

ORION

ex Golden Island
 Year built June 2012
 Where built Oshima Shipbuilding, Japan
 Flag Norwegian
 Callsign LAIS8
 IMO / Official number 9495935
 Home port Bergen
 Vessels class DNV GL Strengthen for heavy cargo loading where nos. 2 & 4 holds empty
 Double hull construction applied in all holds.
 Type Semi open hatch/box shaped
 International GRT/NRT 29,892 /15,882
 Suez GRT/NRT 29,895.13 / 27,227.4
 Panama GRT/NRT 29.892 / 24.809
 Design draft
 Summer draft (sw) 51.679 mt on 12,136 mtr
 Tropical draft (sw) 53.064 mt on 12,388 mtr
 Freshwater draft 51.675 mt on 12,411 mtr
 Winter draft (sw) 50.295 mt on 11,884 mtr
 Panama Canal 49.472 mt on 12,039
 Dept moulded 17,15 mtr
 TPC 54,95
 LOA/Beam 188,5 / 32,26 mtr

HOLD CAPACITY	Cubic capacity CBM Grain	Cubic capacity CBM Bale
Hold no. 1.	10,814	10,692
Hold no. 2.	12,526	12,439
Hold no. 3.	12,527	12,447
Hold no. 4.	12,528	12,448
Hold no. 5.	12,184	12,098
Total	60,579 cbm	60,124 cbm

Number of hold/hatches 5/5

Hatch size /Hold size LxW	Hatch size length x width	Hold length -Tank top width (fwd/aft)
No. 1.	7,47/9,96 x 19,8/25,8 mtr	28m x 8,57m(fwd)/25,8m(aft) x 15 m high
No. 2.	19,92 x 25,8 mtr	28,4m x 25,8m x 15m
No. 3.	19,92 x 25,8 mtr	28,4m x 25,8m x 15m
No. 4.	19,92 x 25,8 mtr	28,4m x 25,8m x 15m
No. 5.	19,92 x 25,8 mtr	28,4m x 25,8m(fwd)/8,3m(aft) x 15m

Type of hatch covers Folding type
 Distance from waterline to top of hatchcoaming No 1 hatch 18,38 m empty ballast -13,04 m full ballast. Midship 17,13 m empty ballast -12,78 m full ballast. No 5 hatch 15,85 m empty ballast -12,5 m full ballast.
 Distance keel to highest point of vessel 44,11 mtr.
 Distance keel to top of hatchcoaming 18,69 mtr.
 Height of hatchcoaming 1,2 mtr.
 Distance from bow to bridge 161,9 mtr.
 Free deck space No 1 c/h (port/stbd): 2.4 to 1.4 mtr beside aft hatch cover. No 2c/h to no 5; 2,4 mtr
 Ballast capacity 20,800.8 cbm (21,319 mt)
 Tanktop strength Hold no 1; 22/sqmtr- 2; 15,7- 3; 27- 4; 15,7- 5; 22,3
 Steel coils 2 x 15 ts
 Deck strength No deck cargo
 Hatch cover strength No cargo on hatches
 Ventilation Mechanical ventilation
 Logs/lumber/stanchions n/a
 Container capacity n/a
 Cargo gear 4 x 30 mt - Iknow Machinery
 Max outreach 10 mtr.
 Grabs. Type/capacity n/a

Speed and consumption

Speed	13,5 kn opn 30 mt loaded/29 mt ballast + 0,1 mt
Eco speed loaded	11,3 kn on 20mt + 0,1 mt
Eco speed ballast	12 kn on 20 mt + 0,1 mt
In port	Working 5,6 mt IFO + 0,20 mt MDO Idle 2,80mt IFO + 0,20 mt MDO WOG.
Bunker capacity	1,888.8 m3/ 203.8 m3
Main engine	6UEC50 LS II Mitsubishi
Auxiliary Engines	3 x Daihatsu 5DK-20, 440 Kw
ITF	Yes
CO2 fitted	Yes
Australien hold ladders	Yes
P&I Club	GARD
H&M Club (leading)	GARD
Nationality of officers and crew	Indian
Communication	
Telephone	870773280857
Sat-C	425901030
E-mail	master@orion.amosconnect.com

All details about and without guarantee.

E.&O.E.

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 unumpables). 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 Charteters 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.