

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

1 GENERAL INFORMATION			
1.1	Date updated:	31 March 2024	
1.2	Vessel's name:	M.V. MOOKDA NAREE	
1.3	IMO number:	9354741	
1.4	Vessel's previous name(s) and date(s) of change:	GOOD PILGRIMS changed on 15/02/2012	
1.5	Flag:	THAILAND	
1.6	Port of Registry:	BANGKOK	
1.7	Type of vessel:	BULK CARRIER	
1.8	Type of hull:	DOUBLE HULLED (SINGLE DECK)	
Ownership and Operation			
1.9	Registered owner - Full style:	PRECIOUS PEARLS 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 PEARLS 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. 8/27-28, 10th Floor, Cathay House, North Sathorn Road, Silom, Bangrak, 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:	N.A.	
1.14	Does disponent owner have vessel on time charter or bareboat:	N.A.	
1.15	Since when vessel has been under Disponent owner:	N.A.	
1.16	Number of vessels in disponent owner's fleet:	N.A.	
Builder			
1.17	Builder (where built) / Yard number:	HINDUSTAN SHIPYARD LTD.,	VISAKHAPATNAM (INDIA) Yard No. 11118
1.18	Date delivered (built):	AUGUST 2009	
Classification			
1.19	Classification society:	ABS	
1.2	Class notation:	+A1 - Bulk Carrier BC- A Hold No. 2 & 4 May be Empty	
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:	1/Oct/22	Shanhaiguan shipyard
1.24	Date next dry dock is due:	9/Aug/24	
1.25	Date of last special survey / next survey due:	1/Sep/19	9/Aug/24
1.26	Date of last annual survey / next survey due:	24/Sep/23	9/Aug/24
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):	178.70 m.	
1.3	Length Between Perpendiculars (LBP):	170.00 m.	
1.31	Extreme breadth (Beam):	28.00 m.	
1.32	Moulded depth:	14.00 m.	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	ABT 43.65	
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)	11.00 m.	10.00 m.	9.00 m.
	Full ballast condition: (ballast holds flooded, basis 50% bunkers)	8.30 m.	8.10 m.	7.90 m.
	Fully laden condition:	6.27 m.	6.27 m.	6.27 m.
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	16.00 m.	16.00 m.	16.00 m.
Tonnages				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	19,891	10,297	
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):	20,646.11	18,299.12	
1.38	Panama Canal Net Tonnage (PCNT):	16,608		
Loadline Information				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	30,162.5	9.7235 m.	43.4
	Winter:	29,289.2	9.5215 m.	43.2
	Winter North Atlantic:			
	Fresh water:	30,164.7	9.9380 m.	43.6
	Tropical:	31,033.8	9.9255 m.	43.6
	Tropical fresh water:	31,914.5	10.1415 m.	43.8
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers) (about)	12,842.0	5.6000 m.	40.1
	Lightship: Draft: Displacement : mt		2.3040 m.	7995.0
	FWA at summer draft:		214 mm	
	TPC on summer draft		43.4	
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):	16,608		
	If yes, is Panama deadweight all told affected by vessel's bilge turn radius?	3012147		
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:	N/A		
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			
		Charterer	Cargo	Load-Discharge Ports
	Last:	LOUIS DREYFUS COMPANY FREIGHT ASIA PTE LTD	CORN IN BULK	PORT QASIM (PAKISTAN) TO PHU MY (VIETNAM)
	2 nd :	MED ASIA SHIPPING BV	COPPER CONCENTRATES IN BULK	AMAMAPARE (INDONESIA) TO DAHEJ (INDIA)
	3 rd :	DAMPSKIBSSELSKABE T NORDEN A/S	SALT IN BULK	DAMPIER (AUSTRALIA) TO TAICHUNG & TAIPEI (TAIWAN)
	4 th :	DAMPSKIBSSELSKABE T NORDEN A/S	SUGAR IN BULK	LUCINDA (AUSTRALIA) TO WAINGAPU (INDONESIA)

5 th :	DE CHENG MARITIME PTE LTD	SLAG POWDER (GGBFS) IN BULK	JINGTANG (CHINA) TO JURONG PORT (SINGAPORE)
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:	01-Sep-19	24-Sep-23	09-Aug-24
2.2	Safety Radio Certificate:	01-Sep-19	24-Sep-23	09-Aug-24
2.3	Safety Construction Certificate:	01-Sep-19	24-Sep-23	09-Aug-24
2.4	Loadline Certificate:	01-Sep-19	24-Sep-23	09-Aug-24
2.5	Safety Management Certificate (SMC): Interim	19-May-22	N/A	11-Jul-27
2.6	Document of Compliance (DOC): D187155-071221F-MLT	04-Nov-20	9-Oct-23	19-Nov-25
2.7	Cargo Gear survey:	01-Sep-19	01-Aug-23	1-Sep-24
2.8	Cargo securing manual:	19-Feb-09	N/A	UNLIMITED
2.9	International Oil Pollution Prevention Certificate (IOPPC):	18-May-22	24-Sep-23	05-Jun-27
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	25-Jan-24	N/A	24/Jul/24
2.11	USCG COFR:	08-Feb-24	N/A	08-Feb-27
2.12	International Ship Security Certificate (ISSC): Interim	19-May-22	N/A	11-Jul-27

3	CREW MANAGEMENT	
3.1	Number of Officers: (including Master)	12
3.2	Number of crew:	12
3.3	Name and nationality of Master:	CAPT. PICHET CHANTAKAM/ 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:	22RJ-M00055SMC	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)):	ISO 9002 (GREAT CIRCLE SHIPPING)	

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?	YES	
5.4	Capacity, by hold, excluding wing/topside tanks but including hatchways:	Grain	Bale

	Hold #1:	6064.4	5605
	Hold #2:	8,665.90	8,265.00
	Hold #3:	9,189.70	8,455.00
	Hold #4:	8,944.10	8,075.00
	Hold #5:	8,110.80	7,600.00
	Total:	40,974.90	38,000.00
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 & Hold No.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:	20.0 MT/SQM	
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?	NONE	
	Aft bulkhead?	NONE	
5.15	Can vessel's holds be described as box shaped?	YES	
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 1 : W = (FWD 4.3 m , AFT 19.60 m) X L = 26.40 m	
		Hold 2 : W = (FWD 19.60 m , AFT 22.40 m) X L = 25.60 m	
		Hold 3 : W = (FWD 22.40 m , AFT 22.40 m) X L = 27.20 m	
		Hold 4 : W = (FWD 22.40 m , AFT 22.40 m) X L = 26.40 m	
		Hold 5 : W = (FWD 22.40 m , AFT 6.40 m) X L = 27.20 m	
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:	18,800 cbm / hour	
5.19	Type of hold paint:	EPOXY (Inter Bond 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 (As per Approved Grain Loading Manual)	
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.	
5.24	Hatch dimensions: (Length X Breadth)		
		Hatch 1 : L = 16.60 m X B = 15.00 m	
		Hatch 2 : L = 20.80 m X B = 21.00 m	
		Hatch 3 : L = 20.80 m X B = 21.00 m	
		Hatch 4 : L = 20.80 m X B = 21.00 m	
		Hatch 5 : L = 20.80 m X B = 21.00 m	
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	128.00 m.	
5.26	Strength of hatch covers:	Hatch 1 : 4.76 MT/SQM	
		Hatch 2 : 3.6 MT/SQM	
		Hatch 3 : 3.5 MT/SQM	
		Hatch 4 : 3.5 MT/SQM	
		Hatch 5 : 3.5 MT/SQM	
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):	See Attached Diagram	
5.29	Distance from bow to fore of 1 st hold opening:	17.50 m.	
5.3	Distance from stern to aft of last hold opening:	32.80 m.	
5.31	State deck strength:	Outside Line of Hatch : 4.10 MT/SQM	
		Inside Line of Hatch : 2.50 MT/SQM	
Ballast			
5.32	Capacity of ballast tanks (100%):	11,329.20 cbm	

5.33	Ballast holds capacity, state which hold(s):	9,189.70 cbm (Hold No.3)
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	About 850 cbm / hour
5.35		About 850 cbm / hour
5.36	Unpumpable quantity:	About 100 cbm

6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)			
6.1	If geared state make and type:	TSUJI* ELECTRO HYDRAULIC, TYPE-MDSS 3026	
6.2	Number/location of derricks-/ cranes:	(4) x Cranes SWL = 30.0 T	
		Crane No.1 : Between Hatch No.1 & No.2	
		Crane No.2 : Between Hatch No.2 & No.3	
		Crane No.3 : Between Hatch No.3 & No.4	
		Crane No.4 : Between Hatch No.4 & No.5	
6.3	Maximum outreach of gear beyond ships rail	About 12.00 m.	
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	About 10.80 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:	About (4) mins SUB. To the height of the cargo, distance from the hold , Type of operation etc.	
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook	About 21.0 MT/Metres Minutes
		Grab	
6.8	Luffing time of gear:	About 55 SEC.	
6.9	Slewing time of gear:	About 0.63 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?	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:	N/A	
6.16	Is vessel log racks fitted?	NO	
6.17	Timber Loadline (if applicable)	Deadweight	Draft
	Summer:		
	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 TYPE-6S42MC-MK VII	
8.3	BHP / RPM of main engine at MCR:	100%	8,476 130.8

8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	7,204.60	123.9
8.5	GENERATORS :		(3) UNITS X YANMAR TYPE-6N 18L-EV	
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 un pumpables):	About 1,624.5 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 un pumpables):	About 150 CBM		
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: Ship's gear with (4) Cranes & Grabs			
	Idle:			
	Other (specify):		N/A	
9 MISCELLANEOUS				
Communications and Electronics				
9.1	Call sign:	H S I M		
9.2	Vessel's INMARSAT - C number:	456700478 and 456700541		
9.3	Vessel's telephone number:	6625660017		
9.4	Vessel's fax number:	N/A		
9.5	Vessel's email address:	mookdanaree@shipmail.net		
		Max 10 MB per msg		
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	'567097000		
9.7	Vessel's onboard electrical supply (V / Hz):	220 Volt. 60 Hz. & 440 Volt. 60 Hz.		
Constants/Fresh Water				
9.8	Constants excluding fresh water:	About 350 MT.		
9.9	Daily freshwater consumption:	About 10 MT PER DAY		
9.1	Fresh water capacity:	217.00 MT		
9.11	State daily production of evaporator:	14.0 MT PER DAY		
9.12	Normal fresh water reserve:	150 - 220MT.		
Insurance				
9.13	P & I Club - Full style:	SKULD		
9.14	P & I Club coverage:	AS PER P N I RULES		
9.15	Where is the owners hull and machinery placed:	Swedish Club		
9.16	Hull & Machinery insured value:	USD: 16.25 MILLION		
Vetting				
9.17	Is the vessel RIGHTSHIP approved:	YES		
9.18	Date/Place of last RIGHTSHIP Inspection:	16 JUNE 2023 / ALTAMIRA (MEXICO)		
Port State Control				
9.19	Date and place of last Port State Control inspection:	29 FEBRUARY 2024/ PHU MY, VIETNAM		
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				

