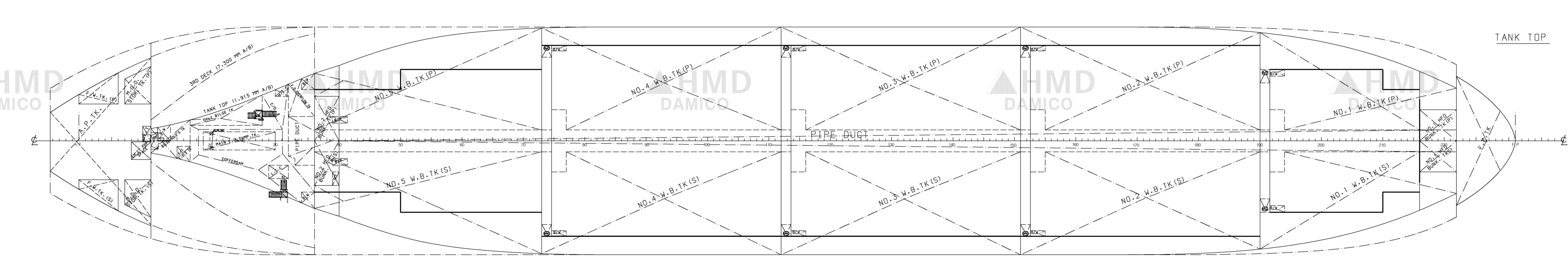
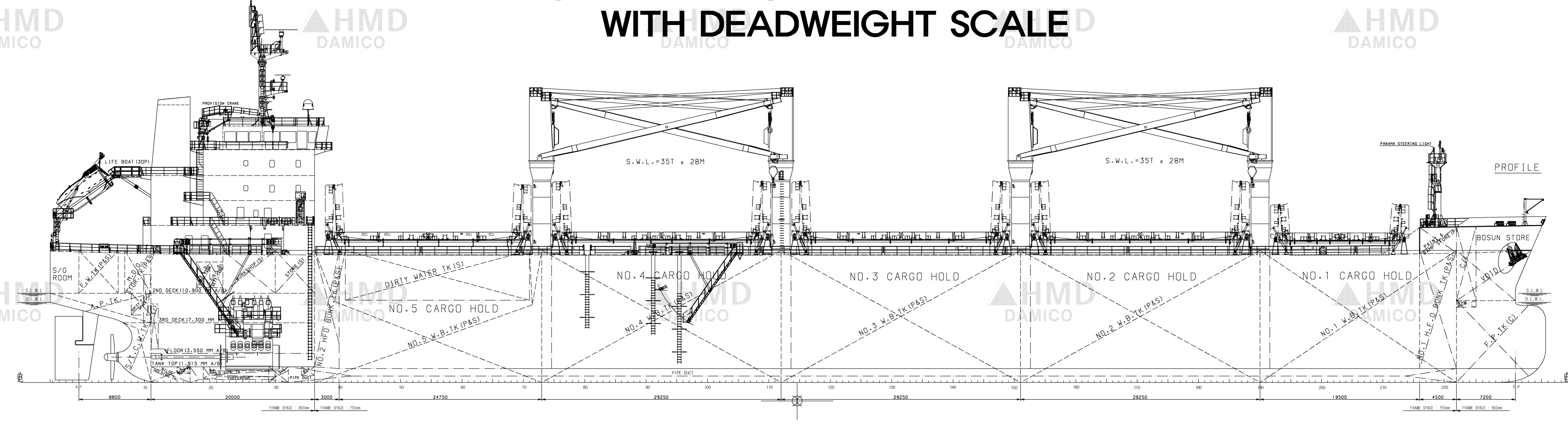
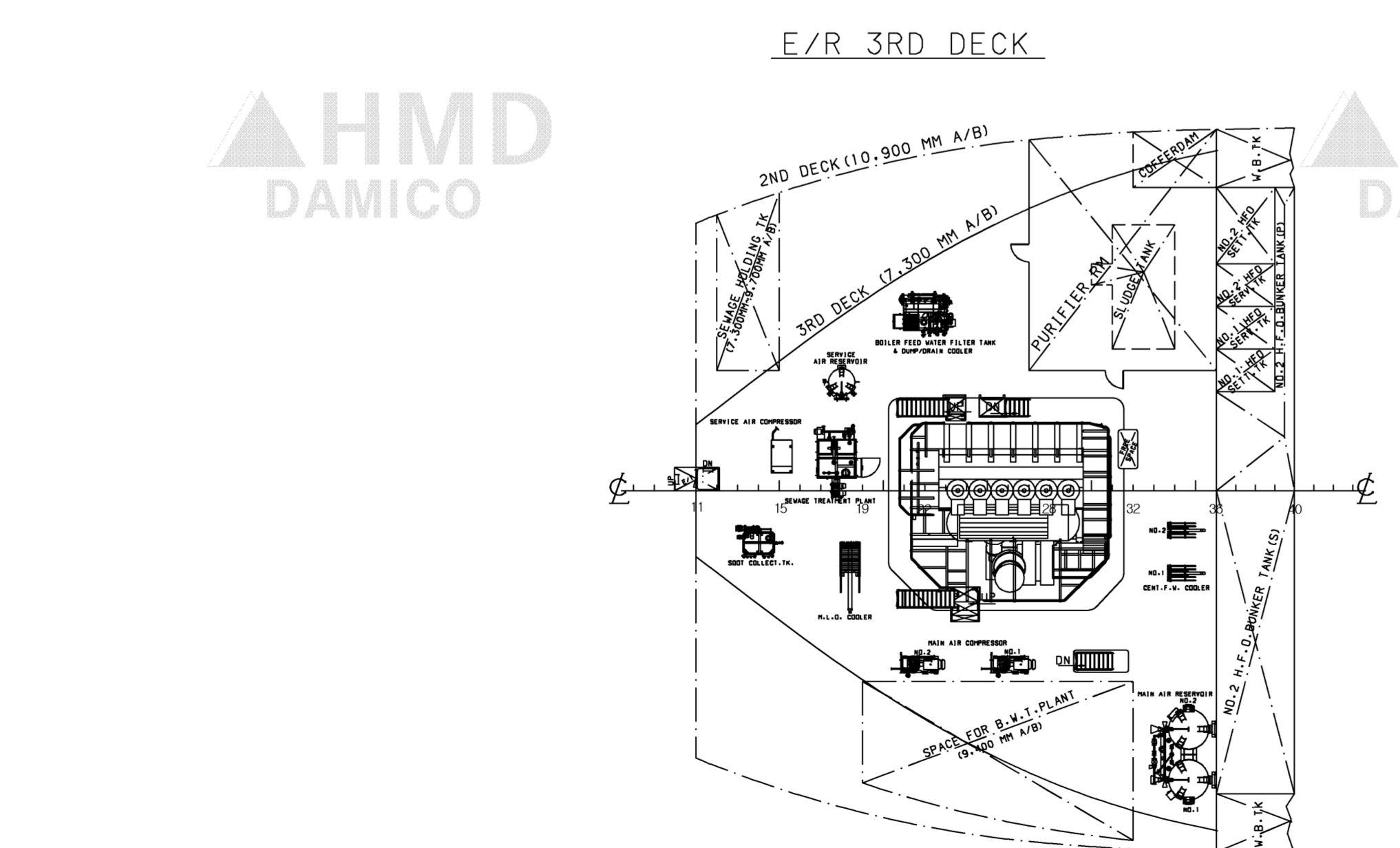
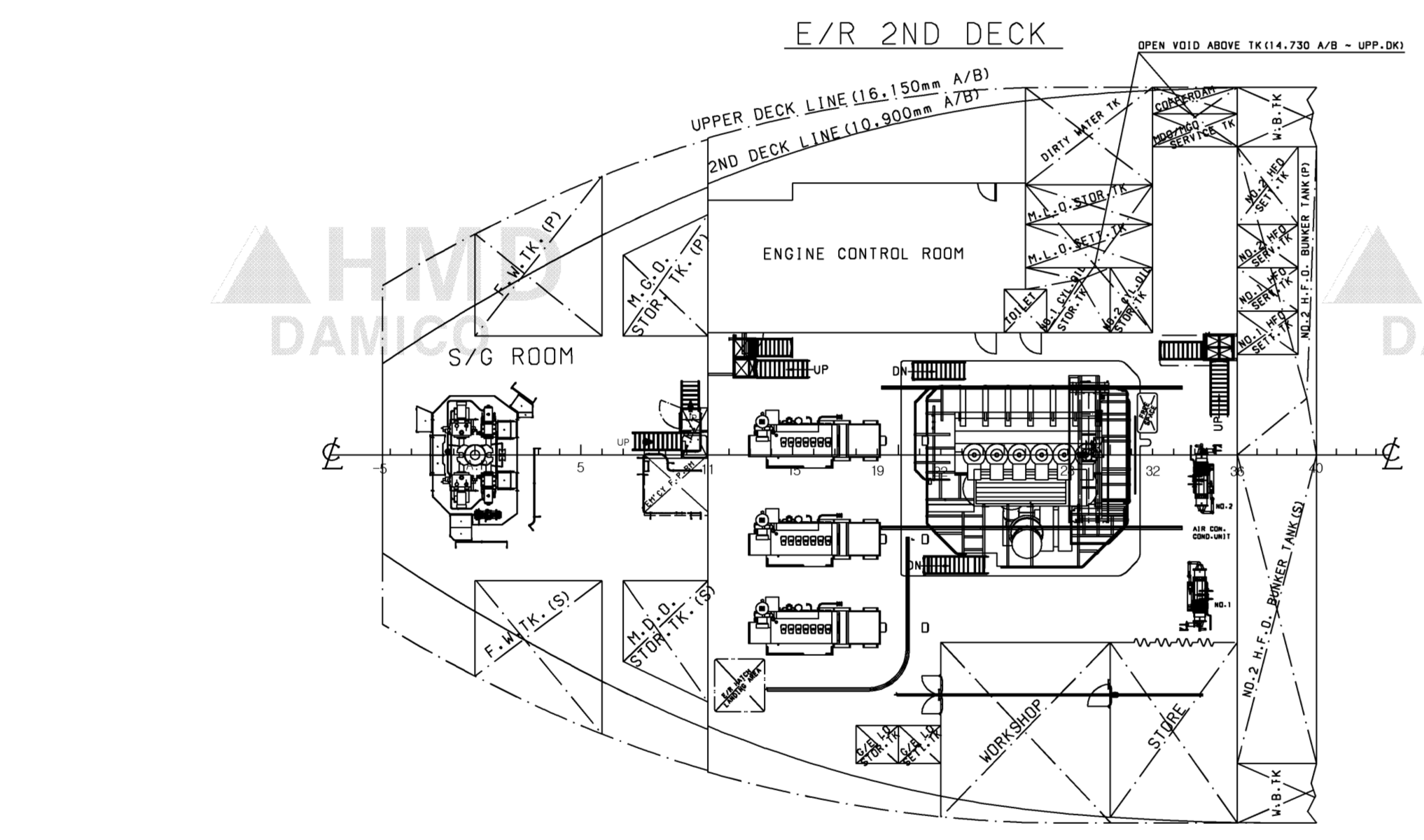
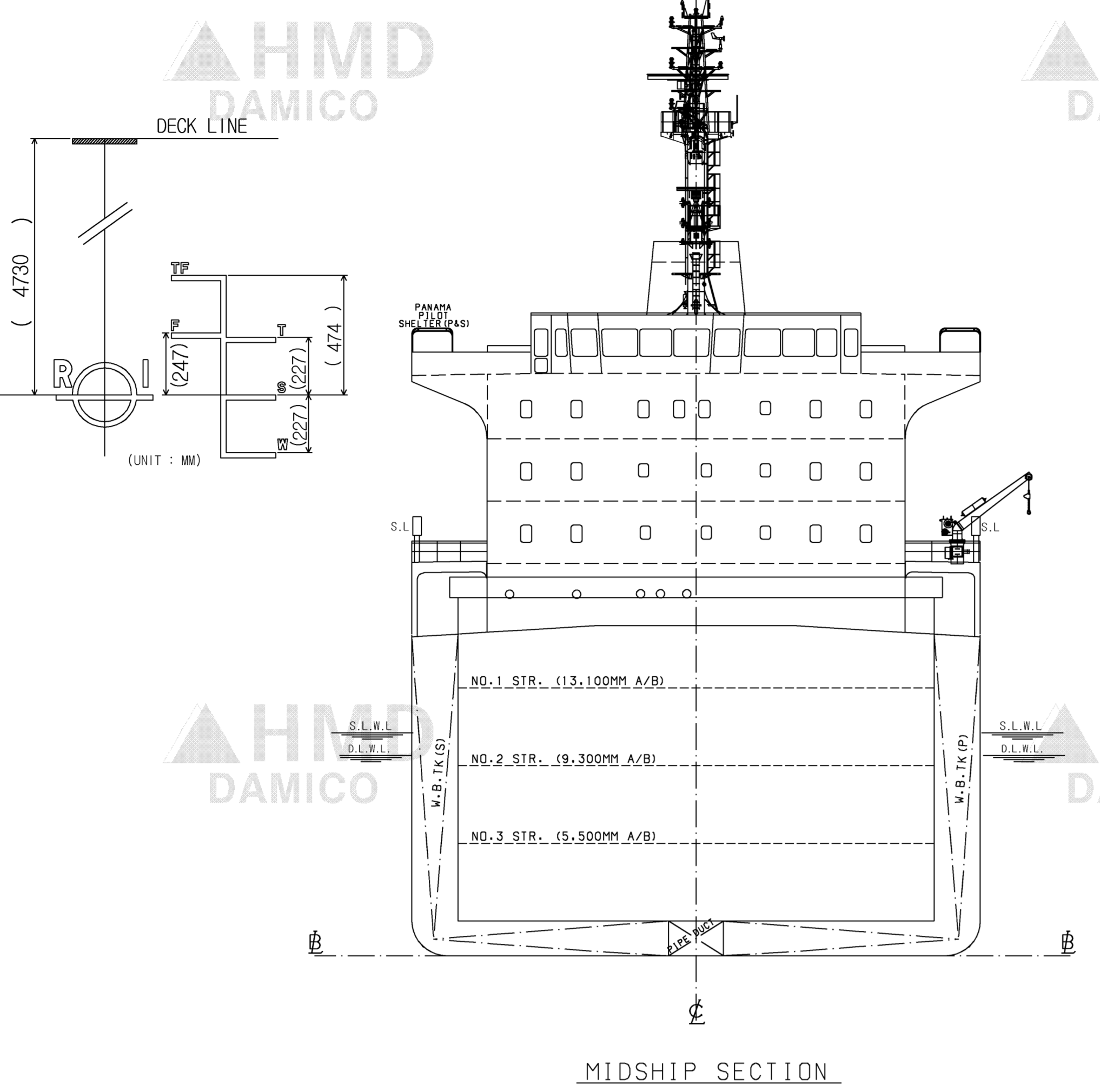
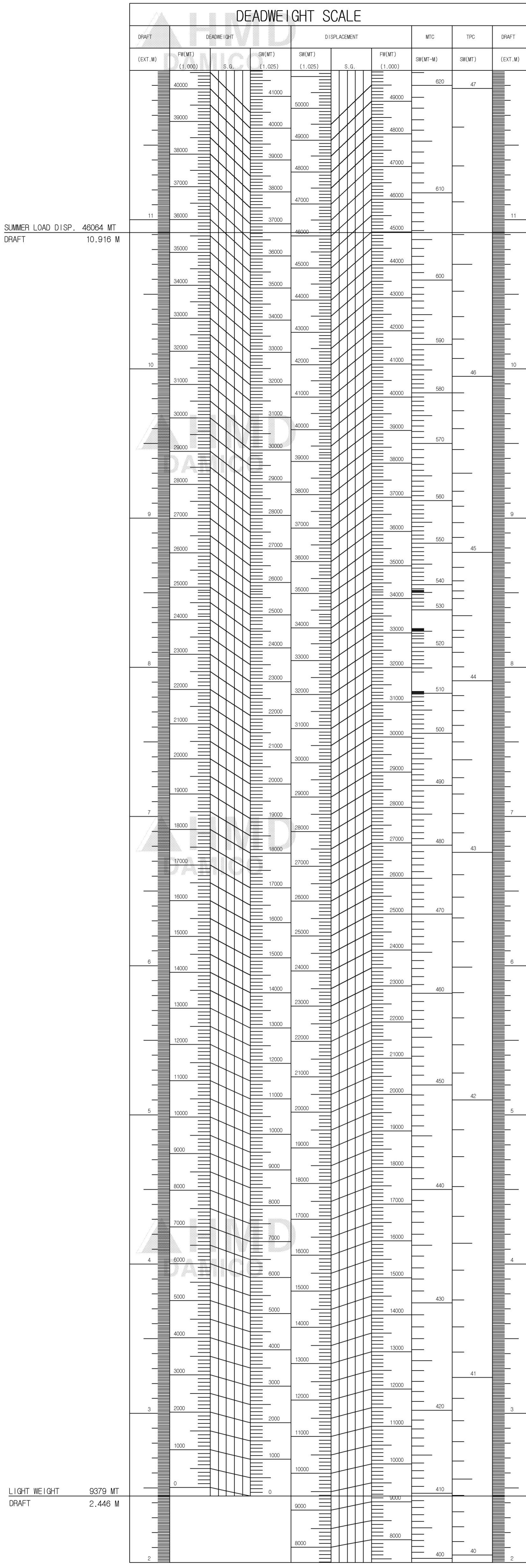


# CAPACITY PLAN WITH DEADWEIGHT SCALE

## PLAN HISTORY

DATE	REV.	MARK	DESCRIPTION	DRWN	CHECKED	APPROVED
SEP-08-2011	001		ORIGINALLY PREPARED FOR APPROVAL	S.B.-RYU	S.H.-OH	S.H.-PARK
AUG-14-2012	FIN		FINALLY PREPARED FOR H-6096	H.S.-HEO	S.H.-OH	S.H.-PARK



### SOLID CARGO

(S.G. • FILL RATIO = 1.000 • 100 %)

COMPARTMENTS	LOCATION (FRAME)	VOLUME 100% (M3)	WEIGHT 100% (MT)	V.C.G. FROM B.L. (M)	L.C.G. FROM MIDSHIP (M)	I MAX. (M4)
NO.1 CARGO HOLD	191.6 - 216.0	5633.9	5633.9	9.638	66.465	14862
NO.2 CARGO HOLD	152.6 - 190.0	10085.0	10085.0	9.467	42.479	29568
NO.3 CARGO HOLD	113.6 - 151.0	10085.0	10085.0	9.467	13.229	29568
NO.4 CARGO HOLD	74.6 - 112.0	10085.0	10085.0	9.467	-16.021	29568
NO.5 CARGO HOLD	40.0 - 73.0	8285.8	8285.8	9.958	-43.484	26089
TOTAL		44174.7	44174.7			

### DIRTY WATER

(S.G. • FILL RATIO = 1.000 • 100 %)

COMPARTMENTS	LOCATION (FRAME)	VOLUME 100% (M3)	WEIGHT 100% (MT)	V.C.G. FROM B.L. (M)	L.C.G. FROM MIDSHIP (M)	I MAX. (M4)
DIRTY WATER TK(S)	41.0 - 71.0	279.6	279.6	12.864	-43.950	21
TOTAL		279.6	279.6			

### HEAVY FUEL OIL

(S.G. • FILL RATIO = 0.990 • 98.0 %)

COMPARTMENTS	LOCATION (FRAME)	VOLUME 100% (M3)	WEIGHT 100% (MT)	V.C.G. FROM B.L. (M)	L.C.G. FROM MIDSHIP (M)	I MAX. (M4)
NO.1 H.F.O.BUNK.TK (P)	216.0 - 222.0	423.2	410.6	9.550	78.208	151
NO.1 H.F.O.BUNK.TK (S)	216.0 - 222.0	387.8	376.3	9.607	78.337	144
NO.2 H.F.O.BUNK.TK (P)	36.0 - 40.0	258.5	250.8	9.347	-57.358	369
NO.2 H.F.O.BUNK.TK (S)	36.0 - 40.0	368.8	358.8	9.878	-57.372	336
NO.1 H.F.O.SET.TK (P)	36.0 - 39.0	27.7	26.8	10.962	-57.820	1
NO.2 H.F.O.SET.TK (P)	36.0 - 39.0	49.4	48.0	10.962	-57.820	5
NO.1 H.F.O.SER.TK (P)	36.0 - 39.0	27.7	26.8	10.962	-57.820	1
NO.2 H.F.O.SER.TK (P)	36.0 - 39.0	27.7	26.8	10.962	-57.820	1
TOTAL		1571.8	1524.9			

### MISCELLANEOUS

(S.G. • FILL RATIO = 0.990 • 98.0 %)

COMPARTMENTS	LOCATION (FRAME)	VOLUME 100% (M3)	WEIGHT 100% (MT)	V.C.G. FROM B.L. (M)	L.C.G. FROM MIDSHIP (M)	I MAX. (M4)
BILGE HOLDING TK (C)	11.0 - 17.0	24.7	21.8	1.004	-76.356	20
SLUDGE TK (P)	31.0 - 34.0	11.2	9.9	6.800	-61.750	22
DIRTY BILGE TK (P)	17.0 - 28.0	22.6	19.9	1.164	-69.438	13
SEWAGE HOLDING TK (P)	11.0 - 15.0	19.2	16.9	6.955	-77.174	37
TOTAL		77.7	68.5			

### WATER BALLAST

(S.G. • FILL RATIO = 1.025 • 100 %)

COMPARTMENTS	LOCATION (FRAME)	VOLUME 100% (M3)	WEIGHT 100% (MT)	V.C.G. FROM B.L. (M)	L.C.G. FROM MIDSHIP (M)	I MAX. (M4)
F.P.TK (C)	222.0 - 235.6	856.4	877.9	5.319	84.448	1190
NO.1 W.B.TK (P)	190.0 - 222.0	1086.1	1113.3	5.960	67.853	1727
NO.1 W.B.TK (S)	190.0 - 222.0	1086.1	1113.3	5.960	67.853	1727
NO.2 W.B.TK (P)	151.0 - 190.0	1473.1	1509.9	5.644	41.917	4518
NO.2 W.B.TK (S)	151.0 - 190.0	1473.1	1509.9	5.644	41.917	4518
NO.3 W.B.TK (P)	112.0 - 151.0	1488.4	1525.6	5.627	12.784	4634
NO.3 W.B.TK (S)	112.0 - 151.0	1488.4	1525.6	5.627	12.784	4634
NO.4 W.B.TK (P)	73.0 - 112.0	1488.9	1524.0	5.627	-16.453	4622
NO.4 W.B.TK (S)	73.0 - 112.0	1488.9	1524.0	5.627	-16.453	4622
NO.5 W.B.TK (P)	36.0 - 73.0	1583.8	1623.4	5.443	-44.801	3160
NO.5 W.B.TK (S)	36.0 - 73.0	1304.1	1336.7	4.094	-45.105	3099
A.P.TK (C)	-4.4 - 11.0	284.9	292.0	9.756	-83.048	3670
TOTAL		15998.2	16473.6			

### COOLING WATER

(S.G. • FILL RATIO = 1.000 • 100 %)

COMPARTMENTS	LOCATION (FRAME)	VOLUME 100% (M3)	WEIGHT 100% (MT)	V.C.G. FROM B.L. (M)	L.C.G. FROM MIDSHIP (M)	I MAX. (M4)
S/I.C.W.TK (C)	6.0 - 11.0	32.7	32.7	3.483	-60.219	9
TOTAL		32.7	32.7			

### LUBRICATING OIL

(S.G. • FILL RATIO = 0.900 • 98.0 %)

COMPARTMENTS	LOCATION (FRAME)	VOLUME 100% (M3)	WEIGHT 100% (MT)	V.C.G. FROM B.L. (M)	L.C.G. FROM MIDSHIP (M)	I MAX. (M4)
NO.1 CYL.OIL.STOR.TK (P)	26.0 - 30.0	24.6	21.7	12.815	-65.110	3
NO.2 CYL.OIL.STOR.TK (P)	30.0 - 32.0	14.8	13.0	12.815	-62.950	2
NO.1 OIL.STOR.TK (S)	18.0 - 20.0	7.0	6.2	13.185	-72.350	0
NO.2 OIL.STOR.TK (S)	20.0 - 22.0	7.0	6.2	13.185	-70.950	0
M.L.O.S.TOR.TK (P)	26.0 - 32.0	27.0	23.8	12.815	-64.550	1
M.L.O.SETT.TK (P)	26.0 - 32.0	29.5	26.1	12.815	-64.550	2
M.L.O.SUMP.TK (C)	19.0 - 30.0	15.5	13.6	1.076	-68.532	8
S/I.L.O.SUMP.TK (S)	15.0 - 17.0	2.0	1.7	1.525	-74.918	1
TOTAL		127.4	112.3			

### FO OVERFLOW

(S.G. • FILL RATIO = 0.990 • 98.0 %)

COMPARTMENTS	LOCATION (FRAME)	VOLUME 100% (M3)	WEIGHT 100% (MT)	V.C.G. FROM B.L. (M)	L.C.G. FROM MIDSHIP (M)	I MAX. (M4)
F.O.OVERFLOW TK (P)	32.0 - 36.0	18.4	17.8	1.064	-60.517	16
TOTAL		18.4	17.8			

### FRESH WATER

(S.G. • FILL RATIO = 1.000 • 100 %)

COMPARTMENTS	LOCATION (FRAME)	VOLUME 100% (M3)	WEIGHT 100% (MT)	V.C.G. FROM B.L. (M)	L.C.G. FROM MIDSHIP (M)	I MAX. (M4)
F.W.TK (S)	0.0 - 6.0	98.5	98.5	13.691	-85.122	51
F.W.TK (P)	0.0 - 6.0	98.5	98.5	13.691	-85.122	51
TOTAL		197.0	197.0			

### SEASONAL FREEBOARD DRAFT (EXT) DISPLACEMENT DEADWEIGHT

	TF	F	T	S	W
4.256	11.390	47.101	37.722		
4.483	11.163	46.065	36.686		
4.503	11.143	47.124	37.745		
4.730	10.916	46.064	36.685		
4.957	10.689	45.008	35.629		

### INTERNATIONAL TONNAGE

GROSS TONNAGE	23790
NET TONNAGE	11229

REMARKS  
 1. AS FOR L.C.G., "-" (MINUS SIGN) MEANS 'AFT FROM MIDSHIP' "+" (PLUS SIGN) MEANS 'FORWARD FROM MIDSHIP'  
 2. MT = METRIC TON M = METER

### PRINCIPAL PARTICULARS

LENGTH O. A. ABT. 183.00 M  
 LENGTH B. P. 175.50 M  
 BREADTH (MLD) 27.80 M  
 DEPTH (MLD) 15.60 M  
 DRAFT DESIGN (MLD) 9.80 M  
 SCANT. (MLD) 10.90 M

MAIN ENGINE HYUNDAI-B&W 6S50ME-BB  
 NOMINAL RATING : 9,960 kW x 127.0 RPM  
 MCR : 7,948 kW x 127.0 RPM  
 NCR : 7,074 kW x 122.2 RPM

SERVICE SPEED AT DESIGN LOAD (NCR WITH 15% S.M) Abt. 14.5 Knots

CLASSIFICATION : RINA  
 C= Bulk Carrier ESP, +AUT-UMS, BC-A (Hold 2 and 4 may be empty), GRAB(20), MON-SHAFT, GREEN STARS, COAT-WBT

FLAG Liberia  
 FREEBOARD TYPE B  
 COMPLEMENT 29+6P  
 IMO NO. 9995151

CLASSIFICATION	CAUTION
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DATE SEP-08-2011  
 CHECKED S. H. OH  
 H. S. HEO  
 DRAWN S. B. RYU

SHIP TYPE 37,000 DWT CLASS BULK CARRIER (D.H.)  
 SHIP NAME CIELD DI CAPALBIO

NAME OF DRAWING CAPACITY PLAN WITH DEADWEIGHT SCALE

SCALE 1/200 DRAWING NO. 1A008002 REV. NO. FIN

CONSOLIDATED NO. HMD&D OODVVOO CO., LTD. ULSAN KOREA