

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

1 GENERAL INFORMATION	
1.1	Date updated: 31/08/2021
1.2	Vessel's name: MV.KIRANA NAREE
1.3	IMO number: 9434723
1.4	Vessel's previous name(s) and date(s) of change: N/A
1.5	Flag: THAI
1.6	Port of Registry: BANGKOK
1.7	Type of vessel: BULK CARRIERS
1.8	Type of hull: SINGLE HULL
Ownership and Operation	
1.9	Registered owner - Full style: PRECIOUS PLANETS LIMITED 8/27-28 7th Floor Cathay House , North Sathorn Rd. Silom Bangkok 10500 , Thailand Tel : (662)6968800 E-mail : psl@preciousshipping.com
1.1	Parent company/group to which the owner belongs - Full style: PRECIOUS SHIPPING PUBLIC COMPANY LIMITED 8/27-28 7th Floor Cathay House , North Sathorn Rd. Silom Bangkok 10500 , Thailand Tel : (662)6968800 E-mail : psl@preciousshipping.com
1.11	Technical operator - Full style: GREAT CIRCLE SHIPPING AGENCY LTD. 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
1.12	Commercial operator - Full style: PRECIOUS PLANETS LIMITED 8/27-28 7th Floor Cathay House , North Sathorn Rd. Silom Bangkok 10500 , Thailand Tel : (662)6968800 E-mail : psl@preciousshipping.com
1.13	Disponent owner - Full style: XO SHIPPING A/S
1.14	Does disponent owner have vessel on time charter or bareboat: YES
1.15	Since when vessel has been under Disponent owner: 25/02/2021
1.16	Number of vessels in disponent owner's fleet:
Builder	
1.17	Builder (where built) / Yard number: Jiangsu, China SF060108
1.18	Date delivered (built): 30-Oct-11
Classification	
1.19	Classification society: BUREAU VERITAS
1.2	Class notation: -
1.21	If Classification society changed, name of previous society: -
1.22	If Classification society changed, date of change: -
1.23	Date and place of last dry dock: 25/09/2019 ZHOUSHAN, China
1.24	Date next dry dock is due: 25/09/2022
1.25	Date of last special survey / next survey due: Sep-16 Oct-21
1.26	Date of last annual survey / next survey due: Oct-20 Oct-21
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?	NO		
	Has this compliance been verified by the classification society?	NO		
Dimensions				
1.29	Length Over All (LOA):	189.99 M		
1.3	Length Between Perpendiculars (LBP):	185.00 M		
1.31	Extreme breadth (Beam):	32.26 M		
1.32	Moulded depth:	18.00 M		
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	46.30 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)	16.17 M	15.00 M	13.83 M
	Full ballast condition: (ballast holds flooded, basis 50% bunkers)	12.83 M	12.32 M	11.81 M
	Fully laden condition:	8.30 M	8.30 M	8.30 M
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	21.10 M	21.10 M	21.10 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):	N/A		
Loadline Information				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	56823.4	12.800	58.8
	Winter:	55252.7	12.533	58.7
	Winter North Atlantic:	-	-	-
	Fresh water:	56823.4	13.088	58.9
	Tropical:	58396.7	13.067	58.9
	Tropical fresh water:	58396.7	13.355	59.0
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers) (about)	18559	6.100	53.3
	Lightship: Draft: Displacement : mt	0.78/4.35		10858
	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):	52114		
	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: NO Grounding: NO Casualty: NO Collision: NO		
1.44	Voyage History			
	Voy#	Charterer	Cargo	Load-Discharge Ports
	Last:	OLDENDORFF CARRIERS GmbH & Co. KG	MANGANESE ORE	OWENDO - QINZHOU - TAINJIN

	2	DS NORDEN	CEMENT CLINKER	YANBU - TAKORADI - DOUALA
	3	XO SHIPPING A/S	COAL	KAVKAZ - AQABA
	4	NORVIC SHIPPING INTERNATIONAL LTD	SCRAP	AMSTERDAM - NEMRUT BAY
	5	LIGHTHOUSE NAVIGATION AS	ALUMINA	VILA DO CONDE - GRUNDARTANGI
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:	08-Apr-18	17-Oct-20	30-Oct-21
2.2	Safety Radio Certificate:	15-Oct-18	17-Oct-20	30-Oct-21
2.3	Safety Construction Certificate:	26-Jan-19	17-Oct-20	18-Sep-21
2.4	Loadline Certificate:	19-Sep-16	17-Oct-20	18-Sep-21
2.5	Safety Management Certificate (SMC):	17-Feb-17	10-Mar-20	21-Mar-22
2.6	Document of Compliance (DOC):	04-Oct-20		19-Nov-25
2.7	Cargo Gear survey:	19-Sep-16	17-Oct-20	18-Sep-21
2.8	Cargo securing manual:	01-Feb-09	N.A	-
2.9	International Oil Pollution Prevention Certificate (IOPPC):	19-Sep-16	17-Oct-20	30-Oct-21
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	19-Apr-21	N.A	19-Oct-21
2.11	USCG COFR:	15-Nov-20	-	15-Nov-23
2.12	International Ship Security Certificate (ISSC):	15-Feb-17	10-Mar-20	21-Mar-22

3	CREW MANAGEMENT	
3.1	Number of Officers: (including Master)	13 PERSONS
3.2	Number of crew:	10 PERSONS
3.3	Name and nationality of Master:	CAPT. TAWATCHAI SATSUE / 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-M0076THADOC / NKK
4.3	Safety Management (SMC) certificate number / issuing authority:	17HO-0309SMC / NKK
	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)):	ISO-9002

5	CARGO ARRANGEMENTS	
Holds		
5.1	Number of holds:	5 Holds
5.2	Hold dimensions: L x B x H	27.0x23.8x16.0 (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
	Hold #1:	459,443 ft3	435,755 ft3
	Hold #2:	541,494 ft3	516,813 ft3
	Hold #3:	513,942 ft3	489,260 ft3
	Hold #4:	541,494 ft3	516,812 ft3
	Hold #5:	473,385 ft3	448, 510 ft3
	Total:	2,529,758 ft3	2,407,150 ft3
5.5	Is vessel strengthened for the carriage of heavy cargoes?	NO	
5.6	If yes, state which holds may be left empty:	N/A	
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:	Hold 1,3,5: 25 mt/m2 , Hold 2,4: 20 mt/m2	
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:	Hold Side	
	Forward bulkhead?	N/A	
	Aft bulkhead?	N/A	
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 Fwd. H 5.66m D 2.65m / Aft. H 3.99m D 5.66m No.2 H 4.22m D 4.00m No.3 H 4.22m D 4.00m No.4 H 4.22m D 4.00m No.5 Fwd. H 4.20m D 5.60m / Aft. H 9.73m D 2.26m	
5.17	Flat floor measurement of cargo holds at tank top: L x W	No.1 L27.8xW/F10.6xW/A.23.8 No.2 L28.6 x W23.8 No.3 L27.0 x W23.8 No.4 L28.6 x W23.8 No.5 L28.5xW/F23.8xW/A.9	
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:	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 Hatch	
5.23	Make and type of hatch covers:	TTS Trans /Folding hatch cover	
5.24	Hatch dimensions: (Length X Breadth)	#1:18.86 x 18.26 m, #2-5: 21.32 x 18.26 m	
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	104.14 m	
5.26	Strength of hatch covers:	N/A	
5.27	Number, diameter and location of cement holes	2 Holes each ,Dia 770 mm Fwd (P), Aft(S)	
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):	5.8 m/6.2 m	
5.29	Distance from bow to fore of 1 st hold opening:	15.4 m	
5.3	Distance from stern to aft of last hold opening:	32.0 m	
5.31	State deck strength:	N/A	
Ballast			
5.32	Capacity of ballast tanks (100%):	16333.35 m3	
5.33	Ballast holds capacity, state which hold(s):	Hold No.3 14553.08 m3	
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of	Aht. 21 Hrs / 1600 m3/Hr	

5.35	deballasting	Abt 21115.7 1000 m3/11.
5.36	Unpumpable quantity:	Abt 450 m3

6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)			
6.1	If geared state make and type:	IHI Hydraulic Deck Crane	
6.2	Number/location of derricks-/ cranes:	4/Center	
6.3	Maximum outreach of gear beyond ships rail	24	
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	11.9 m	
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:	-	
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Grab	30t x 20 m/min, 18t x 30 m/min, 6t x 60 m/min
6.8	Luffing time of gear:	71 Sec	
6.9	Slewing time of gear:	0.4 RPM	
6.10	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:	MZGL 12500-6-B	
	Weight:	8890 KG	
	Lifting Capacity:	23980 KG	
	Power source of grabs:	440 V	
	Location of power source:	Crane Power	
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?	NO	
6.17	Timber Loadline (if applicable)	Deadweight	Draft
	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:
	STX-MAN-B&W6S50MC-C

8.3	BHP / RPM of main engine at MCR:	100%	12900 BHP/9480 Kw	127 RPM
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	10965 BHP/8058 kW	117 RPM
8.5	GENERATORS :	N/A		
Fuel				
8.5	What type/viscosity of fuel is used for main propulsion:	RMG380 A/P ISO 8217:2017 VLSFO (S < 0.5%) + LSMGO (S <0.1%) IN ECA AREA		
	Capacity (100%) of main engine bunker tanks (excluding unpumpables):	FO. 1,939.64 M3 /DO. 293.34 M3		
8.6	What type/viscosity of fuel is used in the generating plant:	RMG380 A/P ISO 8217:2017 VLSFO (S < 0.5%) + LSMGO (S <0.1%) IN ECA AREA		
	Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):	FO. 1,939.64 M3 /DO. 293.34 M3		
Speed				
8.7	Dallast. ABT Laden. ABT	As Per Vessel Description		
Consumptions				
8.8	Passage	Main	Aux	
	Dallast. ABT Laden. ABT	As Per Vessel Description		
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:	HSJK		
9.2	Vessel's INMARSAT – C number:	456700454		
9.3	Vessel's telephone number:	+870 773 223 214		
9.4	Vessel's fax number:	+ 870 7830 11180		
9.5	Vessel's email address:	vessel @preciousshipping.com Subj. M.V. KIRANA NAREE		
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	567279000		
9.7	Vessel's onboard electrical supply (V / Hz):	220V/60Hz		
Constants/Fresh Water				
9.8	Constants excluding fresh water:	650 mt		
9.9	Daily freshwater consumption:	6-8 mt		
9.1	Fresh water capacity:	465.4 mt		
9.11	State daily production of evaporator:	14-18 mt		
9.12	Normal fresh water reserve:	150 mt		
Insurance				
9.13	P & I Club - Full style:	UK P&I Club 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 N 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:	09/07/2021 OWENDO, GABON
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	