

Vessel : LALINDE	ex-name : Newbuilt	Call sign : DYOJ	IMO nr. : 9354040
Flag : Philippine	Port of Registry : Manila	Inmarsat C : 435376110	MMSI : 548740000
Type	Single deck Bulkcarrier	Speed/Consumption	IFO 380 cst MDO
Summer dwat	18,909 mts on 8.444 m sw	laden	abt 13.5 knots on abt 21 mt abt 0,2 mt
Winter dwat	18,367 mts on 8.268 m sw	Port idle	abt 2.0 mt abt 0,5 mt
Tropical dwat	19,454 mts on 8.620 m sw	Port www	abt 3.5 mt abt 0,5 mt
Built	May 2006	Vessel consumes mdo when manoeuvring and sailing in narrow waterways/canals	
Class	NK	Speed/Cons figures upto Windforce BF 4 / Douglas sea state 3	
L.o.a.	139.92 m	Bunker specifications IFO ISO 8217 : 2010 (E) RMG 380 and MDO: ISO 8217 : 2010 (E) DMB	
Beam	25.0 m	However sulphur specs and each delivery and burning of specific types/grades of bunkers always to comply with Marpol regulations a/o EU directives a/o USA a/o any other national regulations including latest amendments.	
Depth	11.536 m	No mixing of new bunkers with bunkers already on board.	
Moulded depth	11.50 m	Vessel is only allowed to work single hook on a single hold	
Gt/Nt	11,697/6,377	Constants could be affected due to vsl retaining on board hold cleaning water as per MARPOL regulations.	
Suez Gross/Nett	12028.11/10626.50	Bunker tank capacities could be affected due to vessel having to keep different IFO and MGO grades separated as consequence of compliance with Marpol regulations a/o EU directives a/o USA a/o any other national regulations including latest amendments.	
Panama	9839 Nett	in case of heavy cargoes to be loaded the max quantity to be in accordance with vessel's loading manual	
Holds/hatches	4/4		
Type hatchcover	MacGregor hydraulic folding type		
Gear	3 cranes 30 mts x 15.5 M/min		
Gear outreach	cr.1&2 - 9.50 m , cr.3 - 11.50 m		
Grabs	2*10 cbm remote controlled grabs		
Tpc (full cargo sswd)	30,78		
<u>Capacities</u>			
I.F.O.	898 m ³ (=80 %)		
D.O.	50 m ³ (=80 %)		
F.W. + D.W.	334 m ³ (=100%)		
Ballast	6854 m ³ (=100%)		
Constants	250 mts		
F.W. evaporator	10 mts daily production		

Hold	Grain (cft)	Bale (cft)	Hatch size (m)	Holds at tank top: l x b fwd x b aft x h (top hatchcoam.)
no 1:	196,228	191,375	no 1 17.5 x 15 m	23.09 x (12.00/21.98) x 12.08
no 2:	211,616	205,991	no 2 17.5 x 15 m	23.08 x (22.00) x 12.08
no 3:	217,366	211,329	no 3 17.5 x 15 m	23.75 x (21.94) x 12.08
no 4:	192,697	188,111	no 4 17.5 x 15 m	23.00 x (21.95/11.80) x 12.08
Total	817,907	796,806		

Type tanktop	: Steel	Ventilation	: Natural
Tank top strength	: 17 mt/m ²	Suitable grab disch	: YES
H/C strength	: 3,0 mt/m ²	Wing/Hopper tank	: YES
Deck strength	: 4,1 mt/m ²		
Steel Coil	: 15,0mt/unit (1.5x1.5) x 2 tiers (3 layers dunnage)		

W/L hatch coaming Summerdraft midship	: abt. 5.06m
W/L hatch coaming Ballast Midship	: abt. 9.06m basis minimum bunkers
Distance Keel - Top hatchcoaming	: abt. 13.50m
W/L topmast	: abt 29.60m

ITF fitted	: National flag	<u>Draft ft/in (m)</u>	<u>DWT/salt (mts)</u>
Lakes fitted	: NO	27'8" (8.44)	18,909
Logs fitted	: NO	27'0" (8,229)	18,247
Aus h/l fitted	: YES	26'0" (7,924)	17,315
Suez/Pan fitted	: YES	25'0" (7,620)	16,395
Co2 fitted	: YES	24'0" (7,315)	15,479
		23'0" (7,010)	14,568

This vessel is member of an independent fuel testing system (Lintec). Charterers or their representatives are always at liberty to witness the sampling during any bunkering of the vessel under the charter and any discrepancies found between suppliers sample and Lintec sample then the Lintec sample to be final and binding. As long as the lintec test of the HSFO on board has not been completed and the results approved vessel may have to use LSFO or MDO/MGO instead

All details "about" given in good faith
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10.04.2013