



Vessel **Star of Emirates**
Flag Panamanian
Built Sanoyas Shipyard, Japan
Delivered 1st July 2008

Type

Ocean going, single screw, gearless BULK CARRIER, for intended cargoes of coal, ore and grain except dangerous cargoes as described in SOLAS chapter 11-2, Regulation 10.7.1.4 (see attached exemption certificate)

Classed

ABS +A1, E, BULK CARRIER, BC-A (holds 2/4/6 may be empty), SH, SHCM, ESP, +AMS, +ACCU (see attached interim class certificate)

	Summer	Tropical	Winter	Panama
Deadweight	83,610 m/t (scantling)	85,772	81,450	63,470
Draft	14.551 metres (scantling)	14.854	14.248	
TPC	71.24	71.29	71.18	

Constants 250 m/t

HFO capacity 2,907.8 M3 including settling and servicing tanks but excluding overflow tank
MDO capacity 221.3 M3 including servicing tank
MDO (low sulphur) 40.6 M3
Fresh water 374.7 M3 plus 213 M3 (drinking water)
 447.8 M3 (hold washing)

Bunker ROB's
 HFO 1,700 m/t (estimated)
 LSFO zero
 MDO 45 m/t (estimated)

Cargo hold capacity 96,110.2 M3 / 3,394,129 cubic feet
Holds 7 (natural ventilation)
Hatches 7 – McGregor side rolling – 17,290 mm x 15,660 mm

Splits	M3	Cubic Feet	Tank top strengths
Hold 1	13,354.7	471,621	29.66 mt/m2
Hold 2	13,915.6	491,429	17.91 mt/m2
Hold 3	13,954.9	492,817	30.82 mt/m2
Hold 4	12,978.0	458,318	17.91 mt/m2
Hold 5	13,961.9	493,064	30.82 mt/m2
Hold 6	13,922.6	491,676	17.91 mt/m2
Hold 7	14,022.5	495,204	30.82 mt/m2

LOA 229.0 metres
LBP 223.0 metres
Beam 32.24 metres

GT 44,251
NT 27,095
SCNT 42,166.76 (to be re-confirmed on first transit)
PCNT 38,052.75 (to be re-confirmed on first transit)

Speed and consumption data (this over-rides clause 78 of the head time charter party)

Laden	About 14.0 knots on 39 m/t HFO pd plus 2.2 m/t HFO on the auxiliary engine
Ballast	About 14.5 knots on 39 m/t HFO pd plus 2.2 m/t HFO on the auxiliary engine
In port	About 3.25 m/t HFO pd (idle) split between the auxiliary engine and auxiliary boiler About 4.25 m/t HFO pd (working) split between the auxiliary engine and auxiliary boiler

All the above are in good weather conditions with no adverse current and no negative influence of swell, up to and including Beaufort Force 4 and Douglas Sea State 3.

Vessel has the liberty to burn Marine Diesel Oil (MDO) for the main engine when manoeuvring in shallow and/or narrow waters, canals, rivers, in and/or out of port. The vessel also has the liberty to burn MDO for the auxiliary engine when starting, stopping and working with low load.

The vessel burns MDO when manoeuvring, passing from straits, canals, berthing or un-berthing, in confined, narrow waters, in heavy swell, reduced visibility or standing by, and low loads on generators.

Bunker quality

Fuel and diesel for the vessel to supplied in accordance with the ISO Regulations as specified for

HFO spec : RMG 380 or RMH 380 (ISO 8217:2005)

MDO spec : DMA (ISO 8217:2005)