CENTRAL INFORMATION 29.00.2024 1.1 Description number: 1.2 Description number: 1.2 Description number: 1.3 Description number: 1.4 Description number: 1.5 Description number: 1.5 Description number: 1.5 Description number: 1.6 Description number: 1.7 Description number: 1.8 Description number: 1.8 Description number: 1.9 Description number: Description num						
1.12 Vesteris name: 1.13 Moreotes previous name(s) and date(s) of change: 1.14 Vesteris previous name(s) and date(s) of change: 1.15 Pear of Registry: 1.17 Spee of vesteris 1.19 Pear of Registry: 1.19 Pear of Companyigroup to which the owner belongs - Full style: 1.11 Parent companyigroup to which the owner belongs - Full style: 1.11 Parent companyigroup to which the owner belongs - Full style: 1.12 Commercial operator - Full style: 1.13 Parent companyigroup to which the owner belongs - Full style: 1.14 Technical operator - Full style: 1.15 Commercial operator - Full style: 1.16 Commercial operator - Full style: 1.17 Commercial operator - Full style: 1.18 Disponent owner - Full style: 1.19 Disponent owner - Full style: 1.19 Disponent owner - Full style: 1.10 Disponent owner - Full style: 1.11 Obes disponent owner have vested on time chanter or baneboat: 1.12 Commercial operator owner have vested on time chanter or baneboat: 1.13 Disponent owner - Full style: 1.14 Does disponent owner have vested on time chanter or baneboat: 1.15 Graw when vested has been under Disponent owner. 1.16 Daniel of the Style: 1.17 Builder (where built) / Yest number: 1.18 Disponent owner - Full style: 1.19 Disponent owner have vested in time chanter or baneboat: 1.10 Daniel of the Style: 1.11 Daniel of the Style: 1.12 Commercial operator owner have vested on time chanter or baneboat: 1.13 Disponent owner have vested on time chanter or baneboat: 1.14 Daniel of the Style: 1.15 Share when vested has been under Disponent owner. 1.16 Share when vested has been under Disponent owner. 1.17 Builder (where built) / Yest number: 1.18 Daniel of the Style: 1.19 Daniel of deferent (built): 1.19 Daniel of deferent (built) / Yest number: 1.10 Daniel of deferent (built) / Yest number: 1.11 Daniel of the Style: 1.12 Classification society owners, case of the Style: 1.13 Daniel of the Style: 1.14 Daniel of the Style: 1.15 Daniel of the Sty		GENERAL INFORMATION				
1.13 MO number: 9889996 1.14 Vested's periods name(s) and date(s) of change: NA 1.15 Flag 1.16 Part of Registry: SINGAPORE 1.17 Part of Vested: BULK CEMENT CARRIER 1.17 Part of Vested: BULK CEMENT CARRIER 1.17 Part of Vested: BULK CEMENT CARRIER 1.18 Part of Company (group to which the owner belongs - Full style: SINGAPORE 090048 1.19 Registered owner - Full style: SINGAPORE 090048 1.11 Part company(group to which the owner belongs - Full style: NA 1.11 Fordmical operator - Full style: SINGAPORE 090048 1.12 Commercial operator - Full style: Rod Name of Circle Silppiny Agency Ltd. Rod North Safeton Road, Bardycke 10500, Thailure Camera (group to which the owner belongs - Full style: Rod North Safeton Road, Bardycke 10500, Thailure Camera (group to which the owner belongs - Full style: Rod North Safeton Road, Bardycke 10500, Thailure Camera (group to which the owner belongs - Full style: Rod North Safeton Road, Bardycke 10500, Thailure Camera (group to which the owner belongs - Full style: Rod North Safeton Road, Bardycke 10500, Thailure Camera (group to which the owner belongs - Full style: Rod North Safeton Road, Bardycke 10500, Thailure Camera (group to which the owner belongs - Full style: Rod North Safeton Road, Bardycke 10500, Thailure Camera (group to which the owner large (group t		1				
1.4 Vessel's previous name(s) and date(s) of change: 1.5 Pege SNGAPORE 1.6 Port of Registry: SNGAPORE 1.7 Type of vessel: SNUCCEMENT CARRIER 1.8 Type of Nate: DOWNER PUBLIC CARRIER 1.9 Type of Nate: DOWNER PUBLIC CARRIER 1.1 Parent companyigroup to which the owner belongs - Full style: NA						
1.5 Page of Registry 1.6 Page of Registry 1.7 Speed of received 1.7 Speed of received 1.7 Speed of received 1.8 Speed of received 1.9 Speed of received 1.9 Registered conner - Full style: 1.1 Parent companyigroup to which the conner belongs - Full style: 1.1 Parent companyigroup to which the conner belongs - Full style: 1.1 Parent companyigroup to which the conner belongs - Full style: 1.1 Parent companyigroup to which the conner belongs - Full style: 1.1 Federical operator - Full style: 1.1 Federical operator - Full style: 1.1 Technical operator - Full style: 1.1.1 Technical operator - Full style: 1.1.2 Commercial operator - Full style: 1.1.3 Disponent conner - Full style: 1.1.3 Disponent conner - Full style: 1.1.4 Disponent conner - Full style: 1.1.5 Disponent conner - Full style: 1.1.6 Disponent conner - Full style: 1.1.7 Parent - Full style: 1.1.8 Disponent conner - Full style: 1.1.9 Disponent conner - Full style: 1.1.1 Disponent conner - Full style: 1.1.1 Disponent conner - Full style: 1.1.2 Commercial operator - Full style: 1.1.3 Disponent conner - Full style: 1.1.4 Disponent conner - Full style: 1.1.5 Disponent conner - Full style: 1.1.6 Disponent conner - Full style: 1.1.7 Parent - Full style: 1.1.8 Disponent conner - Full style: 1.1.9 Disponent conner - Full style: 1.1.1 Disponent conner - Full style: 1.1.1 Disponent conner - Full style: 1.1.2 Disponent conner - Full style: 1.1.3 Disponent conner - Full style: 1.1.4 Disponent conner - Full style: 1.1.5 Disponent conner - Full style: 1.1.6 Disponent conner - Full style: 1.1.7 Parent - Full style: 1.1.8 Disponent conner - Full style: 1.1.9 Disponent conner - Full style: 1.1.1 Disponent conner - Full style: 1.1.1 Disponent conner - Full style: 1.1.2 Disponent conner - Full style: 1.1.3 Disponent conner - Full style: 1.1.4 Disponent conner - Full style: 1.1.5 Disponent conner - Full style: 1.1.6 Disponent conner - Full style: 1.1.7 Disponent conner - Full style: 1.1.8 Disponent conner - Full style: 1.1.9 Disponent conner - Full style: 1.1.1 Disponent conne						
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1.11 Technical operator - Full style: 8/35 North Sathorn Road, Bangkok 10500, Thailand Td: +69 2 668 800 Email: coship @procloss/shipping.com	1.1	Parent company/group to which the owner belongs	Full style:			
Picclous Shipping Public Company List	1.11	Technical operator - Full style:		8/35 North Sathorn Road Tel: +66 2 696 8900	, Bangkok 10500, Thailand	
1.13 Disponent owner - Full style: 1.14 Does disponent owner have vessel on time charter or bareboat: 1.15 Since when vessels has been under Disponent owner: 1.16 Since when vessels in disponent owner's fleet: 1.17 Builder (where built) / Yard number: 1.18 Date delivered (built): 1.19 Classification society changed, name of previous society: 1.19 Classification society changed, name of previous society: 1.11 If Classification society changed, name of previous society: 1.12 Classification society changed, date of change: 1.12 If Classification society changed, name of previous society: 1.12 Date and place of last dry dock: 1.12 Date of last annual survey / next survey due: 1.13 Date of last special survey / next survey due: 1.14 Date of last special survey / next survey due: 1.15 Date of last annual survey / next survey due: 1.16 Date of last special survey / next survey due: 1.17 Is vessel entered in classification approved enhanced survey program? 1.18 Date of last special survey / next survey due: 1.19 Date of last special survey / next survey due: 1.10 Date of last special survey / next survey due: 1.11 Date of last special survey / next survey due: 1.12 Is vessel entered in classification approved enhanced survey program? 1.19 Date of last special survey / next survey due: 1.20 Date of last special survey / next survey due: 1.21 Is vessel entered in classification approved enhanced survey program? 1.22 Date of last special survey / next survey due: 1.23 Date of last special survey / next survey due: 1.24 Date of last special survey / next survey due: 1.25 Date of last special survey / next survey due: 1.26 Date of last enhanced in classification approved enhanced survey program? 1.28 Date of last enhanced survey programs of the classification society? 1.29 Date of last enhanced in classification society? 1.20 Date of last enhanced in classification society? 1.21 Date of last enhanced in classification proved enhanced survey programs? 1.28 Date of last enhanced in classific	1.12	Commercial operator - Full style:		Precious Shipping Public 8/27-28, North Sathorn R Thailand Tel: +66 2 696	Company Ltd. oad, Bangkok 10500,	
1.15 Since when vessel has been under Disponent owner: 28.06.2014	1.13	Disponent owner - Full style:		CENTRE, B- WING, 3RD CAVES ROAD, ANDHER	FLOOR, MAHAKALI	
Builder 1.16 Number of vessels in disponent owner's fleet: 1.17 Builder (where built) / Yard number: 1.18 Date delivered (built): 1.19 Classification 1.19 Classification society: 1.19 Classification society: 1.19 Classification society: 1.20 Il Classification society changed, name of previous society: 1.21 Il Classification society changed, name of previous society: 1.22 If Classification society changed, date of change: 1.23 Date and place of last dry dock: 1.24 Date end that open control of the society of the so		·				
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1.17 Builder (where built) / Yard number: SHP BUILDING NDUSTRY CO. LTD., CHINA 1.206.2014	Builder					
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1.19 Classification society: 1.2 Class notation: 1.2 If Classification society changed, name of previous society: 1.2 If Classification society changed, name of previous society: 1.2 If Classification society changed, date of change: 1.2 If Classification society changed, date of change: 1.2 If Classification society changed, date of change: 1.2 Date and place of last dry dock: 1.2 Date and place of last dry dock: 1.2 Date of last special survey / next survey due: 1.2 Date of last annual survey / next survey due: 1.2 Date of last annual survey / next survey due: 1.2 Date of last annual survey / next survey due: 1.2 Does vessel comply with IACS unified requirements regarding number 1 cargo hold and double bottom tank steel structure? Has this compliance been verified by the classification society? Dimensions 1.2 Length Over All (LOA): 1.3 Length Between Perpendiculars (LBP): 1.4 Extreme breadth (Beam): 2.5 5.0 M 1.3 Kell to Masthead (KTM) / KTM in collapsed condition (if applicable): Dissumer morn waterime to ropor nation coamings or CFNTRAL I (AAD POINT Incompared to the coaming of hatch covers if side-rolling hatches) Ballast condition: (ballast holds flooded, basis 50% bunkers) Full ballast condition: (ballast holds flooded, basis 50% bunkers) Full ballast condition: (ballast holds flooded, basis 50% bunkers) Full ballast condition: (ballast holds flooded, basis 50% bunkers) Full ballast condition: (ballast holds flooded, basis 50% bunkers) Full ballast condition: (ballast holds flooded, basis 50% bunkers) Full ballast condition: (ballast holds flooded, basis 50% bunkers) Full ballast condition: (ballast holds flooded, basis 50% bunkers) Full ballast condition: (ballast holds flooded, basis 50% bunkers) Full ballast condition: (ballast holds flooded, basis 50% bunkers) Full ballast condition: (ballast holds flooded, basis 50% bunkers) Full ballast condition: (ballast holds flooded, basis 50% bunkers) Full ballast condition: (ballast holds flooded, basis 50% bunke	1.18	Date delivered (built):		12.0	6.2014	
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1.24 Date next dry dock is due: 1.25 Date of last special survey / next survey due: 1.26 Date of last special survey / next survey due: 1.27 Is vessel entered in classification approved enhanced survey program? 1.28 Does vessel comply with IACS unified requirements regarding number 1 cargo hold and double bottom tank steel structure? Has this compliance been verified by the classification society? Dimensions 1.29 Length Over All (LOA): 1.31 Length Between Perpendiculars (LBP): 1.32 Moulded depth: 1.33 Moulded depth: 1.34 Moulded depth: 1.34 Moulded depth: 1.35 Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): 1.34 Or CFNTRAI I OAD POINT Not Hatch Midships Last Hatch 1.35 Ballast condition: (ballast holds not flooded, basis 50% bunkers) Full ballast condition: (ballast holds flooded, basis 50% bunkers) Fully laden condition: (ballast not flooded, basis 50% bunkers) Fully laden condition: (ballast not flooded, basis 50% bunkers) Fully laden condition: (ballast not flooded, basis 50% bunkers) Fully laden condition: (ballast not flooded, basis 50% bunkers) Fully laden condition: (ballast not flooded, basis 50% bunkers) Fully laden condition: (ballast not flooded, basis 50% bunkers) Fully laden condition: (ballast not flooded, basis 50% bunkers) Full ballast condition: (ballast not flooded, basis 50% bunkers) Fully laden condition: (ballast not flooded, basis 50% bunkers) Full ballast condition: (ballast not flooded, basis 50% bunkers) ENTRAL LOAD POINT (ballast not flooded, basis 50% bunkers) Tonnages 1.36 Gross Tonnage (GT) / Net Registered Tonnage (NRT): 15198 5541 14244.78		, , ,				
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Loadline Information	1.32 1.33 1.34 1.35 Tonnages 1.36 1.37	Moulded depth: Keel to Masthead (KTM) / KTM in collapsed conditionsance from watering to top or nature coarnings or CFNTRAL I OAD POINT top of hatch covers if side-rolling hatches Ballast condition: (ballast holds not flooded, basis 50% bunkers) Full ballast condition: (ballast holds flooded, basis 50% bunkers) Fully laden condition: Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches): Gross Tonnage (GT) / Net Registered Tonnage (NE Suez Canal Tonnage – Gross (SCGT) / Net (SCNT)	No1. Hatch CENTRAL LOAD POINT CT):	13. 42. Midships 12.68 M 8.76 M 17.33 M	.00 M .76 M Last Hatch	

1.39	Loadline			Deadweight	Draft	TPC	
	Summer:			21158.61	09.20M	35.91	
	Winter:			20470.50	09.008M	35.77	
	Winter Nor	th Atlantic:					
	Fresh wate	r:		21158.61	9.398	36.08	
	Tropical:			21849.55	09.392	36.06	
	Tropical fre	sh water:					
	Full Ballast	condition:					
	(ballast hol	ds not flooded	, basis 50% bunkers) (about)				
	Lightship: [Oraft: F: 4.70M	I/A: 6.20M Displacement	t: mt			
	FWA at sur	nmer draft:				214	
	TPC on sur	nmer draft				35.91	
essel fitt	ted for:						
1.4	Transit of F	anama Canal	?			YES	
	If yes, state	deadweight a	all told on 39ft 6in / 12.039m (SG 0.9954	4):			
	If yes, is Pa	anama deadwe	eight all told affected by vessel's bilge t	urn radius?			
1.41	Transit of S	Suez Canal?				YES	
1.42	Transit of S	t. Lawrence S	eaway?		NO		
	If yes, state deadweight all told on 26ft / 7.92m fresh water:			N/A			
ent Ope	rational His	story					
					Pollution: NIL		
1.43	Has vessel been involved in a pollution, grounding, serious casualty or collision incident				Grounding:NIL		
1.40	during the past 12 months? If yes, give details:				Casualty: NIL		
					Collision: NIL		
1.44	Voyage His	story					
	Voy#	Charterer	Cargo		Load-	Discharge Ports	
	268	Ultratech Mu	CEMENT IN BULK		PIPA	VAV / JNPT	
	269	Ultratech Mu	CEMENT IN BULK		PIPA	VAV / COCHIN & JNPT	
	270	Ultratech Lan	CEMENT IN BULK		PIPA	VAV / COLOMBO	
	271	Ultratech Mu	CEMENT IN BULK		PIPA	VAV / NMPT & JNPT	
	272	Ultratech Lan	CEMENT IN BULK		PIPA	VAV / NMPT & JNPT	

2	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate:	19CX0029-SEC/COLOMBO/07.06.2019	16.06.2023	11.06.2024
2.2	Safety Radio Certificate:	19CX0029-SRC/COLOMBO/07.06.2019	16.06.2023	11.06.2024
2.3	Safety Construction Certificate:	19CX0029-SCC/COLOMBO/07.06.2019	16.06.2023	11.06.2024
2.4	Loadline Certificate:	19CX0029-LLC/COLOMBO/07.06.2019	16.06.2023	11.06.2024
2.5	Safety Management Certificate (SMC):	19BY-M0113SMC/MUMBAI/30.10.2019	23.08.2022	09-Nov-24
2.6	Document of Compliance (DOC):	20TB-M0076SGPDOC/BANGKOK/04.11.2020	09.10.2023	19.11.2025
2.7	Cargo Gear survey:	BY NKK/COLOMBO/07.06.2019	16.03.2023	07.06.2024
2.8	Cargo securing manual:	N/A	N/A	N/A
2.9	International Oil Pollution Prevention Certificate (IOPPC):	22BY0187-OPP/MUMBAI/22.03.2022	16.06.2023	11.06.2024
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	11.01.2024		10.07.2024
2.11	USCG COFR:	N/A	N/A	N/A
2.12	International Ship Security Certificate (ISSC):	19BY-P0276ISSC- ISSUED MUMBAI/30.10.2019	23.08.2022	09.11.2024
2.13	Ballast water management certificate	22BY0187-BWM/MUMBAI/22.03.2022/	16.06.2023	11.06.2024

CREW MANAGEMENT	
Number of Officers: (including Master)	13
Number of crew:	15
Name and nationality of Master:	GLENN D'SA
Nationality of Officers:	INDIAN
Nationality of crew:	INDIAN
What is the common working language onboard:	ENGLISH
Do officers speak and understand English?	YES
	Number of Officers: (including Master) Number of crew: Name and nationality of Master: Nationality of Officers: Nationality of crew: What is the common working language onboard:

4	SAFETY MANAGEMENT		
4.1	Is the vessel ISM certified?	Υ	ES
4.2	Document of Compliance (DOC) certificate number / issuing authority:	20TB-M0076SGPDOC	NK
4.3	Safety Management (SMC) certificate number / issuing authority:	19BY-M0113SMC	NK

	State outstanding recommendations, if any:	NIL
4.4	Is the vessel operated under a Quality Management System?	YES
	If Yes, what type of system (ISO9002 or IMO Resolution A.741(18)):	ISO 9001 + ISO 14001

5	CARGO ARRANGEMENTS				
Holds	OF THE PARTY OF TH				
	Number of holds:		4		
				OLD.	
	Hold dimensions: L x B x H				
5.3	Are vessel's holds clear and free of any obstructions?		N/A	1	
5.4	Capacity, by hold, excluding wing/topside tanks but including hatchways:		Grain	Bale	
	Hold #1:		5050.5 CBM		
	Hold #2:		5380.20 CBM		
	Hold #3:		5384.60 CBM		
	Hold #4:		5514.90 CBM		
	Hold #5:				
	Total:	2	21330.20 CBM		
5.5	Is vessel strengthened for the carriage of heavy cargoes?		N/A		
	If yes, state which holds may be left empty:		N/A		
	Is tanktop steel suitable for grab discharge?		N/A		
	State whether bulkhead corrugations are vertical or horizontal:		VERTICAL		
			N/A	-	
	Tanktop strength:				
	Are holds CO2 fitted?		NO		
5.11	Are holds fitted with smoke detection system?		NO		
5.12	Is vessel fitted with Australian type approved holds ladders?		NO		
5.13	Has vessel a functioning class certified loadmaster/loadicator or similar calculator?		YES		
5.14	Are holds hoppered at:				
	Forward bulkhead?		N/A		
	Aft bulkhead?		N/A		
5.15	Can vessel's holds be described as box shaped?		NO		
	Measurement of any tank slopes/hoppering:				
5.16	(height and distance from vessel's side at tank top)				
5.17	Flat floor measurement of cargo holds at tank top: L x W				
	Are vessel's holds electrically ventilated?		NO		
0.10	If yes, state number of air-changes per hour basis empty holds:		N/A		
F 10	Type of hold paint:		EPOXY		
5.2	is vesser litted for carnage or grain in accordance with chapter virior SOLAS		N/A		
5.21	1974 and amendments without requiring bagging, stranning and securing Is the vessel fitted with A60 Steel Bulkhead?		N/A		
Deck and H			IN/A		
	Number of hatches:		4 ENCLO	SED HOLDS	
				TCH COVERS	
5.23	Make and type of hatch covers:				
	Hatch dimensions: (Length X Breadth)			NA 	
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):			NA	
5.26	Strength of hatch covers:			N/A	
5.27	Number, diameter and location of cement holes	W. 1941		N/A	
5.28	Distance from ship's rail to hear and far edge of hatch covers/coaming hear a (Please advise the minimum width clear of any obstruction for each hold):	iu iui		N/A	
5.29	Distance from bow to fore of 1 st hold opening:			N/A	
5.3	Distance from stern to aft of last hold opening:			N/A	
5.31	State deck strength:				
Ballast					
5.32	Capacity of ballast tanks (100%):		7710	0.5 CBM	
5.33	Ballast holds capacity, state which hold(s):			N/A	
5.34			BALLASTING	ΓΙΜΕ/11HRS RATE/500TPH.	
5.35	3		DEBALLASTING TIME/14HRS, 450TPH		
	60 Unpumpable quantity: 50.00 MT		00 MT		
3.50					
	CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)				
	If geared state make and type:		2 DISCHARGE BOOK	MS, (P) AT FR: 78 & 153.	
	Number/location of derricks -/ cranes:		2 HOSE HANDLING CRA	ANES (P&S) AT FR: 105 +	
	Maximum outreach of gear beyond ships rail		PROVISION CRANE (P)) AT FR:06.	
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook ir gantry cranes/nonzontar siewing cranes - state minimum clearance distance			N1/A	
6.5	to top of hatch coaming.			N/A	
6.6	Time needed for full cycle with maximum cargo lift on hook:			N/A	
	Hoisting time of gear: (Load / Metres Minutes) Hook		N/A		

Grab

N/A N/A N/A N/A

6.8	Luffing time of gear:			
	Slewing time of gear:			
	Is gear combinable for heavy lift?			N/A
-	Are winches electro-hydraulic?			YES
-	· · · · · · · · · · · · · · · · · · ·			NO NO
0.12	If vessel has grabs on board - state:		N/A	
		Type:		
		Weight:		N/A
-		Lifting Capacity:		N/A
		Power source of grabs:	N/A	
	Does vessernave enough power to run 4 cranes and	Location of power source:		N/A
6.13	nls state how many?	a i choro grass (ii applicasio). Il flot		N/A
6.14	Is vessel fitted with sufficient lights at each hatch for	night work?		N/A
6.15	Is vessel logs fitted?			N/A
	If yes, state number, type and height of stanchions/s	sockets, if on board:		N/A
6.16	Is vessel log racks fitted?			N/A
6.17	Timber Loadline (if applicable)	Deadweight	Draft	TPC
	Summer:			
	Winter:			
	Winter North Atlantic:			
	Fresh water:			
	Tropical:			
	Tropical fresh water:			
-				
7				
7.1		ıks:		
7.1	Capacity in direct stow of TEU/FEU basis full tanks:			
7.0	Are all containers within reach of vessel's gear?			
	ů			
7.3	If no, state self sustained capacity:	aching materials for above number of		
7.4	If vessel fitted with all permanent and loose fittings/I TEU/FEU?	ashing materials for above number of		
	Is vessel fitted with recessed holes/shoes on tankto	and container shoes on weatherdeck		
7.5	and hatch covers?			
7.6	Advise stack weights and number of tiers on/under of	deck per TEU:		
	Advise stack weights and number of tiers on/under of	deck per FEU:		
7.7	Has vessel a container spreader on board?			
7.8	Number and type of reefer plugs:			
8	ENGINE ROOM, SPEED AND CONSUMPTION			
_	Is vessel fitted with a shaft generator?			NO
Engine Roo				
	Engine make/model and type:		YMD MAN B&W	1/7S35MC7.1 Tier II
	BHP / RPM of main engine at MCR:	100%	5180kW	173rpm
	BHP / RPM of main engine at NCR (as % of			
8.4	MCR):	90%	4662kW	167rpm
8.5	GENERATORS:			765kW X 720rpm,
			5DK-208 X 2-	576kW X 720rpm
Fuel	What typo/vigoogity of first is used for main and the	on: 1	IFO	200oCt
8.5	What type/viscosity of fuel is used for main propulsion			380cSt
	Capacity (100%) of main engine bunker tanks (exclu	ину ипритравіеs):		³ , DO- 151.72 M ³ 380cSt.
8.6	What type/viscosity of fuel is used in the generating	plant:		380cSt, on starting with MDO
	Capacity (100%) of aux engine(s) bunker tanks (exc	luding unpumpables):		above
Speed	, , , , , , , , , , , , , , , , , , , ,	5 · 1 · 1 / -	uo	
	Ballast:	ABT		
0.7	Laden:	ABT	AS PER VESS	EL DESCRIPTION
Consumption		אסו		
	лю 		Main	
	Passage			Διιν
8.8	Passage Rallast	ΛРΤ	Walli	Aux
8.8	Ballast:	ABT	Wall	Aux
	Ballast: Laden:	ABT ABT	Wall	Aux
	Ballast: Laden: In Port			Aux EL DESCRIPTION
	Ballast: Laden: In Port Working:			
	Ballast: Laden: In Port Working: Idle:	ABT		
	Ballast: Laden: In Port Working:	ABT		
8.9	Ballast: Laden: In Port Working: Idle: Other (specify): Vsl burns extra IFO/MDO when graf	ABT		
8.9	Ballast: Laden: In Port Working: Idle: Other (specify): Vsl burns extra IFO/MDO when grat	ABT		
8.9 9 Communica	Ballast: Laden: In Port Working: Idle: Other (specify): Vsl burns extra IFO/MDO when grat MISCELLANEOUS stions and Electronics	ABT	AS PER VESS	EL DESCRIPTION
8.9 9 Communica	Ballast: Laden: In Port Working: Idle: Other (specify): Vsl burns extra IFO/MDO when grat MISCELLANEOUS stions and Electronics Call sign:	ABT	AS PER VESS	EL DESCRIPTION
8.9 9 Communica	Ballast: Laden: In Port Working: Idle: Other (specify): Vsl burns extra IFO/MDO when grat MISCELLANEOUS ations and Electronics Call sign:	ABT	AS PER VESS	EL DESCRIPTION
8.9 9 Communica 9.1 9.2	Ballast: Laden: In Port Working: Idle: Other (specify): Vsl burns extra IFO/MDO when grat MISCELLANEOUS stions and Electronics Call sign:	ABT	AS PER VESS 9\ 456	EL DESCRIPTION

9.4	Vessel's fax number:	•
9.5	9.5 Vessel's email address: boonyanaree@shipmail.net	
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	564024000
9.7	Vessel's onboard electrical supply (V / Hz):	220V / 60 Hz
Constants/l	Fresh Water	
9.8	Constants excluding fresh water:	465MT
9.9	Daily freshwater consumption:	about 6 M/T (8.00 M/T when Sanitary consumption is in FW)
9.1	Fresh water capacity:	401.70 MT
9.11	State daily production of evaporator:	16
9.12	Normal fresh water reserve:	100.00 MT
Insurance		
9.13	P & I Club - Full style:	THE SWEDISH CLUB, P.O. BOX 171, SE-401 22 GOTHENBURG, SWEDEN.
9.14	P & I Club coverage:	US\$:1,000,000,000
9.15	Where is the owners hull and machinery placed:	THE SWEDISH CLUB, P.O. BOX 171, SE-401 22 GOTHENBURG, SWEDEN.
9.16	Hull & Machinery insured value:	23.60 MILLION(SUBJECT TO CHANGES AS MAY BE AGREED WITH HNM UNDERWRITERS FROM TIME TO TIME)
Vetting		
9.17	Is the vessel RIGHTSHIP approved:	NO
9.18	Date/Place of last RIGHTSHIP Inspection:	NA
Port State C	Control	
9.19	Date and place of last Port State Control inspection:	07/07/2023 / Nghi Son, Vietnam
9.2	Has the vessel been detained by Port State Control in the last 12 months?	NO
	Any outstanding deficiencies as reported by any Port State Control. If yes, provide details:	NO
9.21	Any Australian Maritime Safety Authority (AMSA) detentions or noted deficiencies. If so, please advise details and specify when/where these items were repaired.	NO

10	SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES
10.1	VESSEL IS A BULK CEMENT CARRIER CAPABLE OF DISCHARGING IN PNEUMATIC AND MECHANICAL MODES.

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