

## VESSEL DESCRIPTION

### PRINCIPAL PARTICULARS: -

- M/V DUBAI CROWN
- SELFTRIMMING SINGLEDECK BULKCARRIER. STRENGTHENED FOR HEAVY CARGOES IN ALTERNATE HOLDS. HOLD NO. 2 & 4 CAN BE EMPTY  
SF OF CARGO THAT CAN BE LOADED IS 12 CFT/LONG-TON & ABOVE.
- IMO NO. 9326378
- CALL SIGN: V7A6029
- FLAG / CLASS: MARSHALL ISLANDS / NIPPON KAIJI KYOKAI
- BUILT: OCTOBER 2005 IN OSHIMA SHIPYARD, JAPAN
- DEADWEIGHT:       SUMMER               - 55,338MT ON 12.487M  
                          WINTER               - 53,890MT ON 12.227M  
                          TROPICAL           - 56,788MT ON 12.747M  
                          FRESHWATER       - 55,335MT ON 12.772M  
                          TROPICAL FW       - 56,752MT ON 13.032M
- GT / NT: 30738 / 18498
- LOA / BEAM / LBP: 189.99M / 32.26M / 181.79M
- SUEZ / PANAMA NT: 28770.95 / 25504
- HOLDS / HATCHES: 5/5
- GRAIN / BALE CAPACITY: 69,872 / 68,798 CBM
- CONSTANTS EXCLUDING UNPUMPABLE: ABOUT 350MT.
- TPC / TPI: 56.01MT / 142.27MT
- P N I CLUB: NORTH OF ENGLAND
- H & M UNDERWRITERS: NASCO KARA OGLAN, FRANCE

### DISTANCE & DRAFT

- FM KEEL TO HIGHEST POINT OF VESSEL: 45.03M
- FM DECK TO UNDER CRANE PEDESTAL: NO. 1 / 7.40M, NO. 2, 3 & 4 / 8.80M.
- FM WATER LINE TO TOP OF HATCH COAMING IN HEAVY BALLAST CONDITION (WITH FLOODED HOLDS) :-
  - HOLD NO. 1 – 12.60M
  - HOLD NO. 2 – 11.90M
  - HOLD NO. 3 – 11.83M
  - HOLD NO. 4 – 11.72M
  - HOLD NO. 5 – 11.65M
- FM WATER LINE TO TOP OF HATCH COAMING IN LIGHT BALLAST CONDITION (WITHOUT FLOODED HOLDS) :-
  - HOLD NO. 1 – 15.20M
  - HOLD NO. 2 – 14.30M
  - HOLD NO. 3 – 13.85M
  - HOLD NO. 4 – 13.45M
  - HOLD NO. 5 – 13.16M

NOTE:: ACTUAL DISTANCES WILL VARY BASIS ACTUAL BUNKER ROB<sub>s</sub> AT THE TIME

### VSL'S COMMUNICATION DETAILS:

- TEL:VSAT 1: +4724136830
- TEL:VSAT 2: +4724136831
- TEL:FBB(500): +870773308790
- TLX: 453852729
- EMAIL: [dubaicrown@skyfile.com](mailto:dubaicrown@skyfile.com)
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### HOLD / HATCH DETAILS:

#### HOLD CAPACITIES:

	GRAIN	BALE
HOLD NO. 1	11150	11053
HOLD NO. 2	16322	15996
HOLD NO. 3	14060	13754
HOLD NO. 4	14889	14621
HOLD NO. 5	13451	13374
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	69872	68798

#### HOLD DIMENSIONS (IN METERS):-

	LENGTH	BREADTH	HEIGHT (ALONG C/L)
HOLD NO. 1	26.80	FWD: 8.60 / MID: 18.80 / AFT: 22.10	17.00
HOLD NO. 2	27.90	22.10	15.98
HOLD NO. 3	27.90	22.10	15.98
HOLD NO. 4	27.80	22.10	15.98
HOLD NO. 5	30.60	FWD: 22.10 / MID: 16.40 / AFT: 8.50	15.98

#### HATCH SIZE: (OPENING)

	LENGTH	BREADTH
HOLD NO. 1	16.74M	18.60M
HOLD NO. 2	22.32M	18.60M
HOLD NO. 3	18.60M	18.60M
HOLD NO. 4	21.39M	18.60M
HOLD NO. 5	22.32M	18.60M

- HATCH COVERS: STEEL, NAKATA – MAC, HINGED FOLDING TYPE, HYDRAULIC OPERATED.
- CORRUGATION: VERTICAL
- VENTILATION: NATURAL
- CO2 FITTED IN HOLDS: YES
- PERMANENT CEMENT HOLDS: YES. TWO PER HATCH FORWARD AND AFT ENDS. IMMEDIATELY ADJACENT TO THE CENTRAL LINE. DIMENSION – 750 mm (clear opening).

#### **GEARS:-**

- GEAR: 4 ELECTRO HYDRAULIC CRANES, SWL: 30MT.
- MAX OUTREACH OF CRANES FROM SHIP'S SIDE: 9.80M
- CYCLE TIME: 1MIN 30 SECS
- HOISTING SPEED EMPTY: 75M/MIN  
LADEN: 25M/MIN
- LUFFING / SLEWING SPEED: 46SECS / ABT 0.60 RPM/MIN
- GRABS:  
3x12CBM RADIO REMOTE OPERATED CLAMSHELL GRABS. GRAB WEIGHT: 8.800MT  
1x12CBM ELECTRO HYDRAULIC GRAB. GRAB WEIGHT: 8.995MT
- SWL OF CRANES WITH GRABS: 24MT (I.E. GRAB WT + CGO WT = 24MT MAX)
- MAX PERMITTED DENSITY OF CARGO FOR USING THE SHIPS GRAB FOR LOADING / DISCHARGE IS 2.48T/CBM, I.E. STOWAGE FACTOR OF CARGO SHUD NOT BE LESS THAN 0.40 CBM/MT.
- VESSEL'S GRABS ARE NOT RUBBER LIPPED AND LEAKAGE IF ANY WOULD BE AS CUSTOMARY FOR FINE CARGOES.

#### **STRENGTHS:-**

TANK TOP	
NO. 1	24.50MT/M <sup>2</sup>
NO. 2	17.00MT/M <sup>2</sup>
NO. 3	27.50MT/M <sup>2</sup>
NO. 4	17.00MT/M <sup>2</sup>
NO. 5	23.00MT/M <sup>2</sup>

#### DECK

- |                     |                         |
|---------------------|-------------------------|
| NO.1 (HOLD AREA)    | : 4.00MT/M <sup>2</sup> |
| NO. 2-5 (HOLD AREA) | : 4.00MT/M <sup>2</sup> |
| CROSS DECK AREA     | : 3.00MT/M <sup>2</sup> |
- NO CARGO TO BE LOADED ON HATCH COVER
  - HATCH COVER STRENGTH: 2.50MT/M<sup>2</sup>

#### **SPEED & CONSUMPTION:-**

-ALL SPEED & CONSUMPTION ALWAYS BASED ON GOOD WEATHER CONDITIONS WHICH DEFINES AS CONTINUOUS PERIOD OF 24 HOURS FROM NOON TO NOON AND AS UPTO BEAUFORT FORCE 4 AND MAX DOUGLAS SEA STATE 3 WITH NO SWELL (DEFINED TO BE MAXIMUM 1,25 M SIGNIFICANT WAVE HEIGHT), AND NO ADVERSE CURRENT AND WITH EVEN KEEL IN DEEP WATER WITH CLEAN BOTTOM AND MAX SEA TEMPERATURE 30 DEGREES C. NO FAVOURABLE CURRENTS TO BE TAKEN INTO ACCOUNT WHEN CALCULATING THE VESSEL'S PERFORMANCE. EXTRAPOLATION OF "GOOD WEATHER" PERFORMANCE FOR "BAD WEATHER" PERIODS IS NOT ALLOWED LADEN OR BALLAST SPEED/ CONSUMPTION FOR PERIOD OF WEATHER IN EXCESS OF BEAUFORT FORCE 4 AND/ OR DOUGLAS SEA STATE 3 IS TO BE EXPRESSLY EXCLUDED FROM THE CALCULATIONS.

- ALL SPEED/ CONSUMPTION FIGURES ARE "ABOUT" AND GIVEN IN GOOD FAITH, "ABOUT" MEANS -0.5 KNOTS FOR SPEED AND +5% FOR CONSUMPTION. INCASE OF A JUSTIFIED SPEED CLAIM THERE SHALL BE AN ALLOWANCE FOR FUEL UNDER-CONSUMPTION.

#### **SPEED/ CONSUMPTION**

- BALLAST : ABOUT 13.0 KNOTS ON ABOUT 20.50 MT IFO
- LADEN : ABOUT 12.0 KNOTS ON ABOUT 23.00 MT IFO

-IF CHARTERERS CHOOSE TO SLOW STEAM THE VESSEL, THEN NO UNDERPERFORMANCE CLAIM TO BE BROUGHT TO THE OWNERS FOR THE DURATION OF SLOW STEAMING. IN CASE CHARTERERS CHOOSE TO SLOW STEAM THE VSL THEN "BIMCO SLOW STEAMING CLS. PT (A)(II) TO BE DELETED" TO APPLY. IN ANY CASE VESSEL TO STEAM AT MAX SPEED WHILST SAILING THROUGH HIGH RISK AREA

#### -IN PORT:-

	<b>Aux Engine</b>	<b>Boiler</b>
IDLE	ABT 1.50MT IFO + ABT 0.10MT LSMGO	+ ABT 1.30MT IFO
WORKING (CRANES ONLY)	ABT 3.50MT IFO + ABT 0.10MT LSMGO	+ ABT 1.50MT IFO
WORKING (CRANES&GRABS)	ABT 3.50MT IFO + ABT 0.10MT LSMGO	+ ABT 1.50MT IFO

- VESSEL BURNS LSMGO WHEN MANOEUVRING, IN/OUT OF PORTS, NAVIGATING IN CONFINED WATERS, CROSSING CANALS, RIVERS, STRAITS AND DURING POOR VISIBILITY/EMERGENCY, AND LIGHT RUNNING OF AUXILIARY ENGINES.
- VESSEL TO HAVE THE LIBERTY OF SLOW-STEAMING AT SEA FOR THE PURPOSES OF BALLAST EXCHANGE, IF REQUIRED. IF CHEMICALS ARE REQUIRED TO TREAT THE BALLAST DURING EXCHANGE, THEN THE COST OF CHEMICALS TO BE FOR CHARTERERS ACCOUNT.
- QUALITY OF BUNKERS SUPPLIED BY CHARTERERS TO CONFORM TO ISO 8217: 2017 OR LATEST EDITION FUEL OIL – RMG380 (HAVING SULFUR CONTENT MAX.UPTO 0.5% & VISCOSITY SHOULD BE ABOUT 100 CST AT 50°C FOR THE FUEL) & LSMGO – AS PER ISO 8217: 2017 OR LATEST EDITION- DMA SPECIFICATION (HAVING SULFUR CONTENT OF LESS THAN 0.1% & VISCOSITY SHOULD NOT BE LESS THAN 4 CST AT 40°C FOR THE FUEL). INCASE 2017 SPECS NOT AVAILABLE, CHARTERERS TO SUPPLY THE LATEST AVAILABLE SPECS AT THE PORT OF BUNKERING HOWEVER SPECS NOT EARLIER THAN 2010 SPECS
- STRICTLY NO MIXING OF ANY KIND OF FUEL IS ALLOWED, INCLUDING FUELS OF SAME GRADES AND QUALITY.
- WHEN BUNKERED IN SINGAPORE, TO COMPLY WITH SS:600 BUNKER SUPPLIER SHOULD ENTER DNVPS SAMPLE NUMBER, TAKEN ONBOARD IN PRESENCE OF SUPPLY BARGE REPRESENTATIVE, ON THE BDN TO ENSURE SS:600 COMPLYING SAMPLE IS SENT TO LAB FOR ANALYSIS.
- INCASE RMG380 IS NOT AVAILABLE, THEN THE CHARTERERS TO SUPPLY RME180 INSTEAD OF RMG380. HOWEVER, IN SOUTH AMERICA AND SOUTH AFRICA WHERE RME 180 MAY NOT BE AVAILABLE, CHARTERERS MAY BE ALLOWED TO SUPPLY RMF 180 WITH FOLLOWING LIMITATION/CONDITION:
- IF RMF 180 BEING SUPPLIED AS ABOVE HAS VANADIUM CONTENT BETWEEN 300 AND 500 MG/KG AND/OR MCR IS BETWEEN 18 AND 20 M/M, THEN THE CHARTERERS TO SUPPLY FUEL OIL ADDITIVES AS REQUESTED BY THE VESSEL OR OWNERS, AT CHARTERERS COSTS. HOWEVER IN ANY CASE NO FUEL WILL BE ACCEPTED HAVING VANADIUM CONTENT MORE THAN 500 MG/KG AND/OR MCR MORE THAN 20 M/M.
- IN ANYCASE, NO BUNKERING IN PASIR GUDANG, BANGLADESH AND PAKISTAN.
- MAIN ENGINE MAKE: KAWASAKI HEAVY INDUSTRIES
- TYPE: KAWASAKI MAN B&W 6S50MC-C
- AUX ENGINE: 3 NOS, MAKE: DAIHATSU DIESEL MFG
- TYPE: DAIHATSU 5DK-20, KWH: 537KW

#### **TANK CAPACITIES:-**

- IFO: (100%)
- Tank 1C – 615.90 CBM – VLSFO
- Tank 2C – 674.70 CBM – VLSFO
- Tank 3C – 507.70 CBM – VLSFO
- LSMGO: 150.22MT (SP.GR. 0.85)
- VESSEL CAN ACCOMMODATE ONLY 85% BUNKERS IN EACH TANK.
- FRESH WATER: 347.60MT
- FRESH WATER GENERATOR CAPACITY: 20MT

#### **BALLAST SYSTEM:**

- BALLAST CAPACITY: 15,939 M<sup>3</sup> (EXCLUDING HOLD NO. 3). 29,999 M<sup>3</sup>, IF HOLD NO. 3 IS FLOODED.
- BALLAST PUMPS / CAPACITY : 01 BALLAST PUMP / 1100 CBM/HR
- IN THE EVENT OF BREAK DOWN OF BALLAST PUMP FLWNG ALTERNATIVES ARE AVAILABLE.
- : 01 GS PUMP / 90-470 CBM/HR
- : 01 BILGE & BALLAST PUMP / 90-470 CBM/HR
- : 01 EDUCTOR 60 CBM/HR
- TIME REQUIRED FOR DEBALLASTING : 16HRS (WITHOUT HOLDS FLOODED)
- : 22-24HRS (WITH HOLDS FLOODED)
- DRAFT WHEN HEAVILY BALLASTED : 7.39/8.60 M (WITH 100% BUNKER)

#### **ALL DETAILS ABOUT AND WOG.**