



## MV Bakunawa

**Ship Name:** Bakunawa  
**Built:** Hantong Ship Heavy Industry Co., Ltd.  
**Type:** Ultramax 63.5K DWT  
**IMO No.:** 1042938  
**Year:** 2026  
**Class:** ABS +A1, (E), Bulk Carrier, CSR, AB-CM, GRAB[20], BC-A (Holds 2 & 4 may be empty), ESP, CPS, UWILD, Nox-Tier III, MLC-ACCOM, ENVIRO, RRDA, IHM, +AMS, +ACCU, BWT, BWE, TCM, PMA, EEDI-Ph3, CRC (SC,SP), Methanol Fuel Ready Level 1C  
**Flag:** Singapore  
**P&I Club:** The Swedish Club

**Dimensions:** LOA : 199.90m  
Beam : 32.26m (moulded)  
Depth: 18.9m (moulded)  
Draft : 13.5 ssw  
TPC: 61.7t/cm

**Tonnage (in mt):** Deadweight (S) : 63,776  
Deadweight (W) : 62,044  
Deadweight (T) : 65,511  
GT: 35,724  
NT: 21,206  
Panama NT: 27,402  
  
Fitted for New Panama Canal Locks

**Capacity (Grain/Bale):** Hold 1: 13,299cbm / 12,348 cbm  
Hold 2: 16,985cbm / 15,766 cbm  
Hold 3: 15,849cbm / 14,682 cbm  
Hold 4: 16,398cbm / 15,204 cbm  
Hold 5: 15,793cbm / 14,773 cbm

**Holds/size (L x W x H in mtrs):** Hold 1: 29.37 x 32.25 x 17.62  
Hold 2: 32.04 x 32.25 x 17.62  
Hold 3: 32.04 x 32.25 x 17.62  
Hold 4: 32.04 x 32.25 x 17.62  
Hold 5: 32.04 x 32.25 x 17.62

**Flat Tank Top Dimensions (L x W in mtrs)** Hold 1: abt. 26.70 x 22/6.72  
Hold 2: abt. 32.04 x 22  
Hold 3: abt. 26.70 x 22  
Hold 4: abt. 29.37 x 22  
Hold 5: abt. 31.15 x 22/7.80



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<b>Hatch Size (L x W in mtrs):</b>	Hold 1: abt. 16.02 x 18.26 Hold 2: abt. 21.36 x 18.26 Hold 3: abt. 21.36 x 18.26 Hold 4: abt. 21.36 x 18.26 Hold 5: abt. 21.36 x 18.26
<b>Hatches:</b>	As per class requirements weather tight double skin folding with flat top and out-placed hydraulic cylinders.
<b>Cargo holds ventilation:</b>	Natural fitted with CO2, Australian Hold Ladders and A60 Bulkhead
<b>Deck:</b>	Stability Criteria acc. To IS Code 2008 and Solas 2009 have to be respected.
<b>Permissible load value:</b>	Hatch Cover: Uniform load 1.7t/sqm Main Deck: Uniform Load 3.5t/sqm
<b>Maximum Permissible weight:</b>	Main Deck: 9,922.50mt Hatch Cover: 3,149.50mt
	The Deck Loading clause as per governing CP must be strictly complied with.
<b>Cargo Gear:</b>	4 x 30mt SWL electro hydraulic driven jib type fixed single deck crane. SWL under grab operation: 24mt Outreach: 28m / 30mt
<b>Grabs:</b>	Radio Controlled single rope grab, Peiner SMAG Type: EGF 24, 0-1,05-14000 Min working height 10.3m Grab Lifting Capacity: 14cbm Max cargo piled density: 2.8t/m <sup>3</sup>
<b>Hoisting load/speed:</b>	Hook use: 30mt x 18.5m/min Grab use: 24mt x 18.5m/min
<b>Tank Top Strength:</b>	Hold 1: 25mt/sqm Hold 2: 20mt/sqm Hold 3: 25mt/sqm Hold 4: 20mt/sqm Hold 5: 25mt/sqm



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<b>Distances (in m):</b>	<i>Waterline to top of hatch coaming</i>	
	a)In heavy ballast:	11.75m
	b)In normal ballast:	14.63m
	<i>Waterline to highest point</i>	
	a)In heavy ballast:	39.30m
	b)In normal ballast:	42.18m
	c)In heavy laden condition:	34.85m
	<i>Tanktop to underside of (in mtrs)</i>	
	a)Closed hatch covers	19.11
	b)Weatherdeck:	17.55/17.12
	<i>Top of Hopper to (in mtrs)</i>	
	a)Underside weatherdeck:	12.42/11.99
	b)Bottom of wing tanks:	7.68
	c)Rail to inside of hatch coamings:	7.0
	d)Deck to top of hatch cover:	2.85
e)Hatch cover to underside of crane jib:	6.7	

<b>Displacement on various draft (in mt) :</b>	12.00m	66,051
	11.50m	62,992
	11.00m	59,944
	10.50m	56,912
	10.00m	53,905
	9.50m	50,933
	9.00m	47,987
	8.50m	45,070
	8.00m	42,182
	7.50m	39,322
	7.00m	36,488
	6.50m	33,679
6.00m	30,893	

<b>Tank Capacity:</b>	HFO: abt. 1,670cbm
	MGO Storage tank: 319cbm
	MGO Service tank: 29.3cbm
	MGO Total: 348.30cbm
	Urea: 66cbm
	FW: abt. 485 cbm



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### Bunker Specification:

VLSFO 380 CST: RMG 380 as per ISO 8217:2017 or, if unavailable, ISO 8217:2010 (MAX SULPHUR CONTENT 0.5%) LSMGO: DMA ISO 8217:2017-E OR, if unavailable ISO 8217:2010 (MAX SULPHUR CONTENT 0.1%) both grades to always comply with MARPOL 73/78 requirements, REG 14, 18 OF ANNEX VI and any subsequent amendments thereto.

Always subject to good quality 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). No bunkering of Ultra LSFO allowed.

**Main Engine:** MAN-B&W6G50ME-C9.6 (Tier III HP SCR & EGB) MCR 7,000kW / NCR5,460kW

**Speed and** *Full Speed*

**Consumption** Ballast: abt. 13.40 kn on abt. 20.70mt VLSFO 380cst + abt. 0.1mt LSMGO

**(including A/Es):** Laden: abt. 13.40 kn on abt. 23.40mt VLSFO 380cst + abt. 0.1mt LSMGO

*Eco Speed*

Ballast: abt. 12.30 kn on abt. 16.50mt VLSFO 380cst + abt. 0.1mt LSMGO

Laden: abt. 12.30 kn on abt. 17.80mt VLSFO 380cst + abt. 0.1mt LSMGO

Above speed and consumption figures are given at conditions, with clean bottom, even keel under good weather up to and including Beaufort Scale 4 and Douglas Sea State 3 (with a combined maximum wave height of 1.00m), with no swell nor adverse current.

Owners reserve right to alter ECO Speed and Consumption figures without limits within 6 months after delivery.

Fuel consumption based on ISO standard reference conditions with net calorific value

"Good Weather" means good weather days of 24 consecutive hours from noon to noon. No extrapolations/assumptions to be made for weather/sea conditions/vessel performance other than during these days. Positive currents not to be subtracted from vessel's speed. Periods exceeding the above agreed mentioned good weather conditions and terms are to be expressly excluded when vessel's speed evaluation is conducted, no other extrapolation will be allowed.

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; additional 3.0mt IFO may be consumed in case 2<sup>nd</sup> A/E used for ballasting at sea or in case of emergency.

Consumption MDO/MGO at sea/in port: abt. 0.1mt / day.

Vessel may consume additional MGO when entering/leaving ports during maneuvering and sailing in confined and/or shallow waters, rivers, canals, heavy weather, restricted visibility, stopping and starting engines, during cargo hold cleaning etc.



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"About" in the context of speed and consumption means +/- 0.5 knot for "speed" and +/- 5% for bunker consumption.

### **Port / Anchorage Consumption:**

Port idle: 2.3mt/day IFO  
Port Working 5.6mt IFO  
24 hours:

Vessel will be running SCR and burn LSMGO as per IMO and local requirements in NECA, North Atlantic Areas and Charterers to supply sufficient LSMGO and Urea bunkers prior vessel proceed to NECA.

Urea consumption to be for Charterers account.

Vessel has the liberty to consume MGO/DO when maneuvering in/out ports, starting of AE, in the boiler during port stay, burning of sludge oil in incinerator, navigating in shallow/restricted/busy congested waters/canals/rivers during pilotage or for safety of vessel during bad weather/fog, always under the discretion of the Master.

Miscellaneous:

Owner: Matilda Shipping Pte. Ltd.

Technical Manager: Norse Ship Management Pte. Ltd. (Singapore)

Final Description to be adjusted by owners within 180 days after delivery but to be maximum +/- 5% from the provided description.