



The Fleet Optimization Experts



Voyage Performance Report

Friday, May 13, 2011

PREPARED BY

APPLIED WEATHER TECHNOLOGY

PRESENTED TO

CLIENT NAME

VESSEL NAME

SHIP NAME

DEPARTURE PORT AND DATE

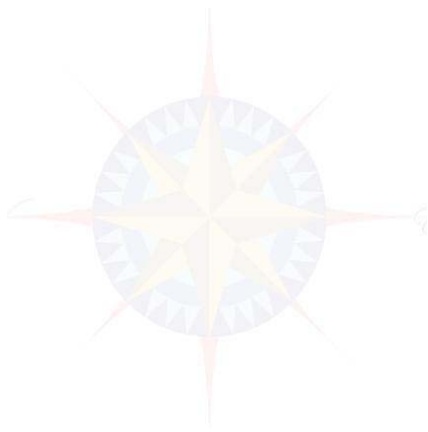
PRINCE RUPERT Apr 13 2011

ARRIVAL PORT AND DATE

CHITTAGONG May 12 2011

REFERENCE NUMBER

110314097



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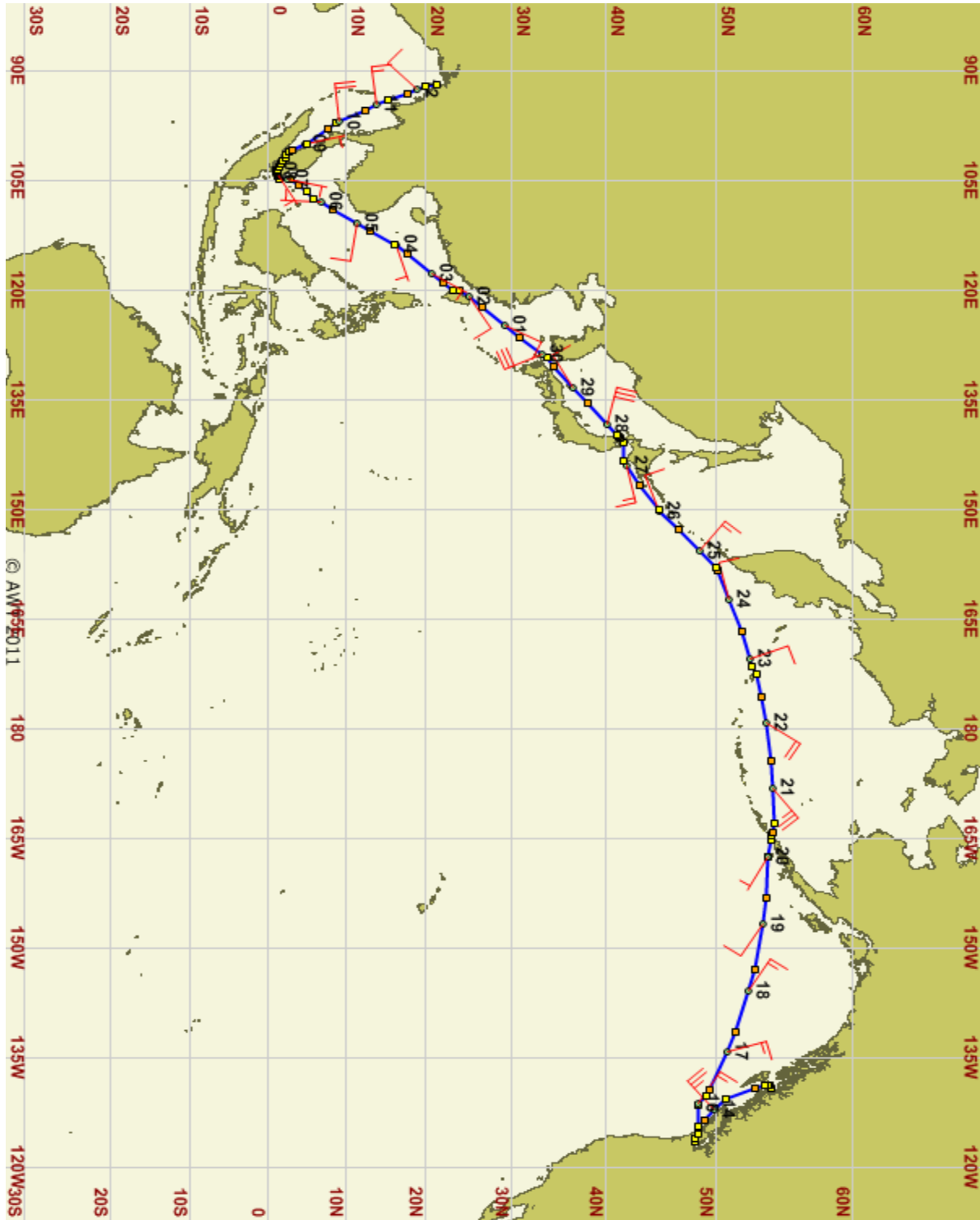
Voyage Map

SHIP NAME

Reference 110314097

CLIENT NAME

Laden Voyage





Performance Evaluation

SHIP NAME	Reference 110314097
CLIENT NAME	Laden Voyage
From PRINCE RUPERT (54.32N 130.87W)	ATD Apr 13 2011 1200Z
To CHITTAGONG (21.33N 91.72E)	ATA May 12 2011 2230Z

Voyage Summary

Total Distance Sailed	9031.1 NM
Total Time En Route	675.90 hours
Average Speed	13.36 knots

Good Weather Analysis

Good Weather Distance	4770.1 NM
Good Weather Time En Route	348.40 hours
Good Weather Average Speed	13.69 knots
Good Weather Current Factor	-0.14 knots
Performance Speed	13.83 knots

Time Analysis

CP Speed	About 14.50 knots
Allowed Time En Route	667.97 hours
Time (loss)/gain*	(7.93) hours

Allowed CP speed = CP - 0.5 knots for time loss and CP speed for time gain calculations

Allowed Time En Route:

If Time Loss: Total Time En Route - Time Loss

If Time Gain: Total Time En Route + Time Gain

* Time (loss)/gain = Total Distance / Performance Speed - Total Distance / Allowed CP speed

Bunker Analysis

(Unit:MT)	IFO	MDO
Daily CP Allowance	35.000	0.000
Actual Bunker Consumption	949.400	0.000
Allowed Bunker Consumption *	974.123	0.000
Fuel (over)/under consumed	24.723	No Fuel Gain or Loss

* Allowed Bunker Consumption:

If Time Loss: Daily CP Allowance x (Time En route - Time Loss if any) / 24

If Time Gain: Daily CP Allowance x (Time En route + Time Gain if any) / 24

If No Time Gain or Loss: Daily CP Allowance x (Time En route) / 24

Daily CP Allowance applies 0% for overconsumption

(Unit:MT)	Departure		Arrival		Consumed	
From - To	IFO	MDO	IFO	MDO	IFO	MDO
PRINCE RUPERT-PORT ANGELES	358.600	71.500	300.000	71.500	58.600	0.000
PORT ANGELES-SINGAPORE	996.900	71.500	262.000	71.500	734.900	0.000
SINGAPORE-CHITTAGONG	1207.500	71.500	1051.600	71.500	155.900	0.000
TOTAL					949.400	0.000

Performance Evaluation Explanation

Time Analysis

$$\text{Time Loss/Gain} = \frac{\text{Total Distance}}{\text{Performance Speed}} - \frac{\text{Total Distance}}{\text{Allowed Charter Party (CP) Speed}^*}$$

Time Loss: Performance Speed < CP speed - 0.5
 Time Gain: Performance Speed > CP speed
 No time loss and no time gain: (CP speed - 0.5) ≤ Performance Speed ≤ CP speed

* For calculating time loss, 0.5 knots is subtracted from the actual CP speed.
 For calculating time gain, the CP speed itself is used.

Fuel Analysis

The actual bunker consumption is compared with the Charter Party (CP) allowed consumption where the allowed time of the voyage is adjusted to compensate for any time gain or time loss.

Allowed Time for Allowed Consumption:

If time loss: Total Time En Route - time loss at (CP speed - 0.5)
 If time gain: Total Time En Route + time gain at CP speed
 If no time gain and loss: Total Time En Route

Fuel over-consumption is indicated if the actual consumption exceeds what would have been achieved at the stated consumption allowance, based on the Total Time En Route, with above adjustments for any time gain or loss. Upward allowance in relation to over-consumption, for any 'about' in the wording of the Charter Party, is as instructed by AWT's client.

Fuel under-consumption is indicated if the actual consumption is less than what would have been achieved had the vessel met her stated Charter Party speed requirement.

AWT believes that the above methodology used in this speed and consumption analysis report is in an objective format in accordance with legal precedent, and is considered an objective way to calculate a speed and consumption analysis.



Voyage Summary

SHIP NAME

Reference 110314097

CLIENT NAME

Laden Voyage

From PRINCE RUPERT (54.32N 130.87W)

ATD Apr 13 2011 1200Z

To CHITTAGONG (21.33N 91.72E)

ATA May 12 2011 2230Z

	DATE	TIME UTC	AWT ANALYZED CONDITIONS								REPORTED WEATHER		INTERVAL			
			POSITION		WIND		WAVE		SWELL		CURRENT		DIR	BF	NM	KTS
			LAT	LON	DIR	BF	M	M	DIR	M	FACTOR					
BR	13-Apr	1200	Dep:PRINCE RUPERT													
RP	13-Apr	1900	53.1N	130.7W	S	4	0.4	S	0.8	0.26	SE	5	83.1	11.87		
RP	14-Apr	1900	49.0N	126.4W	SE	7	2.0	WSW	1.5	-0.25	SE	6	307.6	12.82		
AP	15-Apr	0500	Arr:PORT ANGELES		W	2	0.2	W	2.2	0.59			129.4	12.94		
DP	15-Apr	2018	Dep:PORT ANGELES													
RP	16-Apr	1900	49.5N	130.5W	WNW	4	0.8	WNW	1.7	0.04	NW	5	309.0	13.61		
RP	17-Apr	2000	51.6N	138.5W	NW	4	0.9	S	1.1	-0.06	NW	5	329.3	13.17		
RP	18-Apr	2000	53.1N	147.1W	S	2	0.2	SSW	0.9	0.12	NW	5	327.9	13.66		
RP	19-Apr	2100	54.0N	156.8W	ESE	4	0.6	SSE	1.7	0.10	SE	4	349.8	13.99		
RP	20-Apr	2100	54.4N	165.9W	E	4	0.6	SE	1.0	0.13	ESE	4	321.0	13.38		
RP	21-Apr	2200	54.4N	175.7W	NE	6	2.4	ENE	2.9	0.34	NE	6	342.5	13.70		
RP	22-Apr	2200	53.6N	175.6E	NNE	5	1.4	ENE	2.4	0.03	NNE	7	312.7	13.03		
RP	23-Apr	2300	52.1N	166.7E	WNW	4	1.1	ENE	1.4	-0.05	N	5	335.1	13.40		
RP	25-Apr	0000	50.1N	158.3E	SSE	4	1.2	ENE	0.9	0.18	W	5	339.0	13.56		
RP	26-Apr	0100	46.8N	152.7E	NW	3	0.5	SSW	2.7	-0.84	W	6	299.9	12.00		
RP	27-Apr	0200	43.3N	146.6E	SW	4	1.2	SSE	1.1	0.53	S	4	333.6	13.34		
RP	28-Apr	0300	41.2N	140.0E	SW	6	3.0	WNW	0.4	-0.54	SE	6	331.8	13.27		
RP	29-Apr	0300	38.1N	135.4E	SW	5	1.4	NNE	1.1	-0.18	SW	7	280.3	11.68		
RP	30-Apr	0300	34.7N	130.3E	SSW	6	2.0	SSE	0.3	-0.92	SW	7	317.9	13.25		
RP	01-May	0300	31.0N	126.3E	NNW	4	0.9	SSW	1.3	0.46	SW	7	301.8	12.58		
RP	02-May	0300	26.7N	122.3E	NE	5	1.8	ESE	0.5	-0.47	NNW	5	334.9	13.95		
RP	03-May	0400	22.2N	118.9E	NW	1	0.1	ESE	0.3	-0.16	ENE	5	336.5	13.46		
RP	04-May	0400	17.7N	115.0E	E	2	0.2	ENE	0.2	-0.50	ENE	4	345.4	14.39		
RP	05-May	0400	13.2N	111.8E	ESE	2	0.2	SSE	0.2	-0.73	E	4	333.1	13.88		
RP	06-May	0400	8.4N	108.8E	NW	1	0.1	ENE	0.2	-0.57	E	4	335.0	13.96		
RP	07-May	0400	4.0N	105.6E	N	2	0.2	N	0.1	0.59	E	4	327.4	13.64		
AP	07-May	1942	Arr:SINGAPORE		NE	2	0.2	N	0.1	0.73			205.4	13.08		
DP	08-May	1100	Dep:SINGAPORE													
RP	09-May	0400	3.2N	100.7E	ENE	2	0.2	SW	0.1	0.69	SW	4	244.9	14.41		
RP	10-May	0400	7.7N	97.8E	WSW	5	1.4	WNW	1.7	-0.33	SW	5	321.7	13.40		
RP	11-May	0500	12.6N	95.3E	WNW	4	0.8	WNW	1.2	-0.36	WSW	6	331.5	13.26		
RP	12-May	0600	17.8N	93.0E	WSW	4	0.7	SSW	2.2	0.20	WSW	5	340.1	13.60		
ER	12-May	2230	Arr:CHITTAGONG		S	4	0.7	SSW	1.9	0.57			223.5	13.55		

Positions:BR-Begin Route ER-End Route AP-Arrive Middle Port DP-Depart Middle Port SV-Stop Voyage RV-Resume Voyage RP-Reported Position CP-Calculated Position

Directions:HD-Head BW-Bow BM-Beam QF-QFollow FL-Follow

Yellow highlighted intervals are analyzed as good weather. Good weather intervals are considered those intervals during which over one-half of the weather encountered meets the good weather criteria.



Good Weather Voyage Summary

SHIP NAME	Reference 110314097
CLIENT NAME	Laden Voyage
From PRINCE RUPERT (54.32N 130.87W)	ATD Apr 13 2011 1200Z
To CHITTAGONG (21.33N 91.72E)	ATA May 12 2011 2230Z

	DATE	TIME UTC	AWT ANALYZED CONDITIONS								REPORTED WEATHER		INTERVAL	
			POSITION		WIND		WAVE	SWELL		CURRENT	DIR	BF	NM	KTS
			LAT	LON	DIR	BF	M	DIR	M	FACTOR				
RP	16-Apr	1900	49.5N	130.5W	WNW	4	0.8	WNW	1.7	0.04	NW	5	309.0	13.61
RP	17-Apr	2000	51.6N	138.5W	NW	4	0.9	S	1.1	-0.06	NW	5	329.3	13.17
RP	18-Apr	2000	53.1N	147.1W	S	2	0.2	SSW	0.9	0.12	NW	5	327.9	13.66
RP	19-Apr	2100	54.0N	156.8W	ESE	4	0.6	SSE	1.7	0.10	SE	4	349.8	13.99
RP	20-Apr	2100	54.4N	165.9W	E	4	0.6	SE	1.0	0.13	ESE	4	321.0	13.38
RP	25-Apr	0000	50.1N	158.3E	SSE	4	1.2	ENE	0.9	0.18	W	5	339.0	13.56
RP	02-May	0300	26.7N	122.3E	NE	5	1.8	ESE	0.5	-0.47	NNW	5	334.9	13.95
RP	03-May	0400	22.2N	118.9E	NW	1	0.1	ESE	0.3	-0.16	ENE	5	336.5	13.46
RP	04-May	0400	17.7N	115.0E	E	2	0.2	ENE	0.2	-0.50	ENE	4	345.4	14.39
RP	05-May	0400	13.2N	111.8E	ESE	2	0.2	SSE	0.2	-0.73	E	4	333.1	13.88
RP	06-May	0400	8.4N	108.8E	NW	1	0.1	ENE	0.2	-0.57	E	4	335.0	13.96
RP	07-May	0400	4.0N	105.6E	N	2	0.2	N	0.1	0.59	E	4	327.4	13.64
AP	07-May	1942	Arr: SINGAPORE		NE	2	0.2	N	0.1	0.73			205.4	13.08
RP	09-May	0400	3.2N	100.7E	ENE	2	0.2	SW	0.1	0.69	SW	4	244.9	14.41
RP	11-May	0500	12.6N	95.3E	WNW	4	0.8	WNW	1.2	-0.36	WSW	6	331.5	13.26
TOTAL													4770.1	13.69

Positions: **BR**-Begin Route **ER**-End Route **AP**-Arrive Middle Port **DP**-Depart Middle Port
SV-Stop Voyage **RV**-Resume Voyage **RP**-Reported Position **CP**-Calculated Position
Directions: **HD**-Head **BW**-Bow **BM**-Beam **QF**-QFollow **FL**-Follow
Good weather intervals are considered those intervals during which over one-half of the weather encountered meets the good weather criteria.



Engine Summary

SHIP NAME

Reference 110314097

CLIENT NAME

Laden Voyage

From PRINCE RUPERT (54.32N 130.87W)

ATD Apr 13 2011 1200Z

To CHITTAGONG (21.33N 91.72E)

ATA May 12 2011 2230Z

DATE	TIME UTC	POSITION		RPM	SLIP	IFO	MDO	AVG.DAILY CONS.(mt)		ANALYZED WEATHER RELATIVE TO SHIP						INTERVAL		
		LAT	LOX					IFO	MDO	DIR	BF	M	DIR	M	NM	KTS		
BR	13-Apr	1200	Dep:PRINCE RUPERT				358.60	71.50										
RP	13-Apr	1900	53.1N	130.7W	108.00	13.20	349.00	71.50	32.91	0.00	HD	4	0.4	HD	0.8	83.1	11.87	
RP	14-Apr	1900	49.0N	126.4W	114.10	16.70	314.30	71.50	34.70	0.00	HD	7	2.0	QF	1.5	307.6	12.82	
AP	15-Apr	0500	Arr:PORT ANGELES				300.00	71.50	34.32	0.00	QF	2	0.2	QF	2.2	129.4	12.94	
DP	15-Apr	2018	Dep:PORT ANGELES				996.90	71.50										
RP	16-Apr	1900	49.5N	130.5W	113.50	8.60	966.20	71.50	32.46	0.00	HD	4	0.8	HD	1.7	309.0	13.61	
RP	17-Apr	2000	51.6N	138.5W	114.60	14.20	930.80	71.50	33.98	0.00	BW	4	0.9	BM	1.1	329.3	13.17	
RP	18-Apr	2000	53.1N	147.1W	114.00	10.60	897.20	71.50	33.60	0.00	BM	2	0.2	BM	0.9	327.9	13.66	
RP	19-Apr	2100	54.0N	156.8W	114.20	8.30	856.50	71.50	39.07	0.00	QF	4	0.6	BM	1.7	349.8	13.99	
RP	20-Apr	2100	54.4N	165.9W	114.10	12.20	829.70	71.50	26.80	0.00	FL	4	0.6	QF	1.0	321.0	13.38	
RP	21-Apr	2200	54.4N	175.7W	114.10	9.60	794.50	71.50	33.79	0.00	QF	6	2.4	QF	2.9	342.5	13.70	
RP	22-Apr	2200	53.6N	175.6E	114.10	14.90	760.20	71.50	34.30	0.00	QF	5	1.4	FL	2.4	312.7	13.03	
RP	23-Apr	2300	52.1N	166.7E	114.10	12.50	725.10	71.50	33.70	0.00	BW	4	1.1	FL	1.4	335.1	13.40	
RP	25-Apr	0000	50.1N	158.3E	114.10	11.20	689.50	71.50	34.18	0.00	BM	4	1.2	FL	0.9	339.0	13.56	
RP	26-Apr	0100	46.8N	152.7E	114.00	20.40	651.60	71.50	36.38	0.00	BM	3	0.5	BW	2.7	299.9	12.00	
RP	27-Apr	0200	43.3N	146.6E	114.10	12.80	615.10	71.50	35.04	0.00	HD	4	1.2	BM	1.1	333.6	13.34	
RP	28-Apr	0300	41.2N	140.0E	114.10	12.50	579.70	71.50	33.98	0.00	HD	6	3.0	BW	0.4	331.8	13.27	
RP	29-Apr	0300	38.1N	135.4E	114.00	22.30	543.40	71.50	36.30	0.00	HD	5	1.4	QF	1.1	280.3	11.68	
RP	30-Apr	0300	34.7N	130.3E	114.00	13.30	509.70	71.50	33.70	0.00	BW	6	2.0	BM	0.3	317.9	13.25	
RP	01-May	0300	31.0N	126.3E	114.10	17.30	474.80	71.50	34.90	0.00	QF	4	0.9	BW	1.3	301.8	12.58	
RP	02-May	0300	26.7N	122.3E	114.10	8.70	441.40	71.50	33.40	0.00	FL	5	1.8	BM	0.5	334.9	13.95	
RP	03-May	0400	22.2N	118.9E	114.00	12.50	406.90	71.50	33.12	0.00	BM	1	0.1	BM	0.3	336.5	13.46	
RP	04-May	0400	17.7N	115.0E	114.00	6.00	374.10	71.50	32.80	0.00	QF	2	0.2	FL	0.2	345.4	14.39	
RP	05-May	0400	13.2N	111.8E	114.20	9.20	340.60	71.50	33.50	0.00	BM	2	0.2	BW	0.2	333.1	13.88	
RP	06-May	0400	8.4N	108.8E	114.20	8.70	307.80	71.50	32.80	0.00	BM	1	0.1	QF	0.2	335.0	13.96	
RP	07-May	0400	4.0N	105.6E	114.00	10.80	276.00	71.50	31.80	0.00	QF	2	0.2	QF	0.1	327.4	13.64	
AP	07-May	1942	Arr:SINGAPORE				262.00	71.50	21.40	0.00	QF	2	0.2	BM	0.1	205.4	13.08	
DP	08-May	1100	Dep:SINGAPORE				1207.50	71.50										
RP	09-May	0400	3.2N	100.7E	114.00	3.90	1185.50	71.50	31.06	0.00	BM	2	0.2	BM	0.1	244.9	14.41	
RP	10-May	0400	7.7N	97.8E	114.10	12.70	1149.70	71.50	35.80	0.00	BW	5	1.4	BW	1.7	321.7	13.40	
RP	11-May	0500	12.6N	95.3E	114.00	13.80	1112.00	71.50	36.19	0.00	BW	4	0.8	BW	1.2	331.5	13.26	
RP	12-May	0600	17.8N	93.0E	114.00	11.20	1074.80	71.50	35.71	0.00	BM	4	0.7	QF	2.2	340.1	13.60	
ER	12-May	2230	Arr:CHITTAGONG				1051.60	71.50	33.75	0.00	FL	4	0.7	QF	1.9	223.5	13.55	

Positions:BR-Begin Route ER-End Route AP-Arrive Middle Port DP-Depart Middle Port

SV-Stop Voyage RV-Resume Voyage RP-Reported Position CP-Calculated Position

Directions:HD-Head BW-Bow BM-Beam QF-QFollow FL-Follow

Yellow highlighted intervals are analyzed as good weather. Good weather intervals are considered those intervals during which over one-half of the weather encountered meets the good weather criteria.



Estimated Emission Summary

SHIP NAME

Reference 110314097

CLIENT NAME

Laden Voyage

From PRINCE RUPERT (54.32N 130.87W)

ATD Apr 13 2011 1200Z

To CHITTAGONG (21.33N 91.72E)

ATA May 12 2011 2230Z

Emission Totals

CO ₂ (mt)	NO _x (mt)	SO _x (mt)	TOTAL (mt)
2848.20	949.40	47.52	3845.12

DATE	TIME UTC	POSITION		IFO			MDO			TOTAL				
		LAT	LON	CONS	CO ₂ (mt)	NO _x (mt)	SO _x (mt)	CONS	CO ₂ (mt)	NO _x (mt)	SO _x (mt)	CO ₂ (mt)	NO _x (mt)	SO _x (mt)
BR	13-Apr 1200	Dep:PRINCE RUPERT										0.00	0.00	0.00
RP	13-Apr 1900	53.1N	130.7W	9.60	28.80	9.60	0.48	0.00	0.00	0.00	0.00	28.80	9.60	0.48
RP	14-Apr 1900	49.0N	126.4W	34.70	104.10	34.70	1.74	0.00	0.00	0.00	0.00	104.10	34.70	1.74
AP	15-Apr 0500	Arr:PORT ANGELES		14.30	42.90	14.30	0.72	0.00	0.00	0.00	0.00	42.90	14.30	0.72
DP	15-Apr 2018	Dep:PORT ANGELES										0.00	0.00	0.00
RP	16-Apr 1900	49.5N	130.5W	30.70	92.10	30.70	1.54	0.00	0.00	0.00	0.00	92.10	30.70	1.54
RP	17-Apr 2000	51.6N	138.5W	35.40	106.20	35.40	1.77	0.00	0.00	0.00	0.00	106.20	35.40	1.77
RP	18-Apr 2000	53.1N	147.1W	33.60	100.80	33.60	1.68	0.00	0.00	0.00	0.00	100.80	33.60	1.68
RP	19-Apr 2100	54.0N	156.8W	40.70	122.10	40.70	2.04	0.00	0.00	0.00	0.00	122.10	40.70	2.04
RP	20-Apr 2100	54.4N	165.9W	26.80	80.40	26.80	1.34	0.00	0.00	0.00	0.00	80.40	26.80	1.34
RP	21-Apr 2200	54.4N	175.7W	35.20	105.60	35.20	1.76	0.00	0.00	0.00	0.00	105.60	35.20	1.76
RP	22-Apr 2200	53.6N	175.6E	34.30	102.90	34.30	1.72	0.00	0.00	0.00	0.00	102.90	34.30	1.72
RP	23-Apr 2300	52.1N	166.7E	35.10	105.30	35.10	1.76	0.00	0.00	0.00	0.00	105.30	35.10	1.76
RP	25-Apr 0000	50.1N	158.3E	35.60	106.80	35.60	1.78	0.00	0.00	0.00	0.00	106.80	35.60	1.78
RP	26-Apr 0100	46.8N	152.7E	37.90	113.70	37.90	1.90	0.00	0.00	0.00	0.00	113.70	37.90	1.90
RP	27-Apr 0200	43.3N	146.6E	36.50	109.50	36.50	1.83	0.00	0.00	0.00	0.00	109.50	36.50	1.83
RP	28-Apr 0300	41.2N	140.0E	35.40	106.20	35.40	1.77	0.00	0.00	0.00	0.00	106.20	35.40	1.77
RP	29-Apr 0300	38.1N	135.4E	36.30	108.90	36.30	1.82	0.00	0.00	0.00	0.00	108.90	36.30	1.82
RP	30-Apr 0300	34.7N	130.3E	33.70	101.10	33.70	1.69	0.00	0.00	0.00	0.00	101.10	33.70	1.69
RP	01-May 0300	31.0N	126.3E	34.90	104.70	34.90	1.74	0.00	0.00	0.00	0.00	104.70	34.90	1.74
RP	02-May 0300	26.7N	122.3E	33.40	100.20	33.40	1.67	0.00	0.00	0.00	0.00	100.20	33.40	1.67
RP	03-May 0400	22.2N	118.9E	34.50	103.50	34.50	1.72	0.00	0.00	0.00	0.00	103.50	34.50	1.72
RP	04-May 0400	17.7N	115.0E	32.80	98.40	32.80	1.64	0.00	0.00	0.00	0.00	98.40	32.80	1.64
RP	05-May 0400	13.2N	111.8E	33.50	100.50	33.50	1.68	0.00	0.00	0.00	0.00	100.50	33.50	1.68
RP	06-May 0400	8.4N	108.8E	32.80	98.40	32.80	1.64	0.00	0.00	0.00	0.00	98.40	32.80	1.64
RP	07-May 0400	4.0N	105.6E	31.80	95.40	31.80	1.59	0.00	0.00	0.00	0.00	95.40	31.80	1.59
AP	07-May 1942	Arr:SINGAPORE		14.00	42.00	14.00	0.70	0.00	0.00	0.00	0.00	42.00	14.00	0.70
DP	08-May 1100	Dep:SINGAPORE										0.00	0.00	0.00
RP	09-May 0400	3.2N	100.7E	22.00	66.00	22.00	1.10	0.00	0.00	0.00	0.00	66.00	22.00	1.10
RP	10-May 0400	7.7N	97.8E	35.80	107.40	35.80	1.79	0.00	0.00	0.00	0.00	107.40	35.80	1.79
RP	11-May 0500	12.6N	95.3E	37.70	113.10	37.70	1.89	0.00	0.00	0.00	0.00	113.10	37.70	1.89
RP	12-May 0600	17.8N	93.0E	37.20	111.60	37.20	1.86	0.00	0.00	0.00	0.00	111.60	37.20	1.86
ER	12-May 2230	Arr:CHITTAGONG		23.20	69.60	23.20	1.16	0.00	0.00	0.00	0.00	69.60	23.20	1.16

Positions:BR-Begin Route ER-End Route AP-Arrive Middle Port DP-Depart Middle Port
 SV-Stop Voyage RV-Resume Voyage RP-Reported Position CP-Calculated Position
 Yellow highlighted intervals are analyzed as good weather. Good weather intervals are considered those intervals during which over one-half of the weather encountered meets the good weather criteria.

- * General emission factors prepared by IPCC and recognized by the IMO were applied to display estimated emission totals for CO₂ and SO_x based on total fuel consumption reported during the voyage.
 A standard sulfur content was applied for high sulfur(HS) fuel grades of residual and marine diesel oil while separate emission factors were used to account for lower content sulfur FO and DO if consumed with emissions calculated and displayed in table per associated fuel type.
 Total NO_x emissions are dependent on any reduction technologies in place thus a general emission factor was applied in absence of any existing measures employed and pending further scientific research and analysis