

## M/V MAGIC – DETAILS

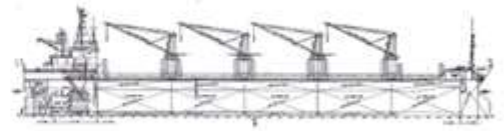


Name:	Magic
Built:	2008, Tsuneishi Heavy Industries (Cebu) Inc, Philippines
Flag/Call sign:	Liberia / A8QE8
Class:	NK, NS*,(BC-A), (ESP), MNS*, MO " Strengthened for Heavy Cargo loading where holds nos. 2 & 4 may be empty
Type:	Single Deck Bulk Carrier
Dwat:	58,790 mtons on 12.82 m SSW 57,254 mtons on 12.56 m WSW 60,327 mtons on 13.09 m TSW
Length, o.a.:	190.00 m
Length, b.p.:	185.60 m
Breadth, moulded:	32.26 m
Depth, moulded:	18.00 m
Fully loaded draft, moulded:	12.80 m

Fitted with 4 grabs of 12.50 cbm.

Tonnage:	(International):	gt/nt	32.379 / 19.353
	(Suez):	grt/nrt	33.340 / 30.694
	(Panama):	grt/nrt	32.379 / 19.352

Hatches:	5	
Hatch sizes:	No. 1	17.60 m x 17.00 m
	No. 2-4	21.60 m x 18.60 m
	No. 5	20.80 m x 18.60 m



Each hatch fitted with 2 (two) 850mm/400 mm diameter cement and grain feeding holes.

Hatch coaming:	Height:	1.40 m
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The vessel is not suitable and not designed for deckcargo.

Cargo hold capacity (incl. hatch coaming)				
Grain		(CBM)	Bale (CBM)	Hatch coaming (CBM)
Hold	No 1:	12.361	11.900	416
Hold	No 2:	15.976	15.625	561
Hold	No 3:	14.510	14.164	561
Hold	No 4:	15.971	15.609	561
Hold	No 5:	13.451	13.260	541
	Total:	72.360	70.558	2,640

Tanktop local strength:	Hold 1: 25.3 mt/m <sup>2</sup> , Hold 2: 17.0 mt/m <sup>2</sup> , Hold 3: 25.3 mt/m <sup>2</sup> , Hold 4: 17.0 mt/m <sup>2</sup> , Hold 5: 25.3 mt/m <sup>2</sup>
Australian ladders:	Yes
Cargo hold ventilation:	Natural – no CO <sub>2</sub> inhols
Nominal de-ballasting capacity:	905 m <sup>3</sup> /hour
Vessel is able to flood hold no. 3.	

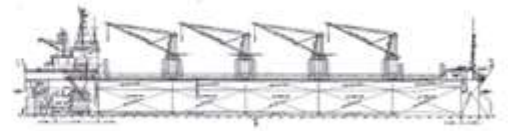
Operating company for correspondence:	»ORION« BULKERS GmbH & Co. KG, Hamburg, Germany, as Agents to Owners
P & I Club:	The North of England Protecting and Indemnity Association Limited, Newcastle upon Tyne, United Kingdom

Speed / Consumption:	(mt / 24 hrs.)
Main Engine (loaded condition):	about 14.0 kts on about 31.0 mt HFO plus 0.2 mt MDO
Main Engine (Ballast):	about 14.5 kts on about 31.0 mt HFO plus 0.2 mt MDO
Port with crane working:	about 1.5 mt HFO
Auxiliaries (at sea):	about 1.5 mt HFO
Boiler (port opr.):	About 1.5 mt HFO

When ballasting/de-ballasting/exchange ballast water vessel consumes about 2.5 mt HFO or MDO for each operation.

Vessel using MDO in bad weather or when manouvering in swallow and/or confined waters.

Speed and consumption figures are given under good weather condition up to and including Beaufort Scale Force 4 for wind and DDS 3 for sea with no swell and without adverse current. Based on fuel oil of L.C.V. 42,700 KJ/kg for main engine only.



m i n i m u m	Quality specification of HFO to be guaranteed by Charterers: The fuel will be suitable for the use in vessel's engines and must be proven stable and homogenous, not to contain tar, chemical waste and/or used marine- and/or automotive lubricants and according to international standard ISO 8217 , 2005 (E) latest amendment, Grade RMG 380 CST at 50 degrees Celsius.
m i n i m u m	Quality specification of MDO to be guaranteed by Charterers: The MDO must be proven stable and homogenous, not to contain chemical waste, tar and/or used marine- and/or automotive lubricants and according to international standard ISO 8217, 2005 (E), latest amendments, Grade : DMB.
Bunkering is always subject to Master's approval and fuels of different origin/supplier/port/grade to be strictly separated by vessel's tanks.	

Lightship weight:	9,100 mt
Constants excluding fresh water:	about 200 mt
Fresh water consumption daily:	about 9 mt
Evaporator production daily:	about 17 mt
Normal fresh water reserve:	about 250 mt
TPC:	55.70

All performance figures and capacity details have been obtained from the yard and are believed to be accurate. All details and figures are 'about' and are given in good faith but without any guarantee.