

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

1 GENERAL INFORMATION			
1.1	Date updated:	31-Mar-24	
1.2	Vessel's name:	M.V.BENJAMAS NAREE	
1.3	IMO number:	9464027	
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/LOG CARRIER	
1.8	Type of hull:	DOUBLE HULL	
Ownership and Operation			
1.9	Registered owner - Full style:	PRECIOUS FRAGRANCE PTE LTD. 20 MCCALLUM STREET # 19-01 TOKIO MARINE CENTRE 069046, SINGAPORE	
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:	-	
1.14	Does disponent owner have vessel on time charter or bareboat:	-	
1.15	Since when vessel has been under Disponent owner:	-	
1.16	Number of vessels in disponent owner's fleet:	-	
Builder			
1.17	Builder (where built) / Yard number:	ABG Shipyard LTD.	Y334
1.18	Date delivered (built):	March 24,2012	
Classification			
1.19	Classification society:	Nippon Kaiji Kyokai	
1.2	Class notation:	NK 120977	
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:	09-May-22	SHANHAIGUAN SHIPYARD CHINA
1.24	Date next dry dock is due:	08-May-25	
1.25	Date of last special survey / next survey due:	09-May-22	22-Mar-27
1.26	Date of last annual survey / next survey due:	09-Jan-24	22/12/2024 - 22/06/2025
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	
Dimensions			
1.29	Length Over All (LOA):	182.50 MTRS	
1.3	Length Between Perpendiculars (LBP):	175.0 MTRS	
1.31	Extreme breadth (Beam):	29.0 MTRS	
1.32	Moulded depth:	14.75 MTRS	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	49.45 MTRS	
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)	12.2	11.55 10.93
	Full ballast condition: (ballast holds flooded, basis 50% bunkers)	9.17	8.97 8.76
	Fully laden condition:	5.03	5.03 5.03
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	17.0 MTRS	17.0 MTRS 17.0 MTRS
Tonnages			
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	23670 MT	10850 MT

1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):	23707.96 MT	20998.28 MT
1.38	Panama Canal Net Tonnage (PCNT):	19172 MT	
Loadline Information			
1.39	Loadline	Deadweight	Draft
	Summer:	33780.49 mt	10.20 m
	Winter:	32743.34 mt	9.987 m
	Winter North Atlantic:	32743.34 mt	9.988 m
	Fresh water:	34635.38mt	10.426 m
	Tropical:	34820.52 mt	10.413 m
	Tropical fresh water:	35668.94 mt	10.638 m
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers) (about)		
	Lightship: Draft: Displacement : mt	Light ship 10268.22 t	10268.22 mt
	FWA at summer draft:	226 mm	
	TPC on summer draft	48.728 mt	
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
	Last:	LAURIZEN BULKERS A/S, 15 TUBORG	NUT COKE/BLAST FURNACE COKE
	2 nd :	BULK ATLANTIC INC TRUST COMPANY	STEEL PRODUCTS
	3 rd :	CARGILL OCEAN TRANSPORTATION (SINGAPORE) PTE	WHEAT IN BULK
	4 th :	Lauritzen Bulkers A/S 15 Tuborg	STEEL SCRAP
	5 th :	ULTRABULK PARCEL SVC, A/S Smakkedalen 6	STEEL PRODUCTS
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:	09/01/2024	09/01/2024	22/03/2027
2.2	Safety Radio Certificate:	09/01/2024	09/01/2024	22/03/2027
2.3	Safety Construction Certificate:	09/05/2022	09/01/2024	22/03/2027
2.4	Loadline Certificate:	09/05/2022	09/01/2024	22/03/2027
2.5	Safety Management Certificate (SMC):	24/08/2022		10/09/2027
2.6	Document of Compliance (DOC): D187155-071221F-MLT	04/11/2020	09/10/2023	19/11/2025
2.7	Cargo Gear survey:	18/10/2019	28/11/2023	17/10/2024
2.8	Cargo securing manual:	10/03/2010	N/A	UNLIMITED
2.9	International Oil Pollution Prevention Certificate (IOPPC):	09/05/2022	09/01/2024	22/03/2027
2.1	Ship Sanitation Control-(SSCC) / Ship Sanitation Control Exemption Certificate (SSEC)	30/11/2023	N/A	29/05/2024
2.11	USCG COFR:	26/03/2021	N/A	26/03/2024
2.12	International Ship Security Certificate (ISSC):	24/08/2022		10/09/2027

3	CREW MANAGEMENT
3.1	Number of Officers: (including Master)
3.2	Number of crew:
3.3	Name and nationality of Master:
3.4	Nationality of Officers:

11 PERSONS

12 PERSONS

CAPT. KRANGYUT JONGMAI / THAI

THAI-7 & INDIAN-04

3.5	Nationality of crew:	THAI-03 & INDIAN-09
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:	20TB-M0076SGPDO C NK
4.3	Safety Management (SMC) certificate number / issuing authority:	22MS-M003SMC NK
	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)):	IMO Resolution A.741(18)

5 CARGO ARRANGEMENTS		
Holds		
5.1	Number of holds:	5 (FIVE)
5.2	Hold dimensions: L x B x H	H.NO.1: 26.40 X (4.0, 24.95) X 14.90, H.NO.2: 26.60 X (24.95, 24.95) X 14.90 H.NO.3:22.40 X (24.95, 24.95) X 14.90 H.NO.4: 22.40 X (24.95, 24.95) X 14.90 H.NO.5: 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 CBM 6783.92 CBM
	Hold #2:	9554.78 CBM 9372.35 CBM
	Hold #3:	8915.88 CBM 8827.12 CBM
	Hold #4:	8915.88 CBM 8827.12 CBM
	Hold #5:	9119.9 CBM 9013.82 CBM
	Total:	43469.36 CBM 42824.48 CBM
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 MT
5.10	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:	HOLD SIDE #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?	SEMI-BOXED (#2,3,4 - NO LOWER HOPPERS BUT #1,5 - HAVE LOWER HOPPERS)
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	#1=26.4 x(4.0,24.95), #2=25.6x(24.95,24.95), #3&4=22.4x(24.95,24.95), #5=25.6x(24.95,3.62)
5.18	Are vessel's holds electrically ventilated?	YES
	If yes, state number of air-changes per hour basis empty holds:	SIX
5.19	Type of hold paint:	EPOXY
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	YES
5.21	Is the vessel fitted with A60 Steel Bulkhead?	YES
Deck and Hatches		
5.22	Number of hatches:	FIVE (5)
5.23	Make and type of hatch covers:	MACGREGOR HYDRAULIC FOLDING TYPE
5.24	Hatch dimensions: (Length X Breadth)	#1:16.8X15.0 #2:20.8X21.5 #3:20.8X21.5 #4:20.8X21.5 #5:20.8X21.5
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	131.125 MTRS
5.26	Strength of hatch covers:	2.99 MT/sqm
5.27	Number, diameter and location of cement holes	#1,2,3,4,5: 2/860 mm, arrange diagonally
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:	18.5 MTRS
5.30	Distance from stern to aft of last hold opening:	33.5 MTRS
5.31	State deck strength:	3.6 MT/sqm
Ballast		

5.32	Capacity of ballast tanks (100%):	No.1:1094.17 cu mtrs,No.2:1063.06 cu mtrs,No.3:798.2 cu mtrs, No.4:767.36 cu mtrs,no.5:1496.17 cu mtrs,no.6:1561.33 cu mtrs, no.7:1561.96 cu mtrs, no.8:1558.02 cu mtrs,no.9:329.70 cumtrs,no.10:1108.22 cumtrs,no.11:1023.60 cu mtrs,no.12: 1063.0 cumtrs,
5.33	Ballast holds capacity, state which hold(s):	8915.88m3/HOLD#3
5.34 5.35	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	Ballast 14 hr / 1000 m3/hr, De-ballast 20 hr / 900 m3/hr.
5.36	Unpumpable quantity:	280 MT

6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)			
6.1	If geared state make and type:	MACGREGOR GLB3026-2/2426GR	
6.2	Number/location of derricks/ cranes:	FOUR - 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:	24.5m	
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:	1min 46sec (Loaded) & 1min 13sec (Light)	
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Grab	LOW 21 M/MIN
6.8	Luffing time of gear:	55 SECOND	
6.9	Slewing time of gear:	1 RPM	
6.10	Is gear combinable for heavy lift?	NO	
6.11	Are winches electro-hydraulic?	YES	
6.12	If vessel has grabs on board - state:	N.A.	
	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?	YES	
	If yes, state number, type and height of stanchions/sockets, if on board:	7.5m (except abreast no.1 hatch 6.0m)	
6.16	Is vessel log racks fitted?	NO	
6.17	Timber Loadline (if applicable)	Deadweight	Draft
	Summer:		TPC
	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/washing 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 46MC-C7	
8.3	BHP / RPM of main engine at MCR:	100%	10540 BHP 129 RPM
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	90 124
8.5	GENERATORS :		
Fuel			
8.5	What type/viscosity of fuel is used for main propulsion:	RMG 380 A/P ISO 8217: 2017-VLSFO (S<0.5%) + LS MGO (S<0.1%) IN ECA AREA	

	Capacity (100%) of main engine bunker tanks (LSIFO + HSIFO; excluding un pumpables):	VLSIFO / 1400 cbm	
8.6	What type/viscosity of fuel is used in the generating plant:	DMA, ISO-8217:2017, LS MGO (S<0.1%)	
	Capacity (100%) of aux engine(s) bunker tanks (LSMGO + HSMGO; excluding un pumpables):	LSMGO 470 cbm	
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:	9V9405	
9.2	Vessel's INMARSAT – C number:	456637710 / 456637711	
9.3	Vessel's telephone number:	+6628449499, +881677103527	
9.4	Vessel's fax number:	N/A	
9.5	Vessel's email address:	benjamasnaree@speedmailplus.com	
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	566377000	
9.7	Vessel's onboard electrical supply (V / Hz):	60Hz 440V 3 PHASE, 220V/60Hz & 24V DC	
Constants/Fresh Water			
9.8	Constants excluding fresh water:	350 MT	
9.9	Daily freshwater consumption:	8 MT	
9.1	Fresh water capacity:	330 CU METRS	
9.11	State daily production of evaporator:	14 MT	
9.12	Normal fresh water reserve:	150 MT	
Insurance			
9.13	P & I Club - Full style:	UK P&I 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:	YES	
9.18	Date/Place of last RIGHTSHIP Inspection:	-	
Port State Control			
9.19	Date and place of last Port State Control inspection:	02-Mar-2024 / Barranquilla, Colombia	
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			