

## M.V. TBC PROGRESS

(DETAILS ALL ABOUT)

IMO : 9489821  
BUILT / FLAG : 2012 GUANGZHOU WENCHONG SHIPYARD, CHINA / PANAMA  
CLASS : DNV  
REGISTERED OWNER : ORIENT EXPRESS LINES INC, PANAMA  
COMMERCIAL OPERATOR : TRANSWORLD BULK CARRIERS (INDIA) PVT. LTD  
TECHNICAL MANAGERS : TW SHIP MANAGEMENT PRIVATE LIMITED  
SUMMER DWT/DRAFT : 31,966 MT / 10.00 M  
WINTER DWT/DRAFT : 31,025.5 MT / 9.792 M  
TROPICAL DWT/DRAFT : 32,908.4 MT / 10.208 M  
GROSS/NET : 19,999 MT / 10443 MT  
SUEZ GRT/NRT : 18,723.53 MT / 18,177.27 MT  
PANAMA GRT/NRT : 19,999 MT / 10443 MT  
LOA/LBP : 176.50 M/ 171.00 M  
BEAM (MOLDED) : 27 M  
DEPTH (MOLDED) : 14.20M  
TPC AT SUMMER DFT : 45.3 (SSW)

HOLDS / HATCHES : 5/5

CARGO SPACE CAPACITY (CBM) (Excluding Wing/Top Side Tanks but Including Hatchways) :  
GRAIN : H1) 6882.9, H2) 8649.6, H3) 8393.1, H4) 8649.7, H5) 7872.6 : TOTAL – 40447.9 CBM  
BALE : H1) 6771.6, H2) 8536.2, H3) 8281.7, H4) 8536.3, H5) 7756.3 : TOTAL – 39882.1 CBM

HATCH COVER : 5 HYDRAULIC- TTS FOLDING TYPE

### HATCH SIZES:

(NO. 01) :15.20 x 14.58 m  
(NO. 02) :19.20 x 16.20 m  
(NO. 03) :18.40 x 16.20 m  
(NO. 04) :19.20 x 16.20 m  
(NO. 05) :19.20 x 16.20 m

### TANK TOP STRENGTH

NO.1 C/H TANK TOP : 25 T/m<sup>2</sup>  
NO.2 C/H TANK TOP : 20 T/m<sup>2</sup>  
NO.3 C/H TANK TOP : 25 T/m<sup>2</sup>  
NO.4 C/H TANK TOP : 20 T/m<sup>2</sup>  
NO.5 C/H TANK TOP : 25 T/m<sup>2</sup>

CARGO GEAR : McGregor / GLB 3024.5-2/2424.5gr - ELECTRO HYDRAULIC CRANES (4 x 30 MT SWL IN HOOK MODE & 24 MT SWL IN GRAB MODE) \*Note - GRABS NOT AVAILABLE ONBOARD

BUNKER CAPACITY : IFO STORAGE TANKS: Tank #1: 232.07 m<sup>3</sup> / Tank #2: 450.90 m<sup>3</sup> / Tank # 3: 305.02 m<sup>3</sup>  
MGO STORAGE TANKS: Tank #1: 232.07 m<sup>3</sup> / Tank #2: 64.05 m<sup>3</sup> / Tank # 3: 49.36 m<sup>3</sup>

CONSTANT INCL FW : 300 MT

## **SPEED / CONSUMPTION**

ABT 14 /14.8 KNOTS (LADEN/BALLAST) ON ABT 27.7 MT IFO (380 CST) (25.5 MT M/E + 2.2 MT A/E)  
ABT 13.4 /14 KNOTS (LADEN/BALLAST) ON ABT 23.2 MT IFO (380 CST) (21 MT M/E + 2.2 MT A/E)  
ABT 12.6 /13.5 KNOTS (LADEN/BALLAST) ON ABT 19.7 MT IFO (380 CST) (17.5 MT M/E + 2.2 MT A/E)

### **ECONOMIC SPEED & CONSUMPTION**

ABT 12 /13 KNOTS (LADEN/BALLAST) ON ABT 18.2 MT IFO (380CST) (16 MT M/E + 2.2 MT A/E)

### **ALTERNATIVE ECO SPEED ONLY APPLICABLE WITH BIMCO SLOW STEAMING CLAUSE:**

ABT 11.5 /12.7 KNOTS (LADEN/BALLAST) ON ABT 17.7 MT IFO (380CST) (15.5 MT M/E + 2.2 MT A/E)  
ABT 10.7 /11.8 KNOTS (LADEN/BALLAST) ON ABT 15.7 MT IFO (380CST) (13.5 MT M/E + 2.2 MT A/E)

- WHEN RUNNING AT LOWER POWERS (55% OR BELOW) "AT SEA" I.E. AT ECONOMIC SPEED OR ALTERNATIVE ECO SPEED (ONLY APPLICABLE WITH BIMCO SLOW STEAMING CLAUSE) AS STATED ABOVE, VESSEL REQUIRES TO BE RUN FOR A FEW HOURS EVERY DAY AT SEA SPEED / CONSUMPTION PARAMETERS (ABOUT 85% MCR), WHICH IS - ABT 14 /14.8 KNOTS (LADEN/BALLAST) ON ABT 27.7 MT IFO (380 CST) (25.5 MT M/E + 2.2 MT A/E)

- FOR MAIN ENGINE BLOW-THROUGH AND CLEANING PURPOSES RESULTING IN AN EXTRA CONSUMPTION OF UP TO ABOUT 0.3 MT 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 1.0 MT PER DAY IN THE ABOVE STATED.

### **AUXILIARY ENGINES:**

#### **PORT/ANCHORAGE CONSUMPTION**

IDLE : ABT 2.0 MT IFO (+ BOILER 0.3 MT to 1.1 MT)

WORKING : ABT 4.2 MT IFO (+ BOILER 0.3MT to 1.1 MT)

\*ABOVE STATED BOILER CONSUMPTION, IN ADDITION TO PORT/ANCHORAGES CONSUMPTION IS DEPENDENT ON CLIMATE AND AMBIENT TEMPERATURE.

### **NOTE:**

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

MDO/MGO 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 BASIS SUMMER DRAFT, EVEN KEEL, NO DECK CARGO AND VALID ONLY UNDER GOOD WEATHER CONDITIONS UPTO/INCL BEAUFORT SCALE 4 AND/OR DOUGLAS SEA STATES SCALE 3 AND NO ADVERSE CURRENT/ NEGATIVE INFLUENCE OF SWELL.

ADVERSE SEA CONDITIONS, WINDS, AND CLEAN BOTTOM HAS TO BE TAKEN INTO ACCOUNT WHEN ASSESSING VESSEL'S SPEED AND CONSUMPTION.

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.

SLOW STEAMING - CHARTERERS OPTION TO ORDER THE VESSEL TO PROCEED AT REDUCED SPEED/RPM'S WHICH ALWAYS TO BE IN ACCORDANCE WITH ENGINE MAKERS RECOMMENDATIONS SUB TO MASTER'S CONFIRMATION/SATISFACTION. ANY SPEED DIFFERENT FROM CP SPEED TO BE CONSIDERED AS WITHOUT GUARANTEE I.E. CHARTERERS WILL NOT BE ENTITLED TO CLAIM FOR ANY UNDERPERFORMANCE / OVERCOMSUMPTION.

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 MDO/MGO DURING SUCH MANEUVERS.

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.

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