NYPE 2015 APPENDIX A (VESSEL DESCRIPTION)

GENERAL INFORMATION

1.1	Vessel's name	DUBAI WORLD
1.2	Type of vessel	BULK CARRIER
1.3	IMO number	1043607
1.4	Year of build	2025
1.5	Name of shipyard/where built	NEW DAYANG SHIPYARD YANGZHOU
1.6	Flag	MARSHALL ISLANDS
1.7	Port of Registry	MAJURO
1.8	Classification Society	AMERICAN BUREAU OF SHIPPING
1.9	Protection & Indemnity Club – full name	NORTHSTANDARD
1.10	Hull & Machinery insured value	36,000,000 US DOLLARS
1.11	Date and place of last drydock	NA
1.12	Vessel's Call Sign	V7A3016
1.13	Vessel's INMARSAT number(s)	1: 453855063 2: 453855064
1.14	Vessel's fax number	NA
1.15	Vessel's email address	dubaiworld@skyfile.com

LOADLINE INFORMATION

2.1	Loadline	Deadweight	Draft	TPC
	Winter	62,690 MT	13.237 M	-
	Summer	64,404 MT	13.518 M	61.1
	Tropical	66,122 MT	13.799 M	-
	Fresh Water	64,404 MT	13.828 M	-
	Tropical Fresh Water	66,081 MT		-
2.2	Constant Excluding Fresh Water	100 MT		
2.3	Freshwater Capacity	FRESH WATER: 359 CBM (100% FULL) FRESH WATER GENERATOR CAPACITY :36 MT/DAY		

TONNAGES

3.1	Gross Tonnage (GT)	36,335 MT	
3.2	Net Tonnage (NT)	21,652 MT	
3.3	Panama Canal Net Tonnage (PCNT)	21,652 MT	
3.4	Suez Canal Tonnage	Gross (SCGT)	Net (SCNT)
		37,328	36,510
3.5	Lightweight	11,413.4 MT	

DIMENSIONS

4.1	Number of holds	5		
4.2	Hold dimensions (Meters)	L	B	H
		27.39	32.26	17.22
		31.49	32.26	17.22
		30.61	32.26	17.22
		31.49	32.26	17.22
		32.37	32.26	17.22
4.3	Height of holds	17.22 M		
4.4	Number of hatches	5		

4.5	Manufacturer and type of hatch covers	HUAHAI MARINE EQUIPMENT		
4.6	Hatch dimensions	1	LxB - 15.77 M x 18.58 M	
		2 - 5	LxB - 22.41 M x 18.58 M	
4.7	Is vessel strengthened for the carriage of heavy cargoes?	YES		
4.8	If yes, state which holds may be left empty	holds 2 and 4 may be empty		
4.9	Main deck strength	FR36~FR192 : 4.0 MT/M² FR192~FR225 : 4.5 MT/M²		
4.10	Tanktop strength	1	25.0 MT/M²	
		2	20.0 MT/M²	
		3	25.0 MT/M²	
		4	20.0 MT/M²	
		5	25.0 MT/M²	
4.11	Strength of hatch covers	CARGO CAN BE LOADED ON HATCH COVER HATCH COVER STRENGTH: 2.20 MT/M²		
4.12	Cubic grain capacity, by hold (CBM)	1	13290.5	
		2	16579.3	
		3	16029.1	
		4	16579.2	
		5	16392.4	
		Total	78870.5	
4.13	Cubic bale capacity, by hold (CBM)	1	12493.1	
		2	15584.5	
		3	15067.4	
		4	15584.4	
		5	15408.9	
		Total	74138.3	
4.14	Length overall	199.90 M		
4.15	Length between perpendiculars	196.50 M		
4.16	Extreme breadth (beam)	32.26 M		
4.17	Keel to Masthead (KTM)	49.71 M		
~~4.18~~	~~Distance from waterline to top of hatch coamings or hatch covers if side rolling hatches~~	~~No. 1 hatch~~	~~Midships~~	~~Last hatch~~
	~~Ballast condition (ballast holds not flooded, basis 50% bunkers)~~			
	~~Full ballast condition (ballast holds flooded, basis 50% bunkers)~~			
	~~Light condition (basis 50% bunkers)~~			
	~~Fully laden condition~~			
4.18	Distance & Draft	- FM KEEL TO TOP OF HATCH COAMING: NO. 1 = 21.28 M; HOLD NO. 2/3/4/5= 21.08M ; - FM DECK TO UNDER CRANE PEDESTAL: ~ 8.4M - FM WATER LINE TO TOP OF HATCH COAMING IN HEAVY BALLAST CONDITION (WITH FLOODED HOLDS): - HOLD NO. 1 – ~13.3 M HOLD NO. 2– ~12.9 M HOLD NO. 3– ~12.6 M HOLD NO. 4 – ~12.3 M HOLD NO. 5 – ~12.0 M FM WATER LINE TO TOP OF HATCH COAMING IN LIGHT BALLAST CONDITION (WITHOUT FLOODED HOLDS): - HOLD NO. 1 – ~16.20 M		

		HOLD NO. 2 – ~15.55 M HOLD NO. 3 – ~15.05 M HOLD NO. 4 – ~14.54 M HOLD NO. 5 – ~14.04 M NOTE: ACTUAL DISTANCES WILL VARY BASIS ACTUAL BUNKER ROB'S AT THE TIME.
4.19	Vessel's temporary ballast hold(s)	HOLD 3
4.20	Vessel's ballasting time/rate of ballasting	~ 18.3 HRS / 1000 M^3/HR (EXCLUDING HOLD NO.3) ~ 34.3 HRS/ 1000 M^3/HR (IF HOLD NO.3 IS FLOODED)
4.21	Vessel's de-ballasting time/rate of de-ballasting	~9.15 HRS (WITHOUT HOLDS FLOODED) ~17.16 HRS (WITH NO: 3 HOLD BALLASTED)
4.22	If geared state manufacturer and type	CRANE TYPE: ELECTROHYDRAULIC CRANE MAKE: CSSC MacGregor Marine GRAB MAKE: TOBU
4.23	Number & location of cranes	4 cranes – between holds
4.24	If vessel has power outlets for grabs – state number and power	- GEAR: 4 ELECTROHYDRAULIC CRANES, SWL: 30MT. - MAX OUTREACH OF CRANES FROM SHIP'S SIDE:12.87 M - CYCLE TIME: - HOISTING SPEED – HIGH SPEED: 38 M/MIN - LOW SPEED: 20 M/MIN - LUFFING SPEED: 78 SEC - SLEWING SPEED: 07 R/MIN - GRABS: 4 x 15 m^3, HOOK-ON/SINHGLE-ROPE RADIO CONTROLLED, GRAB WEIGHT :9.4 MT - SWL OF CRANES WITH GRABS: 24 MT (I.E. GRAB WT + CGO WT = 24 MT MAX) - MAX PERMITTED DENSITY OF CARGO FOR USING THE SHIPS GRAB FOR LOADING / DISCHARGE IS 2.5 T/CBM, I.E. STOWAGE FACTOR OF CARGO SHOULD NOT BE LESS THAN 0.4 CBM/MT. - COMBINED GEAR OPERATION IN ONE HOLD IS NOT ALLOWED. - VESSEL'S GRABS ARE NOT RUBBER LIPPED AND LEAKAGE IF ANY WOULD BE AS CUSTOMARY FOR FINE CARGOES.
4.25	Maximum outreach of cranes beyond ship's rail	
4.26	Are winches electro-hydraulic?	
4.27	If vessel has grabs on board, state:	
	Type	
	Number/Capacity	
4.28	Are holds CO2 fitted?	YES
4.29	Are holds vessel fitted with Australian type approved hold ladders?	YES
4.30	Is vessel fitted for carriage of grain in accordance with Chapter VI of SOLAS 1974 and amendments without requiring bagging, trapping and securing when loading a full cargo (deadweight) of heavy grain in bulk (stowage factor 42 cubic feet) with ends untrimmed?	YES
4.31	Is vessel logs fitted?	NO
4.32	If yes, state number, type and height of stanchions on board and which stanchions are collapsible. Also state number and type of sockets on board	NO

BUNKERS, SPEED AND CONSUMPTION			
5.1	What type/viscosity of fuel is used for main propulsion?	HSFO (ISO 8217:2017 RMG 380) (HAVING SULPHUR CONTENT MAX. UPTO 3.5%)	
5.2	Capacity of bunker tanks (including unpumpables)	No.1 H.F.O.T (S)	405.6 m^3
		No.4 H.F.O.T (P)	332.6 m^3
		No.4 H.F.O.T (S)	332.6 m^3
		No.5 H.F.O.T (P)	272.1 m^3
		No.5 H.F.O.T (S)	272.1 m^3
		No.1 HFO SERV.T.	18.4 m^3
		No.1 HFO SETT.T.	18.4 m^3
		No.2 HFO SERV.T.	18.4 m^3
		No.2 HFO SETT.T.	18.4 m^3
		M.G.O.T. (P)	479.5 m^3
		M.G.O. SERV.T.	25 m^3
5.3	Number of bunker tanks	Refer above table.	
5.4	What type/viscosity of fuel is used in the generating plant	LSMGO ISO 8217: 2017 OR LATEST EDITION- DMA SPECIFICATION (HAVING SULFUR CONTENT OF LESS THAN 0.1%)	
5.5	Speed on sea passage	Knots	Tons (ME+AE)
		Ballast 13.50	19.70
		Laden 12.50	20.00
5.6	Consumption in Port	TONS (AUX)	
	IDLE	ABT 3.00 MT HSFO + ABT 0.10 MT LSMGO	
	WORKING	ABT 4.50 MT HSFO + ABT 0.10 MT LSMGO	
~~CREW~~			
~~6.1~~	~~Number of Officers~~		
~~6.2~~	~~Number of Ratings~~		
~~6.3~~	~~Name and nationality of Master~~		
~~6.4~~	~~Nationality of Officers~~		
~~6.5~~	~~Nationality of Ratings~~		
CERTIFICATE EXPIRY DATES			
6.1	P&I	NOON GMT 20 FEB 2026	
6.2	H&M	Issued After Delivery	
6.3	Class	Issued After Delivery	
6.4	Gear	Issued After Delivery	
6.5	Document of Compliance (DOC)	29 October 2028	
6.6	Safety Management Certificate (SMC)	Issued After Delivery	
6.7	International Ship Security Certificate	Issued After Delivery	

NYPE 2015 TIME CHARTER

Additional:

Class Notation:

ABS

✠A1, Bulk Carrier, BC-A (holds 2 and 4 may be empty), ESP, (E),

✠AMS, ✠ACCU, CPS, CSR, AB-CM, BWT, CRC(SC), EEDI-Ph3, EGC-SCR, GRAB[20], IHM, NOx- Tier III, RW, TCM, UWILD

H & M UNDERWRITERS: AL DHAFRA INSURANCE COMPANYP.S.C.

HATCH/HOLD:

HATCH COVERS: STEEL HATCH COVER, WEATHER TIGHT, FOLDING TYPE MAKE: HUAHAI Marine equipment
CORRUGATION: VERTICAL
VENTILATION: NATURAL
PERMANENT CEMENT HOLES : YES, TWO(2)HOLES/HATCH
CARGO CAN BE LOADED ON HATCH COVER
HATCH COVER STRENGTH : 2.20 MT/M²

SPEED & CONSUMPTION:

ALL SPEED & CONSUMPTION ALWAYS BASED ON GOOD WEATHER CONDITIONS WHICH DEFINES AS CONTINUOUS PERIOD OF 24 HOURS FROM NOON TO NOON AND UPTO BEAUFORT FORCE 4 AND MAX DOUGLAS SEA STATE 3 WITH NO SWELL (DEFINED TO BE MAXIMUM 1,25 M SIGNIFICANT WAVE HEIGHT),AND NO ADVERSE CURRENT AND WITH EVEN KEEL IN DEEP WATER WITH CLEAN BOTTOM AND MAX SEA TEMPERATURE 30 DEGREES C. NO FAVOURABLE CURRENTS TO BE TAKEN INTO ACCOUNT WHEN CALCULATING THE VESSEL'S PERFORMANCE. EXTRAPOLATION OF "GOOD WEATHER" PERFORMANCE FOR "BAD WEATHER" PERIODS IS NOT ALLOWED LADEN OR BALLAST SPEED/ CONSUMPTION FOR PERIOD OF WEATHER IN EXCESS OF BEAUFORT FORCE 4 AND/ OR DOUGLAS SEA STATE 3 IS TO BE EXPRESSLY EXCLUDED FROM THE CALCULATIONS

ALL SPEED/ CONSUMPTION FIGURES ARE "ABOUT" AND GIVEN IN GOOD FAITH, "ABOUT" MEANS +/- 0.5 KNOTS FOR SPEED AND +/- 5% FOR CONSUMPTION. INCASE OF A JUSTIFIED SPEED CLAIM THERE SHALL BE AN ALLOWANCE FOR FUEL UNDER-CONSUMPTION.

IF CHARTERERS CHOOSE TO SLOW STEAM THE VESSEL, THEN NO UNDERPERFORMANCE CLAIM TO BE BROUGHT TO THE OWNERS FOR THE DURATION OF SLOW STEAMING. IN CASE CHARTERERS CHOOSE TO SLOW STEAM THE VSL THEN "BIMCO SLOW STEAMING CLS. PT (A)(II) TO BE DELETED" TO APPLY. IN ANY CASE VESSEL TO STEAM AT MAX SPEED WHILST SAILING THROUGH HIGH-RISK AREA.

VESSEL BURNS LSMGO WHEN MANOEUVRING, IN/OUT OF PORTS, NAVIGATING IN CONFINED WATERS, CROSSING CANALS, RIVERS, STRAITS AND DURING POOR VISIBILITY/ EMERGENCY AND LIGHT RUNNING OF AUXILIARY ENGINES.
VESSEL TO HAVE THE LIBERTY OF SLOW-STEAMING AT SEA FOR THE PURPOSES OF BALLAST EXCHANGE, IF REQUIRED. IF CHEMICALS ARE REQUIRED TO TREAT THE BALLAST DURING EXCHANGE, THEN THE COST OF CHEMICALS TO BE FOR CHARTERERS ACCOUNT.
QUALITY OF BUNKERS SUPPLIED BY CHARTERERS TO CONFORM TO ISO 8217: 2017 OR LATEST EDITION FUEL OIL – RMG380 (HAVING SULFUR CONTENT MAX.UPTO 0.5% & VISCOSITY SHOULD BE ABOUT 100 CST AT 50°C FOR THE FUEL) & LSMGO – AS PER ISO 8217: 2017 OR LATEST EDITION- DMA SPECIFICATION (HAVING SULFUR CONTENT OF LESS THAN 0.1% & VISCOSITY SHOULD NOT BE LESS THAN 4 CST AT 40°C FOR THE FUEL). INCASE 2017 SPECS NOT AVAILABLE, CHARTERERS TO SUPPLY THE LATEST AVAILABLE SPECS AT THE PORT OF BUNKERING HOWEVER SPECS NOT EARLIER THAN 2010 SPECS
STRICTLY NO MIXING OF ANY KIND OF FUEL IS ALLOWED, INCLUDING FUELS OF SAME GRADES AND QUALITY. WHEN BUNKERED IN SINGAPORE, TO COMPLY WITH SS:600 BUNKER SUPPLIER SHOULD ENTER DNVPS

SAMPLE NUMBER, TAKEN ONBOARD IN PRESENCE OF SUPPLY BARGE REPRESENTATIVE, ON THE BDN TO ENSURE SS:600 COMPLYING SAMPLE IS SENT TO LAB FOR NALYSIS.
INCASE RMG380 IS NOT AVAILABLE, THEN THE CHARTERERS TO SUPPLY RME180 INSTEAD OF RMG380.
HOWEVER, IN SOUTH AMERICA AND SOUTH AFRICA WHERE RME 180 MAY NOT BE AVAILABLE, CHARTERERS MAY BE ALLOWED TO SUPPLY RMF 180 WITH FOLLOWING LIMITATION/ CONDITION TO APPLY:
IF RMF 180 BEING SUPPLIED AS ABOVE HAS VANADIUM CONTENT BETWEEN 300 AND 500 MG/KG AND/OR MCR IS BETWEEN 18 AND 20 M/M, THEN THE CHARTERERS TO SUPPLY FUEL OIL ADDITIVES AS REQUESTED BY THE VESSEL OR OWNERS, AT CHARTERERS COSTS. HOWEVER, IN ANY CASE NO FUEL WILL BE ACCEPTED HAVING VANADIUM CONTENT MORE THAN 500 MG/KG AND/OR MCR MORE THAN 20 M/M.
IN ANYCASE, NO BUNKERING IN BANGLADESH AND PAKISTAN.

ME/AE

MAIN ENGINE MAKE: HUDONG HEAVY MACHINERY CO., LTD
TYPE: MAN B&W 6S50ME-C9.7-HPSCR, NCR 5490KWX /84.0 RPM
AUX ENGINE: 03 NOS, MAKE: DAIHATSU DIESEL MFG.CO.LTD
TYPE: 6DE-18, KWH: 710 KW AT 900 RPM.

TANK CAPACITIES:

VESSEL CAN ACCOMMODATE ONLY 85% BUNKERS IN EACH TANK.
FRESH WATER: 359 CBM (100% FULL)
FRESH WATER GENERATOR CAPACITY :35 MT/DAY

BALLAST SYSTEM:

BALLAST CAPACITY : 18295 M³ (EXCLUDING HOLD NO.3)
: 34324 M³ (IF HOLD NO.3 IS FLOODED)
-BALLAST PUMPS / CAPACITY : 02 BALLAST PUMPS: 1000 m3/H & 1000 m3/H
THE EVENT OF BREAK DOWN OF BALLAST PUMP FLWNG ALTERNATIVES ARE AVAILABLE
: 01 Fire &GS PUMP :110 m3/H & 220 m3/H
: 01 BILGE &GS PUMP /:110 m3/H & 220 m3/H
: 01 EDUCTOR 60 BM/HR
-TIME REQUIRED FOR DEBALLASTING : ~9.15 HRS (WITHOUT HOLDS FLOODED)
: ~17.16 HRS (WITH NO: 3 HOLD BALLASTED)
-DRAFT WHEN HEAVILY BALLASTED : 7.733 M / 9.603 M (WITH 100% BUNKER)

ALL DETAILS ABOUT AND WOG.