

SHIP'S PARTICULARS

Vessel Name: **M/V VIMC GREEN (EX-NAME: DUBAI GUARDIAN)**

PRINCIPAL PARTICULARS:

- SELF TRIMMING SINGLE DECK BULK CARRIER. STRENGTHENED FOR HEAVY CARGOES IN ALTERNATE HOLDS. HOLD NO. 2 & 4 CAN BE EMPTY.
- FLAG / CLASS: PANAMA / NKK
- IMO NO. 9159414
- CALL SIGN :
- BUILT: SEPTEMBER, 1997 IN OSHIMA SHIPYARD, JAPAN
- DEADWEIGHT: SUMMER - 47,271MT ON 11.788M DRAFT
 WINTER - 46,029MT ON 11.533M DRAFT
 TROPICAL - 48,517MT ON 12.023M DRAFT
 FRESHWATER - 47,271MT ON 12.045M DRAFT
 TROPICAL FW - 48,489MT ON 12.290M DRAFT
- GT / NT: 25939 / 16173
- LOA / BEAM / LBP: 185.73M / 30.95M /177.00M
- SUEZ GT/ NT: 27108.22 / 24891.21
- PANAMA NT : 21572.00
- HOLDS / HATCHES: 5/5
- GRAIN / BALE CAPACITY: 59,387 M³ / 58,239 M³
- TPC / TPI: 50.72MT / 128.82MT (Full Load – Summer), 50.57 / 128.40 (winter).
- AIR DRAFT: 43.79M
- REGISTERED OWNERS: VIETNAM MARITIME CORPORATION (VIMC)
- OPERATOR AND MANAGEMENT:VIMC SHIPPING COMPANY

HOLD / HATCH DETAILS:

HOLD CAPACITIES:-

	GRAIN BALE	
HOLD NO. 1	11156 M ³	10938 M ³
HOLD NO. 2	12598 M ³	12354 M ³
HOLD NO. 3	11948 M ³	11718 M ³
HOLD NO. 4	12586 M ³	12343 M ³
HOLD NO. 5	11099 M ³	10886 M ³

HATCH SIZE:- (OPENING)

	LENGTH	BREADTH
HOLD NO. 1	17.10 M	15.60 M
HOLD NO. 2	19.80 M	15.60 M
HOLD NO. 3	19.80 M	15.60 M
HOLD NO. 4	19.80 M	15.60 M
HOLD NO. 5	19.80 M	15.60 M

TANK TOP DIMENSIONS:

	LENGTH	BREADTH
HOLD NO. 1	28.80 M	20.60 / 5.00 M
HOLD NO. 2	27.00 M	22.00 / 20.60 M
HOLD NO. 3	27.00 M	22.00 M
HOLD NO. 4	27.00 M	22.00 M

HOLD NO. 5 28.60 M 6.80 / 22.00 M

- HATCH COVERS: WEATHER TIGHT, FOLDING TYPE, STEEL HATCH COVER. HYDRAULIC OPERATIVE.
- CORRUGATION : VERTICAL
- VENTILATION : NATURAL
- CO2 FITTED IN HOLDS: NO

GEARS:

- GEAR: 4 ELECTRO HYDRAULIC CRANES, SWL: 25MT.
- MAX OUTREACH OF CRANES FROM SHIP'S SIDE: 8.0M
- HOISTING SPEED EMPTY: 50M/MIN, LADEN: 19M/MIN
- LUFFING SPEED: CR. 1,2,3: 42SECS / 4: 45SECS
- SLEWING SPEED: CR. 1,2,3: 0.50 RPM / 4: 0.55 RPM
- GRABS: 4x12 CBM ELECTRO HYDRAULIC GRABS. GRAB WEIGHT: 9.085MT
- SWL OF CRANES WITH GRABS: 24MT (I.E. GRAB WT + CGO WT = 24MT MAX)
- MAX PERMITTED DENSITY OF CARGO FOR USING THE SHIPS GRAB FOR LOADING / DISCHARGE IS 2.48T/CBM, I.E. STOWAGE FACTOR OF CARGO SHUD NOT BE LESS THAN 0.40 CBM/MT.
- VESSEL'S GRABS ARE NOT RUBBER LIPPED AND LEAKAGE IF ANY WOULD BE AS CUSTOMARY FOR FINE CARGOES.
- MAX PERMITTED DENSITY OF CARGO FOR USING THE SHIPS GRAB FOR LOADING / DISCHARGE IS 2.48T/CBM, I.E. STOWAGE FACTOR OF CARGO SHUD NOT BE LESS THAN 0.40 CBM/MT.

CEMENT HOLES :

VSL HAS TWO CEMENT FEEDER HOLES ON EACH OF FIVE HATCH COVERS, EACH HOLE 500 MM IN DIA, LOCATION ASF :

- H/1 FWD PANEL OF AFT SECTION OF HC, ONE 1350 MM TO PORT OF CL, AND ONE 3750 MM TO STBD OF CL
- H/2-5 AFT PANEL OF FWD SECTION OF HC, ONE 1350 MM TO PORT OF CL, AND ONE 3750 MM TO STBD OF CL

STRENGTHS:

TANK TOP

NO. 1	20.90 MT/M ²
NO. 2	14.00 MT/M ²
NO. 3	25.80 MT/M ²
NO. 4	14.00 MT/M ²
NO. 5	21.00 MT/M ²

DECK

NO.1	: 2.43 MT/M ²
NO. 2-5	: 3.40 MT/M ²

HATCH COVER

NO. 1	: 2.08 MT/M ²
NO. 2-5	: 1.75 MT/M ²

SPEED & CONS:

SPEED & CONSUMPTION ALWAYS BASED ON GOOD WEATHER CONDITIONS AND SMOOTH SEA, MAX BEAUFORT 4, MAX DOUGLAS SEA STATE 3, ON EVEN KEEL IN DEEP WATER WITH CLEAN BOTTOM AND MAX SEA TEMPERATURE 30 DEGREES C:

- SEA SPEED IS FROM SEA BOUY TO SEA BOUY. 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.
- CONSUMPTION:

Speed (knots/h) Ladden/Ballast		Bunker Consumption							
		Sea Laden		Sea Ballast		Port Idle		Port Work	
		FO	DO	FO	DO	FO	DO	FO	DO
90 Rpm (Eco)	Abt 10.5/11.0	20.4	0.00	19.90	0.00	2.50	0.00	4.20	1.00
95 Rpm	Abt 11.5/12.0	22.3	0.00	21.80	0.00				

- Consumption DO for Boiler primary ignition: equivalent 0.03 ton/day;
- With G/E using FO: consumption DO for one (01) time of changing FO - DO before stop G/E will be 0.05 ton/time.
- Additional consumption of G/E (Ex: One hour notice before departure/arrival running more G/E. Supply power for pumping ballast or pumping water cleaning cargo holds/ pumping bilge hold water after hold cleaning/ supply power for crane to replace wire rope, or supply power for cargo hold ventilation; the vessel approaches cold weather or freezing temperatures: Warming heater, will keep the oil/water.. warm by circulating equipment equivalent increase power of G/E, consumption of G/E to be increased) will be calculated on actual.
 - The Main Engine, Generator, Auxiliary Boiler... will be changed to MGO within 1 hour before enter ECA as regulation (following Change oil procedure on board), the daily consumption of MGO equivalent use IFO.
 - If vessel anchor more than 20 day the cost of underwater hull cleaning will be extra

FUEL SPECIFICATIONS:

- VLSFO (Sulfur: maximum 0.5%) RMG380 with ISO 8217-2010 or ISO 8217-2017
- LSMGO (Sulfur: maximum 0.1%) DMA with ISO 8217-2010 or ISO 8217-2017
- The charterers also warrant that any bunker suppliers, bunker craft operator and bunker surveyors used by charterers to supply fuels shall comply with regulations 14 and 18 of Marpol annex VI version (currently Version 2010) The vessel's compliance with the New MARPOL Annex VI- emission control areas (ECA): Area and ports are regulated as (S)ECA by IMO or each country's national law (the limit for sulphur in fuel oil outside designated ECA is to be reduced to 0.50% m/m or 0.10% m/m according to IMO 2020 Regulation). All vessels should use low sulfur bunker in these area and ports.

(All the above figures for speed and consumption are based on 11.788M designed draft in the condition of clean bottom, good weather, calm sea i.e. wind force not exceeding beaufort 4, douglas sea state 3 and reasonable trim in deep water with clean underwater area, max sea temperature 30 degrees Celcius and no negative influence by swell current and/or tidal streams.)

- VESSEL BURNS MDO WHEN MANEUVERING, IN/OUT OF PORTS, NAVIGATING IN CONFINED WATERS, CROSSING CANALS, RIVERS, STRAITS AND DURING POOR VISIBILITY/ EMERGENCY AND LIGHT RUNNING OF AUXILIARY ENGINES.
- VESSEL TO HAVE THE LIBERTY OF SLOW-STEAMING AT SEA FOR THE PURPOSES OF BALLAST EXCHANGE, IF REQUIRED. IF CHEMICALS ARE REQUIRED TO TREAT THE BALLAST DURING EXCHANGE, THEN THE COST OF CHEMICALS TO BE FOR CHARTERERS ACCOUNT.
- QUALITY OF BUNKERS SUPPLIED BY CHARTERERS TO CONFORM TO ISO 8217: THIRD EDITION 2010. FUEL OIL – RMG380 (FOR BALTIC TRADE MAX SULPHUR CONTENT 1.5%), DIESEL OIL – DMA.

- MAIN ENGINE MAKE: MITSUBISHI
- TYPE: 6UEC, BHP: CSO 8135 PS AT 100.40 RPM
- AUX ENGINE: 3 NOS, MAKE: YANMAR DIESEL ENGINE
- TYPE: 6M200L-EN KWH:

CAPACITIES:

- IFO: 1544MT (SP.GR. 0.97)
- MDO: 127MT (SP.GR. 0.86)
- FRESH WATER: 151MT
- DRINKING WATER: 151MT
- FRESH WATER GENERATOR CAPACITY: 14MT / DAY

DISTANCES:

- FROM KEEL TO HIGHEST POINT ON VESSEL: 43.79M (MAXIMUM DIST)
- FROM KEEL TO TOP OF HATCH COAMING: 19.20M
- FROM TANK TOP TO UNDERSIDE OF HATCH COAMING: 18.00M
- FROM WATER LINE TO TOP OF HATCH COAMING, IN HEAVILY BALLAST CONDITION: HOLD NO.1 - 12.20M, HOLD NO.2 - 11.20M, HOLD NO.3 - 11.10M
- FROM WATER LINE TO TOP OF HATCH COAMING, IN LIGHT BALLAST CONDITION: HOLD NO.1 - 16.10M, HOLD NO.3 - 13.30M, HOLD NO.4 - 12.60M.
- FROM DECK TO UNDER CRANE PEDESTAL: 8.80M
- FROM FWD HATCH COAMING, 1ST HATCH – AFT OF LAST HATCH COAMING: 133.20M
- FROM RAILING TO HATCH COAMING EACH SIDE: 7.35M (MAXIMUM DIST)
- Last Docking 27/12/2022 And Next Docking 26/12/2025

- All details are about without guarantee -