

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

1 GENERAL INFORMATION			
1.1	Date updated:	31-Oct-20	
1.2	Vessel's name:	M.V. INTHIRA NAREE	
1.3	IMO number:	9732199	
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:	SINGLE HULL	
Ownership and Operation			
1.9	Registered owner - Full style:	PRECIOUS OPALS LIMITED 8/27-28, 7th Floor, Cathay House, North Sathorn Road, Silom, Bangrak, Bangkok, 10500 Thailand	
1.1	Parent company/group to which the owner belongs - Full style:	PRECIOUS SHIPPING PUBLIC COMPANY LTD 8/27-28, 7th Floor, Cathay House, North Sathorn Road, Silom, Bangrak, Bangkok, 10500 Thailand	
1.11	Technical operator - Full style:	GREAT CIRCLE SHIPPING AGENCY LIMITED 8/35, 10th Floor, Cathay House, North Sathorn Road, Silom, Bangrak, Bangkok, 10500 Thailand	
1.12	Commercial operator - Full style:	PRECIOUS OPALS LIMITED 8/27-28, 7th Floor, Cathay House, North Sathorn Road, Silom, Bangrak, Bangkok, 10500 Thailand	
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:		
Ownership and Operation			
1.17	Builder (where built) / Yard number:	SAINTY SHIPBUILDING	SAM13010B
1.18	Date delivered (built):	03-Jul-14	
Classification			
1.19	Classification society:	AMERICAN BUREAU OF SHIPPING	
1.2	Class notation:	ABS	
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:	15th MAY 2019	Shanhaiguan S/Y
1.24	Date next dry dock is due:	01-Dec-21	
1.25	Date of last special survey / next survey due:	15-May-19	1/Dec/21
1.26	Date of last annual survey / next survey due:	07-Jun-20	06-Jun-21
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 mtrs	
1.3	Length Between Perpendiculars (LBP):	194.50 mtrs	
1.31	Extreme breadth (Beam):	32.26 mtrs	
1.32	Moulded depth:	18.50 mtrs	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	49.60 mtrs / N/A	
1.34	Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches	No1. Hatch	Midships
	Ballast condition: Draft: F4.40m / A 7.20m (ballast holds not flooded, basis 50% bunkers)	16.20 mtrs	15.00 mtrs
	Full ballast condition: F 7.65m / A 9.20m (ballast holds flooded, basis 50% bunkers)	13.00 mtrs	12.10 mtrs
	Fully laden condition: F13.3m / M13.3m / A13.3m	7.30 mtrs	7.00 mtrs
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	21.40 mtrs	21.10 mtrs
			Last Hatch
			13.80 mtrs
			11.40 mtrs
			7.00 mtrs
Tonnages			
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	36298	21607
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):	37800.28	34236.60
1.38	Panama Canal Net Tonnage (PCNT):	30047	

Loadline Information				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	63455.80 MT	13.300 mtrs	62.3
	Winter:	61730.00 MT	13.023 mtrs	62.3
	Winter North Atlantic:	N/A	N/A	N/A
	Fresh water:	63455.80 MT	13.602 mtrs	62.3
	Tropical:	65185.10 MT	13.577 mtrs	62.3
	Tropical fresh water:	65185.10 MT	13.859 mtrs	62.3
	Full Ballast condition: : Draft: 4.40m / 7.20m (ballast holds not flooded, basis 50% bunkers) (about)	17807.0 MT	5.784 mtrs	56.8
	Lightship: Draft: Displacement :		F0.530m / A4.547m	11740.79 MT
	FWA at summer draft:		302.00 mm	
	TPC on summer draft		62.3 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):
	53529 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																								
	<table border="1"> <thead> <tr> <th>Voy#</th> <th>Charterer</th> <th>Cargo</th> <th>Load-Discharge Ports</th> </tr> </thead> <tbody> <tr> <td>Last:</td> <td>Oldendorff Carriers GmbH & Co.KG Luebeck, G</td> <td>BY-PRODUCTS IN BULK (DDGS & CGF)</td> <td>NEW ORLEANS - ALIAGA & MERSIN</td> </tr> <tr> <td>2rd</td> <td>DAMPSKIBSSELSKABET NORDEN A/S</td> <td>CORN IN BULK</td> <td>CONSTANTA, ROMANIA - INCHON, SOUTH KOREA</td> </tr> <tr> <td>3rd</td> <td>Oldendorff Carriers GmbH & Co.KG Luebeck, G</td> <td>STEEL COILS HRC</td> <td>PARADIP, INDIA - RAVENNA, ITALY</td> </tr> <tr> <td>4th</td> <td>Oldendorff Carriers GmbH & Co.KG Luebeck, G</td> <td>UREA IN BULK</td> <td>ADABIYA, EGYPT - KAKINADA, INDIA</td> </tr> <tr> <td>5th</td> <td>Oldendorff Carriers GmbH & Co.KG Luebeck, G</td> <td>IRON ORE PELLETS IN BULK</td> <td>SOHAR, OMAN - ADABIYA, EGYPT</td> </tr> </tbody> </table>	Voy#	Charterer	Cargo	Load-Discharge Ports	Last:	Oldendorff Carriers GmbH & Co.KG Luebeck, G	BY-PRODUCTS IN BULK (DDGS & CGF)	NEW ORLEANS - ALIAGA & MERSIN	2rd	DAMPSKIBSSELSKABET NORDEN A/S	CORN IN BULK	CONSTANTA, ROMANIA - INCHON, SOUTH KOREA	3rd	Oldendorff Carriers GmbH & Co.KG Luebeck, G	STEEL COILS HRC	PARADIP, INDIA - RAVENNA, ITALY	4th	Oldendorff Carriers GmbH & Co.KG Luebeck, G	UREA IN BULK	ADABIYA, EGYPT - KAKINADA, INDIA	5th	Oldendorff Carriers GmbH & Co.KG Luebeck, G	IRON ORE PELLETS IN BULK	SOHAR, OMAN - ADABIYA, EGYPT
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2	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate:	Shanhaiguan, 15 MAY 2019	07-Jun-20	02-Jul-24
2.2	Safety Radio Certificate:	Shanhaiguan, 15 MAY 2019	07-Jun-20	02-Jul-24
2.3	Safety Construction Certificate:	Shanhaiguan, 15 MAY 2019	07-Jun-20	02-Jul-24
2.4	Loadline Certificate:	Shanhaiguan, 15 MAY 2019	07-Jun-20	02-Jul-24
2.5	Safety Management Certificate (SMC):	DURBAN, 07 SEP 2019	07-Sep-19	11-Nov-24
2.6	Document of Compliance (DOC):	TOKYO, 30-OCT-2015	13-Nov-19	19-Nov-20
2.7	Cargo Gear survey:	Ravenna, 07 JUN 2020	N/A	06-Jun-21
2.8	Cargo securing manual:	YANGZHOU, 03 JUL 2014	N/A	N/A
2.9	International Oil Pollution Prevention Certificate (IOPP):	Shanhaiguan, 15 MAY 2019	07-Jun-20	02-Jul-24
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE)	PHUKET, THAILAND 12 JULY 2020	N/A	11-Jan-21
2.11	USCG COFR:	04/07/2020	N/A	04-Jul-23
2.12	International Ship Security Certificate (ISSC):	DURBAN, 06 SEPT 2019	06-Sep-19	11-Nov-24

3 CREW MANAGEMENT	
3.1	Number of Officers: (including Master)
	10
3.2	Number of crew:
	9
3.3	Name and nationality of Master:
	WERASAK SUWANNAWONG
3.4	Nationality of Officers:
	THAI
3.5	Nationality of crew:
	THAI-19
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-2095THADOC NIPPON KAJI KYOKAI
4.3	Safety Management (SMC) certificate number / issuing authority:
	14HCP-2068SMC (SMS0024107) NIPPON KAJI KYOKAI

	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

5 CARGO ARRANGEMENTS

Holds		
5.1	Number of holds:	FIVE
5.2	Hold dimensions: L x B x H	NO1: L 19.20 X B 17.70 X H 18.68 NO2: L 22.30 X B 17.70 X H 18.68 NO3: L 22.30 X B 17.70 X H 18.50 NO4: L 22.30 X B 17.70 X H 18.50 NO5: L 22.30 X B 17.70 X H 18.50
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:	13948.7
	Hold #2:	17651.9
	Hold #3:	15334.8
	Hold #4:	15827.3
	Hold #5:	15939.9
	Total:	78702.6
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 & NO. 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:	NO.1,3,5 = 25 MT/m ² , NO.2 & 4 = 19 MT/m ²
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 hoppers at:	
	Forward bulkhead?	NO
	Aft bulkhead?	NO
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)	#1:Fwd(h4.50 X d4.55) Mid(h5.60 X d5.60) Aft(h4.00 X d4.00) #2: h4.00 X d4.00 #3: h4.00 X d4.00 #4: h4.00 X d4.00 #5: Fwd(h4.00 X d4.00) Mid(h6.85 X d8.10) Aft(h8.90 X d11.50)
5.17	Flat floor measurement of cargo holds at tank top: L x W	#1: 26.4 m X (23.8 m aft) + (14.7 m fwd) #2: 33.6 m X 23.8 m
5.18	Are vessel's holds electrically ventilated?	NO
	If yes, state number of air-changes per hour basis empty holds:	N/A
5.19	Type of hold paint:	EPOXY
5.2	Is vessel fitted for carriage of grain in accordance with Chapter VI of SOLAS 1974 and amendments without requiring bagging, strapping and securing when loading a	YES
5.21	Is the vessel fitted with A60 Steel Bulkhead?	YES

Deck and Hatches		
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5.22	Number of hatches:	FIVE
5.23	Make and type of hatch covers:	TTS HUAHAI - HYDRAULIC FOLDING TYPE
5.24	Hatch dimensions: (Length X Breadth)	#1: 19.68 x 18.26m ,#2-5: 22.96 x 18.26m
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	151.60 m
5.26	Strength of hatch covers:	NOT ALLOWED TO LOAD ON HATCH COVERS
5.27	Number, diameter and location of cement holes	2, 87.3 cm
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):	#1:(F=6.10m & A=7.00m), #2,3,4 & 5 =7.00m
5.29	Distance from bow to fore of 1 st hold opening:	15.30 m
5.3	Distance from stern to aft of last hold opening:	33.00 m
5.31	State deck strength:	NOT ALLOWED TO LOAD ON DECK

Ballast		
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5.32	Capacity of ballast tanks (100%):	17730.0 m ³
5.33	Ballast holds capacity, state which hold(s):	15334.80 M3 / No. 3 CARGO HOLD
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	2PUMP : 1 PUMP 900 MT/hr
5.35		
5.36	Unpumpable quantity:	200

6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)
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6.1	If geared state make and type:	TTS MARINE SINGLE CRANE/ TLB-30T-30M		
6.2	Number/location of derricks-/ cranes:	4 centerline cranes aft of cargo holds 1, 2, 3, 4		
6.3	Maximum outreach of gear beyond ships rail	12.50 m		
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	12.50 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:	75 seconds		
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Grab	0.5rpm./MAX 70sec./Hoisting full load 16m/min & 6 T load 48m/min	
6.8	Luffing time of gear:	max 75 seconds		
6.9	Slewing time of gear:	max 75 seconds		
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:			
	Type:	GRAB BUCKET / PEINER-SMAG		
	Weight:	8.96 MT		
	Lifting Capacity:	15 MT		
	Power source of grabs:	AUX. ENGINE 1	AUX ENGINE 2	
	Location of power source:	ENGINE ROOM LOWER PLATFORM		
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:	N/A		
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:			
	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/washing 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:	JAD-MAN B&W/ 5S60ME-C8		
8.3	BHP / RPM of main engine at MCR:	100%	8050 kW	89 RPM
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	6842.5 kW	84.5 RPM
8.5	GENERATORS :	ANQING CSSC /5DK-20e		
Fuel				
8.5	What type/viscosity of fuel is used for main propulsion:	RMG 380 CST SPECS : ISO 8217 2017 VLSFO (Sulphur< 0.5%)+ In ECA area DMA ISO 8217		
	Capacity (100%) of main engine bunker tanks (VLSFO; LSMGO excluding un pumpables):	IFO: 1297 MT (90%), MGO: 590 MT(90%)		
8.6	What type/viscosity of fuel is used in the generating plant:	RMG 380 CST SPECS : ISO 8217 2017 VLSFO (Sulphur< 0.5%)+ In ECA area DMA ISO 8217		
	Capacity (100%) of main engine bunker tanks (VLSFO; LSMGO excluding un pumpables):	IFO: 1297 MT (90%), MGO: 590 MT(90%)		
Speed				
8.7	Ballast:	ABT	As per vessel description	
	Laden:	ABT		
Consumptions				
8.8	Passage		Main	Aux
	Ballast:	ABT	As per vessel description	
	Laden:	ABT		
8.9	In Port			
	Working:			

	Idle:	
	Other (specify): Vsl burns extra IFO/MDO when grabs are operating	ABT

9	MISCELLANEOUS
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Communications and Electronics	
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9.1	Call sign:	HSRO
9.2	Vessel's INMARSAT – C number:	456700685, 456700686
9.3	Vessel's telephone number:	66 20261135
9.4	Vessel's fax number:	
9.5	Vessel's email address:	vessel@preciousshipping.com
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	567019000
9.7	Vessel's onboard electrical supply (V / Hz):	220V/440V/60Hz

Constants/Fresh Water	
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9.8	Constants excluding fresh water:(including un-pumpable Ballast)	450
9.9	Daily freshwater consumption:	8 MT
9.1	Fresh water capacity:	507.85 MT
9.11	State daily production of evaporator:	15 MT
9.12	Normal fresh water reserve:	200 MT

Insurance	
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9.13	P & I Club - Full style:	UK P & I
9.14	P & I Club coverage:	AS PER P&I RULES
9.15	Where is the owners hull and machinery placed:	THE SWEDISH CLUB
9.16	Hull & Machinery insured value:	AS PER VESSEL DESCRIPTION

Vetting	
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9.17	Is the vessel RIGHTSHIP approved:	N/A
9.18	Date/Place of last RIGHTSHIP Inspection:	N/A

Port State Control	
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9.19	Date and place of last Port State Control inspection:	10 JULY 2019/MARGHERA,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:	NONE
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
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