

**TIME CHARTER**

**NAME OF VESSEL** **MV ABTENAUER**  
**TYPE OF VESSEL** CRANED DOUBLE HULL SINGLEDECK BULKCARRIER  
 BOXSHAPED IN HOLDS 2, 3, 4  
**DWAT (SUMMER/WINTER)** 36.063 MTS 34.968 MTS  
**DRAFT (SUMMER/WINTER)** 10,304 M 10,089 M  
**BUILT (MONTH/YEAR) / YARD** SEPTEMBER 2014 / CSC JINLING SHIPYARD, NANJING/CHINA  
**FLAG / PORT OF REGISTRY** THE MARSHALL ISLANDS / MAJURO  
**CLASSIFICATION** LR  
**IMO NO.** 9655212  
**L.O.A. / L.B.P.** 180,00 M 176,75 M  
**BEAM** 30,00 M  
**MOULDED DEPTH** 14,70 M  
**T.P.C. ON SSW** 50,81 MTS  
**INTERNAT./SUEZ/PANAMA GT/NT:**  
 INTERNAT. GT/NT 24.163 12.066  
 SUEZ CANAL GT/NT 25.959 23.347  
 PANAMA CANAL NT 20.193

**HOLDS**  
**NUMBER OF HOLDS/HATCHES** 5 / 5  
**HOLD VENTILATION** NATURAL

HOLD DIMENSIONS	No.	LENGTH		BREADTH		HEIGHT	
			M		M		M
	1	27,40	M	26,00	M	15,10	M
	2	26,30	M	26,60	M	15,50	M
	3	26,20	M	26,60	M	15,50	M
	4	26,20	M	26,60	M	15,50	M
	5	28,30	M	26,60	M	15,10	M

TANK TOP DIMENSIONS (L x B):	No.	LENGTH		BREADTH			
			M		M		
	1	27,40	M	7,75	M (FWD)	26,00	M (AFT)
	2	26,30	M	26,60	M		
	3	26,20	M	26,60	M		
	4	26,20	M	26,60	M		
	5	28,30	M	26,00	M (FWD)	6,90	M (AFT)

**HOLDWISE GRAIN/BALE CUBIC BREAKDOWN IN CBM (100% INCL HATCHES)**

	No.	GRAIN	BALE
	1	7.948	7.819
	2	9.790	9.525
	3	9.782	9.517
	4	9.783	9.517
	5	9.428	9.276
<b>TOTAL:</b>		<b>46.731</b>	<b>45.654</b>

**HATCHES**

**TYPE OF HATCHCOVERS** END FOLDING STEEL HATCHCOVER; HYDRAULICALLY OPERATED  
 DOUBLE-SKIN CONSTRUCTION

HATCHCOVER DIMENSIONS	No.	LENGTH		BREADTH			
			M		M		
	1	16,00	M	18,70	M /	15,00	M
	2	19,20	M	20,30	M		
	3	19,20	M	20,30	M		
	4	19,20	M	20,30	M		
	5	19,20	M	20,30	M		

**GEAR**

**TYPE OF CRANES** SINGLE JIB, WIRE LUFFING, FULLY ELECTRICAL DRIVEN  
**NUMBER / CAPACITY OF CRANES** 4 X 30,5 MTS SWL

## STRENGTH

WEATHER DECK HATCHES	2,5	MTS/M2	UNIFORM LOAD
UPPER DECK	4,0	MTS/M2	
TANK TOP	25,0	MTS/M2	UNIFORM LOAD

DISTANCE FROM WATERLINE TO TOP OF HATCH COAMING  
IN HEAVY BALLAST CONDITION FOR HOLD

No.	
1	10,2
2	9,9
3	9,6
4	9,2
5	8,9

## IN LIGHT BALLAST CONDITION FOR HOLD

No.	
1	11,8
2	11,5
3	11,1
4	10,8
5	10,4

MAIN ENGINE (MAKER)

DOOSAN, KOREA

SPEED / CONSUMPTION

LADEN ABOUT 13,5 knots ON ABOUT 21,5 mt IFO 380CST  
ABOUT 12,0 knots ON ABOUT 16,5 mt IFO 380CST

BALLAST ABOUT 13,5 knots ON ABOUT 19,0 mt IFO 380CST  
ABOUT 12,0 knots ON ABOUT 14,5 mt IFO 380CST  
Always including auxiliaries/boiler

## IN PORT CONSUMPTION (BASIS 24 HRS)

IDLE ABOUT 2,5 mts HFO  
ALL GEAR WORKING ABOUT 3,8 mts HFO

THE SHIP MAY CONSUME MGO WITH HER MAIN ENGINE WHEN STARTING/STOPPING ENGINES, ENTERING/LEAVING PORTS, DURING BAD AND/OR COLD WEATHER, DURING MANOEUVERING AND SAILING IN CONFINED AND/OR SHALLOW WATERS, RIVERS, CANALS AND/OR DRIFTING /BERTHING/UNBERTHING ETC.

SHIP MAY BURN ADDITIONAL BUNKERS WHEN BOILER IN USE, IN COLD WEATHER, OR DURING BALLASTING / DEBALLASTING OR BALLAST EXCHANGE VESSEL'S SPEED AND CONSUMPTION ARE WARRANTED ONLY BASIS AT LEAST 23 CONSECUTIVE HOURS NOON TO NOON UNDER GOOD WEATHER CONDITIONS, CALM SEA, NO ADVERSE CURRENTS, UP TO BEAUFORT SCALE FORCE 4 AND A COMBINED SEA- AND WAVEHEIGHT OF UPTO MAX 1,5M, UNRESTRICTED VISIBILITY AND NO CONGESTED WATERS / STRAITS / COASTAL WATERS OR WHILE FOLLOWING SLOW STEAM INSTRUCTIONS. "ABOUT" MEANS HAVING AN ALLOWANCE OF 0.5 KNOTS ON SPEED AND +5% ON BUNKERS' CONSUMPTION.'

PRIOR CHARTERERS TAKING VLSIFO, SPECS TO BE SENT TO HEADOWNERS FOR THEIR APPROVAL WHICH NOT TO BE UNREASONABLY WITHHELD.

## FUEL OIL SPECIFICATION:

ISO 8217:2017 VLSFO 0.5%, LSMGO DMA STANDARDS AND CONFORM TO REGULATIONS 14&18 OF ANNEX VI MARPOL 73/78.

IF ISO 8217:2017 SPECIFICATIONS ARE NOT AVAILABLE THEN CHARTERERS SHALL HAVE THE OPTION TO SUPPLY FUEL ACCORDING TO ISO 8217:2010 SPECIFICATIONS WHICH TO CONFORM TO REGULATIONS 14&18 OF ANNEX VI MARPOL 73/78.

THE BUNKERS SHALL BE OF A STABLE AND HOMOGENEOUS NATURE, SUITABLE FOR MARINE USE AND FOR BURNING IN THE VESSEL'S ENGINES ACCORDING TO MAKERS RECOMMENDATIONS AND NOT TO CONTAIN ANY KIND OF TAR-OIL, CHEMICAL AND/OR OTHER LUBRICANTS.

No mixing of bunkers IN TANKS allowed.

Charterers have to fully comply with international, national and local Emission limits resp. rules, regulations, requirements and directives for main and auxiliary engines, as well as consumption of adequate bunker grades. THIS VESSEL IS A MEMBER OF A FUEL TESTING SYSTEM. SAMPLES ARE TO BE TAKEN DURING EACH BUNKERING AT VESSEL'S MANIFOLD.

## TANK CAPACITIES (100%):

FUEL OIL	1.547	CBM
MGO/MDO TANK CAPACITY	291 / 110	CBM

THE BUNKER TANK CAPACITIES COULD BE AFFECTED DUE TO VESSEL HAVING TO TAKE SEPARATELY SPECIAL FUELS/GASOILS AS PER MARPOL REGULATIONS. ONLY 85% OF TANK CAPACITIES SHALL BE USED AND ALWAYS IN CLOSE COORDINATION WITH VESSEL'S MASTER.

## FRESHWATER / CONSTANTS

FRESH/POTABLE WATER CAPACITY	181 / 68	CBM
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CONSTANTS ABT 350.00 MTS EXCLUDING FRESHWATER. THE CONSTANTS COULD BE AFFECTED DUE TO VESSEL RETAINING ON BOARD HOLD CLEANING WATER AS PER MARPOL REGULATIONS.

OTHERS

## REGISTERED OWNER &amp; CONTRACTUAL PARTNER:

STALLION SEVEN SHIPPING CO. S.A, MAJURO, THE MARSHALL ISLANDS (FOR C/P PURPOSES)

## MANAGERS:

ARISTON NAVIGATION CORPORATION, PIRAEUS, GREECE

## POOL MANAGER;

TMA BULK POOL INC, MARSHALL ISLANDS

## COMMERCIAL MANAGER:

TMA BULK GMBH & CO. KG, HAMBURG, GERMANY

CALL SIGN	V7CH5
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LAST D.D./S.S.	2019
NEXT D.D./S.S.	2024

## INSURANCE

P + I CLUB	UK P&I
H + M VALUE	USD 16.000.000

## COMMUNICATION

E-MAIL	<a href="mailto:abtenauer@aristonfleet.gr">abtenauer@aristonfleet.gr</a>	
MAIN	+30 2112340791	(Bridge/Captain)
FX	+870 771302000	(Bridge/Captain)
FBB	+870 773910211	(Bridge/Captain)

SHAFT GENERATOR	NO
ITF FITTED OR EQUIVALENT	YES
GRAIN FITTED	YES
CO2 FITTED	YES
LOGS FITTED	NO
AUSTRALIAN HOLD LADDERS FITTED	YES
CONTAINER FITTED	NO
HATCH COVERS FITTED WITH CEMENT HOLES	YES

PERMANENT LASHING EQUIPMENT: YES (AN ADEQUATE NUMBER OF PERMANENT LASHING D-RINGS ARE FITTED ON SIDE BULKHEADS OF No.2, No.3 & No.4 CARGO HOLDS AND ADDITIONALLY AN ADEQUATE NUMBER OF HEAVY DUTY PAD EYES ARE PERMANENTLY FITTED ON MAIN DECK FROM FORE TO AFT SIDE.

ALL DETAILS AND FIGURES ARE TO BE CONSIDERED AS 'ABOUT'.

ADD Date: 07.07.2023 (OH)