

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

1 GENERAL INFORMATION			
1.1	Date updated:	31-Oct-2020	
1.2	Vessel's name:	SARIKA NAREE	
1.3	IMO number:	9726425	
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	
1.9	Registered owner - Full style:	PRECIOUS NEPTUNE 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 8/35, 10th Floor, Cathay House, North Sathorn Road, Silom, Bangrak, Bangkok, 10500 Thailand	
1.11	Technical operator - Full style:	GREAT CIRCLE SHIPPING AGENCY LTD. 8/35, 10th Floor, Cathay House, North Sathorn Road, Silom, Bangrak, Bangkok, 10500 Thailand	
1.12	Commercial operator - Full style:	N/A	
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) :	TAIZHOU SANFU SHIP ENGINEERING CO. LTD, CHINA	
	Yard number:	SF130125	
1.18	Date delivered (built):	28-Oct-2015	
Classification			
1.19	Classification society:	NIPPON KAIJI KYOKAI (NKK)	
1.20	Class notation:	NS* (CSR , Bulk Carrier-Type A , BC-XII , GRAB 20) (ESP) (IWS) (PSCM) (BWTS) Strengthened for heavy cargo loading where hold 2 & 4 may be Empty MNS* (MO)	
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: (For Routine Maintenance)	11-Aug-20	Zhoushan, China
	Date and place of last In Water Survey (In lieu of docking survey)		
1.24	Date next dry dock is due:	27-Oct-2023	
1.25	Date of last special survey / next survey due:	11-Aug-20	27-Oct-25
1.26	Date of last annual survey / next survey due:		27-Oct-2021
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	
Dimensions			
1.29	Length Over All (LOA):	199.90 m	
1.3	Length Between Perpendiculars (LBP):	194.50 m	
1.31	Extreme breadth (Beam):	32.26 m	
1.32	Moulded depth:	18.50 m	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	48.633 m	
1.34	Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches	No1. Hatch	Midships
	Ballast condition: (ballast holds not flooded, basis 50% bunkers)	15.898 m	14.855 m
			Last Hatch
			14.858 m

	Full ballast condition: (ballast holds flooded, basis 50% bunkers)	12.860 M	12.001 M	11.502 M
	Fully laden condition:	7.503 M	7.500 M	7.503 M
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	21.109 M	20.800 M	20.803 M
Tonnages				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):		36,416	21,225
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):		36,992.78	32,790.71
1.38	Panama Canal Net Tonnage (PCNT):		30,147	
Loadline Information				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	63,023.3	13.300 m	62.2
	Winter:	61,300.9	13.005 m	62.1
	Winter North Atlantic:			
	Fresh water:	63,023.0	13.602 m	62.3
	Tropical:	64,747.4	13.559 m	62.3
	Tropical fresh water:	64,747.4	13.861 m	62.3
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers) (about)	18,785.69	5.910 m	55.9
	Lightship: Draft: F 0.449 m , A 4.795 m Displacement : 12,121.63 mt		2.622 m	52.7
	FWA at summer draft:		302 mm.	
	TPC on summer draft		62.2	
Is vessel fitted for:				
1.4	Transit of Panama Canal?	YES		
	If yes, state PC/UMS Net Tonnage	53,196.840		
	If yes, is Panama SIN :	6018453		
1.41	Transit of Suez Canal?	YES (Last Transited 08 OCT 2018)		
1.42	Transit of St. Lawrence Seaway?	YES (Last Transited 07 DEC 2019)		
	If yes, state deadweight all told on 26ft / 7.92m fresh water:	42365.1 MT		
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:	PACNAV	WHEAT IN BULK	VANCOUVER(CANADA) - LAZARO CARDENAS(MEXICO)
	2 nd :	YARA ASIA	NPK IN BULK	HEROYA(NORWAY) - MACHONG(CHINA)
	3 rd :	CARGILL SA	BAUXITE IN BULK	PORT KAMSAR(GUINEA) - AUGHINISH(IRELAND)
	4 th :	NORDEN A/S	CEMENT CLINKER IN BULK	ALIAGA(TURKEY) - NOUAKCHOTT(MAURITANIA)
	5 th :	SEA PIONEER LTD	SOYBEANS IN BULK	NEW ORLEANS(USA) - DAMIETTA(EGYPT)
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:	11 AUG 2020		27 OCT 2025
2.2	Safety Radio Certificate:	11 AUG 2020		27 OCT 2025
2.3	Safety Construction Certificate:	11 AUG 2020		27 OCT 2025
2.4	Loadline Certificate:	11 AUG 2020		27 OCT 2025
2.5	Safety Management Certificate (SMC):	14 APR 2016	31 JAN 2019	01 MAR 2021
2.6	Document of Compliance (DOC):	30 OCT 2015	13 NOV 2019	19 NOV 2020
2.7	Cargo Gear survey:	11 AUG 2020		10 AUG 2025
2.8	Cargo Securing Manual:	28 OCT 2015	N/A	N/A
2.9	International Oil Pollution Prevention Certificate:	11 AUG 2020		27 OCT 2025
2.1	Ship Sanitation Control Exemption (SSCE) Certificate	1 SEPT 2020	N/A	28 FEB 2021
2.11	USCG COFR:	3 NOV 2018	N/A	3 NOV 2021
2.12	International Ship Security Certificate (ISSC):	14 APR 2016	31 JAN 2019	01 MAR 2021

3	CREW MANAGEMENT	
3.1	Number of Officers: (including Master)	(11)
3.2	Number of crew:	(10)
3.3	Name and nationality of Master:	CAPT. NOPADON BUABAN / THAI
3.4	Nationality of Officers:	(11) THAI
3.5	Nationality of Crews:	(10) 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:	IT-15SC-M0198SMI	NIPPON KAIJI KYOKAI
	State outstanding recommendations, if any:	NIL	
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) Holds	
5.2	Hold dimensions: L x B x H	HOLD 1: 29.52 x F 14.69 A 23.824 x 19.32 M HOLD 2: 33.62 x 23.824 x 19.32 M HOLD 3: 31.16 x 23.824 x 19.02 M HOLD 4: 31.16 x 23.824 x 19.02 M HOLD 5: 29.52 x F 23.824 A 8.966 x 19.02 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 (CBM)	Bale (CBM)
	Hold #1:	13,984.51	13,200
	Hold #2:	17,717.88	16,650
	Hold #3:	15,381.23	14,080
	Hold #4:	15,882.18	15,000
	Hold #5:	14,974.74	14,500
	Total:	77,940.54	73,430
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 & Hold 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 1 , 3 , 5 = 25.0 MT/m2 HOLD 2 & 4 = 20.0 MT/m2	
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 hopped at:		
	Forward bulkhead?	YES / HOLD 3	
	Aft bulkhead?	YES / HOLD 1 , 3 , 4	
	Side Lower Hopper (P & S) ?	YES	
5.15	Can vessel's holds be described as box shaped?	NO	
5.16	Measurement of any tank slopes / lower hopping: (Height x Distance from vessel's side at tank top)	Hold 1 : FWD (H 4.22 m x D 5.90 m) , AFT (H 4.22 m x D 8.22 m) Hold 2 : H 4.22 m x D 4.22 m. Hold 3 : H 4.22 m x D 4.22 m Hold 4 : H 4.22 m x D 4.22 m Hold 5 : FWD (H 4.22 m x D 9.06 m) , AFT (H 4.22 m x D 11.65 m)	
5.17	Flat floor measurement of cargo holds at tank top: W x L	577.22 M2 800.96 M2 625.15 M2 683.75 M2 539.18 M2	Hold 1 : W (FWD 14.671 m , AFT 23.824 m) X L 27.06 m Hold 2 : W 33.620 M X L 23.824 m Hold 3 : W 26.240 M X L 23.824 m Hold 4 : W 28.700 M X L 23.824 m Hold 5 : W (FWD 23.920 m , AFT 7.103 m) X L 25.92 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:	CURED EPOXY	
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 (As per Approved Grain Loading Manual)	
5.21	Is the vessel fitted with A60 Steel Bulkhead?	YES	
Deck and Hatches			
5.22	Number of hatches:	(5) Hatches	
5.23	Make and type of hatch covers:	MCGREGOR* Opening by Electo Hydraulic - Folding Type	
5.24	Hatch dimensions: (L X B X D)	Hatch 1 : L 19.68 m X B 18.26 m x D 1.82 m Hatch 2 : L 22.96 m X B 18.26 m x D 1.82 m	

		Hatch 3 : L 22.96 m X B 18.26 m x D 1.82 m
		Hatch 4 : L 22.96 m X B 18.26 m x D 1.82 m
		Hatch 5 : L 22.96 m X B 18.26 m x D 1.82 m

5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	148.42 m
5.26	Strength of hatch covers:	Hatch 1 : 5.2 MT/m2
		Hatch 2 : 3.5 MT/m2
		Hatch 3 : 3.5 MT/m2
		Hatch 4 : 3.5 MT/m2
		Hatch 5 : 3.5 MT/m2
5.27	Number, diameter and location of cement holes	(2) holes per each hold. Diameter: 70 cms. Location of 1st hole (FWD) PORT-Side on second pontoon of each hold. Location of 2nd hole(AFT) on STBD-Side on second pontoon of each hold. Hatch 1 : D 3 m fm Center Line X D 6 m fm FWD & AFT Hatch 2 : D 3 m fm Center Line X D 6.8 m fm FWD & AFT Hatch 3 : D 3 m fm Center Line X D 6.8 m fm FWD & AFT Hatch 4 : D 3 m fm Center Line X D 6.8 m fm FWD & AFT Hatch 5 : D 3 m fm Center Line X D 6.8 m fm FWD & AFT
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):	Ship's rail to near edge of walkway : 4.63 m Ship's rail to far edge of hatch coaming : 7.00 m Min. width clear of any obstruction Hold 1 : 1.80 m Min. width clear of any obstruction Hold 2 : 4.20 m Min. width clear of any obstruction Hold 3 : 3.10 m Hold 4 : No Clear space Min. width clear of any obstruction Hold 5 : 2.08 m
5.29	Distance from bow to fore of 1 st hold opening:	16.32 m
5.3	Distance from stern to aft of last hold opening:	34.58 m
5.31	State deck strength:	N/A (Not Required as per Rule)
Ballast		
5.32	Capacity of ballast tanks (100%):	18,031.5m3
5.33	Ballast holds capacity, state which hold(s):	15,350.00 m3 (Hold No.3)
5.34	Vessel's ballasting time / Rate of ballasting :	Required Min. 18 hrs / Rate about 2 x 700m3/hr
5.35	Vessel's deballasting time / Rate of deballasting :	Required Min. 18 hrs / Rate about 2 x 700m3/hr
5.36	Unpumpable quantity:	About 90 m3

6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)		
6.1	If geared state make and type:	MASADA - MITSUBISHI® ELECTRO HYDRAULIC
6.2	Number/location of derricks-/ cranes:	(4) Deck Cranes , SWL 36.0 T without Grab // SWL 28.0 T with Grab attached
		Crane No.1 : Between Hatch No.1 & No.2
		Crane No.2 : Between Hatch No.2 & No.3
		Crane No.3 : Between Hatch No.3 & No.4
		Crane No.4 : Between Hatch No.4 & No.5
6.3	Maximum outreach of gear beyond ships rail	13.7 m
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	13.7 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:	120 sec (from bottom of hold to jetty)
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Load 36.0 MT / 22 Metres per Minutes Grab Load 14.0 MT / 44 Metres per Minutes Grab Load 5.0 MT / 55 Metres per Minutes
6.8	Luffing time of gear:	58 sec from 20° - 80°
6.9	Slewing time of gear:	0.45 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:	YES
	Type:	TOBU® - ELECTRO HYDRAULIC X (4) Grabs
	Weight:	9.0 T.
	Required Lifting Capacity:	6.0 - 12.0 M3
	Power source of grabs:	440 Volt / 110 Volt , 60 Hz , 3-AC
	Location of power source:	Inside each Crane's post
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 Lights)
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:			
	Winter:			
	Winter North Atlantic:			
	Fresh water:			
	Tropical:			
	Tropical fresh water:			

NOT APPLICABLE

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 ceiling or shoes on weather deck 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:			

NOT APPLICABLE

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:		MAN-B&W 5G60ME-C9.2 (Tier II)	
8.3	BHP / RPM of main engine at MCR:	100%	11,398.7 BHP	77.0 RPM
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	8,845.4 BHP	70.8 RPM
8.5	GENERATORS :		ANQING CSSC , 6DK-20e , 3 x 700kW	
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 including unpumpables. (Excluded NO.1 HFO SERV TK, NO.1 HFO SETT TK, NO.2 HFO SERV TK, NO.2 HFO SETT TK AND OVER FLOW TK):		HFO Tk 1(P), Tk 2(P&S), Tk 3(P&S) = 1,403.358 m3 MDO (MDO Tk) = 114.96 m3 NO.1 LS.M.G.O STOR. TK. (S) & LS.M.G.O STOR. TK. = 598.53 m3	
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 (including unpumpables):		See 8.5	
Speed				
8.7	Ballast:		AS PER VESSEL DESCRIPTION	
	Laden:			
Consumptions				
8.8	Passage		Main Engine & Aux. Engine	
	Ballast:		AS PER VESSEL DESCRIPTION	
	Laden:			
8.9	In Port			
	Working: Ship's Gear with (4) Cranes & Grabs			
	Idle:			
	Other (specify): In Port in Winter (Basis + 5°C)			

9 MISCELLANEOUS	
Communications and Electronics	
9.1	Call sign: H S D K
9.2	Vessel's INMARSAT – C number: NO. 1 : 456700775 and NO. 2 : 456700776
9.3	Vessel's telephone number: 00870 7732 11485
9.4	Vessel's fax number: N/A
9.5	Vessel's email address: vessel@preciousshipping.com
	Insert M.V. SARIKA NAREE in subject column
	Max. capacity of each message 2 MB
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code): 567109000
9.7	Vessel's onboard electrical supply (V / Hz): 220 Volt. 60 Hz. & 440 Volt. 60 Hz.
Constants/Fresh Water	
9.8	Constants excluding Ballast Un-pumpable: About 350 MT
9.9	Daily Fresh Water consumption: About 8.0 MT per Day
9.1	Fresh water capacity: 301 M3
9.11	State daily production of evaporator: About 13.0 MT per Day
9.12	Normal fresh water reserve: 200 m3
Insurance	
9.13	P & I Club - Full style: The Swedish Club P.O. Box 171 , SE-401 22 Gothenburg , Sweden. Tel. 0046-31 638 400 E-mail : swedish.club@swedishclub.com
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: NO
9.18	Date/Place of last RIGHTSHIP Inspection: N/A
Port State Control	
9.19	Date and place of last Port State Control inspection: 25 SEPT 2020 @ LAZARO CARDENAS, MEXICO
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	N/A