

Vessel's name : VICTORIA
Call Sign : V7LN2
IMO Nbr : 9738466
MMSI nbr : 538006304
Type : Geared Bulkcarrier
Built : 2016 , Nacks-Kawasaki Shipyard ,Nantong, China
Flag : Marshall Islands
Class : Nippon Kaiji Kyokai (NKK), Class notation : NK, NS *(CSR ,BC-A,BC-XII,GRAB 20, PSPC-WBT) (ESP) (IWS) (PSCM) MNS* (MO).

Descriptive Note: Strengthened for the carriage of heavy cargoes, Holds nos 2 & 4 may be empty.
USCG "Qualship 21" certified – nbr 9738466-004609

Deadweight/draft :

Summer DW 61,620 mtons @ 13.026 mtrs draft extreme tpc abt 60.4 mt
Tropical DW 63,258 mtons @ 13.297 mtrs draft extreme tpc abt 60.5 mt
Winter DW 59,983 mtons @ 12.755 mtrs draft extreme tpc abt 60.4 mt

LOA/LBP : 199.90 m. / 197.00 m
Breadth (moulded) : 32.24 m
Depth (moulded) : 18.60 m

GT : 34,619

NT : 20,170

Suez Canal : gross about 35,400 / net about 32,270

Panama Canal NT : about 28,675

Main engine:

MAN B&W 6S50ME- B9.3 – TII MCO 8,130 KW

Speed/Consumption at Sea

BALLAST - Abt 14 knots on abt 26mts IFO including auxiliaries

LADEN - Abt 14 knots on abt 29mts IFO including auxiliaries

ECO Without Guarantee

BALLAST - Abt 13 knots on abt 22mts IFO including auxiliaries

LADEN - Abt 13 knots on abt 24mts IFO including auxiliaries

SUPER ECO Always Without Guarantee

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

LADEN - Abt 12.5 knots on abt 22.5mts IFO including auxiliaries

BALLAST - Abt 12 knots on abt 19mts IFO including auxiliaries

LADEN - Abt 12 knots on abt 20mts IFO including auxiliaries

Vessel burns MGO 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 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, sea buoy to sea buoy 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, 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 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

Consumption in port:

-When idle - abt 2.2mt HFO 380cst + abt 0.5mt mgo –

-When working - abt 5.0mt HFO 380cst + abt 0.5mt mgo (basis 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 (E) RMG 380.

MGO - Distillate DMX - ISO 8217:2010 (E) (Sulphur content max 0.1 pct) Same to be free of any-all waste automotive lubricants or other waste chemicals Min FIA/100 20 ECN (IP541) .

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

Bunker specifications to conform with any local and/or state and/or international regulations prevailing at any areas, ports and/or places vessel calls/sails.

Holds Cubic Capacities:

	GRAIN	BALE
H#1	14270.3	13581.1
H#2	16805.6	16091.1
H#3	15631.3	14816.3
H#4	16805.6	16090.5
H#5	14033.4	13578.6
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TTL	77546.2 cbmtrs	74157.6 cbmtrs

Holds/Hatches: 5 holds/5 hatches,

Hatch covers 4 panels per hatch, end folding, double skin-hydraulic cylinder operated Hatch 1 opening: 18.69m (L) x 18.60 m (W), Hatches 2-5 opening: 21.36 (L) x 18.60 m.(W)

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

Hold No 1 Length 29.37m, Width fwd 10.20 m, mid 20.00m, aft 23.88m Hold Nos 2 &4 Length 28.80m, Width 23.88m

Hold No 3 Length 26.70 m, Width 23.88

Hold No 5 Length 26.79 m, Width fwd 23.88 , mid 20,00 , aft 8.1 mtr

Cargo Gear:

4 units electro/hydraulic deck cranes each 30.5 tonnes SWL, Working radius at swl 30.5 mt 28 mtrs at jib angle of 25 degrees , Maximum clear outreach abt 11.80mtrs.

Cranes capable of use in grab operation. When cranes on grab or skips duty maximum gross lifting to be limited to 24mt(ttl weight of grab/skip 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 Beaufort force 2,Douglas sea state 1. Ambient temperature for cranes operation:-10 to + 40degrees C.

Grabs: 4 X 12.5 cbm ,radio controlled single wire (adjustable to 6.0 to 12.5 cbmtr capacity - max cgo density 2.5mt/cbmt) suitable for bulk cargoes with material grain size min 2.00mm - max 50.00mm

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.

Tank capacities(excl settling/service tanks):

-HFO : abt 1,696 mt bss 90 pct capacity

-ULSMGO : abt 283 mt bss 90 pct capacity

-FW : abt 319 mt

-BALLAST : Light ballast about 18,705 mt / heavy ballast about 34,792 mt including ballasting Hold #3

-Constants: abt 400 mts excl. fresh water/un- pumpable ballast.

Uniform Strengths in mt/sqmtr : (Homogeneous cargo type loading conditions) Tanktops local strength: Holds nos 1 & 5 = 23.00, Hold no 2 & 4 = 16.50 , Hold no 3 = 24.50

Main deck : (excluding cross-decks)

Hatch Cover : Hatch 1= abt , Hatches 2-3-4-5 :abt

No cargo to be loaded/stowed on mdeck and hatch covers.

Other fittings:

-Natural ventilation

-Grain Feeder holes and Cement holes per hold: 2 (diameter 700 mm) and 2 (diameter 400 mm)

-Co2 fitted in holds

-Aussie holds ladder fitted

-Hold nbr 3 can be ballasted

-Engineroom not adjacent to cargo spaces to same effect as A60 bulkhead

Strengthened for loading hot rolled steel coils in all 5 holds as foll:

2 tiers x 15 mt (coil dimension 1500mm x 1500mm) Dunnage of strong wood material, thick minimum 40mm x minimum breadth 100mm x 4 lines/coil.

All loading, stowing, securing, of cargoes to be carried out as per vessel's loading and cargo securing manuals as well as in accordance with class requirements.

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 or vertical block stow for Steel Plates/Slabs etc.

All details about, given in good faith and without guarantee