

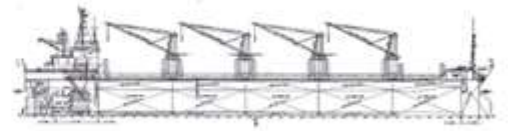
## M/V BELLATRIX – DETAILS



Name:	Bellatrix
Built:	2006, Oshima Shipbuilding Co., Ltd.
Flag/Call sign:	Liberia / A8IL6
Class:	GL MC 100A5 ESP IW SOLAS-II-2,Reg.19 Bulk Carrier
Type:	Bulk Carrier strengthened for heavy cargoes Holds No. 2, 4 and 6 may be empty - Gearless - D O U B L E S K I N N E D
Dwat:	77,053 mtons on 14.19 m SSW 75,073 mtons on 13.90 m WSW
Length, o.a.:	225.00 m
Length, b.p.:	220.00 m
Breadth, moulded:	32.26 m
Depth, moulded:	19.39 m

Tonnage:	(International):	gt/nt	40,424 / 25,482
	(Panama)	nt	33,414
	(Suez):	gt/nt	41,793.44 / 38,514.73

Holdwise cargo capacity			
[Grain]		CBM	
Hold	No 1:	12,645	
Hold	No 2:	13,257	
Hold	No 3:	12,965	
Hold	No 4:	12,254	
Hold	No 5:	12,962	
Hold	No 6:	12,938	
Hold	No 7:	12,120	
	Total:	89,141	



Australian ladders:	Yes
Cargo hold ventilation:	Natural – CO <sub>2</sub> in holds

Operating company for correspondence:	»ORION« BULKERS GmbH & Co. KG, Hamburg, Germany, as Agents to Owners
P & I Club:	The North of England Protecting and Indemnity Association Limited, Newcastle upon Tyne, United Kingdom

Speed / Consumption:	(mt / 24 hrs.)
Main Engine (loaded condition):	about 14.0 kts on about 36.5 mt HFO plus 0.2 mt MDO
Main Engine (Ballast):	about 14.5 kts on about 32.5 mt HFO plus 0.2 mt MDO
Port operation:	about 3.0 mt HFO plus 0.2 mt MDO
Auxiliaries (at sea):	about 1.1 mt HFO
Boiler (port opr.):	about 2.5 mt HFO plus 0.2 mt MDO
Start/Stop of Engine	about 0.5 mt MDO
Ballast / De-ballast operation	about 1.0 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.

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.

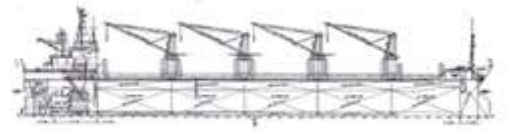
Minimum Bunker Specifications to be guaranteed.

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.



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since 1931



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.