	<u>MV SATURNUS</u>	7 Seas Carriers			
Year built	August 2008.				
Where built Flag	PT Pal, Surabaja, Indonesia Norwegian				
Callsign	Norwegian				
IMO / Official number					
Home port Vessels class	Bergen DNV BULK CARRIER +1A1 ESP ES(D) BC-A	A E0 IB(+)			
	DNV BULK CARRIER +1A1 ESP ES(D) BC-A E0 IB(+) HOLD(2,4) MAY BE EMPTY. NAUTICUS (NEW BUILDING)				
Туре	Semi open hatch/box shaped				
International GRT/NRT Suez GRT/NRT	30 273,00 / 16 969,00 mt 30 905,42 / 26 582,50 mt				
Panama GRT/NRT					
Design draft	-				
Summer draft (sw)	50 292,00 mt on 12,82 mtr				
Summer draft (sw) timber Tropical draft (sw)	51 692,00 mt on 13,09 mtr				
Freshwater draft	50 291,00 mt on 13,11 mtr				
Tropical draft (fw)	51 661,00 mt on 13,38 mtr				
Winter draft (sw) Winter draft (fw) timber	48 898,00 mt on 12,56 mtr				
Dept moulded	17,50 mtr				
TPC	52,29				
LOA/Beam	189,90 / 30,50 mtr				
HOLD CAPASITY	Cubic capasity CBM Grain	Cubic capasity CBM Bale			
Hold no. 1.	10 388,60	-			
Hold no. 2.	12 781,70	-			
Hold no. 3. Hold no. 4.	12 478,00 12 425,40	-			
Hold no. 5.	12 088,60	-			
Total	60 162,30	-			
Number of hold/hatches	5/5				
Hatch size /Hold size LxW	Hatch size	Hold dim. Aft/Fwd			
No. 1.	Hatch size 8,80 x 25,50 / 16,00 mtr	Hold dim. Aft/Fwd 27,20 x 25,50 / 10,00 mtr			
No. 2.	20,00 x 25,5 mtr	28,00 x 25,50 mtr			
No. 3.	20,00 x 25,5 mtr	28,00 x 25,50 mtr			
No. 4.	20,00 x 25,5 mtr	28,00 x 25,50 mtr			
No. 5.	20,00 x 25,5 mtr	28,00 x 14,20/25,50 mtr			
Type of hatch covers	End-floating, hydraulic operated double skin s	steel. Double cross joint sealing.			
Distance from waterline to top of hatchcoaming	Light 1-2:16,05 mtr 3-5:14,57 mtr Heavy 1-2:1	 3,86 mtr 3-5:12,77 mtr			
Distance waterline to highest point full ballast	40,40 mtr				
Distance tanktop to hatchcoaming	17,75 mtr				
Height of hatchcoaming Air draft	1,75 mtr 49,00 mtr				
Distance from bow to end of last hatch	153,75 mtr				
Free deck space	0,80 mtr				
Ballast capasity Tanktop strength	16 600,00 m3 (excl. Hold 3) 29 139,20 m3 full 25,00 mt/m2	ly loaded			
Deck strength Hatch cover strength	0.87 mt/m2 3.00 mt/m2				
Ventilation	Mecanical ventilation				
Logs/lumber/stanchions	n/a				
Container capasity	n/a				
Cargo gear	4 x 35 mt Mitsubishi				
Max outreach	12,75 mtr				
Grabs. Type/capasity	4 x Peiner dual scoop/12.5 cbm each				
Speed and consumption					
Speed and consumption	Abt 14,00 kn at 32,00 mt IFO 380 cst + 0,10 n	nt MDO			
Eco speed loaded	abt. 12,25 kn at abt. 28,00 mt IFO 380 cst + 0				
Eco speed ballast	Abt. 12,25 mt at abt. 26,00 mt IFO 380 cst + 0	·			
Ballast	14,00 kn at 36,00 mt IFO 380 cst + 0,10 mt M Working 5,00 mt - Idle 3,50 mt IFO 380 cst - E				
In port Bunker capasity	IFO 1 934,00 mt - MDO 117,00 mt	- 0,30 mt MDO			
Main engine	MAN B&W 6S50 MC-C MCO: 9 480 kW/127 (CSO: 8 058 kW/120,30			
Auxiliary Engines	3 x Yanmar 720 kW				
ITF	Yes				
CO2 fitted	Yes				
Australien hold ladders P&I Club	Yes Gard				
H&M Club (leading)	Codan Marine Services, Bergen as agent of C	L Codan Forsikring AS, Denmark			
Nationality of officers and crew	Indian	5 , 2 			
Communication	870773157070				
Telephone Telefax	870773157070				
E-mail	master@saturnus.amosconnect.com				
All details about and will a	400				
All details about and without guaran	<u>(ee.</u>				
Speed and consumption are: in good weather conditio	n and up to Beaufort force 4 and Douglas sea sta	te 3. Calculation of vessels			
performance on both laden and ballast passages has					
Beaufort 4 and Douglas sea state 3.					
"Owners warrant the vessel is capable of maintaining to end of sea passsage, excluding any voyage upto 36	<u> </u>	le 4			
and Douglass Sea State 3, with combined wave and s					
being on even keel and excluding periods during which	-				
reduced visibility etc.	weather in success of Day () ()	otata 2 ia ta ha assassa i			
Laden or ballast speed and consumption for period of excluded from calculations.	weather in excess of Beaufort 4 and Douglas sea	state 3 is to be expressly			
SAGIGGEG ITOTTI CATCUIALIONIS.		I ation in			
Vessel has liberty to consume MDO when maneuvering	g, in/out of ports, starting auxiliarv engine, naviga				
Vessel has liberty to consume MDO when maneuvering shallow/restricted /congestion/poor visibility, canal, strategies.					
shallow/restricted /congestion/poor visibility, canal, stra When planning to enter SECA, charterers to arrange v	vell ahead of time to supply appropriate and suffic	cient IFO and MDO to enter			
shallow/restricted /congestion/poor visibility, canal, stra When planning to enter SECA, charterers to arrange vand exit SECA with 4 days margin (for changeover and	vell ahead of time to supply appropriate and suffic	cient IFO and MDO to enter			
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