

1 GENERAL INFORMATION			
1.1	Date updated:	31/10/2020	
1.2	Vessel's name:	M.V.CHINTANA NAREE	
1.3	IMO number:	9464039	
1.4	Vessel's previous name(s) and date(s) of change:	N/A	
1.5	Flag:	SINGAPORE	
1.6	Port of Registry:	SINGAPORE	
1.7	Type of vessel:	BULK CARRIER	
1.8	Type of hull:	DOUBLE HULL	
Ownership and Operation			
1.9	Registered owner - Full style:	PRECIOUS THOUGHTS PTE LTD 72A, PECK SEAH STREET, SINGAPORE 079329	
1.1	Parent company/group to which the owner belongs - Full style:	Precious Shipping Public Company Ltd. 8/27-28, North Sathorn Road, Bangkok 10500, Thailand Tel: +66 2 696 8800 Fax : +66 2 633 8460	
1.11	Technical operator - Full style:	Great Circle Shipping Agency Ltd. 8/35 North Sathorn Road, Bangkok 10500, Thailand Tel: +66 2 696 8900 Email : gcship@preciousshipping.com	
1.12	Commercial operator - Full style:	Precious Shipping Public Company Ltd. 8/27-28, North Sathorn Road, Bangkok 10500, Thailand Tel: +66 2 696 8800 Fax : +66 2 633 8460 Email : psl@preciousshipping.com, postfix@preciousshipping.com	
1.13	Disponent owner - Full style:	N/A	
1.14	Does disponent owner have vessel on time charter or bareboat:	N/A	
1.15	Since when vessel has been under Disponent owner:	N/A	
1.16	Number of vessels in disponent owner's fleet:	N/A	
Builder			
1.17	Builder (where built) / Yard number:	ABG SHIPYARD, DAHEJ	Y335
1.18	Date delivered (built):	15-Jan-13	
Classification			
1.19	Classification society:	NIPPON KAIJI KYOKAI (NKK)	
1.2	Class notation:	N/A	
1.21	If Classification society changed, name of previous society:	N/A	
1.22	If Classification society changed, date of change:	N/A	
1.23	Date and place of last dry dock:	17/01/2018	ZHOUSHAN, CHINA
1.24	Date next dry dock is due:	Oct-20	
1.25	Date of last special survey / next survey due:	17/01/2018	14/01/2023
1.26	Date of last annual survey / next survey due:	14/10/2018 - 14/04/2019	
1.27	Is vessel entered in classification approved enhanced survey program?	YES	
1.28	Does vessel comply with IACS unified requirements regarding number 1 cargo hold and double bottom tank steel structure?	YES	
	Has this compliance been verified by the classification society?	YES	
Dimensions			
1.29	Length Over All (LOA):	182.50 M	
1.3	Length Between Perpendiculars (LBP):	175.00 M	
1.31	Extreme breadth (Beam):	29.00 M	
1.32	Moulded depth:	14.75 M	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	49.45 M	
1.34	Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches	No1. Hatch	Midships
	Ballast condition: (ballast holds not flooded, basis 50% bunkers)	11.5	11.5
	Full ballast condition: (ballast holds flooded, basis 50% bunkers)	9.72	9.72
	Fully laden condition:	7.00	7.00
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	17.00	17.00
Tonnages			
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	23760	10850
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):	23707.96	20998.28
1.38	Panama Canal Net Tonnage (PCNT):	19172	
Loadline Information			
1.39	Loadline	Deadweight	Draft
	Summer:	33945.53	10.225
	Winter:	32908.38	10.012
	Winter North Atlantic:		
	Fresh water:		
	Tropical:	34985.56	10.438
	Tropical fresh water:		
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers) (about)		

	Lightship: Draft:	Displacement :	F0.0m / A4.99m	10103.18 mt
	FWA at summer draft:		226 mm	
	TPC on summer draft		48.728	
Is vessel fitted for:				
1.4	Transit of Panama Canal?			YES
	If yes, state deadweight all told on 39ft 6in / 12.039m (SG 0.9954):			N/A
	If yes, is Panama deadweight all told affected by vessel's bilge turn radius?			NO
1.41	Transit of Suez Canal?			YES
1.42	Transit of St. Lawrence Seaway?			NO
	If yes, state deadweight all told on 26ft / 7.92m fresh water:			
Recent Operational History				
1.43	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, give details:			Pollution: N/A Grounding: N/A Casualty: N/A Collision: N/A
1.44	Voyage History			
	Voy#	Charterer	Cargo	Load-Discharge Ports
	Last:	RTI LIMITED	ALUMINA IN BULK	CONAKRY - ST.PETERSBURG
	2 nd :	LOUIS DREYFUS COMPANY SUISSE S.A	BULK RICE	DEL GUAZU, RIO GRANDE - DAKAR, TO ORDER
	3 rd :	OCP SA	FERTILIZER (TSP)	SAFI - ITAQUI, PARANAGUA
	4 th :	POSCO INTERNATIONAL CORPORATION	CORN IN BULK	SAN LORENZO - CASABLANCA
	5 th :	OCP SA	M.A.P. & D.A.P.	JORF LASFAR - RIO GRANDE
1.45	Specify the security level at which the ship is currently operating (ISSC):			1

2	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate:	17-Jan-18	05-Dec-19	14-Jan-23
2.2	Safety Radio Certificate:	17-Jan-18	05-Dec-19	14-Jan-23
2.3	Safety Construction Certificate:	17-Jan-18	05-Dec-19	14-Jan-23
2.4	Loadline Certificate:	17-Jan-18	05-Dec-19	14-Jan-23
2.5	Safety Management Certificate (SMC):	01-May-18		08-Jun-23
2.6	Document of Compliance (DOC): D187155-071221F-MLT	30-Oct-15	19-Nov-19	19-Nov-20
2.7	Cargo Gear survey:	17-Jan-18	05-Dec-19	14-Jan-23
2.8	Cargo securing manual:	10-Mar-10	N/A	N/A
2.9	International Oil Pollution Prevention Certificate (IOPPC):	17-Jan-18	05-Dec-19	14-Jan-23
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	30-Sep-20		30-Mar-21
2.11	USCG COFR:	10-Jan-19	N/A	10-Jan-22
2.12	International Ship Security Certificate (ISSC):	01-May-18		08-Jun-23

3	CREW MANAGEMENT	
3.1	Number of Officers: (including Master)	12 PERSONS INCLUDING MASTER
3.2	Number of crew:	10 PERSONS
3.3	Name and nationality of Master:	CAPT.SAYCHON DEEWAN / THAI
3.4	Nationality of Officers:	THAI & INDIAN
3.5	Nationality of crew:	THAI & INDIAN
3.6	What is the common working language onboard:	ENGLISH
3.7	Do officers speak and understand English?	YES

4	SAFETY MANAGEMENT	
4.1	Is the vessel ISM certified?	YES
4.2	Document of Compliance (DOC) certificate number / issuing authority:	15HO-2094SGPDOG / NKK
4.3	Safety Management (SMC) certificate number / issuing authority:	13HO-1424SMC / NKK
	State outstanding recommendations, if any:	NONE
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)):	

5	CARGO ARRANGEMENTS		
Holds			
5.1	Number of holds:	5 HOLDS	
5.2	Hold dimensions: L x B x H	H1/26.40 x (4.0, 24.95) x 14.90, H2/25.60 x 24.95 x 14.90, H3& H4/ 22.40 x 24.95 x 14.90, H5/25.60 x (24.95,3.62) x 14.90	
5.3	Are vessel's holds clear and free of any obstructions?	YES	
5.4	Capacity, by hold, excluding wing/topside tanks but including hatchways:	Grain	Bale
	Hold #1:	6962.92	6783.92

	Hold #2:	9554.78	9372.35
	Hold #3:	8915.88	8827.12
	Hold #4:	8915.88	8827.12
	Hold #5:	9119.9	9013.82
	Total:	43469.36	42824.48
5.5	Is vessel strengthened for the carriage of heavy cargoes?	YES	
5.6	If yes, state which holds may be left empty:	WITH #2 & #4 HOLDS EMPTY	
5.7	Is tanktop steel suitable for grab discharge?	YES	
5.8	State whether bulkhead corrugations are vertical or horizontal:	VERTICAL	
5.9	Tanktop strength:	20.00 MT/M2	
5.1	Are holds CO2 fitted?	YES	
5.11	Are holds fitted with smoke detection system?	YES	
5.12	Is vessel fitted with Australian type approved holds ladders?	YES	
5.13	Has vessel a functioning class certified loadmaster/loadicator or similar calculator?	YES WITH PRELIMINARY STABILITY DATA	
5.14	Are holds hopped at:	#1 & #5 (LOWER) + ALL (UPPER)	
	Forward bulkhead?	#2, 3 & 4	
	Aft bulkhead?	#3, 4 & 5	
5.15	Can vessel's holds be described as box shaped?	NO	
5.16	Measurement of any tank slopes/hopping: (height and distance from vessel's side at tank top)		
5.17	Flat floor measurement of cargo holds at tank top: L x W	HOLD NO.1 : 26.40 X (4.0, 24.95) X 14.90 HOLD NO.2 : 22.40 X (24.95, 24.95) X 14.90 HOLD NO.3 : 22.40 X (24.95, 24.95) X 14.90 HOLD NO.4 : 22.40 X (24.95, 24.95) X 14.90 HOLD NO.5 : 25.60 X (24.95, 3.62) X 14.90	
5.18	Are vessel's holds electrically ventilated?	YES	
	If yes, state number of air-changes per hour basis empty holds:	6 HRS	
5.19	Type of hold paint:	EPOXY PAINT	
5.2	Is vessel fitted for carriage of grain in accordance with chapter V1 of SOLAS 1974 and amendments without requiring bagging, strapping and securing when loading a full cargo (deadweight) of heavy grain in bulk (stowage factor 42 cu. Feet) with ends untrimmed?	YES	
5.21	Is the vessel fitted with A60 Steel Bulkhead?	YES	
Deck and Hatches			
5.22	Number of hatches:	5 HATCHES	
5.23	Make and type of hatch covers:	MACREGOR HYDRAULIC FOLDING TYPE	
5.24	Hatch dimensions: (Length X Breadth)	NO.1 : 16.8 x 15.0 NO.2-5 : 20.8 x 21.5	
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	131.125m	
5.26	Strength of hatch covers:	2.99 MT/M2	
5.27	Number, diameter and location of cement holes	2 NOS PER HATCH / FWD&AFT	
5.28	Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the minimum width clear of any obstruction for each hold):	#1: F/4m M/6m A/6.25m, #2-4: 3m & #5: 3m (FROM PILOT ACCESS BULWARK 1.875m)	
5.29	Distance from bow to fore of 1 st hold opening:	18.5m	
5.3	Distance from stern to aft of last hold opening:	33.5m	
5.31	State deck strength:	3.6MT / M2	
Ballast			
5.32	Capacity of ballast tanks (100%):	13424.79 M3	
5.33	Ballast holds capacity, state which hold(s):	8915.88M3 / HOLD #3	
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	1000 mt /HR WITH 2 PUMPS	
5.35			
5.36	Unpumpable quantity:	150-250 mt	
6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)			
6.1	If geared state make and type:	MACREGOR GLB3026-2/2426GR	
6.2	Number/location of derricks-/ cranes:	4 CRANES - LOCATED BETWEEN EACH HOLDS	
6.3	Maximum outreach of gear beyond ships rail	11.5m	
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	26 mtrs / 30 mt	
6.5	If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch coaming:	N/A	
6.6	Time needed for full cycle with maximum cargo lift on hook:	1 min 46 sec	
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook	N/A
		Grab	N/A
6.8	Luffing time of gear:	LOW 21 m / min, HIGH 36 m / min	
6.9	Slewing time of gear:	1 R / 55 sec	
6.1	Is gear combinable for heavy lift?	NO	
6.11	Are winches electro-hydraulic?	YES	
6.12	If vessel has grabs on board - state:	NO	
	Type:	N/A	
	Weight:	N/A	
	Lifting Capacity:	N/A	
	Power source of grabs:	N/A	N/A
	Location of power source:	N/A	
6.13	Does vessel have enough power to run 4 cranes and 4 shore grabs (if applicable). If not pls state how many?	N/A	
6.14	Is vessel fitted with sufficient lights at each hatch for night work?	YES - PORTABLE LIGHTS IN ADDITION TO LIGHTS ON CRANE POSTS	
6.15	Is vessel logs fitted?	YES	
	If yes, state number, type and height of stanchions/sockets, if on board:	92 PCS, PORTABLE STANCHIONS WITH SOCKET, NO.1=6m, NO.2-5=7m	
6.16	Is vessel log racks fitted?	NO	

6.17	Timber Loadline (if applicable)	Deadweight	Draft	TPC
	Summer:			
	Winter:			
	Winter-North Atlantic:			
	Fresh water:			
	Tropical:			
	Tropical fresh water:			

7				
7.1	Capacity in direct stow of TEU/FEU basis empty tanks:			
	Capacity in direct stow of TEU/FEU basis full tanks:			
7.2	Are all containers within reach of vessel's gear?			
7.3	If no, state self sustained capacity:			
7.4	If vessel fitted with all permanent and loose fittings/lashing materials for above number of TEU/FEU?			
7.5	Is vessel fitted with recessed holes/shoes on tanktop and container shoes on weatherdeck and hatch covers?			
7.6	Advise stack weights and number of tiers on/under deck per TEU:			
	Advise stack weights and number of tiers on/under 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				
8.1	Is vessel fitted with a shaft generator?		YES	
Engine Room				
8.2	Engine make/model and type:		STX MAN B & W, 6S 46 MC - C7	
8.3	BHP / RPM of main engine at MCR:	100%	10536	129
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%		
8.5	GENERATORS :		2 GENERATORS	
Fuel				
8.5	What type/viscosity of fuel is used for main propulsion:		RMG 380 A/P ISO8217:2017-VLSFO(S<0.5%)+ LSMGO(S<0.1%) IN ECA AREA.	
	Capacity (100%) of main engine bunker tanks (LSIFO ; excluding un pumpables):		VLSFO / 1400 m3	
8.6	What type/viscosity of fuel is used in the generating plant:		ISO-8217 2017 DMA, LSMGO(S<0.1%)	
	Capacity (100%) of aux engine(s) bunker tanks (LSMGO ; excluding un pumpables):		LSMGO = 470 m3	
Speed				
8.7	Ballast:	ABT	AS PER VESSEL DESCRIPTION	
	Laden:	ABT		
Consumptions				
8.8	Passage		Main	Aux
	Ballast:	ABT	AS PER VESSEL DESCRIPTION	
	Laden:	ABT		
8.9	In Port			
	Working:			
	Idle:			
	Other (specify): Vsl burns extra IFO/MDO when grabs are operating	ABT		

9 MISCELLANEOUS				
Communications and Electronics				
9.1	Call sign:		9V9406	
9.2	Vessel's INMARSAT - C number:		456669910/456669911	
9.3	Vessel's telephone number:		+66 20261 165	
9.4	Vessel's fax number:		N/A	
9.5	Vessel's email address:		vessel@preciousshipping.com	
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):		566699000	
9.7	Vessel's onboard electrical supply (V / Hz):		60 Hz/440V 3 Phase, 220V/60Hz, 24DC	
Constants/Fresh Water				
9.8	Constants excluding fresh water:		550 mt	
9.9	Daily freshwater consumption:		8 - 10 mt	
9.1	Fresh water capacity:		331.9 mt	
9.11	State daily production of evaporator:		15 -20 mt	
9.12	Normal fresh water reserve:		150 mt	
Insurance				
9.13	P & I Club - Full style:		THE SWEDISH CLUB	
9.14	P & I Club coverage:		AS PER P&I RULES	
9.15	Where is the owners hull and machinery placed:		THE SWEDISH CLUB	
9.16	Hull & Machinery insured value:		AS PER VESSEL DESCRIPTION	
Vetting				
9.17	Is the vessel RIGHTSHIP approved:		N/A	
9.18	Date/Place of last RIGHTSHIP inspection:		N/A	
9.19	Date and place of last Port State Control inspection:		31/10/2020 AT CONAKRY, GUINEA	
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				
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