

MV THALASSINI AVRA

TYPE	: ECO GEARLESS CAPESIZE BULK CARRIER (SCRUBBER FITTED)	
BUILD	: MAY, 2011	
SHIPYARD	: TSUNEISHI SHIPBUILDING	
FLAG	: MALTA	
PORT OF REG	: VALETTA	
IMO NO.	: 9500704	
LOA	: 291.895 M	
LBP	: 286.900 M	
BEAM	: 45.00 M	
MOULDED D.	: 24.50 M	
SSW DWT	: 180,643	
SSW DRAFT	: 18.04 M	
TPC	: 122.53	
GROSS TON.	: 92,541	
NET TON.	: 60,235	
HOLD GRAIN	: 200,998 M3	
HOLD/HATCH	: 9/9	
HATCH TYPE	: SIDE ROLLING (TWO PANELS)	
HATCH SIZE	: HOLD	
1	15.57 M X 16.10 M (L X B)	
2,3,4,5,7,8	16.15 M X 20.40 M (L X B)	
6	15.20 M X 20.40 M (L X B)	
9	16.15 M X 17.50 M (L X B)	
MAIN ENGINE	: MAN B&W 7S65ME-C (MARK 7)	
SCRUBBER	: LANGH TECH OPEN LOOP COVERING M/E + AUX	
BWTS	: USCG APPROVED JFE SYSTEM	
SPEED/CONS	:STEAMING	
	LADEN	BALLAST
	14.00 KN ON 58.8 MT HSFO	14.00 KN ON 49.5 MT HSFO
	13.00 KN ON 48.5 MT HSFO	13.00 KN ON 38.7 MT HSFO
	12.00 KN ON 39.00 MT HSFO	12.80 KN ON 37.8 MT HSFO
	PLUS 3 MT FOR AUX. PER DAY AT SEA (HSFO)	
	PLUS 0.2 MT PER DAY AT SEA (MDO)	
	PORT CONSUMPTION	
	4.5 MT HSFO + 0.2 MT MDO (IDLE)	
	7.0 MT HSFO + 0.2 MT MDO (WORKING)	

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 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.

BUNKER SPECIFICATION CLAUSE:

MARPOL HS-HFO SULPHUR GLOBAL CAP TO 3,5% AS FROM 01.01.2012RMG380 MAX 3.5% SULPHUR - TONS RMG380 MAX 1% SULPHUR - TONS (SECA)RME180 MAX 3.5% SULPHUR – TONS RME180 MAX 1% SULPHUR - TONS (SECA)DMA MAX 0.20 / MAX 0.860 - TONS DMA MAX 0.10 / MAX 0.860 - TONS (SECA)QUALITY OF THE SUPPLIED FUEL OIL TO BE WITHIN MIN/MAX LIMITS OF ISO 8217:2017

THE FUEL SHALL BE A HOMOGENEOUS BLEND OF HYDROCARBONS DERIVED FROM PETROLEUM REFINING. THIS SHALL NOT PRECLUDE THE INCORPORATION OF ADDITIVES INTENDED TO IMPROVE SOME ASPECTS OF THE FUELS CHARACTERISTICS AND PERFORMANCE. THE FUEL SHALL NOT BE FROM INORGANIC ACIDS AND USED LUBRICATING OILS.

FUELS SHALL BE FREE FROM ANY MATERIAL THAT RENDERS THE FUEL UNACCEPTABLE FOR USE IN MARINE APPLICATIONS TO COMPLY WITH MARPOL ANNEXE VI OWNERS INSIST THAT CHARTERER/SUPPLIER SHALL INFORM MASTER AND/OR AGENTS IN WRITING PRIOR DELIVERY AND RECEIPT OF BUNKERS ABOUT SPECIFICATIONS WHICH SHOULD INCLUDE : DENSITY - VISCOSITY - FLASH POINT - WATER CONTENTS. COMPENSATION FOR POSSIBLE TIME LOST AND EXTRA EXPENSE DUE TO LATE OR NON-DELIVERY OF THESE REQUIRED MINIMUM SPECS TO BE FOR CHARTERERS/SUPPLIERS ACCOUNT.

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