



## KOMROWSKI

### M/V 'KOMROWSKI TBN'

TYPE:	PANAMAX BULK CARRIER	
CLASS:	DNV +1A1 BULK CARRIER (BC-A) ESP, CSR	
	NINGBO HENGFU SHIPPING GROUP, P.R. CHINA	
FLAG:	NETHERLANDS ANTILLES OR LIBERIA OR PANAMA	
TONNAGE:	INTERNATIONAL: GT / NT	
DWAT/DRAFT:	ABT 75,200 MTS ON ABT 14.20 M SSW	
DIMENSIONS:	LENGTH OVER ALL:	225.00 M
	BREADTH MOULDED:	32.26 M
	LENGTH BTWN P.P.:	217.00 M
	DEPTH MOULDED:	19.60 M
TYPE OF HATCHCOVERS:	HYDRAULICALLY OPERATED SIDE ROLLING TYPE	
HOLDS/HATCHES:	7 HOLDS AND HATCHES	
HATCH DIMENSION:	NO 1 (LxB)	14.62 x 13.20 M
	NO 2-7 (LxB)	15.48 x 14.40 M
GRAIN CAPAC:	90,000 CBM	
TANK CAPACITY:	FUEL OIL TANKS:	ABT 2,300 CBM
	DIESEL OIL TANKS:	ABT 100 CBM
	FRESH WATER TANKS:	ABT 280 CBM
	BALLAST WATER TANKS:	ABT 34,500 CBM
MAIN ENGINE:	MAN B&W 5S60MC-C 11,300 KW AT 105 RPM	
AUXILIARIES:	DIESEL ENGINES: 3 x 560 KW	



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### SPEED/

CONSUMPTION: ABT 14.0 KNOTS ON ABT 33 MTS IFO PLUS ABT 2 MTS IFO

ON DESIGN DRAFT BASIS CLEAN AND SMOOTH BOTTOM, EVEN KEEL, DEEP AND CURRENTLESS WATER/SEA, WIND MAX BEAUFORT 2 AND SEA NOT EXCEEDING DOUGLAS SEA STATE 2.

NO MGO AT SEA EXCEPT IN CASE OF EMERGENCY OR WHEN NAVIGATING IN NARROW WATERS, ESTUARIES, RIVERS / CHANNELS OR MANOEUVREING. CHARTERERS TO PROVIDE SUFFICIENT QUANTITY OF MDO DURING SEA PASSAGES FOR OPERATING AUXILIARIES / GENERATORS.

THE FIRST 6 MONTHS AFTER DELIVERY SHALL BE A TRIAL PERIOD AND THE ACTUAL SPEED AND CONSUMPTION IS TO BE EVALUATED BY A MUTUALLY AGREED WEATHER BUREAU/ AGENCY OR ALTERNATIVELY, IF MUTUALLY AGREED, VESSEL'S LOGS TO BE USED, WHEREAFTER THE ACUTAL SPEED AND CONSUMPTION BOTH IN LADEN AND BALLAST CONDITIONS SHALL BE AGREED.

OWNERS ARE ALLOWED TO BURN MDO IN PORTS/ CANALS/ RIVERS OR COASTAL AREAS IF REQUIRED BY LOCAL REGULATIONS AND/ OR ENVIRONMENTAL REGULATIONS AND AT SEA IF TECHNICALLY IMPOSSIBLE TO OPERATE VESSEL ON DUAL FUEL MDO/HFO.

NOTWITHSTANDING ANYTHING ELSE CONTAINED IN THIS CHARTER PARTY, THE CHARTERERS SHALL SUPPLY FUELS OF SUCH SPECIFICATION AND GRADES TO PERMIT THE VESSEL, AT ALL TIMES, TO MEET THE MAXIMUM SULPHUR CONTENT REQUIREMENTS OF ANY EMISSION CONTROL ZONE WHEN THE VESSEL IS TRADING WITHIN THAT ZONE. THE CHARTERERS SHALL INDEMNIFY, DEFEND AND HOLD HARMLESS THE OWNERS IN RESPECT OF ANY LOSS, LIABILITY, DELAY, FINES, COSTS OR EXPENSES ARISING OR RESULTING FROM THE CHARTERERS' FAILURE TO COMPLY WITH THIS CLAUSE. FOR THE PURPOSE OF THIS CLAUSE, "EMISSION CONTROL ZONE" SHALL MEAN ZONES AS STIPULATED IN MARPOL ANNEX VI AND/OR ZONES REGULATED BY REGIONAL AND/OR NATIONAL AUTHORITIES SUCH AS, BUT NOT LIMITED TO, THE EU AND THE U.S. ENVIRONMENTAL PROTECTION AGENCY.



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PORT  
CONSUMPTION: ABT 2.5-3.0 MTS IFO PER DAY

FUEL  
SPECIFICATION: ISO STANDARD 8217:2005(E) OR ANY SUBSEQUENT AMENDMENT  
THEREOF.

CLASS 'RMG<sub>35</sub>' OR BETTER (FOR IFO) AND MDO (FOR DIESEL)

THE PRODUCT MUST BE COMPOSED OF STRAIGHT  
MINERALS ONLY AND FIT FOR USE IN VESSEL'S ENGINES  
WITHOUT ANY CHEMICALS, WASTE, LUBRICANTS OR ANY OTHER  
HARMFUL SUBSTANCES. FUELS TO BE SUPPLIED BY CHARTERERS  
WITHIN SPECIFIED CCAI LIMITS OF ENGINE MAKER, BUT NOT  
EXCEEDING CCAI VALUE OF MAXIMUM 850.

BUNKERS OF DIFFERENT GRADES/QUANTITIES/SUPPLIERS NOT TO  
BE MIXED.

SLUDGE REMOVAL, IF ANY, TO BE FOR CHARTERER'S ACCOUNT  
AND TIME.

THE VESSEL WILL PARTICIPATE IN THE FOBAS FUEL QUALITY  
TESTING PROGRAM. SAMPLES WILL BE TAKEN DURING EACH  
BUNKERING. COSTS INVOLVED IN THE AMOUNT OF USD 300,- PER  
SAMPLE TO BE EQUALLY SHARED BETWEEN OWNERS AND  
CHARTERERS.

FITTINGS: SUEZ, PANAMA, WWF/AUSTRALIA REGULATIONS, HOLDS NO. 2, 4  
& 6 MAY BE EMPTY AND NO. 4 CARGO HOLD CAN BE USED AS  
BALLAST TANK, STRENGTHENED FOR HEAVY CARGOES.

VESSEL DESCRIBED ABOVE IS A NEWBUILDING AND ALL  
PERFORMANCE FIGURES AND CAPACITY DETAILS HAVE BEEN  
PROVIDED BY THE YARD AND ARE BELIEVED TO BE ACCURATE.  
ALL DETAILS AND FIGURES ARE ABOUT AND ARE GIVEN IN GOOD  
FAITH BUT WITHOUT GUARANTEE. SPEED AND CONSUMPTION  
FIGURES MAY BE READJUSTED AS STATED ABOVE.