 1.0 Ton / One Hour (LSMGO) (Maneouvering time calculate per Bill log book) AT PORT Consumption (without cranes operating) *Aux Engine LSMGO 2.5 T/Day Plus: *Aux Engine LSMGO 2.5 T/Day Plus: *Aux Engine LSMGO 1.0 T/Day (for ballast or De-ballast as per Deck Logbook) *AUX. Boiler VLSFO 1.4 T/Day *AUX. Boiler VLSFO 1.4 T/Day *AUX. Boiler VLSFO 1.4 T/Day (THE AM SPEEDS & CONSUMPTIONS BASED ON SEA SCALE "BEAUFORT 4") **USFO **RMG 380" MAX 0.5% Sulphur content Min.Kinematic viscosity @50"C:80 ESO #3217: 2010 4th Edition (Blended Fuel is completely not accepted) **USFO **RMG 380" MAX 0.5% Sulphur content Min.Kinematic viscosity @50"C:80 ESO #3217: 2010 4th Edition (Blended Fuel is completely not accepted) **N.B.: A) designated by latest regulations: 1- MARPOL Annex VI - Regulation 14 Salling in special area 2- As Marine Gas Oil (MGO) used in special area as a shove EU dirctives 2005/33/EC should contain a specified amount of Sulphur or identified by latest regulations. B) MARPOL - Compliant Bunker Delivery Note (BDN) to be submitted to the Vessel. REF MEPOL - Compliant Bunker Delivery Note (BDN) to be submitted to the Vessel.		Speed: 13.0 Knots	* VLSFO Consumption 29.5 T/Day	
Consumption for Eco. Speed Speed: 11.5 Knots *VLSFO Consumption 27.0 T/D *Average LSMGO 0.2 T/D About 1.0 Ton / One Hour (LSMGO) (Maneouvering time calculate per Bill log book) AT PORT Consumption (without cranes operating) *Aux Engine LSMGO 2.5 T/Day Plus: *Aux Engine LSMGO 2.5 T/Day Plus: *Aux Engine LSMGO 1.0 T/Day (for ballast or De-ballast as per Deck Logbook) *AUX. Boiler VLSFO 1.4 T/Day *AUX. Boiler VLSFO 1.4 T/Day *AUX. Boiler VLSFO 1.4 T/Day (THE AM SPEEDS & CONSUMPTIONS BASED ON SEA SCALE "BEAUFORT 4") **USFO **RMG 380" MAX 0.5% Sulphur content Min.Kinematic viscosity @50"C:80 ESO #3217: 2010 4th Edition (Blended Fuel is completely not accepted) **USFO **RMG 380" MAX 0.5% Sulphur content Min.Kinematic viscosity @50"C:80 ESO #3217: 2010 4th Edition (Blended Fuel is completely not accepted) **N.B.: A) designated by latest regulations: 1- MARPOL Annex VI - Regulation 14 Salling in special area 2- As Marine Gas Oil (MGO) used in special area as a shove EU dirctives 2005/33/EC should contain a specified amount of Sulphur or identified by latest regulations. B) MARPOL - Compliant Bunker Delivery Note (BDN) to be submitted to the Vessel. REF MEPOL - Compliant Bunker Delivery Note (BDN) to be submitted to the Vessel.				
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58 MARINE DIESEL OIL LSMGO MAX 0.1% Sulphur content Spees: ISO 8217:2010 4th Edition MGO DMA N.B.: A) designated by latest regulations: 1- MARPOL Annex VI - Regulation 14 Sailing in special area 2- As Marine Gas Oil (MGO) used in special areas as above EU dirctives 2005/33/EC should contain a specified amount of Sulphur or identified by latest regulations. B) MARPOL Annex VI - Regulation 18: MARPOL - Compliant Bunker Delivery Note (BDN) to be submitted to the Vessel. REF MEPC.1/Circ.875/Add.1:	Н			
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Owner requires COW to be copied to Snip's Master/Chief Eng at least 24 HRS prior bunker supply.			to /Ohiof Fara at least 04 UPO mile.	
		Owner requires <u>COQ</u> to be copied to Ship's Mas	ter/Cniet Eng at least 24 HKS prior bunker supply.	<u> </u>

9 LUB OIL	MAINLE O CHMP TANK (44 000 LITER)	
	MAIN L.O SUMP TANK (14,080 LITER)	
0 FRESH WATER ALLOWANCE	296 mm	
FRESH WATER CONS.	20 TON/DAY	
1 PROPELLER PITCH	MEAN PITCH: 3,882 MM, 0.7R (fixed), 4089.2 mm	
2 SLIP	(M/E SPEED - SHIP SPEED) ÷ (M/E SPEED)	
3 AUXILARIES	THREE STX MAN B&W 6L16/24 730 (895 BHP)	
	AT 1,200 RPM, OUTPUT OF 625 KW	
4 BOILERS	ONE COMPOSITE BOILER VERTICAL, FORCED DRAFT,	
	MARINE BOILER WITH	
	AUTO COMBUSTION DEVICE AND FEED WATER REGULATOR	
	STEAM OUTPUT: 1,200KG/H FOR OIL FIRED SECTION	
	1,200 KG/H FOR EXH. GAS SECTION AT NCR OF M/E	
5 EM'CY DIESEL GENERATOR	ONE DIESEL GEN. 188 BHP x 1,800 RPM	
	OUTPUT: 120KW	
6 LIFE BOATS	-ONE(1) FREE FALL LIFE BOAT, 32 PERSONS	
	-ONE(1) RESCUE BOAT 6 PERSONS (5 seats, 1 lying)	
7 RADARS	9ft X-BAND RADAR with ARPA	
	Transmitting frequency: 9410 ± 30 MHz	
	Transmitter output : 25kW	
	12ft S-BAND RADAR with ARPA	
	Transmitting frequency: 3050 ± 20 MHz	
	Transmitter output : 30kW	
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8 MAIN RADIO	250W MF/HF RADIO EQUIPMENT	
9 CO2	TOTAL FLOODING SYSTEM IN E/R & CARGO HOLDS	
0 ACCOMMODATION	32 for total persons + 6 Persons (Suez Canal)	
1 HOLD LADDER (AWHL)	VESSEL EQUIPPED WITH IT	
2 CREW MEMBERS	32 PERSON + (SUEZ CREW: 6PERSONS)	
3 P & I CLUB	AMERICAN STEAMSHIP	
J. G. OLOB	AWELVIOUR STEAMOURE	