

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

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| 1 GENERAL INFORMATION | | | | |
| 1.1 | Date updated: | 30/10/2020 | | |
| 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 | | |
| Ownership and Operation | | | | |
| 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: qcship@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: | | | |
| 1.14 | Does disponent owner have vessel on time charter or bareboat: | NO | | |
| 1.15 | Since when vessel has been under Disponent owner: | 22/07/2020 | | |
| 1.16 | Number of vessels in disponent owner's fleet: | N/A | | |
| Builder | | | | |
| 1.17 | Builder (where built) / Yard number: | HINDUSTAN SHIPYARD LTD. VISAKHAPATNAM, INDIA | NO. 11116 | |
| 1.18 | Date delivered (built): | 23/01/2008 | | |
| Classification | | | | |
| 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: | ZHOUSHAN LONGSHAN SHIPYARD, CHINA | 11-Nov-17 | |
| 1.24 | Date next dry dock is due: | 06-Nov-20 | | |
| 1.25 | Date of last special survey / next survey due: | 11-Nov-17 | 22-Jan-23 | |
| 1.26 | Date of last annual survey / next survey due: | 08-Mar-20 | 23-Dec-20 | |
| 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 | | |
| Dimensions | | | | |
| 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 |
| Tonnages | | | | |
| 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 | | |
| Loadline Information | | | | |

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|------|--|------------|---------|------|
| 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 | |

Is vessel fitted for:

| | | |
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| 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 |

Recent Operational History

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| 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 |
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1.44 Voyage History

| Voy# | Charterer | Cargo | Load-Discharge Ports |
|-------------------|---|-----------------|--------------------------------------|
| Last: | ORIENTAL BULK SHIPPING PTE LTD., SINGAPORE | IRON ORE FINES | Koh Sichang - Luoyuan |
| 2 nd : | CARGILL OCEAN TRANSPORTATION (SINGAPORE) PTE., LTD. | BULK BARLEY | Kwinana/Albany - Koh Sichang |
| 3 rd : | ASAN MERCHANT MARINE | STEEL PRODUCTS | Dangjin/Incheon - SE Asea |
| 4 th : | Propel Shipping, Singapore (ACT Infraport Ltd., as managing agents for Propel Shipping) | STEEL BILLETS | Visakhapatnam - China (Zhangjiagang) |
| 5 th : | DELTA CORP SHIPPING PTE LTD, SINGAPORE | ALUMINA IN BULK | GO DAU - SAMALAJU |

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| 1.45 | Specify the security level at which the ship is currently operating (ISSC): | MARSEC LEVEL - 1 |
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| 2 | CERTIFICATION | Issued | Last Annual | Expires |
|------|---|------------|-------------|------------|
| 2.1 | Safety Equipment Certificate: | 17/12/2017 | 24/12/2019 | 22/01/2023 |
| 2.2 | Safety Radio Certificate: | 11/11/2017 | 08/12/2019 | 22/01/2023 |
| 2.3 | Safety Construction Certificate: | 24/12/2019 | | 22/01/2023 |
| 2.4 | Loadline Certificate: | 11/11/2017 | 07/03/2019 | 22/01/2023 |
| 2.5 | Safety Management Certificate (SMC): | 12/10/2017 | 01/08/2020 | 25/09/2022 |
| 2.6 | Document of Compliance (DOC): D187155-071221F-MLT | 30/10/2015 | 13/11/2019 | 19/11/2020 |
| 2.7 | Cargo Gear survey: | 11/11/2017 | 08/12/2019 | 22/01/2023 |
| 2.8 | Cargo securing manual: | 22/05/2012 | - | - |
| 2.9 | International Oil Pollution Prevention Certificate (IOPPC): | 16/01/2020 | - | 22/01/2023 |
| 2.1 | Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate | 17/09/2020 | - | 17/03/2021 |
| 2.11 | USCG COFR: | 03/05/2015 | - | 03/05/2021 |
| 2.12 | International Ship Security Certificate (ISSC): | 13/10/2017 | 01/08/2020 | 26/09/2022 |

| 3 | CREW MANAGEMENT | |
|-----|--|------------------------------|
| 3.1 | Number of Officers: (including Master) | 12 |
| 3.2 | Number of crew: | 10 |
| 3.3 | Name and nationality of Master: | CAPT.RUNGROD BOONPLUM / THAI |
| 3.4 | Nationality of Officers: | 12 - THAI |

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| 3.5 | Nationality of crew: | 9 THAI & 1 INDIAN |
| 3.6 | What is the common working language onboard: | ENGLISH |
| 3.7 | Do officers speak and understand English? | YES |

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| 4 SAFETY MANAGEMENT | | |
| 4.1 | Is the vessel ISM certified? | YES |
| 4.2 | Document of Compliance (DOC) certificate number / issuing authority: | 15HO-2095THADOC NNK |
| 4.3 | Safety Management (SMC) certificate number / issuing authority: | 17HO-1937SMC 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) |

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| 5 CARGO ARRANGEMENTS | | |
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| Holds | | |
| 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) H #2: L: 25.6 m x B: (fwd : 20.0 m, aft : 22.4 m) H #3: L: 27.2 m x B: (fwd : 22.4 m, aft : 22.4 m) H #4: L: 26.4 m x B: (fwd : 22.4 m, aft : 22.4 m) H #5: L: 27.2 m x B: (fwd : 22.4 m, aft : 6.4 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 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 WHEN LOADED AS PER GRAIN LOADING MANUAL ON BOARD |
| 5.21 | Is the vessel fitted with A60 Steel Bulkhead? | YES |

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| Deck and Hatches | | |
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| 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 near and far edge of hatch covers/coaming near and far (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 st hold opening: | 17.5 M |
| 5.3 | Distance from stern to aft of last hold opening: | 32.8 M |

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| 5.31 | State deck strength: | 4.1 - Outside line of Hatch 2.5 - Inside line of hatch |
| Ballast | | |
| 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 |

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| 6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE) | | | |
| 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 | |
| 6.10 | 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 |
| | Summer: | ** | ** |
| | Winter: | ** | ** |
| | Winter North Atlantic: | ** | ** |
| | Fresh water: | ** | ** |
| | Tropical: | ** | ** |
| | Tropical fresh water: | ** | ** |

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| 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: | ** | |

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| 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: | 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 | |
| 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 (HSIFO; excluding unpumpables): | 1363.56 M3 | |

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| 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 | |
| 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): | ABT | |
| 9 MISCELLANEOUS | | | |
| Communications and Electronics | | | |
| 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: | vessel@preciousshopping.com, Subject: Mayuree Naree | |
| 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 | |
| Constants/Fresh Water | | | |
| 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 | |
| Insurance | | | |
| 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 | |
| Vetting | | | |
| 9.17 | Is the vessel RIGHTSHIP approved: | YES | |
| 9.18 | Date/Place of last RIGHTSHIP Inspection: | N/A | |
| Port State Control | | | |
| 9.19 | Date and place of last Port State Control inspection: | 05/08/2020, Pyeongtaek (Dangjin) | |
| 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 | | | |