

Vessel's Name: M/V ALL STAR ATLAS

Call Sign: V7A2263

IMO Nbr: 9699440

MMSI Nbr: 453847578

Type: BulkCarrier

Built: China, Yangzhou Dayang Shipbuilding Co., Ltd, January 2014

Flag: Marshall Islands

Class: RINA

C bulk carrier ESP-CSR-BC-A – allowed combination of specified empty holds; unrestricted navigation, AUT-UMS; COAT-WBT; GRAB 20; MON-SHAFT; STAR-HULL-NB.

Deadweight/draft:

Summer: 63,250 mts @ 13.30 m

Tropical: 64,971 mts @ 13.577 m

Fresh: 64,933 mts @ 13.879 m

Winter: 61,529 mts @ 13.023 m

L.O.A: 199.99 m

L.B.P: 193.74 m

Beam: 32.26 m

Moulded Depth: 18.50 m

GRT/NT: 35,812 / 21,224

Suez Canal NT: 33,344.56

Panama Canal NT: 29,651

Engine make/model and type:

Man B&W 5S60ME-C8. 1-T II X 1 Set / Single screw propeller

Speed Consumption at Sea

BALLAST - Abt 13.5 knots on abt 25mts IFO including auxiliaries + 0.1mts ULSMGO

LADEN - Abt 13 knots on abt 27mts IFO including auxiliaries + 0.1mts ULSMGO

ECO Without Guarantee

BALLAST - Abt 12.5 knots on abt 21mts IFO including auxiliaries + 0.1mts ULSMGO

LADEN - Abt 12 knots on abt 22mts IFO including auxiliaries + 0.1mts ULSMGO

Ship may consume MGO with her main engine when starting / stopping engines, entering / leaving ports, during bad and / or cold weather, during manoeuvring and sailing in confined and/or shallow waters,, rivers, canals and / or drifting/berthing/unberthing etc.

Speed and consumption figures basis up to summer draft, even keel (for laden passages) good weather conditions up to max Beaufort 4, and/or Significant Wave Height up to 1.25mtrs and no adverse influence of currents, the first 24 hours and last 24 hours of any sea passage being excluded, also excluding periods with reduction of speed, in straits, tidal affected waters, high risk piracy areas, due to reasons of safety or on charterers' orders.

For ballast exchange programs and ballast/de ballast floodable hold the vessel has the liberty of slow steaming or to stop/be idle if required. The Warranted speeds and consumptions are on an average of the performance results of each passage over

the entire Charter period.

Any savings in fuel consumption to be set off against any loss of time and vice versa.

IN PORT:

-IDLE: abt 2.5 mt HFO 380 cst + abt 0.5 mt ULSMGO

-WORKING: abt 4.5 mt HFO 380 cst + abt 0.5 mt ULSMGO (bss 24 hrs working)

Fuel Quality

Charterers undertake to supply only fuel and diesel/gasoil complying with current ISO specifications at the time of supply.

IFO - 380 Centistoke ISO 8217:2010, RMG 380,

Ultra Low Sulphur Marine Gas Oil (ULSMGO) with Max Sulphur 0.1% grade DMZ 8217:2010

Minimum FIA/100 20 ECN (IP541)

Hfo must be compatible for blending and bunkers purchased/supplied in different lots must be segregated - see also bunker quality clause

All Fuel have to be Mineral Oil Product and shall not contain Tar Oil and/or Inorganic Acid Substances and to be of stable and homogenous nature. Fuel have to be free of Waste Lubricants or Chemicals

Seller/Supplier warrants that (i) the products being supplied and barges nominated in this Order are not designated in any sanctions list issued by the UN, US or EU and (ii) is not owned or controlled by any person or entity registered in or operating from Iran, or designated in any sanctions issued by the UN, US or EU.

CUBIC CAPACITIES:

	<u>Grain</u>	<u>Bale</u>
H# 1	12,377.20	12,067.80
H# 2	16,501.50	16,089.00
H# 3	16,006.00	15,605.90
H# 4	16,518.20	16,105.20
H# 5	16,089.00	16,586.80

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TTL 77,491.90 / 75,554.70

(Note: Grain Capacity in CBM 100% Incl Hatches / Bale Capacity in CBM 97.5% Incl Hatches)

Holds/Hatches: 5 holds/5 hatches,

Hold No.1 Length 14.76m, Width 17.02m

Hold No 2 Length 22.14m, Width 18.64m

Hold no 3 Length 22.14m, Width 18.64m.

Hold No.4 Length 22.14m, Width 18.64m.

Hold No.5 Length 22.14m, Width 18.64m

Cargo Gear:

4 units electro/hydraulic deck cranes each 36.0 MT SWL.

Maximum outreach of gear beyond ships rail with maximum cargo lift on hook : 12.87 Metres

Vessel's cranes / grabs to be operated by qualified shore personnel employed and paid by charterers at charterers entire risk / responsibility and expense. In case charterers will use vessel's grabs, to give master full description of the cargo with its actual / correct density so as to adjust the grabs as necessary.

Vessel's cranes designed and class approved to operate within the designated capacities/parameters(for further details refer to makers' instruction manual) only in a harbour or sheltered waters environment with no significant movement of the ship due to wave action, nor any relative movement between crane/grab and cargo if loading/discharging into/from barges, transhipment or similar environmental conditions to be less than Beaufort force 2 , sea state 1.-

Ambient temperature for cranes operation: -10degrees C to +40degrees C.

Grabs: 4 X 15 m<sup>3</sup> SMAG electro hydraulic

When the vsl calls at port or terminal where required mooring ropes in addition and/or of different specification from what the vessel has onboard same to be supplied and/or hired at chrtrs cost/time.

Fuel Oil : 1710.00 CBM

MGO Tank Capacity: 563.50 CBM

Bunker Tank Capacities could be affected due to Vessel having to take separately special fuels / Gasoils as per MARPOL Regulations. Only 85% of Tank Capacities shall be used and always in close coordination with vessels master, H.F.O 380CST, complying International Standard ISO 8217:2010€ RMG35 Specification (Or any subsequent modification or replacement thereof). M.D.O complying International Standard ISO 8217:2005 DMB Specification (or any subsequent modification or replacement thereof). Bunkers should also conform to regulations 14 and 18 of ANNEX VI of MARPOL 73/78.

BIMCO BUNKER TERMS 2018 to apply.

Other fittings:

ITF Fitted: Yes

Grain Fitted: Yes

Co2 fitted in holds: Yes

Logs Fitted: No

Australian Hold Ladders Fitted: Yes

Container Fitted: No

Hatch Covers with Cement / Grain Holes: Yes ( 1+ 1 ) ( DIA. 700MM)

Hot Coils loading: 2 x 20 mt with 5 line of wooden dunnages per 1 coil (diam: 1.6 m / width: 2.0 m)

For all steel coil loading owners to be contacted for approval with regards to vessel's strength, cargo intake, and final stowage plan. No California (vertical) block stow for Steel Plates/Slabs etc.

All details about, given in good faith and without guarantee

VESSELS CONTACT DETAILS :

Inmarsat C - ID No. 453847578