

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

1 GENERAL INFORMATION			
1.1	Date updated:	31-Oct-20	
1.2	Vessel's name:	MV. ROJAREK NAREE	
1.3	IMO number:	9288552	
1.4	Vessel's previous name(s) and date(s) of change:	MV.ROSELLA / 22.01.2010	
1.5	Flag:	THAILAND	
1.6	Port of Registry:	BANGKOK	
1.7	Type of vessel:	BULK CARRIER	
1.8	Type of hull:	SINGLE HULL	
Ownership and Operation			
1.9	Registered owner - Full style:	PRECIOUS JASMINES LTD. 8/27-28 NORTH SATHORN RD, SILOM, BANGRAK, BANGKOK, THAILAND	
1.1	Parent company/group to which the owner belongs - Full style:	PRECIOUS SHIPPING PCL 8/27-28, 8th Floor, Cathay House, North Sathorn Road, Silom, Bangrak, Bangkok, 10500 Thailand	
1.11	Technical operator - Full style:	GREAT CIRCLE SHIPPING AGENCY LIMITED. 8/35, 10TH FL, CATHAY HOUSE BDG, NORTH SATHORN RD , SILOM, BANGRAK, BANGKOK THAILAND. TEL: +662-6968900-99, FAX:+662- 6338468,+662 2377842	
1.12	Commercial operator - Full style:	PRECIOUS SHIPPING PCL , BANGKOK 8/27-28, 8th Floor, Cathay House, PIC : RAJU JOSEPH KARKAPALLY TEL:+ 66 2 696 8809	
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:	SHIKOKU DOCKYARD CO,LTD	HULL S NO.1020
1.18	Date delivered (built):	16-Feb-05	
Classification			
1.19	Classification society:	NIPON KAIJU KYOKAI	
1.2	Class notation:	NK 050483	
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:	07/11/2019	ZHANGJIAGANG JUI SHENG SHIPYARD
1.24	Date next dry dock is due:	05.04.2022	
1.25	Date of last special survey / next survey due:	07/11/2019	ZHANGJIAGANG JUI SHENG SHIPYARD
1.26	Date of last annual survey / next survey due:	11/09/2020	10/09/2021
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):	170.7	
1.3	Length Between Perpendiculars (LBP):	163.5	
1.31	Extreme breadth (Beam):	27	
1.32	Moulded depth:	13.8	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	NA	
1.34	Distance from waterline to top of hatch coamings or	No1. Hatch	Midships Last Hatch

	top of hatch covers if side-rolling hatches			
	Ballast condition: Draft: F4.80m / A 6.07m (ballast holds not flooded, basis 50% bunkers)	10.85	10.12	10.35
	Full ballast condition: Draft: F7.83m / A 8.24m (ballast holds flooded, basis 50% bunkers)	7.82	7.52	8.18
	Fully laden condition: Draft: F11.97m / M11.97m / A11.97m	3.68	3.58	4.45
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	15.65	15.55	16.42
Tonnages				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):		17951	10748
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):		18478.64	16475.08
1.38	Panama Canal Net Tonnage (PCNT):		15007.4	
Loadline Information				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	29870	9.716	40.5
	Winter:	29050	9.514	40.3
	Winter North Atlantic:	28591	9.514	40.3
	Fresh water:	29875	9.937	40.5
	Tropical:	30694	9.918	40.7
	Tropical fresh water:	30683	10.139	40.7
	Full Ballast condition: Draft: F3.50m / A5.77m (ballast holds not flooded, basis 50% bunkers) (about)	10047.3	4.64	37
	Lightship: Draft: F0.66m / A3.12m	Displacement : 6009.6 mt	1.89	35.19
	FWA at summer draft:		221	
	TPC on summer draft		40.5	
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):			
	If yes, is Panama deadweight all told affected by vessel's bilge turn radius?			
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: NO Grounding: NO Casualty: NO Collision: NO		
1.44	Voyage History			
	Voy#	Charterer	Cargo	Load-Discharge Ports
	Last:	OLDENDORFF	WHEAT IN BULK	KWINANA & ALBANY-JAKARTA & SURABAYA
	2 nd :	INTK BULK&PROJECTS CARRIERS LTD	COPPER SLAG IN BULK	NAOSHIMA-KOH SICHANG
	3 rd :	TONGLI SHIPPING PTE.LTD	COAL IN BULK	SOVETSKAYA GAVAN-HUANGHUA
	4 th :	PROPEL SHIPPING PTE LTD	STEEL BILLETS	HALDIA-JIANGYIN
	5 th :	PAN OCEAN.CO.LTD	STEEL COILS	POHANG-CHATTOGRAM
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:	07-Nov-19	11-Sep-20	05-Oct-24
2.2	Safety Radio Certificate:	07-Nov-19	11-Sep-20	05-Oct-24
2.3	Safety Construction Certificate:	07-Nov-19	11-Sep-20	05-Oct-24
2.4	Loadline Certificate:	07-Nov-19	11-Sep-20	05-Oct-24

2.5	Safety Management Certificate (SMC):	24-Mar-20		03-May-25
2.6	Document of Compliance (DOC): D187155-071221F-MLT	30-Oct-15	13-Nov-19	19-Nov-20
2.7	Cargo Gear survey:	16-Feb-05	11-Sep-20	08-Nov-22
2.8	Cargo securing manual:	22-Dec-09	-	
2.9	International Oil Pollution Prevention Certificate (IOPPC):	19-Dec-17	11-Sep-20	18-Aug-22
2.1	Ship Sanitation Control (SSCG) / Ship Sanitation Control Exemption (SSCE) Certificate	03-Oct-20	NA	02-Mar-21
2.11	USCG COFR:	01-Apr-19	-	01-Apr-22
2.12	International Ship Security Certificate (ISSC):	24-Mar-20		03-May-25

3 CREW MANAGEMENT				
3.1	Number of Officers: (including Master)	13		
3.2	Number of crew:	10		
3.3	Name and nationality of Master:	CAPT. KITTI PIEANBANGYANG / THAI		
3.4	Nationality of Officers:	THAI		
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-2095THADOC	NKK	
4.3	Safety Management (SMC) certificate number / issuing authority:	20TB-M0030SMC	NKK	
	State outstanding recommendations, if any:	N.A		
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	#1/(8.7+11.25+2.4)x(6.0,13.0,19.44)x14.013, #2-3/26.625x19.44x14.013 #4/ 27.0x19.44x14.013 #5/ 10.65+16.35)x(19.44,9.0)x14.013		
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:	5582.08 CBM	5321.25 CBM	
	Hold #2:	8686.07 CBM	8323.06 CBM	
	Hold #3:	8731.18 CBM	8328.93 CBM	
	Hold #4:	8804.52 CBM	8436.41 CBM	
	Hold #5:	8227.55 CBM	8012.75 CBM	
	Total:	40031.4	38422.4	
5.5	Is vessel strengthened for the carriage of heavy cargoes?	YES		
5.6	If yes, state which holds may be left empty:	HOLD 2 & 4		
5.7	Is tanktop steel suitable for grab discharge?	YES		
5.8	State whether bulkhead corrugations are vertical or horizontal:	VERTICAL CORRUGATION		
5.9	Tanktop strength:	18.0 MT/SQM		
5.1	Are holds CO2 fitted?	NA		
5.11	Are holds fitted with smoke detection system?	NA		
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		
5.14	Are holds hopped at:	PORT AND STARBOARD SIDE		
	Forward bulkhead?	NO		
	Aft bulkhead?	NO		
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)	CH 2-4 /3.74x3.74		

5.17	Flat floor measurement of cargo holds at tank top: L x W	#1/(8.7+11.25+2.4)x(6.0x13.0x19.44) #2-3/26.625x19.44 #4/27.0x19.44 #5/(10.65+16.35)x(19.44,9.0)
5.18	Are vessel's holds electrically ventilated?	NA
	If yes, state number of air-changes per hour basis empty holds:	
5.19	Type of hold paint:	EPOXY
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:	MacGREGOR'S WEATHER TIGHT END FOLDING TYPE, OPERATED BY HYDRAULIC CYLINDERS.
5.24	Hatch dimensions: (Length X Breadth)	#1 /12.75x16.2 MTRS #2-5/20x17.82 MTRS
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	122.70 MTR
5.26	Strength of hatch covers:	#1/4.8 MT/SQM, #2-5/3.0 MT/SQM
5.27	Number, diameter and location of cement holes	1 HOLE/HATCH AND 1 AIR HOLE/HATCH #1/PANEL 1 CEMENT HOLE DIA/850MM PANEL 2 AIR HOLE DIA/500 #2-5 /PANEL 2 CEMENT HOLE DIA/850MM PANEL 3 AIR HOLE DIA/500MM
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):	ABREAST OF HATCH 2-5 P/S:4.6 MTR/4.6 MTR
5.29	Distance from bow to fore of 1 st hold opening:	18.00MTR
5.3	Distance from stern to aft of last hold opening:	28.60 MTR
5.31	State deck strength:	4.0 MT/SQM
Ballast		
5.32	Capacity of ballast tanks (100%):	8398.68 CBM(16668.50 M3 INCLUDING BALLAST HOLD NO.3)
5.33	Ballast holds capacity, state which hold(s):	HOLD NO.3 CAP 8269.82 M3
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	BALLAST TIME 19 HRS AT RATE OF 450 MT/HR. DE-BALLAST TIME 21 HRS AT RATE OF 400 MT/HR.
5.35		
5.36	Unpumpable quantity:	ABOUT 60 MT

6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)		
6.1	If geared state make and type:	IHI/ ELECTRO HYDRAULIC MOTOR DRIVEN
6.2	Number/location of derricks/ cranes:	4 UNITS x SWL/30.5 MT/18.5 M/MIN 24 MT LOCATED/ BETWEEN H1&H2, H2&H3, H3&H4, H4&H5.
6.3	Maximum outreach of gear beyond ships rail	ABOUT 10.5 MTR
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	
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 4 MINS DEPEND ON SHIP DDRAFT/ DISTANCE OF CARGO
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Grab LOAD x SPD: (30.5Tx18.5M/MIN)18.5TxABT 24M/MIN, (6TxABT50M/MIN)// ELECT, MOTOR: 125Kw cont(285Kw 15%ed)//self weight : abt 37 t
6.8	Luffing time of gear:	48S
6.9	Slewing time of gear:	0.6 RPM
6.1	Is gear combinable for heavy lift?	NA
6.11	Are winches electro-hydraulic?	Yes
6.12	If vessel has grabs on board - state:	NO
	Type:	
	Weight:	
	Lifting Capacity:	
	Power source of grabs:	

	Location of power source:		
6.13	Does vessel have enough power to run 4 cranes and 4 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:	NA	
6.16	Is vessel log racks fitted?	No	
6.17	Timber Loadline (if applicable)	Deadweight	Draft
	Summer:	NA	NA
	Winter:	NA	NA
	Winter North Atlantic:	NA	NA
	Fresh water:	NA	NA
	Tropical:	NA	NA
	Tropical fresh water:	NA	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	

8 ENGINE ROOM, SPEED AND CONSUMPTION			
8.1	Is vessel fitted with a shaft generator?	NO	
Engine Room			
8.2	Engine make/model and type:	Mitsui man B&W 6s42mcMCR 6150KW	
8.3	BHP / RPM of main engine at MCR:	100%	8361 bph 136 rpm
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	5230 bhp 128.8 rpm
8.5	GENERATORS :	3 nos	
Fuel			
8.5	What type/viscosity of fuel is used for main propulsion:	RMG 380 A/P ISO 8217: 2017- VLSFO (S<0.5%) + LSMGO (S<0.1%) IN ECA AREA	
	Capacity (100%) of main engine bunker tanks (LSIFO + HSIFO; excluding un pumpables):	IFO tank 1370.83 m3, MGO tank 488.62 m3	
8.6	What type/viscosity of fuel is used in the generating plant:	RMG 380 A/P ISO 8217: 2017- VLSFO (S<0.5%) + LSMGO (S<0.1%) IN ECA AREA	
	Capacity (100%) of aux engine(s) bunker tanks (LSMGO + HSMGO; excluding un pumpables):	IFO tank 1370.83 m3, MGO tank 488.62 m3	
Speed			
8.7	Ballast: ABT	AS PER VSL DESCRIPTION	
	Laden: ABT		
Consumptions			
8.8	Passage	Main	Aux
	Ballast: ABT	AS PER VSL 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:
	HSIR

9.2	Vessel's INMARSAT – C number:	456700299
9.3	Vessel's telephone number:	870 773 223 215
9.4	Vessel's fax number:	870 783 216 650
9.5	Vessel's email address:	gcship@preciousshipping.com
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	567108000
9.7	Vessel's onboard electrical supply (V / Hz):	110v /50-60 Hz
Constants/Fresh Water		
9.8	Constants excluding fresh water:	Abt 400 mt
9.9	Daily freshwater consumption:	Abt 10 mt
9.1	Fresh water capacity:	317.42 mt
9.11	State daily production of evaporator:	Abt 15 mt
9.12	Normal fresh water reserve:	Abt 150 mt(max 317.0mt) sub to port of call , anchorage availability of fw etc.
Insurance		
9.13	P & I Club - Full style:	The Swedish club
9.14	P & I Club coverage:	AS PER P N 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:	YES
9.18	Date/Place of last RIGHTSHIP Inspection:	17-10-2020 AT KWINANA,AUSTRALIA
Port State Control		
9.19	Date and place of last Port State Control inspection:	14.03.2020 AT RIO TUBA,PHILIPPINES
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		