

Name: AZZURA

Type: Bulkcarrier, IHI Design Name - 'THE FUTURE-52'

Built: 2004, Japan - IHI Marine United Inc, Yokohama Shipyard

Flag: Marshall Islands

Class: Nippon Kaiji Kyokai (NKK), Class notation NS *,

Bulk Carriers, BC-B, MNS*, ESP, MO, Strengthened for the carriage of heavy cargoes, No.s 2 and 4 holds may be empty.'

Deadweight/draft/tpc:

Summer SW 52,050 mts @ 12.291 m extreme / tpc 54.86 mt/cm

Winter SW 50,653 mts @ 12.036 m extreme/ tpc 54.97 mt/cm

Tropical SW 53,451 mts @ 12.546 m extreme / tpc 54.73 mt/cm

LOA/LBP 189.96 m. / 181.00 m

Breadth (moulded) 32.20 m. Depth (moulded) - 17.30 m.

Design Draft 10.70 m. Scantling Draft extreme (at summer) - 12.291m.

GRT/NRT:

(International 1969) : 29,407 / 17,314

Suez Canal : 30,413.99 / 27,036.81

Panama Canal NT : 24,428

Main engine SULZER 6RTA48T-B

MCR 8,100 kW (11,013 PS) at approx. 118.0 rpm

NOR 6,885 kW (9,361 PS) at approx. 111.8 rpm

USCG "Qualship 21" certified – nbr 9294197-004591

Speed/Consumption At Sea

BALLAST - Abt 14.00 knots on abt 28.5 mts IFO (380) including auxiliaries+ 0.1mts ULSMGO

LADEN - Abt 13.50 knots on abt 28.5 mts IFO (380) including auxiliaries+ 0.1mts ULSMGO

ECO Without Guarantee

BALLAST - Abt 13.00 knots on abt 24.5 mts IFO (380) including auxiliaries + 0.1mts ULSMGO

LADEN - Abt 12.50 knots on abt 24.5 mts IFO (380) including auxiliaries + 0.1mts ULSMGO

SUPER ECO Always Without Guarantee

BALLAST - Abt 12.5 knots on abt 23mts IFO including auxiliaries + 0.1mts ULSMGO

LADEN - Abt 12 knots on abt 23mts IFO including auxiliaries + 0.1mts ULSMGO

Vessel burns ULSMGO when manoeuvring in confined waters and for starting d/gens or low load and incinerator. Speed consumption figures basis summer draft, ekeel, under good weather conditions up to max Beaufort Force 4 and/or Douglas Sea State 3 with wave and or swell sign height up to 1.25mtrs and no adverse influence of currents/swell.

It is explicitly understood that, notwithstanding anything to the contrary herein, no warranty applies to condition exceeding b4 and dss 3, currents, seabuoy to seabuoy on voyages less than 48hrs and 24hrs after cosp/prior eosp excluding canals, narrow/restricted/tidal affected waters and due to reasons of safety, or poor visibility etc., periods when the speed is reduced due to chrtrs' instructions. For the purpose of evaluating vessel's performance under this charter party it is agreed that all days where the weather exceed Beaufort force 4 and/or Douglas sea state 3 (wave/swell sign height up to 1.25mtrs) and adverse currents are expressly excluded from the calculations.-

The speed so described is on an average basis taken over the entire charter period, including ballast voyages provided no bottom fouling due to immobilisation for 20 or more days in port(s) or anchorage(s)

Vessel has the liberty of steaming at slow speed or stop/being idle for the purposes of ballast exchange if required. Cost of ballast treatment if required and any loss of speed / time to be for chrtrs a/c

Consumption in port:

In Port When idle - abt 2.5 tonnes IFO + 0.2mts ULSMGO

When working – abt 4.90 tonnes IFO (basis 24 hrs working) + 0.2mts ULSMGO

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

Same to be free of any-all waste automotive lubricants or other waste chemicals 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

CUBIC CAPACITIES: Total 65,181.3 CBM grain, 62,555.4 CBM bale

(Note: above bale capacity is calculated basis of 600 x 600 x 600 mm bale cargo)

5 holds/5 hatches

Hatch covers: 4 panels per hatch end folding type, double skin - hydraulic cylinder operated.

Hatch 1 opening - 17.6 m. (L) x 17.0 m. (W),

Hatches 2 to 5 opening - 20.0 m. (L) x 17.0 m. (W)

Holds tank-top dimensions, minimums excluding lower stools, bulkhead corrugations etc (approx only wog)

Hold No. 1 Length 27.2 m, Width aft bulkhead 23.8 m, fwd bulkhead 6.8 m, width at middle length of the hold 17.0 m

Hold Nos 2 and 3 Length 27.2 m, Width 23.8 m.

Hold No. 4 Length 28.0 m. Width 23.8 m.

Hold No. 5 Length 28.0 m, Width at aft bulkhead 10.2 m., at fwd bulkhead 23.8 m, width at middle length of the hold 19.2 m.

Cargo Gear:

4 units electro/hydraulic deck cranes each 30 tonnes SWL,

Working radius at swl 30mt 26 mtrs , Maximum clear outreach 9.87mtrs.

Cranes capable of use in grab operation. When cranes on grab or on skip/bucket duty maximum gross lifting limited to 24mt (ttl weight of grab or skip/bucket and cargo). No more than 1 ship's crane to be worked simultaneously at a hatch. Owners will not supply crane men from crew.

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, transshipment or similar environmental conditions to be less than Beauport force 2 , sea state 1.-

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

Grabs: 4 X 12.5 cbm peiner electro hydraulic

(Adjustable to 6.0 to 12.5 maximum capacity - max cgo density 2.5mt/cbmt)

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

HEAD OWNERS - CELLO INC.

Tank capacities: 1,664.0 mts IFO (including settling tanks), based on tanks 90% full and SG of fuel 0.935

175 mts ULSMGO (based on tanks 90% full and SG of ULSMGO 0.86)

Ballast capacity excluding No 3 floodable hold - 15,447.2 cu.m..

Ballast capacity of No. 3 Hold – 13,578.8 cu.m.

Fresh water capacity: 354 cu m.

Constants: abt 400 mts excl. fresh water / un pumpables

Uniform Strengths: (Homogeneous loading conditions)

Tanktops local strength:

No. 1 hold 30.0 mt/sq.m.

No. 3 hold 28.4 mt/sq.m.,

No. 5 hold 28.4 mt/sq.m.,

Nos 2 & 4 holds 25.1 mt/sq.m.

Deck 3.70 mt/sq.m (excluding cross-decks)

Hatch Cover 1) 3.00 tonnes/sq.m. 2-5) 1.75 mt/sq.m.

Other fittings:

Natural ventilation

Cement holes per hold: 3 (diameter: 700 mm)

Co2 fitted in holds

Aussie hold ladder fitted

No. 3 hold can be ballasted

STRENGTHENED FOR LOADING ROLLED STEEL COILS IN LL 5 HOLDS EITHER:

a) Coils 15 mt x 2 tiers , total in hold (coil dimension 1500mm x 1500mm)

b) Coils 20 mt x 1.5 tiers, total in hold (coil dimension 2000mm x 1210mm)

c) Coils 25 mt x 1 tier , total in hold (coil dimension 2000mm x 1210 mm)

Dunnage of strong wood material,

Thick minimum 30mm x minimum breadth 100mm x 4 lines/coil

For all steel coil loading owners to be contacted for approval with regards to vessel's strength, intake, and final stowage plan.
No California (vertical) block stow for Steel Plates/Slabs etc.
Also heavy steel slabs or steel plates up to 50,470 mt homogeneous loading or 44100 mt alternate loading in holds nos 1/3/5.-

All details about, given in good faith and without guarantee