

- ALL DTLS ABTS N WOG N GIVEN IN GOOD FAITH  
- M.V. INTHIRA NAREE  
TYPE: BULK CARRIER  
- BUILT: 2014 CHINA (SAINTY MARINE CORPORATION SHIPYARD, YANGZHOU)  
- FLAG: THAILAND, POR: BANGKOK, OFF NO: 5700-02637, IMO NO. 9732199  
- CLASS - ABS  
- CALL SIGN: HSRO / INMARSAT C: 456700685,456700686  
- VSAT TEL: +66-20261135 & +6565083080 IRIDIUM TEL: +870773261495

- DWT/DRAFT -  
SUMMER: 63,455.8 MT / 13.30 M DUAL LOADLINE SUMMER DWT 49,998 MT  
LIGHT SHIP: 11,738.99 MT  
- TPC: 62.3 MT -/ FWA: 302 MM  
- LOA - 199.9 M / LBP - 194.85 M / BEAM - 32.26 M / MOULDED DEPTH - 18.5 M  
-HEIGHT FROM KEEL TO HIGHEST POINT – ABT 50 M  
- GT/NT – 36,298 / 21,607  
- SUEZ GT/NT: 37800.28 / 34236.6 (As per class. Actual SCA measurements may vary from this)  
- PANAMA NT: 30047 (As per class. Actual PCA measurements may vary from this.)

- HO/HA - 5/5  
- GEAR : 4 X 30 MT (HOOK USE) 24 MT ( GRAB USE) OUTREACH ABOUT 13 M  
- GRABS: 4 X 12 CUM SMAG-ELECTRO HYDRAULIC ( MZGL-12000 6 B)  
HATCH OPENINGS -  
NO.1: 19.68 M X 18.26 M NOS: 2-5: 22.96 M X 18.26 M  
- HATCH COVERS - FOLDING TYPE  
- HOLD DIMENSION L X B ( AT TANKS TOP) X HEIGHT IN METERS  
NO 1: L 27.0 x w/fwd 14.7 x w/aft 23.8 x H 18.6  
NO 2: L 33.5 x W 23.8 x H 18.6  
NO 3: L 26.2 x W 23.8 x H 18.3  
NO 4: L 28.7 x W 23.8 x H 18.3  
NO 5: L 32.0 x W/fwd 23.8 x w/aft 7.1 x H 18.3  
- CAPACITY IN CUFT ( ALL ABOUT)  
- GRAIN - 78,702.60 CU.M.  
NO.1/13,948.70 NO.2/17,651.90 NO.3/15,334.80 NO.4/ 15827.3 NO.5/15,939.90  
- BALE CAPACITY : abt.73680 CU.M  
- No.1 :abt.13200, No.2:abt.16650 ,No.3:abt.14080, No.4:abt.15000, No.5 : abt.14750  
- AUSSIE FITTED, GRAIN FITTED, CO2 FITTED. NAT VENTS  
- STRENGTHENED FOR HEAVY CARGOES, NOS 2 AND 4 HOLDS MAY BE EMPTY  
- STRENGTHS – HOLD 1,3,5 25MT/M2, HOLD 2,4 20 MT/M2  
- STEEL COILS- 2 TIERS OF 25 MT EACH WITH 3 DUNNAGES. COIL SIZE 1600 mm LONG  
- DECK AND HATCH COVER LOADING NOT ALLOWED.  
- BWTS MAKE- TECHCROSS., TYPE - ECS (450Bx2); MODEL – TOTAL TRC 900M3/H

#### BALLASTING:

FOR THE SAFE PERFORMANCE OF THE VESSEL, WHEN IN LONG BALLAST VOYAGE TO CROSS OCEANS, IT IS MASTER'S ABSOLUTE DISCRETION TO HEAVILY BALLAST THE SHIP, INCLUDING FLOODING OF NO 3 HOLD. BALLASTING / DE-BALLASTING / CLEANING TIME OF HOLD, AS WELL AS DRYING-UP TIME AFTER WASHING WITH FW, TO BE FOR CHARTERERS' ACCOUNT. BALLASTING / DE-BALLASTING OF HOLD NO 3 TO BE EFFECTED / EXECUTED IN A SAFE PORT OR SAFE/SHELTERED ANCHORAGE, NOT ENROUTE DURING SAILING. IT IS NOT ALLOWED TO PARTIALLY BALLAST CARGO HOLD NO 3 FOR ANY REASON. BALLASTING / DE-BALLASTING OF HOLD NO 3 IS NOT TO TAKE PLACE FOR REASONS OTHER THAN THE ABOVE. VESSEL HAS THE LIBERTY OF STEAMING AT SLOW SPEED OR STOP/BEING IDLE FOR THE PURPOSES OF DEBALLASTING / BALLAST EXCHANGE, IF REQUIRED AND ANY LOSS OF SPEED /TIME TO BE FOR CHARTERERS ACCOUNT.

#### - SPEED CONSUMPTION -

LADEN - ABT 12.50 KTS ON ABT 22.3 MT/D VLSFO PLUS ABT 0.2 MT/D LSMGO  
BALLAST - ABT 12.50 KTS ON ABT 19.2 MT/D VLSFO PLUS ABT 0.2 MT/D LSMGO  
IN PORT  
IDLE ABOUT 2.8MT/D VLSFO PLUS ABOUT 0.2MT/D LSMGO  
WORKING ABOUT 5.5MT/D VLSFO PLUS ABOUT 0.2MT/D LSMGO  
IN PORT IN WINTER (BASIS +5 deg C) ADDITIONAL ABT 2.0 MT VLSFO PER DAY  
SPEED/CONSUMPTION DESCRIBED FROM SEABUOY TO SEABUOY. THE AFORESAID SPEED AND CONSUMPTION ARE GUARANTEED AT OPEN SEA UPTO AND INCLUDING BEAUFORT SCALE 4 (11-16 KNOTS) AND TOTAL COMBINED (SEA AND SWELL) SIGNIFICANT WAVE HEIGHT CONFINED TO LIMITS OF DOUGLAS SEA STATE 3 (0.5M-1.25M) WITH NO ADVERSE CURRENTS.  
VSL CONSUMES LSMGO IN MAIN AND AUX ENGINES FOR MANOEUVRING, START/STOP, CHANGEOVER OPERATIONS, NAVIGATING CANALS/RIVERS/NARROW WATERS/FOGS ETC.  
ABOVE SPEED & CONS WARRANTY IS NOT APPLICABLE WHILE VSL STEAMING/STAYING IN ECA AREAS/PORTS ON LSMGO

#### - BUNKER SPECS:

VLSFO (S < 0.5%): ISO 8217:2017  
LSMGO (S < 0.1%): ISO-8217 F-2010(E), DMA  
EMISSION CONTROL RESTRICTION BY INTERNATIONAL, NATIONAL, LOCAL AUTHORITIES TO BE MAINTAINED

- P&I CLUB: UK P N I CLUB TOTAL INSURED VALUE – USD: 22.0 MILLION (SUBJECT TO CHANGES AS MAY BE AGREED WITH HNM UNDERWRITERS FROM TIME TO TIME)  
- OWNERS: PRECIOUS OPALS LIMITED BANGKOK