

MV VELA

Year built June 2007
 Where built Nam Trieu, Vietnam
 Flag Norwegian
 Callsign LACD7
 IMO / Official number 9330628
 Home port Bergen
 Vessels class DNV GL - 1A1 Bulk Carrier ESP. ES(D). BC-A, HOLD 2&4 OR 3 MAY BE EMPTY
 DK(+). HA(+). 1B(+). EO. TMON. NAUTICUS
 Type Diamond type, Double hull, Bulk carrier
 International GRT/NRT 32 583,00 / 18 070,00 mt
 Suez GRT/NRT 33 163,49 / 29 773,61 mt
 Panama GRT/NRT 26 921,00 / - mt
 Design draft - on 11,10 mtr
 Summer draft (sw) 53 653,00 mt at 12,62 mtr
 Summer draft (sw) timber -
 Tropical draft (sw) 55 061,00 mt at 12,80 mtr
 Freshwater draft 53 903,00 mt at 12,82 mtr
 Tropical draft (fw) 55 030,00 mt at 13,08 mtr
 Winter draft 52 072,00 mt at 12,28 mtr
 Winter draft (fw) timber -
 Dept moulded 17,50 mtr
 TPC 57,30
 LOA/Beam 190,00 / 32,26 mtr

HOLD CAPACITY	Cubic capacity CBM Grain	Cubic capacity CBM Bale
Hold no. 1.	12 439,90	12 189,10
Hold no. 2.	13 395,30	13 127,30
Hold no. 3.	13 397,00	13 129,10
Hold no. 4.	13 395,20	13 127,30
Hold no. 5.	13 319,80	13 053,40
Total	65 945,10	64 626,20

Number of hold/hatches 5/5

Hatch size /Hold size LxW	Hatch size	Hold(length)/Tank top size(width fwd/aft)
No. 1.	19,20 x 20,80 mtr	29,50 x 8,70/25,50 mtr
No. 2.	21,60 x 22,40 mtr	26,40 x 25,50 mtr
No. 3.	21,60 x 22,40 mtr	26,40 x 25,50 mtr
No. 4.	21,60 x 22,40 mtr	26,40 x 25,50 mtr
No. 5.	21,60 x 22,40 mtr	29,50 x 25,50/7,20 mtr

Type of hatch covers Folding 2 sections fore and aft (MacGregor)

Distance from waterline to top of hatchcoaming No.1: 11,45 mtr, No.2: 11,32 mtr, No.3-5: 11,2 mtr
 Distance waterline to highest point full ballast 35,18 mtr
 Distance tanktop to hatchcoaming No.1: 17,78 mtr, No.2-5: 18,08 mtr
 Height of hatchcoaming 2,15 mtr
 Air draft 36,98 mtr
 Distance from bow to end of last hatch 158,80 mtr
 Free deck space 2,85 mtr hatch no. 1 and 3,50 mtr on all other hatches.
 Ballast capacity 31,521.3 m3 (heavy) / 18,130.3 m3 (light)
 Tanktop strength 25,00 mt/m2
 Deck strength 3,50 mt/m2
 Hatch cover strength 2,50 mt/m2
 Ventilation Natural
 Logs/lumber/stanchions n/a
 Container capacity n/a
 Cargo gear 4 x 36 mt IHI
 Max outreach 11,87 mtr
 Grabs. Type/capacity 4 x 12,50 m3 SMAG El. Hydr.

Speed and consumption

Loaded	13,50 kn on 34,50 mt IFO 380 cst + 0,10 mt MDO
Ballast	13,80 kn on 34,50 mt IFO 380 cst + 0,10 mt MDO
Eco speed laden	12,0 kn on 28 mt IFO 380 cst + 0,10 mt MDO
Eco speed ballast	12,50 kn on 28 mt IFO 380 cst + 0,10 mt MDO
In port	Working 6,00mt IFO+0,20mt MDO 380 cst Idle 3 mt IFO+0,1mt MDO 380 cst
Bunker capacity	2 003,90 m3 IFO 380 cst / 234,20 m3 MDO

Main engine	Man B&W 6S50 MC-C MCO: 9 480 kW/127 CSO: 7 260 kW/115
Auxiliary Engines	3 x 770 kW, Daihatsu 6 DK 20

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	870 773 156 600
Telefax	870 783 159 802
E-mail	master@vela.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.