

1.	GENERAL INFORMATION		
1.1	Date updated:	3 rd Oct 2023	
1.2	Vessel's name:	TRISTAR DUGON	
1.3	IMO number:	9512202	
1.4	Vessel's previous name(s) and date(s) of change:	MEGA STAR (23 FEB 2018) ESHIP DUGON (04 MAY 2021)	
1.5	Flag:	PANAMA	
1.6	Port of Registry:	PANAMA	
1.7	Type of vessel:	BULK CARRIER	
1.8	Type of hull:	SINGLE SKIN	
Ownership and Operation			
1.9	Registered owner - Full style:	ESHIPS DUGON LTD REPUBLIC OF PANAMA TRUST COMPANY COMPLEX AJELTAKE ROAD, AJELTAKE ISLAND MAJURO, MARSHALL ISLANDS MH96960	
1.10	Parent company/group to which the owner belongs - Full style:	Emirates Ship Investment Company (Eships) LLC Office 902, AA1 Mazaya Business Avenue, Jumeirah Lakes Towers PO Box 336637, Dubai, UAE Email – shailesh@eships.ae Off:- +971-4510 3503	
1.11	Technical operator - Full style:	M.T.M. Ship Management Pte. Ltd. 78 Shenton Way, #13-01, Singapore 079120 Tel: +65 6304 1770 Fax: +65 6220 7988 Telex: N.A Email: marine@mtmsm.com Web: www.mtmsmshipmanagement.com	
1.12	Commercial operator - Full style:	Emirates Ship Investment Company (Eships) LLC Office 902, AA1 Mazaya Business Avenue, Jumeirah Lakes Towers PO Box 336637, Dubai, UAE Email – shailesh@eships.ae Off:- +971-4510 3503	
1.13	Disponent owner - Full style:	N/A	
1.14	Does disponent owner have vessel on time charter or bareboat:	N/A	
1.15	Since when vessel has been under Disponent owner:	N/A	
1.16	Number of vessels in disponent owner's fleet:	N/A	
Builder			
1.17	Builder (where built) / Yard number:	COSCO (DALIAN) Shipyard, China	Hull number: N242
1.18	Date delivered (built):	FEB 2011	
Classification			
1.19	Classification society:	LLOYDS REGISTER	
1.20	Class notation:	LR <input checked="" type="checkbox"/> 100A1 BULK CARRIER, BC-A, GRAB (25), CSR, STRENGTHENED FOR HEAVY CARGOES, HOLD NO.2, 4 & 6 MAY BE EMPTY, ESP, LI, SHIP RIGHT (CM), *IWS, BWMP <input checked="" type="checkbox"/> LMC, UMS, SCM	
1.21	If Classification society changed, name of previous society:	N/A	
1.22	If Classification society changed, date of change:	N/A	
1.23	Date and place of last dry dock:	15 APRIL 2021 TO 7 TH MAY 2021	IMC SHIPYARD, ZHOUSHAN, CHINA
1.24	Date next dry dock is due:	MAY 2026	

1.25	Date of last special survey / next survey due:	N/A	N/A
1.26	Date of last annual survey / next survey due:	LAST ANNUALS= 06 MARCH 2023 / NEXT DUE = 05 MAR 2024	
1.27	Is vessel entered in classification approved enhanced survey program?	N/A	
1.28	Does vessel comply with IACS unified requirements regarding number 1 cargo hold and double bottom tank steel structure?	YES	
	Has this compliance been verified by the classification society?	YES	
Dimensions			
1.29	Length Over All (LOA):	229.00 M	
1.30	Length Between Perpendiculars (LBP):	222.00 M	
1.31	Extreme breadth (Beam):	32.26 M	
1.32	Moulded depth:	20.25 M	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	48.00 M	
1.34	Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches	NO1. HATCH	MIDSHIPS
	Ballast condition: Draft: F4.66m / A 7.97m (ballast holds not flooded, basis 50% bunkers)	18.42 M	17.94 M
	Full ballast condition: Draft: F 7.44m / A 9.42m (ballast holds flooded, basis 50% bunkers)	16.11 M	15.31 M
	Fully laden condition: Draft: F14.62m / M14.62m / A14.62m	8.88 M	8.88 M
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	23.5 M	23.5 M
Tonnages			
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	GT: 43830	NRT: 27797
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):	SCGT: 45608.15	SCNT: 41795.9
1.38	Panama Canal Net Tonnage (PCNT):	36799	
Loadline Information			
1.39	Load Line	Deadweight (MT)	Draft (M)
	Summer:	78992.61	70.3
	Winter:	76848.70	70.2
	Winter North Atlantic:	N/A	N/A
	Fresh water:	78995.11	70.4
	Tropical:	81139.46	70.4
	Tropical fresh water:	81092.5	70.5
	Full Ballast condition (ballast holds not flooded, basis 50% bunkers) (about)	22299.92	63.9
	Lightship: Draft: F 0.923m / A 4.58m	Displacement: 14384.6	59.4
	FWA at summer draft:	332 MM	
	TPC on summer draft	70.3	
Is vessel fitted for:			
1.40	Transit of Panama Canal?	YES	
	If yes, state deadweight all told on 39ft 6in / 12.039m (SG 0.9954):	58787.39	
	If yes, is Panama deadweight all told affected by vessel's bilge turn radius?	NO	
1.41	Transit of Suez Canal?	YES	
1.42	Transit of St. Lawrence Seaway?	NO	
	If yes, state deadweight all told on 26ft / 7.92m fresh water:	N/A	
Recent Operational History			
1.43	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, give details:	POLLUTION: NO GROUNDING: NO CASUALTY: NO COLLISION: NO	

1.44	Voyage History			
	Voy#	Charterer	Cargo	Load-Discharge Ports
	1 ST	LOUIS DREYFUS COMPANY FREIGHT ASIA PTE. LTD.	RAW SUGAR IN BULK	LOAD PORT – SANTOS, BRAZIL DISCHARGE PORT – KANDLA, INDIA
	2 ND	AL GLOBAL ENERGY PTE LTD	COAL IN BULK	LOAD PORT – MUARA BERAU & BENGKULU, INDONESIA DISCHARGE PORT – ENNORE, INDIA
	3 RD	SYNA BULK	GYPSUM IN BULK	LOAD PORT – SALALAH, OMAN DISCHARGE PORT – HON GAI QUANG NINH, VIETNAM
	4 TH	SEAPOL SINGAPORE PTE LTD	COAL IN BULK	LOAD PORT – PARDIP, INDIA DISCHARGE PORT – KRISHNAPATANAM, INDIA
	5 TH	SEAPOL SINGAPORE PTE LTD	COAL IN BULK	LOAD PORT – PARDIP, INDIA DISCHARGE PORT – KRISHNAPATANAM, INDIA
	6 TH	PANBULK SHIPPING DMCC	AGGREGATES	LOAD PORT – FUJAIRAH, UAE DISCHARGE PORT – CHITTAGONG, BANGLADESH
	7 TH	ACB PTE (Atlantic Coal & Bulk PTE)	AGGREGATES	LOAD PORT – FUJAIRAH, UAE DISCHARGE PORT – SHUAIBA, KUWAIT
	8 TH	ARDENT MARITIME LOGISTICS PTE. LTD.	COAL IN BULK	LOAD PORT – NACALA, MOZAMBIQUE DISCHARGE PORT – SALAYA, INDIA
	9 TH	INTERNATIONAL SHIPPING AND LOGISTICS FZE	GYPSUM IN BULK	LOAD PORT – SALALAH, OMAN BUNKER PORT – COCHIN, INDIA DISCHARGE PORT – KATTUPALLI, INDIA
	10 TH	ARDENT MARITIME LOGISTICS PTE. LTD.	COAL IN BULK	LOAD PORT – NACALA, MOZAMBIQUE DISCHARGE PORT – SALAYA, INDIA
1.45	Specify the security level at which the ship is currently operating (ISSC):			1

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	SAFETY EQUIPMENT CERTIFICATE:	24-DEC-22	06-MAR-23	10-FEB-26
2.2	SAFETY RADIO CERTIFICATE:	06-MAY-21	06-MAR-23	10-FEB-26
2.3	SAFETY CONSTRUCTION CERTIFICATE:	06-MAY-21	06-MAR-23	25-OCT-23
2.4	LOADLINE CERTIFICATE:	06-MAY-21	06-MAR-23	10-FEB-26
2.5	SAFETY MANAGEMENT CERTIFICATE (SMC): Interim	04-Jul-23		03-JAN-24
2.6	DOCUMENT OF COMPLIANCE (DOC):	21-APR-22	16-SEPT-22	16-SEPT-26
2.7	CARGO GEAR SURVEY:	06-MAY-21	06-MAR-23	N/A
2.8	CARGO SECURING MANUAL:	04-MAY-21		N/A
2.9	INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE (IOPPC):	06-MAY-21	24-DEC-2022	10-FEB-26
2.10	SHIP SANITATION CONTROL (SSCC) / SHIP SANITATION CONTROL EXEMPTION (SSCE) CERTIFICATE	08-MAY-23		07-NOV-23
2.11	USCG COFR:	05-JUN-21		05-JUN-24
2.12	INTERNATIONAL SHIP SECURITY CERTIFICATE (ISSC):	04-Jul-23		03-JAN-24

3.	CREW MANAGEMENT		
3.1	NUMBER OF OFFICERS:(INCLUDING MASTER)	05	
3.2	NUMBER OF CREW:	21 (05 OFFICERS + 16 CREW)	
3.3	NAME AND NATIONALITY OF MASTER:	CAPT VAIBHAV BAWARI / INDIAN	
3.4	NATIONALITY OF OFFICERS:	INDIAN	
3.5	NATIONALITY OF CREW:	INDIAN	
3.6	WHAT IS THE COMMON WORKING LANGUAGE ONBOARD:	ENGLISH	
3.7	DO OFFICERS SPEAK AND UNDERSTAND ENGLISH?	YES	

4.	SAFETY MANAGEMENT		
4.1	Is the vessel ISM certified?	YES	
4.2	Document of Compliance (DOC) certificate number / issuing authority:	n-1584154-fyg	DNV

4.3	Safety Management (SMC) certificate number / issuing authority:	2205580	LLOYD'S
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			REGISTER
	State outstanding recommendations, if any:	NIL	
4.4	Is the vessel operated under a Quality Management System?	YES	
	If Yes, what type of system (ISO9002 or IMO Resolution A.741(18)):	ISO 9002	
5.	CARGO ARRANGEMENTS		
Holds			
5.1	Number of holds:	7	
5.2	Hold dimensions: L x B x H	NO.1 C.H – 23.49MX32.26MX18.95M NO.2 C.H – 26.10MX32.26MX18.95M NO.3 C.H – 26.97MX32.26MX18.95M NO.4 C.H – 26.10MX32.26MX18.95M NO.5 C.H – 26.97MX32.26MX18.95M NO.6 C.H – 26.10MX32.26MX18.95M NO.7 C.H – 28.71MX32.26MX18.95M	
5.3	Are vessel's holds clear and free of any obstructions?	YES	
5.4	Capacity, by hold, excluding wing/topside tanks but including hatchways:	Grain	Bale
	Hold No.1	10658.73	
	Hold No.2	14347.36	
	Hold No.3	15406.65	
	Hold No.4	13758.48	
	Hold No.5	14832.30	
	Hold No.6	14355.58	
	Hold No.7	14596.96	
	Total:	97956.06	
5.5	Is vessel strengthened for the carriage of heavy cargoes?	YES	
5.6	If yes, state which holds may be left empty:	2, 4 AND 6	
5.7	Is tanktop steel suitable for grab discharge?	YES	
5.8	State whether bulkhead corrugations are vertical or horizontal:	VERTICAL	
5.9	Tanktop strength:	(HOLD NO'S: 1,3,5 AND 7=28 T/M2) (HOLD NO'S: 2 & 6=21.0 T/M2), (HOLDS NO. 4=21.5 T/M2)	
5.10	Are holds CO2 fitted?	NO	
5.11	Are holds fitted with smoke detection system?	NO	
5.12	Is vessel fitted with Australian type approved holds ladders?	YES, ALL HOLDS FITTED	
5.13	Has vessel a functioning class certified loadmaster/loadicator or similar calculator?	YES,	
5.14	Are holds hopped at:	ALL HOLDS HOPPERED AT BOTH SIDE	
	Forward bulkhead?	FORWARD BULKHEAD WITHOUT HOPPER.	
	Aft bulkhead?	AFT BULKHEAD WITHOUT HOPPER.	
5.15	Can vessel's holds be described as box shaped?	NO	
5.16	Measurement of any tank slopes/hoppering: (height and distance from vessel's side at tank top)	LOWER HOPPER HEIGHT 3.855 M DISTANCE: (NO. 3,4,5,6=4.19M), (NO.1 FWD = 8.48M, AFT=4.51M), (NO.2 FWD=4.51M, AFT=4.19M), (NO.7 FWD=4.19M, AFT=13.13M)	
5.17	Flat floor measurement of cargo holds at tank top: L x W	Hold No.	L B
		No. 1	23.49 m Fw8.04/Af 23.24m
		No. 2	27.06 m Fw23.24/Af 23.88m
		No. 3	26.97 m Fw/Af 23.88m
		No. 4	26.10 m Fw/Af 23.88m
		No. 5	26.97 m Fw/Af 23.88m
		No. 6	26.10 m Fw/Af 23.88m
		No. 7	28.71 m Fw23.88/Af 6.0m

5.18	Are vessel's holds electrically ventilated?	No
	If yes, state number of air-changes per hour basis empty holds:	N/A
5.19	Type of hold paint:	EPOXY PAINT
5.20	Is vessel fitted for carriage of grain in accordance with chapter V1 of SOLAS 1974 and amendments without requiring bagging, strapping and securing when loading a full cargo (deadweight) of heavy grain in bulk (stowage factor 42 cu. Feet) with ends untrimmed?	Yes
5.21	Is the vessel fitted with A60 Steel Bulkhead?	Yes

Deck and Hatches

5.22	Number of hatches:	7
5.23	Make and type of hatch covers:	TTS/ Side-rolling type
5.24	Hatch dimensions: (Length X Breadth)	No.1 13.05mx13.20m No.2-7 15.66mx15.00m
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#7):	165.49 m
5.26	Strength of hatch covers:	No.1 =68.65 KN/M2 No.2 =44.50KN/M2 No.3\5\6\7 =34.30KN/M2 No.4 =64KN/M2
5.27	Number, diameter and location of cement holes	2 PER HATCH COVER, DIAMETER = 800 MM
5.28	Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the minimum width clear of any obstruction for each hold):	<u>HOLD NO. 1</u> FWD NEAR=8.26M / NEAR AFT=9.39M FWD FAR=21.46M / AFT FAR=22.59M <u>HOLDSNO.2-7</u> NEAR=8.7M, FAR=23.7M.
5.29	Distance from bow to fore of 1 st hold opening:	20.88 M
5.30	Distance from stern to aft of last hold opening:	42.63 M
5.31	State deck strength:	CARGO ON DECK NOT ALLOWED

Ballast

5.32	Capacity of ballast tanks (100%):	19858.40 M3
5.33	Ballast holds capacity, state which hold(s):	13758.48 M3 (NO.4 CARGO HOLD)
5.34	Vessel's ballasting time / rate of ballasting /	16 hrs @ 1250CBM/Hr
5.35	Vessel's deballasting time / rate of deballasting	10 hrs @ 2500 CBM/ hrs for Main ballast + 12 Hrs for Stripping
5.36	Unpumpable quantity:	ABOUT 400 MT

6.	CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)	
6.1	If geared state make and type:	WMMP/HYDRAULIC PRESSURE TYPE
6.2	Number/location of derrick cranes:	4 PCS/ BETWEEN 1 AND 2, BETWEEN 3 AND 4, BETWEEN 4 AND 5, BETWEEN 6 AND 7 CARGO HOLDS.
6.3	Maximum outreach of gear beyond ships rail	9.87 M
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	9.87 M
6.5	If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch coaming:	N/A
6.6	Time needed for full cycle with maximum cargo lift on hook:	Loading: 3 Minutes (Pick cargo from jetty 2 meter below ship's hand rail, 45-degree slew, drop in middle of cargo hold just below the height of hatch coaming and 45-degree slew back open grab to pick cargo 2 meter below ship's hand rail from jetty)

			Discharging: 3 Minutes (Pick cargo from middle of cargo hold just below the height of hatch coaming, 45-degree slew, drop on jetty 2 meter below ship's hand rail and 45-degree slew bring back open grab to pick cargo from middle of cargo hold just below the height of hatch coaming)	
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Grab	35 (Hook) @ 20 m/ min, 28 (Grab) @ 20 m/ min, 21 t @ 30 m/ min, 7 t @ 60 m/min	
6.8	Luffing time of gear:		ABT 62 Seconds @ angle 20 ~ 80 deg	
6.9	Slewing time of gear:		ABT 0.4 RPM ~ 150 Seconds @ 0 deg Angle	
6.10	Is gear combinable for heavy lift?		NO	
6.11	Are winches electro-hydraulic?		YES	
6.12	If vessel has grabs on board - state:		YES	
		Type:	4 GRABS (GBM) OF 12CBM (MAX) / 6CBM (MIN), REMOTE CONTROLLED WITH SWL=25 MT (INCLUDES = GRAB DEADWEIGHT + CARGO LIFT) (CARGO PARTICLE SIZE GRABS ARE DESIGNED = 1- 30 MM) 1 GRABS (ARUL- SINGLE CYL) OF 12CBM (MAX)/4CBM (MIN), REMOTE CONTROLLED WITH SWL=25 MT (INCLUDES = GRAB DEADWEIGHT + CARGO LIFT) (CARGO PARTICLE SIZE GRABS ARE DESIGNED = 1- 70 MM)	
		Weight:	9.5 MT (4 GBM GRABS) / 9.0 MT (1 ARUL GRAB)	
		Lifting Capacity:	6 – 12 CBM (4 GBM GRABS) / 4-12 CBM (1 GRAB)	
		Power source of grabs:	HYDRAULIC (RADIO REMOTE CONTROL)	
		Location of power source:	NA	
6.13	Does vessel have enough power to run 4 cranes and 4 shore grabs (if applicable). If not pls state how many?		YES	
6.14	Is vessel fitted with sufficient lights at each hatch for night work?		YES, LIGHTS ARE PROVIDED ON CRANE PLATFORMS & CRANE BODY & SEPARATE CARGO CLUSTER LIGHTS ARE ALSO USED FOR NIGHT CARGO WORK	
6.15	Is vessel logs fitted?		NO	
	If yes, state number, type and height of stanchions/sockets, if on board:		NA	
6.16	Is vessel log racks fitted?		NO	
6.17	Timber Loadline (if applicable)	Deadweight		
	Summer:	N/A	N/A	N/A
	Winter:	N/A	N/A	N/A
	Winter North Atlantic:	N/A	N/A	N/A
	Fresh water:	N/A	N/A	N/A
	Tropical:	N/A	N/A	N/A
	Tropical fresh water:	N/A	N/A	N/A

7.			
7.1	Capacity in direct stow of TEU/FEU basis empty tanks:	N/A	N/A
	Capacity in direct stow of TEU/FEU basis full tanks:	N/A	N/A
7.2	Are all containers within reach of vessel's gear?	N/A	
7.3	If no, state self sustained capacity:	N/A	
7.4	If vessel fitted with all permanent and loose fittings/lashing materials for above number of TEU/FEU?	N/A	
7.5	Is vessel fitted with recessed holes/shoes on tanktop and container shoes on weatherdeck and hatch covers?	N/A	

7.6	Advise stack weights and number of tiers on/under deck per TEU:	N/A
	Advise stack weights and number of tiers on/under deck per FEU:	N/A
7.7	Has vessel a container spreader on board?	N/A
7.8	Number and type of reefer plugs:	N/A

8.	ENGINE ROOM, SPEED AND CONSUMPTION	
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8.1	Is vessel fitted with a shaft generator?	NO
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Engine Room		
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8.2	Engine make/model and type:	HYUNDAI MAN B&W 7S50MC-CX1 SET
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8.3	BHP / RPM of main engine at MCR:	11060 BHP @ 127 RPM
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8.4	BHP / RPM of main engine at NCR (as % of MCR):	9401 KW at 120.3 RPM
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8.5	GENERATORS:	DOOSAN 3 PCS X 780 KW
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Fuel		
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8.5	What type/viscosity of fuel is used for main propulsion:	VLSFO-380 CST + LSMGO
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	Capacity (100%) of main engine bunker tanks (excluding unpumpables):	VLSFO-2848.23 CBM + LSMGO-434.0 CBM
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8.6	What type/viscosity of fuel is used in the generating plant:	VLSFO-380 CST + LSMGO
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	Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):	VLSFO-2848.23 CBM + LSMGO-434.0 CBM
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Speed		
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8.7	Ballast:	ECO- ABT 12.0KTS ON ABT 23.5 MT ON 380 CST + 0.1 MT MGO FULL- ABT 13.5 KTS ON ABT 29.5 MT ON 380 CST + 0.1 MT MGO
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	Laden:	ECO- ABT 12.0KTS ON ABT 26.5 MT ON 380 CST + 0.1 MT MGO FULL- ABT 13.5 KTS ON ABT 32.0 MT ON 380 CST + 0.1 MT MGO
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Consumptions		
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VESSEL MAY CONSUME MDO IN MAIN ENGINE/GENERATORS FOR WARMING UP OF THE SYSTEM & START/STOP.
VESSEL RUNS TWO GENERATOR & VESSEL HAS LIBERTY TO BURN ADDITIONAL FUEL AND DIESEL OIL FOR MAIN ENGINE/GENERATOR ENGINES FOR STEAMING IN/OUT OF PORT, SHIFTING BERTH/ANCHORAGE, NAVIGATING IN CONGESTED WATERS/INLAND WATERS/CHANNELS, SHALLOW WATERS, RESTRICTED WATERS, BUSY WATERS, CANALS, RIVERS, DURING POOR VISIBILITY, DURING LOAD/DISCHARGING AT ANCHORAGE ON BARGES/LIGHTERS, DURING BALLAST EXCHANGES, DURING HOLDS WASHING, DURING BAD WEATHER AND /OR STRONG CURRENTS, OR DURING EMERGENCY. VESSEL TO HAVE THE LIBERTY OF SLOW-STEAMING AT SEA FOR THE PURPOSES OF BALLAST EXCHANGE, IF REQUIRED. VESSEL WILL ALSO CONSUME ADDITIONAL 1MT IFO PER DAY WHEN USING BOILERS IN PORT (ONLY DURING WINTER SEASON).

SPEED AND CONSUMPTION DESCRIBED ABOVE IS THE AVERAGE FOR FULL CHARTER PERIOD IN TCT INCLUDING VESSEL PERFORMANCE IN BALLAST AND LADEN.

FOR THE PURPOSE OF THIS CLAUSE, THE AVERAGE SPEED AND AVERAGE BUNKER CONSUMPTION SHALL BE CALCULATED FOR A PERIOD OF MINIMUM 24 CONSECUTIVE HOURS UNDER BEAUFORT SCALE FORCE 4 AND DOUGLAS SEA STATE 3, EVEN KEEL, NO ADVERSE CURRENTS, CLEAN BOTTOM AND EXCLUDING VOYAGES LESS THAN 72 HOURS BY REFERENCE TO THE OBSERVED DISTANCE FROM PILOT STATION TO PILOT STATION ON THE HIGH SEAS, FROM ENGINE FULL AWAY ON DEPARTURE TO ENGINE SLOW DOWN ON ARRIVAL.

CHARTERERS ARE NOT ALLOWED TO MIX DIFFERENT SUPPLIES OF IFO, OR MDO, IN THE SAME BUNKER TANKS, HOWEVER CHARTERERS ARE ALLOWED TO MIX DIFFERENT SUPPLIES OF LSMGO IN THE SAME BUNKER TANKS (PROVIDED SAME GRADE).

VESSEL'S SPEED/ CONSUMPTION ON THE BASIS GOOD WEATHER CONDITIONS, WHICH ARE HEREBY AGREED AS WIND SPEEDS OF BEAUFORT FORCE 4 (MAX 16 KNOTS) AND TOTAL COMBINED (SEA AND SWELL) SIGNIFICANT WAVE HEIGHT CONFINED TO LIMITS OF DOUGLAS SEA STATE 3 (MAX 1,25 METERS) WITH NO ADVERSE CURRENTS. ANY STEAMING DAYS WITH ANY ADVERSE CURRENTS ARE NOT TO BE INCLUDED IN THE "GOOD WEATHER" ANALYSIS FOR CALCULATIONS OF A GOOD WEATHER PERFORMANCE SPEED. FAVOURABLE CURRENTS ARE NOT TO BE TAKEN INTO ACCOUNT WHEN EVALUATING SHIP'S PERFORMANCE.

ANY PERIODS OF REDUCED SPEED FOR SAFETY PURPOSES WHEN STEAMING OR MANOEUVRING IN CONFINED AND /OR CONGESTED WATERS AND /OR APPROACHING OR DEPARTING PORTS OF CALL ARE NOT TO BE CONSIDERED IN THE CALCULATION OF GOOD WEATHER PERFORMANCE SPEED AND ASSOCIATED VESSEL PERFORMANCE.

GOOD WEATHER PERIOD FOR EVALUATION PURPOSES IS FROM NOON TO NOON I.E PERIOD OF 24 CONSECUTIVE HRS AND NOT ANY PART OF IT. PERFORMANCE WILL BE CALCULATED ONLY DURING GOOD WEATHER DAYS AS ABOVE DESCRIBED AND NO EXTRAPOLATION OF GOOD WEATHER RESULTS FOR THE ENTIRE VOYAGE IS ALLOWED.

THE WORD "ABOUT" UNDER THIS FIXTURE APPLIES AN ALLOWANCE TO BOTH HER "SPEED(S)" AND "CONSUMPTION(S)". IT IS DEFINED AS A

TOLERANCE OF 0.5KT LESS ON "SPEED(S)" AND A TOLERANCE OF 5% MORE ON "BUNKER CONSUMPTION (S)".

SEA SPEED IS FROM SEA BUOY TO SEA BUOY (PILOT STATION TO PILOT STATION). UNKNOWN AND/ OR ESTIMATED AND/ OR APPROXIMATE FIGURES OF "WEATHER FACTOR" AND/OR "CURRENT FACTOR" SHALL NOT BE APPLIED BY CHARTERERS/ SUB-CHARTERERS AND/OR ANY THIRD PARTIES EMPLOYED BY THE CHARTERERS/ SUB-CHARTERERS TO EVALUATE VESSEL'S PERFORMANCE WITH RESPECT TO ABOVE SPEED WARRANTY.

ANY FUEL OIL OR DIESEL OIL SUPPLIED MUST COMPLY WITH LATEST REGULATIONS IN FORCE & IN SECA AREAS FUEL OIL AND DIESEL SUPPLIED TO ALSO CONFIRM TO LOCAL REGULATORY REQUIREMENTS.

CRANE / GRAB DETAILS: (As per Section 6 above)

THIS CRANE IS NOT ABLE TO HOIST SLANTINGLY IN GENERAL.

GBM GRABS: 4 X 12.0 CBM

TYPE: DOUBLE CYLINDER RADIO REMOTE CONTROL GRAB
 MAKER: (GBM)SHANGHAI GUANBO MACHINERY&EQUIPMENT CO. LTD RCB25-2.5,1.0-6,12
 VOLUME CAPACITY: 12CBM (MAX) / 6CBM (MIN); MATERIAL DENSITY = 1.0-2.5T/M3
 GRABS SUITABLE ONLY FOR CARGOES WITH MATERIAL GRAIN SIZE FROM MIN 1 MM TO MAX 30MM.
 SWL=25 MT (INCLUDES = GRAB DEADWEIGHT + CARGO LIFT)

ARUL GRABS: 1 X 12.0 CBM

TYPE: SINGLE CYLINDER RADIO REMOTE CONTROL GRAB - 1 PCS
 MAKER: ARUL LINU GRABS PTE LTD.
 VOLUME CAPACITY: 12CBM (MAX)/4CBM (MIN) ; MATERIAL DENSITY = 0.8-2.5T/M3
 GRABS SUITABLE ONLY FOR CARGOES WITH MATERIAL GRAIN SIZE FROM MIN 1 MM TO MAX 70MM.
 SWL=25 MT (INCLUDES = GRAB DEADWEIGHT + CARGO LIFT)

8.8	Passage	Main	Aux
	Ballast:	27.1 / 13.5	2.4
	Laden:	29.6 / 13.5	2.4
8.9	In Port		
	Working:		VLSFO -5.5 + 0.1 LSMGO
	Idle:		VLSFO -3.5 + 0.1 LSMGO
	Other (specify):	NA	

9. MISCELLANEOUS

Communications and Electronics

9.1	Call sign:	3FJZ8
9.2	Vessel's INMARSAT – C number:	FELCOM 500- 437123410
9.3	Vessel's telephone number:	FBB= +870 – 773 153 833//V-SAT= +852-580 622 54
9.4	Vessel's fax number:	
9.5	Vessel's email address:	master@tristardugon.amosconnect.com
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	371234000
9.7	Vessel's onboard electrical supply (V / Hz):	440V/60HZ/3PH 220V/60HZ/1PH 24V DC

Constants/Fresh Water

9.8	Constants excluding fresh water:	400 MT ABOUT
9.9	Daily freshwater consumption:	ABOUT 7-8 MT
9.10	Fresh water capacity:	397.53 MT
9.11	State daily production of evaporator:	ABT 13 MT/DAY
9.12	Normal fresh water reserve:	250 MT

Insurance		
9.13	P & I Club - Full style:	WEST OF ENGLAND SHIP OWNER'S MUTUAL INSURANCE ASSOCIATION (LUXEMBOURG) RCS LUXEMBOURG B8963, 31 GRAND RUE, L-1661 LUXEMBOURG, G.D. LUXEMBOURG
9.14	P & I Club coverage:	AS PER THE CERTIFICATE
9.15	Where is the owners hull and machinery placed:	GALLAGHER, LONDON
9.16	Hull & Machinery insured value:	12,700,000 USD
Vetting		
9.17	Is the vessel RIGHTSHIP approved:	YES
9.18	Date/Place of last RIGHTSHIP Inspection:	NA
Port State Control		
9.19	Date and place of last Port State Control inspection:	09/05/2023 (QUANG NINH, VIETNAM)
9.20	Has the vessel been detained by Port State Control in the last 12 months?	NO
	Any outstanding deficiencies as reported by any Port State Control. If yes, provide details:	NIL
9.21	Any Australian Maritime Safety Authority (AMSA) detentions or noted deficiencies. If so, please advise details and specify when/where these items were repaired.	Nil

10. SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES	
10.1	

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ALL DETAILS ABOUT- UPDATED 31.07.2023