

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

1 GENERAL INFORMATION			
1.1	Date updated:	31-Dec-23	
1.2	Vessel's name:	NALINEE NAREE	
1.3	IMO number:	9302906	
1.4	Vessel's previous name(s) and date(s) of change:	M.V.OCEAN TWINS	
1.5	Flag:	THAI	
1.6	Port of Registry:	BANGKOK, THAILAND	
1.7	Type of vessel:	Log / Bulk Carrier	
1.8	Type of hull:	Double Hull	
Ownership and Operation			
1.9	Registered owner - Full style:	PRECIOUS WISHES LIMITED, CATHAY HOUSE 8/27-28 NORTH SATHORN Rd., SILOM,BANGLAK,BANGKOK 10500 THAILAND , Tel: 662 696 8900 to 8999, Fax: 662 2377842,6338468 Tlx : 82616 GCSHIP TH E-mail: GCSHIP@PRECIUSSHIPPING.COM	
1.1	Parent company/group to which the owner belongs - Full style:		
1.11	Technical operator - Full style:	GREAT CIRCLE SHIPPING AGENCY, CATHAY HOUSE 8/35 10th NORTH SATHORN Rd., SILOM,BANGLAK,BANGKOK 10500 THAILAND, Tel: 662 696 8900 to 8999, Fax: 662 2377842,6338468, Tlx : 82616 GCSHIP TH, E-mail: GCSHIP@PRECIUSSHIPPING.COM	
1.12	Commercial operator - Full style:		
1.13	Disponent owner - Full style:	TRANSCEND MARINE PTE. LTD., SINGAPORE	
1.14	Does disponent owner have vessel on time charter or bareboat:	Time Charter	
1.15	Since when vessel has been under Disponent owner:	Delivered DLOSP SANTA MARTA since 02 SEP 2023	
1.16	Number of vessels in disponent owner's fleet:	NA	
Builder			
1.17	Builder (where built) / Yard number:	SAIKI / JAPAN	SH - 1135
1.18	Date delivered (built):	5th February 2005	
Classification			
1.19	Classification society:	NIPPON KAIJI KYOKAI	
1.2	Class notation:	505438	
1.21	If Classification society changed, name of previous society:	NA	
1.22	If Classification society changed, date of change:	NA	
1.23	Date and place of last dry dock:	07_APR_2023	SHANHAIGUAN, CHINA
1.24	Date next dry dock is due:	07_OCT_2025	
1.25	Date of last special survey / next survey due:	17_JAN_2020	04_APR_2025
1.26	Date of last annual survey / next survey due:	11_NOV_2023	11_NOV_2024
1.27	Is vessel entered in classification approved enhanced survey program?	NA	
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):	171.59 Mtrs	
1.3	Length Between Perpendiculars (LBP):	163.60 Mtrs	
1.31	Extreme breadth (Beam):	27.0 Mtrs	
1.32	Moulded depth:	14.8 Mtrs	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	42.87 Mtrs	
1.34	Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches	No1. Hatch	Midships
	Ballast condition: F 4.8 A 6.07 (ballast holds not flooded, basis 50% bunkers)	11.80 Mtrs	10.9 Mtrs
	Full ballast condition: (ballast holds flooded, basis 50% bunkers)	NA	NA
			Last Hatch
			10.10.7 Mtrs
			NA

	Fully laden condition: 10.418 Even keel	6.5 Mtrs	6.3 Mtrs	6.4 Mtrs
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	16.6 Mtrs	16.4 Mtrs	16.5 Mtrs

Tonnages

1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	19799	10378
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):	20143.02	17884.89
1.38	Panama Canal Net Tonnage (PCNT):	16531	

Loadline Information

1.39	Loadline	Deadweight	Draft	TPC
	Summer:	31,699	10.418	41.03
	Winter:	30,080	10.201	40.94
	Winter North Atlantic:	NA	NA	NA
	Fresh water:	31,697	10.655	41.13
	Tropical:	32,591	10.635	41.12
	Tropical fresh water:	32,570	10.872	41.21
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers) (about)	13497	5.87	38.26
	Lightship: Draft: F 0.85 Mtrs A 3.80 Mtrs Displacement : 7335 mt		2.33	35.63
	FWA at summer draft:	237 mm		
	TPC on summer draft	41.03		

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):	NA
	If yes, is Panama deadweight all told affected by vessel's bilge turn radius?	NA
1.41	Transit of Suez Canal?	Yes
1.42	Transit of St. Lawrence Seaway?	NA
	If yes, state deadweight all told on 26ft / 7.92m fresh water:	NA

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:	OCEAN BASE SHIPPING(HONG KONG)LIMITED	UREA IN BULK	JUBAIL (SAUDI ARABIA) - MONGLA (BANGLADESH)
2 nd :	SUNRISE MARITIME PTE LTD, SINGAPORE	STEEL PIPES 2ND LOT	MUNDRA (INDIA) - RAS LAFFAN (QATAR)
3 rd :	SUNRISE MARITIME PTE LTD, SINGAPORE	STEEL PIPES 1ST LOT	MUNDRA (INDIA) - RAS LAFFAN (QATAR)
4 th :	TRANSCEND MARINE PTE. LTD., SINGAPORE	PINE LOGS	CONCEPCION & MONTEVIDEO - KANDLA
5 th :	DAMPSKIBSSELSKABET NORDEN A/S	WHITE CORN IN BULK	HOUSTON (TEXAS) USA - SANTA MARTA (COLOMBIA)

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:	17_JAN_2020	11_NOV_2023	04_FEB_2025
2.2	Safety Radio Certificate:	17_JAN_2020	11_NOV_2023	04_FEB_2025
2.3	Safety Construction Certificate:	07_APR_2023	11_NOV_2023	04_FEB_2025
2.4	Loadline Certificate:	17_JAN_2020	11_NOV_2023	04_FEB_2025
2.5	Safety Management Certificate (SMC):	15_JUL_2020	07_APR_2023	07_SEP_2025
2.6	Document of Compliance (DOC):	04_NOV_2020	09_OCT_2023	19_NOV_2025
2.7	Cargo Gear survey:	07_APR_2023	07_APR_2023	07_APR_2028
2.8	Cargo securing manual:	28_DEC-2015		
2.9	International Oil Pollution Prevention Certificate (IOPPC):	05_SEP_2022	11_NOV_2023	04_FEB_2025
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	04_DEC_2023		04_JUN_2024

2.11	USCG COFR:	27_APR_2022		27_APR_2025
2.12	International Ship Security Certificate (ISSC):	15_JUL_2020	07_APR_2023	07_SEP_2025

3 CREW MANAGE				
3.1	Number of Officers: (including Master)	13 persons		
3.2	Number of crew:	10 persons		
3.3	Name and nationality of Master:	RACHEN WATTHANAPHAET / 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 MANAGE				
4.1	Is the vessel ISM certified?	Yes		
4.2	Document of Compliance (DOC) certificate number / issuing authority:	20TB-M0076THADOC	Nippon Kaiji Kyokai	
4.3	Safety Management (SMC) certificate number / issuing authority:	20NY-M0040SMC	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)):	IMO Resolution A.741(18)		

5 CARGO ARRANGEMENTS				
Holds				
5.1	Number of holds:	5		
5.2	Hold dimensions: L x B x H (13.13)	No. 1, 22.12x(F 6.6 / A 17.0)x13.13 No. 2, 27.65x23.0x13.13 No. 3, 27.65x23.0x13.13 No. 4, 27.65x23.0x13.13 No. 5, 27.65x(F 23 / A 8.2)x13.13		
5.3	Are vessel's holds clear and free of any obstructions?	No, Vessel's vertical/AUS ladders and no.1& lower hopper tank.		
5.4	Capacity, by hold, excluding wing/topside tanks but including hatchways:	Grain(cuM)	Bale(cuM)	
	Hold #1:	5061.18	4963.09	
	Hold #2:	8966.7	8904.56	
	Hold #3:	8965.19	8889.16	
	Hold #4:	8965.19	8903.51	
	Hold #5:	8364.83	8179.04	
	Total:	40323.09	39839.36	
5.5	Is vessel strengthened for the carriage of heavy cargoes?	Yes		
5.6	If yes, state which holds may be left empty:	No, If Full load		
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:	20 MT/sqM		
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, Loadicator		
5.14	Are holds hopped at:			
	Forward bulkhead?	No		
5.15	Can vessel's holds be described as box shaped?	SEMI-BOXED (#2,3,4 - BOX SHAPED, BUT #1,5 - HAVE LOWER HOPPERS)		
5.16	Measurement of any tank slopes/hoppering: (height and distance from vessel's side at tank top)	NA		
5.17	Flat floor measurement of cargo holds at tank top: L x W	No. 1, 22.12x(F 6.6 / A 17.0) No. 2, 26.86x23.0 No. 3, 26.86x23.0 No. 4, 26.86x23.0 No. 5, 26.86x(F 23 / A 8.2)		
5.18	Are vessel's holds electrically ventilated?	Yes, Mechanical Ventilation Fan		
	If yes, state number of air-changes per hour basis empty holds:	6 Hours		

5.19	Type of hold paint:	International Paint Interbond
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:	End folding type (Weathertight) Operated by Hydraulic Cylinders
5.24	Hatch dimensions: (Length X Breadth)	No.1/ 13.43x17.00, No. 2-3-4/ 20.54x22.86, No.5/ 19.75x22.86
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	122.52 Mtrs
5.26	Strength of hatch covers:	3.5 MT/sqM
5.27	Number, diameter and location of cement holes	No
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):	No.1/ 1.56 Mtrs, No.2-3-4/ 1.32 Mtrs, No.5/ 1.32 Mtrs
5.29	Distance from bow to fore of 1 st hold opening:	15.8 Mtrs
5.3	Distance from stern to aft of last hold opening:	29.2 Mtrs
5.31	State deck strength:	4 Mt/sqM
Ballast		
5.32	Capacity of ballast tanks (100%):	11943.16 cuM
5.33	Ballast holds capacity, state which hold(s):	NA
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	700 cuM/Hour
5.35		
5.36	Unpumpable quantity:	50-80cuM

6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)			
6.1	If geared state make and type:	Mitsubishi / Hydralic Deck Crane	
6.2	Number/location of derricks-/ cranes:	4 nos between htach cover on center line of the vessel	
6.3	Maximum outreach of gear beyond ships rail	10.5 Mtrs	
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	10.5 Mtrs at 30 MT	
6.5	If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch coaming:	NA	
6.6	Time needed for full cycle with maximum cargo lift on hook:	Depend on ship draft and many factors concerned.	
6.7	Hoisting time of gear: (Load / Metres Minutes) Hook Grab	5 x 63 M/MIN	
6.8	Luffing time of gear:		
6.9	Slewing time of gear:	0.7 RPM / 44 sec (Woking Radius 24-4.5 Mtrs	
6.1	Is gear combinable for heavy lift?	NA	
6.11	Are winches electro-hydraulic?	Yes	
6.12	If vessel has grabs on board - state:	No	
	Type:	NA	
	Weight:	NA	
	Lifting Capacity:	NA	
	Power source of grabs:	NA	
	Location of power source:	NA	
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, Portable cargo light	
6.15	Is vessel logs fitted?	Yes	
	If yes, state number, type and height of stanchions/sockets, if on board:	No.1/ 7.35 Mtrs No.2,3,4&5/ 8.35 Mtrs	
6.16	Is vessel log racks fitted?	Yes	
6.17	Timber Loadline (if applicable)	Deadweight	Draft
	Summer:	32,929	10.717
	Winter:	31,707	10.42
	Winter North Atlantic:	30,808	10.201
	Fresh water:	32,928	10.961
			TPC
			41.15
			41.03
			40.94
			41.25

Tropical:	33,848	10.94	41.24
Tropical fresh water:	33,828	11.184	41.34

7			
7.1	Capacity in direct stow of TEU/FEU basis empty tanks:	NA	
	Capacity in direct stow of TEU/FEU basis full tanks:	NA	
7.2	Are all containers within reach of vessel's gear?	NA	
7.3	If no, state self	NA	
7.4	If vessel fitted with all permanent and loose fittings/lashing materials for above number of TEU/FEU?	NA	
7.5	Is vessel fitted with recessed holes/shoes on tanktop and container shoes on weatherdeck and hatch covers?	NA	
7.6	Advise stack weights and number of tiers on/under deck per TEU:	NA	
	Advise stack weights and number of tiers on/under deck per FEU:	NA	
7.7	Has vessel a container spreader on board?	NA	
7.8	Number and type of reefer plugs:	NA	

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:	MITSUBISHI 6UEC52LA, MCR 7080 x 133 rpm, CSR 6372 x 128rpm	
8.3	BHP / RPM of main engine at MCR:	100%	7080 133
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	6372 128
8.5	GENERATORS :	YANMAR 6N18AL-UV 400 Kw x 720 rpm x 2Sets	
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 (excluding un pumpables):	1021.01 CUM.	
8.6	What type/viscosity of fuel is used in the generating plant:	RMG 380CST 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 un pumpables):	745.01 CUM.	
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:	HSRN	
9.2	Vessel's INMARSAT – C number:	456700339	
9.3	Vessel's telephone number: VSAT / FBB	0066-2-8449502	
9.4	Vessel's fax number:	N/A	
9.5	Vessel's email address:	nalineenaree@speedmailplus.com	
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	567053000	
9.7	Vessel's onboard electrical supply (V / Hz):	110V 60 Hz	
Constants/Fresh Water			
9.8	Constants excluding fresh water:	250-300 MT	

9.9	Daily freshwater consumption:	8 MT
9.1	Fresh water capacity:	213.9 MT
9.11	State daily production of evaporator:	14 MT
9.12	Normal fresh water reserve:	150 MT
Insurance		
9.13	P & I Club - Full style:	SKULD, Assuranceforeningen Skuld (Gjensidig) Skuld Singapore Branch Office #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, Gullbergs Strandgata 6, P.O. Box 171, SE-401 22 Goteborg, Sweeden. Tel +46 31 638 400, Fax + 46 31 156 711 Email Swedish.club@swedishclub.com
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:	26 SEP 2023 at CDU, ARGENTINA
Port State Control		
9.19	Date and place of last Port State Control inspection:	24 DECEMBER 2023 at AL JUBAIL, SAUDI ARABIA
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		

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