

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

Version 2

<b>1 GENERAL INFORMATION</b>			
1.1	Date updated:	31-Oct-20	
1.2	Vessel's name:	VIPHA NAREE	
1.3	IMO number:	9722027	
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:	BULK / LOG CARRIER	
1.8	Type of hull:	DOUBLE HULL	
<b>Ownership and Operation</b>			
1.9	Registered owner - Full style:	PRECIOUS GLORIES PTE LTD 20 MCCALLUM STREET #19-01 TOKIO MARINE CENTRE, SINGAPORE 069046	
1.1	Parent company/group to which the owner belongs - Full style:	Precious Shipping Public Company Ltd. 8 North Sathorn Road, Bangkok 10500 Thailand	
1.11	Technical operator - Full style:	Great Circle Shipping Agency Ltd 8/35 North Sathorn Road , Bangkok 10500, Thailand +Tel:+6626968902 E-mail : gcship@preciousshipping.com	
1.12	Commercial operator - Full style:	Precious Shipping Public Company Ltd. 8 North Sathorn Road, Bangkok 10500 Thailand E-mail : postfixpreciousshipping.com pic: Capt Raju Joseph Tel: +66 2 696 8809	
1.13	Disponent owner - Full style:	N.A.	
1.14	Does disponent owner have vessel on time charter or bareboat:	N.A.	
1.15	Since when vessel has been under Disponent owner:	N.A.	
1.16	Number of vessels in disponent owner's fleet:	N.A.	
<b>Builder</b>			
1.17	Builder (where built) / Yard number:	SHANHAIGUAN NEW SHIPBUIL DING	BC385-11
1.18	Date delivered (built):	30-Apr-15	
<b>Classification</b>			
1.19	Classification society:	NIPPON KAIJI KYOKAI	
1.2	Class notation:	NS (CSK,Bulk Carrier type A,BC-AII,GRAB 20) (RSPC Double side skin space of Bulk Carriers)	
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:	16-Jun-20	Laem chabang
1.24	Date next dry dock is due:	29/04/2025 or TBN by Owner.	
1.25	Date of last special survey / next survey due:	16-Jun-20	29-Apr-25
1.26	Date of last annual survey / next survey due:	16-Jun-20	29-Apr-21
1.27	Is vessel entered in classification approved enhanced survey program?	N.A.	
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	
<b>Dimensions</b>			
1.29	Length Over All (LOA):	182.00	
1.3	Length Between Perpendiculars (LBP):	178.70	
1.31	Extreme breadth (Beam):	30.00	
1.32	Moulded depth:	14.80	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	45.822	
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 :F 5.04 m/ A 6.59 m (ballast holds not flooded, basis 50% bunkers)	11.80 m	10.70 m
	Full ballast condition: F :7.77 m/ A 8.36 m (ballast holds flooded, basis 50% bunkers)	9.10 m	8.70 m
	Fully laden condition: 10.50 Evenkeel	6.60 m	6.60 m
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	17.10 m	17.10 m
<b>Tonnages</b>			
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	24,235	12,826
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):	24,548.52	21,838.63
1.38	Panama Canal Net Tonnage (PCNT):	20,175	
<b>Loadline Information</b>			

1.39	Loadline	Deadweight	Draft	TPC
	Summer:	38,851.30	10.500	51.500
	Winter:	37,723.80	10.281	51.400
	Winter North Atlantic:	37,723.80	10.281	51.400
	Fresh water:	38,852.00	10.733	51.666
	Tropical:	39,981.20	10.719	51.638
	Tropical fresh water:	39,952.00	10.952	51.800
	Full Ballast condition: F 5.04 m / A 6.59 m (ballast holds not flooded, basis 50% bunkers ) (about)			
	Lightship: Draft: F: 0.00m , A: 4.99m Displacement : 9207.00mt			
	FWA at summer draft:		233 MM	
	TPC on summer draft		51.5 TONS	
<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):	N.A.		
	If yes, is Panama deadweight all told affected by vessel's bilge turn radius?	N.A.		
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.		
<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	<b>Voyage History</b>			
	Voy#	Charterer	Cargo	Load-Discharge Ports
	Last:	NORVIC SHIPPING INTERNATIONAL LTD	MILL SCALE IN BULK	Aliaga, Turkey - Dung Quat, Vietnam
	2 <sup>nd</sup> :	OMSAN DENIZCILIK A. S.	IRON ORE PELETS IN BULK	Novorossiysk, Russia - Isdemir, Turkey
	3 <sup>rd</sup> :	OLDENDORFF CARRIERS GMBH&Co	STEEL REBARS	Sohar, Oman - Jeddah, Saudi Arabia
	4 <sup>th</sup> :	OLDENDORFF CARRIERS GMBH&Co	COPPER CONCENTRATE & GARNET SAND IN BULK	Port Hedland, Geraldton /Australia, - Jebel Ali/UAE, Jubail /Saudi Arabia , Bourgas/Bulgaria.
	5 <sup>th</sup> :	SHINSUNG SHIPPING CO,LTD	STEEL PRODUCTS	Kwangyang ,Pohang, S.Korea - Vuang Tau,Vietnam/Laem chabang,Thailand/Pasir gudang,Port Kelang,Malaysia.
1.45	Specify the security level at which the ship is currently operating (ISSC):			LEVEL ONE

2	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate:	16-Jun-20		29-Apr-25
2.2	Safety Radio Certificate:	16-Jun-20		29-Apr-25
2.3	Safety Construction Certificate:	16-Jun-20		29-Apr-25
2.4	Loadline Certificate:	16-Jun-20		29-Apr-25
2.5	Safety Management Certificate (SMC):	28-Aug-20		24-Sep-25
2.6	Document of Compliance (DOC): D187156-071221E-MIT	30-Oct-15	22-Nov-18	19-Nov-20
2.7	Cargo Gear survey:	30-Apr-15	16-Jun-20	15-Jun-21
2.8	Cargo securing manual:	30-Apr-15	N.A	N.A
2.9	International Oil Pollution Prevention Certificate (IOPP):	16-Jun-20		29-Apr-25
2.1	Ship Sanitation Control (SSCC)/ Ship Sanitation Control Exemption (SSCE)	7-Sep-20	N.A	6-Mar-21
2.11	USCG COFR:	16-Apr-18	N.A	16-Apr-21
2.12	International Ship Security Certificate (ISSC):	27-Aug-20		24-Sep-25

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:	CAPT. APISIT PUNKONGWATTHANA / THAI
3.4	Nationality of Officers:	Thai/Indian
3.5	Nationality of crew:	Thai/Indian
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:	15HO-2094SGPDOC NKK
4.3	Safety Management (SMC) certificate number / issuing authority:	20JD-M0012SMC NKK
	State outstanding recommendations, if any:	NO
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)):	ISO9002

<b>5 CARGO ARRANGEMENTS</b>		
<b>Holds</b>		
5.1	Number of holds:	5 HOLDS
5.2	Hold dimensions: L x B x H	No.1: 27.2 m x 27.4 x 15.15 m No.2: 28.8 m x 27.4 m x 15.15 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:	8020.4 7,408.80
	Hold #2:	10367.4 9,519.60
	Hold #3:	10379.9 9,528.30
	Hold #4:	10379.4 9,527.70
	Hold #5:	9614.0 8,854.90
	Total:	48,761.10 44,839.30
5.5	Is vessel strengthened for the carriage of heavy cargoes?	YES
5.6	If yes, state which holds may be left empty:	HOLDS NO. 2 & 4
5.7	Is tanktop steel suitable for grab discharge?	YES
5.8	State whether bulkhead corrugations are vertical or horizontal:	CORRUGATION VERTICAL BULKHEAD
5.9	Tanktop strength:	25.0 MT/ SQM
5.10	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 hopped at:	
	Forward bulkhead?	N.A
	Aft bulkhead?	YES
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)	No.1: 4.0 mtrs x 2.7 mtrs ( from vsl's inner bulkhead at tanktop ) No.5: 4.0 mtrs x 5.6 mtrs ( from vsl's inner bulkhead at tanktop )
5.17	Flat floor measurement of cargo holds at tank top: L x W	No.1: 24.8 m x (lwd 10.4m , aft 23.08m ) No.2: 26.4 m x (lwd 24.53 aft 27.4 m )
5.18	Are vessel's holds electrically ventilated?	YES
	If yes, state number of air-changes per hour basis empty holds:	6 air change per hour
5.19	Type of hold paint:	EPOXY
5.20	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
<b>Deck and Hatches</b>		
5.22	Number of hatches:	5
5.23	Make and type of hatch covers:	TTS - MCGREGOR/ Electro hydraulic folding
5.24	Hatch dimensions: (Length X Breadth)	No.1 CH= 16.8 m x 16.8m No.2-5 CH= 19.2m x 20.00m
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	132.00 mtrs
5.26	Strength of hatch covers:	2.2 t/m2
5.27	Number, diameter and location of cement holes	2 holes/ O.D.840 mm / I.D. 700 mm, fwd end (P) /aft end (S) panel
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):	Distance from ship's rail to no.1 tr/coaming each side 3.40 m Distance
5.29	Distance from bow to fore of 1 <sup>st</sup> hold opening:	22.40 mtrs
5.30	Distance from stern to aft of last hold opening:	32.80 mtrs
5.31	State deck strength:	4 t/m2
<b>Ballast</b>		
5.32	Capacity of ballast tanks (100%):	14,045.20 m3
5.33	Ballast holds capacity, state which hold(s):	hold 3 / 10,379.90 m3
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	Ballast 1400 m3/hrs by 2 pumps , De-ballast 1200 m3 by 2 pumps

5.36	Unpumpable quantity:	about 150 mt
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6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)			
6.1	If geared state make and type:	Jiangsu Masada-Mitsubishi / Electro hydraulic crane	
6.2	Number/location of derricks-/ cranes:	4 nos / Center Line , Aft of no. 1,2,3,4 Hatch	
6.3	Maximum outreach of gear beyond ships rail	11.0 mtr s	
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	11.0 mtrs	
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:		
6.7	Hoisting time of gear: (Load / Metres Minutes) Hook : 36 MT Grab: 28 MT	22 M/ MIN	
6.8	Luffing time of gear:	54 sec	
6.9	Slewing time of gear:	0.6 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:	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?	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:	FIXED / COLLAPSIBLE / 7 MTRS	
6.16	Is vessel log racks fitted?	N.A.	
6.17	Timber Loadline (if applicable)	Deadweight	Draft
	Summer:	38,851.30	10.5
	Winter:	37,723.80	10.281
	Winter North Atlantic:	37,723.80	10.281
	Fresh water:	38,852.00	10.733
	Tropical:	39,981.20	10.719
	Tropical fresh water:	39,956.70	10.952
		TPC	
			51.500
			51.400
			51.400
			51.666
			51.638
			51.800

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	Is vessel fitted with all permanent and loose fittings/rigging 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	
<b>Engine Room</b>			
8.2	Engine make/model and type:	Wartsila 5RT-Flex50-D	
8.3	BHP / RPM of main engine at MCR:	100%	100 6132 kW
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	92.9 4918 kW
8.5	GENERATORS :	YANMAR 6EY18ALW	
<b>Fuel</b>			
8.5	What type/viscosity of fuel is used for main propulsion:	RMG 380CS1 ISO 8217:2017 VLSFO (Sulphur 0.5%) + In ECA area DMA ISO 8217:2017	
	Capacity (100%) of main engine bunker tanks (VLSFO; excluding unpumpables):	IFO /1180.76 , MGO / 535.05 M2	
8.6	What type/viscosity of fuel is used in the generating plant:	RMG 380CS1 ISO 8217:2017 VLSFO (Sulphur 0.5%) + In ECA area DMA ISO 8217:2017	
	Capacity (100%) of aux engine(s) bunker tanks (LSMGO+VLSFO ; excluding unpumpables):	INCLUDED IN M/E TANKS	
<b>Speed</b>			
8.7	Ballast:	ABT	AS PER VESSEL DESCRIPTION
	Laden:	ABT	
<b>Consumptions</b>			
8.8	Passage	Main	Aux
	Ballast:	ABT	

	Laden:	ABT	AS PER VESSEL DESCRIPTION
8.9	In Port		
	Working:		
	Idle:		
	Other (specify):	Vsl burns extra IFO/MDO when grabs are operating ABT	

<b>9 MISCELLANEOUS</b>			
<b>Communications and Electronics</b>			
9.1	Call sign:		9V2939
9.2	Vessel's INMARSAT – C number:		456616710 , 456616711
9.3	Vessel's telephone number:		870 773211344
9.4	Vessel's fax number:		870 783822325
9.5	Vessel's email address:		Vessel@preciousshipping.com with vsl name
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):		566167000
9.7	Vessel's onboard electrical supply (V / Hz):		220 V / 60 Hz
<b>Constants/Fresh Water</b>			
9.8	Constants excluding fresh water:		about 450 - 500 MT
9.9	Daily freshwater consumption:		10 MT
9.1	Fresh water capacity:		352.8 MT
9.11	State daily production of evaporator:		15 MT
9.12	Normal fresh water reserve:		150 MT
<b>Insurance</b>			
9.13	P & I Club - Full style:		SKRED, Assurandøretningen Skuld (Gjenstig) P. Obex 1376 Viken, No-0114 Oslo Norway, Tel:
9.14	P & I Club coverage:		AS PER P N 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
<b>Vetting</b>			
9.17	Is the vessel RIGHTSHIP approved:		N.A
9.18	Date/Place of last RIGHTSHIP Inspection:		N.A
<b>Port State Control</b>			
9.19	Date and place of last Port State Control inspection:(Paris MOU / USCG / MED MOU)		11.09.2020 AT NOVOROSHIK (BLACK SEA MOU)/02.07.2020 AT PORT
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.		2 Deficiencies 1. Remote fuel quick closing valve for the Auxiliary engine no. 3 defective. 2 Insulation
<b>10 SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES</b>			
10.1			