<table>
<thead>
<tr>
<th>Vessel name</th>
<th>Built</th>
<th>IMO no.</th>
<th>Flag</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daxia</td>
<td>06/2011</td>
<td>9588598</td>
<td>Liberia</td>
</tr>
</tbody>
</table>

**Ship’s Basics**

- **Type**: Bulk Carrier
- **Builder**: Cosco Shipyard, Dalian, China
- **Classification**: NK NS* (CSR, Bulk Carrier type A; BCXII, GRAB 20), (ESP), (IWS) MNS*

**Dimensions & Main Data**

- **GT/NT**: 32,983 / 19,191
- **Deadweight (summer)**: 56,800 mt
- **Length o.a.**: 199.99 m
- **Length p.p.**: 185.00 m
- **Beam**: 32.26 m
- **Max. draft (summer)**: 12.80 m
- **Max. speed**: 13.5 knots
- **Service speed**: 13.0 knots
- **Consumption at sea**: 27.5 mt fuel per day + 2.5 mt AE
- **Eco speed**: 12.0 knots
- **Consumption eco speed**: 24.5 mt fuel per day + 2.5 mt AE
- **Consumption in port**: 5.5 mt fuel per day (with cranes operations) / 3.0 mt fuel per day (without cranes operations)
- **Fuel on ME**: RMG 380 / RME 180 / MGO DMA / MDO DMB
- **Fuel on AE**: MGO DMA
- **Tank capacities**: RMG 380 / RME 180 abt. 2,059 cbm / MGO DMA / MDO DMB abt. 346 cbm / Ballast abt. 30,886 cbm / Freshwater abt. 465.4 cbm

**Propulsion**

- **Main Engine**: MAN B&W 6S50MC-C MARK VI 9480 kW
- **Aux.-Engines**: Daihatsu, 3 x 660kW
- **Propeller**: Fixed pitch propeller

**Hatch and Hold**

- **Hatch and Hold**: 5 Holds / 5 Hatches
- **Cargo Hold capacity**: No 1: 13,009 cbm (459,407 cbft) / No 2: 15,333 cbm (541,478 cbft) / No 3: 14,553 cbm (513,933 cbft) / No 4: 15,333 cbm (541,478 cbft) / No 5: 13,404 cbm (473,356 cbft)
- **Total**: 71,634 cbm (2529,726 cbft)

- **Hatch cover type**: Folding type
- **Hold dimensions**: 28.10 m x (F 11.2 + A 23.74) m
- **Deck strengths per sqm**: Hold No. 1, 3, 5: 25.00 mt on tanktop / Hold No. 2, 4: 20.00 mt

**Cargo Gear**

- **Type**: 4 x 36 mt
- **Hoisting speed**: 30 mt x 18.00 m/min
- **Slewing angle**: 360°
- **Hoisting height**: 35 mt at min. radius
- **Situated**: Between hatches in centreline of the ship
- **Specials**: Could also be equipped with grabs / Hold CO2 fitted

**Special Equipment / Features**

- **IMO classes**: Fitted for carriage of dangerous goods of all IMO classes
- **Other**: -
Max. speed is calculated basis 85% MCR, ballast condition, no deck cargo, maximum Beaufort 2, no swell, no adverse currents, clean hull and even keel. Service Speed and consumption at sea is calculated basis 75% MCR, laden condition, no deck cargo, maximum Beaufort 2, no swell, no adverse currents, clean hull and even keel. Eco speed is the minimum continuous speed in laden condition. Consumption data assumes reefer plugs and shaft generator disconnected but including AE if no shaft generator is installed. Vessel is burning fuel according to ISO 8217. Intake is always subject to vessel’s stability, trim, permissible weights and is subject to regulations of visibility. Lifting capacity of vessel’s cranes is subject to vessel’s stability and can depend on cargo/ballast on board. Container data as well as bale capacity assumes tweendeck ashore. All details including speed and consumption are given in good faith and are “about” and are given without guarantee. They must not be used as basis for charterparty or contracts without owner’s explicit written authority.