

MV THALASSINI AGATHA

TYPE	: ECO GEARLESS CAPESIZE BULK CARRIER (SCRUBBER FITTED)	
BUILD	: JAN, 2011	
SHIPYARD	: UNIVERSAL SHIPBUILDING CORPORATION, TSU SHIPYARD	
FLAG	: MALTA	
PORT OF REG	: VALETTA	
IMO NO.	: 9479204	
LOA	: 292.00 M	
LBP	: 287.90 M	
BEAM	: 45.00 M	
MOULDED D.	: 24.50 M	
SSW DWT	: 182,307	
SSW DRAFT	: 18.15 M	
TPC	: 124.00	
GROSS TON.	: 93,190	
NET TON.	: 58,480	
HOLD GRAIN	: 193,396 M3	
HOLD/HATCH	: 9/9	
HATCH TYPE	: SIDE ROLLING (TWO PANELS)	
HATCH SIZE	: HOLD	
	1	14.58 M X 21.80 M (L X B)
	2-9	15.52 M X 21.80 M (L X B)
MAIN ENGINE	: MAN B&W 7S65ME-C (MARK 7)	
SCRUBBER	: LANGH TECH OPEN LOOP	
BWTS	: JFE ENGINEERING CORPORATION	
SPEED/CONS	: STEAMING	
	LADEN HEAVY	BALLAST
	14.30 KN ON 65.4 MT HSFO	15.40 KN ON 65.4 MT HSFO
	14.00 KN ON 60.2 MT HSFO	15.00 KN ON 59.1 MT HSFO
	13.00 KN ON 50.3 MT HSFO	14.00 KN ON 49.3 MT HSFO
	12.00 KN ON 41.6 MT HSFO	13.00 KN ON 40.4 MT HSFO
	PLUS 3.3 MT FOR AUX. PER DAY AT SEA (HSFO)	
	PLUS 0.2 MT PER DAY AT SEA (MDO) WITH SCRUBBER IN OPERATION	
	PORT CONSUMPTION	
	2.6 MT MGO (IDLE)	
	7.3 MT MGO (WORKING)	

THE VESSEL MAY CONSUME MORE MGO WHEN IN NARROW / SHALLOW / CONGESTED WATERS AND WHEN TRANSITING CANALS/RIVERS/STRAITS, IN/OUT OF PORTS AND STARTING/STOPPING ENGINES.

ABOVE SPEEDS AND CONSUMPTIONS ARE ALL 'ABOUT' THE WORD " ABOUT " ABOVE AND IN SPEED AND CONSUMPTION REFERS TO AN ALLOWANCE OF MINUS 0.5KNTS ON SPEED AND PLUS 5% ON BUNKER CONSUMPTION RESPECTIVELY BOTH IN OWNERS FAVOR.

THE AFORESAID SPEEDS/CONSUMPTIONS ARE BASIS GOOD WEATHER/SMOOTH SEA, UP TO MAX BF SC 4/DOUGLAS SEA STATE 3, NO ADVERSE CURRENTS, NO NEGATIVE INFLUENCE OF SWELL, AT THE CONDITION OF CLEAN BOTTOM IN OPEN, CALM AND DEEP-SEA CONDITION WITH MINIMUM 48 HRS STEAMING TIME.

ANY GAIN ON TIME AND/OR CONSUMPTION TO BE OFF-SET AGAINST LOSS ON TIME AND/OR CONSUMPTION IF ANY. NO FAVORABLE WEATHER AND CURRENT FACTOR TO BE APPLIED WHEN EVALUATING VESSEL'S PERFORMANCE. VESSEL SHALL HAVE LIBERTY OF USING DIESEL OIL/LSMGO WHILST ENTERING AND LEAVING PORTS AND FOR EXCHANGE OF BALLAST, MANEUVERING IN SHALLOW WATERS, CHANNELS AND NARROW WATERWAYS, POOR VISIBILITY, HEAVY TRAFFIC, WORKING WITH LOW LOAD, FREQUENT LOAD CHANGE, SHIFT OF GENERATOR ENGINES.

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