

**VESSEL DETAILS**

<b>VESSEL</b>	M.V. BOONYA NAREE
<b>BUILT</b>	JUNE 2014
	SHANGHAIGUAN SHIPYARD, CHINA / CC200-02
<b>TYPE</b>	CEMENT CARRIER, DOUBLE HULL
<b>CLASS</b>	NKK / 141881
<b>FLAG</b>	SINGAPORE
<b>PORT OF REGISTRY</b>	SINGAPORE
<b>OFFICIAL NUMBER</b>	398802
<b>IMO NUMBER</b>	9680956
<b>CALL SIGN</b>	9V2251
<b>INMARSAT C TLX NO</b>	456402412
<b>FBB</b>	Tel. No. +870773302665
	Fax No. +870783822511
<b>E-MAILS TO THE VSL</b>	a) Please address your message to "vessel@preciousshipping.com" b) Include the name of the vessel "Boonya Naree" in the subject field of your message; and c) Please limit the size of each message to a maximum of 500 kb.
<b>DWT / DRAFT</b>	
<b>Summer</b>	21158.61 MT / 9.200 M
<b>Winter</b>	20470.50 MT / 9.008 M
<b>Tropical</b>	21849.55 MT / 9.392 M
<b>Fresh Water</b>	21157.66 MT / 9.398 M
<b>Tropical F. Water</b>	21834.71 MT / 9.590 M
<b>LIGHT SHIP</b>	7383.16 MT
<b>LOADED TPC</b>	35.91 MT
<b>FW ALLOWANCE</b>	198 MM
	Various drafts (summer, winter, tropical etc.) to corresponding deadweight declaration are not fully relevant for a dedicated cement carrier . The limiting factors for the amount of cargo load will be the available volume, cargo density and how it is distributed in the holds (profile of the heap). After a couple of loading operations and optimizing the cut off levels of the hold level sensors and cement distribution we will have the exact figures of maximum cargo which can be loaded and the corresponding draft
<b>LOA</b>	157.0 M
<b>LBP</b>	147.418 M
<b>BEAM</b>	25.50 M
<b>MOULDED DEPTH</b>	13.0 M
<b>AIR DRAFT FROM KEEL</b>	
<b>GT/NT</b>	15198 / 5541
<b>4 HOLDSV</b>	CAPACITY 100 PCT NO.1 - 5050.5 NO.2 - 5380.2 NO.3 - 5384.6 NO.4 - 5514.9 TOTAL - 21330.2
<b>CARGO OPERATION</b>	MECHANICAL LOADING: LOADING RATE UPTO 1000 TONS PER HOUR. CONNECTION ON SHIP: AMIDSHIPS ON VESSEL'S CENTERLINE.
	PNEUMATICAL LOADING: LOADING RATE UPTO 1000 TONS PER HOUR (IE. 2 LINES - EACH UPTO 500 TONS PER HOUR). CONNECTION ON SHIP: AMIDSHIPS ON BOTH SIDES)
	TRUCKS LOADING: THROUGH 8 FEEDING HOLES ON EACH SIDE.

	MECHANICAL DISCHARGING INTO TRUCKS: DISCHARGING RATE UPTO 500 TONS PER HOUR (IE. 2 X UPTO 250 TONS PER HOUR THROUGH TWO BOOMS, EACH BOOM EQUIPPED WITH 2 SPOUTS). CONNECTION ON SHIP: ON VESSEL'S PORT SIDE
	PNEUMATICAL DISCHARGING: DISCHARGING RATE UPTO 1,000 TONS PER HOUR (IE. 2 X 16" LINES - EACH UPTO 500 TONS PER HOUR). CONNECTION ON SHIP: AMIDSHIPS ON BOTH SIDES.
	(ABV RATE BASED ON SHORE-SIDE PIPE LINE WITH MAIN PARTICULARS AS BELOW:- PIPE DIAMETER: DN400, HORIZONTAL DISTANCE, UPTO: 100 M, VERTICAL DISTANCE, UPTO: 30 M, NUMBER OF 90 DEG BENDS: 5 PCS, BEND RADIUS: 2.5-5 X PIPE DIAMETER)
	Pneumatic Discharge Rate:. The equipment makers have indicated that the rate of Pneumatic Discharge , 500 tph per hose, should be read along with other limiting factors like the size of the discharge pipe[ DN350(14 inches)], Total Horizontal pumping distance [100m], Total vertical pumping distance [30m], and number of bends [ 5]. After all settings are optimized we will be able to check the exact discharge rate at Cochin where these limiting factors are different
<b>SPEED/CONSUMPTION</b>	ABT 13 KNOTS AT ABT 19.8 MT /D FOR M/E + ABT 3.0 MT/D FOR A/E IN PORT IDLE: ABT 2.0MT IFO; MECHANICAL & PNEUMATIC LOADING: ABT 4.8MT IFO; MECHANICAL UNLOADING: ABT 6.5MT IFO PNEUMATIC UNLOADING: 17.5MT IFO ABOVE SPEED WARRANTY FOR GOOD WEATHER UPTO BEAUFORT WIND FORCE 4 AND DOUGLAS SEA STATE 3 AND NO ADVERSE CURRENTS. VSL CONSUMES MGO IN MAIN AND AUX ENGINES FOR MANOEUVRING, START/STOP, CHANGE OVER OPERATIONS, NAVIGATING CANALS/RIVERS/NARROW WATERS/FOGS ETC.
<b>BUNKER SPECS</b>	
<b>FUEL OIL 380 CST SPECS</b>	ISO 8217 2010 RMG 380
<b>DIESEL OIL SPECS</b>	ISO-8217 2010 DMA
	EMISSION CONTROL RESTRICTION BY INTERNATIONAL, NATIONAL, LOCAL AUTHORITIES TO BE MAINTAINED
<b>P&amp;I CLUB</b>	SWEDISH CLUB
<b>H&amp;M VALUE</b>	USD 29.50 MILLION (SUBJECT TO CHANGES AS MAY BE AGREED WITH HNM UNDERWRITERS FROM TIME TO TIME)
<b>OWNER</b>	ABC THREE PTE. LTD., SINGAPORE