

1.	GENERAL INFORMATION		
1.1	Date updated:	04 April 2021	
1.2	Vessel's name:	TRISTAR PROSPERITY	
1.3	IMO number:	9503287	
1.4	Vessel's previous name(s) and date(s) of change:	CONTI FUCHSIT, (01 OCT 2016) MV GH PHAR LAP (31 SEP 2018)	
1.5	Flag:	MARSHALL ISLANDS	
1.6	Port of Registry:	MAJURO	
1.7	Type of vessel:	Bulk Carrier	
1.8	Type of hull:	Single hull, steel	
Ownership and Operation			
1.9	Registered owner - Full style:	ESHIPS PROSPERITY LTD TRUST COMPANY COMPLEX AJELTAKE ROAD, AJELTAKE ISLAND MAJURO, MARSHALL ISLANDS MH96960	
1.10	Parent company/group to which the owner belongs - Full style:	Emirates Ship Investment Company LLC Office 906 AA1 Mazaya Business Avenue Jumeirah Lakes Towers Dubai, UAE	
1.11	Technical operator - Full style:	Fleet management Limited, 11/F. Dah Sing Financial Center, 108, Gloucester Road, Wan Chai, Hong Kong	
1.12	Commercial operator - Full style:	-	
1.13	Disponent owner - Full style:	N/a	
1.14	Does disponent owner have vessel on time charter or bareboat:	n/a	
1.15	Since when vessel has been under Disponent owner:	n/a	
1.16	Number of vessels in disponent owner's fleet:	n/a	
Builder			
1.17	Builder (where built) / Yard number:	Cosco (Guandong) Shipyard, China	Hull number: 218
1.18	Date delivered (built):	15.06.2012	
Classification			
1.19	Classification society:	Bureau Veritas	
1.20	Class notation:	I*HULL*MACH Bulk carrier CSR BC- A(holds 2.4 may be empty) ESP GRAB {20} Unrestricted navigation * veriSTAR-HULL, * AUT-UMS, MON-SHAFT, INWATERSURVEY.	
1.21	If Classification society changed, name of previous society:	n/a	
1.22	If Classification society changed, date of change:	n/a	
1.23	Date and place of last dry dock:	14 TO 28 JUNE 2017	COSCO CHANGXING YARD, CHINA
1.24	Date next dry dock is due:	06.2022	
1.25	Date of last special survey / next survey due:	n/a	n/a
1.26	Date of last annual survey / next survey due:	17 MAY 18 / 15 JUN 2019	
1.27	Is vessel entered in classification approved enhanced survey program?	Yes	
1.28	Does vessel comply with IACS unified requirements regarding number 1 cargo hold and double bottom tank steel structure?	Yes	

	Has this compliance been verified by the classification society?		Yes	
Dimensions				
1.29	Length Over All (LOA):		189.99 m	
1.30	Length Between Perpendiculars (LBP):		185.00 m	
1.31	Extreme breadth (Beam):		32.26 m	
1.32	Moulded depth:		18.00 m	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		45.86 m	
1.34	Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches	No1. Hatch	Midships	Last Hatch
	Ballast condition: Draft: F4.80m / A 6.07m (ballast holds not flooded, basis 50% bunkers)	16.20 m	14.57 m	13.93 m
	Full ballast condition: Draft: F7.83m / A 8.24m (ballast holds flooded, basis 50% bunkers)	13.17 m	11.96 m	11.76 m
	Fully laden condition: Draft: F11.97m / M11.97m / A11.97m	9.03 m	8.03 m	8.03 m
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	21.0 m	20.0 m	20.0 m
Tonnages				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):		GT: 33044	NRT: 19231
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):		SCGT: 33919.94	SCNT: 31284.96
1.38	Panama Canal Net Tonnage (PCNT):		27449	
Loadline Information				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	56832.6	12.800	58.8
	Winter:	66110.5	12.533	58.7
	Winter North Atlantic:	n/a	n/a	n/a
	Fresh water:	67681.1	13.088	58.9
	Tropical:	69254.6	13.067	58.9
	Tropical fresh water:	69254.6	13.355	59.0
	Full Ballast condition (ballast holds not flooded, basis 50% bunkers) (about)	16685	5.665	52.9
	Lightship: Draft: F0.62m / A4.41m	Displacement : 10857.5	2.52	49.1
	FWA at summer draft:	288		
	TPC on summer draft	58.8		
Is vessel fitted for:				
1.40	Transit of Panama Canal?		yes	
	If yes, state deadweight all told on 39ft 6in / 12.039m (SG 0.9954):		50321.879	
	If yes, is Panama deadweight all told affected by vessel's bilge turn radius?		yes	
1.41	Transit of Suez Canal?		yes	
1.42	Transit of St. Lawrence Seaway?		no	
	If yes, state deadweight all told on 26ft / 7.92m fresh water:		n/a	
Recent Operational History				
1.43	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, give details:		Pollution: No Grounding: No Casualty: No Collision: No	
1.44	Voyage History			
	Voy#	Charterer	Cargo	Load-Discharge Ports
	Last:	FULLINKS MARINE COMPANY LIMITED	COAL IN BULK	ASAM ASAM-TAICANG
	2 nd :	M/S CARGILL	COAL IN BULK	SANKULIRANG-KOH SI CHANG
	3 rd :	AUSCA SHIPPING HK LIMITED	COAL IN BULK	TABONIO-TAICANG
	4 th :	M/S CARGILL	COAL IN BULK	JORONG-MAPTAPHUT
	5 th :	WESTERN BULK CHILE	ROCK PHOSPHATE	PUERTO BAYOVER-LAHAD DATU

1.45	Specify the security level at which the ship is currently operating (ISSC):	1
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2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate:	31 AUG 2018		14 JUN 22
2.2	Safety Radio Certificate:	31 AUG 2018		14 JUN 22
2.3	Safety Construction Certificate:	31 AUG 2018		14 JUN 22
2.4	Loadline Certificate:	31 AUG 2018		14 JUN 22
2.5	Safety Management Certificate (SMC):	31 AUG 2018		08 FEB 22
2.6	Document of Compliance (DOC):	19 MAY 2015		19 MAY 2020
2.7	Cargo Gear survey:	17 MAR 17	08 MAY 2018	MAR 2019
2.8	Cargo securing manual:	17 JUNE 16		n/a
2.9	International Oil Pollution Prevention Certificate (IOPPC):	31 AUG 2018		14 JUN 22
2.10	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	05 MAR 18		04 SEP 18
2.11	USCG COFR:	02 JAN 17		02 JAN 2020
2.12	International Ship Security Certificate (ISSC):	31 AUG 2018		08 FEB 2022

3.	CREW MANAGEMENT	
3.1	Number of Officers: (including Master)	10
3.2	Number of crew:	21
3.3	Name and nationality of Master:	Capt. Rithesh tpr, Indian
3.4	Nationality of Officers:	Indian
3.5	Nationality of crew:	Indian
3.6	What is the common working language onboard:	English
3.7	Do officers speak and understand English?	Yes

4.	SAFETY MANAGEMENT		
4.1	Is the vessel ISM certified?	Yes	
4.2	Document of Compliance (DOC) certificate number / issuing authority:	D192375/170607F/MHL	DNV GL
4.3	Safety Management (SMC) certificate number / issuing authority:	TA00/XJL/20180830150021	BV
	State outstanding recommendations, if any:		
4.4	Is the vessel operated under a Quality Management System?	Yes	
	If Yes, what type of system (ISO9002 or IMO Resolution A.741(18)):	ISO 9002	

5.	CARGO ARRANGEMENTS		
Holds			
5.1	Number of holds:	5	
5.2	Hold dimensions: L x B x H	1 - 27.88x32.25x16.49, 2 - 31.16x32.25x16.49, 3 - 29.52x32.25x16.49, 4 - 31.16x32.25x16.49, 5 - 29.52x32.25x16.49.	
5.3	Are vessel's holds clear and free of any obstructions?	Yes	
5.4	Capacity, by hold, excluding wing/topside tanks but including hatchways:	Grain	Bale
	Hold No.1	13075	12401
	Hold No.2	15410	14708
	Hold No.3	14626	13924
	Hold No.4	15410	14708
	Hold No.5	13472	12764
	Total:	71994	68505
5.5	Is vessel strengthened for the carriage of heavy cargoes?	Yes	

5.6	If yes, state which holds may be left empty:	2 and 4
5.7	Is tanktop steel suitable for grab discharge?	Yes
5.8	State whether bulkhead corrugations are vertical or horizontal:	Vertical
5.9	Tanktop strength:	1-25 t/m, 2-20 t/m if grab, 3-25 t/m, 4-20 t/m if grab, 5-25 t/m.
5.10	Are holds CO2 fitted?	Yes, all holds fitted
5.11	Are holds fitted with smoke detection system?	Yes, all holds fitted
5.12	Is vessel fitted with Australian type approved holds ladders?	Yes, all holds fitted
5.13	Has vessel a functioning class certified loadmaster/loadicator or similar calculator?	Yes,
5.14	Are holds hopped at:	All holds hopped
		BOTH SIDE
	Forward bulkhead?	Forward bulkhead without hopper.
	Aft bulkhead?	Aft bulkhead without hopper.
5.15	Can vessel's holds be described as box shaped?	No
5.16	Measurement of any tank slopes/hoppering: (height and distance from vessel's side at tank top)	4.60 m, 7.00 m
5.17	Flat floor measurement of cargo holds at tank top: L x W	1 - 27.88m x 10.74m, 2 - 28.70m x 23.82m, 3 - 27.06m x 23.82m, 4 - 28.70m x 23.82m, 5 - 27.06m x 9.06m.
5.18	Are vessel's holds electrically ventilated?	No
	If yes, state number of air-changes per hour basis empty holds:	n/a
5.19	Type of hold paint:	Epoxy Paint "Hempadur mastic"
5.20	Is vessel fitted for carriage of grain in accordance with chapter V1 of SOLAS 1974 and amendments without requiring bagging, strapping and securing when loading a full cargo (deadweight) of heavy grain in bulk (stowage factor 42 cu. Feet) with ends untrimmed?	Yes
5.21	Is the vessel fitted with A60 Steel Bulkhead?	Yes
Deck and Hatches		
5.22	Number of hatches:	5
5.23	Make and type of hatch covers:	Weather-tight double skin folding type with flat top and out-placed hydraulic cylinders. TSS makers.
5.24	Hatch dimensions: (Length X Breadth)	1 – 18.86m x 18.26m, 2, 3, 4 & 5 – 21.32m x 18.26m
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	140.0 m
5.26	Strength of hatch covers:	Not strengthened for additional load
5.27	Number, diameter and location of cement holes	2 per hatch cover, diametr = 750 mm
5.28	Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the minimum width clear of any obstruction for each hold):	Hold 1: 3.0 m, Hold 2: 4.0 m Hold 3: 3.0 m Hold 4: 2.0 m Hold 5: 3.0 m
5.29	Distance from bow to fore of 1 st hold opening:	16.40 m
5.30	Distance from stern to aft of last hold opening:	32.80 m
5.31	State deck strength:	cargo on deck not allowed
Ballast		
5.32	Capacity of ballast tanks (100%):	16333.35 cbm
5.33	Ballast holds capacity, state which hold(s):	14553.08 cbm
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	10.2 hrs / 1600 cbm/hrs / 10.2 hrs / 1600 cbm/hrs
5.35		
5.36	Unpumpable quantity:	200 mt

6.	CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)	
6.1	If geared state make and type:	Electro hydraulic driven jib type fixed single

		deck crane of 30mt SWL, ss300200-280b x 4 sets/ship, IHI WMMP	
6.2	Number/location of cranes cranes:	4 pcs/ between 1 and 2, between 2 and 3, between 3 and 4, between 4 and 5.	
6.3	Maximum outreach of gear beyond ships rail	12.0 m	
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	12.0 m	
6.5	If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch coaming:	n/a	
6.6	Time needed for full cycle with maximum cargo lift on hook:	3 min abt	
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Grab	Hook: 30mt x 20m/min, 18 mt x 30m/min, 6mtx abt 60m/min. Grab: 24 mt x 20m/min
6.8	Luffing time of gear:	76 sec	
6.9	Slewing time of gear:	0.4 rpm	
6.10	Is gear combinable for heavy lift?	No	
6.11	Are winches electro-hydraulic?	Yes	
6.12	If vessel has grabs on board - state:	Yes	
		Type:	Name: SMAG, MZGL 14000-6-B-S
		Weight:	9.19 mt
		Lifting Capacity:	5.5 – 12.5 cbm
		Power source of grabs:	440 volt", 60 Hz
		Location of power source:	Each end of jib
6.13	Does vessel have enough power to run 4 cranes and 4 shore grabs (if applicable). If not pls state how many?	Yes	
6.14	Is vessel fitted with sufficient lights at each hatch for night work?	Yes	
6.15	Is vessel logs fitted?	No	
	If yes, state number, type and height of stanchions/sockets, if on board:	No	
6.16	Is vessel log racks fitted?	No	
6.17	Timber Loadline (if applicable)	Deadweight	
	Summer:	n/a	n/a
	Winter:	n/a	n/a
	Winter North Atlantic:	n/a	n/a
	Fresh water:	n/a	n/a
	Tropical:	n/a	n/a
	Tropical fresh water:	n/a	n/a

7.			
7.1	Capacity in direct stow of TEU/FEU basis empty tanks:	n/a	n/a
	Capacity in direct stow of TEU/FEU basis full tanks:	n/a	n/a
7.2	Are all containers within reach of vessel's gear?	n/a	
7.3	If no, state self sustained capacity:	n/a	
7.4	If vessel fitted with all permanent and loose fittings/lashing materials for above number of TEU/FEU?	n/a	
7.5	Is vessel fitted with recessed holes/shoes on tanktop and container shoes on weatherdeck and hatch covers?	n/a	
7.6	Advise stack weights and number of tiers on/under deck per TEU:	n/a	
	Advise stack weights and number of tiers on/under deck per FEU:	n/a	
7.7	Has vessel a container spreader on board?	n/a	
7.8	Number and type of reefer plugs:	n/a	

8.	ENGINE ROOM, SPEED AND CONSUMPTION		
8.1	Is vessel fitted with a shaft generator?	No	
Engine Room			
8.2	Engine make/model and type:	Mitsui-MAN B&W 6S50MC-C, maker	

		MITSUI ENGINEERING & SHIPBUILDING CO.LTD	
8.3	BHP / RPM of main engine at MCR:	MCR power 9480 KW at 127 rpm	
8.4	BHP / RPM of main engine at NCR (as % of MCR):	NCR power 8532 KW at 122.6 rpm (90% from MCR).	
8.5	GENERATORS :	3 pcs x 650 KW @ 720 rpm	
Fuel			
8.5	What type/viscosity of fuel is used for main propulsion:	380 cst	
	Capacity (100%) of main engine bunker tanks (excluding unpumpables):	2233 cbm	
8.6	What type/viscosity of fuel is used in the generating plant:	380 cst	
	Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):	2233 cbm	
Speed			
8.7	Ballast:	abt. 14.0 kn on abt. 30.5 mt/d IFO + abt. 2.5 mt/d for 1 A/E abt. 12.5 kn on abt. 21.5 mt/d IFO + abt. 2.5 mt/d for 1 A/E	
	Laden:	abt. 13.5 kn on abt. 31.5 mt/d + abt. 2.5 mt/d for 1 A/E abt. 12.0 kn on abt. 23.0 mt/d IFO + abt. 2.5 mt/d for 1 A/E	
Consumptions			
8.8	Passage	Main	Aux
	Ballast:	30.5 / 14.0	2.5
	Laden:	31.5 / 13.5	2.5
8.9	In Port		
	Working:		See other
	Idle:		3.5 mt/d IFO
	Other (specify):	In port gear working 8 hrs: 4.5 mt IFO gear working 24 hours: 6.0 mt IFO. Consumption at sea/in port: abt 0.1 mt/d MDO MDO/MGO vessel may consume additional MDO when entering/leaving ports during maneuvering and sailing in shallow waters, rivers, canals, heavy weather, restricted visibility etc.	

9.	MISCELLANEOUS		
Communications and Electronics			
9.1	Call sign:	V7OQ9	
9.2	Vessel's INMARSAT – C number:	453843230 / 453843231	
9.3	Vessel's telephone number:	+85258060490/ +881677745876	
9.4	Vessel's fax number:		
9.5	Vessel's email address:	master@shipsprosperity.fleetship.com	
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	538007142	
9.7	Vessel's onboard electrical supply (V / Hz):	440 Volt / 60 hz, secondary supply: 220 Volt/60 hz.	
Constants/Fresh Water			
9.8	Constants excluding fresh water:	600 about	
9.9	Daily freshwater consumption:	8	
9.10	Fresh water capacity:	400	
9.11	State daily production of evaporator:	18	
9.12	Normal fresh water reserve:	200	
Insurance			
9.13	P & I Club - Full style:	West of England Ship Owners Mutual Insurance Association (Luxembourg) RCS	
9.14	P & I Club coverage:	Luxembourg B 8963, 33 Boulevard Prince Henri, L-1724 Luxembourg.	

9.15	Where is the owners hull and machinery placed:	Certificate of entry
9.16	Hull & Machinery insured value:	13.0 million USD
Vetting		
9.17	Is the vessel RIGHTSHIP approved:	n/a
9.18	Date/Place of last RIGHTSHIP Inspection:	n/a
Port State Control		
9.19	Date and place of last Port State Control inspection:	22.04.2018 LAHAD DATU , MALASIA
9.20	Has the vessel been detained by Port State Control in the last 12 months?	No
	Any outstanding deficiencies as reported by any Port State Control. If yes, provide details:	NO
9.21	Any Australian Maritime Safety Authority (AMSA) detentions or noted deficiencies. If so, please advise details and specify when/where these items were repaired.	Nil

10.	SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES	
10.1		

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