

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

1 GENERAL INFORMATION			
1.1	Date updated:	31/10/2020	
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,	
1.13	Disponent owner - Full style:	ULTRA TECH CEMENTS LTD,MUMBAI	
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	CC200-03
1.18	Date delivered (built):	09/03/2014	
Classification			
1.19	Classification society:	NIPPON KAJI 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:	01/11/2021	
1.25	Date of last special survey / next survey due:	13/07/2019	
1.26	Date of last annual survey / next survey due:	08/09/2020	13/07/2021
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.

Tonnages			
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):		
Loadline Information			
1.39	Loadline	Deadweight	Draft
	Summer:	21113.27	9.2
	Winter:	20425.16	9.008
	Winter North Atlantic:		
	Fresh water:	21157.66	9.398
	Tropical:	21804.21	9.392
	Tropical fresh water:	21789.37	9.59
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers) (about)	7369.53	5.166
	Lightship: Draft: Displacement : mt		2.857
	FWA at summer draft:		198mm
	TPC on summer draft		35.91
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):	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:		
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
	Last:	ULTRATECH	CEMENT IN BULK (OPC)
	2 nd :	ULTRATECH	CEMENT IN BULK (OPC AND PPC)
	3 rd :	ULTRATECH	CEMENT IN BULK (PPC)
	4 th :	ULTRATECH	CEMENT IN BULK (OPC)
	5 th :	ULTRATECH	CEMENT IN BULK (OPC)
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	08/09/2020	02/09/2024
2.2	Safety Radio Certificate:	13/07/2019	08/09/2020	02/09/2024
2.3	Safety Construction Certificate:	13/07/2019	08/09/2020	02/09/2024
2.4	Loadline Certificate:	13/07/2019	08/09/2020	02/09/2024
2.5	Safety Management Certificate (SMC):	16/03/2015	01/02/2020	02/02/2025
2.6	Document of Compliance (DOC): D187155-071221F-MLT	30/10/2015	22/11/2018	19/11/2020
2.7	Cargo Gear survey:	05/05/2019	28.06.2020	05/05/2024
2.8	Cargo securing manual:	N.A.		
2.9	International Oil Pollution Prevention Certificate (IOPPC):	13/07/2019	08/09/2020	02/09/2024
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	05/10/2020		04/04/2021
2.11	USCG COFR:	N.A.		
2.12	International Ship Security Certificate (ISSC):	16/03/2015	01/02/2020	02/02/2025

3	CREW MANAGEMENT
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3.1	Number of Officers: (including Master)	12 PERSONS
3.2	Number of crew:	12 PERSONS
3.3	Name and nationality of Master:	CAPT.SANJAY PANDA / INDIAN
3.4	Nationality of Officers:	INDIAN AND THAI
3.5	Nationality of crew:	INDIAN
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:	15HO-2094SGPDOG
4.3	Safety Management (SMC) certificate number / issuing authority:	15HO-0576SMC
	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:	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
	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
5.10	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 hoppers 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/hoppering: (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
5.20	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
Deck and Hatches		
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 st 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	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of	10HRS /1000CBM PER HR (MAX WITH 2 PUMPS)
5.35	deballasting	
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 Ft. 105 (p&s side) General Use Crane at Fr 8 (p side) Davit at Fr 45 (p&s side)	
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 unumpables):	1239M3/MFO&131.72 M3/MDO (100%) O/Pumpable :36CLUBMIEQ/14CLUBM/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 unumpables):	1239M3/MFO&131.72 M3/MDO (100%) O/Pumpable :36CLUBMIEQ/14CLUBM/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 telephone number:			
9.4	Vessel's fax number:			
9.5	Vessel's email address:	chanyanaree@gsi-marine.com		
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	564031000		
9.7	Vessel's onboard electrical supply (V / Hz):	MAIN SUPPLY 440V AC 60HZ, EMERG 220V AC 60HZ&RESERVE 24V DC		
Constants/Fresh Water				
9.8	Constants excluding fresh water:	450 MT		
9.9	Daily freshwater consumption:	5-8MT		
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 (RULI E5B/iii)-us\$2,000		
9.15	Where is the owners hull and machinery placed:	The Swedish Club		
9.16	Hull & Machinery insured value:	USD 26,000,000 WHERE OF COVERED BY THE ASSOCIATION USD 3,900,000		
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:	07-08-2019 / TELUK BAYUR, INDONESIA		
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				