

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

1 GENERAL INFORMATION	
1.1	Date updated: 31-Aug-21
1.2	Vessel's name: MV. MALLIKA NAREE
1.3	IMO number: 9354739
1.4	Vessel's previous name(s) and date(s) of change: MV. GOOD PACIFIC / 11TH MAY 2012
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 FLOWERS LTD. 8/27-28, 7th Floor, Cathay House, North Sathorn Road, Silom, Bangrak, Bangkok, 10500 Thailand Tel : +66 696 8804-8820
1.1	Parent company/group to which the owner belongs - Full style: PRECIOUS SHIPPING PCL 8/27-28, 8th Floor, Cathay House, North Sathorn Road, Silom, Bangrak, Bangkok, 10500 Thailand
1.11	Technical operator - Full style: GREAT CIRCLE SHIPPING AGENCY LTD., 8/35, NORTH SATHORN ROAD, BANGKOK 10500 THAILAND
1.12	Commercial operator - Full style: PRECIOUS SHIPPING PCL, BANGKOK PIC : RAJU JOSEPH KARKAPALLY 8/27-28, 8th Floor, Cathay House, North Sathorn Road, Silom, Bangrak, Bangkok, 10500 Thailand. TEL. 0066-2-696 8809
1.13	Disponent owner - Full style: DAVA PTE LTD, SINGAPORE 8 SHENTON WAY #38-02, 068811 (AXA TOWER), SINGAPORE Phone: (65)62483100 Fax: (65) 62213975 Email: operation@dava.com.sg
1.14	Does disponent owner have vessel on time charter or bareboat: Time charter
1.15	Since when vessel has been under Disponent owner: CP DD: 19TH JUNE 2021
1.16	Number of vessels in disponent owner's fleet:
Builder	
1.17	Builder (where built) / Yard number: HINDUSTAN SHIPYARD LTD. VISAKHAPATNAM, India No : 11117
1.18	Date delivered (built): 07TH MAY 2008
Classification	
1.19	Classification society: ABS
1.2	Class notation: A1,Bulk Carrier,AMS,ACCU,TCM,SH,SHCM
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: 25/06/2021 Unithai Shipyard, Thailand
1.24	Date next dry dock is due: May-23
1.25	Date of last special survey / next survey due: 26/05/2018 05/05/2023
1.26	Date of last annual survey / next survey due: 25/06/2021 24/06/2022
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):		178.7 M	
1.3	Length Between Perpendiculars (LBP):		170.0 M	
1.31	Extreme breadth (Beam):		28.0 M	
1.32	Moulded depth:		14.0 M	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		43.65 M / None	
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: Fwd 4.48 M, Aft 6.25 M (ballast holds not flooded, basis 50% bunkers)	11.32 M	10.30 M	9.55 M
	Full ballast condition: Fwd 7.37 M, Aft 8.41 M (ballast holds flooded, basis 50% bunkers)	8.43 M	7.91 M	7.39 M
	Fully laden condition: 9.72 M even keel	6.08 M	6.08 M	6.08 M
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	15.80 M	15.80 M	15.80 M
Tonnages				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):		19,891	10,297
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):		20646.11	19706.87
1.38	Panama Canal Net Tonnage (PCNT):		16,608	
Loadline Information				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	30,195.3 MT	9.7235 M	43.4 T/CM
	Winter:	28,938.8 MT	9.5215 M	43.2 T/CM
	Winter North Atlantic:	N/A	N/A	N/A
	Fresh water:	31,071.8 MT	9.9375 M	43.6 T/CM
	Tropical:	31,066.6 MT	9.9255 M	43.6 T/CM
	Tropical fresh water:	31,947.3 MT	10.1415 M	43.8 T/CM
	Full Ballast condition: Draft: F4.68 m / A6.44 m (ballast holds not flooded, basis 50% bunkers) (about)	12907 MT	5.56 M	40.1 T/CM
	Lightship: Draft: F0.66 m / A4.06 m	Displacement : 7962.25 mt	2.34 M	38.0 T/CM
	FWA at summer draft:		214 MM	
	TPC on summer draft		43.4 T/CM	
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):		30,195.00	
	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:			
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:	DAVA PTE LTD, SINGAPORE	Hot Rolled Coils	Load: Gopalpur, India Disch: Eregli, Turkey

	2ND	DAVA PTE LTD, SINGAPORE	Bulk Alumina	Load: Go Dau, Vietnam Disch: Kakinada, India
	3rd:	TRAFIGURA MARITIME LOGISTICS PTE LTD	Bulk Zinc & Copper concentrates	Load: Matarani/ Punta Lobitos, PERU Disch: Isabel, Philippines/ Fangcheng, China
	4TH	BUNGE S.A. GENEVE	Bulk soybean meal	Load: New Orleans, USA Disch: Callao, Peru
	5TH	COLI BULK CARRIERS GMBH	Steel scraps (Bundles & Busheling) in bulk	Load: Ghent, Belgium Disch: Gramercy, USA
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:	ABS	25-Jun-21	06-May-23
2.2	Safety Radio Certificate:	ABS	25-Jun-21	06-May-23
2.3	Safety Construction Certificate:	ABS	25-Jun-21	06-May-23
2.4	Loadline Certificate:	ABS	25-Jun-21	06-May-23
2.5	Safety Management Certificate (SMC):	Nippon Kaiji Kyokai	11-Sep-20	19-Aug-22
2.6	Document of Compliance (DOC): D187155-071221F-MLT	Nippon Kaiji Kyokai	04-Nov-20	19-Nov-25
2.7	Cargo Gear survey:	ABS	25-Jun-21	25-May-23
2.8	Cargo securing manual:	Flag state (Thailand)	N/A	N/A
2.9	International Oil Pollution Prevention Certificate (IOPPC):	ABS	25-Jun-21	06-May-23
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	Cebu, Philippines	16-May-21	15-Nov-21
2.11	USCG COFR:	U.S. COAST GUARD	25-Apr-21	25-Apr-24
2.12	International Ship Security Certificate (ISSC):	Nippon Kaiji Kyokai	24-Sep-20	19-Aug-22

3	CREW MANAGEMENT	
3.1	Number of Officers: (including Master)	12 persons.
3.2	Number of crew:	10 persons.
3.3	Name and nationality of Master:	Capt. Pakorn Uengratanakorn / 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:	20TB-M0076THADOC	Nippon Kaiji Kyokai
4.3	Safety Management (SMC) certificate number / issuing authority:	20SG-M0016SMC	Nippon Kaiji Kyokai
	State outstanding recommendations, if any:	NIL	
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;2000	

5	CARGO ARRANGEMENTS	
Holds		
5.1	Number of holds:	5 Holds

5.2	Hold dimensions: L x B x H	Cargo hold no.1 : 16.6 x 15.0 x 14.0 MTRS Cargo hold no.2 : 20.8 x 21.0 x 14.0 MTRS Cargo hold no.3 : 20.8 x 21.0 x 14.0 MTRS Cargo hold no.4 : 20.8 x 21.0 x 14.0 MTRS Cargo hold no.5 : 20.8 x 21.0 x 14.0 MTRS	
5.3	Are vessel's holds clear and free of any obstructions?		
5.4	Capacity, by hold, excluding wing/topside tanks but including hatchways:	Grain	Bale
	Hold #1:	6064.4 M3	5605.0 M3
	Hold #2:	8665.9 M3	8265.0 M3
	Hold #3:	9189.7 M3	8455.0 M3
	Hold #4:	8944.1 M3	8075.0 M3
	Hold #5:	8110.8 M3	7600.0 M3
	Total:	40974.9 M3	38,000 M3
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 and 4 may be left empty	
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:	20 MT/M ²	
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	
	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/hoppering: (height and distance from vessel's side at tank top)	Hold 1: H: Fwd 5.679M, Aft 2.679M x W: 1.4M Hold 2: H: Fwd 2.679M, Aft 1.50M x W: 1.4M Hold 3 & 4: H: 1.50M x W: 1.4M Hold 5: H: Fwd 1.5M, Aft 9.161M x W: 1.4M	
5.17	Flat floor measurement of cargo holds at tank top: L x W	Hold no.1 : Length 26.4 x Breadth F 1.6 X Breadth A 19.6 X Height 14.3 MTRS Hold no.2 : Length 25.4 x Breadth F 19.9 X Breadth A 22.4 X Height 14.3 MTRS Hold no.3 : Length 27.2 x Breadth F 22.4 X Breadth A 22.4 X Height 14.3 MTRS Hold no.4 : Length 26.4 x Breadth F 22.4 X Breadth A 22.4 X Height 14.3 MTRS Hold no.5 : Length 27.2 x Breadth F 22.4 X Breadth A 6.4 X Height 14.3 MTRS	
5.18	Are vessel's holds electrically ventilated?	Yes,(1,2,4 & 5 : NATURAL, NO.3 : ELECTRICAL)	
	If yes, state number of air-changes per hour basis empty holds:	AIR Volume = 18800 M3/HR	
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 Hatches	
5.23	Make and type of hatch covers:	SEOHAE MARINE SYSTEM, FOLDING TYPE OPENING BY ELECTRO HYDRAULIC	
5.24	Hatch dimensions: (Length X Breadth)	Hatch no.1 : 16.6 x 15.0 MTRS Hatch no.2 : 20.8 x 21.0 MTRS Hatch no.3 : 20.8 x 21.0 MTRS Hatch no.4 : 20.8 x 21.0 MTRS Hatch no.5 : 20.8 x 21.0 MTRS	
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	126.4 M	

5.26	Strength of hatch covers:	CH1 : 4.76 MT/M ² ; CH2 : 3.6 MT/M ² ; CH3, 4 & 5 : 3.5 MT/M ² .
5.27	Number, diameter and location of cement holes	N/A
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):	Hatch cover no.1 : F : 1.03 M , A : 5.18 M. Hatch cover no.2-5 : 2.00 M
5.29	Distance from bow to fore of 1 st hold opening:	18.8 M
5.3	Distance from stern to aft of last hold opening:	33.5 M
5.31	State deck strength:	Deck Load Density; - 4.1 MT/M ² (Outside line of hatch) - 2.5 MT/M ² (Inside line of hatch)
Ballast		
5.32	Capacity of ballast tanks (100%):	11,329 M3
5.33	Ballast holds capacity, state which hold(s):	Hold No.3 : Capacity 9189.7 M3
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	About 18 hrs/ rate 630 m3/hr/ about 24 hrs/ rate 470 m3/hr.
5.35		
5.36	Unpumpable quantity:	ABT 75.00 MT

6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)		
6.1	If geared state make and type:	4 Deck Cranes, Electro hydraulic, maker-Tsuji Type-MDSS 3026
6.2	Number/location of derricks-/ cranes:	4 Deck Cranes(SWL 30MT). Location between CH1 & CH2; CH2 & H3; CH3 & CH4; CH4 & CH5 on center line.
6.3	Maximum outreach of gear beyond ships rail	12.0 M
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	10.5 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:	Minimum time required for one complete cycle of the crane grabbing the cargo from the hold at a height of 3 meters above the hold tank top, discharging the same ashore and returning back to the hold at 3 meters above tank top is about 2.5 minutes
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Grab 21M/min at full load
6.8	Luffing time of gear:	55 Seconds
6.9	Slewing time of gear:	Average 0.6 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:	No
	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?	
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:	

6.16	Is vessel log racks fitted?	No		
6.17	Timber Loadline (if applicable)	Deadweight	Draft	TPG
	Summer:	N/A	N/A	N/A
	Winter:	N/A	N/A	N/A
	Winter North Atlantic:	N/A	N/A	N/A
	Fresh water:	N/A	N/A	N/A
	Tropical:	N/A	N/A	N/A
	Tropical fresh water:	N/A	N/A	N/A

7				
7.1	Capacity in direct stow of TEU/FEU basis empty tanks:	N/A	N/A	
	Capacity in direct stow of TEU/FEU basis full tanks:	N/A	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.		

Engine Room				
8.2	Engine make/model and type:	Make-STX ENGINE CO LTD, Type-6S42MC-MKVII		
8.3	BHP / RPM of main engine at MCR:	100%	8357 BHP(6232KW)	130.8 RPM
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	7103 BHP(5297 KW)	111.2 RPM
8.5	GENERATORS :	MAKER YANMAR CO.LTD.TYPE-6N18L- EV :3 x 500kw/625KVA,450 V A.C.,60 Hz, 3 phase.		

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):	1,440 M3		
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):	450 M3		

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		

9	MISCELLANEOUS			
Communications and Electronics				

9.1	Call sign:	HSDM
9.2	Vessel's INMARSAT – C number:	456700499 , 456700542
9.3	Vessel's telephone number:	+66 600024014
9.4	Vessel's fax number:	N/A
9.5	Vessel's email address:	vessel@preciousshipping.com
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	567015000
9.7	Vessel's onboard electrical supply (V / Hz):	220 V / 60 HZ
Constants/Fresh Water		
9.8	Constants excluding fresh water:	350 MT
9.9	Daily freshwater consumption:	9.0 MT
9.1	Fresh water capacity:	217.8 MT
9.11	State daily production of evaporator:	10.0 MT
9.12	Normal fresh water reserve:	150 – 200 MT
Insurance		
9.13	P & I Club - Full style:	UK P& I CLUB 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. Gullbergs Strandgata 6 , P.O. Box 7 , SE-401 22 Goteborg, Sweden. Tel : +46 3 638 400 Fax : +46 31 156 711
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:	19 Jan 2020/ New Orleans, USA
Port State Control		
9.19	Date and place of last Port State Control inspection:	16 Mar 2021/ Callao, Peru
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:	Nil
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.	None.
10 SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES		
10.1		