

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

1 GENERAL INFORMATION			
1.1	Date updated:	31-Aug-21	
1.2	Vessel's name:	SUNISA NAREE	
1.3	IMO number:	9751248	
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 CARRIER	
1.8	Type of hull:	DOUBLE-SIDE SKIN	
Ownership and Operation			
1.9	Registered owner - Full style:	PRECIOUS FORESTS LIMITED. 7TH FLOOR, CATHAY HOUSE, 8/27-28, NORTH SATHORN ROAD, SILOM, BANGRAK, BANGKOK	
1.1	Parent company/group to which the owner belongs - Full style:		
1.11	Technical operator - Full style:	GREAT CIRCLE SHIPPING AGENCY LTD. Cathay House, 8/35 10th Floor, North Sathorn Rd. Silom, Bangrak, Bangkok -10500, Thailand Tel: (662) 696 8900 to 99, Fax: (662) 237 7842, 633 8468	
1.12	Commercial operator - Full style:	PRECIOUS FORESTS LIMITED. 7TH FLOOR, CATHAY HOUSE, 8/27-28, NORTH SATHORN ROAD, SILOM, BANGRAK, BANGKOK P.O.Box 2868 Solli N-0230 Oslo	
1.13	Disponent owner - Full style:	XO SHIPPING AS, TUBORG HAVNEVEJ 18, 2900 HELLERUP, DENMARK	
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:		
Builder			
1.17	Builder (where built) / Yard number:	TAIZHOU SANFU SHIPYARD, CHINA	SF130129
1.18	Date delivered (built):	8-Oct-16	
Classification			
1.19	Classification society:	NIPPON KAIJI KYOKAI	
1.2	Class notation:	NS* (CSR, BC-A, BC-XII, GRAB [20], PSPC-WBT), (ESP), (IWS), (BWTS), (PSCM), (Strengthened for heavy cargo loading where holds no.2 & 4 may be empty), MNS*(MO)	
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:	Qinghuangdao	16/06/2019
1.24	Date next dry dock is due:	Oct-21	
1.25	Date of last special survey / next survey due:	16/06/2019	07/10/2021
1.26	Date of last annual survey / next survey due:	03/09/2020	02/09/2021
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):	199.90 M	
1.3	Length Between Perpendiculars (LBP):	194.5 M	
1.31	Extreme breadth (Beam):	32.26 M	

1.32	Moulded depth:	18.50 M		
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	48.633 M		
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: F: 4.60 M, A: 7.55 M (ballast holds not flooded, basis 50% bunkers)	16.500 M	14.725 M	13.250 M
	Full ballast condition: F: 7.65 M, A: 10.00 M (ballast holds flooded, basis 50% bunkers)	13.450 M	11.975 M	10.800 M
	Fully laden condition: Even keel 13.30 M	7.800 M	7.500 M	7.500 M
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	21.100 M	20.800 M	20.800 M
Tonnages				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	36416	21225	
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):	36992.78	32334.02	
1.38	Panama Canal Net Tonnage (PCNT):	30147		
Loadline Information				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	63006.70	13.300	62.2
	Winter:	61284.30	13.023	62.1
	Winter North Atlantic:		NA	
	Fresh water:	63006.7	13.602	62.3
	Tropical:	64730.8	13.577	62.3
	Tropical fresh water:	64730.8	13.879	
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers) (about)	18785.69	5.91	55.9
	Lightship: Draft: F- 0.449 M/ A- 4.795 M Displacement : 12079.06 mt		2.622	52.7
	FWA at summer draft:	302 MM		
	TPC on summer draft	62.2		
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):	53196.840 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?	N/A		
	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 AS	Iron ore pellets	Paradip,India / Hazira, India
	2 nd :	XO SHIPPING AS	Phosrock	Ananba,Algeria / Chennai - Visakhapatnam, India
	3 rd :	MINE MOUNT SA	Iron ore pellets	Sept Iles,Canada/Arzew,Algeria
	4 th :	XO SHIPPING AS	Pet coke	Cartagena,Colombia / Searsport,USA

5 th :	QUEST GROUP DMCC	Fertilizers	Riga,Latvia / Veracruz, Coatzacoalcos,Mexico
1.45	Specify the security level at which the ship is currently operating (ISSC):		1 (ONE)

2	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate:	19-Sep-18	3-Sep-20	07-Oct-21
2.2	Safety Radio Certificate:	10-Jan-18	3-Sep-20	07-Oct-21
2.3	Safety Construction Certificate:	06-Feb-17	3-Sep-20	07-Oct-21
2.4	Loadline Certificate:	16-Jun-19	3-Sep-20	07-Oct-21
2.5	Safety Management Certificate (SMC):	15-May-17	17-Feb-20	20-Mar-22
2.6	Document of Compliance (DOC):	04-Nov-20	4-Nov-20	19-Nov-25
2.7	Cargo Gear survey:	08-Oct-16	3-Sep-20	7-Oct-21
2.8	Cargo securing manual:	08-Oct-16		NO LIMIT
2.9	International Oil Pollution Prevention Certificate (IOPPC):	19-Sep-18	3-Sep-20	07-Oct-21
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	03-May-21		02-Nov-21
2.11	USCG COFR:	10-Sep-19		10-Sep-22
2.12	International Ship Security Certificate (ISSC):	15-May-17	17-Feb-20	20-Mar-22

3	CREW MANAGEMENT	
3.1	Number of Officers: (including Master)	13
3.2	Number of crew:	10
3.3	Name and nationality of Master:	CAPT. NAWAPORN JUNLAPHO / THAI
3.4	Nationality of Officers:	THAI
3.5	Nationality of crew:	23-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:	17HO-0955SMC	NKK
	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)):	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: 29.52 x F 14.69 A 23.824 x 19.32 M HOLD 2: 33.62 x 23.824 x 19.32 M HOLD 3: 31.16 x 23.824 x 19.02 M HOLD 4: 31.16 x 23.824 x 19.02 M HOLD 5: 29.52 x F 23.824 A 8.966 x 19.02 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:	13956.54	13200
	Hold #2:	17682.44	16650
	Hold #3:	15350.47	14080

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):	Ship's rail to near edge of walkway – 4.63m Ship's rail to far edge of coaming – 7m Clear distance: Hold1 – 1.80m, Hold2 – 4.20m, Hold3 – 3.10m, Hold4 – (frame 79 to 97 - 2.45m) (fram 103 to 110 - 2.45), No clear space, Hold5 – 2.08m
5.29	Distance from bow to fore of 1 st hold opening:	16.32 M
5.3	Distance from stern to aft of last hold opening:	34.58 M
5.31	State deck strength:	Not approved to carry load on deck
Ballast		
5.32	Capacity of ballast tanks (100%):	18031.46M3
5.33	Ballast holds capacity, state which hold(s):	NO.3 HOLD - 15350.47M3
5.34 5.35	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	12 HRS / 2x720M3 per HR / 14HRS / 2x720M3 per HR
5.36	Unpumpable quantity:	100M3

6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)			
6.1	If geared state make and type:	4 DECK CRANES. MASADA-MITSUBISHI, ELECTRO-HYDRAULIC, SWL 36MT HOOK, 28MT WITH GRAB	
6.2	Number/location of derricks-/ cranes:	4 NO. / BETWEEN HOLDS 1&2, 2&3, 3&4, 4&5	
6.3	Maximum outreach of gear beyond ships rail	13.7 M	
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	13.7 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:	120 sec (from bottom of hold to jetty)	
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Grab	LOAD 36/14/5MT – SPEED 22/44/55 m/min
6.8	Luffing time of gear:	58sec / FROM 20° TO 80°	
6.9	Slewing time of gear:	0.45 RPM	
6.1	Is gear combinable for heavy lift?	N/A	
6.11	Are winches electro-hydraulic?	YES	
6.12	If vessel has grabs on board - state:	YES, 4 NOS	
		Type:	TOBU-ELECTRO/HYDRAULIC
		Weight:	9 MT
		Lifting Capacity:	6/12M3
		Power source of grabs:	440/110V, 60HZ 3-AC
		Location of power source:	INSIDE CRANE POST
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	
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?	N/A	
6.17	Timber Loadline (if applicable)	Deadweight	Draft TPC
	Summer:		
	Winter:		
	Winter North Atlantic:		
	Fresh water:		N/A
	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		
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8.1	Is vessel fitted with a shaft generator?	NO	
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Engine Room			
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8.2	Engine make/model and type:	MAN-B&W 5G60ME-C9.2(Tier II)	
8.3	BHP / RPM of main engine at MCR:	100%	11398.7 BHP / 77.0 RPM
8.4	BHP / RPM of main engine at NCR (as % of MCR):	77%	8845.4 BHP / 70.8 RPM
8.5	GENERATORS :	ANQING CSSC, 6DK-20e, 3x700kW	

Fuel			
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8.5	What type/viscosity of fuel is used for main propulsion:	RMG 380CST 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 un pumpables):	LSMGO 515.0	LSFO 1445.0
8.6	What type/viscosity of fuel is used in the generating plant:	RMG 380CST 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 un pumpables):	LSMGO	LSMGO
		INCLUDED IN ABOVE	

Speed			
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8.7	Ballast:	ABT	AS PER VESSEL DESCRIPTION
	Laden:	ABT	

Consumptions			
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8.8	Passage	Main	Aux
	Ballast:	AS PER VESSEL DESCRIPTION	
	Laden:		
8.9	In Port		
	Working:		
	Idle:		
	Other (specify):		

9	MISCELLANEOUS		
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Communications and Electronics			
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9.1	Call sign:	HSLS	
9.2	Vessel's INMARSAT – C number:	456700827, 456700828	
9.3	Vessel's telephone number:	+870773302716	
9.4	Vessel's fax number:	+870783306599	
9.5	Vessel's email address:	vessel@preciousshipping.com	
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	567 111 000	
9.7	Vessel's onboard electrical supply (V / Hz):	220V / 60Hz	

Constants/Fresh Water			
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9.8	Constants excluding fresh water:	350 MT
9.9	Daily freshwater consumption:	10 MT
9.1	Fresh water capacity:	301 MT
9.11	State daily production of evaporator:	15 MT/DAY
9.12	Normal fresh water reserve:	200 MT
Insurance		
9.13	P & I Club - Full style:	UK P & I CLUB
9.14	P & I Club coverage (US \$):	AS PER P&I RULES
9.15	Where is the owners hull and machinery placed:	THE SWEDISH CLUB
9.16	Hull & Machinery insured value (US \$):	AS PER VESSEL DESCRIPTION
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:	20/05/2021 at Searsport, USA
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		