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 SARITA NAREE	
1.3	IMO number:		9726413	
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	
Ownership and Operation				
1.9	Registered owner - Full style:		M/S. PRECIOUS VENUS LIMITED 7TH FLOOR, CATHAY HOUSE, 8/27-28, NORTH SATHORN ROAD, SILOM, BANGKRAK, BANGKOK – 10500 KINGDOM OF THAILAND	
1.1	Parent company/group to which the owner belongs - Full style:		N/A	
1.11	Technical operator - Full style:		GREAT CIRCLE SHIPPING AGENCY LTD.- 8/35 CATHAY HOUSE, NORTH SATHORN RD.,SILOM BANGRAK, BANGKOK 10500 THAILAND. TEL (662) 696 8900 TO 99, FAX (662) 2377842, EMAIL gcship@preciousshipping.com	
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) / Yard number:		TAIZHOU SANFU SHIP ENGINEERING CO. LTD.,	SF130124
1.18	Date delivered (built):		27-Oct-15	
Classification				
1.19	Classification society:		NKK	
1.2	Class notation:		NS*(CSR, BC-A, BC-XII, GRAB(20), PSPC-WBT), (ESP),(IWS), (BWTS),(PSCM), (Strangthened for	
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:		14/06/2023	Cosco SY, Guangzhou
1.24	Date next dry dock is due:		Dec-25	
1.25	Date of last special survey / next survey due:		27/07/2020	26/07/2025
1.26	Date of last annual survey / next survey due:		12/10/2023	11/10/2024
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):		199.9 M	
1.3	Length Between Perpendiculars (LBP):		194.85 M	
1.31	Extreme breadth (Beam):		32.26 M	
1.32	Moulded depth:		18.5 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	Last Hatch
	Ballast condition: F 4.50 M, A 7.65 M (ballast holds not flooded, basis 50% bunkers)	16.62 M	14.82 M	13.27 M
	Full ballast condition: F 7.85 M, A 9.65 M (ballast holds flooded, basis 50% bunkers)	13.27 M	12.17 M	11.27 M
	Fully laden condition: EK 13.3 M	7.82 M	7.62 M	7.62 M
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	21.12 M	20.92 M	20.92 M
Tonnages				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):		36416	21225
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):		36992.78	32790.71
1.38	Panama Canal Net Tonnage (PCNT):		30147	
Loadline Information				
1.39	Loadline	Deadweight	Draft (M)	TPC
	Summer:	62964.2	13.3	62.2
	Winter:	61129.9	13.005	62.1
	Winter North Atlantic:	N/A	N/A	N/A
	Fresh water:	62964.2	13.602	62.3

	Tropical:	64576.2	13.559	62.3
	Tropical fresh water:	64576.2	13.861	62.3
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers) (about)	19849	6.09	56.2
	Lightship: Draft: F 0.449 M, A4.795 M Displacement : 12121.63 mt		2.62	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 deadweight all told on 39ft 6in / 12.039m (SG 0.9954):	53196.840 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?	N/A
	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: N/A Grounding: N/A Casualty: N/A Collision: N/A

1.44 Voyage History

	Voy#	Charterer	Cargo	Load-Discharge Ports
	Last:	CARGILL OCEAN TRANSPORTATION (SINGAPORE) PTE. LTD	COAL IN BULK	TABONEO - NINGDE
	2nd:	CARGILL OCEAN TRANSPORTATION (SINGAPORE) PTE. LTD	SUGAR IN BULK	SANTOS - CIGADING - TANJUNG PRIOK
	3rd:	CARGILL OCEAN TRANSPORTATION (SINGAPORE) PTE. LTD	R UREA IN	MESAIEED - RIO GRANDE - SFDS - SANTOS
	4th:	OMAN CHARTER COMPANY S.A.O.C	ALUMINA IN BULK	BUNBURY - SOHAR
	5th:	FEDNAV INTERNATIONAL LTD.	BARLEY IN BULK	ROUEN + LA PALLICE - MACHONG

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

2	**CERTIFICATION**	**Issued**	**Last Annual**	**Expires**
2.1	Safety Equipment Certificate:	27-Jul-20	12-Oct-23	26-Oct-25
2.2	Safety Radio Certificate:	27-Jul-20	12-Oct-23	26-Oct-25
2.3	Safety Construction Certificate:	27-Jul-20	12-Oct-23	26-Oct-25
2.4	Loadline Certificate:	27-Jul-20	12-Oct-23	26-Oct-25
2.5	Safety Management Certificate (SMC):	11-Mar-21	11-Jun-23	10-Apr-26
2.6	Document of Compliance (DOC): 20TB-M0076THADOC	04-Nov-20	09-Oct-23	19-Nov-25
2.7	Cargo Gear survey:	27-Jul-20	14-Jun-23	13-Jun-24
2.8	Cargo securing manual:	27-Oct-15	N/A	N/A
2.9	International Oil Pollution Prevention Certificate (IOPPC):	27-Jul-20	12-Oct-23	26-Oct-25
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	12-Sep-23	N/A	12-Mar-24
2.11	USCG COFR:	03-Nov-21	N/A	03-Nov-24
2.12	International Ship Security Certificate (ISSC):	11-Mar-21	11-Jun-23	10-Apr-26

3	**CREW MANAGEMENT**	
3.1	Number of Officers: (including Master)	13
3.2	Number of crew:	10
3.3	Name and nationality of Master:	CAPT.CHALERMPOL AMORNPRASITTI/ 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:	20TB-M0076THADOC	NKK
4.3	Safety Management (SMC) certificate number / issuing authority:	21BC-M0005SMC	NKK
	State outstanding recommendations, if any:	NONE	
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	H1 : 29.52 x F 14.69 , A 23.824 x 19.32 M
		H2 : 33.62 x 23.824 x 19.32 M
		H3,4 : 31.16 x 23.824 x 19.02 M
		H5 : 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	Bale
	Hold #1:	13956.54	13200
	Hold #2:	17682.44	16650
	Hold #3:	15350.47	14080
	Hold #4:	15850.41	15000
	Hold #5:	14944.79	14500
	Total:	77,784.65	73430
5.5	Is vessel strengthened for the carriage of heavy cargoes?	YES	
5.6	If yes, state which holds may be left empty:	2 AND 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:	H1,3,5 / 25 T/M2. H2,4 / 20 T/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 hoppered at:		
	Forward bulkhead?	YES HOLD 3	
	Aft bulkhead?	YES HOLD 1,3,4	
5.15	Can vessel's holds be described as box shaped?	NO	
5.16	Measurement of any tank slopes/hoppering: (height and distance from vessel's side at tank top)	HOLD 1 : H 4.22-5.90 M x D 4.22-8.22 M	
		HOLD 2,3,4 : H 4.22 M x D 4.22 M	
		HOLD 5 : H 4.22-9.06 M x D 4.22-11.65 M	
5.17	Flat floor measurement of cargo holds at tank top: L x W	HOLD 1 : 27.06 x 14.69-23.824 M	
		HOLD 2 : 33.62 x 23.824 M	
		HOLD 3 : 26.24 x 23.824 M	
		HOLD 4 : 28.70 x 23.824 M	
		HOLD 5 : 29.52 x 8.966-23.824 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 VI of SOLAS 1974 and amendments without requiring bagging, strapping and securing when loading a full cargo (deadweight) of heavy grain	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, ELECTRO-HYDRAULIC FOLDING TYPE	
5.24	Hatch dimensions: (Length X Breadth)	NO.1 : 19.68 x 18.26 M	
		NO. 2-5 : 22.96 x 18.26 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:	HOLD 1: 5.2-6.8 T/M2	
		HOLD 2,3,4,5 : 3.5 T/M2	
5.27	Number, diameter and location of cement holes	2 EACH HATCH, 700 MM, 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 coaming - 7 m Clear	
5.29	Distance from bow to fore of 1st hold opening:	16.32 M	
5.3	Distance from stern to aft of last hold opening:	34.58 M	
5.31	State deck strength:	AS PER LOADING MANUAL VSL NOT ALLOW TO LOADING CARGO ON DECK	
Ballast			
5.32	Capacity of ballast tanks (100%):	18029.95 CBM	
5.33	Ballast holds capacity, state which hold(s):	15350 M3 / HOLD 3	
5.34 5.35	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	12 HRS / 2 x 720 M3 PER HR 14 HRS / 2 x 720 M3 PER HR	
5.36	Unpumpable quantity:	90 M3	

6	**CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)**	
6.1	If geared state make and type:	4 DECK CRANES, MASDA-MITSUBISHI, ELECTRO-HYDRAULIC, SWL 36 MT, 28 MT
6.2	Number/location of ~~derricks~~/ cranes:	4 NOS. BETWEEN HOLD 1&2, 2&3, 3&4, 4&5
6.3	Maximum outreach of gear beyond ships rail	13.70 M
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	13.70 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 HOLD TO JETTY
6.7	Hoisting time of gear: (Load / Metres Minutes) Hook Grab	LOAD 36/14/5 MT - SPEED 22/44/55 m/min
6.8	Luffing time of gear:	58 sec / From 20-80 degree
6.9	Slewing time of gear:	0.45 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:	YES, 4 NOS.
	Type:	TOBU-ELECTRO/HYDRAULIC

	Weight:		9 MT	
	Lifting Capacity:		6/12 M3	
	Power source of grabs:		440/110V, 60Hz	3-AC
	Location of power source:		INSIDE CRANE 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 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:		N/A	N/A
	Winter:		N/A	N/A
	Winter North Atlantic:		N/A	N/A
	Fresh water:		N/A	N/A
	Tropical:		N/A	N/A
	Tropical fresh water:		N/A	N/A

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:		MAN - B&W 5G60ME-C9.2(TIER II)	
8.3	BHP / RPM of main engine at MCR:	100%	11398.7 BHP	77.0 RPM
8.4	BHP / RPM of main engine at NCR (as % of MCR):	77.7%	8845.4 BHP	70.8 RPM
8.5	GENERATORS :		ANQING CSSC, 6DK-20e, 3x700Kw	
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 unpumpables):		1505.88 CBM (VLSFO)	
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 unpumpables):		745.37 CBM (LSMGO = 614.47 CBM, MDO = 130.9 CBM)	
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:	HSDA
9.2	Vessel's INMARSAT – C number:	456700779, 456700780
9.3	Vessel's telephone number:	66 60 002 4215
9.4	Vessel's fax number:	870 783 988 169
9.5	Vessel's email address:	saritanaree@speedmailplus.com
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	567 017 000
9.7	Vessel's onboard electrical supply (V / Hz):	220v / 60 Hz
Constants/Fresh Water		
9.8	Constants excluding fresh water:	500 MT
9.9	Daily freshwater consumption:	8 MT

9.1	Fresh water capacity:	301 MT
9.11	State daily production of evaporator:	18 MT/DAY
9.12	Normal fresh water reserve:	200 MT
Insurance		
9.13	P & I Club - Full style:	Thomas Miller P&I (Europe)Ltd. 90 Frenchurch Street London
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:	N/A
9.18	Date/Place of last RIGHTSHIP Inspection:	N/A
Port State Control		
9.19	Date and place of last Port State Control inspection:	19/12/2023 CIGADING, INDONESIA (TOKYO MOU)
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	