



## NORSE M/V KRAKEN



**Owners** : Skye Shipping Pte. Ltd. Singapore  
9 Raffles Place, #52-02 Republic Plaza I Singapore 048619

**Type of vessel** : Sdari 57, Single decker, Single screw motor ore-bulk carrier with engine/bridge aft. Vessel is strengthened for loading in alternate holds: No: 2 & 4 may be kept empty. BWTS Fitted, Sha-Poli Fitted.

**Class / Class Not.** : NK/NS (CSR, BC-A, BC-XII, GRAB 20, PSPC-WBT) (ESP) (IWS) MNS (M0)  
(Strengthened for heavy cargo loading where hold nos 2&4 may be empty)

**Built Year, Place** : December 2011, Yang Fan Group Shipyard., China (Hull No. 2194)

**Ex names** : N/A

**Flag** : Singapore

**Port of Registry / No** : Singapore / 397084

**IMO No** : 9618111

**DWT / Draft** : Summer Dwt 56,830.40 mts on 12.800 m  
Winter Dwt 55,309.50 mts on 12.533 m  
Tropical Dwt 58,453.60 mts on 13.067 m

**Light Ship** : 10,850.69 mts

**GRT/NRT** : International GRT/NRT 33,042 mts / 19,132 mts  
Panama Canal GRT/NRT / 27,412 mts  
Suez Canal GRT/NRT 32,891 mts / 30,627 mts

**LOA/LBP** : 189.90 m / 185.64 m

**Beam / Depth** : 32.26 m / 18.00 m

**Freeboard** : 5.22 m (Summer)

**Holds / Hatches** : 5 / 5

### Hold wise Cargo Grain Capacity including hatch coaming;

|                  | <u>GRAIN</u>  | <u>BALE</u>   |
|------------------|---------------|---------------|
| HOLD.1 :         | 13,009        | 12,300        |
| HOLD.2 :         | 15,333        | 14,700        |
| HOLD.3 :         | 14,553        | 14,000        |
| HOLD.4 :         | 15,333        | 14,700        |
| HOLD.5 :         | 13,404        | 12,500        |
| Total (in cbm) : | <b>71,634</b> | <b>68,200</b> |

|                 |      |       |       |       |       |
|-----------------|------|-------|-------|-------|-------|
| Hold Sizes (mm) | :    | L.    | B.aft | B.fwd | D.    |
|                 | No.1 | 27880 | 23824 | 10706 | 18520 |
|                 | No.2 | 31160 | 23824 | 23824 | 18520 |
|                 | No.3 | 29520 | 23824 | 23824 | 18520 |
|                 | No.4 | 31160 | 23824 | 23824 | 18520 |
|                 | No.5 | 29520 | 9066  | 23824 | 18520 |

|                        |   |        |               |
|------------------------|---|--------|---------------|
| <b>Hatch Sizes(mm)</b> | : | No.1   | 18860 x 18260 |
|                        |   | No.2-5 | 21320 x 18260 |

**Hatch Cover Type** : Folding type 2 panels fore/2 panels aft. End-folding, hydraulic operated, steel hatch covers with grain/cement feeder openings. Double cross joint sealing.

**Strengths** (All in mtons per SQM)

Hatch Covers : Not allowed cargo on hatch covers.

Upper Deck : Not allowed cargo on upper deck.

Tank Top : No: 1, 3, 5 holds 25 t/m<sup>2</sup> for and Hold No: 2, 4: 20 t/m<sup>2</sup>

**Gears (Cranes)** : Mac Gregor, 4 x 36 mts SWL hook operation (28 mts while grab operations)

Type : Electro-hydraulic single deck crane

Locations : 1-2, 2-3, 3-4, 4-5 (located between hatches) serving all holds

Working Radius : Max 28 m, Min 4 m

Max. Outreach : 11.5 m (from ships rail)

Slewing rate : 0.8 rpm

**Grabs** : 4 x 13 cbm made by Guven Grabs

Type : Radio remote control (Adjustable to 10/8/6 cbm)

**Stanchions** : Nil

**TPC** : 58.8 mts basis fully laden on summer dwt.

**Constant** : 550 mts (Excluding fresh water)

**Unpumpable Ballast** : 350 mts + 450 mts in APT for BWTS in case ballasting at under 15 PSU

**Tank Capacities** (basis 98% full)

Fresh Water : 465.41 cbm (100%)

Fuel Oil : 2,261.54 cbm

DMB : 142.88 cbm

Lub oil : 123.38 cbm

Owners have option to convert one of the VLSFO tanks to a LSMGO storage tank.

**Ballast Capacities** (basis 100% full)

Fore Peak : 2,018.63 cbm

Aft Peak : 1,117.68 cbm

1,2,3,4,5 DBT : 9,889.70 cbm

1,2,3 WT : 3,276.82 cbm

Hold.3 Flooded : 14,553.08 cbm

Total Ballast : 30,855.94 cbm

**Speed/Consumption**

Laden : abt 12.00 Knots / abt 24.50 tons/day VLSFO including one Aux.Eng.

Ballast : abt 12.00 Knots / abt 23.00 tons/day VLSFO including one Aux.Eng.

at Port Idle : abt 4.00 tons/day VLSFO

at Port Working : abt 6.00 tons/day VLSFO

Vessel's speed and bunker consumption is given basis sdwt under good weather condition i.e. wind and sea of beaufort force 4 or less maximum douglas sea state 3 (max wave height 1 m) provided no adverse current and no swell. Speed and consumption are always subject to good weather conditions for a period of 24 consecutive hours noon to noon. The word "about" shall mean 0.5 knots for the speed and 5% for the consumption.

(Vessel to use LSMGO instead of VLSFO when proceeding rivers/narrow-restricted waters/canals/channels/ leaving-arriving ports/ maneuvering/ heavy traffic, etc.)

**Bunker specs** : VLSFO (BELOW 0.5%) ISO/PAS 23263:2019 in conjunction with ISO 8217:2024 Spec of bunker supplied by the Charterers always comply with local/internationals rules/regulations). The net calorific value of fuel has a min. value of 40.0 MJ/Kg. Marine Diesel Oils (LSMDO/LSMGO) (Sulphur content less than %0,1) at 40 degrees centigrade must not be below 3 centistokes

**Main Engine** : STX-MAN 6S50 MC-C8.1

**Generators** : STX-MAN B&W 5L23/30H – 3 sets

**Height from Keel to Top of Mast** 46.75 m

**Dist. from fwd 1<sup>st</sup> hatch to aft 5<sup>th</sup> hatch** 140 m

**Distances W/L to top Hatch Coaming (with full consumables)**

Light Ballast : No.1 / 14.90 m – No.5 / 13.40 m

Heavy Ballast : No.1 / 12.00 m – No.5 / 10.50 m

**P & I Club** : The Swedish Club

**Last Dry-dock** : Dec 2024

**Last SS** : July 2021

**Crew Nationality** : Indian/Filipino

**Call Sign** : 9V9439

**Inmarsat Telex No.** :

**Tel / Fax** :

**Email** :

**Technical Managers** : Norse Ship Management Pte. Ltd.