

VESSEL DESCRIPTION

PRINCIPAL PARTICULARS:-

- M/V DUBAI SUN
- 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:9426740
- CALL SIGN :V7TO6
- FLAG / CLASS: MARSHALL ISLANDS / NIPPON KAIJI KYOKAI
- BUILT: APRIL, 2010 IN OSHIMA SHIPYARD, JAPAN
- DEADWEIGHT: SUMMER - 61,344 MT ON 12.845 M
 WINTER - 59,741 MT ON 12.578 M
 TROPICAL - 62,949 MT ON 13.112 M
 FRESHWATER - 61,341 MT ON 13.139 M
 TROPICAL FW - 62,908 MT ON 13.406 M
- GT / NT: 33988 / 19947
- LOA / BEAM / LBP: 199.98 M / 32.26 M / 196.00 M
- SUEZ GT / NT : 34914.14 / 32033.08
- PANAMA NT : 28156
- HOLDS / HATCHES: 5/5
- GRAIN / BALE CAPACITY : 76913 / 75312 CBM
- CONSTANTS EXCLUDING UNPUMPABLES: ABOUT 350 MT
- TPC WITH FULL LOAD : 60 MT
- P N I CLUB: NORTH OF ENGLAND.
- H & M UNDERWRITERS: NASCO KARAOGLAN.

DISTANCE & DRAFT

- FM KEEL TO HIGHEST POINT OF VESSEL : 45.09 M
- FM KEEL TO TOP OF HATCH COAMING: HOLD NO. 1= 19.954 M 2 TO 5 = 19.954 M
- FM DECK TO UNDER CRANE PEDESTAL: No.1~3 9M, No.4 10M
- FM WATER LINE TO TOP OF HATCH COAMING IN HEAVY BALLAST CONDITION (WITH FLOODED HOLDS):-
 HOLD NO. 1 – 12.214 M
 HOLD NO. 2 – 12.214 M
 HOLD NO. 3 – 12.214 M
 HOLD NO. 4 – 12.214 M
 HOLD NO. 5 – 12.214 M

- FM WATER LINE TO TOP OF HATCH COAMING IN LIGHT BALLAST CONDITION (WITHOUT FLOODED HOLDS):-
 HOLD NO. 1 – 15.405 M
 HOLD NO. 2 – 15.071 M
 HOLD NO. 3 – 14.717 M
 HOLD NO. 4 – 14.364 M
 HOLD NO. 5 – 14.005 M

NOTE: ACTUAL DISTANCES WILL VARY BASIS ACTUAL BUNKER ROB'S AT THE TIME.

VSL'S COMMUNICATION DETAILS:-

- TEL:VSAT 1:+4722406478
- TEL:VSAT 2:+4722406479
- TEL:FBB(500):+870773308727
- TLX:453835317
- EMAIL: dubaisun@skyfile.com

HOLD / HATCH DETAILS:-

HOLD CAPACITIES(CBM):

	<u>GRAIN</u>	<u>BALE</u>
HOLD NO. 1	12612	12259
HOLD NO. 2	16612	16264
HOLD NO. 3	15833	15484
HOLD NO. 4	16615	16284
HOLD NO. 5	15241	15021
	-----	-----
	76913	75312

HOLDDIMENSIONS(INMETERS):

	LENGTH	BREADTH	HEIGHT (ALONG C/L EXCL.COAMING HEIGHT)
HOLD NO. 1	26.97	22.10	17.014 M
HOLD NO. 2	30.69	22.10	17.014 M
HOLD NO. 3	30.69	22.10	17.014 M
HOLD NO. 4	30.69	22.10	17.014 M
HOLD NO. 5	30.69	22.10	17.014 M

HATCHSIZE:(OPENING)

	LENGTH	BREADTH
HOLD NO. 1	17.67M	18.60M
HOLD NO. 2	23.25M	18.60M
HOLD NO. 3	21.39M	18.60M
HOLD NO. 4	23.25M	18.60M
HOLD NO. 5	22.32M	18.60M

- HATCH COVERS: STEEL HATCH COVER, WEATHER TIGHT, FOLDING TYPE
MAKE: NAKATA MAC CORPORATION.
- CORRUGATION : VERTICAL
- VENTILATION : NATURAL
- CO2 FITTED IN HOLDS: YES
- PERMANENT CEMENT HOLES : YES, TWO(2)HOLES/HATCH
DIMENSION: #1, 2, 4 & 5 - 750 MM,
#3 - 750 MM,

GEARS:

- GEAR: 4 ELECTRO HYDRAULIC CRANES, SWL: 30MT.
- MAX OUTREACH OF CRANES FROM SHIP'S SIDE:9.87 M
- CYCLE TIME: ABT 3 MINUTES AT FULL LOAD.
- HOISTING SPEED - EMPTY: 6T X 75 M/MIN
- LADEN: 25 M/MIN
- LUFFING SPEED: ABT 46 SECS MIN TO MAX
- SLEWING SPEED: ABT 0.6 RPM
- GRABS: 4 x 12 CBM, GUVEN, RADIO REMOTE CONTROL GRABS, GRAB WEIGHT :8.995 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 2.5 T/CBM, I.E. STOWAGE FACTOR OF CARGO SHUD NOT BE LESS THAN 0.4 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	24.60 MT/M ²
NO. 2	17.60 MT/M ²
NO. 3	24.60 MT/M ²
NO. 4	17.60 MT/M ²
NO. 5	24.30 MT/M ²

DECK

- | | |
|---------------------|--------------------------|
| NO.1-2(HOLD AREA) | : 4.00 MT/M ² |
| NO. 2-5 (HOLD AREA) | : 3.00 MT/M ² |
- NO CARGO TO BE LOADED ON HATCH COVER
 - HATCH COVER STRENGTH : 2.70 MT/M²

SPEED & CONSUMPTION:

- ALL SPEED & CONSUMPTION ALWAYS BASED ON GOOD WEATHER CONDITIONS WHICH DEFINES 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.

CP SPEED/ CONSUMPTION

- BALLAST: ABT 14.50 K ON ABT 29.00 MT IFO 380CST
- LADEN: ABT 13.50 K ON ABT 29.50 MT IFO 380CST

ECONOMIC SPEED/ CONSUMPTION

- BALLAST : ABOUT 13.0 KN0TS ON ABOUT 21.50 MT IFO
- LADEN : ABOUT 12.0 KN0TS ON ABOUT 22.50 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:-

IDLE	ABT 1.30 MT IFO + ABT 0.10 MT LSMGO	+ ABT 1..50 MT IFO
WORKING (CRANES ONLY)	ABT 3.00 MT IFO + ABT 0.10 MT LSMGO	+ ABT 1.50 MT IFO
WORKING (CRANES&GRABS)	ABT 3.00 MT IFO + ABT 0.10 MT LSMGO	+ ABT 1.50 MT 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 NALYSIS.
- 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 BANGLADESH AND PAKISTAN.
- MAIN ENGINE MAKE: KAWASAKI HEAVY INDUSTRIES
- TYPE: KAWASAKI MAN B&W 6S50MC-C MCR 11150 PSX /110 RPM
- AUX ENGINE: 03 NOS, MAKE: DAIHATSU DIESEL MFG.CO.LTD
- TYPE: 5DK-20, KWH: 520 KW AT 720 RPM.

TANK CAPACITIES:

- IFO: (100% FULL)
Tank 1P – 391.60 CBM – VLSFO
Tank 1S – 406.50 CBM - VLSFO
Tank 2S – 272.80 CBM – VLSFO
Tank 3S – 204.20 CBM – VLSFO
Tank 4S – 111.80 CBM – VLSFO
Tank 2P – 271.50 CBM – LSMGO
Tank 3P – 204.20 CBM – LSMGO
- LSMGO: 628.50 CBM (100% FULL)
- VESSEL CAN ACCOMMODATE ONLY 85% BUNKERS IN EACH TANK.
- FRESH WATER: 359 CBM (100% FULL)
- FRESH WATER GENERATOR CAPACITY :20 MT/DAY

BALLAST SYSTEM:

- BALLAST CAPACITY : 18,054.5 M³ (EXCLUDING HOLD NO.3)
: 33,887.5 M³ (IF HOLD NO.3 IS FLOODED)
- BALLAST PUMPS / CAPACITY : 02 BALLAST PUMPS: 1100 CBM/HR & 700 CBM/HR
- IN THE EVENT OF BREAK DOWN OF BALLAST PUMP FLWNG ALTERNATIVES ARE AVAILABLE
: 01 GS PUMP / 470 BM/HR
: 01 BILGE & BALLAST PUMP / 330 CBM/HR
: 01 EDUCTOR 60 BM/HR
- TIME REQUIRED FOR DEBALLASTING : 16.00 HRS (WITHOUT HOLDS FLOODED)
: 21.50 HRS (WITH NO: 3 HOLD BALLASTED)
- DRAFT WHEN HEAVILY BALLASTED : 7.54 M / 8.65 M (WITH 100% BUNKER)

ALL DETAILS ABOUT AND WOG.