

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

1 GENERAL INFORMATION	
1.1 Date updated:	31/07/2022
1.2 Vessel's name:	PHATRA NAREE
1.3 IMO number:	9649861
1.4 Vessel's previous name(s) and date(s) of change:	NORDIC SEOUL/ CMB LASZLO
1.5 Flag:	THAILAND
1.6 Port of Registry:	BANGKOK
1.7 Type of vessel:	BULK CARRIERS
1.8 Type of hull:	DOUBLE HULL , SINGLE SKIN
Ownership and Operation	
1.9 Registered owner - Full style:	Precious Stones Shipping Limited, 8/27-28, 7th Flr, North Sathon Road, Silom , Bangrak , Bangkok , THAILAND 10500
1.1 Parent company/group to which the owner belongs - Full style:	Precious Shipping Public Company Ltd. 8/27-28, North Sathon Road, Bangkok 10500, Thailand, Tel: +66 2 696 8800 Fax : +66 2 633 8460, Email : psl@preciousshipping.com
1.11 Technical operator - Full style:	Great Circle Shipping Agency Limited, 8/35 , 10th Flr, North Sathon Road, Silom , Bangrak , Bangkok , THAILAND 10500
1.12 Commercial operator - Full style:	Precious Shipping Public Company Ltd. 8/27-28, North Sathon Road, Bangkok 10500, Thailand, Tel: +66 2 696 8800 Fax : +66 2 633 8460, Email : psl@preciousshipping.com
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:	WEIHAI, CHINA H1052
1.18 Date delivered (built):	23-Aug-17
Classification	
1.19 Classification society:	DNV
1.2 Class notation:	+1A1, BULK CARRIER, ESP, CSR, BC-A, BIS, EO, T-MON, GRAB[20], BWM-E, CLEAN, Holds Nos (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:	N.A.
1.24 Date next dry dock is due:	22-Nov-22
1.25 Date of last special survey / next survey due:	N.A. 22-Nov-22
1.26 Date of last annual survey / next survey due:	27-Oct-21 22-Nov-22
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
1.3 Length Between Perpendiculars (LBP):	172
1.31 Extreme breadth (Beam):	30
1.32 Moulded depth:	14.7
1.33 Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	45.6

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)	12.99	12.16	11.32
	Full ballast condition: (ballast holds flooded, basis 50% bunkers)	10.83	10.29	9.75
	Fully laden condition:	7.2	7.16	7.13
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	16.6	16.6	16.6

Tonnages

1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	22860	12082
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):	23655.91	20721
1.38	Panama Canal Net Tonnage (PCNT):	76789.3	

Loadline Information

1.39	Loadline	Deadweight	Draft	TPC
	Summer:	35882.675	10.216	49.3
	Winter:	34834.23	10.003	49.2
	Winter North Atlantic:	N.A.	N.A.	N.A.
	Fresh water:	35883.225	10.442	48.2
	Tropical:	36935.503	10.429	49.4
	Tropical fresh water:	36908.332	10.655	48.3
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers) (about)	12948	5.29 mean	44.86
	Lightship: Draft: Displacement : mt		3.18	8776.325
	FWA at summer draft:		226 MM	
	TPC on summer draft		49.3	

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):	10.655 T.FW
	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:	XO SHIPPING A/S	Steel Scrap	Fredericia to Kroman
2 nd :	NAVI MERCHANTS	Wood Pellets	Riga to Tyne
3 rd :	Horizon	Zink/Copper Concentrates	Punta Lobitos/Coquimbo/Puerto Angamos to Three Rivers/Pori/Ronnskar
4 th :	Bunge SA	SBM/Yellow Corn	San Lorenzo/Ramalla/Necochea to Guayaquil
5 th :	Fednav	Corn	San Lorenzo to San Antonio

1.45	Specify the security level at which the ship is currently operating (ISSC):	ONE
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2	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate:	14/06/2022	27/10/2021	22/11/2022

2.2	Safety Radio Certificate:	14/06/2022	27/10/2021	22/08/2027
2.3	Safety Construction Certificate:	14/06/2022	27/10/2021	22/11/2022
2.4	Loadline Certificate:	14/06/2022	27/10/2021	22/11/2022
2.5	Safety Management Certificate (SMC):	14/06/2022	N.A.	13/12/2022
2.6	Document of Compliance (DOC):	04/11/2020	08/11/2021	19/11/2025
2.7	Cargo Gear survey:	14/06/2022	12/08/2021	22/11/2022
2.8	Cargo securing manual:	30/06/2017	N.A.	N.A.
2.9	International Oil Pollution Prevention Certificate (IOPPC):	14/06/2022	27/10/2021	22/11/2022
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	8-Jul-22	N.A.	7-Jan-23
2.11	USCG COFR:	10/06/2022	N.A.	10/06/2025
2.12	International Ship Security Certificate (ISSC):	14/06/2022	N.A.	13/12/2022

3 CREW MANAGEMENT				
3.1	Number of Officers: (including Master)	12		
3.2	Number of crew:	10		
3.3	Name and nationality of Master:	CAPT.VISAROJ S. / 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:	IT-22AW-M0017SMI	NKK	
	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 9001: 2015		

5 CARGO ARRANGEMENTS				
Holds				
5.1	Number of holds:	5		
5.2	Hold dimensions: L x B x H	No.1=26.4x5.0/22.47 , no.2,3,4 = 24.0x23.44/23.44 and no.5=26.4x23.44/8.3		
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:	8382.808	8047.496	
	Hold #2:	9919.222	9522.453	
	Hold #3:	9932.567	9535.266	
	Hold #4:	9932.57	9535.27	
	Hold #5:	9417.935	9041.217	
	Total:	47585.102	45681.702	
5.5	Is vessel strengthened for the carriage of heavy cargoes?	YES		
5.6	If yes, state which holds may be left empty:	NO. 2 AND 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		
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?	NO
	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= 26.4x5.0/22.47 , NO. 2,3,4 = 24.0x23.44/23.44, NO. 5 = 26.4x23.44/8.3
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:	MODIFIED 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
5.23	Make and type of hatch covers:	SMS , HYDRAULIC FOLDING WEATHER TIGHT, DOUBLE SKIN
5.24	Hatch dimensions: (Length X Breadth)	No.1=16.8X15.0, No.2,3,4,5 = 19.2X19.2
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	122.6
5.26	Strength of hatch covers:	3.5
5.27	Number, diameter and location of cement holes	5 x 760MM / 600 MM DIA per hold
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):	H#1 : F 3.9 , A 6.4 , H#2 -5 : 4.10 MTRS
5.29	Distance from bow to fore of 1 st hold opening:	19.1
5.3	Distance from stern to aft of last hold opening:	38.3
5.31	State deck strength:	3.5

Ballast

5.32	Capacity of ballast tanks (100%):	21370.790 M3 (INC NO. 3 HOLD)
5.33	Ballast holds capacity, state which hold(s):	9932.569 M3/ NO. 3
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	Abt 9 hrs, (700 m3 * 2) , 12 hrs , (700 * 2)
5.36	Unpumpable quantity:	ABT 160 MT

6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)

6.1	If geared state make and type:	Jiangsu Masada -Mitsubishi Electro-Hyd crane
6.2	Number/location of derricks / cranes:	4 NOS, AFT OF NO. 1,2,3,4 HOLD
6.3	Maximum outreach of gear beyond ships rail	ABT 11 MTRS
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	ABT 11 MTRS
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:	ABT 120 SEC
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Grab 55 M/ MIN
6.8	Luffing time of gear:	54 SEC
6.9	Slewing time of gear:	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:	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?	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	TPC
	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:	DOOSAN MAN B&W 5S50ME-B9.2	
8.3	BHP / RPM of main engine at MCR:	100%	6010 KW 99 RPM
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	
8.5	GENERATORS :	DOOSAN MAN DIESEL 5L23/30H 710KW@720 RPM	
Fuel			
8.5	What type/viscosity of fuel is used for main propulsion:	LSFO	
	Capacity (100%) of main engine bunker tanks (LSIFO + HSIFO; excluding un pumpables):	LSIFO AS PER DESCRIPTION	HSIFO NA
8.6	What type/viscosity of fuel is used in the generating plant:	LSFO	
	Capacity (100%) of aux engine(s) bunker tanks (LSMGO + HSMGO; excluding un pumpables):	LSMGO AS PER DESCRIPTION	HSMGO NA
Speed			
8.7	Ballast:	ABT	14
	Laden:	ABT	13.5
Consumptions			
8.8	Passage	Main	Aux
	Ballast:	ABT	18.5 MT 2.5 MT + 0.1 MT
	Laden:	ABT	19 MT 2.5 MT + 0.1 MT
8.9	In Port		
	Working:		3.6 MT + 1.4 MT (BOILER)
	Idle:		1.8 MT + 1.4 MT (BOILER)
	Other (specify):		

9 MISCELLANEOUS		
Communications and Electronics		
9.1	Call sign:	HSB 8241
9.2	Vessel's INMARSAT – C number:	456701080/456701081
9.3	Vessel's telephone number:	VSAT1: +6624606073, VSAT2: +6563051427, IRIDIUM: +881677125371
9.4	Vessel's fax number:	NOT PROVIDED
9.5	Vessel's email address:	"vessel@preciousshipping.com" with "PHATRA NAREE" in subject line
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	567607000
9.7	Vessel's onboard electrical supply (V / Hz):	220 V / 60 Hz
Constants/Fresh Water		
9.8	Constants excluding fresh water:	250
9.9	Daily freshwater consumption:	6
9.1	Fresh water capacity:	363.019
9.11	State daily production of evaporator:	12
9.12	Normal fresh water reserve:	150
Insurance		
9.13	P & I Club - Full style:	UKPANDI
9.14	P & I Club coverage (US \$):	AS PER COE
9.15	Where is the owners hull and machinery placed:	THE SWEDISH CLUB
9.16	Hull & Machinery insured value (US \$):	20.24 million
Vetting		
9.17	Is the vessel RIGHTSHIP approved:	
9.18	Date/Place of last RIGHTSHIP Inspection:	
Port State Control		
9.19	Date and place of last Port State Control inspection:	2.04.2022 AT TROIS-RIVER, CANADA
9.2	Has the vessel been detained by Port State Control in the last 12 months?	N.A.
	Any outstanding deficiencies as reported by any Port State Control. If yes, provide details:	N.A.
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.	N.A.
10 SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES		
10.1		