

**VESSEL'S PARTICULARS**

※all figures "about"

<b>Name of Ship</b>	:	<b>ECO BUSHFIRE</b>		
<b>Ex-names</b>	:	<b>ex Vasilis, ex Maratha Paramount</b>		
<b>Owners on Ships Registry Certificate</b>	:	<b>Dry Bulk International Trading and Shipping Inc.</b>		
<b>Number of Crew and Nationality</b>	:	<b>23 including Master (All Filipino)</b>		
<b>Maximum Complement</b>	:	<b>24 crew</b>		
<b>Delivered</b>	:	<b>2011/04</b>		
<b>Shipyard</b>	:	<b>Hakodate Shipyard, Japan</b>		
<b>Yard No.</b>	:	<b>852</b>		
<b>Type</b>	:	<b>BULK CARRIER</b>		
<b>Flag</b>	:	<b>MARSHALL ISLANDS</b>		
<b>Port of Registration</b>	:	<b>MAJURO</b>		
<b>Registered No.</b>	:	<b>3632</b>		
<b>I.M.O. No.</b>	:	<b>9561344</b>		
<b>Class</b>	:	<b>LLOYDS REGISTER</b>		
<b>Call Sign</b>	:	<b>V7SE4</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>32,081T / 9.64M / 45.21</b>		
<b>Gross Reg. Tons/Net Reg. Tons</b>	:	<b>19,785 / 10,395</b>		
<b>Displacement (Summer/ Winter)</b>	:	<b>39550 / 38648</b>		
<b>Panama Tonnage</b>	:	<b>Total Volume 66,729 M3 / Net Tonnage 16,518 M3</b>		
<b>Suez Tonnage</b>	:	<b>GT 20,201.52 / NT 18,263.79</b>		
<b>Number of Hatches/Holds</b>	:	<b>5 Hatches / 5 Holds</b>		
<b>Hatch Type/Size</b>		<b>Folding type weather-tight steel hatch cover by hydraulic cylinder</b>		
	<b>No.1</b>	:	<b>12.75 x 13.60 M</b>	
	<b>No.2</b>	:	<b>19.55 x 19.60 M</b>	
	<b>No.3</b>	:	<b>19.55 x 19.60 M</b>	
	<b>No.4</b>	:	<b>19.55 x 19.60 M</b>	
	<b>No.5</b>	:	<b>19.55 x 19.60 M</b>	
<b>Hold Capacity</b>	:	<b><u>GRAIN</u></b>	<b>40,493.51 M3</b>	<b><u>BALE</u></b> <b>39,269.82 M3</b>
	<b>No.1</b>	:	<b>5,492.79 M3</b>	<b>5,415.67 M3</b>
	<b>No.2</b>	:	<b>9,077.99 M3</b>	<b>8,774.61 M3</b>
	<b>No.3</b>	:	<b>9,077.99 M3</b>	<b>8,777.84 M3</b>
	<b>No.4</b>	:	<b>8,961.51 M3</b>	<b>8,490.67 M3</b>
	<b>No.5</b>	:	<b>7,883.23 M3</b>	<b>7,811.03 M3</b>
<b>Tank Capacity</b>				
<b>Fuel Oil</b>	:	<b>993.36 M3</b>	<b>(90%)</b>	
<b>Diesel Oil</b>	:	<b>250.58 M3</b>		
<b>Fresh Water</b>	:	<b>200.32 M3</b>		
<b>Ball. Water / BWT / De-ballast Rate</b>	:	<b>13,837.88 M3 / Fitted / 1000 m3/hr</b>		
<b>Main Engine</b>	:	<b>Mitsubishi 6UEC45LCE MCR 6,840kW x 129RPM</b>		
	:	<b>NOR (85% of MCR) 5,814kW x 122.2RPM</b>		
<b>Deck Crane</b>	:	<b>4 x 30 MT ELECTRO HYDRAULIC CRANES (24 MT IN GRAB MODE) + 4 X 12CBM (SWL 15 MT) GRABS</b>		
<b>Strengthened for steel coil loading</b>	:	<b>Yes</b>		
<b>Ventilation / CO<sub>2</sub> / Cement Holes</b>	:	<b>Natural / No / 2 x 520mm on each hatch</b>		

**FULL SPEED & CONSUMPTION**

**BALLAST: ABOUT 14.0 KTS ON ABOUT 21.0 MT VLSFO/24HR DAY + ABOUT 0.20 MT/DAY MGO**

**LADEN: ABOUT 13.5 KTS ON ABOUT 21.0 MT VLSFO/24HR DAY + ABOUT 0.20 MT/DAY MGO**

**ECONOMIC SPEED & CONSUMPTION**

**BALLAST: ABOUT 12.0 KTS ON ABOUT 15.5 MT VLSFO/24HR DAY + ABOUT 0.20 MT/DAY MGO**

**LADEN: ABOUT 11.5 KTS ON ABOUT 15.5 MT VLSFO/24HR DAY + ABOUT 0.20 MT/DAY MGO**

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

**ABT VLSFO 2.5 MT/24 HRS AT SEA**

**ABT VLSFO 4.5 MT/24 HRS (WHEN CLEANING HOLDS/BALLASTING/DEBALLASTING/BALLAST EXCH.)**

**PORT CONSUMPTION (WORKING / IDLE PER 24 HOURS/BALLASTING/DEBALLASTING)**

**ABT VLSFO 2.5 MT/24HRS WHEN IDLE + 0.2 MT MGO**

**ABT VLSFO 1.5 MT/8HRS GEAR WORKING + 0.2 MT MGO**

**ABT VLSFO 4.5 MT/24HRS GEAR WORKING / BALLASTING / DEBALLASTING / HOLDS CLEANING + 0.2 MT MGO**

**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.**