

**THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)**

Version 2

1 GENERAL INFORMATION			
1.1	Date updated:	31/12/2023	
1.2	Vessel's name:	M.V. CHANYA NAREE	
1.3	IMO number:	9691797	
1.4	Vessel's previous name(s) and date(s) of change:	N.A.	
1.5	Flag:	SINGAPORE	
1.6	Port of Registry:	SINGAPORE	
1.7	Type of vessel:	OTHER CARGO SHIP (CEMENT CARRIER)	
1.8	Type of hull:	TYPE "B"	
Ownership and Operation			
1.9	Registered owner - Full style:	ABC FOUR PTE.,LTD, 24 RAFFLES PLACE #18-00, CLIFFORD CENTRE, SINGAPORE 048621	
1.1	Parent company/group to which the owner belongs - Full style:	N.A.	
1.11	Technical operator - Full style:	GREAT CIRCLE SHIPPING AGENCY LTD. 8/35 NORTH SATHORN ROAD, BANGKOK 10500, THAILAND TEL:+66 2 696 8900, EMAIL: gcship@preciousshipping.com	
1.12	Commercial operator - Full style:	PRECIOUS SHIPPING PUBLIC COMPANY LTD. 8/27-28, NORTH SATHORN ROAD, BANGKOK 10500, THAILAND TEL: +66 2 6968800, FAX:+66 2 633 8460, EMAIL:PSL@PRECIUSSHIPPING.COM, POSTFIX@PRECIUSSHIPPING.COM	
1.13	Disponent owner - Full style:	Head -ULTRA TECH CEMENTS LTD,MUMBAI, 2nd sub: UNITED OCEAN SHIPPING CO., LTD	
1.14	Does disponent owner have vessel on time charter or bareboat:	TIME CHARTER	
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:	SHANHAIGUAN NEW SHIPBUILDING INDUSTRY	CC200-03
1.18	Date delivered (built):	09/03/2014	
Classification			
1.19	Classification society:	NIPPON KAIJI KYOKAI	
1.2	Class notation:	NS*(PSPC-WBT) (PSCM), MNS*	
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:	05/05/2019	COLOMBO
1.24	Date next dry dock is due:	01/09/2024	
1.25	Date of last special survey / next survey due:	13/07/2019	
1.26	Date of last annual survey / next survey due:	17/08/2022	17/08/2023
1.27	Is vessel entered in classification approved enhanced survey program?	NO	
1.28	Does vessel comply with IACS unified requirements regarding number 1 cargo hold and double bottom tank steel structure?	N.A.	
	Has this compliance been verified by the classification society?	N.A.	
Dimensions			
1.29	Length Over All (LOA):	157.00 M.	
1.3	Length Between Perpendiculars (LBP):	147.418 M.	
1.31	Extreme breadth (Beam):	25.50M.	
1.32	Moulded depth:	13.0 M.	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	41.25 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: (ballast holds not flooded, basis 50% bunkers)	N.A.	N.A. N.A.
	Full ballast condition: (ballast holds flooded, basis 50% bunkers)	N.A.	N.A. N.A.
	Fully laden condition:	N.A.	N.A. N.A.

1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	N.A.	N.A.	N.A.
<b>Tonnages</b>				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):		15198	5541
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):		16830.53	14244.78
1.38	Panama Canal Net Tonnage (PCNT):			
<b>Loadline Information</b>				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	21113.27	9.2	35.91
	Winter:	20425.16	9.008	35.77
	Winter North Atlantic:			
	Fresh water:	21157.66	9.398	36.07
	Tropical:	21804.21	9.392	36.06
	Tropical fresh water:	21789.37	9.59	36.22
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers ) (about)	7369.53	5.166	32.45
	Lightship: Draft: Displacement : mt		2.857	29.817
	FWA at summer draft:		198mm	
	TPC on summer draft		35.91	
<b>Is vessel fitted for:</b>				
1.4	Transit of Panama Canal?		YES	
	If yes, state deadweight all told on 39ft 6in / 12.039m (SG 0.9954):		Net Tonnage:12736	
	If yes, is Panama deadweight all told affected by vessel's bilge turn radius?			
1.41	Transit of Suez Canal?		NOT YET	
1.42	Transit of St. Lawrence Seaway?		NO	
	If yes, state deadweight all told on 26ft / 7.92m fresh water:			
<b>Recent Operational History</b>				
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:	ULTRATECH	CEMENT IN BULK (OPC)- Sub charterer - UNITED OCEAN SHIPPING CO., LTD	HONGAI(VIETNAM)-KOTA KINABALU(MALAYSIA)-V2346
	2 <sup>nd</sup> :	ULTRATECH	CEMENT IN BULK (OPC)- Sub charterer - TA-HO Maritime Corp	HOPING(TAIWAN) -KEELUNG-V2345
	3 <sup>rd</sup> :	ULTRATECH	CEMENT IN BULK (OPC)- Sub charterer - TA-HO Maritime Corp	HOPING(TAIWAN) -KEELUNG-V2344
	4 <sup>th</sup> :	ULTRATECH	CEMENT IN BULK (OPC)- Sub charterer - TA-HO Maritime Corp	HOPING(TAIWAN) -KEELUNG-V2343
	5 <sup>th</sup> :	ULTRATECH	CEMENT IN BULK (OPC)- Sub charterer - TA-HO Maritime Corp	HOPING(TAIWAN) -TAICHUNG-V2342
1.45	Specify the security level at which the ship is currently operating (ISSC):			1

2	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate:	13/07/2019	03/09/2023	02/09/2024
2.2	Safety Radio Certificate:	13/07/2019	03/09/2023	02/09/2024
2.3	Safety Construction Certificate:	13/07/2019	03/09/2023	02/09/2024
2.4	Loadline Certificate:	13/07/2019	03/09/2023	02/09/2024
2.5	Safety Management Certificate (SMC):	01/02/2020	04/12/2022	02/02/2025
2.6	Document of Compliance (DOC): D187155-071221F-MLT	04/11/2020	10/10/2022	19/11/2025
2.7	Cargo Gear survey:	05/05/2019	27/03/2023	05/05/2024
2.8	Cargo securing manual:	N.A.		
2.9	International Oil Pollution Prevention Certificate (IOPPC):	13/07/2019	03/09/2023	02/09/2024
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	29/12/2023		28/06/2024
2.11	USCG COFR:	N.A.		
2.12	International Ship Security Certificate (ISSC):	01/02/2020	02/12/2022	02/02/2025

3 CREW MANAGEMENT		
3.1	Number of Officers: (including Master)	13 PERSONS
3.2	Number of crew:	13 PERSONS
3.3	Name and nationality of Master:	CAPT. ARNAT WONGSRISONTRON/THAI

3.4	Nationality of Officers:	INDIAN/THAI
3.5	Nationality of crew:	INDIAN/THAI
3.6	What is the common working language onboard:	ENGLISH
3.7	Do officers speak and understand English?	YES

<b>4 SAFETY MANAGEMENT</b>		
4.1	Is the vessel ISM certified?	YES
4.2	Document of Compliance (DOC) certificate number / issuing authority:	20TB-M0076SGPDOC BY NKK on behalf of "Republic of Singapore"
4.3	Safety Management (SMC) certificate number / issuing authority:	20CX-M0004SMC BY NKK on behalf of "Republic of Singapore"
	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)

<b>5 CARGO ARRANGEMENTS</b>		
<b>Holds</b>		
5.1	Number of holds:	4
5.2	Hold dimensions: L x B x H	Enclosed type cargo holds dedicated for carrying cement in bulk
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:	5050.5
	Hold #2:	5380.2
	Hold #3:	5384.6
	Hold #4:	5514.9
	Hold #5:	
	Total:	21330.2
5.5	Is vessel strengthened for the carriage of heavy cargoes?	N.A
5.6	If yes, state which holds may be left empty:	N.A
5.7	Is tanktop steel suitable for grab discharge?	N.A
5.8	State whether bulkhead corrugations are vertical or horizontal:	N.A
5.9	Tanktop strength:	N.A
5.1	Are holds CO2 fitted?	NO
5.11	Are holds fitted with smoke detection system?	NO
5.12	Is vessel fitted with Australian type approved holds ladders?	NO
5.13	Has vessel a functioning class certified loadmaster/loadicator or similar calculator?	YES
5.14	Are holds hopped at:	
	Forward bulkhead?	N.A
	Aft bulkhead?	N.A
5.15	Can vessel's holds be described as box shaped?	N.A
5.16	Measurement of any tank slopes/hopping: (height and distance from vessel's side at tank top)	N.A
5.17	Flat floor measurement of cargo holds at tank top: L x W	N.A
5.18	Are vessel's holds electrically ventilated?	N.A
	If yes, state number of air-changes per hour basis empty holds:	N.A
5.19	Type of hold paint:	MASTIC APOXY
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?	N.A
5.21	Is the vessel fitted with A60 Steel Bulkhead?	NO
<b>Deck and Hatches</b>		
5.22	Number of hatches:	N.A
5.23	Make and type of hatch covers:	N.A
5.24	Hatch dimensions: (Length X Breadth)	N.A
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	N.A
5.26	Strength of hatch covers:	N.A
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):	N.A
5.29	Distance from bow to fore of 1 <sup>st</sup> hold opening:	N.A
5.3	Distance from stern to aft of last hold opening:	N.A
5.31	State deck strength:	N.A

Ballast		
5.32	Capacity of ballast tanks (100%):	7710.50M3
5.33	Ballast holds capacity, state which hold(s):	N.A
5.34 5.35	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	10HRS /1000CBM PER HR (MAX WITH 2 PUMPS)
5.36	Unpumpable quantity:	80CBM

6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)			
6.1	If geared state make and type:	N.A	
6.2	Number/location of derricks-/ cranes:	Hose Handling crane at Fr.105 (p&s side) General Use Crane at Fr.8 (p. side),Davit at Fr.45 (p&s side),overhead Travelling Crane in E.R	
6.3	Maximum outreach of gear beyond ships rail	Hose Handling Crane ABT 10M(W.Radius-12.0m-2.9m)	
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	N.A	
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:	N.A	
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Grab	N.A
6.8	Luffing time of gear:	N.A	
6.9	Slewing time of gear:	N.A	
6.1	Is gear combinable for heavy lift?	N.A	
6.11	Are winches electro-hydraulic?	N.A	
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	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?	N.A	
6.14	Is vessel fitted with sufficient lights at each hatch for night work?	N.A	
6.15	Is vessel logs fitted?	N.A	
	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
	Summer:	N.A	N.A
	Winter:	N.A	N.A
	Winter North Atlantic:	N.A	N.A
	Fresh water:	N.A	N.A
	Tropical:	N.A	N.A
	Tropical fresh water:	N.A	N.A

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:	MAN B&W 7S35MC	
8.3	BHP / RPM of main engine at MCR:	100%	5180kW 173RPM
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	4662KW 167 RPM
8.5	GENERATORS :	4(2+2)/2X 1672 KW+2X538 KW	

Fuel		
8.5	What type/viscosity of fuel is used for main propulsion:	IFO:Below 380 CST @50 degC &MGO:Viscosity not less than 2 CST
	Capacity (100%) of main engine bunker tanks (excluding unpumpables):	1239M3/IFO&151.72 M3/MDO-(100%)U/Pumpable :36CUBMIFO/14CUBM/MDO
8.6	What type/viscosity of fuel is used in the generating plant:	IFO:Below 380 CST @50 degC &MGO:Viscosity not less than 2 CST
	Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):	1239M3/IFO&151.72 M3/MDO-(100%)U/Pumpable :36CUBMIFO/14CUBM/MDO

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

Consumptions			
8.8	Passage	Main	Aux
	Ballast: ABT	AS PER VESSEL DESCRIPTION	AS PER VESSEL DESCRIPTION
	Laden: ABT	AS PER VESSEL DESCRIPTION	AS PER VESSEL DESCRIPTION
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: 9V2252
9.2	Vessel's INMARSAT – C number: 456403110
9.3	Vessel's VSAT telephone number: +1 202 773 5828
9.4	Vessel's Iridium telephone number: +881677123410
9.5	Vessel's email address: <a href="mailto:chanyanaree@shipmail.net">chanyanaree@shipmail.net</a>
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code): 564031000
9.7	Vessel's onboard electrical supply (V / Hz): MAIN :3PHASE 440V AC 60HZ,EMRG:220V AC 60HZ&RESERVE :24V DC

Constants/Fresh Water	
9.8	Constants excluding fresh water: 450 MT
9.9	Daily freshwater consumption: 3-6MT
9.1	Fresh water capacity: 401.6 MT
9.11	State daily production of evaporator: 11-13 MT/DAY
9.12	Normal fresh water reserve: 110 MT

Insurance	
9.13	P & I Club - Full style: UK P&I CLUB/The Managers,Thomas Miller P&I (Europe) LTD ,90 Fenchurch Street ,London
9.14	P & I Club coverage: OIL POLLUTION :US\$1,000 MILLION,PASSENGER (RULE5B/iii)-us\$2,000 million ,passenger &seamen-us\$3,000 million
9.15	Where is the owners hull and machinery placed: The Swedish Club
9.16	Hull & Machinery insured value: USD 20,800,000 WHERE OF COVERED BY THE ASSOCIATION USD 3,120,000

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-DEC-2023 /HONGAI, 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: 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. NO

10 SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES	
10.1	

