THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99) **Version 2**

1	**GENERAL INFORMATION**		
1.1	Date updated:	29-Feb-24	
1.2	Vessel's name:	M.V.DARANEE NAREE	
1.3	IMO number:	9613446	
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	
Ownership and Operation			
1.9	Registered owner - Full style:	Precious Bridges Pte.Ltd ,20 McCallum street #19-01 Tokio Marine Centre Singapore 069046 Singapore	
1.1	Parent company/group to which the owner belongs - Full style:	PRECIOUS SHIPPING PCL, 8/35 10th Floor Cathay House,North Sathorn Rd.Silom, Bangkok 10500,THAILAND, Tel:(662) 6968900 to 8999 Fax:(662) 2377842,6338468, Tlx: 82161 GCSHIP TH ,CABLE:GCSHIP E-mail:gcship@preciousshipping.com	
1.11	Technical operator - Full style:	GREAT CIRCLE SHIPPING AGENCY Tel: +66 2 6968901 Mobile: +66 81 8147690 E-mail: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	
1.13	Disponent owner - Full style:	NORVIC SHIPPING ASIA PTE. LTD. 380 JALAN BESAR ARC 380, #12-02/03/04 SINGAPORE 209000 E-MAIL: ops@norvicshipping.com	
1.14	Does disponent owner have vessel on time charter or bareboat:	A PERIOD TIME CHARTER WITH CP DTD 09-02-24	
1.15	Since when vessel has been under Disponent owner:	19-Feb-24	
1.16	Number of vessels in disponent owner's fleet:	N/A	
Builder			
1.17	Builder (where built) / Yard number:	YANGZHOU GUOYU SHIPBUILDING Co.,Ltd. P.R. CHINA	
1.18	Date delivered (built):	29th November 2012	
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:	N/A	
1.22	If Classification society changed, date of change:	N/A	
1.23	Date and place of last dry dock:(LIEU DRY DOCK)	16-May-22	QINHUANGDAO,CHINA
1.24	Date next dry dock is due:	AS PER OWNER'S INSTRUCTION	
1.25	Date of last special survey / next survey due:	29-May-22	28-May-27
1.26	Date of last annual survey / next survey due:	18-Mar-23	3-May-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?	BV CLASS	

Dimensions				
1.29	Length Over All (LOA):		189.99 mtr	
1.3	Length Between Perpendiculars (LBP):		185.00 mtr	
1.31	Extreme breadth (Beam):		32.26 mtr	
1.32	Moulded depth:		18.00 mtr	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		46.00 mtr	
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)	15.67 mtr	14.95 mtr	14.49 mtr
	Full ballast condition: (ballast holds flooded, basis 50% bunkers)	12.67 mtr	12.35 mtr	12.29 mtr
	Fully laden condition:	7.80 mtr	7.60 mtr	7.60 mtr
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	20.99 mtr	20.97 mtr	20.97 mtr
Tonnages				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):		33,032	19,231
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:	56,588	12.818	58.8
	Winter:	55,017	12.551	
	Winter North Atlantic:	N/A	N/A	
	Fresh water:	56,588	13.106	
	Tropical:	58,161	13.085	
	Tropical fresh water:	58,161	13.373	
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers) (about)	16,476		
	Lightship: Draft: Displacement : mt		F0.60m / A4.55m	11,093.08 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):		50,429	
	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:		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: NO Grounding: NO Casualty: NO Collision: NO	
1.44	Voyage History			
	Voy#	Charterer	Cargo	Load-Discharge Ports
	Last:	CARGILL OCEAN TRANSPORTATION , SINGAPORE, PTE LTD.	Manganese ore	Groote Eylandt, Australia - Qinzhou, China&Kwangyang, South Korea
	2nd:	TAICHI SHIPPING CO., LIMITED	Iron ore	Gopalpur, India - Bahodopi, Indonesia
	3rd:	KAWASAKI KISEN KAISHA, LTD., TOKYO.	HR coils	Fukuyama - Chattogram & Haldia
	4th:	NORVIC SHIPPING ASIA PTE. LTD.	Manganese Ore	Port Elizabeth - Qinzhou, China & Kwangyang, S.Korea
	5th:	LOUIS DREYFUS COMPANY SUISSE	Manganese Ore	Owendo- Vizag & Haldia
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:	7-Jul-23		3-May-27
2.2	Safety Radio Certificate:	29-May-22	18-Mar-23	3-May-27
2.3	Safety Construction Certificate:	29-May-22	4-Jun-23	3-May-27
2.4	Loadline Certificate:	29-May-22	18-Mar-23	3-May-27
2.5	Safety Management Certificate (SMC):	14-Mar-23		16-Apr-28
2.6	Document of Compliance (DOC): 20TB-M0076SGPDOC	4-Nov-20	9-Oct-23	19-Nov-25
2.7	Cargo Gear survey:	18-Mar-23		
2.8	Cargo securing manual:	28-Nov-12		
2.9	International Oil Pollution Prevention Certificate (IOPPC):	29-May-22	18-Mar-23	3-May-27
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	12-Dec-23		12-Jun-24
2.11	USCG COFR:	28-Nov-21		28-Nov-24
2.12	International Ship Security Certificate (ISSC):	14-Mar-23		16-Apr-28

3	**CREW MANAGEMENT**		
3.1	Number of Officers: (including Master)	10	
3.2	Number of crew:	12	
3.3	Name and nationality of Master:	Capt. Ekkalak Koedsiri, Thai	
3.4	Nationality of Officers:	9 Thais , 1 Indians	
3.5	Nationality of crew:	3 Thais , 9 Indians	
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-M0076SGPDOC	Class NK
4.3	Safety Management (SMC) certificate number / issuing authority:	23ZD-M0031SMC	Class NK
	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)):	ISO9001	

5	**CARGO ARRANGEMENTS**		
Holds			
5.1	Number of holds:	5	
5.2	Hold dimensions: L x B x H	H1 : 27.88*32.26*18.32 H2 : 31.16*32.26*18.12 H3 : 29.52*32.26*18.12 H4 : 31.16*32.26*18.12 H5 : 29.52*32.26*18.12	
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:	13,009.86	N.A.
	Hold #2:	15,333.25	N.A.
	Hold #3:	14,553.08	N.A.
	Hold #4:	15,333.27	N.A.
	Hold #5:	13,404.64	N.A.
	Total:	71,634.10	
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 Corrugation	
5.9	Tanktop strength:	hold 1,3,5 / 25MT & hold 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(Spiral Ladder within corrugate bulkhead)	

5.13	Has vessel a functioning class certified loadmaster/loadicator or similar calculator?	Yes
5.14	Are holds hoppered at:	Hold side
	Forward bulkhead?	No
	Aft bulkhead?	No
5.15	Can vessel's holds be described as box shaped?	Yes
5.16	Measurement of any tank slopes/hoppering: (height and distance from vessel's side at tank top)	 A= 4.218m, B= 6.0m, C= 4.218m
5.17	Flat floor measurement of cargo holds at tank top: L x W	H1 :L 27.80 x W 10.65(fwd) x W 23.80(aft) x H 18.32 H2 : L 28.65 x W 23.80(fwd&aft) x H 18.12 H3 :L 27.00 x W 23.80(fwd&aft) x H 18.12 H4 :L 28.65 x W 23.80(fwd&aft) x H 18.12 H5 :L 26.95 x W 23.8(fwd) x W 9.00(aft) x H 18.12 Hatch coaming H1= 2.07 m , H2,H3,H4,H5= 1.89 m
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:	1ST JOTAGUARD 630GREY / 2ND JOTAGUARD 630 RED
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
5.22	LAST BALLAST HEAVY NO 3 BALLAST /DISCH	(07/06/22 KANMON ,JAPAN)/(10/06/22 FUKUYAMA BERTH)/ (14/11/23 FUKUYAMA, JAPAN)
5.23	TIME BALLAST / TIME DISCH/CLEANING	14HR/10HR/5HR/7HR

Deck and Hatches

5.22	Number of hatches:	5 hatches
5.23	Make and type of hatch covers:	TTS Huahai / Electro Hydraulic Folding Type
5.24	Hatch dimensions: (Length X Breadth)	H1 W 18.26 x L 18.86 (Meter) H2 W 18.26 x L 21.32 (Meter) H3 W 18.26 x L 21.32 (Meter) H4 W 18.26 x L 21.32 (Meter) H5 W 18.26 x L 21.32 (Meter)
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	149.2 Meter
5.26	Strength of hatch covers:	Hatch cover loading NOT Allowed
5.27	Number, diameter and location of cement holes	Yes 2 Holes per hatch one at 1st pontoon port side and other at 4th pontoon stbd side
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):	H1: 4.10 m H2: 4.50 m H3: 4.50 m H4: 4.00 m H5: 4.50 m
5.29	Distance from bow to fore of 1st hold opening:	16.3 Meter
5.3	Distance from stern to aft of last hold opening:	33.1 Meter
5.31	State deck strength:	Deck loading NOT Allowed

Ballast

5.32	Capacity of ballast tanks (100%):	16,314.13 CBM
5.33	Ballast holds capacity, state which hold(s):	Hold no.3: 14,553.08 CBM
5.34 5.35	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	Ballast : abt 15.0 Hrs , 1400 CBM/Hr De-Ballast : abt 18.0 Hrs , 1400 CBM/Hr
5.36	Unpumpable quantity:	150 CBM

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 cranes / Cross deck No.1,2,3,4
6.3	Maximum outreach of gear beyond ships rail	About 11.9 meter
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	About 11.9 meter
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:		65 sec	
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Grab	36M/MIN 23M/MIN	
6.8	Luffing time of gear:		65 SEC	
6.9	Slewing time of gear:		0.9 REV/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	
	Type:		Dual scoop motor grab	
	Weight:		8.85 MT	
	Lifting Capacity:		6.0-12.5 CBM	
	Power source of grabs:		AC 440 Volts-3 Phase	
	Location of power source:		Deck 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?		provided with portable cargo lights	
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	N/A
	Winter:		N/A	N/A
	Winter North Atlantic:		N/A	N/A
	Fresh water:		N/A	N/A
	Tropical:		N/A	N/A
	Tropical fresh water:		N/A	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 50B	
8.3	BHP / RPM of main engine at MCR:	100%	9480	124
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	8058	115
8.5	GENERATORS :		3 Generators / 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 (LSIFO + HSIFO; excluding unpumpables):		LSFO 1837.21m^3/ LSMGO 424.32 m^3	
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 (LSMGO + HSMGO; excluding unpumpables):		LSFO 1837.21m^3/ LSMGO 424.32 m^3	
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		
8.1	SEA SPEED RPM 101 / 12.5 KTS		AT KANMON ST JAPAN	

9	**MISCELLANEOUS**	
Communications and Electronics		
9.1	Call sign:	9V6453
9.2	Vessel's INMARSAT – C number:	No.1: 456670710, No.2: 456670711
9.3	Vessel's telephone number:	(+)870 - 773302270 & VSAT TEL: +66 2844 9597
9.4	Vessel's fax number:	(+)870 - 783308120
9.5	Vessel's email address:	daraneenaree@speedmailplus.com and postfix@preciousshipping.com
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	566707000
9.7	Vessel's onboard electrical supply (V / Hz):	AC 220V 60Hz
Constants/Fresh Water		
9.8	Constants excluding fresh water:	500 MT
9.9	Daily freshwater consumption:	8 MT
9.1	Fresh water capacity:	465.41 MT
9.11	State daily production of evaporator:	About 18 MT/DAY
9.12	Normal fresh water reserve:	200 MT
Insurance		
9.13	P & I Club - Full style:	UK P&I Club, The Managers, Thomas Miller P&I (Europe) Ltd., 90 Fenchurch Street, London EC3M 4ST Tel: +44 (0)20 7283 4646 Fax:+44 (0)20 7621 9761
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:	21st Nov 2023 / Fukuyama, Japan
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	