

REK NAV management Co. Ltd



Fdock



M/V REK ROYAL

Ship's Particularise

1.	GENERAL INFORMATION		
1.1	Call Sign	H3PO	
1.2	Vessel's name:	REK ROYAL	
1.3	IMO number:	9229867	
1.4	Vessel's previous name(s) and date(s) of change:	Martigny	
1.5	Flag:	Panama	
1.6	Port of Registry:	Panama	
1.7	Type of vessel:	BULK CARRIER	
1.8	Type of hull:	SINGLE	
Ownership and Operation			
1.9	Registered owner - Full style:	REK.NAV SHIPPING CO.LTD	
1.10	Parent company/group to which the owner belongs - Full style:		
1.11	Technical operator - Full style:	REK.NAV Management Co. Ltd	
1.12	Commercial operator - Full style:	REK.NAV Management Co. Ltd	
1.13	Disponent owner - Full style:	NA	
1.14	Does disponent owner have vessel on time charter or bareboat:	NA	
1.15	Since when vessel has been under Disponent owner:	NA	
1.16	Number of vessels in disponent owner's fleet:	NA	
Builder			
1.17	Builder (where built) / Yard number:	Pusan / South Korea	INP-H1115
1.18	Date delivered (built):	APRIL 2002	

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Classification			
1.19	Classification society:	BV	
1.20	Class notation:	AUT-UMS (SS)	
1.21	If Classification society changed, name of previous society:	NA	
1.22	If Classification society changed, date of change:	NA	
1.23	Date and place of last dry dock:	07/2022	Alexandria / EGYPT
1.24	Date next dry dock is due:		
1.25	Date of last special survey / next survey due:		
1.26	Date of last annual 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?	NA	
	Has this compliance been verified by the classification society?	NA	

Dimensions				
1.29	Length Over All (LOA):	155.147 m		
1.30	Length Between Perpendiculars (LBP):	143.5 m		
1.31	Extreme breadth (Beam):	23.70 m		
1.32	Moulded depth:	13.035 m		
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	35.8 m		
1.34	Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches	No1. Hatch	Midships	Last Hatch
	Ballast condition: Draft: F 4.10m / A 5.55m (ballast holds not flooded, basis 96% bunkers)	10.83 m	10.08 m	9.93 m
	Full ballast condition: Draft: F7.83m / A 8.24m (ballast holds flooded, basis 50% bunkers)	NA	NA	A
	Fully laden condition: Draft: F9.165m / M9.165m / A9.165m	7.20 m	6.30 m	6.30 m
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	NA	NA	NA

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Tonnages					
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):		12578 mt	6861 mt	
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):		14144 mt	12155 mt	
1.38	Panama Canal Net Tonnage (PCNT):		10573 mt		
LOADLINE		DRAFT	DISPLACEMENT	DEADWEIGHT	FREEBOARD
Summer :		9.165 M	25098 MT	20035 MT	3.870 M
Winter :		8.974 M	24511 MT	19448 MT	4.061 M
Fresh		9.356 M	25691 MT	20628 MT	3.679 M
Tropical :		9.368 M	25728MT	20665MT	3.667 M
Tropical fresh		9.559 M	26326 MT	21263 MT	3.476 M
Full Ballast condition: Draft: F4.10m / A5.55m (ballast holds not flooded, basis 96% bunkers) (about)			12439.5	4.825 m	27.9
Lightship: Draft: F0.0 m / A.0.0 m			Displacement : 5063 mt	2.126 m	
FWA at summer draft:				0.203 m	
TPC on summer draft				31 mt	
Is vessel fitted for:					
1.40	Transit of Panama Canal?			Yes	
	If yes, state deadweight all told on 39ft 6in / 12.039m (SG 0.9954):			Yes	
	If yes, is Panama deadweight all told affected by vessel's bilge turn radius?			NA	
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:			NA	
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: No Grounding: No Casualty: No Collision: No	
1.44	Voyage History				
	Voy#	Charterer	Cargo	Load-Discharge Ports	
	Last:	Woohyn Shipping Co.	Steel bloom	Gangavaram,India / Ciwandan,Indonesia	
	2 nd :	Olam International Limited	Corn in bulk	Chornomors,Ukraine / Colombo, Sri Lanka	
	3 rd :	Sigtuna trading limited	Scrap in bulk	Murmansk,Russia / Inskenderun,Turky	
	4 th :	COFCO	Maize in bulk	Liepaja,Latvia / Rotterdam,Netherlands	
	5 th :	Nagel Baustoffhandel	Pumice in bulk	Yali Island,Greece / Rotterdam,Netherland	
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:				
2.2	Safety Radio Certificate:				
2.3	Safety Construction Certificate:				
2.4	Loadline Certificate:				
2.5	Safety Management Certificate (SMC):				

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2.6	Document of Compliance(DOC)			
2.7	Cargo Gear survey:			
2.8	Cargo securing manual:			
2.9	International Oil Pollution Prevention Certificate (IOPPC):			
2.10	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate			
2.11	USCG COFR:			
2.12	International Ship Security Certificate (ISSC):			
3.	CREW MANAGEMENT			
3.1	Number of Officers: (including Master)	8		
3.2	Number of crew:	12		
3.3	Name and nationality of Master:			
3.4	Nationality of Officers:			
3.5	Nationality of crew:			
3.6	What is the common working language onboard:	ENGLISH		
3.7	Do officers speak and understand English?	Y E S		
4.	SAFETY MANAGEMENT			
4.1	Is the vessel ISM certified?	Y E S		
4.2	Document of Compliance (DOC) certificate number / issuing authority:			
4.3	Safety Management (SMC) certificate number / issuing authority:			
	State outstanding recommendations, if any:	N I L		
4.4	Is the vessel operated under a Quality Management System?			
	If Yes, what type of system (IMO Resolution A.741(18)):	IMO Resolution A.741(18)		

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5. CARGO ARRANGEMENTS			
5.1	Number of holds:	4	
5.2	Hold dimensions: L x B x H	H1 26.2x17.90x13.90m narrowing to 4.0m forward H2,3 25.9x17.90 x13.0m H4 26.60x17.90x13.0m narrowing aft to 10m	
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
		1	5841.4
			5549.3
			6809.1
			6809.4
			6487.0
			25654.8
	similar calculator?		
5.14	Are holds hopped at:		
	Both side?		
	Forward bulkhead?	yes	
	Aft bulkhead?	yes	
5.15	Can vessel's holds be described as box shaped?	no	
5.16	Measurement of any tank slopes/hoppering: (height and distance from vessel's side at tank top)	Vertical distance from top of hopper to bottom of wing tank (approximate due to hold configuration) CH1: 5.20m; CH2: 5.20m; CH3: 5.20m; CH4: 5.20m.	
5.17	Flat floor measurement of cargo holds at tank top: L x W	CH1 26.2m x 17.90m narrowing 4.0m to forward; CH2&3 25.9m x 17.90m; CH4 26.60m x 17.90m narrowing 10m to aft	
5.18	Are vessel's holds electrically ventilated?	yes	
	If yes, state number of air-changes per hour basis empty holds:	360m ³ /hour	
5.19	Type of hold paint:	SIGMACOVER GREY	
5.20	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	

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Deck and Hatches		
5.22	Number of hatches:	4
5.23	Make and type of hatch covers:	Macor Neptun GmbH/Mc Gregor hydraulic folding
5.24	Hatch dimensions: (Length X Breadth)	HC1 19.80m x 12.60m; HC2,3&4 20.30m x 14.00m
HC	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#4):	103.0 m
5.26	Strength of hatch covers:	2.0 mt
5.27	Number, diameter and location of cement holes	Dia 700 mm 4 per hold
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):	HC1 - 5.50m narrowing 3.5 m to forward HC2,3&4 4.80 m
5.29	Distance from bow to fore of 1 st hold opening:	16.65 m
5.30	Distance from stern to aft of last hold opening:	34.5 m
5.31	State deck strength:	2.5 mt
Ballast		
5.32	Capacity of ballast tanks (100%):	6083.4 m ³
5.33	Ballast holds capacity, state which hold(s):	NA
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	2x250m ³ About 500 m ³ /hour
5.35		
5.36	Unpumpable quantity:	100 m ³

6.	CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)	
6.1	If geared state make and type:	Tsuji Electro-hydraulic single jib
6.2	Number/location of derricks / cranes:	3 Between CH1&2; CH2&3; CH3&4.
6.3	Maximum outreach of gear beyond ships rail	12.1
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	12.1
6.5	If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch coaming:	NA
6.6	Time needed for full cycle with maximum cargo lift on hook:	ABT 52 SECONDS
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Grab 48.0 m/min
6.8	Luffing time of gear:	49.8 m/min
6.9	Slewing time of gear:	Abt 0.75 sec

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6.10	Is gear combinable for heavy lift?	NA	
6.11	Are winches electro-hydraulic?	YES	
6.12	If vessel has grabs on board - state:	YES, 3 pcs Port side near CHs	
	Type:	Radio remote control	
	Weight:	8500 kg	
	Lifting Capacity:	10 m ³ SWL 15.5 mt	
	Power source of grabs:	NA	
	Location of power source:	NA	
6.13	Does vessel have enough power to run 3 cranes and 3 shore grabs (if applicable). If not pls state how many?	YES	
6.14	Is vessel fitted with sufficient lights at each hatch for night work?	YES	
6.15	Is vessel logs fitted?	NO	
	If yes, state number, type and height of stanchions/sockets, if on board:		
6.16	Is vessel log racks fitted?	NA	
6.17	Timber Loadline (if applicable)	Deadweight	
	Summer:	NA	
	Winter:	NA	
	Winter North Atlantic:	NA	
	Fresh water:	NA	
	Tropical:	NA	
	Tropical fresh water:	NA	

7.			
7.1	Capacity in direct stow of TEU/FEU basis empty tanks:	NA	
	Capacity in direct stow of TEU/FEU basis full tanks:	NA	
7.2	Are all containers within reach of vessel's gear?	NA	
7.3	If no, state self sustained capacity:	NA	
7.4	If vessel fitted with all permanent and loose fittings/lashing materials for above number of TEU/FEU?	NA	
7.5	Is vessel fitted with recessed holes/shoes on tanktop and container shoes on weatherdeck and hatch covers?	NA	
7.6	Advise stack weights and number of tiers on/under deck per TEU:	NA	
	Advise stack weights and number of tiers on/under deck per FEU:	NA	
7.7	Has vessel a container spreader on board?	NA	
7.8	Number and type of reefer plugs:	NA	

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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:	Man B&W 8S35 MC Mark 7 CSR 7272BHP at 172 RPM	
8.3	BHP / RPM of main engine at MCR:	8080 BHP	173 RPM
8.4	BHP / RPM of main engine at NCR (as % of MCR):	7272 BHP	172 rpm
8.5	GENERATORS :	2 x Yanmar Diesel, 6N 18AL-HV 400 kW at 900 RPM	
Fuel			
8.5	What type/viscosity of fuel is used for main propulsion:		
	Capacity (100%) of main engine bunker tanks (excluding unpumpables):	730 m ³	
8.6	What type/viscosity of fuel is used in the generating plant:		
	Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):	430 m ³	
Speed			
8.7	Ballast	Abt 14 kts	
	Laden:	Abt 14 kts	
Consumptions			
8.8	Passage	Main	Aux
	Ballast:	Abt 20 mt	No DO cons up to Beaufort scale 4/DSS2, Abt 1.2 mt
	Laden:	Abt 22 mt	No DO cons up to Beaufort scale 4/DSS2, Abt 1.2 mt
8.9	In Port		
	Working:		Abt 2.75 mt MDO + Abt 0.8 mt IFO
	Idle:		Abt 1.2 mt MDO + Abt 0.8 mt IFO
	Other (specify):		

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9.	MISCELLANEOUS	
Communications and Electronics		
9.1	Call sign:	
9.2	Vessel's INMARSAT – C number:	
9.3	Vessel's telephone number:	
9.4	Vessel's fax number:	NA
9.5	Vessel's email address:	management@reknave.com
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	353539000
9.7	Vessel's onboard electrical supply (V / Hz):	110V 60 Hz: 440V 3 phase 60 HZ
Constants/Fresh Water		
9.8	Constants excluding fresh water:	250 MT
9.9	Daily freshwater consumption:	6.0 mt
9.10	Fresh water capacity:	231.2 mt
9.11	State daily production of evaporator:	8.0 mt
9.12	Normal fresh water reserve:	100.0 mt
Insurance		
9.13	P & I Club - Full style:	
9.14	P & I Club coverage:	
9.15	Where is the owners hull and machinery placed:	
9.16	Hull & Machinery insured value:	
Vetting		
9.17	Is the vessel RIGHTSHIP approved:	Yes
9.18	Date/Place of last RIGHTSHIP Inspection:	n/a
Port State Control		
9.19	Date and place of last Port State Control inspection:	15.10.2018 TURKEY
9.20	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		

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