

**VESSEL'S PARTICULARS**

※all figures "about"

<b>Name of Ship</b>	:	<b>M. V. ECO ANGELBAY</b>		
<b>Ex-names</b>	:	<b>ZEUS IV / LYGIA / ORIENT DREAM</b>		
<b>Owners on Ships Registry Certificate</b>	:	<b>Agricultural Paneuropean Investments Inc. (Marshall Islands)</b>		
<b>Number of Crew and Nationality</b>	:	<b>22 including Master / all Filipino</b>		
<b>Maximum Complement</b>	:	<b>24 crew</b>		
<b>Delivered</b>	:	<b>2009/10/13</b>		
<b>Shipyard</b>	:	<b>The Hakodate Dock Co.,Ltd (Japan)</b>		
<b>P&amp;I Club</b>	:	<b>North of England</b>		
<b>Type</b>	:	<b>Bulk/Lumber Carrier</b>		
<b>Flag</b>	:	<b>Panamanian</b>		
<b>Port of Registration</b>	:	<b>Panama</b>		
<b>Registered No.</b>	:	<b>39600-pext-1</b>		
<b>I.M.O. No.</b>	:	<b>9385166</b>		
<b>Class</b>	:	<b>BUREAU VERITAS (BV)</b>		
<b>Call Sign</b>	:	<b>HOGT</b>		
<b>L.O.A.</b>	:	<b>175.53M</b>		
<b>L.B.P.</b>	:	<b>167.00M</b>		
<b>Breadth (Moulded)</b>	:	<b>29.40M</b>		
<b>Depth (Moulded)</b>	:	<b>13.70M</b>		
<b>Summer Dead weight / Draft / TPC</b>	:	<b>(SUMMER) 32,165T / 09.64M / 45.22</b>		
<b>Gross Reg. Tons/Net Reg. Tons</b>	:	<b>19,828 / 10,953</b>		
<b>Displacement (Summer/ Winter)</b>	:	<b>(Summer=39550) / (Winter=38648)</b>		
<b>Panama Tonnage</b>	:	<b>Gross Tonnage / Net Tonnage</b>		
<b>Suez Tonnage</b>	:	<b>GT / NT</b>		
<b>Number of Hatches/Holds</b>	:	<b>5 Hatches / 5 Holds</b>		
<b>Hatch Type/Size</b>				
	No.1	:	<b>12.75 x 15.00 M</b>	
	No.2	:	<b>19.55 x 19.60 M</b>	
	No.3	:	<b>19.55 x 19.60 M</b>	
	No.4	:	<b>19.55 x 19.60 M</b>	
	No.5	:	<b>19.55 x 19.60 M</b>	
<b>Hold Capacity</b>	:	<b><u>GRAIN</u></b>	<b>42,656.84 M3</b>	<b><u>BALE</u></b> <b>41,095.29 M3</b>
	No.1	:	<b>6,678.59 M3</b>	<b>6,472.89 M3</b>
	No.2	:	<b>9,077.99 M3</b>	<b>8,749.24 M3</b>
	No.3	:	<b>9,077.99 M3</b>	<b>8,752.43 M3</b>
	No.4	:	<b>9,077.99 M3</b>	<b>8,752.42 M3</b>
	No.5	:	<b>8,744.28 M3</b>	<b>8,368.31 M3</b>
<b>Tank Capacity</b>				
<b>Fuel Oil</b>	:	<b>1,314.00 M3</b>		
<b>Diesel Oil</b>	:	<b>81.00 M3</b>		
<b>Fresh Water</b>	:	<b>226.00 M3</b>		
<b>Ball. Water / BWT / De-ballast Rate</b>	:	<b>BWT Ballast capacity 450m3/ Deballst 900m3</b>		
<b>Main Engine</b>	:	<b>Mitsubishi-6UEC45LSE OUTPUT 6840KW(9,300 PS)</b>		
	:	<b>CSO85% MCR</b>		
	:	<b>5,814KW(7,905PS)KW(7,905 PS)</b>		
<b>Deck Crane</b>	:	<b>deck crane x 4 sets</b>		
<b>Strengthened for steel coil loading</b>	:			
<b>Ventilation / CO<sub>2</sub> / Cement Holes</b>	:			

**FULL SPEED & CONSUMPTION**

**BALLAST: ABOUT 14.5 KTS ON ABOUT 26.1 MT VLSFO/24HR DAY + ABOUT 0.10 MT/DAY MGO**

**LADEN: ABOUT 14.0 KTS ON ABOUT 26.1 MT VLSFO/24HR DAY + ABOUT 0.10 MT/DAY MGO**

**ECONOMIC SPEED & CONSUMPTION**

**BALLAST: ABOUT 12.5 KTS ON ABOUT 19.1 MT VLSFO/24HR DAY + ABOUT 0.10 MT/DAY MGO**

**LADEN: ABOUT 12.0 KTS ON ABOUT 19.1 MT VLSFO/24HR DAY + ABOUT 0.10 MT/DAY MGO**

**ALL ABOVE FOR THE MAIN ENGINE ONLY. AUX CONS AT SEA:**

**ABT VLSFO 1.5 MT VLSFO/24 HRS AT SEA PLUS ABT 0.1TNS LSMGO PER DAY**

**LOADING /DISCHARGING: ABT 5.0MT VLSFO PER DAY PLUS ABT 0.1 TNS LSMGO/DAY**

**BALLASTING/DEBALLASTING: ABT 1.5 TNS VLSFO PER DAY**

**SPEED AND CONSUMPTION IS BASIS MAX WIND FORCE UP TO BEAUFORT 4 AND/OR TOTAL COMBINED SEA AND SWELL CORRESPONDING TO 1.25 METERS SIGNIFICANT WAVE HEIGHT (MEANING A SIGNIFICANT WAVE HEIGHT UP TO 1.25M), ANY STEAMING DAYS WITH NET ADVERSE CURRENTS ARE NOT TO BE INCLUDED IN THE 'GOOD WEATHER' ANALYSIS FOR CALCULATIONS OF A GOOD WEATHER PERFORMANCE SPEED. FAVORABLE CURRENTS NOT TO HAVE A NEGATIVE IMPACT UPON PERFORMANCE SPEED DURING GOOD WEATHER DAYS AND IN/OUT OF PORTS AND DURING BALLAST OPERATIONS AND DURING CARGO HOLD WASHING. VESSEL DOES NOT BURN MGO AT SEA BUT MAY CONSUME MGO DURING MANEUVERING, BUNKER LINES CLEANING, PILOT TO PILOT, IN ECA/SECA AREAS AND IN NARROW WATERS. NO CORRECTION FOR THE EFFECT OF BENEFICIAL CURRENTS IS TO BE APPLIED.**

**“GOOD WEATHER DAY” IS DEFINED AS A CONSECUTIVE PERIOD FROM NOON TO NOON.**

**THE WORD “ABOUT” MEANS 5% LESS ON THE SPEED AND 5% MORE IN CONSUMPTION.**

**THE NET CALORIFIC VALUE OF FUEL DELIVERED FOR MAIN ENGINE CONSUMPTION IS TO HAVE A MINIMUM CALORIFIC VALUE OF 40.0 MJ/KG. CLAIMS ARISING FROM UNDERPERFORMANCE OF VESSEL WHERE FUEL SUPPLIED HAS A LOWER CALORIFIC VALUE ARE TO BE ADJUSTED ACCORDINGLY TO THE REDUCTION IN NET CALORIFIC VALUE FROM 40.0 MJ/KG.**

**CHANGING OF VOYAGE SPEED PERFORMANCE INSTRUCTION AFTER THE COMMENCEMENT OF THE SEA PASSAGE, IS NOT PERMITTED. IF CHARTERERS DO CHANGE THEIR VOYAGE ORDERS, OWNERS' SPEED/CONSUMPTIONS WARRANTIES DO NOT APPLY AND ANY RESULTING UNDER-PERFORMANCE CLAIM TO BE INVALID FOR THE COMPLETE SEA PASSAGE.**