MV SERPENTINE

Year built	February 2008
Where built	PT Pal, Surabaja, Indonesia
Flag	Norwegian
Callsign	LAED7
IMO / Official number	9335020
Home port	Bergen
Vessels class	DNV - BULK CARRIER +1A1 ESP ES(D) BC-A E0 IB(+)
	HOLD(2,4) MAY BE EMPTY. NAUTICUS (NEW BUILDING)
Type	Semi open hatch/box shaped
International GRT/NRT	30 273,00 / 16 969,00 mt
Suez GRT/NRT	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)	48 898,00 mt on 12,56 mtr
Winter draft (fw) timber	-
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.	12 478,00	-
Hold no. 4.	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.	8,80 x 25,50 / 16,00 mtr	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 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: 13,86 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	1,75 mtr
Air draft	49,00 mtr
Distance from bow to end of last hatch	153,75 mtr
Free deck space	0,80 mtr
Ballast capasity	16 600,00 m3 (excl. Hold 3) 29 139,20 m3 fully loaded
Tanktop strenath	25,00 mt/m2
Deck strenath	0,87 mt/m2
Hatch cover strenath	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	n/a
Speed and consumption	
Loaded	abt. 14,00 kn at abt. 32,00 mt IFO 380 cst + 0,10 mt MDO
Eco speed loaded	abt. 12,25 kn at abt. 28,00 mt IFO 380 cst + 0,10 mt MDO. WOG
Eco speed ballast	abt. 12,25 kn at abt. 26,00 mt IFO 380 cst + 0,10 mt MDO. WOG.
In port	Working 5,00 mt - Idle 3,50 mt IFO 380 cst - Both + 0,50 mt MDO
Ballast	abt. 14,00 kn at abt. 36,00 mt IFO 380 + 0,10 mt MDO
Bunker capasity	IFO 1 934,00 mt - MDO 117,00 mt
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	Yes
P&I Club	Gard
H&M Club (leading)	Codan Marine Services, Bergen as agent of Codan Forsikring AS, Denmark
Nationality of officers and crew	Indian
Communication	
Telephone	870773153583
Telefax	870764816218
E-mail	master@serpentine.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 passsage, 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 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.

