MV Maud

Builders	New Hantong Shipyards, China / 2012
Type	Bulk Carrier
IMO No.	9551674
Flag	Singapore
Call Sign	9V8893
Class	DNV
	GRAB [20], Hold Nos. 2 and 4 may be empty, ESP, ShipRight (CM), *IWS, LI
Dimensions	LOA: 189.99 m
	Beam: 32.26 m (moulded)
	Depth: 18.00 m (moulded)
	Draft: 12.80 ssw
	TPC: 58.8 t/cm
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 is not fitted for the new Panama Canal Locks
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
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

MV Maud

Flat Tanktop Dimensions (l x w in m):	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 Hold ventilation: natural fitted with CO2, Australian Hold Ladders and A60 Bulkhead
Hatches	as per class requirements weather tight double skin folding with flat top and out-placed hydraulic cylinders Hatch Size (l x w in m): 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
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: 2,689.10 mt hatch cover: 4,373.70 mt the deck loading clause as per governing C/P have to be strictly complied with.
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 hoisting load/speed: hook use: 36 mt x 22 m/min grab use: 27 mt x 22 m/min

MV Maud

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.

	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

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

MV Maud

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. 2,006 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
abt to mean +/-0.5 kn and +/-5% on consumption

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%

Consumption gear idle: in port

3.5 mt/d IFO
gear working 8 hours: 4.5 mt IFO
gear working 24 hours: 7.0 mt IFO

Consumption at sea/in port: MDO/MGO

abt. 0.1 mt/d MDO
vessel may consume additional MDO 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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Displacement on various draft in mt

12.00 m	62984
11.50 m	60063
11.00 m	57154
10.50 m	54259
10.00 m	51383
9.50 m	48534
9.00 m	45711
8.50 m	42915
8.00 m	40143
7.50 m	37401
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
Commercial Owner: Norse Shipholding Pte. Ltd.
Technical Manager: Norse Ship Management Pte. Ltd.