



57.000 DWT “DOLPHIN TYPE”

MAIN PARTICULARS:

Loa/beam/depth moulded/LBP: 189,99/32,26/18,0/185,0
Summer deadweight/draft/TPC/TPI: 56.803,1/12,8//58,8
Winter deadweight/draft: 55.232,6/12,53
Tropical deadweight/draft: 58.376,6/13,07
International gross/net: 33.005/19.231
Suez net/Panama net: 31.013/27.390
Constants excl. freshwater: abt 300mt
Freshwater capacity: 465.41cbm (100%)
DWAT Panama (dead weight all told):
Confirm vsl holding dual load line: Yes
Lightweight: 10815.91

CARGO SPACE/HATCHES:

Number of holds/hatches: 5/5
Grain/bale cap each hold (including hatch) in CBM:
No 1: 13009.86
No 2: 15333.25
No 3: 14553.08
No 4: 15333.27
No 5: 13404.64
Total 71,634.10 cbm / 68,200.00 cbm
Corruations vertical or horizontal: Vertical with upper and lower stool
Natural or mechanical ventilation in holds: Natural
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: TTS folding type with flat top
Confirm hatches are fitted with permanent cement holes: Yes
If yes pls advise number, dimensions and location each hatch:
Is the vsl log fitted: No
Confirm whether vsl fitted W.W.F (Australian hold ladders): Yes (AMSA Marine
Part 32 Cargo handling Equipment 1999)

A Length/beam of each tanktop Length/Beam
No 1. 27.5m / B 23.77(aft) / B 10.7(fwd)

No 2. 28.5m / 23.8m
No 3. 26.7m / 23.8m
No 4. 28.5m / 23.8m
No 5. 27.0m / B 9.10(aft) / B 23.8(fwd)

B Length/beam of each hatch Length/Beam

No 1. 18.86m / 18.26m
No 2. 21.32m / 18.26m
No 3. 21.32m / 18.26m
No 4. 21.32m / 18.26m
No 5. 21.32m / 18.26m

C Strength of hatch covers: abt 2.2 mt/m³

D Strength of tanktops: 25ts/m² for hold 1,3,5 / 20 ts/m² for hold 2 and 4

E Strength of deck:

F Distance keel to highest point on vessel: 46.6m

G Distance fwd hatchcoaming 1st hatch-aft

hatchcoaming last hatch: 16.25m / 33.6m

H Distance from railing to hatchcoaming each side: 7m Near Edge / 25.5m Far Edge

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

A. No.1 Hatch 13.2m
B. No.2 Hatch 13.0m
C. No.3 Hatch 12.7m
D. No.4 Hatch 12.4m
E. No.5 Hatch 12.1m

Number/type of hold cleaning equipment:

CRANES AND GRABS:

Number/make/type of cranes: 4 / SMAG Dual Scoop, Salzgitter /4x5,5 – 12cbm/MOTORGRAB

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: 29.817m

Pedestal height (above main deck): 9.4m

Hoisting speed empty: 45 m/min

Hoisting speed laden: 22 m/min

Lowering speed: 22 m/min

Slewing speed: 1.22 rpm

If available, Luffing speed: 52 m/min

Maximum crane radius: 28m

Minimum crane radius: 3.8m

Grabs or hooks: Grab

Maximum outreach from ship's side: 11,87

Distance from keel to underneath grab (min.): 30.6m

Distance from keel to underneath grab (max.): 36m

Distance from tanktop to hatch coaming: 18.4m
Distance from keel to hatch coaming: 20.2m
Distance from keel to top of hatch cover: 20.8m
Distance from keel to deck level: 18.0m
Breadth extreme: 32,26
Overhang in holds:
Draft heavy ballasted forward/aft: F. 8.21m / A. 8.30m
Number/make/type of grabs: 4 / SMAG Dual Scoop, Salzgitter/MOTORGRAB
State empty weight of grabs: 8.92ts
Maximum payload of grabs: 15,0ts
Opening time of grabs: 7 sec.
Closing maximum payload of grabs: 10-15 sec.
Cubic capacity of grabs basis 'water':
Cubic capacity of grabs basis 'heaped 30 degrees': 5,5-12
Can cubic cap be reduced by removing flaps/plates: Yes
Height of grab closed (see ill. below): 4.30m
Height of grab open: 3.9m
Length of grab closed: 3.4m
Length of grab open: 3.9m
Breadth: 3.27m

BALLAST SYSTEM:

Ballast capacity without flooding hold(s): 16,238.52 cbm
Which hold(s) may be flooded: Hold No. 3
Ballast capacity with hold(s) flooded: 14,553.08 cbm, Hold No.3 (100%)
Number / capacity of ballast pumps: 800cbm/h x 2 pumps = 1600 cbm/h
Time required to deballast without hold(s) flooded, and with hold(s) flooded:
Draft heavy ballasted forward/aft: F. 8.21m / A. 8.30m

ENGINE ROOM:

Make/type/BHP of main engine/: STX MAN B&W 6S50MC-C7
fuel specification: IFO 380 CST / 50°C
Number/make/type/KWH of auxiliary engines and fuel specification: 3 sets/Anqing-Daihatsu/5DK-20/600KW
Number/type of fuel separators: 2 sets FO Separator TYPE S826 / 2 sets LO Separator TYPE P-615 /
Are fuel separators operated in series or parallel: Parallel
State whether one/more spot sample(s) is/are taken during fuel bunkering or continuous 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 on testing thru Guardian Marine Testing
IFO and MDO capacity in MT: IFO 1930.40 mt @ 98% cap / MDO 81.88 mt @ 98% cap
State whether fuel is tested onboard during bunkering: NO

SPEED & CONSUMPTION:

Ballast Condition M/E + A/E

Rpm 118 @ 14.6 Knots – Abt. 34 mt + 1.78 mt lfo (basis 1 Aux. in ops)
Rpm 115 @ 13.8 Knots – Abt. 31 mt + 1.78 mt lfo “
Rpm 112 @ 13.0 Knots – Abt. 28 mt + 1.78 mt lfo “
Rpm 104 @ 12.0 Knots – Abt. 22 mt + 1.78 mt lfo “

Laden Condition M/E + A/E

Rpm 116 @ 14.0 Knots – Abt. 34 mt + 1.78 mt lfo (basis 1. Aux. in ops)
Rpm 114 @ 13.0 Knots – Abt. 31 mt + 1.78 mt lfo “
Rpm 112 @ 12.0 Knots – Abt. 28 mt + 1.78 mt lfo “
Rpm 108 @ 11.0 Knots – Abt. 25 mt + 1.78 mt lfo

Boiler consumption 0.8 – 1.5 mt depending on temperature at port / anchorage
Port abt. 1.7 mt per Aux. Engine. Full operation of cranes abt. 5.1 mt total.
Minimum Rpm at sea corresponding to the cut-out point of vessels engine min.
Rpm 112.

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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