NAME MV CABRILLO

IMO NO 9473315

FLAG LIBERIA

BUILT 2010

CLASS BV

DWT 75,035 MT DRAFT 14.2 M SSW

TPC 68.427

LOA 225 M BEAM 32.26 M

GRT 41,074 NRT 25,643

HO / HA 7/7

GRAIN CAP 90136.0 CBM

Ho 1 10,699.00

Ho 2 13,608.30

Ho 3 13,293.80

Ho 4 13,265.70

Ho 5 13,322.90

Ho 6 13,303.50

Ho 7 12,642.80

HATCH DIMENSIONS

Ho 1 14.62 X 13.2 M

Ho 2 15.48 X 14.40 M

Ho 3 15.48 X 14.40 M

Ho 4 15.48 X 14.40 M

Ho 5 15.48 X 14.40 M

Ho 6 15.48 X 14.40 M

Ho 7 15.48 X 14.40 M

SPEED AND CONSUMPTION Fuel oil spec for M/E and AUX - IFO according to ISO RMG380 and MDO according to ISO DMB or better

After a maximum of 3 continuous days under low load operation at about 50% MCR a load-up at 75% MCR for 1-2 hours to be carried out

The vessel will also burn MDO in case of emergency and/or navigation in restricted areas like ports, approaches, channels, shallow waters etc. and/or adverse weather and/or starting and/or stopping of engine and/or flushing the system and/or hold cleaning and/or (de-)ballasting and/or ballast water exchange etc. Additional about 3.0MT IFO may be consumed in case 2nd A/E used for ballasting at sea or in case of emergency. Charterers to ensure that sufficient quantity of MDO will be available during sea passages

Charterers shall only supply fuels which confirm to the ISO specification standard 8217:2010€ or any subsequent amendments thereof are mineral based products or stable and homogeneous nature and are suitable to enable main propulsion and aux machinery to operate efficiently and without harmful effects. Sludge removal to be effected during loading and/or discharging operations by Charterers in Charterers' time and for their account

Vessel will participate in a fuel quality testing program by Lintec/ABS. Samples are taken during each bunkering. Costs involved to be equally shares between Owners and Charterers.

Bunker fuel samples will also be subject to FITR or GC testing for chemical contaminants, costs to be shared equally between Owners and Charterers.

Performance Clause: When assessing the performance of the vessel in relation to the speed(s) and consumption(s) detailed in Clause 29a, “good weather conditions” are taken to mean Beaufort Wind Scale not exceeding Force 4 (upto 16.0 knots maximum) and Douglas Sea State not exceeding Code 3 (upto 1.25 metres wave height maximum) with no adverse currents or swell. The speed and consumption warranties given in this Charter shall only be assessed during “good weather days” (defined as 24 consecutive hours “good weather conditions” (as defined herein) from Noon to

Noon). Any performance claim to be assessed on the combined laden and ballast passages for that voyage and any time saved or bunkers under consumed to be credited to owners.

Charterers may supply ocean routes advice to the master during the voyage specified by the Charterers. Evidence of weather conditions are to be taken from the vessel's deck logs and independent weather bureau reports. "about" in speed / consumption description is defined as 0.5 knots on speed, and 5 percent on consumption. No claim on performance is to be based on a performance, assumed or otherwise, in conditions exceeding Beaufort Force 4 / Douglas Sea State 3 (max 1.25m wave height), unless there is a clear under performance in good weather days (defined as 24 consecutive hours 'good weather conditions' (as defined herein) from from noon to noon) on same passage. Any performance claim to be assessed on the combined laden and ballast passages for that voyage, in good weather / sea days with no adverse current. Any time saved or bunkers underconsumed to be credited to Owners. No deduction from hire to be made unless agreed in a mutual settlement, or an award of arbitration. In the event of a consistent discrepancy between the vessel deck logs and independent weather bureau reports, then a mutually agreed second weather routing company to be appointed and their report to be treated as binding on both parties.

	SPEED	CONSUMPTION
BALLAST	ABOUT 14.0 KNOTS	ABT 29.3 MT IFO + ABT 3.5 MT IFO FOR ONE AUX A/E + ABT 0.1 MT MDO
LADEN	ABOUT 13.5 KNOTS	ABT 30.1 MT IFO + ABT 3.5 MT IFO FOR ONE AUX A/E + ABT 0.1 MT MDO
ECO LADEN	ABOUT 11.5 KNOTS	ABT 22.2 MT IFO + ABT 3.5 MT IFO FOR ONE AUX A/E + ABT 0.1 MT MDO
ECO BALLAST	ABOUT 12.5 KNOTS	ABT 20.0 MT IFO + ABT 3.5 MT IFO FOR ONE AUX A/E + ABT 0.1 MT MDO

CONSUMPTION IN PORT

IDLE ABT 2.75 MT IFO + ABT 0.1 MT MDO / DAY

WORKING ABT 3.25 MT IFO + ABT 0.1 MT MDO / DAY

BALLASTING / DEBALLASTING ABT 6.0 MT IFO + ABT 0.1 MT MDO/DAY

ALL DETAILS ABOUT