

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

1 GENERAL INFORMATION			
1.1	Date updated:	30/06/2024	
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:	INTERGIS CO, LTD. 14TH FL (FERRUM TOWER SUHA-DONG) 19, EULJI-RO 5-GIL, JUNG-GU, SEOUL, KOREA	
1.14	Does disponent owner have vessel on time charter or bareboat:	TIME CHARTER	
1.15	Since when vessel has been under Disponent owner:	18-Oct-22	
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:	04-Sep-22	SHANGSHAIGUAN
1.24	Date next dry dock is due:	01-Apr-25	
1.25	Date of last special survey / next survey due:	N/A	N/A
1.26	Date of last annual survey / next survey due:	22-Aug-23	20-Aug-24
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	INTERGIS CO., LTD.	COAL IN BULK	MOBILE - CHINA PORTS
	2	PAN OCEAN CO., LTD	STEEL PRODUCTS	KWANGYANG & POHANG - ALTAMIRA & BROWNVILLE
	3	ELIM SPRING MARINE	COAL IN BULK	ADANG BAY, INDONESIA - CAOJING, CHINA
	4	ADM and Hanson Carriers Pte Ltd.	CORN IN BULK	SANTOS, BRAZIL - FANGCHENG , XINSHA CHINA
	5	LYNX SHIPPING LIMITED .	STEEL PRODUCT S	SHANGHAI ,BAYUQUAN, TIANJIN CHINA - VALPARAISO CHILE
	6	PAN OCEAN CO., LTD	CORN IN BULK	NEW ORLEANS , USA - KASHIMA ,JAPAN
	7	ULTRABULK	ROCK PHOSPHAT ES IN BULK	PUERTO BAYOVAR ,PERU - PORT MANATEE , USA

	8	PACIFIC BASIN HK.	STEEL PRODUCT	HANGZHOU, CHINA TO PUERTO QUETZAL, GUATEMALA - CALDERA
	9	DAMPSKIBSSELSKABET NORDEN A/S	Petroleum Coke in Bulk	MYRTLE GROVE TO RIZHAO
	10	Oldendorff GmbH & Co. KG	STEEL COILS	MONTMORAUX / MUMBAI TO MARGHERA / PENANG
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:	04/09/2022	22/08/2023	08/07/2027
2.2	Safety Radio Certificate:	04/09/2022	22/08/2023	08/07/2027
2.3	Safety Construction Certificate:	04/09/2022	22/08/2023	08/07/2027
2.4	Loadline Certificate:	04/09/2022	22/08/2023	08/07/2027
2.5	Safety Management Certificate (SMC):	18/02/2023		15/03/2028
2.6	Document of Compliance (DOC): D187155-071221F-MLT	04/11/2020	09/10/2023	19/11/2025
2.7	Cargo Gear survey:	04/09/2022	22/08/2023	08/07/2027
2.8	Cargo securing manual:	11/10/2012		
2.9	International Oil Pollution Prevention Certificate (IOPPC):	04/09/2022	22/08/2023	08/07/2027
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	29/01/2024		28/07/2024
2.11	USCG COFR:	18/10/2021		18/10/2024
2.12	International Ship Security Certificate (ISSC):	18/02/2023		15/03/2028

3	CREW MANAGEMENT	
3.1	Number of Officers: (including Master)	12 PERSONS INCLUDING MASTER
3.2	Number of crew:	11 PERSONS
3.3	Name and nationality of Master:	CAPT. MATAVEE INTARASURA / THAI
3.4	Nationality of Officers:	THAI , INDIAN
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:	20TB-M0076SGPDOG	NK
4.3	Safety Management (SMC) certificate number / issuing authority:	23ZQ-M0019SMC	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/twd 10.7 x w/aft 23.8, #2&4/ 28.7 x 23.8, #3/ 27.06 x23.8 , #5/27.06 x w/twd 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 5.35	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	2 Pumps with 800 cbm/hr each pump capacity
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:	10 OCT 2023 / VALPARAISO ,CHILE	
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			