

## MV TBC KAILASH (IMO NO – 9455399)

BUILT : 2011, NANJING DONGZE SHIPYARD CO. LTD.  
CLASS : IRS + DNV  
FLAG : INDIAN  
CALL SIGN : VTMF  
REGISTERED OWNER : SHREYAS SHIPPING AND LOGISTICS LIMITED, INDIA  
TECHNICAL MANAGERS : TW SHIP MANAGEMENT PRIVATE LIMITED, INDIA.  
SUMMER DWT/DRAFT : 35152.00 MT / 10.80 M  
WINTER DWT/DRAFT : 34151.13MT / 10.575 M  
TROPICAL DWT/DRAFT : 36245.63 MT / 11.025 M  
GROSS/NET : 22358 MT / 12081 MT  
SUEZ CANAL GROSS/NET : 23294.73 MT / 20899.86 MT  
PANAMA CANAL NET : 22358 MT / 12081 MT  
LOA/LBP : 179.90 M/ 171.50 M  
BEAM (MOLDED) : 28.40 M  
DEPTH (MOLDED) : 15.00 M  
TPC AT SUMMER DFT : 46.5 MT (SSW)

HOLDS / HATCHES : 5/5

CARGO SPACE CAPACITY (CBM) :

GRAIN : H1) 6,910.71, H2) 10018.32, H3) 9375.51, H4) 10018.32, H5) 7971.60 : TOTAL – 44294.46 CBM

BALE : H1) 6634.28, H2) 9617.59, H3) 9000.49, H4) 9617.59, H5) 7652.74: TOTAL – 42522.69 CBM

HATCH COVER : 5 - HYDRAULIC CYLINDER FOLDING TYPE

HATCH SIZES:

(NO. 01) : 14.4 x 17.6 x 7.5 m

(NO. 02) : 20 x 19.2 x 8.5 m

(NO. 03) : 20 x 19.2 x 8.5 m

(NO. 04) : 20 x 19.2 x 8.5 m

(NO. 05) : 18.4 x 19.2 x 8.5 m

TANK TOP STRENGTH:

NO.1 C/H TANK TOP : 20 T/m<sup>2</sup>

NO.2 C/H TANK TOP : 20 T/m<sup>2</sup>

NO.3 C/H TANK TOP : 20 T/m<sup>2</sup>

NO.4 C/H TANK TOP : 20 T/m<sup>2</sup>

NO.5 C/H TANK TOP : 20 T/m<sup>2</sup>

BUNKER TANK CAPACITY:

IFO STORAGE TANKS : 1670.5 m<sup>3</sup> (100%)

LSMGO STORAGE TANKS : 167.7 m<sup>3</sup> (100%)

CONSTANT EXCL FW : 290 MT

CARGO GEAR

: HYDRAULIC DECK CRANE (4 x 30 MT SWL IN HOOK MODE & 24 MT SWL IN GRAB MODE) \*Note - GRABS NOT AVAILABLE ONBOARD

**SPEED / CONSUMPTION**

**MAIN ENGINE DAILY CONSUMPTION – SEA SPEED**

BALLAST: ABOUT 14.0 KNOTS ON ABOUT ME - 22.6 MT IFO + 0.2 MT MDO

LADEN: ABOUT 13 KNOTS ON ABOUT ME - 22.6 MT IFO + 0.2 MT MDO

**MAIN ENGINE DAILY CONSUMPTION – ECONOMIC SPEED**

BALLAST: ABOUT 13 KNOTS ON ABOUT ME - 16.6 MT IFO + 0.2 MT MDO

LADEN: ABOUT 12 KNOTS ON ABOUT ME - 16.6 MT IFO + 0.2 MT MDO

**AUXILIARY ENGINES DAILY CONSUMPTION -**

AT SEA: ABOUT 3.4 MT IFO

FOR MAIN ENGINE BLOW-THROUGH AND CLEANING PURPOSES RESULTING IN AN EXTRA CONSUMPTION OF UP TO ABOUT 0.3 MT IFO PER DAY IN ADDITION TO MENTIONED ABOVE FOR VARIOUS PARAMETERS.

VESSEL USUALLY RUNS ONLY ONE (1) AUXILIARY ENGINE "AT SEA", HOWEVER OCCASIONALLY TWO (2) AUXILIARY ENGINES MAY BE REQUIRED TO BE RUN, DUE TO BALLAST EXCHANGE OR SUCH ACTIVITIES. FUEL CONSUMPTION MAY INCREASE DURING THIS PERIOD OF RUNNING TWO (2) AUXILIARY ENGINES BY UP TO ABOUT 1.5 MT IFO PER DAY IN THE ABOVE STATED.

**PORT/ANCHORAGE CONSUMPTION**

IDLE : ABT 3.4 MT IFO (+ 0.2 MT MDO)

WORKING : ABT 5.7 MT IFO (+ 0.2 MT MDO)

BUNKER SPECIFICATION:

IFO SPEC: RMG 380 CST ISO 8217:2010 UNTIL SUPERSEDED BY NEW STANDARDS.

LSMGO SPEC: DMB/A 8217:2010 UNTIL SUPERSEDED BY NEW STANDARDS.

NOTE: VESSEL IS NOT SCRUBBER FITTED AND BURNS IFO WITH NOT MORE THAN 0.5% SULPHUR CONTENT – IN ACCORDANCE WITH NEW IMO CONVENTION 2020 ON MARINE FUEL SULPHUR CONTENT REQUIREMENT.

ABOVE SPEED AND CONSUMPTION FIGURES ARE BASIS SUMMER DRAFT, EVEN KEEL, NO DECK CARGO, VALID ONLY UNDER GOOD WEATHER CONDITIONS UPTO/INCL BEAUFORT SCALE 4 AND/OR DOUGLAS SEA STATES SCALE 3 AND SIGNIFICANT WAVE HEIGHT MAX 1.25M, WITH NO ADVERSE CURRENT/ NEGATIVE INFLUENCE OF SWELL IN DEEP WATER OF MIN 7 TIMES SHIP'S DRAFT, SEA TEMPERATURE OF MAX 28°C AND BASIS CLEAN/SMOOTH HULL AND PROPELLER.

VESSEL MANEUVERS WITH MAIN ENGINE + 2 AUXILIARY ENGINES RUNNING SIMULTANEOUSLY CONSUMING IFO 380 CST FUEL DURING ARRIVAL/DEPARTURE PORTS/ANCHORAGES AND SHIFTING BERTHS AS ALSO DURING PERIODS OF RESTRICTED VISIBILITY AND NARROW/SHALLOW WATERWAYS/RIVERS ETC. AND ANY OTHER EMERGENCIES; PURELY AT THE DISCRETION OF THE MASTER. FURTHER, VESSEL RESERVES THE RIGHT TO USE LSMGO FOR MAIN ENGINE AND GENERATOR ENGINES DURING SUCH MANEUVERS.

SEABUOY TO SEABUOY ON VOYAGES LESS THAN 48 HRS AND 24 HRS AFTER COSP/PRIOR EOSP ALWAYS EXCLUDING.

ALL ABOVE STATED FIGURES ARE 'ABOUT' MEANING AN ALLOWANCE OF 0.5 KNOTS ON SPEED AND 5% ON BUNKER FUEL CONSUMPTIONS.

VESSEL PARTICIPATES IN THE VISWA LAB FUEL QUALITY TESTING PROGRAMME; SAMPLES ARE BEING TAKEN DURING EACH BUNKERING. TEST METHODS AS PER INTERNATIONAL STANDARD ISO 8217 (2010) SHALL APPLY. CHARTERERS TO ADVISE THEIR BUNKER SUPPLIERS ABOUT THIS. FUEL TESTING COSTS TO BE ON ACCOUNT OF CHARTERERS.

SLUDGE REMOVAL, IF ANY, TO BE ALWAYS FOR CHARTERERS ACCOUNT AND TIME.

SOLAS CHAP V REG 10-1 - VESSEL ROUTING

MASTERS DISCRETION FOR SAFE NAVIGATION – THE MASTER SHALL NOT BE CONSTRAINED BY THE SHIPOWNER, CHARTERERS OR ANY OTHER PERSON FROM TAKING ANY DECISION WHICH, IN THE PROFESSIONAL JUDGEMENT OF THE MASTER, IS NECESSARY FOR SAFE NAVIGATION, IN PARTICULAR IN SEVERE WEATHER AND IN HEAVY SEAS.

ALL DETAILS 'ABOUT', GIVEN IN GOOD FAITH BUT WITHOUT GUARANTEE.

END.