

MV ESTRELLA



ex Bansui
 April 2012
 Oshima Japan
 Norwegian
 LARA8
 9.477.270
 Bergen
 NK, NS (BCM,BC) MNS Strengthen for heavy cargo loading where nos. 2&4 holds empty. Double hull construction applied in all holds.
 Semi open hatch/box shaped
 29 104 mt / 15 554 mt
 29 293,19 mt/ 28 882,18 mt
 29 104 mt/ 24 170 mt
 Panama dw 48.153 on 39.6 fw
 Summer draft (sw) 50 448 mt on 12,15 m
 Dual load line: 47.915 mt- 11,68 m
 Tropical draft (sw) 51 812 mt on 12,402 m
 " " " 39.915 mt- 10,15 m
 Freshwater draft 50 447 mt on 12,426 m
 Winter draft (sw) 49 087 mt on 11,898 m
 Dept moulded 17,150 mtr
 TPC 53,86 (summer)
 LOA/Beam 182,98 / 32,26 mtr

HOLD CAPACITY	Cubic capacity CBM Grain	Cubic capacity CBM Bale
Hold no. 1.	9 235 m3	9 136 m3
Hold no. 2.	12 581 m3	12 500 m3
Hold no. 3.	12 546 m3	12 471 m3
Hold no. 4.	12 548 m3	12 473 m3
Hold no. 5.	12 207 m3	12 120 m3
Total	59 117 m3	58 700 m3

Number of hold/hatches 5/5

Hatch size /Hold size LxW	Hatch size	Hold length/Tank top x width (fwd/aft)
No. 1.	14,76 x 19,8 mtr	25,9m / 5,1m x 23,8m
No. 2.	20,50 x 25,8 mtr	28,8m / 25,8m
No. 3.	20,50 x 25,8 mtr	28,8m / 25,8m
No. 4.	20,50 x 25,8 mtr	28,8m / 25,8m
No. 5.	20,50 x 25,8 mtr	29,8m / 25,8m x 8,5m

Type of hatch covers Folding type- Nakata Mccorperation
 Distance from waterline to top of hatchcoaming Basis 50 % bunkers- no holds flooded no1 = 12,9mtr, no2 = 12,7mtr, no3 = 12,5mtr, no4 = 12,3mtr, no5 = 12,1mtr.
 Distance waterline to highest point full ballast 36,56 m Keel to highest antenna 43,5m
 Distance tanktop to hatchcoaming 17,1 m Keel to thc 19.8 m
 Height of hatchcoaming 1,6 m
 Distance stern to aft last hatch 42 m
 Distance from bow to end of last hatch 16,8 m
 Free deck space
 Ballast capacity 20,638 m3, 2286 m3 in ch3 (only in port)
 Tanktop strength 1-5) 47,2 mt/m2
 Deck strength No cargo to be considered for deck
 Hatch cover strength ch1 = 41,0 Kn/m2, ch2 = 34,3 Kn/m2, ch3 = 34,3 Kn/m2, ch4 = 34,3 Kn/m2, ch5 = 34,3 Kn/m2.
 Ventilation Natural ventilation
 Logs/lumber/stanchions N/A
 Container capacity N/A
 Steel coils 3 x 15
 Cargo gear IHI x 4 sets each 30 mt. Hoisting speed 19m/min
 Max outreach Approx abt 9,9 mtr (outside ship rail)
 Grabs. Type/capacity N/A

Speed and consumption

Speed 13,5 laden/14 ballast on 31 mt -+ 0,05 mdo
 Eco speed 55 % load and laden 12/ ballast 12,5 knots on 20 mt/day + 0,05 mt mdo.

In port	Idle Abt IFO =2,5mt/ DO = 0,5mt. Working IFO = 5,5mt/DO = 0,20mt.	
Bunker capacity	IFO = 1 698,3 m3(100%)	LSMGO = 403 M3.(100%)
Main engine	MITSUI MAN B&W/6S50MC	CSO 6.597 kw (8.970 ps) at 101,4 rpm
Auxiliary Engines	3 x YANMAR 500kw 6EY18AL	
ITF	Yes	
CO2 fitted	Yes	
Australien hold ladders	Yes	
P&I Club	Gard	
H&M Club (leading)	Gard	
Nationality of officers and crew	Indian	
Communication		
Telephone/ Sat C		
Telefax		
E-mail	master.estrella@fleetmail.inmarsat.com	

All details about and without guarantee.

E.&O.E.

Speed and consumption are: in good weather condition and up to Beaufort force 4 and Douglas sea state 3. Calculation of vessels performance on both laden and ballast passages has to be based upon an average speed/consumption during weather days up to Beaufort 4 and Douglas sea state 3.

" Owners warrant the vessel is capable of maintaining and shall maintain from beginning sea passage to end of sea passage, excluding any voyage upto 36 hours duration, up to and including Beaufort Scale 4 and Douglass Sea State 3, with combined wave and swell heights NTE 1,25 m, without adverse currents, being on even keel and excluding periods during which reductions of speed for safety, congestion or reduced visibility etc.

Laden or ballast speed and consumption for period of weather in excess of Beaufort 4 and Douglas sea state 3 is to be expressly excluded from calculations.

Vessel has liberty to consume MDO when maneuvering, in/out of ports, starting auxiliary engine, navigation in shallow/restricted /congestion/poor visibility, canal, straits and rivers.

When planning to enter SECA, charterers to arrange well ahead of time to supply appropriate and sufficient IFO and MDO to enter and exit SECA with 4 days margin (for changeover and un pumpables). Before fixing for SECA charterers to ensure sufficient separate empty IFO tanks are available.

Any savings in consumption must be off-set against any reduction in speed, any savings in time must be off-set against any excess consumption, any savings in IFO must be off-set against increased MDO and vice versa, and any overall saving on individual passage(s) must be set off against any overall loss on other individual passage(s) cost and time to which (including any deviation time required to meet SECA requirements and/or National regulations in operation in port to which vessel is bound) including ballast exchange to be for Charteters account.

Under no circumstances will any claim be deducted from hire unless and until it has been agreed by both parties.

No comingling of different fuel suppliers in tank allowed.