

MV CYGNUS



Year built	May 2009
Where built	Oshima Japan
Flag	Norwegian
Callsign	LAGO8
IMO / Official number	9401855
Home port	Bergen
Vessels class	Nippon Kaiji Kyokai NS*, (BCM), Strengthen for heavy cargo loading where nos. 2&4 holds empty. MNS* PSCM. Double hull construction applied in all holds.
Type	Semi open hatch/box shaped
International GRT/NRT	29 105 mt / 15 527 mt
Suez GRT/NRT	29 293,19 mt/ 28 882,18 mt
Panama GRT/NRT	29 104 mt/ 24 170 mt
Design draft	12,149 mtr/11,896 mtr/12,402 mtr
Summer draft (sw)	50 820,00 mt on 12,149 mtr
Summer draft (sw) timber	N/A
Tropical draft (sw)	52.184 mt on 12,402 mtr
Freshwater draft	50.819 mt on 12,424 mtr
Tropical draft (fw)	52.152 mt on 12,677 mtr
Winter draft (sw)	49 459 mt on 11,896 mtr
Winter draft (fw) timber	N/A
Dept moulded	17,15 mtr
TPC	53,86 (summer)
LOA/Beam	182,98 / 32,26 mtr

HOLD CAPACITY	Cubic capacity CBM Grain	Cubic capacity CBM Bale
Hold no. 1.	9 235 m3	9 136 m3
Hold no. 2.	12 581 m3	12 500 m3
Hold no. 3.	12 546 m3	12 471 m3
Hold no. 4.	12 548 m3	12 473 m3
Hold no. 5.	12 207 m3	12 120 m3
Total	59 117 m3	58 700 m3

Number of hold/hatches 5/5

Hatch size /Hold size LxW	Hatch size	Hold length/Tank top width (fwd/aft)
No. 1.	14,76 x 19,8 mtr	25,8 m x 5,1 m x 28,5 m
No. 2.	20,50 x 25,8 mtr	25,8 m x 25,8 m x 28,78 m
No. 3.	20,50 x 25,8 mtr	25,8 m x 25,8 m x 28,78 m
No. 4.	20,50 x 25,8 mtr	25,8 m x 25,8 m x 28,78 m
No. 5.	20,50 x 25,8 mtr	25,8 m x 8,5 m x 29,88 m

Type of hatch covers

Folding type/Electro-hydraulic driven

Distance from waterline to top of hatchcoaming

Basis 50 % bunkers- no holds flooded no1 = 12,9mtr, no2 = 12,7mtr, no3 = 12,5mtr, no4 = 12,3mtr, no5 = 12,1mtr.

Distance waterline to highest point full ballast

36,56 mtr

Distance tanktop to hatchcoaming

17,1 mtr

Height of hatchcoaming

1,6 mtr

Air draft

43,928 mtr

Distance from bow to end of last hatch

155,54 mtr

Free deck space

1,25

Ballast capacity

20.231 cbm, 2286 cbm in ch3 (only in nport)

Tanktop strength

1=22,0t/m2, 2=20,0t/m2, 3=26,5t/m2, 4=20,0t/m2, 5=22,0t/m2.

Deck strength

N/A

Hatch cover strength (No deck cargo)

ch1 = 41,0 Kn/m2 (4,18 mt) , ch2 = 34,3 Kn/m2 (3,5 mt) , ch3 = 34,3 Kn/m2 (3,5 mt) , ch5 = 34,3 Kn/m2 (3,5 mt)

Ventilation

Natural ventilation

Logs/lumber/stanchions

N/A

Container capacity

N/A

Cargo gear

4 x 30 mt

Max outreach

Abt 26 mtr radius outreach

Grabs. Type/capacity

4 x 12/8cbm remote operated Tobu Jukogyo Co Ltd.

Speed and consumption

Speed	14,5 ballast/14 laden on 30 mt IFO + 1,5 mt IFO for aux engine.
Eco speed loaded	12,1 on 24 mt IFO + 0,3 mt MDO
Eco speed ballast	12,3 on 24 mt IFO + 0,3 mt MDO
In port	Idle FO =1 mt/ MDO = 0,5 mt. Working FO =4 mt/MDO = 0,50mt.

Bunker capacity IFO = 1871 mt / MDO = 412 mt

Main engine MITSUI MAN B&W/6S50MC-C
Auxiliary Engines 3 x 440 Kw Daihatsu

ITF	Yes
CO2 fitted	No
Australien hold ladders	Yes
P&I Club	Gard
H&M Club (leading)	Gard
Nationality of officers and crew	Indian

Communication

Telephone

Telefax

E-mail

master@cygnus.amosconnect.com

All details about and without guarantee.

Speed and consumption are: in good weather condition and up to Beaufort force 4 and Douglas sea state 3. Calculation of vessels performance on both laden and ballast passages has to be based upon an average speed/consumption during weather days up to Beaufort 4 and Douglas sea state 3.

" Owners warrant the vessel is capable of maintaining and shall maintain from beginning sea passage to end of sea passage, excluding any voyage upto 36 hours duration, up to and including Beaufort Scale 4 and Douglass Sea State 3, with combined wave and swell heights NTE 1,25 m, without adverse currents, being on even keel and excluding periods during which reductions of speed for safety, congestion or reduced visibility etc.

Laden or ballast speed and consumption for period of weather in excess of Beaufort 4 and Douglas sea state 3 is to be expressly excluded from calculations.

Vessel has liberty to consume MDO when maneuvering, in/out of ports, starting auxiliary engine, navigation in shallow/restricted /congestion/poor visibility, canal, straits and rivers.

When planning to enter SECA, charterers to arrange well ahead of time to supply appropriate and sufficient IFO and MDO to enter and exit SECA with 4 days margin (for changeover and unpumpables). Before fixing for SECA charterers to ensure sufficient separate empty IFO tanks are available.

Any savings in consumption must be off-set against any reduction in speed, any savings in time must be off-set against any excess consumption, any savings in IFO must be off-set against increased MDO and vice versa, and any overall saving on individual passage(s) must be set off against any overall loss on other individual passage(s) cost and time to which (including any deviation time required to meet SECA requirements and/or National regulations in operation in port to which vessel is bound) including ballast exchange to be for Charterers account.

Under no circumstances will any claim be deducted from hire unless and until it has been agreed by both parties.

No comingling of different fuel suppliers in tank allowed.