

Vessel's name : TESORO (ex TUBARAO)  
Call sign : V7LL3  
Imo nbr : 9346160  
Mmsi : 538007392  
Type : Bulk carrier, double skin, carl bro a/s design , the diamond 53  
Built : Shanghai shipyard, co ltd / year 2007  
Flag : Marshall Island  
Class : Lloyd's Register  
Class notation : 100 A1 Bulk Carrier , bc-a hold no3 or 2&4 may be empty  
esp,esn,li,\*iws  
upper deck and hatch covers strengthened for a load of 4,5 and  
2,5 mt/m2 lmc,ums  
Descriptive note : Double skin, inner bottom strengthened for regular discharge by  
heavy grabs shipright (bwmp(f,s),e,scm).

#### Deadweight/ Draft / TPC

-Summer DW 53,352 mtons @ 12.54 mtrs moulded draft, tpc 57.3 mt.  
-Tropical DW 54,847 mtons @ 12.80 mtrs moulded draft, tpc 57.4 mt.  
-Winter DW 51,858 mtons @ 12.28 mtrs moulded draft, tpc 57.1mt  
-DW all told @39ft 6 in , sg 0.9954 : abt 48,600 mt  
-FWA at summer draft : 282mm

LOA/LBP : 190.00 m. / 183.05 m  
Breadth (moulded) : 32.26 m.  
Depth (moulded) : 17.50 m

GT : 32,474

NT : 17,790

Suez Canal : Gross (SCGT) 33,087 / Net (SCNT) 29,726

Main engine: Man B&W 6s50 mc-c @ mcr 9480 kw

Speed/consumption:

At sea:

Ballast : abt 14.50 knots on abt 32.5 mts hfo (380) including auxiliaries + 0.1mts  
ulsmgo

Laden : abt 14.00 knots on abt 32.5 mts hfo (380) including auxiliaries + 0.1mts  
ulsmgo

Eco Laden: abt 13.0 knots on abt 27.5mt + 0.1mts ulsmgo

Ballast: abt 13.5 knots on abt 27.5mt + 0.1mts ulsmgo

Super eco

Ballast - abt 13.0 knots on abt 25.5mts ifo including auxiliaries + 0.1mts ulsmgo

Laden - abt 12.5 knots on abt 25.5mts ifo including auxiliaries + 0.1mts ulsmgo

Vessel burns ULSMGO when manoeuvring in confined waters , for incinerator and for  
starting d/gens or low d/g load.

Speed consumption figures based on summer draft (for laden condition), ekeel, under  
good weather conditions up to max Beaufort Force 4 and/or Douglas Sea State 3 with  
wave or swell 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, sea buoy to sea buoy on voyages less than 48hrs and 24hrs after cosp/prior eosp excluding canals, arrow/restricted/tidal affected waters and due to reasons of safety, or poor visibility, or ballast exchange 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 the days where the weather exceed Beaufort force 4 and/or Douglas sea state 3 (wave or swell height up to 1.25mtrs) and adverse influence of currents are expressly excluded from the calculations.-

The speed and consumption 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 or ballast/deballast of Hold#3 if required. Cost of ballast treatment if required and any loss of speed / time to be for chrtrs a/c.

In port :

-Idle : abt 2.5 mt hfo 380 cst  
-Working : abt 5.0 mt hfo 380 cst

Fuel quality

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

Ifo-380 cst iso 8217:2010(e), rmg 35,

Ulsngo-distillate dma - iso 8217 2010(e)- (max sulphur content 0.1 pct)

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

Minimum fia/100 20 ecn (ip541). however in case chrtrs supply bunkers with a value below 20, owners have the right to use mdo in ships generators and also to use mdo during operation of m/engine at low loads (such as starting, stopping, slow steaming and standing-by operating conditions).

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

Holds cubic capacity (Grain)

H-1	12,437.90
H-2	13,347.00
H-3	13,348.70
H-4	13,346.90
H-5	13,271.50
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Total	65,752.00

Holds/Hatches: 5 holds/5 hatches,

Hatch covers :4 panels per hatch, end folding, double skin, hydraulically operated.

Hatch 1 opening 19.2m (l) x 20.8m (w). Hatches 2 to 5 opening - 21.6m (l) x 22.4m (w)

Holds' tank-top dimensions, (abt wog excluding lower stools, bulkhead corrugations etc)

Hold no.1: length 29.60m, width fwd 8.70m, aft 25.60m

Hold no 2: length 26.40m, width 25.60m

Hold no 3: length 26.40m, width 25.60m

Hold no 4: length 26.40m, width 25.60m

Hold no 5: length 29.60m, width fwd bulkhead 25.60m, aft 7.20 m

Cargo gear:

4 units electro/hydraulic deck cranes each 36 tonnes swl, working radius 28mtr at swl 36mt , maximum clear outreach 11.87mtrs.

When cranes on grab duty maximum gross lifting limited to 28mt (ttl weight of grab and cargo). No more than 1 crane to be worked at a hatch, owners will not supply cranemen from crew.

Vessels cranes designed and class approved to operate within the designated capacities/parameters ,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 beaufort force 2 and/or sea state 1. ambient temperature for cranes operation:

-10 degrees c to +40degrees c.

Grabs:4 x abt 13 cbm smag electro hydraulic (adjustable to 6.0 to abt 13 cbm capacity – max cgo density 2.5mt/cbmt suitable to handle bulk cargoes with material grain size min 2mm-max 50mm)

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

Tank capacities (100 pct in cubic meters)

-Hfo : abt 2,000 cbm

-Mdo : abt 200 cbm

-Fw : abt 240 cbm

Constants: abt 450 mts excl. fresh water / un pumpables

Uniform strengths:(homogeneous cargo type loading conditions)

Tanktops local strength: All holds 25 mt/sq.mtr

Main deck : 4.40mt/sq.m (excluding cross- decks)

Hatch cover : All hatches 2.5 mt/sq.m.

Hot rolled steel coil loading in holds:

2 tiers x 25mt steel coil in all holds.

Coil length/diameter minimum 1200mm /2000mm to be loaded on 4 pcs dunnage of suitable strong wood material 40mm thick x 100m width.

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.

Other fittings:

- Natural ventilation
- Cement/grain feeding holes per hold: 2 pcs
- Co2 fitted in holds
- Aussie holds ladder fitted
- Hold nbr 3 can be ballasted
- Vessel fitted with lashing pad eyes on m/deck for stowage of deck cargo
- Engine Room bulkhead A-60 insulation

Distance from water line to top of hatch coaming iwo hatch#3 in light ballast condition  
bss 50pct bunkers : about 13.65 mtrs

All details about

end