

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

1 GENERAL INFORMATION			
1.1	Date updated:	31-Aug-21	
1.2	Vessel's name:	M.V.ISSARA NAREE	
1.3	IMO number:	9732187	
1.4	Vessel's previous name(s) and date(s) of change:	N/A	
1.5	Flag:	THAILAND	
1.6	Port of Registry:	BANGKOK	
1.7	Type of vessel:	BULK CARRIER	
1.8	Type of hull:	SINGLE HULL	
Ownership and Operation			
1.9	Registered owner - Full style:	PRECIOUS RUBIES LIMITED, 8/27-28, 7TH FLOOR, CATHAY HOUSE NORTH SATHORN ROAD, BANGKOK 10500, THAILAND, E-MAIL:postfix@preciousshipping.com	
1.1	Parent company/group to which the owner belongs - Full style:	PRECIOUS PUBLIC COMPANY LTD, 8/27-28, 7TH FLOOR, CATHAY HOUSE NORTH SATHORN ROAD, BANGKOK 10500, THAILAND, E-MAIL:postfix@preciousshipping.com	
1.11	Technical operator - Full style:	GREATCIRCLE SHIPPING AGENCY LIMITED, 8/35 10TH FLOOR, CATHAY HOUSE NORTH SATHORN ROAD, BANGKOK 10500 E-MAIL: gcship@preciousshipping.com	
1.12	Commercial operator - Full style:	PRECIOUS PUBLIC COMPANY LTD, 8/27-28, 7TH FLOOR, CATHAY HOUSE NORTH SATHORN ROAD, BANGKOK 10500, THAILAND, E-MAIL:postfix@preciousshipping.com	
1.13	Disponent owner - Full style:	BUNGE LATIN AMERICA LLC	
1.14	Does disponent owner have vessel on time charter or bareboat:	A TRIP TIME CHARTER	
1.15	Since when vessel has been under Disponent owner:	CP DATE 04TH AUGUST 2021	
1.16	Number of vessels in disponent owner's fleet:	ONE	
Builder			
1.17	Builder (where built) / Yard number:	SAINTY MARINE	SAM13009B
1.18	Date delivered (built):	16-Jul-14	
Classification			
1.19	Classification society:	AMERICAN BUREAU OF SHIPPING	
1.2	Class notation:	ABS	
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:	12-Jun-19	Qinhuangdao
1.24	Date next dry dock is due:	15-Jan-22	
1.25	Date of last special survey / next survey due:	12-Jun-19	15-Jul-24
1.26	Date of last annual survey / next survey due:	26-May-21	26-May-22
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?	N/A	
	Has this compliance been verified by the classification society?	N/A	
Dimensions			
1.29	Length Over All (LOA):	199.9 M	
1.3	Length Between Perpendiculars (LBP):	194.5 M	
1.31	Extreme breadth (Beam):	32.26 M	
1.32	Moulded depth:	18.5 M	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	50.0 M	
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)	16.50 M	15.10 M	14.30 M
	Full ballast condition: (ballast holds flooded, basis 50% bunkers)	13.00 M	12.10 M	11.40 M
	Fully laden condition:	7.80 M	7.50 M	7.50 M
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	21.10 M	20.80 M	20.80 M
Tonnages				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):		36,298 MT	21,607 MT
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):		37,800 MT	34,236.6 MT
1.38	Panama Canal Net Tonnage (PCNT):		30047 MT	
Loadline Information				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	63,516.40 MT	13.30 M	62.3
	Winter:	61,790.60 MT	13.023 M	62.2
	Winter North Atlantic:	N/A	N/A	N/A
	Fresh water:	63,516.40 MT	13.602 M	62.3
	Tropical:	65,245.70 MT	13.577 M	62.3
	Tropical fresh water:	65,245.70 MT	13.577 M	62.3
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers) (about)	19,217	F:4.56M A:7.45M	56
	Lightship: Draft: Displacement : mt		F:0.55M A:4.55M	11,680.25 MT
	FWA at summer draft:		302	
	TPC on summer draft		62.3	
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):		53,719 MT	
	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: NONE Grounding: NONE Casualty: NONE Collision: NONE		
1.44	Voyage History			
	Voy#	Charterer	Cargo	Load-Discharge Ports
	Last:	BUNGE LATIN AMERICA LLC	Corn 49,125.215 mts IN BULK	ITACOATIARA - SANTA MARTA + CARTAGENA, COLOMBIA
	2	Uniper Global commodities SE	Coal 50,235.80 mts IN BULK	Puerto Drummond- Itaqi
	3	Cofco international Freight S.A	Clinker 38,137 mts IN BULK	ALIAGA-Cartagena/Barranquilla
	4	XO SHIPPING A/S	COAL 55,535.87 mts IN BULK	CONVENT- EL DEKHAILA
	5	Acron Switzerland AG	UREA 21970 mts and Ammonium Nitrate 16500 mts IN BULK	MUUGA- TAMPA, NEW ORLEANS
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:	12-Jun-19	26-May-21	15-Jul-24
2.2	Safety Radio Certificate:	12-Jun-19	26-May-21	15-Jul-24
2.3	Safety Construction Certificate:	12-Jun-19	26-May-21	15-Jul-24
2.4	Loadline Certificate:	12-Jun-19	26-May-21	15-Jul-24
2.5	Safety Management Certificate (SMC):	08-Nov-19		17-Dec-24
2.6	Document of Compliance (DOC):	04-Nov-20	N/A	19-Nov-25
2.7	Cargo Gear survey:	12-Jun-19	26-May-21	11-Jun-24
2.8	Cargo securing manual:	21-Feb-14	N/A	N/A

2.9	International Oil Pollution Prevention Certificate (IOPPC):	12-Jun-19	26-May-21	15-Jul-24
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	03-Jul-21	N/A	03-Jan-22
2.11	USCG COFR:	04-Jul-20	N/A	04-Jul-23
2.12	International Ship Security Certificate (ISSC):	08-Nov-19		17-Dec-24

3 CREW MANAGEMENT		
3.1	Number of Officers: (including Master)	12
3.2	Number of crew:	10
3.3	Name and nationality of Master:	CAPT.SAYCHON DEEWAN / 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:	15HO-2095THADOC NKK
4.3	Safety Management (SMC) certificate number / issuing authority:	19OL-M0011SMC NKK
	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 AND ISO4001

5 CARGO ARRANGEMENTS		
Holds		
5.1	Number of holds:	5
5.2	Hold dimensions: L x B x H	Hold#1: L 29.52 x W 32.26 x H 17.22 Hold#2: L 33.62 x W 32.26 x H 17.22 Hold#3: L 31.16 x W 32.26 x H 17.22 Hold#4: L 31.16 x W 32.26 x H 17.22 Hold#5: L 33.62 x W 32.26 x H 17.22
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:	13,949 cbm.
	Hold #2:	17,652 cbm
	Hold #3:	15,335 cbm.
	Hold #4:	15,827 cbm.
	Hold #5:	15,940 cbm.
	Total:	78,703 cbm.
5.5	Is vessel strengthened for the carriage of heavy cargoes?	YES
5.6	If yes, state which holds may be left empty:	HOLD 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 = 25 MT., #2,4 = 19 MT.
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:	PORT&STARBOARD SIDE
	Forward bulkhead?	NO
	Aft bulkhead?	NO
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)	4.11 M X 4.11 M

5.17	Flat floor measurement of cargo holds at tank top: L x W	Hold#1: L 27.04 x w/fwd 14.71 x w/aft 23.82 Hold#2: L 33.60 x Width 23.82 Hold#3: L 26.22 x Width 23.82 Hold#4: L 28.68 x Width 23.82 Hold#5: L 31.94 x w/fwd 23.82 x w/aft 7.10
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:	JOTOGUARD 630
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 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?	Fitted with A60 at E/R bulkhead to Cargo hold #5 aft
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)	HATCH #1: 19.68 x 18.26M HATCH #2-5: 22.96 x 18.26M
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	149.24 M
5.26	Strength of hatch covers:	NOT ALLOW TO LOAD ANY CARGO
5.27	Number, diameter and location of cement holes	2 NOS/ HOLD, DIA: 700 mm. PORT FWD & STBD AFT
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: 5.40 m., A: 7.00 m., #2,3,4,5: 7.0 m
5.29	Distance from bow to fore of 1 st hold opening:	16.32 m.
5.3	Distance from stern to aft of last hold opening:	34.34 m.
5.31	State deck strength:	NOT ALLOW TO LOAD CARGO ON DECK
Ballast		
5.32	Capacity of ballast tanks (100%):	17,730 m3 (excl #3 ballast hold)
5.33	Ballast holds capacity, state which hold(s):	HOLD #3, 15,334.76 m3
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	BALLASTING TIME ABT: 20 HOURS RATE: ABT 900 MT/ HR. DEBALLASTING TIME ABT: 20 HOURS RATE: ABT 900 MT/ HR.
5.35		
5.36	Unpumpable quantity:	200 MT

6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)			
6.1	If geared state make and type:	TTS MARINE SINGLE CRANE/ TLB-30T-30M	
6.2	Number/location of derricks-/ cranes:	4 NOS OF CARGO CRANE, SWL 30T fitted between each holds	
6.3	Maximum outreach of gear beyond ships rail	ABT 13.80m	
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	ABT 13.80m	
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:	2 MINS	
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Grab	Hoisting full load 16m/min & 6 TON load 48m/min
6.8	Luffing time of gear:	MAX 70sec.	
6.9	Slewing time of gear:	0.5 RPM.	
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:	SMAG MZGL 1200-6-B	
	Weight:	8950 KG.	
	Lifting Capacity:	SWL : 15,000 KG. , CAPACITY 4-12 CBM.	
	Power source of grabs:	440 V	
	Location of power source:	INTERNAL FROM 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:	NO	
6.16	Is vessel log racks fitted?	N/A	
6.17	Timber Loadline (if applicable)	Deadweight	Draft
	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:	N/A	
	Capacity in direct stow of TEU/FEU basis full tanks:	N/A	

7.2	Are all containers within reach of vessel's gear?	N/A
7.3	If no, state self sustained capacity:	N/A
7.4	If vessel fitted with all permanent and loose fittings/lashing materials for above number of TEU/FEU?	N/A
7.5	Is vessel fitted with recessed holes/shoes on tanktop and container shoes on weatherdeck and hatch covers?	N/A
7.6	Advise stack weights and number of tiers on/under deck per TEU:	N/A
	Advise stack weights and number of tiers on/under deck per FEU:	N/A
7.7	Has vessel a container spreader on board?	N/A
7.8	Number and type of reefer plugs:	N/A

8 ENGINE ROOM, SPEED AND CONSUMPTION

8.1	Is vessel fitted with a shaft generator?	NO
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Engine Room

8.2	Engine make/model and type:	JAD MAN B&W / 5S60ME-C8.2	
8.3	BHP / RPM of main engine at MCR:	100%	8050 KW / 89 RPM
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	6842.5 KW / 84.3 RPM
8.5	GENERATORS :	3 / ANQING CSSC DIESEL ENGINE /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: 1,455 cbm. + LSMGO: 571 cbm.	
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):	VLSFO: 1,455 cbm. + LSMGO: 571 cbm.	

Speed

8.7	Ballast:	ABT	As per vessel description
	Laden:	ABT	

Consumptions

8.8	Passage		Main	Aux
	Ballast:	FO/DO ABT	As per vessel description	
	Laden:	FO/DO 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:	HSRP
9.2	Vessel's INMARSAT – C number:	456700684, 456700688
9.3	Vessel's telephone number:	+870 773 261 494, +66 2 844 9505
9.4	Vessel's fax number:	N/A
9.5	Vessel's email address:	vessel@preciousshipping.com (Insert MV. ISSARA NAREE in subject column)
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	567278000
9.7	Vessel's onboard electrical supply (V / Hz):	220 V/ 60 Hz

Constants/Fresh Water

9.8	Constants excluding fresh water:	550 MT
9.9	Daily freshwater consumption:	10 mt/ day
9.1	Fresh water capacity:	466.38 mt.
9.11	State daily production of evaporator:	18 mt/ day
9.12	Normal fresh water reserve:	200 mt.

Insurance

9.13	P & I Club - Full style:	ASSURANCEFORENINGEN SKULD (GJENSIDIG) SKULD SINGAPORE BRANCH OFFICE #37-01, 6 BATTERY ROAD, SINGAPORE 049909, SINGAPORE
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:	N/A
9.18	Date/Place of last RIGHTSHIP Inspection:	N/A
Port State Control		
9.19	Date and place of last Port State Control inspection:	25-JUNE-2021 /CARTAGENA, 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		