

VESSEL DESCRIPTION

PRINCIPAL PARTICULARS:

- M/V DUBAI KNIGHT
- 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. 9363625
- CALL SIGN : 3EJC8
- FLAG / CLASS: MARSHALL ISLANDS / NIPPON KAIJI KYOKAI
- BUILT: MARCH, 2007 IN OSHIMA SHIPYARD, JAPAN
- DEADWEIGHT: SUMMER - 55,418 MT ON 12.502 M
 WINTER - 53,962 MT ON 12.242 M
 TROPICAL - 56,875 MT ON 12.762 M
 FRESHWATER - 55,419 MT ON 12.787 M
 TROPICAL FW - 56,842 MT ON 13.047 M
- GT / NT: 30719 / 18492
- LOA / BEAM / LBP: 189.99M / 32.26M / 185.795 M
- SUEZ / PANAMA NT: -
- HOLDS / HATCHES: 5/5
- GRAIN / BALE CAPACITY: 69872 / 68798
- CONSTANTS (EXCLUDING UNPUMPABLE BALLAST): ABT 350 MT
- TPC WITH FULL LOAD :55.75 MT TPI: 141.61
- 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 KEEL TO TOP OF HATCH COAMING : 1 – 19.90 M, 2 to 5 – 19.43M
- FM DECK TO UNDER CRANE PEDESTAL : 9.60 M
- FM WATER LINE TO TOP OF HATCH COAMING IN HEAVY BALLAST CONDITION (WITH 50% BUNKER) :-
 HOLD NO. 1 – 12.50
 HOLD NO. 2 – 11.75
 HOLD NO. 3 – 11.70
 HOLD NO. 4 – 11.60
 HOLD NO. 5 – 11.50
- FM WATER LINE TO TOP OF HATCH COAMING IN LIGHT BALLAST CONDITION (WITH 50% BUNKER) :-
 HOLD NO. 1 – 15.40
 HOLD NO. 2 – 14.45
 HOLD NO. 3 – 14.10
 HOLD NO. 4 – 13.80
 HOLD NO. 5 – 13.50

NOTE: : ACTUAL DISTANCES WILL VARY BASIS ACTUAL BUNKER ROB_s AT THE TIME

VSL'S COMMUNICATION DETAILS:

- TEL:VSAT 1: + 47 241 368 08
- TEL:VSAT 2: + 47 241 368 09
- TEL:FBB(500): + 870 773 308 726
- TLX: 437247310
- EMAIL: dubaiknight@skyfile.com

HOLD / HATCH DETAILS:

HOLD CAPACITIES:

	GRAIN	BALE
HOLD NO. 1	11,150	11,053
HOLD NO. 2	16,322	15,996
HOLD NO. 3	14,060	13,754
HOLD NO. 4	14,889	14,621
HOLD NO. 5	13,451	13,374
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	69,872	68,798

HOLD DIMENSIONS (IN METERS):

	LENGTH	BREADTH	HEIGHT (ALONG C/L)
HOLD NO. 1	26.90	19.40	19.00
HOLD NO. 2	30.70	22.15	18.54
HOLD NO. 3	27.90	22.15	18.54
HOLD NO. 4	27.90	22.15	18.54
HOLD NO. 5	30.45	20.60	18.54

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: WEATHER TIGHT, FOLDING TYPE
- CORRUGATION : VERTICAL
- VENTILATION : NATURAL
- CO2 FITTED IN HOLDS: YES
- PERMANENT CEMENT HOLDS : YES, 2NOS PER HOLD. HOLE DIA – 940MM, FLANGE CLEARANCE DIA – 750MM.

GEARS:

- GEAR: 4 ELECTRO HYDRAULIC CRANES, SWL: 30MT SERVING ALL THE HOLDS.
- MAX OUTREACH OF CRANES FROM SHIP'S SIDE: 9.86 M
- CYCLE TIME: 1 MIN 45 SECS
- HOISTING SPEED EMPTY: 6T X 75M/MIN
LADEN: 25M/MIN
- LUFFING SPEED: ABT 46 SECS MIN TO MAX
- SLEWING SPEED: ABT 0.6 RPM
- GRABS: 4x12 CBM GUVEN RADIO REMOTE CONTROL GRAB, GRAB WEIGHT : 8.700 MT
- SWL OF CRANES WITH GRABS: 24 MT (I.E. GRAB WT + CGO WT = 24 MT MAX)
- MAX PERMITTED DENSITY OF CARGO FOR USING THE SHIPS GRAB FOR LOADING / DISCHARGE IS 3.0 MT/CBM, I.E. STOWAGE FACTOR OF CARGO SHOULD NOT BE LESS THAN 0.33 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	24.0 MT/M ²
NO. 2	16.5 MT/M ²
NO. 3	27.5 MT/M ²
NO. 4	16.5 MT/M ²
NO. 5	22.5 MT/M ²

DECK

NO.1-2(HOLD AREA)	: 4.30 MT/M ²
NO. 2-5 (HOLD AREA)	: 3.80 MT/M ²
NO CARGO TO BE LOADED ON HATCH COVER	
- HATCH COVER STRENGTH:	2.50 MT/M ²

SPEED & CONSUMPTION:

- ALL SPEED & CONSUMPTION ALWAYS BASED ON GOOD WEATHER CONDITIONS WHICH DEFINES AS CONTINUOUS PERIOD OF 24 HOURS FROM NOON TO NOON AND 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. IN CASE OF A JUSTIFIED SPEED CLAIM THERE SHALL BE AN ALLOWANCE FOR FUEL UNDER-CONSUMPTION.

SPEED/ CONSUMPTION

- BALLAST: ABOUT 13.3 KNOTS ON ABOUT 21.0 MT IFO
- LADEN: ABOUT 12.1 KNOTS ON ABOUT 22.0 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:-

	Aux Engine	Boiler
IDLE	ABT 1.50MT IFO + ABT 0.10 MT LSMGO	+ ABT 1.30 MT IFO
WORKING (CRANES ONLY)	ABT 3.00MT IFO + ABT 0.10 MT LSMGO	+ ABT 1.50 MT IFO
WORKING (CRANES&GRABS)	ABT 3.00MT IFO + ABT 0.10 MT LSMGO	+ ABT 1.50 MT IFO

- VESSEL BURNS LS MGO 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 TO APPLY:
- 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 MCO 11160 PS /110 RPM
- AUX ENGINE: 03 NOS, MAKE: DAIHATSU DIESEL MFG
- TYPE: 5DK-20 KWH: 537 KW at 720 rpm

TANK CAPACITIES:

- IFO: (100% FULL)
- TANK 1C – 369.0 CBM – LSMGO
- TANK 2C – 615.9 CBM – VLSFO
- TANK 3C – 674.7 CBM – VLSFO
- TANK 4C – 507.7 CBM – VLSFO
- LSMGO: 162.3 CBM (100% FULL)
- VESSEL CAN ACCOMMODATE ONLY 85% BUNKERS IN EACH TANK.
- FRESH WATER: 344 CBM (100% FULL)
- FRESH WATER GENERATOR CAPACITY: 20MT

BALLAST SYSTEM:

- BALLAST CAPACITY: 15710 M³ (EXCLUDING HOLD NO. 3). 29770.8 M³, 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
- : 1 NOS GS PUMP / 90-470 CBM/HR
- : 1 NOS BILGE & BALLAST PUMP / 470 CBM/HR
- : EDUCTOR 60 CBM/HR
- TIME REQUIRED FOR DEBALLASTING : 16 HRS (WITHOUT HOLDS FLOODED)
- : 22 HRS (WITH HOLDS FLOODED)
- DRAFT WHEN HEAVILY BALLASTED : 7.00 / 8.20 M (WITH 100% BUNKER)

ALL DETAILS ABOUT AND WOG.