

## THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

<b>1 GENERAL INFORMATION</b>				
1.1	Date updated:	31/12/2023		
1.2	Vessel's name:	M.V. MAYUREE NAREE		
1.3	IMO number:	9323649		
1.4	Vessel's previous name(s) and date(s) of change:	M.V. GOOD PRINCESS /23 MAR 2012		
1.5	Flag:	THAILAND		
1.6	Port of Registry:	BANGKOK		
1.7	Type of vessel:	BULK CARRIER		
1.8	Type of hull:	DOUBLE HULLED, SINGLE DECK		
<b>Ownership and Operation</b>				
1.9	Registered owner - Full style:	Precious Flowers 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 PCL, BANGKOK PIC: Capt. Raju Joseph Karukapally TEL:+662 696 8809, MOB:+66 85 4890083 E- MAIL: postfix@preciousshipping.com		
1.13	Disponent owner - Full style:	DE CHENG MARITIME PTE LTD		
1.14	Does disponent owner have vessel on time charter or bareboat:	A TRIP TIME CHARTER		
1.15	Since when vessel has been under Disponent owner:	27/10/2023		
1.16	Number of vessels in disponent owner's fleet:	N/A		
<b>Builder</b>				
1.17	Builder (where built) / Yard number:	HINDUSTAN SHIPYARD LTD. VISAKHAPATNAM, INDIA	NO. 11116	
1.18	Date delivered (built):	23/01/2008		
<b>Classification</b>				
1.19	Classification society:	AMERICAN BUREAU OF SHIPPING		
1.2	Class notation:	*A1, BulkCarrier, BC-A Holds 2 & 4 may be empty, ESP, (E), *AMS, SH, SHCM		
1.21	If Classification society changed, name of previous society:	IRS (Indian Registry of Shipping)		
1.22	If Classification society changed, date of change:	23-Mar-12		
1.23	Date and place of last dry dock:	SHANGHAIGUAN SHIPYARD	27-Dec-22	
1.24	Date next dry dock is due:	26-Jun-25		
1.25	Date of last special survey / next survey due:	27-Dec-22	22-Jan-28	
1.26	Date of last annual survey / next survey due:	21-Nov-23	22-Jan-25	
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?	NO		
	Has this compliance been verified by the classification society?	NO		
<b>Dimensions</b>				
1.29	Length Over All (LOA):	178.7		
1.3	Length Between Perpendiculars (LBP):	170		
1.31	Extreme breadth (Beam):	28		
1.32	Moulded depth:	14		
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	43.65		
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 4.67 A6.54 (ballast holds not flooded, basis 50% bunkers)	10.98	10.6	9.98
	Full ballast condition: F 7.96 A 8.05 (ballast holds flooded, basis 50% bunkers)	8	8	8
	Fully laden condition: 9.72 Evenkeel	6.3	6.3	6.3
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	15.86	15.86	15.86
<b>Tonnages</b>				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	19891	10297	
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):	20646.11	18299.12	
1.38	Panama Canal Net Tonnage (PCNT):	16608		
<b>Loadline Information</b>				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	30196.8	9.7235	43.4
	Winter:	28936.2	9.5215	43.2
	Winter North Atlantic:	-	-	-
	Fresh water:	31069.2	9.9375	43.6
	Tropical:	31064	9.9255	43.6
	Tropical fresh water:	31944.7	10.1415	43.8
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers ) (about)	12116.6	5.665	39.1
	Lightship: Draft: FWD 0.66 M./ AFT 4.07 M. Displacement : 7964.8 mt		2.365	38.1

	FWA at summer draft:	214 mm.
	TPC on summer draft	43.4
<b>Is vessel fitted for:</b>		
1.4	Transit of Panama Canal?	YES
	If yes, state deadweight all told on 39ft 6in / 12.039m (SG 0.9954):	31944.7 at Draft 10.145 Tropical FW
	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
	If yes, state deadweight all told on 26ft / 7.92m fresh water:	N/A
<b>Recent Operational History</b>		
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	<b>Voyage History</b>	
	Voy#	Charterer
	Cargo	Load-Discharge Ports
	Last:	DE CHENG MARITIME PTE LTD
		SLAG POWDER IN BULK (GGBFS)
		JINGTANG - JURONG
	2 <sup>nd</sup> :	CARGILL OCEAN TRANSPORTATION, SINGAPORE, PTE LTD
		ALUMINA IN BULK
		KWINANA - PANJIN
	3 <sup>rd</sup> :	DE CHENG MARITIME PTE LTD
		SLAG POWDER IN BULK (GGBFS)
		JINGTANG - JURONG
	4 <sup>th</sup> :	DAMPSKIBSSELSKABET NORDEN A/S
		RAW SUGAR IN BULK
		TOWNSVILLE - PYEONGTAEK
	5 <sup>th</sup> :	DAMPSKIBSSELSKABET NORDEN A/S
		STEEL PRODUCTS
		GEELONG - NEWCASTLE/BRISBANE
1.45	Specify the security level at which the ship is currently operating (ISSC):	<b>MARSEC LEVEL - 1</b>

2	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate:	27/12/2022	06/11/2023	22/01/2028
2.2	Safety Radio Certificate:	27/12/2022	06/11/2023	22/01/2028
2.3	Safety Construction Certificate:	27/12/2022	21/11/2023	22/01/2028
2.4	Loadline Certificate:	27/12/2022	21/11/2023	22/01/2028
2.5	Safety Management Certificate (SMC):	10/07/2022	10/07/2022	26/09/2027
2.6	Document of Compliance (DOC): D187155-071221F-MLT	04/11/2020	09/10/2023	19/11/2025
2.7	Cargo Gear survey:	27/12/2022	06/11/2023	22/01/2028
2.8	Cargo securing manual:	22/05/2012	-	-
2.9	International Oil Pollution Prevention Certificate (IOPPC):	27/12/2022	06/11/2023	22/01/2028
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	02/10/2023	-	02/04/2024
2.11	USCG COFR:	02/05/2021	-	02/05/2024
2.12	International Ship Security Certificate (ISSC):	10/07/2022	10/07/2022	26/09/2027

3	CREW MANAGEMENT
3.1	Number of Officers: (including Master)
	13
3.2	Number of crew:
	12
3.3	Name and nationality of Master:
	CAPT.AMNART HOMSUDDCHA / THAI
3.4	Nationality of Officers:
	13 - THAI
3.5	Nationality of crew:
	12 - 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 NNK
4.3	Safety Management (SMC) certificate number / issuing authority:
	22RJ-M0073SMC NNK
	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)):
	ISO 9002(GREAT CIRCLE SHIPPING)

5	CARGO ARRANGEMENTS
<b>Holds</b>	
5.1	Number of holds:
	5
5.2	Hold dimensions: L x B x H
	H #1: L: 26.4 m x B: ( fwd : 1.6 m, aft : 19.6 m ) x H: 14.3 m. H #2: L: 25.6 m x B: ( fwd : 20.0 m, aft : 22.4 m ) x H: 14.3 m. H #3: L: 27.2 m x B: ( fwd : 22.4 m, aft : 22.4 m ) x H: 14.3 m. H #4: L: 26.4 m x B: ( fwd : 22.4 m, aft : 22.4 m ) x H: 14.3 m. H #5: L: 27.2 m x B: ( fwd : 22.4 m, aft : 6.4 m ) x H: 14.3 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 Excluding H.Coaming
	Hold #1: 6064.4 5692.0
	Hold #2: 8665.9 8014.0

	Hold #3:	9189.7	8531.9
	Hold #4:	8944.1	8293.8
	Hold #5:	8110.8	7460.1
	Total:	40983.9	37991.9
5.5	Is vessel strengthened for the carriage of heavy cargoes?	YES	
5.6	If yes, state which holds may be left empty:	HOLD NO. 2 & 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:	20 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:	HOLD SIDE	
	Forward bulkhead?	NO	
	Aft bulkhead?	NO	
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)	H 1.5 X W 1.4	
5.17	Flat floor measurement of cargo holds at tank top: L x W	H #1: L: 26.4 m x B: ( fwd : 1.6 m, aft : 19.6 m)	
5.18	Are vessel's holds electrically ventilated?	ONLY HOLD NO. 3	
	If yes, state number of air-changes per hour basis empty holds:	18800 M3 /HR	
5.19	Type of hold paint:	EPOXY PAINT	
5.2	Is vessel fitted for carriage of grain in accordance with Chapter V 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 WHEN LOADED AS PER GRAIN LOADING MANUAL ON BOARD	
5.21	Is the vessel fitted with A60 Steel Bulkhead?	YES	
<b>Deck and Hatches</b>			
5.22	Number of hatches:	5	
5.23	Make and type of hatch covers:	SEOHAE MARINE SYSTEM, FOLDING TYPE OPENING BY ELECTRO HYDRAULIC	
5.24	Hatch dimensions: (Length X Breadth)	No.1 Hatch: 16.6 m x 15.0 m No.2 Hatch: 20.8 m x 21.0 m No.3 Hatch: 20.8 m x 21.0 m No.4 Hatch: 20.8 m x 21.0 m No.5 Hatch: 20.8 m x 21.0 m	
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	128.0 M.	
5.26	Strength of hatch covers:	NO. 1 - 4.76 / NO. 2 - 3.6 / NOS 3,4,5 - 3.5	
5.27	Number, diameter and location of cement holes	4 NOS/HOLD, DIA 800 MM	
5.28	Distance from ship's rail to rear and fore edge of hatch covers/coaming rear and fore (please advise the minimum width clear of any obstruction for each hold):	AS PER ATTACH PLAN	
5.29	Distance from bow to fore of 1 <sup>st</sup> hold opening:	17.5 M	
5.3	Distance from stern to aft of last hold opening:	32.8 M	
5.31	State deck strength:	4.1 - Outside line of Hatch 2.5 - Inside line of hatch	
<b>Ballast</b>			
5.32	Capacity of ballast tanks (100%):	11329.2	
5.33	Ballast holds capacity, state which hold(s):	9189.7 M3 / HOLD NO. 3	
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	12 Hrs /1400 Cu/Hrs(2 Pump)	
5.35			
5.36	Unpumpable quantity:	Abt 100 MT	
<b>6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)</b>			
6.1	If geared state make and type:	CRANES4 X TSUJI ELECTRO HYDRAULIC, TYPE - HDSS 3026	
6.2	Number/location of derricks/ cranes:	4 cranes / between cargo hold, center line	
6.3	Maximum outreach of gear beyond ships rail	ABOUT 13.3 M	
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	ABOUT 12.0 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:	ABOUT 4 MINS SUB TO THE HEIGHT OF THE CARGO, DIST FROM THE HOLD, TYPE OF OPERATION, QUALITY OF THE OPERATIONS ETC.	
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Grab	ABT 21 MT/MIN
6.8	Luffing time of gear:	ABT 55 SEC	
6.9	Slewing time of gear:	ABT 0.63 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:	N/A	
	Type:	N/A	
	Weight:	N/A	
	Lifting Capacity:	N/A	
	Power source of grabs:		
	Location of power source:	N/A	
6.13	Does vessel have enough power to run 4 cranes and 4 shore grabs (if applicable). If not pls state how many?	N/A	
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:	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:	**	**	**

<b>7</b>				
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:	**		

<b>8</b>	<b>ENGINE ROOM, SPEED AND CONSUMPTION</b>			
8.1	Is vessel fitted with a shaft generator?	NO		
<b>Engine Room</b>				
8.2	Engine make/model and type:	STX TYPE -6S42MC-MK VII		
8.3	BHP / RPM of main engine at MCR:	100%	8476	130.8
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	7197	123.9
8.5	GENERATORS :	3 X YANMAR TYPE - 6N18(A) LEV		
<b>Fuel</b>				
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 (HSIFO; excluding unpumpables):	1363.56 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 (LSMGO; excluding unpumpables):	428.20 M3		
<b>Speed</b>				
8.7	Ballast:	ABT	AS PER VESSEL DESCRIPTION	
	Laden:	ABT		
<b>Consumptions</b>				
8.8	Passage		Main	Aux
	Ballast:	ABT	AS PER VESSEL DESCRIPTION	
	Laden:	ABT		
8.9	In Port			
	Working:			
	Idle:			
	Other (specify):	ABT		

<b>9</b>	<b>MISCELLANEOUS</b>			
<b>Communications and Electronics</b>				
9.1	Call sign:	HSGM		
9.2	Vessel's INMARSAT – C number:	456700496 / 456700726		
9.3	Vessel's telephone number:	870773223216		
9.4	Vessel's fax number:	N/A		
9.5	Vessel's email address:	<a href="mailto:mayureenaree@speedmailplus.com">mayureenaree@speedmailplus.com</a>		
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	567461000		
9.7	Vessel's onboard electrical supply (V / Hz):	440V and 220V / 60Hz		
<b>Constants/Fresh Water</b>				
9.8	Constants excluding fresh water:	About 350 MT		
9.9	Daily freshwater consumption:	8-10 Tons		
9.1	Fresh water capacity:	217.8 MT		
9.11	State daily production of evaporator:	About 8-10 MT		
9.12	Normal fresh water reserve:	150 -200 MT		
<b>Insurance</b>				
9.13	P & I Club - Full style:	SWEDISH CLUB		
9.14	P & I Club coverage:	AS PER P&I RULES		
9.15	Where is the owners hull and machinery placed:	SWEDISH CLUB		
9.16	Hull & Machinery insured value:	AS PER VESSEL DESCRIPTION		
<b>Vetting</b>				
9.17	Is the vessel RIGHTSHIP approved:	YES		
9.18	Date/Place of last RIGHTSHIP Inspection:	28 JUNE 2023 / BUENAVENTURA, COLOMBIA		
<b>Port State Control</b>				
9.19	Date and place of last Port State Control inspection:	13 SEPT 2023 / BURNIE, AUSTRALIA		
9.2	Has the vessel been detained by Port State Control in the last 12 months?	YES		

	Any outstanding deficiencies as reported by any Port State Control. If yes, provide details:	CORRECTIVE ACTION TAKEN ON THE ISM SYSTEM BY THE COMPANY IS REQUIRED WITHIN 3 MONTHS
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

<b>10</b>	<b>SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES</b>
10.1	