MV DARYA LACHMI

(ALL BELOW FIGURES ARE ABOUTS)

SINGLE SKIN BULK CARRIER, WITH ENGINE/NAVIGATION BRIDGE AFT

BUILT: NOV 2022, CHENGXI SHIPYARD CO., LTD CHINA

FLAG: MARSHALL ISLANDS

PORT OF REGISTRY : MAJURO

CLASS: ABS

DWT: 82271.0 MT ON 14.50 M SSW DRAFT

WINTER DWT : 80117.8 MT ON 14.198 M DRAFT

DWT ON 39'6" TFW (EXTERNAL) 62065.44 MT (FOR DENSITY .9954)

LOA/BEAM: 229 / 32.26 M

GT/NT:

INT 44,577/27,155

SUEZ

PANAMA NT NA

HOLDS/HATCHES: 7 / 7 TTS HUA HAI SHIPS EQUIPMENT/SIDE ROLLING

HATCH SIZES: NO. 1: 14.4 X 12.80 M

NOS 2/3/6/7: 18.0 X 15.00 M

NOS 4/5 : 13.5 X 15.0

CUBIC GRAIN : 98670.3 CBM (ENDS TRIMMED)

96560.9 CBM (ENDS UNTRIMMED)

TRIMMED/UNTRIMMED

NO.1 - 13905.2 / 13298.9

NO.2 – 15424.3/ 15209.3

NO.3 – 14808.5/ 14633.2

NO.4 - 11149.5/ 11055.2

NO.5 - 11770.4/ 11650.6

NO.6 - 15429.3/ 15209.3

NO.7 – 16183.1/ 15504.4

GEAR : VESSEL IS GEARLESS

TANKTOP STRENGTH: For Hold No. 1/3/7: 29.44 mt/m2

For holds 2/6: 17.85 mt/m2

For Holds 4: 21.10 mt/m2

For Holds 5: 29.47 mt/m2

TANK TOP DIMENSIONS: NUMB LENGTH (M) WIDTH / F/A (M)

(Longitudinal distance) (Athwart ship distance)

Hold #1:L:26.10 m, W: FWD :13.0 m, A:23.80 M

Hold #2:L:27.00 m, W: 23.80 m

Hold #3:L:24.30 m, W: 23.80 m

Hold #4:L:16.20 m, W: 23.80 m

Hold #5:L:17.90 m, W: 23.80 m

Hold #6:L:27.00 m, W: 23.80 m

Hold #7:L:27.90 m, W: FWD:23.80 , A:7.0 M

DIST. (MTRS) WATER LINE TO TOP OF HACH COVER (AIR DRAFT) (BSS 50PCT BUNKERS ROB):

CONDITION BALLAST HEAVY BALLAST

A.NO 1 HATCH 17.88 M 15.76 M

B.NO 2 HATCH 17.42 M 15.57 m

C.NO 3 HATCH 17.02 M 15.25 m

D.NO 4 HATCH 16.67 M 14.96 M

E.NO 5 HATCH 16.35 M 14.70 m

F.NO 6 HATCH 15.99 M 14.41 m

G.NO 7 HATCH 15.56 M 14.06 M

TPC: LOADED – 71.3, LIGHT BALLAST – 64.9

FWA: 335 MM

CONSTANT EXCL FW AND UNPUMPABLE BALLAST/OIL: 210 MT (IF DELIVERY PORT IS IN MARPOL SPECIAL AREAS THEN CONSTANT SHALL BE 600MT)

TANK CAPACITY

VLSFO (max 0.50% Sulphur): 90% FULL – 1824.48 CBM

LSMGO (max 0.10% Sulphur): 90% FULL – 369.99 CBM

TO BE USED IN ECA (EMISSION CONTROL AREA)

CO2 FITTED IN HOLDS: NO

SUITABLE FOR GRAB DISCHARGE: YES, BUT SUBJECT TO TANKTOP STRENGTH WITH RESPECT TO BULLDOZERS WEIGHT.

IF A VESSEL IS ORDERED TO A PORT WHERE SHE IS TIED TO MOORING BUOYS AND/OR ALONGSIDE AT BERTH AND IF THE ROPES PART DUE TO SURGING AND/OR BAD WEATHER AND/OR HIGH SEA/SWELL BEING EXPERIENCED THEN COST OF REPLACING THE PARTED MOORING LINES TO BE FOR CHARTERERS ACCOUNT. IF VESSEL CALLS A PORT WHERE THE LOCAL REGULATIONS REQUIRE ADDITIONAL EXTRA MOORING ROPES THAN WHAT THE VESSEL IS FITTED WITH, THEN THE COST OF HIRING / PROCUREMENT OF EXTRA MOORING ROPES TO BE TO CHARTERERS ACCOUNT.

HOLDS WITH VERTICAL CORRUGATION

IF VESSEL LOADS TO FULL DWT CAPACITY WITH HIGH DENSITY CARGOES (I.E. CARGOES STOWING LESS THAN 35 CFT/MT), THEN VESSEL TO BE LOADED HOMOGENEOUSLY AND NO ALTERNATE LOADING PERMITTED.

AWWF LADDERS FITTED: YES (HOLD LADDERS ARE AS PER NORMAL

PANAMAX FOR HER SIZE. TOP VERTICAL

SECTION PASSES THROUGH STOOL SPACES

TRUNKING AND THE LOWER PART IS SPIRAL/

VERTICAL LADDER

SPEED/CONS:

NORMAL SPEED:

BALLAST: ABT 13.50 K ON ABT 21.7 MT VLSFO 380 CST + 0.1 MT LSMGO

LADEN : ABT 13 K ON ABT 23.5 MT VLSFO 380 CST + 0.1 MT LSMGO

ECONOMICAL SPEED:

BALLAST: ABT 12 K ON ABT 16 MT VLSFO 380 CST + 0.1 MT LSMGO

LADEN: ABT 11.50 K ON ABT 18.3 MT VLSFO 380 CST + 0.1 MT LSMGO

ALL ABOVE IN FAIR WEATHER UPTO BF 4 AND DOUGLAS SEA STATE 3 (SWELL AND COMBINED SIGNIFICANT WAVE HEIGHT OF 1.5 MTRS MAXIMUM).

SEA SPEED IS FROM SEA BOUY TO SEABOUY.

THE WORD ABOUT IN SPEED AND CONSUMPTION REFERS TO ALLOWANCE OF -0.5KNOTS ON SPEED AND +5% ON CONSUMPTION RESPECTIVELY.

CALCULATION OF VESSEL’S PERFORMANCE ON BOTH LADEN AND BALLAST PASSAGES HAS TO BE BASED UPON AN AVERAGE SPEED/CONSUMPTION DURING WEATHER DAYS UP TO BEAUFORT 4 AND/OR DOUGLAS SEA STATE 3 (SWELL AND COMBINED SIGNIFICANT WAVE HEIGHT OF 1.5 MTRS MAXIMUM).

PERIODS OF WEATHER IN EXCESS OF BEAUFORT 4 AND/OR DOUGLAS SEA STATE 3 (SWELL AND COMBINED SIGNIFICANT WAVE HEIGHT OF 1.5 MTRS MAXIMUM) AS ABOVE ARE TO BE EXPRESSLY EXCLUDED FROM CALCULATIONS. AN ADMISSIBLE PERIOD OF GOOD WEATHER HAS TO BE A PERIOD OF 24 CONSECUTIVE HOURS RUNNING FROM NOON TO NOON.

"WEATHER FACTOR" AND/OR "CURRENT FACTOR" SHALL NOT BE APPLIED BY CHARTERERS AND/OR ANY THIRD PARTIES EMPLOYED BY THEM TO EVALUATE VESSEL'S PERFORMANCE WITH RESPECT TO ABOVE SPEED WARRANTY. SPEED AND PERFORMANCE WARRANTY ONLY TO BE EVALUATED IN LIGHT OF WEATHER CONDITIONS AS RECORDED IN VESSELS DECK LOG BOOK.

PORT CONSUMPTION :

IDLE - ABT 3 MT VLSFO 380 CST+ 0.1 MT LSMGO FOR BOILER:

BALL/DEBALL - ABT 4 MT VLSFO 380 CST + 0.1 MT LSMGO FOR BOILER

(In ECA Ports Boiler and A/E on LSMGO)

**SLOW STEAMING CLAUSE**

(A) THE CHARTERERS MAY AT THEIR DISCRETION PROVIDE, IN WRITING TO THE MASTER, INSTRUCTIONS TO RUN THE VESSEL AT ECONOMIC SPEED IN CONJUNCTION WITH THE CORRESPONDING BUNKER CONSUMPTION AS PER VESSEL’S DESCRIPTION AND/OR INSTRUCTIONS TO ADJUST THE VESSEL’S SPEED (ANYWHERE BETWEEN ECONOMIC AND NORMAL SPEED AS GIVEN IN VESSEL’S DESCRIPTION ON A WITHOUT GUARANTEE BASIS) TO MEET A SPECIFIED TIME OF ARRIVAL AT A PARTICULAR DESTINATION.

**(B)** WHERE THE VESSEL PROCEEDS AT A REDUCED SPEED PURSUANT TO SUB-CLAUSE (A), THIS SHALL CONSTITUTE COMPLIANCE WITH, AND THERE SHALL BE NO BREACH OF, ANY OBLIGATION REQUIRING THE VESSEL TO PROCEED WITH UTMOST AND/OR DUE DESPATCH (OR ANY OTHER SUCH SIMILAR/EQUIVALENT EXPRESSION).

**(C)** THE CHARTERERS SHALL ENSURE THAT THE TERMS OF THE BILLS OF LADING OR OTHER DOCUMENTS EVIDENCING CONTRACTS OF CARRIAGE ISSUED BY OR ON BEHALF OF THE OWNERS PROVIDE THAT THE EXERCISE BY OWNERS OF THEIR RIGHTS UNDER THIS CLAUSE DOES NOT CONSTITUTE A BREACH OF THE CONTRACT OF CARRIAGE. THE CHARTERERS SHALL INDEMNIFY THE OWNERS AGAINST ALL CONSEQUENCES AND LIABILITIES THAT MAY ARISE FROM BILLS OF LADING OR OTHER DOCUMENTS EVIDENCING CONTRACTS OF CARRIAGE BEING ISSUED AS PRESENTED TO THE EXTENT THAT THE TERMS OF SUCH BILLS OF LADING OR OTHER DOCUMENTS EVIDENCING CONTRACTS OF CARRIAGE IMPOSE OR RESULT IN THE IMPOSITION OF MORE ONEROUS LIABILITIES UPON THE OWNERS THAN THOSE ASSUMED BY THE OWNERS PURSUANT TO THIS CLAUSE.

**(D)** THIS CLAUSE SHALL BE WITHOUT PREJUDICE TO ANY OTHER EXPRESS OR IMPLIED RIGHTS UNDER THIS CHARTER PARTY ENTITLING THE VESSEL TO PROCEED AT SPEEDS BELOW THE MINIMUM SPEED STATED IN SUB-CLAUSE (A).

VESSEL TO CARRY REASONABLE QUANTITY OF 0.1% LSMGO, AND MAY HAVE THE LIBERTY TO USE 0.1% LSMGO WHILE MANOUVERING IN SHALLOW / NARROW WATERS, CANALS, RIVERS, IN/OUT OF PORTS AND DURING POOR VISIBILITY/EMERGENCY AND LIGHT RUNNING OF AUXILIARY ENGINES.

VESSEL TO HAVE THE LIBERTY OF STEAMING AT SLOW SPEED 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’ A/C.

CHARTERERS TO ENSURE THAT VESSEL ALWAYS MAINTAINS MINIMUM 5-DAY SAFE RESERVE OF VLSFO ON BOARD, EXCLUDING UNPUMPABLES, PRIOR SHE EMBARKS UPON ANY SEA PASSAGE FAILING WHICH MASTER HAS A RIGHT TO REFUSE COMMENCING THE SEA PASSAGE.

### A) BUNKER GRADE / SPEC

GRADE OF THE BUNKERS TO BE SUPPLIED AS BELOW:

FUEL OIL: RMG 380 (SULPHUR NOT TO EXCEED 0.5% M/M)

IN CASE RMG380 IS NOT AVAILABLE, THEN THE CHRTRS TO SUPPLY OTHER GRADES OF RESIDUAL MARINE FUELS LISTED IN ISO 8217:2017, UPTO RMG 380, BUT ALWAYS EXCLUDING RMK, RMG 500 & RMG 700, WITH SULPHUR PERCENTAGE LOWER THAN 0.5% M/M.

HOWEVER, WHEN CHARTERERS SUPPLYING ANY FUELS STATED ABOVE OTHER THAN RMG 380, THEY ALSO AGREE TO SUPPLY FUEL ADDITIVE AT THEIR COSTS.

CCAI OF FUEL OIL SUPPLIED TO BE 850 OR LOWER.

MARINE GAS OIL OF GRADE DMA OR DMZ

THE QUALITY OF ABOVE MENTIONED GRADES TO CONFORM TO SPECIFICATION AS DETAILED IN ISO 8217:2017

THE FUEL TO BE SUPPLIED TO AGREED SPECIFICATION AND GRADES AND IT SHALL MEET THE REQUIREMENTS OF FITNESS FOR PURPOSE FOR WHICH THE FUEL WAS PROCURED

WHERE THE VESSEL SHALL BE IN EU / ECA PORTS AND IS REQUIRED TO BURN LOW SULPHUR MGO, THE MGO SHALL BE OF DMZ OR DMA GRADE WITH MAXIMUM SULPHUR CONTENT 0.10% AND VISCOSITY IN THE RANGE OF 3.5 TO 6 CST AT 40 DEGREE C.

CERTIFICATE OF QUALITY (COQ) FOR VLSFO (MAX 0.50 PCT) TO BE SUBMITTED TO OWNERS FOR CONFIRMATION PRIOR BUNKER STEM BEING PLACED

### B) QUANTITY

BUNKERING IS ALWAYS SUBJECT TO MASTER'S APPROVAL AND FUELS OF DIFFERENT ORIGIN/SUPPLIER/PORT/GRADE TO BE STRICTLY SEPARATED BY VESSEL'S TANKS.

ECA (EMISSION CONTROL AREA) TANK TO BE USED ONLY FOR ECA COMPLIANT BUNKERS.

CHARTERERS UNDERTAKE THAT DUE CONSIDERATION SHALL BE GIVEN TO VESSEL’S TANK CONFIGURATION WHILST ARRANGING SUPPLY OF BUNKERS.

BUNKER SUPPLY FROM ‘AEGEAN MARINE PETROLEUM’ IS NOT ACCEPTABLE TO VESSEL/OWNERS.

### C) TESTING / PROCEDURES

OWNERS HAVE THE OPTION TO SEND THE SAMPLES OF BUNKERS SUPPLIED BY CHARTERERS TO VISWA/VPS/MARITEC LABORATORY FOR ANALYSIS, RESULT OF WHICH WILL BE FINAL AND BINDING ON THE CHARTERERS.

MATERIAL SAFETY DATA SHEETS (MSDS) ARE TO BE GIVEN BY SUPPLIERS TO VESSEL PRIOR TO BUNKERING.

BUNKERING AT SINGAPORE:

-BUNKERING WILL BE DONE IN STRICT COMPLIANCE WITH LASTEST SINGAPORE BUNKERING PROCEDURE SS 600:2008 (FORMERLY CP 60:2004 AND CP 77:1999)

-CHARTERERS TO ENSURE THAT THEIR BUNKER SUPPLIER WILL PROVIDE AT LEAST

THREE SAMPLES TO THE VESSEL

-IN ADDITION TO SUPPLIER'S SEAL, THE COUNTER SEAL ON SAMPLE BOTTLES

WILL BE PROVIDED BY OWNERS ONLY.

ALL BUNKER SAMPLES ARE TO BE OBTAINED AT THE RECEIVING SHIP’S INLET BUNKER MANIFOLD AND SHOULD BE DRAWN CONTINUOUSLY THROUGHOUT THE BUNKER DELIVERY PERIOD AS PER REVISED MARPOL ANNEX VI.

### D) SULPHUR CONTENT

1) BIMCO 2020 MARINE FUEL SULPHUR CONTENT CLAUSE FOR TIME CHARTER PARTIES TO BE APPLICABLE. IT IS CLEARLY UNDERSTOOD THAT THE WORD "FUEL" IN THIS CLAUSE ENCOMPASSES FUEL OIL / MARINE GAS OIL.

2) ECA (EMISSION CONTROL AREA)

SHOULD VESSEL BE REQUIRED TO STEAM THROUGH ECA, THE VESSEL MIGHT BE REQUIRED TO USE THE LSMGO ON BOARD FOR DILUTION OF THE FUEL. PRIOR ENTRY ECA IN ORDER TO REDUCE SULPHUR CONTENT OF FUEL OIL IN USE IN THE SYSTEM AND IN THIS CASE CHARTERERS TO ALLOW FOR CONSUMPTION OF LSMGO IN ORDER TO MAKE THE VESSEL FEASIBLE TO USE ECA COMPLIANT BUNKERS AND COMPLY WITH REGULATIONS OF ECA.

BIMCO CII OPERATIONS CLAUSE FOR TIME CHARTER PARTIES 2022 TO BE APPLICABLE

BIMCO ETS – EMISSION TRADING SCHEME ALLOWANCES CLAUSE FOR TIME CHARTER PARTIES 2022 TO BE APPLICABLE

OWNERS : LACHMI SHIPPING LIMITED

MANAGERS : CHELLARAM SHIPPING (HK) LTD.,

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NATIONALITY: MASTER AND CREW - PRIMARILY INDIAN

PANDI CLUB: BRITANNIA P&I

HNM VALUE: USD35,000,000 + IV USD8,750,000 (WAR RISK USD43,750,000)

LEAD UNDERWRITERS: GARD