

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

1 GENERAL INFORMATION		
1.1	Date updated:	30-Jun-24
1.2	Vessel's name:	PAVIDA NAREE
1.3	IMO number:	9649885
1.4	Vessel's previous name(s) and date(s) of change:	NORDIC BUSAN
1.5	Flag:	THAILAND
1.6	Port of Registry:	BANGKOK
1.7	Type of vessel:	Log / Bulk Carrier
1.8	Type of hull:	Single Hull
Ownership and Operation		
1.9	Registered owner - Full style:	PRECIOUS JASMINE LIMITED 8/27-28, 7TH FLOOR CATHAY HOUSE, NORTH SATHORN ROAD, SILOM, BANGRAK, BANGKOK, THAILAND
1.1	Parent company/group to which the owner belongs - Full style:	PRECIOUS SHIPPING PCL 8/27-28, 7TH FLOOR CATHAY HOUSE, NORTH SATHORN ROAD, SILOM, BANGRAK, BANGKOK, THAILAND TEL: +662-696-8800. FAX: +662 2367654. EMAIL: psl@preciousshipping.com
1.11	Technical operator - Full style:	GREAT CIRCLE SHIPPING AGENTCY 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 SHIPPING PCL 8/27-28, 7TH FLOOR CATHAY HOUSE, NORTH SATHORN ROAD, SILOM, BANGRAK, BANGKOK, 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:	N/A
Builder		
1.17	Builder (where built) / Yard number:	WEI-HAI, CHINA
1.18	Date delivered (built):	26.04.2018
Classification		
1.19	Classification society:	DET NORSKE VERITAS
1.2	Class notation:	DNV, 1A1 Bulk carrier BC(A) BIS BWM-E(s) Clean CSR E0 ESP Grab[20 t] Holds(2,4)may be empty TMON
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:	27-May-23 SHANHAIGUAN SHIPYARD, CHINA
1.24	Date next dry dock is due:	
1.25	Date of last special survey / next survey due:	27-May-23 26-Apr-28
1.26	Date of last annual survey / next survey due:	13-Apr-24 27-May-25
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):	180.0 Meters
1.3	Length Between Perpendiculars (LBP):	172.0 Meters
1.31	Extreme breadth (Beam):	30.0 Meters

1.32	Moulded depth:	14.7 Meters		
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	45.6 Meters		
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)	16.2 meters	14.9 meters	13.7 meters
	Full ballast condition: (ballast holds flooded, basis 50% bunkers)	10.7 meters	10.3 meters	10.0 meters
	Fully laden condition:	7.2 meters	7.2 meters	7.2 meters
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	16.6 meters	16.6 meters	16.6 meters
Tonnages				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	22860	12082	
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):	23656	20721	
1.38	Panama Canal Net Tonnage (PCNT):	19047		
Loadline Information				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	35339.786	10.216 Meters	49.3 T/CM
	Winter:	34291.341	10.003 Meters	49.2 T/CM
	Winter North Atlantic:		N.A.	
	Fresh water:	35340.336	10.442 Meters	49.4 T/CM
	Tropical:	36392.614	10.429 Meters	49.4 T/CM
	Tropical fresh water:	36365.443	10.655 Meters	49.5 T/CM
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers) (about)	23163.79		
	Lightship:			9319.21 MT
	FWA at summer draft:	226mm		
	TPC on summer draft	49.3 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):	35891.846 MT		
	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:	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			
	Voy#	Charterer	Cargo	Load-Discharge Ports
	Last:	ULTRABULK PARCEL SVC	STEEL PRODUCTS	MUMBAI, INDIA TO MARINA DI CARRARA, ITALY / SALERNO, ITALY / CONSTANZA, ROMANIA
	2 nd :	ONE CHEMICAL PRIVATE LIMITED	SALT IN BULK	KANDLA, INDIA TO KARWAR, INDIA
	3 rd :	TRANSCEND MARINE PTE LTD	LOGS IN BULK	CONCEPCION DEL URUGUAY AND IBICUY, ARGENTINA TO KANDLA, INDIA
	4 th :	CANFORNAV LIMITED	METCOKE IN BULK	BARRANQUILLA TO SALVADAOR
	5 th :	NAVISON SHIPPING A/S	YELLOW CORN, YELLOW SOYA BEANS, DDGS	NEW ORLEANS TO SANTA MARTA AND BARRANQUILLA
1.45	Specify the security level at which the ship is currently operating (ISSC):			SECURITY LEVEL 1

2	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate:	13-Apr-24		26-Apr-28
2.2	Safety Radio Certificate:	23-Feb-24	13-Apr-24	26-Apr-28
2.3	Safety Construction Certificate:	27-May-23	13-Apr-24	26-Apr-28
2.4	Loadline Certificate:	27-May-23	13-Apr-24	26-Apr-28
2.5	Safety Management Certificate (SMC):	28-Dec-22		27-Dec-27

2.6	Document of Compliance (DOC): 20TB-M0076THADOC	4-Nov-20	10-Oct-23	19-Nov-25
2.7	Cargo Gear survey:	27-May-23	13-Apr-24	27-May-28
2.8	Cargo securing manual:	Available		
2.9	International Oil Pollution Prevention Certificate (IOPPC):	27-May-23	13-Apr-24	26-Apr-28
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	20-Jan-24		20-Jul-24
2.11	USCG COFR:	18-Jun-22		18-Jun-25
2.12	International Ship Security Certificate (ISSC):	28-Dec-22		27-Dec-27

3 CREW MANAGEMENT				
3.1	Number of Officers: (including Master)	11		
3.2	Number of crew:	10		
3.3	Name and nationality of Master:	CAPT. APISIT PUNKONGWATHHANA / 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	NKK
4.3	Safety Management (SMC) certificate number / issuing authority:	22LB-M0014SMC	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 9001 & 14001	

5	CARGO ARRANGEMENTS		
Holds			
5.1	Number of holds:	5	
5.2	Hold dimensions: L x B x H	NO.1, 26.4M.X (FWD 5.0 M, AFT 22.47M) X 13.5M NO.2, 24.0M.X 23.44M X 13.5M NO.3, 24.0M X 23.44M X 13.5M NO.4, 24.0M X 23.44M X 13.5M NO.5, 26.4M.X (FWD 23.44M, AFT 8.30M) X 13.5M	
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 (Cbm):	Grain (Cbm)	Bale (Cbm)
	Hold #1:	8382.808	7695.9
	Hold #2:	9919.222	9541.3
	Hold #3:	9932.567	9543.8
	Hold #4:	9932.57	9522.5
	Hold #5:	9417.935	9153.8
	Total:	47585.102	45457.3
	Capacity on Hatch & Deck (Cbm)		
	Hatch & Deck #1 :		2467.0
	Hatch & Deck #2 :		3298.8
	Hatch & Deck #3 :		3220.5
	Hatch & Deck #4 :		2569.6
	Hatch & Deck #5 :		2707.4
	Total:		14263.3
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:	22.0 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?	YES	
	Aft bulkhead?	YES	

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)	SIDES - CH1: 3.6/6.4X3.3M CH2,3,4: 3.2X3.3M, CH5: 3.2/6.8X3.3M AFT - 3.2X1.6M
5.17	Flat floor measurement of cargo holds at tank top: L x W	NO.1, 26.4M.X (FWD 5.0 M, AFT 22.47M) NO.2, 24.0M.X (FWD 23.44M, AFT 23.44M) NO.3, 24.0M X (FWD 23.44M, AFT 23.44M) NO.4, 24.0M X (FWD: 23.44M, AFT 23.44M) NO.5, 26.4M.X (FWD 23.44M, AFT 8.30M)
5.18	Are vessel's holds electrically ventilated?	YES
	If yes, state number of air-changes per hour basis empty holds:	6
5.19	Type of hold 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:	TTS / DOUBLE SKIN, FOLDING TYPE - HYDRAULIC
5.24	Hatch dimensions: (Length X Breadth)	NO. 1 - 16.80 X 15.00 M NOS. 2, 3, 4 & 5 - 19.20 X 19.20 M
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	122.54 M
5.26	Strength of hatch covers:	NO.1,2,3,4 & 5- 3.5 MT/SQM
5.27	Number, diameter and location of cement holes	TOTAL 20 NOS. / DIA : 700 MM / NO.1,2,3,4&5 (2 POSITIONS FWD PART OF HATCH & 2 POSITIONS AFT PART OF HATCH)
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):	CH1: 4.6/20.8 CH2,3,4,5: 4.6 / 25.4
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:	38.3 M
5.31	State deck strength:	3.5 MT/SQM
Ballast		
5.32	Capacity of ballast tanks (100%):	11438.22 CBM / 21370.79 CBM (INC CH.#3)
5.33	Ballast holds capacity, state which hold(s):	CH3 - 9932.569
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	Ballast 8.5HRS/1400cub.M/Hrs Deballast 8.5 Hrs/ 1400 cub.M /hrs.
5.36	Unpumpable quantity:	150 cubM

6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)		
6.1	If geared state make and type:	JIANGSU MASADA-MITSUBISHI HYDRAULIC DECK CRANE 36 t x 26 m@
6.2	Number/location of derricks-/ cranes:	4 nos. / cross deck no.1-4
6.3	Maximum outreach of gear beyond ships rail	11.0 meters.
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	11.0 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:	120 second
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Grab 16.0 meters per minutes
6.8	Luffing time of gear:	54.0 second.
6.9	Slewing time of gear:	0.6 rpm
6.1	Is gear combinable for heavy lift?	NO
6.11	Are winches electro-hydraulic?	NO
6.12	If vessel has grabs on board - state:	N/A
	Type:	N/A
	Weight:	N/A
	Lifting Capacity:	N/A
	Power source of grabs:	N/A
	Location of power source:	N/A
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?	YES
	If yes, state number, type and height of stanchions/sockets, if on board:	Yes , number of fixed stanchoin = 12 nos / collapsible stanchions = 76 nos Fixed stanchions height from deck level to above stanchions : 6.835 meters
6.16	Is vessel log racks fitted?	YES

6.17	Timber Loadline (if applicable)	Deadweight	Draft	TPC
	Summer:	35339.786	10.216 M	49.3 T/CM
	Winter:	34291.341	10.003 M	49.2 T/CM
	Winter North Atlantic:		N.A.	
	Fresh water:	35340.336	10.442 M	49.4 T/CM
	Tropical:	36392.614	10.429 M	49.4 T/CM
	Tropical fresh water:	36365.443	10.655 M	49.5 T/CM

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 5S50ME B 9.3	
8.3	BHP / RPM of main engine at MCR:	100%	6010.0 BHP	99.0 RPM
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	4928.0 BHP	92.7 RPM
8.5	GENERATORS :			
Fuel				
8.5			VLSFO and LSMGO / 380 cSt	
	Capacity (100%) of main engine bunker tanks (LSIFO + HSIFO; excluding unumpables):		LSIFO	HSIFO
			1326.468 CBM	0
8.6	What type/viscosity of fuel is used in the generating plant:			
	Capacity (100%) of aux engine(s) bunker tanks (LSMGO + HSMGO; excluding unumpables):		LSMGO	HSMGO
			375.970 CBM	0
Speed				
8.7	Ballast:	ABT	AS PER VESSEL DESCRIPTION	
	Laden:	ABT	AS PER VESSEL DESCRIPTION	
Consumptions				
8.8	Passage		Main	Aux
	Ballast:	ABT	AS PER VESSEL DESCRIPTION	
	Laden:	ABT		
8.9	In Port			
	Working:			
	Idle:			
	Other (specify):			

9	MISCELLANEOUS	
Communications and Electronics		
9.1	Call sign:	HSB8254
9.2	Vessel's INMARSAT – C number:	456701083 & 456701084
9.3	Vessel's telephone number:	+662 460 6077 / +88 1677 110 685
9.4	Vessel's fax number:	N/A
9.5	Vessel's email address:	pavidanaree@speedmailplus.com
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	567 608 000
9.7	Vessel's onboard electrical supply (V / Hz):	440V / 220V / 60Hz
z		
9.8	Constants excluding fresh water:	550 MT (for ballast water treatment operation at Fresh water port)
9.9	Daily freshwater consumption:	6.0 MT
9.1	Fresh water capacity:	363.0 CUB.M
9.11	State daily production of evaporator:	15 MT PER DAY
9.12	Normal fresh water reserve:	200.0 MT
Insurance		
9.13	P & I Club - Full style:	SKULD
9.14	P & I Club coverage (US \$):	USD 3 BILLION

9.15	Where is the owners hull and machinery placed:	THE SWEDISH CLUB
9.16	Hull & Machinery insured value (US \$):	USD 20,640,000
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:	21 JUNE 2024 / SALERNO, ITALY
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		