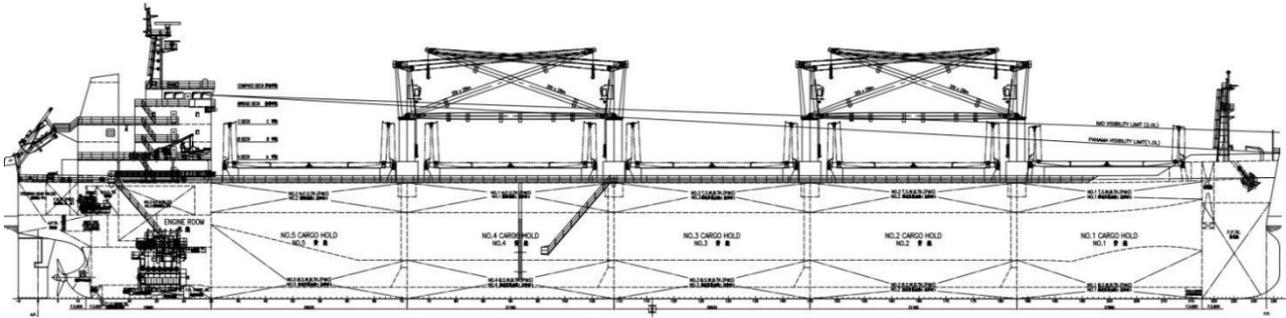




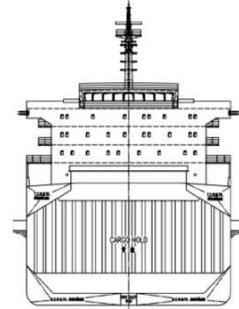
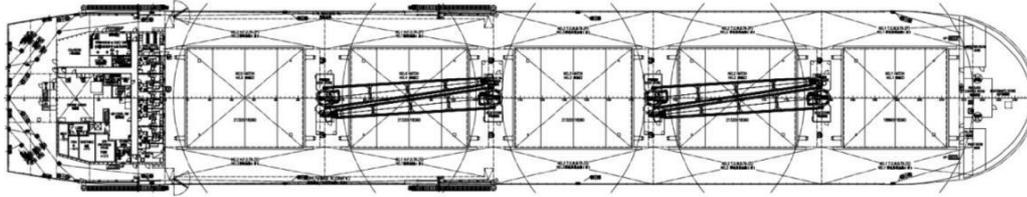
NORSE - MV "Maud"



<p>Builders New Hantong Shipyards, China / 2012</p> <p>Type Bulk Carrier</p> <p>IMO No. 9551674</p> <p>Flag Singapore</p> <p>Call Sign 9V8893</p> <p>Class DNV-GL GRAB[20], Hold Nos. 2 and 4 may be empty, ESP, ShipRight (CM), *IWS, LI</p> <p>Dimensions LOA: 189.99 m Beam: 32.26 m (moulded) Depth: 18.00 m (moulded) Draft: 12.80 ssw TPC: 58.8 t/cm</p> <p>Tonnage/ mt Deadweight S: 56896 Deadweight W: 55400 Deadweight T: 58542 GT: 32987 NT: 19238 Suez NRT: 30641 Panama NT: 27402 vessel's mooring arrangement ist not fitted for the new Panama Canal Locks</p> <p>Capacity (grain/bale) Hold 1: 13,009 cbm / 12,300 cbm Hold 2: 15,333 cbm / 14,700 cbm Hold 3: 14,553 cbm / 14,000 cbm Hold 4: 15,333 cbm / 14,700 cbm Hold 5: 13,404 cbm / 12,500 cbm</p> <p>Holds Hold size (l x w x h in m): Hold 1: 27.88 x 32.25 x 16.49 Hold 2: 31.16 x 32.25 x 16.49 Hold 3: 29.52 x 32.25 x 16.49 Hold 4: 31.16 x 32.25 x 16.49 Hold 5: 29.52 x 32.25 x 16.49</p>	<p><u>Flat Tanktop Dimensions (l x w in m):</u> Hold 1: abt. 27.88 x 23.82/10.74 Hold 2: abt. 28.70 x 23.82 Hold 3: abt. 27.06 x 23.82 Hold 4: abt. 28.70 x 23.82 Hold 5: abt. 27.06 x 23.82/9.06</p> <p>Hold ventilation: natural fitted with CO₂, Australian Hold Ladders and A60 Bulkhead as per class requirements</p> <p>Hatches weather tight double skin folding with flat top and out-placed hydraulic cylinders <u>Hatch Size (l x w in m):</u> Hold 1: abt. 18.86 x 18.26 Hold 2: abt. 21.32 x 18.26 Hold 3: abt. 21.32 x 18.26 Hold 4: abt. 21.32 x 18.26 Hold 5: abt. 21.32 x 18.26</p> <p>on deck Stability Criteria acc. to IS Code 2008 and SOLAS 2009 have to be respected permissible load value: hatch cover: Uniform load 2,3 t/ sqm maindeck. Uniform Load 1,0 t/ sqm max.permissible weight on maindeck: 2689,1 mt hatch cover: 4373,7 mt the deck loading clause as per covern C/P have to be stricktly complied with</p> <p>Cargo gear 4 x 36 mt SWL electro hydraulic driven jib type fixed single deck crane SWL under grab operation: 27mt Outreach: 28 m / 36 mt Grabs lifting capacity: 14 cbm <u>hoisting load/speed:</u> hook use: 36 mt x 22 m/min grab use: 27 mt x 22 m/min</p>
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Load distribution Tank top strength:
 Hold 1: 25 mt/sqm
 Hold 2: 20 mt/sqm
 Hold 3: 25 mt/sqm
 Hold 4: 20 mt/sqm
 Hold 5: 25 mt/sqm
 strengthened for heavy cargoes: yes,
 alternative loading, hold 2 and 4 empty

Main engine data MAN B&W 6S50MC-C (MARK 7)
 MCR 9,480 kW at 127 rpm

Bunker IFO 380 CST RMG 380, ISO 8217/2010 & specification MDO CLASS DMB ISO 8217/2010 or
 DMB/DMZ/DMA as per ISO 8217/2010 no mixing allowed
 no bunkering of Ultra LSFO allowed

Speed & service speed in good weather with Consumption at sea wind not exceeding beaufort force 4 and seas not exceeding douglas sea state 3, (significant wave height max 1,25 m) in deep water, no adverse current .

ECO Speed:

Laden: abt. 12.0 kn on abt 23.4 mt/d IFO + 0.1 MGO + 2.5 mt/d for 1 A/E

Ballast: abt.12.25 kn on abt. 22.5 mt/d IFO + 0.1 MGO + 2.5 mt/d for 1 A/E

FULL Speed:

Laden: abt. 13.25 kn on abt 31.5 mt/d IFO + 0.1 MGO + 2.5 mt/d for 1 A/E

Ballast: abt.13.75 kn on abt. 30.5 mt/d IFO + 0.1 MGO + 2.5 mt/d for 1 A/E

after max. 3 continuous days under low load operation at abt. 50 %
 MCR a load-up at abt. 75% MCR for 1-2 hours to be carried out; add. 3.0 mt IFO may be consumed in case 2nd A/E used for ballasting at sea or in case of emergency

Distances (in m)

Waterline to top of hatch coaming

a) in heavy ballast: 12.333 m

b) in normal ballast: 15.279 m

Waterline to highest point

a) in heavy ballast: 37.45 m

b) in normal ballast: 40.14 m

c) in heavy laden condition: 33.56 m

Tanktop to underside of in meter

a) closed hatch covers: 14.22

b) weatherdeck: 16.72/16.22

Top of hopper to in meter

a) underside weatherdeck: 12.5/12.0

b) bottom of wing tanks: 7.772

rail to inside of hatch coamings: 7.0

deck to top of hatch cover: 2.9

hatch cover to underside of crane jib: 5.5

Tank capacity IFO: abt. 2006 cbm

MGO Capacity (100 %):

Deep Tank = 200,51 cbm

Storage Tank = 98,32 cbm

Service Tank = 27,03 cbm

MDO/MGO TOTAL: 325,86 cbm

FW: abt. 400 cbm

Fuel consumption for main and auxiliary engine is based on ISO standard reference conditions with a net caloric value of 10.200 KCAL/KG

In all ECA areas the vessel have to consume LSMGO with a max Sulphur content of 0,1%



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Consumption gear idle: 3.5 mt/d IFO		Displacement on various draft in mt	
in port	gear working 8 hours: 4.5 mt IFO		
	gear working 24 hours: 7.0 mt IFO	12.00 m	62984
		11.50 m	60063
Consumption at sea/in port: abt. 0.1 mt/d MDO		11.00 m	57154
MDO/MGO	vessel may consume additional	10.50 m	54259
	MDO when entering/leaving ports	10.00 m	51383
	during maneuvering and sailing in	9.50 m	48534
	confined and/or shallow waters,	9.00 m	45711
	rivers, canals, heavy weather,	8.50 m	42915
	restricted visibility, stopping and	8.00 m	40143
	starting engines, during cargo	7.50 m	37401
	hold cleaning etc.	7.00 m	34683
		6.50 m	31988
		6.00 m	29319

Speed and consumption figures are 'about' which is applicable to both and jointly to speed and consumption (specifically meaning 0.5 knots for speed and 5pct for consumption), and Both speed and consumption are always calculated only from beginning sea passage to end Sea passage, excluding any individual voyage up to 48 hours total duration, and both speed and consumption are always subject to good weather conditions for a period of 24 consecutive hours up to and not exceeding Beaufort scale force 4 and Douglas Sea State 3, with combined wave and swell heights up to and including 1.25 M, no adverse currents, and excl individual voyages of less than 48 hours total duration.

Periods exceeding the above agreed mentioned good weather conditions and terms are the be Expressly excluded when vessel's speed evaluation is conducted, no other extrapolation will Be allowed.

Always subject to good quality of bunkers as agreed herein.

Charterers are not allowed to mix different supplies of IFO, or MDO, in the same bunker tanks, however charterers are allowed to mix different supplies of LSMGO in the same bunker tanks (provided same grade).

OWNERS PNI CLUB: SWEDISH CLUB

Head Owners: Maud Shipping Pte. Ltd., Singapore
Disponent Owner: Maud Shipping Pte. Ltd., Singapore
Technical Manager: Atlantic Lloyd GmbH & Co. KG, Hamburg