

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

ALL DTLS ABT, WOG AND GIVEN IN GOOD FAITH

1 GENERAL INFORMATION			
1.1	Date updated:	31-Mar-2024	
1.2	Vessel's name:	LATIKA NAREE	
1.3	IMO number:	9496941	
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 / LOG CARRIER	
1.8	Type of hull:	SINGLE HULL	
Ownership and Operation			
1.9	Registered owner - Full style:	PRECIOUS LAKES LIMITED 8/27-28, 7th Floor, Cathay House, North Sathorn Road, Silom, Bangrak, Bangkok, 10500 Thailand	
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 Road, Silom, Bangrak, Bangkok, 10500 Thailand	
1.11	Technical operator - Full style:	Great Circle Shipping Agency Ltd, 10th FL, Cathay House, 8/35 North Sathorn rd., Bangkok, Thailand, 10500, TEL: 662 6968900-99	
1.12	Commercial operator - Full style:	PRECIOUS SHIPPING PUBLIC COMPANY LIMITED 8/27-28, 7th Floor, Cathay House, North Sathorn Road, Silom, Bangrak, Bangkok, 10500 Thailand	
1.13	Disponent owner - Full style:	DAMPSKIBSELSKABET NORDEN A/S 52, STRANDVEJEN DK-2900 HELLERUP DENMARK	
1.14	Does disponent owner have vessel on time charter or bareboat:	TIME CHARTER	
1.15	Since when vessel has been under Disponent owner:	5-Jan-2023	
1.16	Number of vessels in disponent owner's fleet:	N/A	
Builder			
1.17	Builder (where built) / Yard number:	Jiangsu Yangzijiang shipbuilding Co., Ltd	N/A
1.18	Date delivered (built):	19-Nov-2012	
Classification			
1.19	Classification society:	BV (BUREAU VERITAS)	
1.2	Class notation:	CLASS NO. 20441V I40	
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:	5-Jan-2023	SHANHAIGUAN SHIPYARD
1.24	Date next dry dock is due:	18-Nov-2027	
1.25	Date of last special survey / next survey due:	05-Jan-2023/ QINHUANGDAO	18-Nov-2027
1.26	Date of last annual survey / next survey due:	13-09-2023/ Taipei, Taiwan	12-Sep-2024
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):	181 M.	
1.3	Length Between Perpendiculars (LBP):	172 M.	
1.31	Extreme breadth (Beam):	30 M.	
1.32	Moulded depth:	14.6 M.	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	30.8 M.	
1.34	Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches	No1. Hatch	Midships
	Ballast condition: (ballast holds not flooded, basis 50% bunkers)	11.82 M.	10.56 M.
	Full ballast condition: (ballast holds flooded, basis 50% bunkers)	9.92 M.	9.29 M.
	Fully laden condition:	15.43 M.	1334 M.
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	16.4 M.	16.4 M.
Tonnages			
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	22641	11230
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):	23235.44	20053.09
1.38	Panama Canal Net Tonnage (PCNT):	18868	

Loadline Information				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	33869.239	9.816	48.4
	Winter:	32881.404	9.612	48.2
	Winter North Atlantic:	-	-	-
	Fresh water:	33870.636	10.037	48.5
	Tropical:	34860.089	10.02	48.5
	Tropical fresh water:	34840.207	10.241	48.7
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers) (about)	13294.3	5.43	
	Lightship: Draft: Displacement : mt		2.304	9015.171
	FWA at summer draft:			221 MM
	TPC on summer draft			48.4

Is vessel fitted for:	
1.4	Transit of Panama Canal?
	If yes, state deadweight all told on 39ft 6in / 12.039m (SG 0.9954):
	If yes, is Panama deadweight all told affected by vessel's bilge turn radius?
1.41	Transit of Suez Canal?
1.42	Transit of St. Lawrence Seaway?
	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	
1st.	DAMPSKIBSSELSKABET NORDEN A/S	SULPHUR IN BULK	Loading - GALVESTON, BEAUMONT , US Discharge - SANTO, BRAZIL
2 nd .	DAMPSKIBSSELSKABET NORDEN A/S	ALUMINA IN BULK	Loading - VILA DO CONDE, BRAZIL Discharge - CHARLESTON, USA
3 rd .	DAMPSKIBSSELSKABET NORDEN A/S	WHEAT IN BULK	Loading - SAN LORENZO, ARGENTINA Discharge - OUTEIRO, MANAUS, BELEM, BRAZIL
4 th .	DAMPSKIBSSELSKABET NORDEN A/S	AMMONIUM SULPHATE IN BULK	Loading - TIANJIN, CHINA Discharge - San lorenzo, Argentine
5 th .	DAMPSKIBSSELSKABET NORDEN A/S	SOLAR SALT IN BULK	Loading - Port Hedland Australia Discharge - TAICHUNG, TAIPEI, TAIWAN
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:	BUREAU VERITAS / 05-01-2023	13-Sep-2023	18-Nov-2027
2.2	Safety Radio Certificate:	BUREAU VERITAS / 05-01-2023	13-Sep-2023	18-Nov-2027
2.3	Safety Construction Certificate:	BUREAU VERITAS / 05-01-2023	13-Sep-2023	18-Nov-2027
2.4	Loadline Certificate:	BUREAU VERITAS / 05-01-2023	13-Sep-2023	18-Nov-2027
2.5	Safety Management Certificate (SMC):	NIPPON KAIJI KYOKAI / 07-01-2023	N/A	10-Apr-2028
2.6	Document of Compliance (DOC):	NIPPON KAIJI KYOKAI / 4-Nov-2020	9-Oct-2023	19-Nov-2025
2.7	Cargo Gear survey:	BUREAU VERITAS	5-Jan-2023	5-Jan-2024
2.8	Cargo securing manual:	BUREAU VERITAS	N/A	N/A
2.9	International Oil Pollution Prevention Certificate (IOPPC):	BUREAU VERITAS / 07-Sep-2017	13-Sep-2023	18-Nov-2027
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	SAN LORENZO, ARGENTINA / 30.11.2023	N/A	29-May-2024
2.11	USCG COFR:	NATIONAL POLLUTION FUNDS CENTER	11-Nov-2021	11-Nov-2024
2.12	International Ship Security Certificate (ISSC):	NIPPON KAIJI KYOKAI / 07-MAR-2023	N/A	10-Apr-2028

3 CREW MANAGEMENT	
3.1	Number of Officers: (including Master)
3.2	Number of crew:
3.3	Name and nationality of Master:
3.4	Nationality of Officers:

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:	20TB-M0076THADOC NIPPON KAIJI KYOKAI
4.3	Safety Management (SMC) certificate number / issuing authority:	23LN-M0004SMC NIPPON KAIJI KYOKAI
	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)):	

5 CARGO ARRANGEMENTS		
-----------------------------	--	--

Holds		
5.1	Number of holds:	5
5.2	Hold dimensions: L x B x H	HOLD#1: L: 26.40 M./ B:(FWD: 4.90M, AFT 21.70 M./ H: 13.0 M. HOLD#2: L: 23.95 M./ B:(FWD: 22.20M., AFT: 23.20M./ H: 13.0 M. HOLD#3: L: 23.90 M./ B: 23.20 M./ H: 13.0 M. HOLD#4: L: 23.90 M./ B: 23.20 M./ H: 13.0 M. HOLD#5: L: 26.30 M./ B(FWD: 23.20 M., AFT: 10.0M.)/ H: 13.0 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:	8236.00 7764.80
	Hold #2:	9803.90 9264.90
	Hold #3:	9819.60 9249.60
	Hold #4:	9819.60 9267.00
	Hold #5:	9363.10 8888.90
	Total:	47042.20 44435.20
5.5	Is vessel strengthened for the carriage of heavy cargoes?	YES
5.6	If yes, state which holds may be left empty:	HOLD NO.2&4
5.7	Is tanktop steel suitable for grab discharge?	YES
5.8	State whether bulkhead corrugations are vertical or horizontal:	CORRUGATIONS VERTICAL BULKHEAD
5.9	Tanktop strength:	25.0 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 hoppers at:	
	Forward bulkhead?	YES (CORRUGATION BULKHEAD IN HOLD 2,3,4)
	Aft bulkhead?	YES (CORRUGATION BULKHEAD IN HOLD 1,2,3,4)
5.15	Can vessel's holds be described as box shaped?	N/A
5.16	Measurement of any tank slopes/hopping: (height and distance from vessel's side at tank top)	PLEASE SEE ATTACH FILE
5.17	Flat floor measurement of cargo holds at tank top: L x W	HOLD#1: L: 26.40 M./ B:(FWD: 4.90M, AFT 21.70 M. HOLD#2: L: 23.95 M./ B:(FWD: 22.20M., AFT: 23.20M. HOLD#3: L: 23.90 M./ B: 23.20 M. HOLD#4: L: 23.90 M./ B: 23.20 M. HOLD#5: L: 26.30 M./ B(FWD: 23.20 M., AFT: 10.0M.)
5.18	Are vessel's holds electrically ventilated?	YES
	If yes, state number of air-changes per hour basis empty holds:	6 AIR CHANGES PER HOURS
5.19	Type of hold paint:	JOTAPRIME 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

Deck and Hatches		
5.22	Number of hatches:	5 NOS.
5.23	Make and type of hatch covers:	MACGREGOR / ELECTRO HYDRAULIC FOLDING TYPE
5.24	Hatch dimensions: (Length X Breadth)	HATCH #1: 16.80 X 15.00 M. HATCH #2-5: 19.20 X 19.20 M.
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	122.4 Mtrs
5.26	Strength of hatch covers:	3 MT/M2
5.27	Number, diameter and location of cement holes	4 Holes/Hatch,DIA:600mm ,2 x fwd and 2 x 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):	(PLEASE SEE ATTACH FILE OF MAIN DK. FREE SPACE)
5.29	Distance from bow to fore of 1 st hold opening:	19.1 M.
5.3	Distance from stern to aft of last hold opening:	38.8 M
5.31	State deck strength:	3.5 MT/M2

Ballast		
5.32	Capacity of ballast tanks (100%):	10848.1 M3
5.33	Ballast holds capacity, state which hold(s):	CARGO HOLD NO.3 : 9819.60 M3
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	MAX 1200 M3/HR WITH 2 PUMPS.
5.35		

5.36	Unpumpable quantity:	120 MT
------	----------------------	--------

6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)			
6.1	If geared state make and type:	MACGREGOR / GLB3025-2/2425 gr	
6.2	Number/location of derricks-/ cranes:	4 NOS OF CRANES/ SWL 30 MT	
6.3	Maximum outreach of gear beyond ships rail	10 METERS. (When in line with each crane position)	
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	10 METERS.	
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:	ABOUT 2 MINS.	
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Grab	25 m/ min
6.8	Luffing time of gear:	60 sec	
6.9	Slewing time of gear:	1 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:	N/A	
	Type:		
	Weight:		
	Lifting Capacity:		
	Power source of grabs:		
	Location of power source:		
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, Portable lights sufficient rig for each hold.	
6.15	Is vessel logs fitted?	YES	
	If yes, state number, type and height of stanchions/sockets, if on board:	COLLAPSIBLE STANCHION 74 NOS. / - FIXED STANCHION 12 NOS.	
6.16	Is vessel log racks fitted?	YES	
6.17	Timber Loadline (if applicable)	Deadweight	Draft
	Summer:	35327.325	10.116
	Winter:	33961.416	9.835
	Winter North Atlantic:	-	-
	Fresh water:	36439.319	10.344
	Tropical:	36351.416	10.326
	Tropical fresh water:	37466.316	10.554
		TPC	
		48.6	
		48.4	
		-	
		48.7	
		48.7	
		48.9	

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:	HHM - MAN B & W 6S42 MC 7	
8.3	BHP / RPM of main engine at MCR:	100%	6480 KW / 136 RPM.
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	5508 KW / 119 RPM
8.5	GENERATORS :	3 Nos of Aux engine / ZHENJIANG CME MAN 5L23/30H	
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):	HSFO = 1215 M3 / LSGO = 310 M3(Excluding sett.serv.tank)	
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):	HSFO = 1215 M3 / LSGO = 310 M3(Excluding sett.serv.tank)	
Speed			
8.7	Ballast:	AS PER VESSEL DESCRIPTION	
	Laden:		
Consumptions			
8.8	Passage	Main	Aux
	Ballast:	AS PER VESSEL DESCRIPTION	
	Laden:		
8.9	In Port		
	Working:		

	Idle:	
	Other (specify): Vsl burns extra IFO/MDO when grabs are operating / BOILER Operation	ABT: IFO 0.50 MT

9 MISCELLANEOUS		
Communications and Electronics		
9.1	Call sign:	HSJL
9.2	Vessel's INMARSAT – C number:	SAT-C NO: 456700550
9.3	Vessel's telephone number:	VSAT TEL : +662 844 9500 Iridium Tel: +88 1677 106 202 (if calling from Land Line) Iridium Tel: (001) 88 1677 106 202 (if calling from mobile phone)
9.4	Vessel's fax number:	
9.5	Vessel's email address:	latikanaree@speedmailplus.com
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	567049000
9.7	Vessel's onboard electrical supply (V / Hz):	220 V./ 60 HZ (Accommodation)
Constants/Fresh Water		
9.8	Constants excluding fresh water:	350 MT
9.9	Daily freshwater consumption:	ABOUT 8-10 MT./DAY
9.1	Fresh water capacity:	320.80 M3
9.11	State daily production of evaporator:	ABOUT 15 MT./DAY
9.12	Normal fresh water reserve:	320 MT
Insurance		
9.13	P & I Club - Full style:	SKULD
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:	U.S. COAST GUARD AT CHARLESTON USA / 08.02.2024
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		