

**THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)**

Version 2

<b>1 GENERAL INFORMATION</b>			
1.1	Date updated:	30-Jun-24	
1.2	Vessel's name:	BARANEE NAREE	
1.3	IMO number:	9613422	
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:	SINGLE HULL	
<b>Ownership and Operation</b>			
1.9	Registered owner - Full style:	PRECIOUS SPARKS PTE LTD 20 MCCALLUM STREET #19-01 TOKIO MARINE CENTRE, SINGAPORE 069046	
1.1	Parent company/group to which the owner belongs - Full style:	N.A.	
1.11	Technical operator - Full style:	GREAT CIRCLE SHIPPING AGENCY LTD 8/35 NORTH SATHORN ROAD, BANGKOK 10500, THAILAND	
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	
1.13	Disponent owner - Full style:	INTERGIS CO., LTD	
1.14	Does disponent owner have vessel on time charter or bareboat:	Time Charter	
1.15	Since when vessel has been under Disponent owner:	21-Sep-22	
1.16	Number of vessels in disponent owner's fleet:	N.A.	
<b>Builder</b>			
1.17	Builder (where built) / Yard number:	YANGZHOU GUOYU SHIPYARD , CHINA	GY 808
1.18	Date delivered (built):	19/09/2012	
<b>Classification</b>			
1.19	Classification society:	BUREAU VERITUS ( BV )	
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:	29-Sep-22	SHANHAIGUAN SHIPYARD
1.24	Date next dry dock is due:	28-Sep-25	
1.25	Date of last special survey / next survey due:	29-Sep-22	18-Sep-27
1.26	Date of last annual survey / next survey due:	11-Nov-23	11-Nov-24
1.27	Is vessel entered in classification approved enhanced survey program?	N.A.	
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	
<b>Dimensions</b>			
1.29	Length Over All (LOA):	189.99 M	
1.3	Length Between Perpendiculars (LBP):	185.00 M	
1.31	Extreme breadth (Beam):	32.26 M	
1.32	Moulded depth:	18.00 M	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	45.857 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: (ballast holds not flooded, basis 50% bunkers)	16.15 M	15.15 M	14.65 M
	Full ballast condition: (ballast holds flooded, basis 50% bunkers)	13.68 M	13.15 M	12.85 M
	Fully laden condition:	8.45 M	8.35 M	8.25 M
1.35	Distance from keel to top of hatch coamings (Ballast Condition , Ballast Hold 3 Not Flooded) :	21.25 M	21.15 M	21.05 M
Tonnages				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):		33032 MT	19231 MT
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		33919.94	31020.76
1.38	Panama Canal Net Tonnage (PCNT):		27380	
Loadline Information				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	56441.1	12.80	58.8
	Winter:	54870.4	12.533	58.7
	Winter North Atlantic:	-	-	-
	Fresh water:	56441.1	13.088	58.8
	Tropical:	58014.4	13.067	58.896
	Tropical fresh water:	58014.4	13.355	58.896
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers ) (about)			
	Lightship: Draft: Displacement : mt		2.490	11240.05 MT
	FWA at summer draft:		288 MM	
	TPC on summer draft		58.8	
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):		YES	
	If yes, is Panama deadweight all told affected by vessel's bilge turn radius?		YES	
1.41	Transit of <u>Suez Canal</u> ? *** Last Transited on 29/04/2019		YES	
1.42	Transit of St. Lawrence Seaway?		NO	
	If yes, state deadweight all told on 26ft / 7.92m fresh water:		N/A	
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: = None = Grounding: = None = Casualty: = None = Collision: = None =	
1.44	Voyage History			
	Voy#	Charterer	Cargo	Load-Discharge Ports
	Last:	Pan Ocean Co, Ltd	Steel Product	Pohang/Kwangyang - Gemlik/Derince
	2 <sup>nd</sup> :	KLINE	Petoleum Coke in bulk	Long Beach, USA - Toyoma Shinko, Japan
	3 <sup>rd</sup> :	Pacific Basin Supramax Limited	Sulphur in bulk	Long Beach - Santa Rosalia, Mexico
	4 <sup>th</sup> :	HMM Co., Ltd.	Steel Product	Pohang/Kwangyang - Mexico
	5 <sup>th</sup> :	Elim Spring Marine Pte. Ltd.	COAL in bulk	Adang Bay - Caojing
1.45	Specify the security level at which the ship is currently operating (ISSC):		Level (1)	

2	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate:	29-Sep-22	11-Nov-23	18-Sep-27
2.2	Safety Radio Certificate:	29-Sep-22	11-Nov-23	18-Sep-27
2.3	Safety Construction Certificate:	29-Sep-22	11-Nov-23	18-Sep-27
2.4	Loadline Certificate:	29-Sep-22	11-Nov-23	18-Sep-27

2.5	Safety Management Certificate (SMC):	30-Jan-23		26-Feb-28
2.6	Document of Compliance (DOC):	04-Nov-20	10-Oct-22	19-Nov-25
2.7	Cargo Gear Survey:	29-Sep-22	26-Sep-23	18-Sep-27
2.8	Cargo securing manual:	19-Sep-12	None	None
2.9	International Oil Pollution Prevention Certificate (IOPPC):	29-Sep-22	11-Nov-23	18-Sep-27
2.1	SSCE Certificate	16-May-24	None	15-Nov-24
2.11	USCG COFR:	18-Sep-21	None	18-Sep-24
2.12	International Ship Security Certificate (ISSC):	31-Jan-23		26-Feb-28

<b>3 CREW MANAGEMENT</b>				
3.1	Number of Officers: (including Master)	17		
3.2	Number of crew:	6		
3.3	Name and nationality of Master:	CAPT.PISIT WICHIT / THAI		
3.4	Nationality of Officers:	Thai 13 people		
3.5	Nationality of crew:	Thai 03 people / Indian 07 people		
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-0640SMC	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	HOLD 1 : 27.88 X F 10.7 X A 23.8 X 18.52 HOLD 2 : 28.7 X 23.8 X 18.52 HOLD 3 : 27.1 X 23.8 X 18.52 4 : 28.7 X 23.8 X 18.52 HOLD 5 : 27.1 X F 23.8 X A 9.10 X 18.52		
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:	13009.86 CBM / 459438.91 CBF	12300 CBM	
	Hold #2:	15333.25 CBM / 541488.66 CBF	14700 CBM	
	Hold #3:	14553.08 CBM / 513937.22 CBF	14000 CBM	
	Hold #4:	15333.25 CBM / 541488.66 CBF	14700 CBM	
	Hold #5:	13404.64 CBM / 473380.44 CBF	12500 CBM	
	Total:	71634.10 CBM / 2529734.60 CBF	68200 CBM	
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		
5.9	Tank top Strength (Metric Tons per M2)	HOLD 1, 3 & 5 = 25 MT/M2 , HOLD 2 & 4 = 20 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		
5.14	Are holds hopped at: PORT AND STBD SIDE			
	Forward bulkhead?	-		
	Aft bulkhead?	-		

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)	4.218 m X 4.218 m
5.17	Flat floor measurement of cargo holds at tank top: L x W ( in meter )	HOLD 1 : 27.88 X F 10.7 X A 23.8 HOLD 2 : 28.7 X 23.8 3 : 27.1 X 23.8 4 : 28.7 X 23.8 5 : 27.1 X F 23.8 X A 9.10 HOLD HOLD HOLD 5
5.18	Are vessel's holds electrically ventilated?	NO
	If yes, state number of air-changes per hour basis empty holds:	-
5.19	Type of hold paint:	RED EPOXY PAINT
5.2	Is vessel fitted for carriage of grain in accordance with chapter VI of SOLAS 1974 and amendments without requiring lashing, strapping and securing when	YES WITH HOLD NO 1,2,4,5 FULL ENDS UNTRIMMED AND HOLD NO 3 SLACK
5.21	Is the vessel fitted with A60 Steel Bulkhead?	YES
<b>Deck and Hatches</b>		
5.22	Number of hatches:	5 HATCHES
5.23	Make and type of hatch covers:	TSS HUAHAI - HYDRAULIC FOLDING
5.24	Hatch dimensions: (Length X Breadth)	Hatch 1 : 18.86 m X 18.26 m Hatch 2 / 3 / 4 / 5 : 21.32 m X 18.26 m
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	140.26 M
5.26	Strength of hatch covers:	Not Allow to Load on Hatch covers
5.27	Number, diameter and location of cement holes	(2 ) Holes / Hold , Dia : 700 mm on hatch top
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):	6.50 M
5.29	Distance from bow to fore of 1 <sup>st</sup> hold opening:	16.38 M
5.3	Distance from stern to aft of last hold opening:	32.96 M
5.31	State deck strength:	Not Permissible to Load on Deck
<b>Ballast</b>		
5.32	Capacity of ballast tanks (100%):	16314.12 CBM
5.33	Ballast holds capacity, state which hold(s):	HOLD NO.3 / 14553.08 CBM
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of	720 CBM PER HRS/PUMP (90% RATE)
5.35	deballasting	
5.36	Unpumpable quantity:	110 MT

<b>6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)</b>		
6.1	If geared state make and type:	MACGREGOR, GLB3628-2
6.2	Number/location of derricks-/ cranes:	(4) CRANES AT CENTER LINE BETWEEN EACH HATCH
6.3	Maximum outreach of gear beyond ships rail	11.9
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	11.9
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:	3-5 MIN PER CYCLE
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook 1 MIN
		Grab 1 MIN
6.8	Luffing time of gear:	1 MIN
6.9	Slewing time of gear:	2 MIN
6.1	Is gear combinable for heavy lift?	ALL CRANE SWL 36 MT
6.11	Are winches electro-hydraulic?	YES
6.12	If vessel has grabs on board - state:	YES , 4 NOS.
	Type:	MZGL 12500-6-B
	Weight:	8.850 MT
	Lifting Capacity:	MAX 12.5 CBM
	Power source of grabs:	400/440 V, 50/60 Hz 3 PHASE
	Location of power source:	FROM SHIP CRANE JIB
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?	N.A
	If yes, state number, type and height of stanchions/sockets, if on board:	-

6.16	Is vessel log racks fitted?		N.A	
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 air 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?		NO	
Engine Room				
8.2	Engine make/model and type:		DIESEL WARTSILA 6 RT-FLEX 50-B	
8.3	BHP / RPM of main engine at MCR:	100%	9480 KW	
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	8060 KW	
8.5	GENERATORS :		3 NOS / DAIHATSU 5 DK-20e	
Fuel				
8.5	What type/viscosity of fuel is used for main propulsion:		RMG 380 CST SPECS : ISO 8217 2017 VLSFO ( Sulphur< 0.5%) + In ECA area, DMA, ISO 8217 2017, LSMGO (Sulphur < 0.1%)	
	Capacity (100%) of main engine bunker tanks (excluding unpumpables):		1961.98 CBM	
8.6	What type/viscosity of fuel is used in the generating plant:		RMG 380 CST SPECS : ISO 8217 2017 VLSFO ( Sulphur< 0.5%) + In ECA area, DMA, ISO 8217 2017, LSMGO (Sulphur < 0.1%)	
	Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):		CONS. WITH MAIN PROPULSION TANK	
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:	S6EP8

9.2	Vessel's INMARSAT – C number:	456667510 / 456667511
9.3	Vessel's telephone number:	+870 773203613
9.4	Vessel's fax number:	+870 783019581
9.5	Vessel's email address:	<a href="mailto:VESSEL@PRECIOUSSHIPPING.COM">VESSEL@PRECIOUSSHIPPING.COM</a>
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	566675000
9.7	Vessel's onboard electrical supply (V / Hz):	220 V
<b>Constants/Fresh Water</b>		
9.8	Constants excluding fresh water:	350 MT
9.9	Daily freshwater consumption:	ABT 8 MT PER DAY
9.1	Fresh water capacity:	433.59 MT
9.11	State daily production of evaporator:	ABT 20 MT
9.12	Normal fresh water reserve:	150 MT
<b>Insurance</b>		
9.13	P & I Club - Full style:	SKULD P.O. BOX 1376 VIKÅ, N-0114 OSLO, NORWAY
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
<b>Vetting</b>		
9.17	Is the vessel RIGHTSHIP approved:	N.A
9.18	Date/Place of last RIGHTSHIP Inspection:	N.A
<b>Port State Control</b>		
9.19	Date and place of last Port State Control inspection: <b>Deficiencies/ Nil</b>	30-04-2024 / Toyama Shinko, Japan
9.2	Has the vessel been detained by Port State Control in the last 12 months?	None
	Any outstanding deficiencies as reported by any Port State Control. If yes, provide details:	None
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.	None
<b>10 SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES</b>		
10.1		