

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

Version 2

<b>1 GENERAL INFORMATION</b>			
1.1	Date updated:	31.08.2021	
1.2	Vessel's name:	M.V. BOONYA NAREE	
1.3	IMO number:	9680956	
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 CEMENT CARRIER	
1.8	Type of hull:	DOUBLE HULL	
<b>Ownership and Operation</b>			
1.9	Registered owner - Full style:	ABC THREE 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 Tel: +66 2 696 8900 Email : qcship@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	
1.13	Disponent owner - Full style:	ULTRA TECH CEMENT LIMITED, AHURA CENTRE, B- WING, 3RD FLOOR, MAHAKALI CAVES ROAD, ANDHERI EAST , MUMBAI - 400 093	
1.14	Does disponent owner have vessel on time charter or bareboat:	TIME CHARTER	
1.15	Since when vessel has been under Disponent owner:	28.06.2014	
1.16	Number of vessels in disponent owner's fleet:	FIVE	
<b>Builder</b>			
1.17	Builder (where built) / Yard number:	SHANHAIGUAN NEW SHIP BUILDING INDUSTRY CO. LTD., CHINA	CC200-02
1.18	Date delivered (built):	12.06.2014	
<b>Classification</b>			
1.19	Classification society:	NIPPON KAIJI KYOKAI	
1.2	Class notation:	NS*(PSCM) (PSPC-WBT) MNS*(IWS)	
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:	COLOMBO	07.06.2019
1.24	Date next dry dock is due:	11-06-2022	
1.25	Date of last special survey / next survey due:	07-06-2022	
1.26	Date of last annual survey / next survey due:	14.06.21	14.06.22
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?		
	Has this compliance been verified by the classification society?		
<b>Dimensions</b>			
1.29	Length Over All (LOA):	157.00 M	
1.3	Length Between Perpendiculars (LBP):	147.418 M	
1.31	Extreme breadth (Beam):	25.50 M	
1.32	Moulded depth:	13.00 M	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	42.76 M	
1.34	Distance from waterline to top of hatch coamings or CENTRAL LOAD POINT top of hatch covers if side-rolling hatches	No1. Hatch	Midships Last Hatch
	Ballast condition: (ballast holds not flooded, basis 50% bunkers)	12.68 M	
	Full ballast condition:		

	(ballast holds flooded, basis 50% bunkers)			
	Fully laden condition:		8.76 M	
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	CENTRAL LOAD POINT	17.33 M	
<b>Tonnages</b>				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):		15198	5541
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):		16830.53	14244.78
1.38	Panama Canal Net Tonnage (PCNT):			
<b>Loadline Information</b>				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	21158.61	09.20M	35.91
	Winter:	20470.50	09.024	35.78
	Winter North Atlantic:			
	Fresh water:	21157.66	09.414	36.08
	Tropical:	21849.55	09.408	36.07
	Tropical fresh water:			
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers ) (about)			
	Lightship: Draft: F: 4.70M/A: 6.20M	Displacement : mt		
	FWA at summer draft:		214	
	TPC on summer draft		35.91	
<b>Is vessel fitted for:</b>				
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:		N/A	
<b>Recent Operational History</b>				
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: NIL Grounding: NIL Casualty: NIL Collision: NIL		
1.44	Voyage History			
	Voy#	Charterer	Cargo	Load-Discharge Ports
	202	ULTRATECH	CEMENT IN BULK	HAMRIYAH / COLOMBO
	201	ULTRATECH	CEMENT IN BULK	HAMRIYAH / COLOMBO
	200	ULTRATECH	CEMENT IN BULK	JEBEL ALI / COLOMBO
	199	ULTRATECH	CEMENT IN BULK	PIPAVAV/NMPT/KOCHI
	198	ULTRATECH	CEMENT IN BULK	PIPAVAV/JNPT
1.45	Specify the security level at which the ship is currently operating (ISSC):	LEVEL 2 AT JNPT. OTHER PORTS LEVEL 1		

2	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate:	19CX0029-SEC/COLOMBO/07.06.2019	14.06.2021	11.06.2024
2.2	Safety Radio Certificate:	19CX0029-SRC/COLOMBO/07.06.2019	14.06.2021	11.06.2024
2.3	Safety Construction Certificate:	19CX0029-SCC/COLOMBO/07.06.2019	14.06.2021	11.06.2024
2.4	Loadline Certificate:	19CX0029-LLC/COLOMBO/07.06.2019	14.06.2021	11.06.2024
2.5	Safety Management Certificate (SMC):	19BY-M0113SMC - ISSUED MUMBAI	30.10.2019	09-Nov-24
2.6	Document of Compliance (DOC):	20TB-M0076SGPDO	04.11.2020	19.11.2025
2.7	Cargo Gear survey:	BY NKK/07.06.2019/COLOMBO	14.06.2021	07.06.2024
2.8	Cargo securing manual:	N/A	N/A	N/A
2.9	International Oil Pollution Prevention Certificate (IOPPC):	17HO04313-OPP/TOKYO/25-07-2017	14.06.2021	22-05-2022
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate:	SSCEC NO. 27 OF 2021	12.04.2021	11.10.2021
2.11	USCG COFR:	N/A	N/A	N/A
2.12	International Ship Security Certificate (ISSC):	19BY-P0276ISSC- ISSUED MUMBAI	30.10.2019	09.11.2024

2.13	Ballast water management certificate	19CX0029-BWM/COLOMBO/07.06.2019	14.06.2021	11.06.2024
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<b>3 CREW MANAGEMENT</b>		
3.1	Number of Officers: (including Master)	10
3.2	Number of crew:	11
3.3	Name and nationality of Master:	CAPT. ALFRED F. LIMA / INDIAN
3.4	Nationality of Officers:	INDIAN/THAI
3.5	Nationality of crew:	INDIAN
3.6	What is the common working language onboard:	ENGLISH
3.7	Do officers speak and understand English?	YES

<b>4 SAFETY MANAGEMENT</b>		
4.1	Is the vessel ISM certified?	YES
4.2	Document of Compliance (DOC) certificate number / issuing authority:	20TB-M0076SGPDOG NK
4.3	Safety Management (SMC) certificate number / issuing authority:	14HO-2067SMC NK
	State outstanding recommendations, if any:	NIL
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)):	ISO 9001 + ISO 14001

<b>5 CARGO ARRANGEMENTS</b>		
<b>Holds</b>		
5.1	Number of holds:	4
5.2	Hold dimensions: L x B x H	ENCLOSED HOLD
5.3	Are vessel's holds clear and free of any obstructions?	N/A
5.4	Capacity, by hold, excluding wing/topside tanks but including hatchways:	Grain Bale
	Hold #1:	5050.5 CBM
	Hold #2:	5380.20 CBM
	Hold #3:	5384.60 CBM
	Hold #4:	5514.90 CBM
	Hold #5:	
	Total:	21330.20 CBM
5.5	Is vessel strengthened for the carriage of heavy cargoes?	N/A
5.6	If yes, state which holds may be left empty:	N/A
5.7	Is tanktop steel suitable for grab discharge?	N/A
5.8	State whether bulkhead corrugations are vertical or horizontal:	VERTICAL
5.9	Tanktop strength:	N/A
5.1	Are holds CO2 fitted?	NO
5.11	Are holds fitted with smoke detection system?	NO
5.12	Is vessel fitted with Australian type approved holds ladders?	NO
5.13	Has vessel a functioning class certified loadmaster/loadicator or similar calculator?	YES
5.14	Are holds hopped at:	
	Forward bulkhead?	N/A
	Aft bulkhead?	N/A
5.15	Can vessel's holds be described as box shaped?	NO
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	N/A
5.18	Are vessel's holds electrically ventilated?	NO
	If yes, state number of air-changes per hour basis empty holds:	N/A
5.19	Type of hold paint:	EPOXY
5.2	Is vessel fitted for carriage of grain in accordance with Chapter V I of SOLAS 1974 and amendments without requiring bagging, strapping and	N/A
5.21	Is the vessel fitted with A60 Steel Bulkhead?	N/A
<b>Deck and Hatches</b>		
5.22	Number of hatches:	ENCLOSED HOLDS
5.23	Make and type of hatch covers:	BOOBY HATCH COVERS

5.24	Hatch dimensions: (Length X Breadth)	NA
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	NA
5.26	Strength of hatch covers:	N/A
5.27	Number, diameter and location of cement holes	N/A
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):	N/A
5.29	Distance from bow to fore of 1 <sup>st</sup> hold opening:	N/A
5.3	Distance from stern to aft of last hold opening:	N/A
5.31	State deck strength:	
<b>Ballast</b>		
5.32	Capacity of ballast tanks (100%):	7710.5 CBM
5.33	Ballast holds capacity, state which hold(s):	N/A
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	BALLASTING TIME/11HRS RATE/500TPH. DEBALLASTING TIME/14HRS, 450TPH
5.36	Unpumpable quantity:	50.00 MT

<b>6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)</b>			
6.1	If geared state make and type:	2 DISCHARGE BOOMS, (P) AT FR: 78 & 153.	
6.2	Number/location of derricks-/ cranes:	2 HOSE HANDLING CRANES (P&S) AT FR: 105 + PROVISION CRANE (P) AT FR:06.	
6.3	Maximum outreach of gear beyond ships rail		
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:	N/A	
6.6	Time needed for full cycle with maximum cargo lift on hook:	N/A	
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook	N/A
		Grab	N/A
6.8	Luffing time of gear:		
6.9	Slewing time of gear:		
6.1	Is gear combinable for heavy lift?	N/A	
6.11	Are winches electro-hydraulic?	YES	
6.12	If vessel has grabs on board - state:	NO	
	Type:	N/A	
	Weight:	N/A	
	Lifting Capacity:	N/A	
	Power source of grabs:	N/A	
	Location of power source:	N/A	
6.13	Does vessel have enough power to run 4 cranes and 4 shore grabs (if applicable). If not pls state how many?	N/A	
6.14	Is vessel fitted with sufficient lights at each hatch for night work?	N/A	
6.15	Is vessel logs fitted?	N/A	
	If yes, state number, type and height of stanchions/sockets, if on board:	N/A	
6.16	Is vessel log racks fitted?	N/A	
6.17	Timber Loadline (if applicable)	Deadweight	Draft
	Summer:		TPC
	Winter:		
	Winter North Atlantic:		
	Fresh water:		
	Tropical:		
	Tropical fresh water:		

<b>7</b>			
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/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:	
<b>8 ENGINE ROOM, SPEED AND CONSUMPTION</b>		
8.1	Is vessel fitted with a shaft generator?	NO
<b>Engine Room</b>		
8.2	Engine make/model and type:	YMD MAN B&W/7S35MC7.1 Tier II
8.3	BHP / RPM of main engine at MCR:	100% 5180kW 173rpm
8.4	BHP / RPM of main engine at NCR (as % of MCR):	90% 4662kW 167rpm
8.5	GENERATORS :	6DK-26e X 2-1765kW X 720rpm, 5DK-20e X 2-576kW X 720rpm
<b>Fuel</b>		
8.5	What type/viscosity of fuel is used for main propulsion:	IFO 380cSt
	Capacity (100%) of main engine bunker tanks (excluding unpumpables):	FO-1239.3 M <sup>3</sup> , DO- 151.72 M <sup>3</sup>
8.6	What type/viscosity of fuel is used in the generating plant:	IFO 380cSt, Initial cold condition starting with MDO
	Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):	as above
<b>Speed</b>		
8.7	Ballast: ABT	AS PER VESSEL DESCRIPTION
	Laden: ABT	
<b>Consumptions</b>		
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	
<b>9 MISCELLANEOUS</b>		
<b>Communications and Electronics</b>		
9.1	Call sign:	9V2251
9.2	Vessel's INMARSAT – C number:	456402412
9.3	Vessel's telephone number:	+870773302665
9.4	Vessel's fax number:	+870783822511
9.5	Vessel's email address:	<a href="mailto:boonyanaree@nimailplus.com">boonyanaree@nimailplus.com</a>
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	564024000
9.7	Vessel's onboard electrical supply (V / Hz):	220V / 60 Hz
<b>Constants/Fresh Water</b>		
9.8	Constants excluding fresh water:	465MT
9.9	Daily freshwater consumption:	about 6 M/T (8.00 M/T when Sanitary consumption is in FW)
9.1	Fresh water capacity:	401.70 MT
9.11	State daily production of evaporator:	16
9.12	Normal fresh water reserve:	100.00 MT
<b>Insurance</b>		
9.13	P & I Club - Full style:	THE SWEDISH CLUB, P.O. BOX 171, SE-401 22 GOTHENBURG, SWEDEN.
9.14	P & I Club coverage:	US\$:1,000,000,000
9.15	Where is the owners hull and machinery placed:	THE SWEDISH CLUB, P.O. BOX 171, SE-401 22 GOTHENBURG, SWEDEN.
9.16	Hull & Machinery insured value:	23.60 MILLION(SUBJECT TO CHANGES AS MAY BE AGREED WITH HNM UNDERWRITERS FROM TIME TO TIME)
<b>Vetting</b>		
9.17	Is the vessel RIGHTSHIP approved:	NO
9.18	Date/Place of last RIGHTSHIP Inspection:	NA
<b>Port State Control</b>		
9.19	Date and place of last Port State Control inspection:	01.06.2021/JEBEL ALI, UAE
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

<b>10</b>	<b>SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES</b>	
10.1	VESSEL IS A BULK CEMENT CARRIER CAPABLE OF DISCHARGING IN PNEUMATIC AND MECHANICAL MODES.	

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