

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

1 GENERAL INFORMATION	
1.1 Date updated:	31-Aug-21
1.2 Vessel's name:	KANCHANA NAREE
1.3 IMO number:	9434735
1.4 Vessel's previous name(s) and date(s) of change:	NA
1.5 Flag:	THAILAND
1.6 Port of Registry:	BANGKOK
1.7 Type of vessel:	BULK CARRIER
1.8 Type of hull:	DOUBLE HULL
Ownership and Operation	
1.9 Registered owner - Full style:	PRECIOUS METALS LIMITED 7TH FLOOR, CATHAY HOUSE, 8 NORTH SATHORN ROAD, BANGKOK 10500, THAILAND
1.1 Parent company/group to which the owner belongs - Full style:	PRECIOUS SHIPPING PUBLIC COMPANY LIMITED, 7TH FLOOR, CATHAY HOUSE, 8 SATHORN ROAD, BANGKOK 10500, THAILAND. TEL: +662-696-8800. FAX: +662 2367654. EMAIL: psl@preciousshipping.com
1.11 Technical operator - Full style:	GREAT CIRCLE SHIPPING AGENCY LTD. 10TH FLOOR CATHAY HOUSE, 8/35 NORTH SATHORN ROAD, BANGKOK 10500, THAILAND. TEL: +662 6968900-99. FAX: +662 2377842. EMAIL:gcship@preciousshipping.com
1.12 Commercial operator - Full style:	PRECIOUS METALS LIMITED, 7TH FLOOR, Phibulldam building, 8 SATHORN ROAD, BANGKOK 10500, THAILAND. TEL: +662-696-8800. FAX: +662 2367654. EMAIL: psl@preciousshipping.com
1.13 Disponent owner - Full style:	
1.14 Does disponent owner have vessel on time charter or bareboat:	
1.15 Since when vessel has been under Disponent owner:	
1.16 Number of vessels in disponent owner's fleet:	
Builder	
1.17 Builder (where built) / Yard number:	TAIZHOU SANFU SHIP ENGINEERING CO. SF060109 LTD. JIANGSU CHINA
1.18 Date delivered (built):	28-Oct-11
Classification	
1.19 Classification society:	BUREAU VERITAS

1.2	Class notation:	I HULL MACH, BULK CARRIER CSR BC-A (HOLDS 2,4 MAY BE EMPTY) ESP GRAB[20]. UNRESTRICTED NAVIGATION, VERISTAT-HULL, MON-SHAFT, INWATERSURVEY		
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:	08-Sep-19	LONGSHAN SHIPYARD, CHINA	
1.24	Date next dry dock is due:	12-Sep-21		
1.25	Date of last special survey / next survey due:	12-Sep-16	12-Sep-21	
1.26	Date of last annual survey / next survey due:	28-Aug-20	27-Oct-21	
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?			
Dimensions				
1.29	Length Over All (LOA):	189.99 M		
1.3	Length Between Perpendiculars (LBP):	185 M		
1.31	Extreme breadth (Beam):	32.296 M		
1.32	Moulded depth:	18 M		
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	46.5 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: F=4.70, A=6.70 M (ballast holds not flooded, basis 50% bunkers)	15.65 M	14.50 M	13.50 M
	Full ballast condition: F=8.00, A=8.80 M (ballast holds flooded, basis 50% bunkers)	12.35 M	11.80 M	11.40 M
	Fully laden condition: (SUMMER DRAFT EK)	7.53 M	7.38 M	7.38 M
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	20.35 M	20.20 M	20.20 M
Tonnages				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	33044	19231	
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):	33919.94	31013.03	
1.38	Panama Canal Net Tonnage (PCNT):	27449		
Loadline Information				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	56920 MT	12.818 M	58.80 MT
	Winter:	55349 MT	12.551 M	58.70 MT
	Winter North Atlantic:			
	Fresh water:		13.106 M	
	Tropical:	58493 MT	13.085 M	58.90 MT
	Tropical fresh water:		13.373 M	
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers) (about)	27,130 MT	F=4.70, A=6.70 M	52.86 MT
	Lightship: Draft: F/0.0, A/4.80 M	Displacement : 10761 MT		
	FWA at summer draft:	288 MM		
	TPC on summer draft	58.80 MT		

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):	50,523.86 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:	NA		
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	M/S DAMPSKIBSSELSKABET NORDEN A/S HELLERUP-DENMARK	SUNFLOWER MEAL PELLETS IN BULK	NIKOLAEV-NANSHA
	2	M/S DAMPSKIBSSELSKABET NORDEN A/S HELLERUP-DENMARK	BAUXITE IN BULK	TAKORADI-DNEPROBUGSKIY
	3	M/S EAGLE BULK PTE. LTD, SINGAPORE under sub chtr of DAMPSKIBSSELSKABET	CLINKER IN BULK	LUANDA-TAKORADI
	4	M/S DAMPSKIBSSELSKABET NORDEN A/S HELLERUP-DENMARK	CLINKER IN BULK	ISKENDERUN-ABIDJAN
	5	M/S NORVIC SHIPPING INTERNATIONAL LTD"	STEEL SCRAP	ROTTERDAM-NEMRUT BAY
1.45	Specify the security level at which the ship is currently operating (ISSC):	LEVEL 1		

2	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate:	25-Aug-18	28-Aug-20	27-Oct-21
2.2	Safety Radio Certificate:	29-Aug-17	28-Aug-20	27-Oct-21
2.3	Safety Construction Certificate:	12-Sep-16	28-Aug-20	27-Oct-21
2.4	Loadline Certificate:	12-Sep-16	28-Aug-20	27-Oct-21
2.5	Safety Management Certificate (SMC):	25-Aug-20	25-Aug-20	28-Mar-22
2.6	Document of Compliance (DOC):	4-Nov-20	N.A	19-Nov-25
2.7	Cargo Gear survey:	12-Sep-16	28-Aug-20	11-Sep-21
2.8	Cargo securing manual:	1-Feb-09	-	-
2.9	International Oil Pollution Prevention Certificate (IOPPC):	12-Sep-16	28-Aug-20	27-Oct-21
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	3-Mar-21	-	3-Sep-21
2.11	USCG COFR:	14-Nov-20	-	14-Nov-23
2.12	International Ship Security Certificate (ISSC):	25-Aug-20	25-Aug-20	28-Mar-22

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.ANUSORN JANTANASKUL / THAI
3.4	Nationality of Officers:	THAI
3.5	Nationality of crew:	22 THAI
3.6	What is the common working language onboard:	ENGLISH

3.7	Do officers speak and understand English?	YES
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4 SAFETY MANAGEMENT		
4.1	Is the vessel ISM certified?	YES
4.2	Document of Compliance (DOC) certificate number / issuing authority:	20TB-M0076THADOC NKK
4.3	Safety Management (SMC) certificate number / issuing authority:	20MS-M0025SMC NKK
	State outstanding recommendations, if any:	NONE
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)):	ISO9002

5 CARGO ARRANGEMENTS		
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Holds					
5.1	Number of holds:	5			
5.2	Hold dimensions: L x B x H	No.1: 27.80 x 10.65 (fwd) x 23.80 (aft) x 16.72 M No.2: 28.65 x 23.80 x 16.72 M No.3: 27.00 x 23.80 x 16.72 M No.4: 28.65 x 23.80 x 16.72 M No.5: 26.95 x 23.80 (fwd) x 9.00 (aft) x 16.72 M			
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	
		CBM	CFT		CFT
	Hold #1:	13009.86	459438.001		435755
	Hold #2:	15333.25	541487.590		516813
	Hold #3:	14553.08	513936.199		489260
	Hold #4:	15333.27	541488.297		516812
	Hold #5:	13404.64	473359.160		448510
	Total:	71634.10	2529709.247		2407150
5.5	Is vessel strengthened for the carriage of heavy cargoes?	YES			
5.6	If yes, state which holds may be left empty:	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 = 20 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:				
	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)	NO.1: 5.659 X 5.667 M (FWD)			
		4.203 X 4.388 M (AFT)			
		NOS.2, 3 & 4: 4.203 X 4.388 M			
		NO.5: 4.203 X 4.388 (FWD)			

		4.203 X 11.47 M (AFT)
5.17	Flat floor measurement of cargo holds at tank top: L x W	No.1: 27.80 x 10.65 (fwd) x 23.80 (aft) M No.2: 28.65 x 23.80 M No.3: 27.00 x 23.80 M No.4: 28.65 x 23.80 M No.5: 26.95 x 23.80 (fwd) x 9.00 (aft) M
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:	MODIFIED EPOXY PAINT
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:	TSS HAU HAI / ELECTRO HYDRAULIC FOLDING TYPE
5.24	Hatch dimensions: (Length X Breadth)	No.1: 18.86 X 18.26 M No.2: 21.32 X 18.26 M No.3: 21.32 X 18.26 M No.4: 21.32 X 18.26 M No.5: 21.32 X 18.26 M
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	140.6 M
5.26	Strength of hatch covers:	2.3 MT/CUM.
5.27	Number, diameter and location of cement holes	2 HOLES PER HATCH - ONE AT NO.1 PANEL (P) AND OTHER AT NO.4 PANEL (S). 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):	NO.1 = 3.60 M (AT MID LENGTH) NOS. 2-5 = 3.70 M
5.29	Distance from bow to fore of 1 st hold opening:	16.3 M
5.3	Distance from stern to aft of last hold opening:	33.1 M
5.31	State deck strength:	1.0 MT/CUM.
Ballast		
5.32	Capacity of ballast tanks (100%):	16333.64 M3
5.33	Ballast holds capacity, state which hold(s):	14553.08 M3
5.34 5.35	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	ABOUT 12 HOURS @ 1600 MT/HR WITH 2 PUMPS
5.36	Unpumpable quantity:	ABOUT 200 MT

6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)		
6.1	If geared state make and type:	IHI-WM / ELECTRO HYDRAULIC CRANES
6.2	Number/location of derricks-/ cranes:	4 CRANES / CENTRELINE BETWEEN HATCHES
6.3	Maximum outreach of gear beyond ships rail	11.85 M

6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	11.85 M	
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:	ABT 2 MINS	
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook	30 MT - 20 M/MIN
		Grab	18 MT - 30 M/MIN 6 MT - 60 M/MIN
6.8	Luffing time of gear:	71 SECS FROM 20 - 81 DEGS	
6.9	Slewing time of gear:	0.4 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:	ELECTRO HYDRAULIC REMOTE GRABS	
	Weight:	8890 KGS	
	Lifting Capacity:	5.3 - 12.5 M3 / SWL 15000KG	
	Power source of grabs:	440 V	60 HZ
	Location of power source:	CRANE HOUSE	
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:	NA	
6.16	Is vessel log racks fitted?	NO	
6.17	Timber Loadline (if applicable)	Deadweight	Draft
	Summer:	NA	
	Winter:		
	Winter North Atlantic:		
	Fresh water:		
	Tropical:		
	Tropical fresh water:		

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:	STX-MAN B & W 6S50MC-C7	
8.3	BHP / RPM of main engine at MCR:	100%	12900 127
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	9030 115.4
8.5	GENERATORS :	3	

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):	1,860 MT / 278 MT
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):	1,860 MT / 278 MT

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): <u>Vsl burns extra IFO/MDO when grabs are operating</u> ABT		

9 MISCELLANEOUS		
Communications and Electronics		
9.1	Call sign:	HCK
9.2	Vessel's INMARSAT – C number:	456700453
9.3	Vessel's telephone number:	+66-600-035-069
9.4	Vessel's fax number:	N/A
9.5	Vessel's email address:	vessel@preciousshipping.com <u>SUBJECT: M.V. KANCHANA NAREE</u>
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	567438000

9.7	Vessel's onboard electrical supply (V / Hz):	220 V / 440 V / 60 HZ
Constants/Fresh Water		
9.8	Constants excluding fresh water:	ABT 350 MT
9.9	Daily freshwater consumption:	ABT 7 MT
9.1	Fresh water capacity:	465 MT
9.11	State daily production of evaporator:	16 MT
9.12	Normal fresh water reserve:	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:	20-AUG-2018 / SAN LORENZO, ARGENTINA
Port State Control		
9.19	Date and place of last Port State Control inspection:	20/08/2021 AT NANSHA
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.	YES, 20-APRIL-2017, KWINANA

10	SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES	
10.1		