

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.WARIYA NAREE	
1.3	IMO number:	9353668	
1.4	Vessel's previous name(s) and date(s) of change:	GOOD PRECEDENT / 25 - APR-2013	
1.5	Flag:	THAILAND	
1.6	Port of Registry:	BANGKOK	
1.7	Type of vessel:	BULK CARRIER	
1.8	Type of hull:	DOUBLED SKIN , SINGLE DECK	
Ownership and Operation			
1.9	Registered owner - Full style:	Precious Comets Limited 8/27-28 North Sathorn Rd, Silom District, Bangkok, Thailand 10500	
1.1	Parent company/group to which the owner belongs - Full style:	Precious Shipping Public Company Limited, Bangkok, Thailand Email: postfix@preciousshipping.com	
1.11	Technical operator - Full style:	Great Circle Shipping Agency Ltd. 10th Floor Cathay House, 8/35 North Sathorn Rd, Bangkok, Thailand 10500 Email: gcship@preciousshipping.com	
1.12	Commercial operator - Full style:	Precious Shipping Public Company Limited, Bangkok, Thailand Email: postfix@preciousshipping.com	
1.13	Disponent owner - Full style:	MAIN CHRTR: ULTRABULK CARGO SERVICES GMBH PRINZENPARK 5. ETAGE, PRINZENALLEE 7 DUSSELDORF 40549	
1.14	Does disponent owner have vessel on time charter or bareboat:	Time Charter	
1.15	Since when vessel has been under Disponent owner:	06/12/2023	
1.16	Number of vessels in disponent owner's fleet:	N.A.	
Builder			
1.17	Builder (where built) / Yard number:	Visakhapatnam, India	VC11137
1.18	Date delivered (built):	05/02/2011	
Classification			
1.19	Classification society:	NIPPON KAIJI KYOKAI	
1.20	Class notation:	NS / MNS (BC-A, BC-XII) (ESP) (IWS) (IHM) (Strengthened for heavy cargo loading where hold nos. 2,4 or no.3 may be empty)	
1.21	If Classification society changed, name of previous society:	LLOYD REGISTER	
1.22	If Classification society changed, date of change:	17-Apr-23	
1.23	Date and place of last dry dock:	14-Mar-21	Shanhaiguan, China
1.24	Date next dry dock is due:	Mar-24	
1.25	Date of last special survey / next survey due:	14/03/2021	04/02/2026
1.26	Date of last annual survey / next survey due:	25/01/2023	24/01/2024
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):	190.00 m.	
1.3	Length Between Perpendiculars (LBP):	183.05 m.	
1.31	Extreme breadth (Beam):	32.26 m.	
1.32	Moulded depth:	17.50 m.	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	45.565 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: Draft: F4.80m / A 6.07m (ballast holds not flooded, basis 50% bunkers)	15.10 mtr	14.46 mtr
	Full ballast condition: Draft: F7.83m / A 8.24m	12.07 mtr	11.66 mtr

	(ballast holds flooded, basis 50% bunkers)	12.07 mtr	11.07 mtr	11.00 mtr
	Fully laden condition: Draft:F11.97m /A11.97m	7.2 mtr	7.2 mtr	7.2 mtr
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):		20.79 mtr	20.79 mtr
Tonnages				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):		32661	18210
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):		33,174.86	29,805.40
1.38	Panama Canal Net Tonnage (PCNT):		27078	
Loadline Information				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	53833 MT	12.623 m	57.32
	Winter:	52328 MT	12.360 m	57.15
	Winter North Atlantic:	-	-	-
	Fresh water:	53836 MT	12.907 m	57.4
	Tropical:	55342 MT	12.886 m	57.4
	Tropical fresh water:	55312 MT	13.17 m	57.56
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers) (about)	18732 MT	6.27 m	52.55
	Lightship: Draft : F0.72m / A4.67m	Displacement : 11251.4 MT	4.67 m	48.2
	FWA at summer draft:		284 mm	
	TPC on summer draft		57.32	
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):		48,986.32 MT	
	If yes, is Panama deadweight all told affected by vessel's bilge turn radius?		TBA	
1.41	Transit of Suez Canal?		Yes	
1.42	Transit of St. Lawrence Seaway?		No, vessel is not strengthened for Ice navigation.	
	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: NO Grounding: NO Casualty: NO Collision: NO		
1.44	Voyage History			
	Voy#	Charterer	Cargo	Load-Discharge Ports
	Last:	ULTRABULK CARGO SERVICES GMBH	50500 MT, WHEAT IN BULK	CONSTANZA, ROMANIA - PYEONGTEK, KOREA
	2 nd :	OLDENDORFF CARRIERS GmbH & Co. KG,	25,427.915 MT, STEEL SCRAP	MONTOIR & BORDEAUX FRANCE - NEMRUT BAY TURKIYE
	3 rd :	PANOCEAN	29,735.26 MT, STEEL PRODUCT	OITA, JAPAN, PYEONGTAEK, KOREA - BILBAO, SPAIN, ANTWERP, BELGIUM, GDYNIA, POLAND
	4 th :	BAINBRIDGE NAVIGATION DMMC	51,400 MT, SALT	KANDLA, INDIA - INCHEON, KOREA
	5 th :	TRAFIGURA MARITIME LOGISTICS PTE LTD	40,965 MT, COKING COAL	BALTIMORE, USA - KANDLA, INDIA
1.45	Specify the security level at which the ship is currently operating (ISSC):			1

2	CERTIFICATION	Issued	Last Annual	Expires
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2.1	Safety Equipment Certificate:	15/12/2023		04/02/2026
2.2	Safety Radio Certificate:	05/06/2023		04/02/2026
2.3	Safety Construction Certificate:	05/06/2023		04/02/2026
2.4	Loadline Certificate:	05/06/2023		04/02/2026
2.5	Safety Management Certificate (SMC):	29/08/2023		23/09/2028
2.6	Document of Compliance (DOC):	04/11/2020	10/10/2022	19/11/2025
2.7	Cargo Gear survey:	14/03/2021	25/01/2023	13/03/2026
2.8	Cargo securing manual:	19/09/2011	09/05/2013	
2.9	International Oil Pollution Prevention Certificate (IOPPC):	05/06/2023		04/02/2026
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	12/12/2023	N/A	11/06/2024
2.11	USCG COFR:	28/02/2022	N/A	28/02/2025
2.12	International Ship Security Certificate (ISSC):	29/08/2023		23/09/2028

3 CREW MANAGEMENT				
3.1	Number of Officers: (including Master)	12		
3.2	Number of crew:	12		
3.3	Name and nationality of Master:	CAPT. SARAYUT ORUNRUK / 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	CLASS NK	
4.3	Safety Management (SMC) certificate number / issuing authority:	23FK-M012800SMC	CLASS NK	
	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)):	ISO9001:2008		

5 CARGO ARRANGEMENTS				
Holds				
5.1	Number of holds:	5		
5.2	Hold dimensions: L x B x H	HOLD #1: L: 29.6 m x B: (fwd : 8.7 m , aft : 25.6 m) x H: 17.775 m. HOLD #2: L: 26.4 m x B: (fwd : 25.6 m , aft : 25.6 m) x H: 18.075m. HOLD #3: L: 26.4 m x B: (fwd : 25.6 m , aft : 25.6 m) x H: 18.075m. HOLD #4: L: 26.4 m x B: (fwd : 25.6 m , aft : 25.6 m) x H: 18.075m. HOLD #5: L: 29.6 m x B: (fwd : 25.6 m , aft : 7.2 m) x H: 18.075m.		
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:	12,437.90 CBM/ 439,240.33 CFT	12,319.00 CBM	
	Hold #2:	13,395.30 CBM/ 473,050.60 CFT	13,136.00 CBM	
	Hold #3:	13,396.90 CBM/ 473,107.10 CFT	13,138.00 CBM	
	Hold #4:	13,395.20 CBM/ 473,047.07 CFT	13,136.00 CBM	
	Hold #5:	13,319.70 CBM/ 470,380.81 CFT	13,147.00 CBM	
	Total:	65,945.00 CBM/ 2,328,825.91CFT	64,876.00 CBM	
5.5	Is vessel strengthened for the carriage of heavy cargoes?	Yes		
5.6	If yes, state which holds may be left empty:	No.2 and No.4 or No.3 hold may be left empty with cargo in other holds of maximum density 1.35t/m ³		
5.7	Is tanktop steel suitable for grab discharge?	Yes		
5.8	State whether bulkhead corrugations are vertical or horizontal:	Vertical corrugation for the Fwd and Aft bulkheads.		
5.9	Tanktop strength:	Heavy uniform load of 25 mt/m ² and steel coils (2 tier 25MT each) with 3 layers of dunnage.		

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:	Hold side
	Forward bulkhead?	Void space slopes on top part and DB tank's hopper at lower part at of corrugated bulkhead.
	Aft bulkhead?	Void space slopes on top part and DB tank's hopper at lower part at of corrugated bulkhead.
5.15	Can vessel's holds be described as box shaped?	No, Double hull vessel with side hopper
5.16	Measurement of any tank slopes/hoppering: (height and distance from vessel's side at tank top)	WT Ballast Water tank slopes H: 3.75 m. / D: 2.13 m. DBT hopping Aft – BH H: 3.75 m. / D: 0.80 m.
5.17	Flat floor measurement of cargo holds at tank top: L x W	HOLD #1: L : 29.6 m x B : (fwd : 8.7 m , aft : 25.6 m) x H : 17.775 m. HOLD #2: L : 26.4 m x B : (fwd : 25.6 m , aft : 25.6 m) x H : 18.075m. HOLD #3: L : 26.4 m x B : (fwd : 25.6 m , aft : 25.6 m) x H : 18.075m. HOLD #4: L : 26.4 m x B : (fwd : 25.6 m , aft : 25.6 m) x H : 18.075m. HOLD #5: L : 29.6 m x B : (fwd : 25.6 m , aft : 7.2 m) x H : 18.075m.
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:	Abrasive Resistant/Cargo hold coating (Certified Food contact – Carriage of Grain / FDA Complaint)
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:	TTS, Transfolding Electro-hydraulic type
5.24	Hatch dimensions: (Length X Breadth)	No.1 Hatch: 19.20 m x 20.80 m No.2 Hatch: 21.60 m x 22.40 m No.3 Hatch: 21.60 m x 22.40 m No.4 Hatch: 21.60 m x 22.40 m No.5 Hatch: 21.60 m x 22.40 m
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	135.7 m
5.26	Strength of hatch covers:	2.5 MT/m ²
5.27	Number, diameter and location of cement holes	Cement feeding hole diam. 800mm / Grain feeding hole diam. 600 mm., each on fwd & aft panels (P/S)
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):	Minimum width from ship's rail to No.1 hatch coaming each side: 3.56 m. & 4.91 m. Minimum width from ship's rail to No.2 hatch coaming each side: 4.91 m. (near & far) Minimum width from ship's rail to No.3 hatch coaming each side: 4.94 m. (near & far) Minimum width from ship's rail to No.4 hatch coaming each side: 4.94 m. (near & far) Minimum width from ship's rail to No.5 hatch coaming each side: 4.94 m. (near & far)
5.29	Distance from bow to fore of 1 st hold opening:	18.00 m.
5.3	Distance from stern to aft of last hold opening:	36.65 m.
5.31	State deck strength:	Main deck : 4.5 mt/sqm Hatch covers : 2.5 mt/sqm

Ballast

5.32	Capacity of ballast tanks (100%):	18114.7 cbm
5.33	Ballast holds capacity, state which hold(s):	13396.95 m3 (No.3 Hold)
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	18 hrs / 1000 MT per hr / 24 hrs / 900 MT per hr
5.35		
5.36	Unpumpable quantity:	ABT 200-250 MT

6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)

6.1	If geared state make and type:	IHI Electro Hydraulic WM / H 360200-280B
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6.2	Number/location of derricks / cranes:	4 cranes x 36MT/ between 1&2, 2&3, 3&4, 4&5		
6.3	Maximum outreach of gear beyond ships rail	11.8 mtr		
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	11.8 mtr		
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:	75 sec		
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Grab	20 m/ min	
6.8	Luffing time of gear:	66 sec		
6.9	Slewing time of gear:	0.8 rev / min		
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, 4 grabs		
	Type:	SMAG Electro-hyd, MZGL 14000-6B		
	Weight:	When empty 9.08 MT, Tare Weight 8.95MT		
	Lifting Capacity:	18.8MT 6.5-14 CBM		
	Power source of grabs:	400/440V	50/60Hz	
	Location of power source:	Ship's generators / plug-in		
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?	No		
	If yes, state number, type and height of stanchions/sockets, if on board:	-		
6.16	Is vessel log racks fitted?	N.A.		
6.17	Timber Loadline (if applicable)	Deadweight	Draft	TPC
	Summer:	-	-	-
	Winter:	-	-	-
	Winter-North Atlantic:	-	-	-
	Fresh water:	-	-	-
	Tropical:	-	-	-
	Tropical-fresh-water:	-	-	-

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:	DIESEL-UNITED WARTSILA 6RT-flex50	
8.3	BHP / RPM of main engine at MCR:	100%	12707 124RPM
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	10800 124RPM
8.5	GENERATORS :	3 Nos, Wartsila Type: 645W4L20	
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 (LSIFO + HSIFO; excluding unpumpables):	IFO: 1300MT (90%), MGO: 470MT(90%)	
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 (LSMGO + HSMGO; excluding un-pumpables):	INCLUDED IN M/E TANKS	
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:	HSCW	
9.2	Vessel's INMARSAT – C number:	456700616, 456700599	
9.3	Vessel's telephone number:	VSAT: +6628449514 / FBB: +870 773261651	
9.4	Vessel's fax number:		
9.5	Vessel's email address:	wariyanaree@speedmailplus.com	
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	567274000	
9.7	Vessel's onboard electrical supply (V / Hz):	440V and 220V / 60Hz	
Constants/Fresh Water			
9.8	Constants excluding fresh water:	About 500 MT	
9.9	Daily freshwater consumption:	8-10 Tons	
9.1	Fresh water capacity:	239.1 MT	
9.11	State daily production of evaporator:	About 12 MT	
9.12	Normal fresh water reserve:	150 MT	
Insurance			
9.13	P & I Club - Full style:	The Swedish club	
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	
Vetting			
9.17	Is the vessel RIGHTSHIP approved:	Yes	
9.18	Date/Place of last RIGHTSHIP Inspection:	11/02/2022 at Chattogram, Bangladesh	
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9.19	Date and place of last Port State Control inspection:	16/10/2023 AT BILBAO, SPAIN	
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.	N.A.	

10 SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES	
10.1	