NYPE 2015 APPENDIX A (VESSEL DESCRIPTION)

GENERAL INFORMATION				
1.1	Vessel's name	DUBAI ECO		
1.2	Type of vessel	BULK CARRIER		
1.3	IMO number	1043645		
1.4	Year of build	2025		
1.5	Name of shipyard/where built	NEW DAYANG SHIPBUILDING CO. LTD. YANGZHOU		
1.6	Flag	MARSHALL ISLANDS		
1.7	Port of Registry	MAJURO		
1.8	Classification Society	AMERICAN BUREAU OF SHIPPING		
1.9	Protection & Indemnity Club – full name	NORTHSTANDARD		
1.10	Hull & Machinery insured value	36,000,000 U.S DOLLARS		
1.11	Date and place of last dry dock	N/A – Vessel delivered 23/Jun/2025		
1.12	Vessel's Call Sign	V7A3157		
1.13	Vessel's INMARSAT number(s)	453855424 / 453855423		
1.14	Vessel's fax number			
1.15	Vessel's email address	dubaieco@skyfile.com		
LOADLINEINFORMATION				
2.1	Loadline	Deadweight	Draft	TPC
	Winter	62,660 MT	13.237 M	-
	Summer	64,374 MT	13.518 M	61.1
	Tropical	66,092 MT	13.799 M	-
	Fresh Water	64,374 MT	13.828 M	-
	Tropical Fresh Water	66,051 MT	14.109 M	-
2.2	Constant Excluding Fresh Water	300 MT		
2.3	Fresh water Capacity	FRESH WATER: 342.6 CBM (100% FULL) FRESH WATER GENERATOR CAPACITY: 36 MT/DAY		
TONNAGES				
3.1	Gross Tonnage (GT)	36,335 MT		
3.2	Net Tonnage (NT)	21,652 MT		
3.3	Panama Canal Net Tonnage (PCNT)	30,077 MT		
3.4	Suez Canal Tonnage	Gross(SCGT)	Net(SCNT)	
		37,328	33,845	
3.5	Lightweight	11,442.9 MT		
DIMENSIONS				
4.1	Number of holds	5		
4.2	Hold dimensions (Meters)	L	B	H
		27.39	32.26	17.22
		31.49	32.26	17.22
		30.61	32.26	17.22
		31.49	32.26	17.22
		32.37	32.26	17.22
4.3	Height of holds	17.22 M		
4.4	Number of hatches	5		

4.5	Manufacturer and type of hatch covers	HUAHAI MARINE EQUIPMENT – Weather tight, Folding type Steel hatch covers		
4.6	Hatch dimensions	1	LxB - 15.77 M x 18.58 M	
		2 - 5	LxB - 22.41 M x 18.58 M	
4.7	Is vessel strengthened for the carriage of heavy cargoes?	YES		
4.8	If yes, state which holds maybe left empty	holds 2 and 4 may be empty		
4.9	Main deck strength	FR36~FR192 : 4.0 MT/M² FR192~FR225 : 4.5 MT/M²		
4.10	Tank top strength	1	25.0 MT/M²	
		2	20.0 MT/M²	
		3	25.0 MT/M²	
		4	20.0 MT/M²	
		5	25.0 MT/M²	
4.11	Strength of hatch covers	CARGO CAN BE LOADED ON HATCH COVER HATCH COVER STRENGTH: 2.20 MT/M²		
4.12	Cubic grain capacity, by hold (CBM)	1	13290.5	
		2	16579.3	
		3	16029.1	
		4	16579.2	
		5	16392.4	
		Total	78870.5	
4.13	Cubic bale capacity, by hold (CBM)	1	12493.1	
		2	15584.5	
		3	15067.4	
		4	15584.4	
		5	15408.9	
		Total	74138.3	
4.14	Length overall	199.90 M		
4.15	Length between perpendiculars	196.50 M		
4.16	Extreme breadth (beam)	32.26 M		
4.17	Keel to Mast head (KTM)	49.7 M		
~~4.18~~	~~Distancefromwaterlinetotopofhatch coamings or hatch covers if side rolling hatches~~	~~No.1hatch~~	~~Midships~~	~~Last hatch~~
	~~Ballastcondition(ballastholds not flooded,basis50% bunkers)~~			
	~~Fullballastcondition(ballastholds flooded, basis 50% bunkers)~~			
	~~Lightcondition(basis50% bunkers)~~			
	~~Fullyladencondition~~			
4.18	Distance & Draft	-FM KEEL TO TOP OF HATCH COAMING: NO. 1 = 21.28 M; HOLD NO. 2/3/4/5= 21.08M ; -FM DECK TO UNDER CRANE PEDESTAL: ~ 8.4M -FM WATER LINE TO TOP OF HATCH COAMING IN HEAVY BALLAST CONDITION (WITH FLOODED HOLDS): - HOLD NO. 1 – ~13.3 M HOLD NO. 2– ~12.9 M HOLD NO. 3– ~12.6 M HOLD NO. 4 – ~12.3 M HOLD NO. 5 – ~12.0 M FM WATER LINE TO TOP OF HATCH COAMING IN LIGHT BALLAST CONDITION (WITHOUT FLOODED HOLDS): -		

		HOLD NO. 1 – ~16.20 M HOLD NO. 2 – ~15.55 M HOLD NO. 3 – ~15.05 M HOLD NO. 4 – ~14.54 M HOLD NO. 5 – ~14.04 M NOTE: ACTUAL DISTANCES WILL VARY BASIS ACTUAL BUNKER ROB'S AT THE TIME.
4.19	Vessel's temporary ballast hold(s)	HOLD NO. 3
4.20	Vessel's ballasting time/rate of ballasting	~ 18.3 HRS / 1000 M^3/HR (EXCLUDING HOLD NO.3) ~ 34.3 HRS/ 1000 M^3/HR (IF HOLD NO.3 IS FLOODED)
4.21	Vessel's de-ballasting time/rate of de-ballasting	~15 HRS (WITHOUT NO. 3 HOLD BALLASTED) ~26.5 HRS (WITH NO. 3 HOLD BALLASTED)
4.22	If geared state manufacturer and type	CRANE TYPE: ELECTRO HYDRAULIC CRANE MAKER: CSSC MacGregor Marine GRAB MAKER: TOBU
4.23	Number & location of cranes	4 Cranes – between holds
4.24	If vessel has power out lets for grabs - state number and power	- GEAR: 4 ELECTROHYDRAULIC CRANES, SWL: 30MT. - MAX OUTREACH OF CRANES FROM SHIP'S SIDE:12.87 M - CYCLE TIME: - HOISTING SPEED – HIGH SPEED: 38 M/MIN - LOW SPEED: 20 M/MIN - LUFFING SPEED: 78 SEC - SLEWING SPEED: 07 R/MIN - GRABS: 4 x 15 m^3, HOOK-ON/SINHGLE-ROPE RADIO CONTROLLED, GRAB WEIGHT: 9.4 MT - SWL OF CRANES WITH GRABS: 24 MT (I.E. GRAB WT + CGO WT = 24 MT MAX) - MAX PERMITTED DENSITY OF CARGO FOR USING THE SHIPS GRAB FOR LOADING / DISCHARGE IS 2.5 MT/CBM, I.E. STOWAGE FACTOR OF CARGO SHOULD NOT BE LESS THAN 0.4 CBM/MT. - COMBINED GEAR OPERATION IN ONE HOLD IS NOT ALLOWED. - VESSEL'S GRABS ARE NOT RUBBER LIPPED AND LEAKAGE IF ANY WOULD BE AS CUSTOMARY FOR FINE CARGOES.
4.25	Maximum out reach of cranes beyond ship's rail	
4.26	Are winches electro-hydraulic?	
4.27	If vessel has grabs onboard, state:	
	Type	
	Number/Capacity	
4.28	Are holds CO2 fitted?	YES
4.29	Are vessels holds fitted with Australian type approved hold ladders?	YES
4.30	Is vessel fitted for carriage of grain in accordance with Chapter VI of SOLAS 1974 and amendments without requiring bagging, trapping and securing when loading a full cargo(deadweight)of heavy grain in bulk(stowage factor 42 cubic feet) with ends untrimmed?	YES
4.31	Is vessel logs fitted?	NO
4.32	If yes, state number, type and height of stanchions on board and which stanchions are collapsible. Also state number and type of sockets on board.	NO

BUNKERS, SPEED AND CONSUMPTION

5.1	What type/viscosity of fuel is used for main propulsion?	HSFO (ISO 8217:2017 RMG 380) (HAVING SULPHUR CONTENT MAX. UPTO 3.5%)	
5.2	Capacity of bunker tanks (including unpumpables)	No.1 H.F.O.T (S)	405.6 m^3
		No.4H.F.O.T (P)	332.6 m^3
		No.4 H.F.O.T (S)	332.6 m^3
		No.5 H.F.O.T (P)	272.1 m^3
		No.5 H.F.O.T (S)	272.1 m^3
		No.1 HFO SERV.T.	18.4 m^3
		No.1 HFO SETT.T.	18.4 m^3
		No.2 HFO SERV.T.	18.4 m^3
		No.2 HFO SETT.T.	18.4 m^3
		M.G.O.T. (P)	479.5 m^3
		M.G.O. SERV.T.	25 m^3
5.3	Number of bunker tanks	Refer above table.	
5.4	What type/viscosity of fuel is used in the generating plant	LSMGO ISO 8217: 2017 OR LATEST EDITION- DMA SPECIFICATION (HAVING SULFUR CONTENT OF LESS THAN 0.1%)	
5.5	Speed on sea passage	Knots	Tons (ME+AE)
		Ballast 13.50	19.70
		Laden 12.50	20.00
5.6	Consumption in Port	TONS (AUX)	
	IDLE	ABT 3.00 MT HSFO + ABT 0.10 MT LSMGO	
	WORKING	ABT 4.50 MT HSFO + ABT 0.10 MT LSMGO	

CREW

6.1	Number of Officers	10
6.2	Number of Ratings	11
6.3	Name and Nationality of Master	Capt. Abhishek Jha / Indian
6.4	Nationality of Officers	Indian
6.5	Nationality of Ratings	Indian

CERTIFICATE EXPIRY DATES

6.1	P&I	NOON GMT 20 FEB 2026
6.2	H&M	Issued After Delivery
6.3	Class	Issued After Delivery
6.4	Gear	Issued After Delivery
6.5	Document of Compliance (DOC)	22 June 2030
6.6	Safety Management Certificate (SMC)	Issued After Delivery
6.7	International Ship Security Certificate	Issued After Delivery

ADDITIONAL:

Class Notation:
ABS
✠A1, Bulk Carrier, BC-A (holds 2 and 4 may be empty), ESP, (E),
✠AMS, ✠ACCU, CPS, CSR, AB-CM, BWT, CRC(SC), EEDI-Ph3, EGC-SCR, GRAB[20], IHM, NOx- Tier III, RW, TCM, UWILD

H & M UNDERWRITERS: AL DHAFRA INSURANCE COMPANY P.S.C.

HATCH/HOLD:
HATCH COVERS: STEEL HATCH COVER, WEATHER TIGHT, FOLDING TYPE MAKE: HUAHAI Marine equipment
CORRUGATION: VERTICAL
VENTILATION: NATURAL
PERMANENT CEMENT HOLES : YES, TWO(2)HOLES/HATCH
CARGO CAN BE LOADED ON HATCH COVER
HATCH COVER STRENGTH : 2.20 MT/M²

SPEED & CONSUMPTION:
ALL SPEED & CONSUMPTION ALWAYS BASED ON GOOD WEATHER CONDITIONS WHICH DEFINES AS CONTINUOUS PERIOD OF 24 HOURS FROM NOON TO NOON AND UPTO BEAUFORT FORCE 4 AND MAX DOUGLAS SEA STATE 3 WITH NO SWELL (DEFINED TO BE MAXIMUM 1,25 M SIGNIFICANT WAVE HEIGHT),AND NO ADVERSE CURRENT AND WITH EVEN KEEL IN DEEP WATER WITH CLEAN BOTTOM AND MAX SEA TEMPERATURE 30 DEGREES C. NO FAVOURABLE CURRENTS TO BE TAKEN INTO ACCOUNT WHEN CALCULATING THE VESSEL'S PERFORMANCE. EXTRAPOLATION OF "GOOD WEATHER" PERFORMANCE FOR "BAD WEATHER" PERIODS IS NOT ALLOWED LADEN OR BALLAST SPEED/ CONSUMPTION FOR PERIOD OF WEATHER IN EXCESS OF BEAUFORT FORCE 4 AND/ OR DOUGLAS SEA STATE 3 IS TO BE EXPRESSLY EXCLUDED FROM THE CALCULATIONS

ALL SPEED/ CONSUMPTION FIGURES ARE "ABOUT" AND GIVEN IN GOOD FAITH, "ABOUT" MEANS +/- 0.5 KNOTS FOR SPEED AND +/- 5% FOR CONSUMPTION. INCASE OF A JUSTIFIED SPEED CLAIM THERE SHALL BE AN ALLOWANCE FOR FUEL UNDER-CONSUMPTION.

IF CHARTERERS CHOOSE TO SLOW STEAM THE VESSEL, THEN NO UNDERPERFORMANCE CLAIM TO BE BROUGHT TO THE OWNERS FOR THE DURATION OF SLOW STEAMING. IN CASE CHARTERERS CHOOSE TO SLOW STEAM THE VSL THEN "BIMCO SLOW STEAMING CLS. PT (A)(II) TO BE DELETED" TO APPLY. IN ANY CASE VESSEL TO STEAM AT MAX SPEED WHILST SAILING THROUGH HIGH-RISK AREA.

VESSEL BURNS LSMGO WHEN MANOEUVRING, IN/OUT OF PORTS, NAVIGATING IN CONFINED WATERS, CROSSING CANALS, RIVERS, STRAITS AND DURING POOR VISIBILITY/ EMERGENCY AND LIGHT RUNNING OF AUXILIARY ENGINES. FURTHER VESSEL TO HAVE LIBERTY TO CONSUME LSMGO AT SEA WHILE USING BOILER
DURING WINTER SEASON OR WHERE AMBIENT TEMPERATURE IS BELOW 15C.
VESSEL TO HAVE THE LIBERTY OF SLOW-STEAMING AT SEA FOR THE PURPOSES OF BALLAST EXCHANGE, IF REQUIRED. IF CHEMICALS ARE REQUIRED TO TREAT THE BALLAST DURING EXCHANGE, THEN THE COST OF CHEMICALS TO BE FOR CHARTERERS ACCOUNT.

QUALITY OF BUNKERS SUPPLIED BY CHARTERERS TO CONFORM TO ISO 8217: 2017 OR LATEST EDITION FUEL OIL – RMG380 (HAVING SULFUR CONTENT MAX UPTO 3.5% & VISCOSITY SHOULD BE ABOUT 100 CST AT 50°C FOR THE FUEL) & LSMGO – AS PER ISO 8217: 2017 OR LATEST EDITION- DMA SPECIFICATION (HAVING SULFUR CONTENT OF LESS THAN 0.1% & VISCOSITY SHOULD NOT BE LESS THAN 4 CST AT 40°C FOR THE FUEL). INCASE 2017 SPECS NOT AVAILABLE, CHARTERERS TO SUPPLY THE LATEST AVAILABLE SPECS AT THE PORT OF BUNKERING HOWEVER SPECS NOT EARLIER THAN 2010 SPECS
STRICTLY NO MIXING OF ANY KIND OF FUEL IS ALLOWED, INCLUDING FUELS OF SAME GRADES AND QUALITY.
WHEN BUNKERED IN SINGAPORE, TO COMPLY WITH SS:600 BUNKER SUPPLIER SHOULD ENTER DNVPS SAMPLE NUMBER, TAKEN ONBOARD IN PRESENCE OF SUPPLY BARGE REPRESENTATIVE, ON THE BDN TO ENSURE SS:600 COMPLYING SAMPLE IS SENT TO LAB FOR ANALYSIS.

INCASE RMG380 IS NOT AVAILABLE, THEN THE CHARTERERS TO SUPPLY RME180 INSTEAD OF RMG380.
IN ANYCASE, NO BUNKERING IN BANGLADESH AND PAKISTAN.

ME/AE

MAIN ENGINE MAKE: HUDONG HEAVY MACHINERY CO., LTD
TYPE: MAN B&W 6S50ME-C9.7-HPSCR, NCR 5490KWX /85.6 RPM
AUX ENGINE: 03 NOS, MAKE: DAIHATSU DIESEL MFG.CO.LTD
TYPE: 6DE-18, KWH: 710 KW AT 900 RPM.

TANK CAPACITIES:

VESSEL CAN ACCOMMODATE ONLY 85% BUNKERS IN EACH TANK.

ALL DETAILS ABOUT AND WOG.