



10/2023

## MV 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)

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/Dept: 32.26 m/18.00 m

Freeboard: 5.22 m (Summer)

Holds/Hatches: 5/5

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

	GRAIN	BALE
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):	71,634	68,200

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



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### Hatch Sizes (mm):

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



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### Speed/Consumption

Laden: abt 12.00 Knots / abt 24.50 tons/day VLSFO including Aux + 0.1 tons/day LSMGO

Ballast: abt 12.00 Knots / abt 23.00 tons/day VLSFO including Aux + 0.1 tons/day LSMGO

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. Master has the liberty of using LSMGO 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/international 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 1st hatch to aft 5th 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

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