GENERAL ARRANGEMENT AND CAPACITY PLAN
M.V. KEY HUNTER

SCALE 1:200

PLAN HISTORY
Dec. 1st., 2011 Prepared for Finished Plan

LOADING

HOLD (MARK (+) IS FULL)	SOLID MT	M.S.& S.G.D (WITH)	C.H.BALLAST
NO.1 CARGO HOLD	1.0	1.48	–
NO.2 CARGO HOLD	1.0	–	–
NO.3 CARGO HOLD	1.0	1.48	–
NO.4 CARGO HOLD	1.0	–	1.00
NO.5 CARGO HOLD	1.0	1.48	–
NO.6 CARGO HOLD	1.0	–	–
NO.7 CARGO HOLD	1.0	1.48	–

GAMMA (+) = CARGO WEIGHT
*HOLD CAPACITY ALLOWING IN HATCHWAY

UNIFORM LOAD (INNER BTM.)

HOLD	T/M²	LOAD(MT)
NO.1 CARGO HOLD	29.33	388.74
NO.2 CARGO HOLD	29.33	388.74
NO.3 CARGO HOLD	29.33	388.74
NO.4 CARGO HOLD	20.34	199.86
NO.5 CARGO HOLD	29.33	388.74
NO.6 CARGO HOLD	19.25	182.74
NO.7 CARGO HOLD	29.33	388.74

HOLD CAPACITY TABLE

HOLD & HATCH	LOCATION (FR.NO.)	CAPACITY — GRAIN — CUB. M.	CUB. FT.	CO. OF GRAVITY (100 UNIT) AFT(+)	KG (+)
NO.1 CARGO HOLD	218 – 248	12,622.5	445,784	-87.84	11.19
NO.2 CARGO HOLD	188 – 218	14,739.6	520,578	-141.81	10.88
NO.3 CARGO HOLD	156 – 186	14,388.5	508,059	-34.24	10.88
NO.4 CARGO HOLD	126 – 156	14,388.5	508,059	34.24	10.88
NO.5 CARGO HOLD	96 – 127	14,352.8	506,800	116.82	10.88
NO.6 CARGO HOLD	65 – 96	14,264.2	503,740	43.58	10.89
NO.7 CARGO HOLD	32 – 65	14,338.0	505,953	70.93	11.34
TOTAL		97,381.7	3,439,034	–	–
— HATCH —					
NO.1 HATCH COAM.	223 – 242	141.8	5,001	-80.62	21.07
NO.2 HATCH COAM.	192 – 212	198.4	7,008	-143.10	21.07
NO.3 HATCH COAM.	160 – 180	198.4	7,008	-33.42	21.07
NO.4 HATCH COAM.	132 – 150	178.5	6,307	18.34	21.07
NO.5 HATCH COAM.	102 – 122	198.4	7,008	98.76	21.07
NO.6 HATCH COAM.	71 – 91	198.4	7,008	43.58	21.07
NO.7 HATCH COAM.	40 – 60	198.4	7,008	93.38	21.07
TOTAL		1,312.2	46,338	–	–

NOTE. 1. GRAIN CAPACITY INCLUDE THE HATCH SPACE.
2. 1 CUB. M = 35.315 CUB. FT.

TANK CAPACITY TABLE (HULL PART)

COMPARTMENT	LOCATION (FR.NO.)	CAPACITY (SHT) 100%FILL	WEIGHT (MT)	CENTER OF GRAVITY (METER) LCG	TCG	VCG	MAX. MOMENT (SHT)
WATER BALLAST TANK		S.G.=1.025					
FORE PEAK TANK	248 – F.E.	1,489.4	1,527	-108.58	-0.00	6.98	4,772
NO.1 STM. W.B.TK.	P	221 – 248	921.1	924	-90.23	-8.81	2.12	5,750
	S	221 – 248	921.1	924	-90.22	8.81	2.12	5,750
NO.1 T.S.	P	218 – 248	1,430.8	1,436	-88.78	-10.03	8.04	5,750
& STM. W.B.TK.	S	218 – 248	1,430.8	1,436	-88.78	10.03	8.04	5,750
NO.2 STM. W.B.TK.	P	188 – 221	951.5	975	-143.55	-9.74	1.44	9,113
	S	188 – 221	951.5	975	-143.55	9.74	1.44	9,113
NO.2 T.S.	P	188 – 221	1,641.4	1,682	-132.40	-11.07	8.61	9,113
& STM. W.B.TK.	S	188 – 221	1,641.4	1,682	-132.40	11.07	8.61	9,113
NO.3 STM. W.B.TK.	P	156 – 186	1,716.1	1,811	-74.00	-9.68	1.44	17,315
	S	156 – 186	1,716.1	1,811	-74.00	9.68	1.44	17,315
NO.3 T.S.	P	127 – 188	3,448.5	3,125	-73.07	-11.03	8.56	17,315
& STM. W.B.TK.	S	127 – 188	3,448.5	3,125	-73.07	11.03	8.56	17,315
NO.4 STM. W.B.TK.	P	97 – 126	1,853.1	1,899	-28.47	-9.90	1.44	17,944
	S	97 – 126	1,853.1	1,899	-28.47	9.90	1.44	17,944
NO.4 T.S.	P	65 – 126	2,674.2	2,741	-26.54	-10.79	8.63	17,944
& STM. W.B.TK.	S	65 – 126	2,674.2	2,741	-26.54	10.79	8.63	17,944
NO.5 STM. W.B.TK.	P	32 – 97	848.5	870	-11.26	-8.52	2.74	4,428
/ COLLECT. TK.	S	32 – 97	848.5	870	-11.26	8.52	2.74	4,428
NO.5 T.S. TK. &	P	32 – 97	1,011.0	1,036	-11.32	-9.23	5.16	4,428
/ COLLECT. TK.	S	32 – 97	1,011.0	1,036	-11.32	9.23	5.16	4,428
AFT. PEAK TK.		A.E.– 11	1,019.8	1,045	108.47	-0.03	13.50	8,149
SUB TOTAL			22,050.9	22,612.2				
NO.4 C.HOLD (W.B.)	P,S	127 – 156	12,747.2	13,068	+8.75	0.00	10.97	87,202
WATER BALLAST TOTAL			34,798.1	35,678				
FRESH WATER TK.			S.G.= 1.000					
FRESH WATER TK.	P	2 – 10	234.4	234	-106.29	-8.21	17.63	175
FRESH WATER TK.	S	2 – 10	234.4	234	-106.29	8.21	17.63	175
FRESH WATER TOTAL			468.8	468				

Note : 1. (–) SIGNS IN LCG INDICATE FORWARD MIDSHIP.
2. (–) SIGNS IN TCG INDICATE PORT SIDE.
3. No.1~3 STM. TK. CAPACITY ARE FULL OF CONNECTION PIPE TOP LEVEL.
4. NO.2 & 4 CARGO HOLDS CAN BE FILLED BY BALLAST WATER WITHIN FOLLOWING ALLOWABLE LIMIT AT IN-PORT USE.
NO.2 CARGO HOLD : 13.3 M ABOVE TANK TOP (11,127.8 MT)
NO.4 CARGO HOLD : 13.3 M ABOVE TANK TOP (10,773.1 MT)

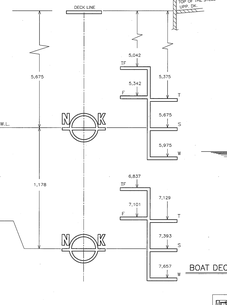
TANK CAPACITY TABLE (MACHINERY PART)

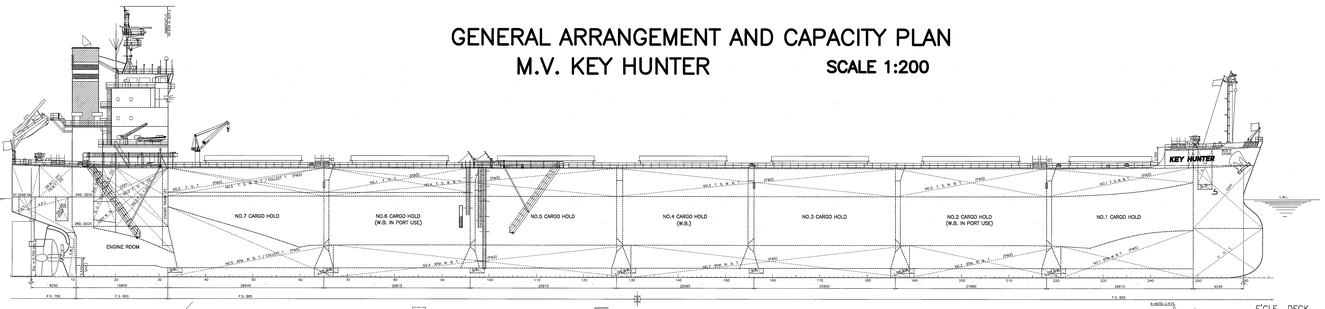
COMPARTMENT	LOCATION (FR.NO.)	CAPACITY (SHT) 100%FILL	WEIGHT (MT) 100%FILL	CENTER OF GRAVITY (METER) LCG	TCG	VCG	MAX. MOMENT (SHT)
FUEL OIL TANK			S.G.= 0.935				
NO.1 FUEL OIL TK.	P	85 – 98	516.7	484	44.02	12.13	18.75	815
	S	85 – 98	516.7	484	44.02	12.13	18.75	815
NO.2 FUEL OIL TK.	P	52 – 85	550.0	484	71.70	12.13	18.75	974
	S	52 – 85	550.0	484	71.70	12.13	18.75	974
NO.3 FUEL OIL TK.	P	20 – 52	456.3	410	90.73	11.87	15.46	1098
	S	20 – 52	270.9	243	90.69	12.14	17.50	108
N.F.O. SETT. TK.	P	20 – 28	270.9	243	90.69	12.14	17.50	108
NO.1 M.E.G.BDN.TK.	P	16 – 28	* 26.1	24	92.08	11.87	12.05	53
NO.2 M.E.G.BDN.TK.	S	20 – 28	* 26.1	23	94.50	11.53	12.06	57
FUEL OIL TOTAL			2,843.7	2,643				
DIESEL OIL TANK			S.G.= 0.900					
DIESEL OIL TK.	P	15 – 20	155.7	134	97.47	11.68	15.85	30
DIESEL OIL TK.	S	17 – 20	61.6	53	96.73	11.90	17.52	20
D.O. SETT. TK.	P	17 – 20	61.6	53	96.73	11.90	17.52	20
DIESEL OIL TOTAL			278.9	241				
LUB. OIL TANK			S.G.= 0.900					
M.E. L.O. SUMP TK.	C	17 – 28	21.1	18.1	84.04	0.00	1.04	14
MISCELLANEOUS TANK								
F.O. CLEAN DRAIN TANK	P	27 – 29	3.0	2.7	89.10	4.59	1.45	7
SLUDGE TANK	P	20 – 26	24.5	21	91.57	13.76	1.28	97
F.O. SETTLING TK.	P	20 – 26	24.5	21	91.57	13.76	1.28	97
GRAY WATER TK.	P	15 – 20	321.7	277	94.80	13.87	12.07	80
BILGE SEP. OIL TK.	P	11 – 16	23.6	20	100.24	0.00	1.10	23
CLEAN DRAIN TK.	P	19 – 21	18.0	15	87.58	11.50	0.93	13
COOL. W. TK.	A.E.– 11		113.1	103.5	-0.02	3.78	2	

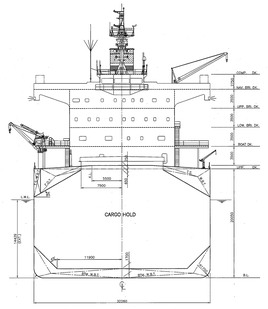
Note : 1. (–) SIGNS IN LCG INDICATE FORWARD MIDSHIP.
2. (–) SIGNS IN TCG INDICATE PORT SIDE.
3. (*) MARKS IN CAPACITY MEAN FULL OF OVERFLOW POSITION.
4. MIDSHIP OF F.O., D.O. AND L.O. ARE CORRESPONDING TO 86% FULL CAPACITY.

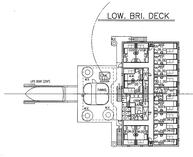
DEADWEIGHT SCALE

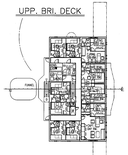
DRAFT M	DEADWEIGHT MT	SALT WATER TPC MT	MTC MT—M
15	14,429		
14			
13	12,711		
12			
11			
10			
9			
8			
7			
6			
5			
4			
3			
2			

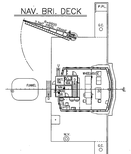


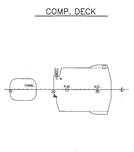


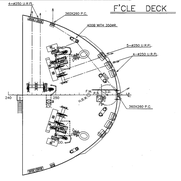


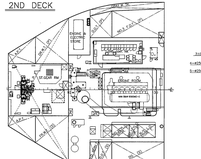


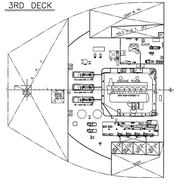


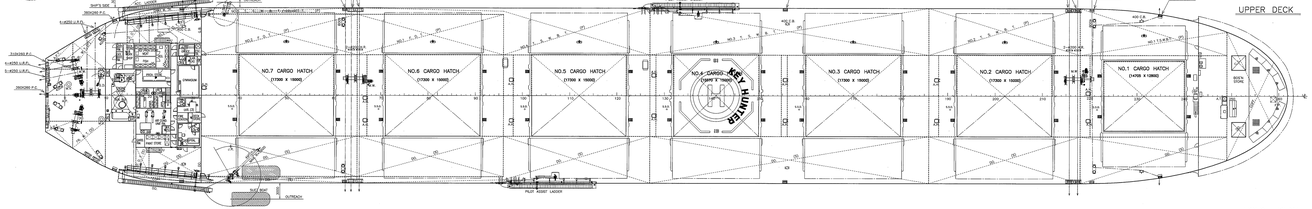


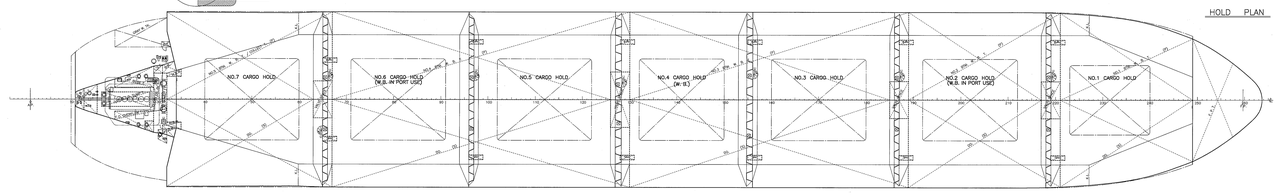












PRINCIPAL PARTICULARS

1. PRINCIPAL DIMENSIONS		
LENGTH	O.A.	208.98 M
	B.P.	202.00 M
BREADTH	MLD.	32.26 M
DEPTH	MLD.	20.00 M
DESIGN LOAD DRAFT MLD.		13.200 M
FULL LOAD DRAFT (SUMMER)		14.429 M
2. TONNAGE, CLASS, ETC		
GROSS TONNAGE	(INTERNATIONAL)	43,012
NET TONNAGE	(INTERNATIONAL)	27,210
CLASS		NK★100A1 Bulk Carrier, Grain, Hold(s) may be Empty, CSR BC-A, BC-I-HL (BWM (S)) (ESP), (NEU), (HOLD, NO. 2 & 4 may be Flooded), Ballast Hold(s) may be Flooded, Strengthened for heavy cargo loading, ★NAV-1, ★MON-SHAFT, ★CSM
NAVIGATION AREA		OCEAN GOING
FLAG		PANAMA
3. DEADWEIGHT & CAPACITY		
DEADWEIGHT (SW.H.=14.429 M)		82,099 MT
(SW.H.=12.711 M)		69,935 MT
CARGO HOLD CAPACITY (GRAIN)		97,381.7 M³
4. MAIN ENGINE		
MAIN ENGINE		MITSUI M.A.N.-DIESE REVERSING 1 SET × 7680
M.C.R.		8,210 kW × 87.5 r.p.m.
N.C.R.		6,560 kW × 78.8 r.p.m.
STEAM M.E.G.E.		
SERVICE SPEED		
(T.S.D. 28,250 MT) with 15% S.M.		14.5 KTS
5. CREW'S ENTRY		
	ENGINE	BUSINESS
CAPTAIN	1	CHIEF ENGINEER 1
CHIEF OFFICER	1	1ST ENGINEER 1
2ND OFFICER	1	2ND ENGINEER 1
3RD OFFICER	1	3RD ENGINEER 1
		OFFICER TOTAL (SP)
BOATSWAIN	1	A.B.(1 OILER 1) CHIEF COOK 1
		A.B. 4 STEWARD 1
A.B. SEAMAN	4	O. OILER 1
SEAMAN	3	MOTOR MAN 1
		CREW TOTAL (12SP)
PILOT LADDER (SUMMER)		1P
APPARATUSES (STORY SUMMER)		1P
APPARATUS (BATHS CLASS)		1P
		GRAND TOTAL (13SP)

KEEL LAID	(NO. 1363) 2010
LAUNCHED	(NO. 1364) 2011
DELIVERED	(7th. Nov. 2011)

FINISHED PLAN

SHIP PLANNING DEPARTMENT OSHIMA SHIPBUILDING CO., LTD.	SHIP'S NAME KEY HUNTER
APPROVED BY	船 名 KEY HUNTER
CHECKED BY	一般配置図及び船体容積図
DRAWN BY	GENERAL ARRANGEMENT & CAPACITY PLAN (with DEADWEIGHT SCALE)
SCALE 1/200	DRAWING NO. S1450
LIST NO. H6-4	TSUNEISHI SHIPBUILDING CO., LTD