

Vessel's name : MV ANGELE N
Call Sign : VRFI8
IMO Nbr : 9509528
MMSI nbr : 477634100
Type : Bulkcarrier, IHI Design Name - 'THE FUTURE-56'
Built : Japan - IHI Marine United Inc, Yokohama Shipyard, January 2010
Flag : Hong Kong HK-2428
Class : Nippon Kaiji Kyokai (NKK),
Class notation NS *(CSR ,BC-A,BC-XII,GRAB 20) (ESP) MNS* MO
Strengthened for the carriage of heavy cargoes,
Holds nos 2 and 4 holds may be empty.

Deadweight/draft/tpc:

Summer 55,804 mts @ 12.735 m extreme/tpc 56.93 mt/cm
Tropical 57,314 mts @ 13.000 m extreme/tpc
Fresh 55,798 mts @ 13.023 m extreme/tpc
Winter 54,296 mts @ 12.470 m extreme/tpc

Panama canal dw at 12.03mtrs tropical fw : abt 50,000mt

LOA/LBP : 190.00 m. / 185.00 m
Breadth (moulded) : 32.26 m.
Depth (moulded) : 18.10 m
Design Draft : 11.20
Scantling Draft extreme (at summer): 12.735 m.
GRT/NT: (International 1969): 31,532 / 18,765
Suez Canal : 32,491.42 / 29,975.35
Panama Canal NT : 26,155

Main engine:

DU-SULZER , Type : RT-Flex-50
MCR 8890 KW / NOR 7110 KW

Speed/Consumption at Sea

BALLAST - Abt 14.5 knots on abt 29mts IFO including auxiliaries + 0.1mts ULSMGO
LADEN - Abt 14 knots on abt 29mts IFO including auxiliaries + 0.1mts ULSMGO

ECO Without Guarantee

BALLAST - Abt 13 knots on abt 23mts IFO including auxiliaries + 0.1mts ULSMGO
LADEN - Abt 12.5 knots on abt 23mts IFO including auxiliaries + 0.1mts ULSMGO

SUPER ECO Always Without Guarantee

BALLAST - Abt 12.5 knots on abt 21mts IFO including auxiliaries + 0.1mts ULSMGO
LADEN - Abt 12 knots on abt 21mts IFO including auxiliaries + 0.1mts ULSMGO

Vessel burns ULSMGO when manoeuvring in confined waters and for starting d/gens or low load and incinerator.

Speed consumption figures basis summer draft, ekeel, under good weather conditions up to max Beaufort Force 4 and/or Douglas Sea State 3 with wave and or swell sign height up to 1.25mtrs and no adverse influence of currents/swell.

It is explicitly understood that, notwithstanding anything to the contrary herein, no warranty applies to condition exceeding b4 and dss 3, currents, seabuoy to seabuoy on voyages less than 48hrs and 24hrs after cosp/prior eosp excluding canals, narrow/restricted/tidal affected waters and due to reasons of safety, or poor visibility etc., periods when the speed is reduced due to chrtrs' instructions. For the purpose of evaluating vessel's performance under this charter party it is agreed that all days where the weather exceed Beaufort force 4 and/or Douglas sea state 3 (wave/swell sign height up to 1.25mtrs) are expressly excluded from the calculations. -

The speed so described is on an average basis taken over the entire charter period, including ballast voyages provided no bottom fouling due to immobilisation for 20 or more days in port(s) or anchorage(s)
Vessel has the liberty of steaming at slow speed or stop/being idle for the purposes of ballast exchange if required. Cost of chemicals for ballast treatment if required and any loss of speed / time to be for chrtrs a/c

IN PORT :

-IDLE : abt 2.3 mt HFO 380 cst + abt 0.5 mt ULSMGO

-WORKING : abt 5.0 mt HFO 380 cst + abt 0.5 mt ULSMGO (bss 24 hrs working)

Fuel Quality

Charterers undertake to supply only fuel and diesel/gasoil complying with current ISO specifications at the time of supply.

IFO - 380 Centistoke ISO 8217:2010, RMG 380,

Ultra Low Sulphur Marine Gas Oil (ULSMGO) with Max Sulphur 0.1% grade DMZ 8217:2010

Same to be free of any - all waste automotive lubricants or waste chemicals.

Minimum FIA/100 20 ECN (IP541)

Hfo must be compatible for blending and bunkers purchased/supplied in different lots must be segregated - see also bunker quality clause

CUBIC CAPACITIES:

	<u>Grain</u>	<u>Bale</u>
H# 1	12,060.43	11,042.22
H# 2	15,706.72	14,650.88
H# 3	14,777.22	13,775.41
H# 4	14,770.43	13,812.35
H# 5	14,747.66	13,781.41

TTL 72,062.46 / 67,062.27

(Note: above bale capacity is calculated basis of 600 x 600 x 600 mm bale cargo)

Holds/Hatches: 5 holds/5 hatches,

Hatch covers 4 panels per hatch, end folding, double skin - hydraulic cylinder operated

Hatch 1 opening - 14.56m (L) x 18.60 m (W), Hatches 2 to 5 opening -20.93 (L) x 18.60 m.(W)

Tank-top dimensions, minimum excluding lower stools, bulkhead corrugations etc.

Hold No.1 Length 27.30m, Width fwd bulkhead 11.20m, mid 21.90m, aft 23.80m

Hold No 2 Length 29.20m, Width 23.80m

Hold no 3 Length 27.30m, Width 23.80 m.

Hold No.4 Length 27.30m, Width 23.80 m.

Hold No.5 Length 29.30m, Width fwd bulkhead 23.80m, mid 20.10m, aft 11.00m

Cargo Gear:

4 units electro/hydraulic deck cranes each 30 tonnes SWL,

Working radius at swl 30mt 26 mtrs , Maximum clear outreach 9.87mtrs.

Cranes capable of use in grab operation. When cranes on grab or on skip/bucket duty maximum gross lifting limited to 24mt (ttl weight of grab or skip/bucket and cargo). No more than 1 ship's crane to be worked simultaneously at a hatch. Owners will not supply crane men from crew.

Vessel's cranes designed and class approved to operate within the designated capacities/parameters(for further details refer to makers' instruction manual) only in a harbour or sheltered waters environment with no significant movement of the ship due to wave action, nor any relative movement between crane/grab and cargo if loading/discharging into/from barges, transhipment or similar environmental conditions to be less than Beaufort force 2 , sea state 1.-

Ambient temperature for cranes operation: -10degrees C to +40degrees C.

Grabs: 4 X 12.5 cbm peiner electro hydraulic

(adjustable to 6.0 to 12.5 maximum capacity - max cgo density 2.5mt/cbmt)

When the vsl calls at port or terminal where required mooring ropes in addition and/or of different specification from what the vessel has onboard same to be supplied and/or hired at chrtrs cost/time.

Tank capacities:

-HFO: abt 1840 mt bss 90 pct capacity

-ULSMGO: abt 300 mt bss 90 pct capacity

-FW: abt 300mt

Constants: abt 450 mts excl. fresh water / unpumpables

Uniform Strengths : (Homogeneous loading conditions)

Tanktops local strength: Holds nos 1-2-3-4-5 = 26.5 mt/sq.mtr

Main deck : 3.50mt/sq.m (excluding cross- decks)

Hatch Cover : Hatch 1:2,8 mt/sq.mtr Hatches 2-3-4-5 :2.1 mt/sq.m.

No cargo to be loaded/stowed on mdeck and hatch covers.

Other fittings:

- Natural ventilation
- Cement holes per hold: 2 (diameter 700 mm)
- Co2 fitted in holds
- Aussie holds ladder fitted
- Hold nbr 3 can be ballasted
- Engine room bulkhead A-60 insulation

STRENGTHENED FOR LOADING ROLLED STEEL COILS IN ALL 5 HOLDS EITHER:

- a) Coils 15 mt x 2 tiers,
total in hold (coil dimension 1500mm x 1500mm) - about 38,490 mtons
- b) Coils 15 mt x 2.5 tiers and one key coil on the center above 1st tier
total in hold (coil dimension 1500mm x 1500mm) - about 47640 mtons
- c) Coils 20 mt x 1.5 tiers,
total in hold (coil dimension 2000mm x 1210mm) - about 36,240 mtons
- d) Coils 25 mt x 1.5 tiers,
total in hold (coil dimension 2000mm x 1210 mm)- about 45,300 mtons

Dunnage of strong wood material, thick minimum 40mm x minimum breadth 100mm x5 lines/coil.

For all steel coil loading owners to be contacted for approval with regards to vessel's strength, cargo intake, and final stowage plan. No California (vertical) block stow for Steel Plates/Slabs etc.

Distance from water line to top of hatch coaming iwo Hatch#3

- a) In Normal ballast condition (exclude No.3 CH) and HFO 1000mt, ULSMGO 50mt, FW 200mt: abt 14.40 mtrs
- b) In Heavy Ballast condition (including No.3 CH) and HFO 1000mt, ULSMGO 50mt, FW200mt: abt 11.46 mtrs

All details about, given in good faith and without guarantee

VESSELS CONTACT DETAILS :

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