



32.000 DWT “LOGGER TYPE”

MAIN PARTICULARS:

Loa/beam/depth moulded/LBP: 177.50/28.20/14.20/168.0
Summer deadweight/draft/TPC/TPI: 31957.5/10.0//45.0
Summer timber deadweight: 32,404.7
Winter deadweight/draft: 31021.8/9.792
Tropical deadweight/draft: 32899.8/10.209
International gross/net: 19,994/10,883
Suez net/Panama net: 18212.87 / 16732
Constants excl. freshwater: abt 350mt
Freshwater capacity: 345 cbm (100%)
DWAT Panama (dead weight all told): Max. Draft 10.15
Confirm vsl holding dual load line: Yes
Lightweight: 8458.2

CARGO SPACE/HATCHES:

Number of holds/hatches: 5/5
Grain/bale cap each hold (including hatch) in CBM:
No 1: 6,810.6 / 6,470.09 cbm
No 2: 9,075.4 / 8,621.61
No 3: 8,999.3 / 8,549.31
No 4: 8,999.3 / 8,549.31
No 5: 8,121.6 / 7,715.57
Ttl 42,006.2 / 39,905.89 cbm

Corruations vertical or horizontal: Vertical with upper and lower stool
Natural or mechanical ventilation in holds: Natural and Mechanical

Holds are CO2 fitted: Yes

Strengthened for carriage of heavy cargoes in alternate holds: Yes
If yes, which holds may be left empty: Holds 2 and 4

Is vsl grain fitted in accordance with SOLAS 1974 and/or later amendments without requiring bagging/strapping/securing when fully laden with grain: Yes, in accordance with CIMO Resolution MSC. 23(59) The International Grain Code

Number of holds that may be left slack without requiring bagging/strapping/securing: Holds 2,3,4 sub stability

Type of hatchcovers: Trans folding double skin construction.

Confirm hatches are fitted with permanent cement holes: Yes

If yes pls advise number, dimensions and location each hatch:

3 holes each hatch cover , 68 mm diameter , located 1 fwd portside,
1 in the middle and 1 in aft stbd side of each hatch cover

Is the vsl log fitted: Yes

Confirm whether vsl fitted W.W.F (Australian hold ladders): Yes as per AMSA
Marine Order Part 32

A Length/beam of each tanktop Length/Beam

No 1. 23.2m / B 20.0m(aft) / B 5.0m(fwd)

No 2. 27.0m / 20.0m

No 3. 27.0m / 20.0m

No 4. 27.0m / 20.0

No 5. 26.2m / B 2.6m(aft) / B 20.0m(fwd)

B Length/beam of each hatch Length/Beam

No 1. 14.4m / 15.2m

No 2. 19.2 / 16.8m

No 3. 19.2 / 16.8m

No 4. 19.2 / 16.8m

No 5. 19.2 / 16.8m

C Strength of hatch covers: abt 3.5 ts/m² for timber loading.

D Strength of tanktops: abt 20ts/m² for all holds

E Strength of deck: abt 4.0 ts/m²

F Distance keel to highest point on vessel: 45.60m

G Distance fwd hatch coaming 1st hatch-aft
hatch coaming last hatch: 18.7m / 32.3m

H Distance from railing to hatch coaming each side: 5.7m

I Waterline to top of hatch coaming in heavy ballast condition (no.3 full
in ballast):

A. No.1 Hatch 9.71m

B. No.2 Hatch 9.09m

C. No.3 Hatch 8.87m

D. No.4 Hatch 8.64m

E. No.5 Hatch 8.42m

Number/type of hold cleaning equipment:

CRANES AND GRABS:

Number/make/type of cranes: 4 / SCM Crane @ 30SWL
State whether cranes are single, double or four ropes: Single
Maximum lifting cap per crane: 30 MT (hook ops) 24 mt (grab ops)
Maximum combined lifting cap for 2 cranes: N/A
State crane jib length: 24m
Pedestal height (above main deck): abt10.0m
Hoisting speed empty: variable
Hoisting speed laden: variable
Lowering speed: variable
Slewing speed: variable

If available, Luffing speed: variable
(due to various changes in crane parts and motors, speed of crane hoisting, slewing and lowering changes)

Maximum crane radius: 24m
Minimum crane radius: abt 4.4m
Grabs or hooks: hooks
Maximum outreach from ship's side: 9.5m
Distance from keel to underneath grab (min.): N/A
Distance from keel to underneath grab (max.): N/A
Distance from tanktop to hatch coaming: 14.0m
Distance from keel to top hatch coaming: 15.6m / midship at laden condition
Distance from keel to top of hatch cover: 16.4m
Distance from keel to deck level: 14.2m
Breadth extreme: abt 28.2m
Overhang in holds:
Draft heavy ballasted forward/aft: F. 6.14m / A. 7.48m
Number/make/type of grabs: NIL
State empty weight of grabs: N/A
Maximum payload of grabs: N/A
Opening time of grabs: N/A
Closing maximum payload of grabs: N/A
Cubic capacity of grabs basis 'water': N/A
Cubic capacity of grabs basis 'heaped 30 degrees': N/A
Can cubic cap be reduced by removing flaps/plates: N/A
Height of grab closed (see ill. below): N/A
Height of grab open: N/A
Length of grab closed: N/A
Length of grab open: N/A
Breadth: N/A

BALLAST SYSTEM:

Ballast capacity without flooding hold(s): 9292.39cbm

Which hold(s) may be flooded: Hold No. 3

Ballast capacity with hold(s) flooded: 17875.18cbm, Hold No.3 (100%)

Number / capacity of ballast pumps: 600cbm/h x 2 pumps = 1200 cbm/h

Time required to deballast without hold(s) flooded, and with hold(s) flooded: 7.7 hrs / 14.9 hrs

Draft heavy ballasted forward/aft: F. 6.14m / A. 7.48m

ENGINE ROOM:

Make/type/BHP of main engine/: Mitsubishi YMD-MHI UE

DieselEngine/6UCE43LSII/8442 BHP

fuel specification: IFO 380 CST / 50°C

Number/make/type/KWH of auxiliary engines and fuel specification:

3 sets/MAN 6L 16/24H /600kw/IFO 380 CST/50°C

Number/type of fuel separators: 2 sets FO Separator/TYPER GEA OSD6-0136-06716/

2 sets LO Separator TYPE GEA OSD6-91-06715

Are fuel separators operated in series or parallel: Both

State whether one/more spot sample(s) is/are taken during fuel bunkering

orcontinuous drip samples are taken throughout such operations: Continuous drip samples are taken

Also state if vessel participates in Lloyds/DnV fuel testing programs: No,

Vsl participates thru Guardian Marine Testing.

IFO and MDO capacity in MT: IFO 1270mt @ 98% cap / MDO 111mt @ 98% cap

State whether fuel is tested onboard during bunkering: NO

SPEED & CONSUMPTION:

Ballast condition M/E + A/E

Rpm 149 @ 14.20 Knots -. Abt. 21.19 mt + Abt. 2.0 mts lfo (basis 1 Aux. in ops)

Rpm 138 @ 13.23 Knots -- Abt. 17.40 mt + Abt. 2.0 mts lfo "

Rpm 124 @ 11.8 Knots -- Abt. 14.44 mt + Abt. 2.0 mt lfo "

Laden condition M/E + A/E

Rpm 149 @ 13.90 Knots -- Abt. 21.94 mt + Abt. 2.0 mt lfo (basis 1 Aux. in ops)

Rpm 138 @ 12.87 Knots -- Abt. 18.19 mt + Abt. 2.0 mt "

Rpm 124 @ 11.84 Knots -- Abt. 14.44 mt + Abt. 2.0 mt lfo "

Boiler consumption 1.4-1.5 mt depending on temperature at port/anchorage.

Port abt. 2.0 mt per aux. (full operation of cranes abt. 4,5 mt total)

(Minimum rpm at sea corresponding to the cut-out point of vessels engine.)

Minimum rpm 124 / Eco steaming

All speed and consumption figures are average figures during c/p period. All speed and all consumption figures are to be considered as about only.

At sea performance figures are to be considered to be from seabuoy to seabuoy in moderate weather upto / including Beaufort 4. and Douglas sea state 3 (1.25 m), not in adverse current and no negative influence of swell.

MARPOL Annex VI clause to be incorporated in c/p.

All details about- Without Guarantee

For Time Charter Description contact our Chartering Department

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