

M/V " NURI BEY "

SHIP'S PARTICULARS

OWNERS AND MANAGERS : DENAK DEPOCULUK VE NAKLIYECILIK A.S.

" ALL DETAILS ARE ABOUT "

Ship Builder : STX Jinhae Shipyard, Gyeongsangnam-do, Korea  
Hull No : S 2067  
Delivery Date : 31 May 2011  
Class and No. : DNV 30297  
IMO Number : 9569750  
Port of registry & Official Number : ISTANBUL 26335  
Call Sign : TCMF4  
Reg. Loa / Lbp : 229.00 m / 222.41 m  
Reg. Breadth / Mould Breadth : 32.24 m  
Reg. Depth / Mould Depth : 20.10 m  
Summer Deadweight : 80,459.8 mt on 14.468 m. sw drft  
Gross Tonnage : 43,767 mt  
Nett Tonnage : 26,241 mt  
Light Weight : 13,362.1 mt  
Cargo Holds / Hatches : 7 / 7  
Cranes / Grabs : None  
Cargo Hold Grain Capacity : 95,137.2 Cub.m - 3,359,720 cub.ft  
( # 1 / 7 : 430,229 / 490,744 / 491,175 / 491,175 / 491,175 / 491,175 / 474,047 Cub.ft )  
Fuel Oil Capacity : 2383 Cub.m ( 100 % )  
Diesel Oil Capacity : 85 Cub.m ( 100 % )  
Marine Gas Oil Capacity : 65 Cub.m ( 100 % )  
Fresh Water : 300 Cub.m ( 100 % )  
Ballast Water Capacity : 34,000 Cub.m ( including # 4 Cgo Hold : 13,908 Cub.m )  
Summer Water Line : 80,459.8 DWT ON 14.468 m SW draft

**Speed and consumption at sea :**

about 15.0 knots(Ballast) / about 14.0 knots(Laden) on about 38 / 39 mts/day IFO ( Ballast/Laden),  
No diesel at sea upto Beaufort force 4 and Douglas sea state 3,

**Consumption in PORT :** - IDLE : about 3.5 mts IFO,  
- Ballasting / Deballasting : about 6.0 mts IFO

All speed/consumption figures based on in good weather conditions and smooth seas which means no adverse currents and no negative influence of swell upto including beaufort force 4 douglas sea state 3 , always basis clean/smooth bottom, even keel, deep and currentless water, with the vessel laden underdeck to her summer saltwater loadline, and in temperate seas.

Remarks : Diesel oil may be used when

- (A) Manouvering and in restricted areas in the main engine,
- (B) Main engine and generator engine required to carry out maintenance job,
- (C) Diesel generators start/stop and oil change over use,
- (D) Flushing of the both main and auxiliary engines' fuel oil line should vessel stays in port for a long time period.