

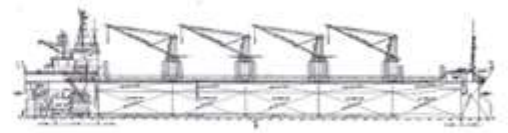
## M/V HERO – DETAILS



Name:	Hero
Built:	2010, Shanghai Waigaoqiao Shipbuilding Co Ltd, China
Flag/Call sign:	Liberia / A8VA8
Class:	G.L., 100A5, ESP, BC-A, DBC, DG, RSD, BULK CARRIER (E)," Strengthened for Heavy Cargo, Holds nos. 2, 4, 6 and 8 may be empty", Machinery MC, AUT
Type:	Single screw diesel driven ocean going bulk carrier with engine / bridge aft and fitted with W.W.F. / A.H.L suitable to carry
Dwat / Free board:	178,032 mtons on 18.32 m SSW / 6.535 m 173,434 mtons on 17.94 m WSW / 6.154 m 182,617 mtons on 18.70 m TSW / 5.735 m 187,694 mtons on 19.12 m TFW / 6.916 m
Length, o.a.:	292.00 m
Length, b.p.:	282.00 m
Breadth, moulded:	45.00 m
Depth, moulded:	24.80 m

Tonnage:	(International):	gt/nt	91.373 / 58.745
	(Suez):	grt/nrt	

Holds:	9	
Hold sizes:		Length x Breadth x Height (incl Hatch caming) [meter]
	No. 1	25.48 x 43.66 x 24.19
	No. 2	26.68 x 45.02 x 24.19
	No. 3	27.59 x 45.00 x 24.19
	No. 4	26.68 x 45.00 x 24.19
	No. 5	27.59 x 45.00 x 24.19



	No.6	27.64 x 45.00 x 24.19
	No.7	27.64 x 45.00 x 24.19
	No.8	26.68 x 45.00 x 24.19
	No.9	27.37 x 44.85 x 24.19

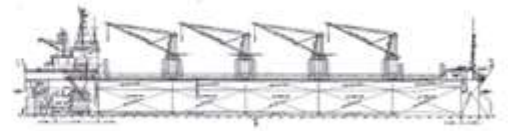
Flat tanktop dimensions:		Length x Breadth ( Fore / Aft ) [meter]
	No. 1	21.84 x 11.20 / 30.80
	No. 2	21.84 x 30.80
	No. 3	21.84 x 30.80
	No. 4	21.84 x 30.80
	No. 5	21.84 x 30.80
	No.6	21.84 x 30.80
	No.7	21.84 x 30.80
	No.8	21.84 x 30.80 / 28.66
	No.9	24.57 x 26.51 / 12.04

Holdwise cargo capacity				
[Grain]		CBM	CBF	
Hold	No 1:	18,766.97	662,749.00	
Hold	No 2:	21,869.96	772,330.00	
Hold	No 3:	22,615.31	798,652.00	
Hold	No 4:	21,903.98	773,532.00	
Hold	No 5:	22,509.34	794,910.00	
Hold	No 6:	22,508.78	794,890.00	
Hold	No 7:	22,614.75	798,632.00	
Hold	No 8:	21,819.10	770,534.00	
Hold	No 9:	19,877.35	701,962.00	
	Total:	198,485.54	6,868,191.00	

Australian ladders:	Yes
Cargo hold ventilation:	Natural – no CO <sub>2</sub> inhols

Operating company for correspondence:	»ORION« BULKERS GmbH & Co. KG, Hamburg, Germany, as Agents to Owners
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Speed / Consumption:	(mt / 24 hrs.)
Main Engine (loaded condition):	about 14.5 kts on about 60.0 mt HFO
Main Engine (Ballast):	about 15.0 kts on about 60.0 mt HFO



Port operation:	about 3.5 mt HFO
Auxiliaries (at sea):	about 4.0 mt HFO
Boiler (port opr.):	about 3.0 mt HFO
Start/Stop of Engine	about 0.5 mt MDO

All Speed and Consumption Figures are to be considered as "About"  
[ "About" Means +/- 0.5 Knot for "Speed" and + / - 5 % for "Bunker Consumptions" ]

Vessel' speed always subject to "Good Weather" and "Smooth Sea Basis no Adverse Currents / No Negative Influence of Swell" and up to Maximum "Beaufort Force 4" and Maximum "Douglas Seastate 3".

The consumption figure for HFO is based on a fuel with a low calorific value of 42,700 KJ/KG.

Diesel Generators will also burn MDO/DMB during the Starting and Stopping Operation for an hour or enough time to flush the Fuel Oil System. Also if the load of Main Engines drops less than 60% of MCR, fuel has to be shifted to Diesel Oil instead of Heavy Fuel Oil.

Vessel has liberty to consume MDO/DMB when ballasting / de-ballasting, when maneuvering in Shallow / Narrow / Busy and Restricted Waters, Canals, Rivers, in / out Ports, during bad weather, if required.

Minimum Bunker Specifications to be guaranteed.

Specification of HFO / MDO: Minimum quality specification of IFO to be guaranteed by Charterers: The fuel will be suitable for the use in vessel's engines and must be proven stable and homogenous, not to contain chemical waste and/or used marine- and/or automotive lubricants and according to international standard iso 8217, 2005 (E), latest amendment, Grade RMG380cst with Cetane-Numbers as per FIA wo/3 not below 18.

The MDO to be suitable for the use in vessel's engines and must be proven stable and homogenous, not to contain chemical waste and/or used marine- and/or automotive lubricants and according to international standard iso 8217, 2005 (E), latest amendment, Grade : DMB.

All fuels supplied to the vessel shall be derived from standard refinery processes of petroleum crude oils and are not to include waste materials such as spent lubricating oils and/or chemical waste.

The Charterers shall supply fuels of such specifications and grades to permit the vessel, at all times, to meet the maximum sulphur content requirements as stipulated in MARPOL Annex VI and subsequent amendments and/or zones regulated by regional and/or national authorities such as, but not limited to, the EU and the US Environmental Protection Agency.

All performance figures and capacity details have been obtained from the yard and are believed to be accurate. All details and figures are "about" and are given in good faith but without guarantee.