

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.RATTANA NAREE	
1.3	IMO number:	9245055	
1.4	Vessel's previous name(s) and date(s) of change:	ALPHA VENTURE / 31 MAY 2004	
1.5	Flag:	THAILAND	
1.6	Port of Registry:	BANGKOK	
1.7	Type of vessel:	LOG/BULK CARRIER	
1.8	Type of hull:	SINGLE HULL	
Ownership and Operation			
1.9	Registered owner - Full style:	PRECIOUS STONES SHIPPING LTD 8/35 NORTH SATHORN ROAD.BANGKOK 10500 THAILAND	
1.1	Parent company/group to which the owner belongs - Full style:	Precious Shipping Public Company Ltd. 8/27-28, North Sathorn Road, Bangkok 10500, Thailand Tel: +66 2 696 8800 Fax : +66 2 633 8460	
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 2 696 8800 Fax : +66 2 633 8460 Email : psl@preciousshipping.com, postfix@preciousshipping.com	
1.13	Disponent owner - Full style:	TRANSCEND MARINE PTE LTD - 30 CECIL STREET, #19-08 PRUDENTIAL TOWER, SINGAPORE 049712, TEL +65 62214457, ops@transcend marine.com	
1.14	Does disponent owner have vessel on time charter or bareboat:	TC	
1.15	Since when vessel has been under Disponent owner:	24/10/2020	
1.16	Number of vessels in disponent owner's fleet:		
Builder			
1.17	Builder (where built) / Yard number:	KANDA SHIPBUILDING HIROSHIMA	
1.18	Date delivered (built):	28-Mar-02	
Classification			
1.19	Classification society:	NIPPON KAIJI KYOKAI	
1.2	Class notation:	NK	
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:	30-May-20	SHANHAIGUAN SHIPYARD, CHINA
1.24	Date next dry dock is due:	27-Mar-22	
1.25	Date of last special survey / next survey due:	25-Mar-17	27-Mar-22
1.26	Date of last annual survey / next survey due:	30-May-20	27-Mar-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):	170 M.	
1.3	Length Between Perpendiculars (LBP):	162 M.	
1.31	Extreme breadth (Beam):	27 M.	
1.32	Moulded depth:	13.8 M	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	41.35 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)	10.92 M.	10.14 M. 9.35 M.
	Full ballast condition: (ballast holds flooded, basis 50% bunkers)	8.28 M.	8.11 M. 7.94 M.
	Fully laden condition:	5.62 M.	5.37 M. 5.12 M.
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	5.73 M	5.73 M. 5.73 M.
Tonnages			
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	17431	9829
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):	17804.65	15934.62
1.38	Panama Canal Net Tonnage (PCNT):	14581	
Loadline Information			
1.39	Loadline	Deadweight	Draft TPC

Summer:	28442	9.767	39.38
Winter:	27643	9.564	39.21
Winter North Atlantic:	27643	9.564	39.21
Fresh water:	28441	9.987	39.56
Tropical:	29244	9.97	39.54
Tropical fresh water:	29226	10.19	39.71
Full Ballast condition: (ballast holds not flooded, basis 50% bunkers) (about)	11095	5.2	35.25
Lightship: Draft: Displacement : mt		3.39 M.	6383.57
FWA at summer draft:			220 MM
TPC on summer draft			39.38

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):	28442 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
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1.44 Voyage History

Voy#	Charterer	Cargo	Load-Discharge Ports
1st:	BALTA NAV SINGAPORE PTE LTD	ALUMINA HYDRATE IN BULK	BUNBURY - NIIHAMA
2nd:	DAEWOO LOGISTIC CORP.	STEEL PRODUCTS	POHANG/KWANGYANG - KUANTAN/PORT KELANG/JAKARTA
3rd:	GARGIL OCEAN TRANSPORTATION SINGAPORE	COPPER CONCENTR	BENETE BAY - ISABEL LEYTE /NAOSHIMA
4th:	CHUN UN CHARTERING CO.LTD	STEEL PRODUCTS	TIANJIN/BAYUQUAN - MANILA/CEBU/DAVAO
5th:	DAVA PTE LTD , SINGAPORE	STEEL SCRAP	TOKYO - CHATTOGRAM

1.45	Specify the security level at which the ship is currently operating (ISSC):	LEVEL 1
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2	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate:	20-Jun-17	30-May-20	27-Mar-22
2.2	Safety Radio Certificate:	20-Jun-17	30-May-20	27-Mar-22
2.3	Safety Construction Certificate:	30-May-20	30-May-20	27-Mar-22
2.4	Loadline Certificate:	20-Jun-17	30-May-20	27-Mar-22
2.5	Safety Management Certificate (SMC):	30-May-19		10-Aug-24
2.6	Document of Compliance (DOC): 15HO-2095THADOC	30-Oct-15	13-Nov-19	19-Nov-20
2.7	Cargo Gear survey:	25-Mar-17	02-Mar-20	27-Mar-22
2.8	Cargo securing manual:	22-Dec-16		
2.9	International Oil Pollution Prevention Certificate (IOPPC):	20-Jun-17	30-May-20	27-Mar-22
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	01-Jul-20		01-Jan-21
2.11	USCG COFR:	04-May-19		04-May-22
2.12	International Ship Security Certificate (ISSC):	30-May-19		26-Jun-24

3 CREW MANAGEMENT

3.1	Number of Officers: (including Master)	12 PERSONS
3.2	Number of crew:	10 PERSONS
3.3	Name and nationality of Master:	ADTAPOL KONGMUN / 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:	15HO-2095THADOC NIPPON KAIJI KYOKAI
4.3	Safety Management (SMC) certificate number / issuing authority:	19ZG-M0079SMC NIPPON KAIJI KYOKAI
	State outstanding recommendations, if any:	NONE

	State outstanding recommendations, if any.	NONE
4.4	Is the vessel operated under a Quality Management System?	
	If Yes, what type of system (ISO9002 or IMO Resolution A.741(18)):	

5 CARGO ARRANGEMENTS

Holds

5.1	Number of holds:	5				
5.2	Hold dimensions: L x B x H	NO.1	22.76M X 4.5M(F) X17.4M X 13.8M			
		NO.2	26.4M X 17.4M(F) X 21.2M(A) X13.8M			
		NO.3	26.4M X 21.2M(F & A) X13.8M			
		NO.4	26.4M X 21.2M(F & A) X13.8M			
		NO.5	26.4M X 21.2M(F) X 7.5M(A) X13.8M			
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:	5355	189101.115	5173	182674.149
		Hold #2:	8277	292285.701	8026	283422.138
		Hold #3:	8318	293733.534	8077	285223.101
		Hold #4:	8330	294157.290	8092	285752.796
		Hold #5:	7452	263152.476	7315	258314.595
	Total:	37732	1332430.116	36683	1295386.779	
5.5	Is vessel strengthened for the carriage of heavy cargoes?	YES				
5.6	If yes, state which holds may be left empty:	HOLD 2 & 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:	HOLD NO.1,2,4 & 5 : 11.90MT/M2 , HOLD NO.3 : 14.30MT/M2				
5.10	Are holds CO2 fitted?	YES				
5.11	Are holds fitted with smoke detection system?	NO				
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?	NO				
5.15	Can vessel's holds be described as box shaped?	NO				
5.16	Measurement of any tank slopes/hopping: (height and distance from vessel's side at tank top)	HOLD	HEIGHT	DISTANCE		
		1	3.19 / 4.51	3.26 / 4.60		
		2	2.93	3		
		3	2.93	3		
		4	2.93	3		
		5	2.93	3		
5.17	Flat floor measurement of cargo holds at tank top: L x W	HOLD	LENGTH	BREADTH		
		1	22.765	4.5 / 17.4		
		2	26.4	17.4 / 21.2		
		3	26.4	21.2		
		4	26.4	21.2		
		5	26.4	21.2 / 7.5		
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				
5.20	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?	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:	MAKER :MAGGREGOR,TYPE: WEATHERTIGHT CYLINDER FOLDING TYPE
5.24	Hatch dimensions: (Length X Breadth)	NO.1 : 14.13M X 15M, NO.2 TO 5 : 19.2M X 18M
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	133.05 M.
5.26	Strength of hatch covers:	NO.1= 3 TON/M2 , NO.2 TO 5 ~ 3 TON/M2
5.27	Number, diameter and location of cement holes	2 PCS ,750 MM. ,1 fwd/port side & 1 aft/starboard side
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):	4.5 M.
5.29	Distance from bow to fore of 1 st hold opening:	11.36 M.
5.30	Distance from stern to aft of last hold opening:	25.59 M.
5.31	State deck strength:	4 MT/M2

Ballast

5.32	Capacity of ballast tanks (100%):	9690.78 CU.M (excluded no.3 hold)
5.33	Ballast holds capacity, state which hold(s):	HOLD NO.3 : 8317.88 CU.M

5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	250-300 MT/HR (USING 2 PUMPS)
5.35		
5.36	Unpumpable quantity:	N.A.

6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)			
6.1	If geared state make and type:	MAKER:IHI, TYPE:ELECTRO HYDAULIC TYPE SINGLE DECK CRANE	
6.2	Number/location of derricks/ cranes:	4 CRANES, CENTER OF EACH CROSS DECK	
6.3	Maximum outreach of gear beyond ships rail	CRANE NO.1-3 IS: 8.5M., CRANE NO.4 IS:10.5M.	
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:		
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:	22 SECONDS	
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook	30.5MT ABT 18.5 M/MINS
		Grab	
6.8	Luffing time of gear:	18MT ABT 24M/MINS	
6.9	Slewing time of gear:	0.65 RPM	
6.10	Is gear combinable for heavy lift?	NO	
6.11	Are winches electro-hydraulic?	YES	
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.	
	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?	YES	
	If yes, state number, type and height of stanchions/sockets, if on board:	12 FIXED LOG STANCHIONS	
6.16	Is vessel log racks fitted?	YES	
6.17	Timber Loadline (if applicable)	Deadweight	Draft
	Summer:	29462.21	10.025
	Winter:	28363.45	9.747
	Winter North Atlantic:	27643.53	9.564
	Fresh water:	29463.79	10.251
	Tropical:	30292.33	10.234
	Tropical fresh water:	30277.18	10.46
			TPC
			39.585
			39.36
			39.215
			39.585
			39.744
			39.74

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?	N.A.	
Engine Room			
8.2	Engine make/model and type:	KOBE MISUBISHI DIESEL,5UEC52LA	
8.3	BHP / RPM of main engine at MCR:	100%	8000 PS 133 RPM
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	6850 PS 126 RPM
8.5	GENERATORS :	480 KW	
Fuel			
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 unpumpables):	1003.74 M3	
8.6	What type/viscosity of fuel is used in the generating plant:	DMA ISO 8217:2017 LSMGO (Sulphur < 0.1%)	
	Capacity (100%) of aux engine(s) bunker tanks (LSMGO + HSMGO; excluding unpumpables):	348.04 M3	
Speed			
8.7	Ballast:	ABT	AS PER VESSEL DESCRIPTION
	Laden:	ABT	

Consumptions		
	Main	Aux
8.8 Passage		
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		
Communications and Electronics		
9.1 Call sign:		HSDS2
9.2 Vessel's INMARSAT – C number:		456700235 / 456749310
9.3 Vessel's telephone number:		+66-28449507 / +870-773261534
9.4 Vessel's fax number:		N.A
9.5 Vessel's email address:		gcship@preciousshipping.com / vessel@preciousshipping.com
9.6 Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):		567296000
9.7 Vessel's onboard electrical supply (V / Hz):		110 V / 50-60 Hz
Constants/Fresh Water		
9.8 Constants excluding fresh water:		350 MT
9.9 Daily freshwater consumption:		10 MT
9.1 Fresh water capacity:		314 MT
9.11 State daily production of evaporator:		10 MT
9.12 Normal fresh water reserve:		150 MT
Insurance		
9.13 P & I Club - Full style:		THE SWEDISH CLUB
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		
9.17 Is the vessel RIGHTSHIP approved:		YES
9.18 Date/Place of last RIGHTSHIP Inspection:		22-Sep-2020@Bunbury, Australia
Port State Control		
9.19 Date and place of last Port State Control inspection:		19- October -2020 @ Niihama, Japan
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		