THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99) **Version 2**

1	**GENERAL INFORMATION**			
1.1	Date updated:	31-Dec-23		
1.2	Vessel's name:	M.V.CHAMCHURI NAREE		
1.3	IMO number:	9296274		
1.4	Vessel's previous name(s) and date(s) of change:	STX Pioneer	14-Dec-11	
1.5	Flag:	Singapore		
1.6	Port of Registry:	Singapore		
1.7	Type of vessel:	Bulk carrier		
1.8	Type of hull:	Double hull		
Ownership and Operation				
1.9	Registered owner - Full style:	Precious Daisies PTE. LTD., Singapore 20 MCCALLUM STREET, # 19-01 TOKIO MARINE CENTRE, SINGAPORE 069046 Tel: 0065 62276324 Fax: Email: psl@preciousshipping.com.sg		
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 Email : psl@preciousshipping.com		
1.11	Technical operator - Full style:	Great circle Shipping Agency Limited 10th Floor Cathay House, 8/35 North Sathorn rd, Silom,Bangrak, Bangkok 10500, Thailand. Tel: (662)69608900 upto 8999 (662)237 7842, 633 8468 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:	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		
Builder				
1.17	Builder (where built) / Yard number:	Shin Kurushima-Japan	2004	
1.18	Date delivered (built):	16-Jun-05		
Classification				
1.19	Classification society:	Nipon Kaiji Kyokai		
1.2	Class notation:			
1.21	If Classification society changed, name of previous society:	Korean Register		
1.22	If Classification society changed, date of change:	14-Dec-11		
1.23	Date and place of last dry dock:	11-Aug-23	SHANGHAIQUAN	
1.24	Date next dry dock is due:	15-Jun-25		
1.25	Date of last special survey / next survey due:	18-Sep-20	15-Jun-25	
1.26	Date of last annual survey / next survey due:	11-Aug-23	15-Jun-24	
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):	176.83 meters		
1.3	Length Between Perpendiculars (LBP):	169.5 meters		
1.31	Extreme breadth (Beam):	28.8 meters		
1.32	Moulded depth:	14.2 meters		
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	44.19 meters		
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)	10.707	10.707	10.707
	Full ballast condition: (ballast holds flooded, basis 50% bunkers)	N/A	N/A	N/A
	Fully laden condition:	6.307	6.307	6.307
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	16.13		
Tonnages				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	21093	10816	
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):	21591.62	19553.77	
1.38	Panama Canal Net Tonnage (PCNT):	17597		
Loadline Information				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	33733 MT	9.823 meters	45.06 MT
	Winter:	32815 MT	9.619 meters	44.94 MT
	Winter North Atlantic:			
	Fresh water:	33735 MT	10.051 meters	45.15 MT

	Tropical:	34653 MT	10.027 meters	45.14 MT
	Tropical fresh water:	34634 MT	10.255 meters	45.21 MT
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers) (about)	19570 MT	5.423 meters	
	Lightship: Draft: Displacement : mt		F:3.20 m , A:6.00 m.	7308 MT
	FWA at summer draft:		228.0 millimeters	
	TPC on summer draft		45.06	
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):			
	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?		Yes	
	If yes, state deadweight all told on 26ft / 7.92m fresh water:		24371	
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	Load-Discharge Ports
	Last:	Lighthouse Navigation	GYPSUM IN BULK	Salalah - Teluk Bayur
	2nd:	Novic shipping	BENTONITE,SALT & STEEL PLATES	Kandla - New Mangalore, Tuticorin
	3rd:	Novic shipping	ROCK PHOSPHATE	Aqaba - Dahej
	4th:	Novic shipping	CALCINED ALUMINA	Gladstone - Safaga
	5th:	Swire Bulk Pte Ltd	WOOD PELLETS	Panama City - Iwakuni

1.45	Specify the security level at which the ship is currently operating (ISSC):	**Level 1**

2	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate:	27-Aug-23	11-Aug-23	25-Jun-25
2.2	Safety Radio Certificate:	11-Aug-23	11-Aug-23	25-Jun-25
2.3	Safety Construction Certificate:	11-Aug-23	11-Aug-23	25-Jun-25
2.4	Loadline Certificate:	11-Aug-23	11-Aug-23	25-Jun-25
2.5	Safety Management Certificate (SMC):	27-Dec-23		26-Dec-28
2.6	Document of Compliance (DOC):	4-Nov-20	10-Oct-22	19-Nov-25
2.7	Cargo Gear survey:	11-Aug-23	11-Aug-23	10-Aug-28
2.8	Cargo securing manual:	17-Dec-11		N/A
2.9	International Oil Pollution Prevention Certificate (IOPPC):	11-Aug-23	11-Aug-23	15-Jun-25
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	22-Nov-23		21-May-24
2.11	USCG COFR:	20-Dec-20		20-Dec-23
2.12	International Ship Security Certificate (ISSC):	28-Dec-23		27-Dec-28

3			
3.1	Number of Officers: (including Master)	13	
3.2	Number of crew:	11	
3.3	Name and nationality of Master:	Capt. Samart Kongkaw	Thai
3.4	Nationality of Officers:	THAI	
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	

4	SAFETY MANAGEMENT		
4.1	Is the vessel ISM certified?	Yes	
4.2	Document of Compliance (DOC) certificate number / issuing authority:	20TB-M0076SGPDOC	Nippon Kaiji Kyokai
4.3	Safety Management (SMC) certificate number / issuing authority:	23JK-M007100SMC	Nippon Kaiji Kyokai
	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	

5	CARGO ARRANGEMENTS	
Holds		
5.1	Number of holds:	5
5.2	Hold dimensions: L x B x H	
	Hold #1	23.6 x (10.9/25.1) x 14.35 mtrs
	Hold #2	28.0 x (25.25/26.30) x 14.35 mtrs
	Hold #3	28.0 x 26.3 x 14.35 mtrs
	Hold #4	28.0 x (26.3/24.1) x 14.35 mtrs

	Hold #5	27.2 x (23.8/9.45) x 14.35 mtrs	
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:	6192.17 cu.m	6079.52 cu.m
	Hold #2:	9527.79 cu.m	9279.56 cu.m
	Hold #3:	9560.78 cu.m	9292.56 cu.m
	Hold #4:	9556.15 cu.m	9289.03 cu.m
	Hold #5:	8494.59 cu.m	8225.58 cu.m
	Total:	43331.48 cu.m	42166.25 cu.m
5.5	Is vessel strengthened for the carriage of heavy cargoes?	No	
5.6	If yes, state which holds may be left empty:		
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 #1	18.0 sq. m	
	Hold #2	18.0 sq. m	
	Hold #3	18.0 sq. m	
	Hold #4	18.0 sq. m	
	Hold #5	18.0 sq. m	
5.1	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 hoppered at:		
	Hold side?	Yes	
	Forward bulkhead?	No	
	Aft bulkhead?	No	
5.15	Can vessel's holds be described as box shaped?	Semi-boxed (#2,3 & 4 - No lower hoppers but #1 & 5 - Have lower hoppers)	
5.16	Measurement of any tank slopes/hoppering: (height and distance from vessel's side at tank top)	Pls find attached	
5.17	Flat floor measurement of cargo holds at tank top: L x W		
	Hold #1	(Fwd)11.0 x (Aft)25.2 x (L)24.0 mtrs	
	Hold #2	(Fwd)25.2 x (Aft)26.4 x (L)28.8 mtrs	
	Hold #3	(Fwd)26.4 x (Aft)26.4 x (L)28.8 mtrs	
	Hold #4	(Fwd)26.4 x (Aft)24.0 x (L)28.8 mtrs	
	Hold #5	(Fwd)24.0 x (Aft)9.4 x (L)28.0 mtrs	
5.18	Are vessel's holds electrically ventilated?	Yes	
	If yes, state number of air-changes per hour basis empty holds:	6	
5.19	Type of hold paint:	Epoxy type	
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?	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:	Mcgregor, Type: Folding electro hydraulic opening	
5.24	Hatch dimensions: (Length X Breadth)		
	Hold #1	13.6 x 15.4 mtrs	
	Hold #2	20.0 x 20.0 mtrs	
	Hold #3	20.0 x 20.0 mtrs	
	Hold #4	20.0 x 20.0 mtrs	
	Hold #5	20.0 x 20.0 mtrs	
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	133.6 mtrs	
5.26	Strength of hatch covers:		
	Hold #1	3.1 sq. m	
	Hold #2	3.1 sq. m	
	Hold #3	3.1 sq. m	
	Hold #4	3.1 sq. m	
	Hold #5	3.1 sq. m	
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):	2.6 mtrs	
5.29	Distance from bow to fore of 1st hold opening:	16.05 meters	
5.3	Distance from stern to aft of last hold opening:	28.56 meters	
5.31	State deck strength:	4.1 sq. m	
Ballast			
5.32	Capacity of ballast tanks (100%):	13121.29 cu.meters	
	FPT	1221.03 cu.meters	
	1DB(P&S)	822.84 cu.meters	
	3DB(P&S)	1287.88 cu.meters	
	4DB(P&S)	729.96 cu.meters	
	5DB(P&S)	871.90 cu.meters	
	1TST F(P&S)	669.74 cu.meters	
	1TST A(P&S)	866.02 cu.meters	
	2TST F(P&S)	738.04 cu.meters	
	2TST A(P&S)	770.10 cu.meters	

	3TST F(P&S)		770.12 cu.meters			
	3TST A(P&S)		770.12 cu.meters			
	4TST F(P&S)		770.12 cu.meters			
	4TST A(P&S)		772.82 cu.meters			
	5TST (P&S)		1815.50 cu.meters			
	APT		245.10 cu.meters			
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		29.1 hours	450.0 cu. m per hour	32.8 hours	400.0 cu. m per hour
5.36	Unpumpable quantity:		100.0 cu. meters			

6	**CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)**				
6.1	If geared state make and type:		Mitsubishi/ Electro magnetic		
6.2	Number/location of ~~derricks~~ / cranes:		4	Aft of hold 1-4 on center	
6.3	Maximum outreach of gear beyond ships rail		9.5 meters		
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:		9.5 meters		
6.5	If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch coaming:				
6.6	Time needed for full cycle with maximum cargo lift on hook:		110.0 seconds		
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Grab	18.5 meters per minute		
6.8	Luffing time of gear:		48.0 seconds		
6.9	Slewing time of gear:		0.7 rpm		
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:		No		
	Type:				
	Weight:				
	Lifting Capacity:				
	Power source of grabs:				
	Location of power source:				
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?		N/A		
6.15	Is vessel logs fitted?		Yes		
	If yes, state number, type and height of stanchions/sockets, if on board:		Fixed and collapsible	8.5 mtrs	
6.16	Is vessel log racks fitted?				
6.17	Timber Loadline (if applicable)	Deadweight	Draft	TPC	
	Summer:	34906 MT	10.083 meters	45.16 MT	
	Winter:	33647 MT			
	Winter North Atlantic:				
	Fresh water:	33735.0 MT	10.051 meters	45.16 MT	
	Tropical:	35855.0 MT	10.293 meters	45.23 MT	
	Tropical fresh water:	34634.0 MT	10.255 meters	45.21 MT	

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:		Misubishi diesel	engine-6UEC52LA	
8.3	BHP / RPM of main engine at MCR:	100%	8873.0 bhp	130.0 rpm	
8.4	BHP / RPM of main engine at NCR (as % of MCR):	83%	7016.0 bhp	120.0 rpm	
8.5	GENERATORS :		2		
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 2017, LSMGO (Sulphur < 0.1%)		
	Capacity (100%) of main engine bunker tanks (excluding unpumpables):				
	NO.1 F.O.T.(P)	Tank #1	364.79 cu. meters		
	NO.1 F.O.T.(S)	Tank #2	364.79 cu. meters		
	NO.1 F.O.T.(CP)	Tank #3	286.66 cu. meters		
	NO.1 F.O.T.(CS)	Tank #4	286.66 cu. meters		
	NO.2 F.O.T.(P)	Tank #5	286.66 cu. meters		
	F.O. SERV. TANK	Tank #6	14.89 cu. meters		
	F.O. SETT. TANK	Tank #7	13.09 cu. meters		

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 2017, LSMGO (Sulphur < 0.1%)
	Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):		
	NO.2 LS MGO	Tank #1	286.66 cu. meters
	D.O. TANK (P)	Tank #2	96.32 cu. meters
	D.O. TANK (S)	Tank #3	96.32 cu. meters
	D.O. SERV. TANK	Tank #4	23.52 cu. meters
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**		
Communications and Electronics			
9.1	Call sign:		HSIC
9.2	Vessel's INMARSAT – C number:		456700464, 456700465
9.3	Vessel's telephone number:		+870 773223219
9.4	Vessel's fax number:		+870 783216654
9.5	Vessel's email address:		chamchurinaree@speedmailplus.com
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):		567445000
9.7	Vessel's onboard electrical supply (V / Hz):		220/60
Constants/Fresh Water			
9.8	Constants excluding fresh water:		400.0 Metric Tonnes
9.9	Daily freshwater consumption:		10.0 MT per day
9.1	Fresh water capacity:		298.08 cu. meters
9.11	State daily production of evaporator:		10.0 MT per day
9.12	Normal fresh water reserve:		100.0 Metric Tonnes
Insurance			
9.13	P & I Club - Full style:		Assuranceforeningen Skuld (Gjensidig) Skuld Singapore Branch Office
		Address	#37-01, 6 Battery Road, Singapore 049909, Singapore
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:		03-Sep-2023, Gladstone, Australia
Port State Control			
9.19	Date and place of last Port State Control inspection:		18-Oct-23 / SAFAGA , EGYPT
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	