Name:	**BLUE WHALE 43K MV "USUKI" / MV "UMEA"**
IMO no:	USUKI : 1090272 / UMEA : 1090284
Flag / homeport:	Cyprus / Limassol
Where / when built:	Huanghai Shipbuilding Co. Ltd., China / January and April 2026
Type and class notations:	★ CSA General Dry Cargo Ship, Double Side Skin; Holds Nos.2&4 may be empty; Strengthened for Heavy Cargoes; Grab*(20); PSPC(B,D); SOLAS II-2 Reg.19; Ice Class B; Equipped with Container Securing Arrangements; Loading Computer(S,I,G); In-Water Survey, ★ CSM AUT-0; M FR(S,T,P,m); SCM; G-EP(GPR(EU)); G-ECO(CD67,BWM(T))
Classification:	CCS, Methanol Ready, AMP Ready
EEDI Phase III:	Attained = 3.66 Required = 7.50 (49% better than EEDI Phase 3)
Gross/net tonnage:	27,316 / 15,126
Suez gross/net tonnage:	28,455.93 / 27,596.98
Panama net tonnage:	22,764.00 - The vessel is fitted for transit Panama locks
Length over all:	179.95 m
Beam:	32.20 m
Moulded depth:	15.40 m
Summer draft:	11.00 m
Immersion / Cb:	54.62 mt/cm / Cb 0.829 (at summer draft)
Summer deadweight:	43,139.40 mt on 11.00 m Draft and TPC 54.62 mt/cm
Summer deadweight 2.:	39,875.00 mt on 10.40 m Draft and TPC 54.20 mt/cm
Design deadweight:	35,032 mt on 9.50 m Draft and TPC 53.42 mt/cm
Winter deadweight:	41,891 mt on 10.771 m
Tropical deadweight:	44,391 mt on 11.229 m
Fresh water deadweight:	43,139 mt on 11.245 m
Tropical freshwater dwt:	44,365 mt on 11.474 m
Lightweight:	HCY-251 =10,472.60 mt (draft 2.442 m) / HCY-252 = 10,436.1 mt
Complement:	27 Persons (including Pilot and Owner)
Air draft:	38.20 m
Cargo gear and grabs:	4 MacGREGOR electro-hydraulic cranes of 36.00 mt SWL located (c.l.) between holds 1-2, 2-3, 3-4, 4-5. Grabs: 3 pcs 14.00 m3 each
Outreach from ships rail:	10.00 m
No. of hatches/holds:	5 / 5 (Engine Room Bulkhead is A-60 insulated)
Dimension of hatches:	No.1 – Fwd 4.85+11.50 m x 19.5 m, Aft 20.0 m x 27.3 m
	No.2 – 20.00 m x 27.30 m
	No.3 – 20.00 m x 27.30 m
	No.4 – 20.00 m x 27.30 m
	No.5 – 20.00 m x 27.30 m
Type of hatch covers / Teu:	Hydraulic folding type (end folding) / Container fitted for 441 Teu

Hold capacity:	Grain (m3)	Bale (m3)	Bale (f3)	(including hatchways)
	No.1 8,798	8,798	310,699	
	No. 2 11,749	11,749	414,912	
	No. 3 11,446	11,446	404,212	
	No. 4 11,749	11,749	414,912	
	No. 5 9,834	9,834	347,285	
	Total 53,576	**53,576**	**1,892,020 f3**	(including hatchways)

Tank top dimensions:	Hold no. 1 - Fwd= 27.3m/13.6m x 22.4 m& Aft= 3.2 m x 27.3 m
	Hold no. 2 - L = 28.8 m, W = 27.3 m
	Hold no. 3 - L = 28.0 m, W = 27.3 m
	Hold no. 4 - L = 28.8 m, W = 27.3 m
	Hold no. 5 - Fwd= 27.3 m x 4.8 m & Aft= 27.3 m/11.2 m x 19.2 m
Tank top strength:	For homogeneous cargo: 25mt/m2; Steel coils 50mt in 2 tiers of 25mt each; 2.0m (D) 1.8m (L) 4 pcs Dunnage. Vessel is suitable for grab discharge: Grab Notation "G-20". 3 pcs Grabs of 14 m3 are on board.
Tank capacities:	
LSFO:	LSFO 1 and LSFO 2 Settling tanks each = 20.38 m3 at 100%
	LSFO 1 and LSFO 2 Service tanks each = 20.38 m3 at 100%
	LSFO 1 (P) = 248.12 m3 at 100%
	LSFO 1 (S) = 207.35 m3 at 100%
	LSFO 2 (P) = 224.32 m3 at 100%
	LSFO 2 (S) = 183.56 m3 at 100%
Total LSFO:	**944.87 m3 at 100%** (Max 85% tank filling allowed. No mixing allowed)
MDO/MGO:	MGO = 695 m3 at 100% (tank P 390 m3 tank S 305 m3, for Methanol)
	MDO (P) = 175.96 m3 at 100%
	MDO (S) = 154.76 m3 at 100%
	MGO 1 service tank 20.38 m3 at 100%
	MDO 2 service tank 20.38 m3 at 100%
Total MGO/MDO	**1,076 m3 at 100%** (Max 85% tank filling allowed. No mixing allowed)
Ballast water:	14,576 m3 at 100%
Ballast water treatment:	1,200 m3/hr by 2 independent treatment plants of 600 m3/hr each
Fresh water:	345.00 m3 at 100%
Drinking water:	45.95 m3 at 100%
Fresh water hold cleaning:	316.00 m3 at 100%
Dirty hold cleaning water:	316.00 m3 at 100%
Urea:	80.49 m3 at 100%
Bilge water holding:	32.34 m3 at 100%
Main Engine type & power	MAN B&W 5S50ME – C9.7 HPSCR; 5,340 kW at 93.5rpm
Shaft Generator:	RENK IFPS 500 kW
Type & Power of Auxiliary Engines:	Weichai, 660kW at 720 rpm, 60 cycle 450 V 3 pcs. (Plus one Shaft Generator of 500kW)
Speed + Consumption: Laden (means Design Draft) & Ballast Draft in calm deep sea:	All speed and consumption figures are being given without guarantee and shall be verified during the first voyage and shall be guaranteed once figures have been reconfirmed:
	Laden: about 14.0 kn at about 16.9 mt LSFO 380 cst. No MGO
	Ballast: about 14.0 kn at about 14.9 mt LSFO 380 cst. No MGO
ECO 1 = 13.00 kn:	Laden Eco 1: about 13.0 kn at abt. 13.1 mt LSFO 380 cst. No MGO
	Ballast Eco 1: about 13.0 kn at abt. 12.1 mt LSFO 380 cst. No MGO
ECO 2 = 12.50 kn:	Laden Eco 2: about 12.5 kn at abt. 11.72 mt LSFO 380 cst. No MGO
	Ballast Eco 2: about 12.5 kn at abt. 10.72 mt LSFO 380 cst. No MGO
In port idle:	Idle: about 2.5 mt LSFO or MGO
In port working:	Working: about 5.0 mt LSFO or MGO

General Fuel and Speed:
Vessel's speed and consumption figures are based on even keel and design draft, no adverse currents, no swell, calm and deep sea, good weather condition up to and including Beaufort scale force 4 for wind and Douglas Sea State 3 (max 1.25 m sea height). The vessel complies with IMO Nox and Sox regulations in ECA's utilizing a High Pressure Selective Catalytic Reactor and consumes UREA in the USA, Baltic, North Sea on charterers account.
The vessel consumes 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 LSFO specification according to international standard iso 8217 latest edition/amendment, grade: RMG 380, with a sulphur content less than 0,5%.
Charterers to guarantee for minimum MGO specification according to international standard iso 8217 latest edition/amendment, grade: DMA, with a sulphur content less than 0,1%.
The sulphur content of fuels being supplied to be in compliance with MARPOL Annex VI and local regulations, especially when calling EU and US and China.
Bunkering is always subject to Master's approval and residuals/hybrid fuels of different origin/supplier/port/grade to be strictly separated by vessel's tanks.

General Vessel:	
Constant excl. fresh water:	200.00 mt
Australian ladders:	Fitted in all holds according to Australian requirements
Ventilation:	Electric mechanical ventilation with 3 air changes per hour
Distance from water level to top of mast about:	in fully loaded condition: 32.2 m - Radar Mast (At Summer draft) in ballasted condition: 38.2 m - Radar Mast (At Summer draft)
Distance from water level to top of hatch coaming about:	in fully loaded condition: 6.50 m - #1 6.50 m - #3 in ballasted condition: 11.50 m - #1 11.50m - #3
Vessel fitted:	CO2 fitted / AHL fitted / A-60 Engine Room bulkhead
Vessel ice class:	Ice class B (CCS)
Vessel's shore power	Low Voltage installed*, AMP High Voltage ready
Vessel's crew:	Fully ITF covered
P+I Club:	West of England

* Low Voltage Shore Power for shore crane operation.

All details and figures are 'about' and are given in good faith but without guarantee

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Date 02.04.2026

With PSD and ENERGY-SAVING CAP, excluding Sea Margin and Shaft Generator

Condition	Design Draft T=9.50 / 9.45 m	Scantling Draft T=11.00 / 11.00 m	Ballast Draft T=4.00 / 7.00 m
Delivered power Pdt (kW)	4,229	4,229	4,229
Model Trial Speed Vs (knots)	13.99	13.51	13.88
Sea Trial Speed Vs (Knots)	**14.34**	**13.88**	**14.20**
Model and Sea Trial Revolutions Nt (r.min)	94.33	93.38	92.94

With PSD and ENERGY-SAVING CAP, included 10% Sea Margin

Condition	Design Draft T=9.5 / 9.45 m	Scantling Draft T=11.0 / 11.0 m	Ballast Draft T=4.0 / 7.0 m
Delivered power Pdt (kW)	3,845	3,845	3,845
Model Trial Speed Vs (knots)	13.66	13.15	13.54
Sea Trial Speed Vs (Knots)	**14.00**	**13.50**	**13.90**

MODEL PREDICTION AT SCANTLING DRAFT (WITH PSD AND ENERGY-SAVING CAP)