



MEDIUM FORM QUESTIONNAIRE

Date updated:	Mar 23, 2019		
Vessel name (IMO number):	Emma Bulker (IMO: 9424091)		
Ship Type:	Boxshaped Grabfitted Log bulkcarrier		
Class:	Nippon Kaiji Kyokai		
Flag:	Denmark		
Year Built / Yard:	2010, Hakodate Shipyard, Japan		
Communications:	Call sign: OWBR2		
	Telex: 421961710		
	Fax: (870) 7831-59038		
	Phone: (870) 773155952		
	Email: emmabulker@marine-onair.net		
Loadlines:	Dwat (mt)	Draft (m)	TPC
Summer Salt Water:	31,887.00	9.64	45.22
Winter Salt Water:	30,985.00	9.44	45.04
Tropical Salt Water:	32,793.00	9.84	45.39
Cargo capacities:	Grain (Cubic Meters)		Bale (Cubic Meters)
No. 1:	5,492.79		5,415.67
No. 2:	9,067.41		8,775.34
No. 3:	9,067.41		8,778.71
No. 4:	8,943.16		8,488.42
No. 5:	7,883.23		7,811.03
Total:	40,454.00		39,269.17
Holds/Hatches:	5 / 5		
Hatch cover type:	Folding type weathertight steel hatch cover		
Hatch dimensions	Hatch #1: 12.75 x 13.60 m Hatch #2, #3, #4, #5: 19.55 x 19.60 m		
Cranes number/capacity/type:	4 x 30 MT / electro-hydraulic		
Grabs number/capacity/type:	3 x 8.00 / El-hydraulic NOTE: Grabs not to be used unless specific agreement has been made with owners.		
Speed and Consumption	To be advised		
Loa/Beam:	175.53m / 29.40m		
International GT/NT:	19,812.00 / 10,395.00		
Panama Canal NT:	16,541.00		
Suez Canal GT/NT:	20,236.21 / 18,274.97		
Bunker tank capacities:	1,079.79 CBM (IFO RMG380) 329.59 CBM (MGO DMA max 0.10% sulphur) (always to be confirmed by master)		
Constants:	290 mt excl. fresh water (always to be confirmed by master)		
Tank Strengths:	Tank Top	Deck	Hatch Cover
	11.56 MT/sqm	3.99 MT/sqm	Hatch #1: 2.49 MT/sqm Hatch #2, #3, #4, #5: 2.87 MT/sqm
Other fittings:			
Logs fitted	Yes		
Cement holes:	Hatch #1: 2 x 720mm, on each panel near center of hatch cover Hatch #2, #3, #4, #5: 2 x 720 mm, on each panel near center of hatch cover		
Electrical ventilation:	No		
Grain fitted	Yes		
Are holds CO2 fitted:	Yes		
A60 bulkhead:	Yes		
Australian hold ladder	Yes		
Strengthened for heavy cargo:	Yes	Holds left empty:	

All information about and believed to be correct.

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