

SHIP'S PARTICULARS

Vessel's name: DENAK VOYAGER (ex Vogevoyager)
Owners and Managers: Denak Depoculuk ve Nakliyecilik A.S.
Flag / homeport: Turkish / Istanbul
Call Sign: TCUX2
Where / when built: Hitachi Zosen, Japan / March 1996

Summer deadweight: 72.171 tdw on 13,461m
Winter deadweight: 70.322 tdw on 13,181m
Tropical deadweight: 73.988 tdw on 13,741m

Type: single deck bulk carrier

IMO no: 9108257
Classification: DNV - GL

Gross/net tonnage: 37.663 / 24.167
Panama tonnage: 31.162
Suez gr/nt tonnage: 39.391,99 / 36.220,42

Length over all: 223,70m
LBP: 215,54m
Beam: 32,20m
Moulded depth: 18,60m
Tons per centimetre: 64,79t/cm

Cargo gear: nil

No of hatches/holds: 7 / 7

Dimension of hatches:
No.1 – 16,15m x 12,96m
No.2 – 17,00m x 14,58m
No.3 – 17,00m x 14,58m
No.4 – 17,00m x 14,58m
No.5 – 17,00m x 14,58m
No.6 – 17,00m x 14,58m
No.7 – 17,00m x 14,58m

Type of hatch covers: MacGregor - 2 Panel side rolling type.

Hold capacity including hatchways:	grain (cbm)	grain untrimmed ends (cbm)
No.1	10.923,2	10.743,4
No.2	12.501,4	12.276,1
No.3	12.452,4	12.259,2
No.4	12.452,4	12.259,2
No.5	12.507,0	12.257,8
No.6	12.498,3	12.276,1
No.7	11.801,2	11.542,9
Total	85.135,9	83.623,7

Flat tank top about dimensions:

Hatch No 1 – L = 21,80, w fore = 9,00m, w aft = 22,68m
Hatch No 2 – L = 23,10m, w = 22,68m
Hatch No 3 - L = 23,10m, w = 22,68m
Hatch No 4 - L = 23,10m, w = 22,68m
Hatch No 5 - L = 23,10m, w = 22,68m
Hatch No 6 - L = 23,10m, w = 22,68m
Hatch No 7 – L = 23,00m, w fore = 22,38m, w aft = 14,00m

Tank top strength for homogeneous cargo: #1/3/5/7: 28,3mt/sqm - #2/6: 15,9mt/sqm – #4: 19,3mt/sqm

Vessel is suitable for grab discharge

Tank capacity:	HS Fuel oil (85%):	1420 mt
	LS Marine Gas Oil (85%):	330 mt
	Fresh water :	274 cbm
	Ballast water:	21.566cbm (with #4 hold: 34.019cbm)

Type and horse power of main engine: B&W 6S60MC – 10650 bhp CSO @ 86 rpm

Speed + consumption:

BALLAST : about 13,5 knots at about 26 mt IFO 380 cst and about 0,9mt MDO

LADEN : about 13,0 knots at about 28 mt IFO 380 cst and about 0,9mt MDO

BALLAST ECO: about 13,0 knots at about 22 mt IFO 380 cst and about 0,9mt MDO

LADEN ECO: about 12,5 knots at about 24 mt IFO 380 cst and about 0,9mt MDO

IN PORT: Idle about 1,5mt IFO and about 1,0mt MDO

working about 2,0mt IFO and about 1,5mt MDO for ballasting/deballasting

underway for ballast exchange 6,0mt of HFO and 3,0mt of MDO for one ballast exchange operation.

All speed/consumption figures are based on in good weather condition which means sea condition up to Beaufort Scale 4 and Douglas Sea Scale 3 up to 1.25 meters significant sea height (combination of both wind driven-waves and swell), not in adverse currents and no negative influence of swell and in temperate and deep seas and an allowance of 0.5 knots on speed and 5% on bunker consumption, both in vessel's favour, shall be considered for the double 'about' description.

The vessel consumes MDO/MGO when entering/leaving ports, during manoeuvring and sailing in confined and/or shallow waters, rivers, canals, heavy weather, restricted visibility, stopping and starting engines, during ballast operations, cargo hold cleaning etc.

Charterers to guarantee for minimum IFO specification according to international standard iso 8217 latest edition/amendment, grade: RMG 380.

Charterers to guarantee for minimum MDO specification according to international standard iso 8217 latest edition/amendment, grade: DMA

The sulphur content of fuels being supplied to be in compliance with MARPOL Annex VI and local regulations, especially when calling EU and US.

Bunkering is always subject to Master's approval and fuels of different origin/supplier/port/grade to be strictly separated by vessel's tanks.

Constant excluding fresh water: about 350 mt

Unpumpable ballast: about 200 mt

Australian ladders: Fitted in all holds according to Australian R requirements.

Ventilation: natural ventilation only

Distance from water level to top of mast about :

in fully loaded condition: 33,53m

in fully ballasted condition: 38,81m

Distance keel to highest point of vessel: 47,2m

Distance from water level to top of hatch coaming about:

in fully loaded condition: #1: 8,45m / #4: 7,18m / #7: 6,98m
in light ballast condition: #1: 18,11m / #4: 15,34m / #7: 13,65m
in fully ballasted condition: #1: 14,01m / #4: 12,61m / #7: 12,28m

Vessel is able to flood hold #4

Owners P & I Club : UK P&I Club, London.

Last / Next dry dock: MARCH 8TH, 2016 (@ Nantong) / March 7th, 2019

Last / Next S.S.: MARCH 8TH, 2016 / March 7th, 2021

DOC given by N.K.K., Cert no: 11HO-1902TURDOC

Vessel's H+M insured value (total): USD 7.0 million

H+M insurance broker : Omni Ltd., Istanbul/Turkey

Satcom Numbers : INM-C (Telex-1) : 427101421

INM-C (Telex-2) : 427101423

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Vessel has Turkish Flag and all crew/officers are Turkish nationals, employed in accordance with Turkish social security act acceptable to I.T.F.

All above details and figures are 'about' and are given in good faith.

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