

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

1 GENERAL INFORMATION		
1.1	Date updated:	31/08/2021
1.2	Vessel's name:	CHAYANEE NAREE
1.3	IMO number:	IMO 9613434
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:	STEEL BULK CARRIER
1.8	Type of hull:	SINGLE HULL
Ownership and Operation		
1.9	Registered owner - Full style:	PRECIOUS VISIONS PTE LTD 20 MCCALLUM STREET, 19-01 TOKIO MARINE CENTRE, SINGAPORE 069046
1.1	Parent company/group to which the owner belongs - Full style:	PRECIOUS SHIPPING PUBLIC COMPANY LIMITED., 7th FLOOR, CATHAY HOUSE 8/35 NORTH SATHON ROAD, BANGKOK 10500, THAILAND
1.11	Technical operator - Full style:	GREAT CIRCLE SHIPPING AGENCY LTD. 10th FLOOR, CATHAY HOUSE 8/35 NORTH SATHON ROAD, BANGKOK 10500, THAILAND
1.12	Commercial operator - Full style:	PRECIOUS SHIPPING PUBLIC COMPANY LIMITED., 7th FLOOR, CATHAY HOUSE 8/35 NORTH SATHON ROAD, BANGKOK 10500, THAILAND
1.13	Disponent owner - Full style:	M/s. SUCDEN (Sucres et Denrées) EMAIL: freightraw@sucden.fr
1.14	Does disponent owner have vessel on time charter or bareboat:	VOYAGE CHARTER
1.15	Since when vessel has been under Disponent owner:	CP DD 05-08-21
1.16	Number of vessels in disponent owner's fleet:	NA
Builder		
1.17	Builder (where built) / Yard number:	YANGZHOU GUOYU / GY809
1.18	Date delivered (built):	22-Oct-12
Classification		
1.19	Classification society:	BUREAU VERITAS
1.2	Class notation:	BULK CARRIER CSR BC-A(HOLDS 2 ,4 MAY BE EMPTY) ESP GRAB
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:	09-Oct-20 / SHANGSHAIGUAN
1.24	Date next dry dock is due:	08/APR/2022 to 08/OCT/2022
1.25	Date of last special survey / next survey due:	NA / NA
1.26	Date of last annual survey / next survey due:	9-Sep-20 / 08/APR/2021 to 08/OCT/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):	189.99
1.3	Length Between Perpendiculars (LBP):	185

1.31	Extreme breadth (Beam):			32.26
1.32	Moulded depth:			18
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):			45.86
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: F4.75m / A 6.50m (ballast holds not flooded, basis 50% bunkers)	16.59 M	15.61 M	14.64 M
	Full ballast condition: F7.31m / A 8.69m (ballast holds flooded, basis 50% bunkers)	14.03 M	13.24 M	12.45 M
	Fully laden condition: F12.80/ M12.80/ A12.80	8.54 M	8.44 M	8.34 M
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	21.34 M	21.24 M	21.14 M
Tonnages				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	GRT 33032		NRT 19231
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:	56547.9	12.8	58.8
	Winter:	54977.2	12.533	58.7
	Winter North Atlantic:	NA	NA	NA
	Fresh water:	56547.9	13.088	58.9
	Tropical:	58121.2	13.067	58.9
	Tropical fresh water:	58121.2	13.355	59.05
	Full Ballast condition: Draft: F5.16m / A6.17m (ballast holds not flooded, basis 50% bunkers) (about)	16304	5.69	
	Lightship: Draft: F0.62m / A4.99m Displacement : 11133.16 mt		2.6	4.9
	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):			50253.9
	If yes, is Panama deadweight all told affected by vessel's bilge turn radius?			NO
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
	1	M/s. SUCDEN (Sucres et Denrées)	BRAZILIAN CANE RAW SUGAR IN BULK	SANTOS, BRAZIL TO LAGOS, NIGERIA
	2	XO SHIPPING A/S, DENMARK	NPK 10-26-26 / NPK 15-15-15 / MAP	JORF LASFAR, MOROCCO TO PARANAGUA, BRAZIL
	3	T.K.B. SHIPPING A/S, COPENHAGEN	SULPHUR IN BULK	KAVKAZ, RUSSIA TO JORF LASFAR, MOROCCO
	4	NORDIC BULK CARRIERS A/S (SINGAPORE)PTE LTD	SCRAP IN BULK	ST.PETERSBURG, RUSSIA TO HABAS NEMRUT, TURKEY
	5	CARGILL OCEAN TRANSPORTATION (SINGAPORE)PTE LTD	IRON ORE IN BULK	SALDANHA BAY, SOUTH AFRICA TO SWINOUJSCIE, POLAND
	6	OCP SA	DAP IN BULK	JORF LASFAR PORT, MOROCCO TO ONNE PORT, NIGERIA
	7	DAEWOO LOGISTICS CORP	STEEL COILS	KAOHSIUNG, TAIWAN TO LEIXOES, SANTANDER, BILBAO, LA ROCHELLE

8	PAN OCEAN CO., LTD., SEOUL	RAW SUGAR IN BULK	TOWNSVILLW,AUSTRALIA	TO	INCHEON, KOREA
9	ACCT SEACON ENTERPRISES PTE.LTD	IRON ORE FINES	GANGAVARAM,INDIA	TO	CAOFEIDIAN, CHINA
10	EFE DENIZCILIK SANAYI TICARET LTD. STI.	SULPHUR (APP C) IN BULK	RAS LAFFAN,QATAR	TO	PARADIP, INDIA (DSCH).
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:	09/07/2017	20/10/2020	08/07/2022
2.2	Safety Radio Certificate:	09/07/2017	20/10/2020	09/07/2022
2.3	Safety Construction Certificate:	09/07/2017	09/09/2020	08/07/2022
2.4	Loadline Certificate:	09/07/2017	09/09/2020	08/07/2022
2.5	Safety Management Certificate (SMC):	16/02/2018	03/02/2021	15/03/2023
2.6	Document of Compliance (DOC): D187155-071221F-MLT	04/11/2020		19/11/2025
2.7	Cargo Gear survey:	09/07/2017	16/07/2021	08/07/2022
2.8	Cargo securing manual:	11/10/2012		
2.9	International Oil Pollution Prevention Certificate (IOPPC):	09/07/2017	09/09/2020	08/07/2022
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	16/07/2021		15/01/2022
2.11	USCG COFR:	18/10/2018		18/10/2021
2.12	International Ship Security Certificate (ISSC):	16/02/2018	03/02/2021	15/03/2023

3	CREW MANAGEMENT	
3.1	Number of Officers: (including Master)	12 PERSONS INCLUDING MASTER
3.2	Number of crew:	10 PERSONS
3.3	Name and nationality of Master:	CAPT.KRILERK TANAKHAN / THAI
3.4	Nationality of Officers:	THAI
3.5	Nationality of crew:	THAI
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-M0076SGPDOCK NK
4.3	Safety Management (SMC) certificate number / issuing authority:	18SY-M0010SMCK NK
	State outstanding recommendations, if any:	NO
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)):	COMPANY IMO 1303151

5	CARGO ARRANGEMENTS	
Holds		
5.1	Number of holds:	5
5.2	Hold dimensions: L x B x H	#1/ 27.88x(f/10.7+a/23.8)x18.52, #2/28.7x23.8x18.52, #3/27.06x23.8x18.52, #5/27.06x(f/23.8+a/9.1)x18.52
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 (CBM) Bale
	Hold #1:	13009.86 NA
	Hold #2:	15333.25 NA
	Hold #3:	14553.08 NA
	Hold #4:	15333.27 NA
	Hold #5:	13404.64 NA
	Total:	71634.1
5.5	Is vessel strengthened for the carriage of heavy cargoes?	YES
5.6	If yes, state which holds may be left empty:	HOLDS 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	Tanktop strength:	#1,3,5/25MT & #2,4/20MT
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:	
	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)	4.218m X 4.218m
5.17	Flat floor measurement of cargo holds at tank top: L x W	#1/27.88 x w/fwd 10.7 x w/aft 23.8, #2&4/ 28.7 x 23.8, #3/ 27.06 x23.8 , #5/27.06 x w/fwd 23.8 x w/aft 9.1.
5.18	Are vessel's holds electrically ventilated?	No
	If yes, state number of air-changes per hour basis empty holds:	NA
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
5.23	Make and type of hatch covers:	TTS HUAHAI - HYDRAULIC FOLDING TYPE
5.24	Hatch dimensions: (Length X Breadth)	#1/18.86 x 18.26M, #2-5/21.32 x 18.26M
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	140.62 m
5.26	Strength of hatch covers:	not allow to load on hatch cover or on deck
5.27	Number, diameter and location of cement holes	2 Nos (port fwd and stbd aft) each hatch)dia 700 mm
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):	6.5 m
5.29	Distance from bow to fore of 1 st hold opening:	16.38 m
5.3	Distance from stern to aft of last hold opening:	32.96 m
5.31	State deck strength: 3.5 MT/M2	3.5 MT/M2 BUT not allow to load cargo on deck/hatch cover.

Ballast

5.32	Capacity of ballast tanks (100%):	16314.13 M3
5.33	Ballast holds capacity, state which hold(s):	#3 HOLD , 14553.08 M3
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	2 Pumps with 800 cbm/hr each pump capacity
5.35		
5.36	Unpumpable quantity:	250 MT

6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)

6.1	If geared state make and type:	MACGREGOR, GLB3628-2	
6.2	Number/location of derricks-/ cranes:	4-SWL 36T fitted between each hold at center line	
6.3	Maximum outreach of gear beyond ships rail	ABT 11.9M	
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	ABT 11.9M	
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:		
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Grab	
6.8	Luffing time of gear:	65 SEC	
6.9	Slewing time of gear:	0.9 r/min	
6.1	Is gear combinable for heavy lift?	NO	
6.11	Are winches electro-hydraulic?	yes	
6.12	If vessel has grabs on board - state:	yes, 4 grabs	
	Type:	SMAG /MZGL 12500-6-B	
	Weight:	8850 KG	
	Lifting Capacity:	12.5M3, 10.0M3, 8.5M3, 7.0M3, 6.0M3	
	Power source of grabs:	44 kW	440V-60Hz
	Location of power source:	each crane.	

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:			
6.16	Is vessel log racks fitted?	No.		
6.17	Timber Loadline (if applicable)	Deadweight	Draft	TPC
	Summer:	N.A.		
	Winter:	N.A.		
	Winter North Atlantic:	N.A.		
	Fresh water:	N.A.		
	Tropical:	N.A.		
	Tropical fresh water:	N.A.		

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/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:	WARTSILA 6RT-FLEX 50 B	
8.3	BHP / RPM of main engine at MCR:	100%	9480KW/124
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	7110KW/112.9
8.5	GENERATORS :	3 Nos. / DAIHATSU 5DK-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):	VLSFO/1952.87M3	
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):	LSMGO /456.25M3	
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:	S6AF2	
9.2	Vessel's INMARSAT – C number:	NO1.456670810, NO2.456670811	
9.3	Vessel's telephone number:	+66 2 026 1157	

9.4	Vessel's fax number:	+870-783-822-446, +66 2 237 7842
9.5	Vessel's email address:	Email: vessel@preciousshipping.com NAREE Subject: CHAYANEE
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	566708000
9.7	Vessel's onboard electrical supply (V / Hz):	220V / 60 Hz
Constants/Fresh Water		
9.8	Constants excluding fresh water:	ABT 450 MT
9.9	Daily freshwater consumption:	7 MT/DAY
9.1	Fresh water capacity:	420 MT
9.11	State daily production of evaporator:	ABT 20MT/DAY
9.12	Normal fresh water reserve:	ABT 200 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:	N.A.
Port State Control		
9.19	Date and place of last Port State Control inspection:	17 JUNE 2021 / HABAS NEMRUT, TURKEY
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		