

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

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|--------------------------------|---|--|---------------|
| 1 GENERAL INFORMATION | | | |
| 1.1 | Date updated: | 31/12/2023 | |
| 1.2 | Vessel's name: | CHAYANEE NAREE | |
| 1.3 | IMO number: | IMO 9613434 | |
| 1.4 | Vessel's previous name(s) and date(s) of change: | N.A. | |
| 1.5 | Flag: | SINGAPORE | |
| 1.6 | Port of Registry: | SINGAPORE | |
| 1.7 | Type of vessel: | STEEL BULK CARRIER | |
| 1.8 | Type of hull: | SINGLE HULL | |
| Ownership and Operation | | | |
| 1.9 | Registered owner - Full style: | PRECIOUS VISIONS PTE LTD 20 MCCALLUM STREET, 19-01 TOKIO MARINE CENTRE, SINGAPORE 069046 | |
| 1.1 | Parent company/group to which the owner belongs - Full style: | PRECIOUS SHIPPING PUBLIC COMPANY LIMITED., 7th FLOOR, CATHAY HOUSE 8/35 NORTH SATHON ROAD, BANGKOK 10500, THAILAND | |
| 1.11 | Technical operator - Full style: | GREAT CIRCLE SHIPPING AGENCY LTD. 10th FLOOR, CATHAY HOUSE 8/35 NORTH SATHON ROAD, BANGKOK 10500, THAILAND | |
| 1.12 | Commercial operator - Full style: | PRECIOUS SHIPPING PUBLIC COMPANY LIMITED., 7th FLOOR, CATHAY HOUSE 8/35 NORTH SATHON ROAD, BANGKOK 10500, THAILAND | |
| 1.13 | Disponent owner - Full style: | INTERGIS CO, LTD. 14TH FL (FERRUM TOWER SUHA-DONG) 19, EULI-RO 5-GIL, JUNG-GU, SEOUL, KOREA | |
| 1.14 | Does disponent owner have vessel on time charter or bareboat: | TIME CHARTER | |
| 1.15 | Since when vessel has been under Disponent owner: | 18-Oct-22 | |
| 1.16 | Number of vessels in disponent owner's fleet: | NA | |
| Builder | | | |
| 1.17 | Builder (where built) / Yard number: | YANGZHOU GUOYU | GY809 |
| 1.18 | Date delivered (built): | 22-Oct-12 | |
| Classification | | | |
| 1.19 | Classification society: | BUREAU VERITAS | |
| 1.2 | Class notation: | BULK CARRIER CSR BC-A(HOLDS 2 ,4 MAY BE EMPTY) ESP GRAB | |
| 1.21 | If Classification society changed, name of previous society: | NA | |
| 1.22 | If Classification society changed, date of change: | NA | |
| 1.23 | Date and place of last dry dock: | 04-Sep-22 | SHANGSHAIGUAN |
| 1.24 | Date next dry dock is due: | 01-Apr-25 | |
| 1.25 | Date of last special survey / next survey due: | NA | NA |
| 1.26 | Date of last annual survey / next survey due: | 22-Aug-23 | 20-Aug-24 |
| 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): | 189.99 | |
| 1.3 | Length Between Perpendiculars (LBP): | 185 | |
| 1.31 | Extreme breadth (Beam): | 32.26 | |
| 1.32 | Moulded depth: | 18 | |
| 1.33 | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): | 45.86 | |
| 1.34 | Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches | No1. Hatch | Midships |
| | Ballast condition: F4.75m / A 6.50m (ballast holds not flooded, basis 50% bunkers) | 16.59 M | 14.64 M |

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| | Full ballast condition: F7.31m / A 8.69m (ballast holds flooded, basis 50% bunkers) | 14.03 M | 13.24 M | 12.45 M |
| | Fully laden condition: F12.80/ M12.80/ A12.80 | 8.54 M | 8.44 M | 8.34 M |
| 1.35 | Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches): | 21.34 M | 21.24 M | 21.14 M |
| Tonnages | | | | |
| 1.36 | Gross Tonnage (GT) / Net Registered Tonnage (NRT): | GRT 33032 | NRT 19231 | |
| 1.37 | Suez Canal Tonnage – Gross (SCGT) / Net (SCNT): | 33919.94 | 31020.76 | |
| 1.38 | Panama Canal Net Tonnage (PCNT): | 27380 | | |
| Loadline Information | | | | |
| 1.39 | Loadline | Deadweight | Draft | TPC |
| | Summer: | 56547.9 | 12.8 | 58.8 |
| | Winter: | 54977.2 | 12.533 | 58.7 |
| | Winter North Atlantic: | NA | NA | NA |
| | Fresh water: | 56547.9 | 13.088 | 58.9 |
| | Tropical: | 58121.2 | 13.067 | 58.9 |
| | Tropical fresh water: | 58121.2 | 13.355 | 59.05 |
| | Full Ballast condition: Draft: F5.16m / A6.17m (ballast holds not flooded, basis 50% bunkers) (about) | 16304 | 5.69 | |
| | Lightship: Draft: F0.62m / A4.99m Displacement : 11133.16 mt | | 2.6 | 4.9 |
| | FWA at summer draft: | 288 mm | | |
| | TPC on summer draft | 58.8 | | |
| 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): | 50253.9 | | |
| | 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? | NO | | |
| | If yes, state deadweight all told on 26ft / 7.92m fresh water: | | | |
| 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 |
| | 1 | ADM and Hanson Carriers Pte Ltd. | CORN IN BULK | SANTOS, BRAZIL - FANGCHENG , XINSHA CHINA |
| | 2 | LYNIX SHIPPING LIMITED . | STEEL PRODUCTS | CHANGSHU ,BAYUQUAN, TIANJIN CHINA - VALPARAISO , CHILE |
| | 3 | PAN OCEAN CO., LTD | CORN IN BULK | NEW ORLEANS , USA - KASHIMA ,JAPAN |
| | 4 | ULTRABULK | ROCK PHOSPHAT ES IN BULK | PUERTO BAYOVAR ,PERU - PORT MANATEE ,USA |
| | 5 | PACIFIC BASIN HK. | STEEL PRODUCT | TIANJIN , CHINA TO PUERTO QUETZAL, GUATEMALA - CALDERA |
| | 6 | DAMPSKIBSSELSKABET NORDEN A/S | Petroleum Coke in Bulk | MYRTLE GROVE TO RIZHAO |
| | 7 | Oldendorff GmbH & Co. KG | STEEL COILS | MOKMUGAO / MUMBAI TO MARGHERA / LEYDSE |
| | 8 | KAWASAKI KISEN KAISHA, LTD., TOKYO. | STEEL COILS | FUKUYAMA TO CHENNAI AND MUMBAI |
| | 9 | Oldendorff GmbH & Co. KG | MAGANESE ORE IN BULK | SALDANHA BAY TO TIANJIN AND DONGHAE |
| | 10 | M/s. SUCDEN (Sucres et Denrées) | BRAZILIAN CANE RAW SUGAR IN BULK | SANTOS, BRAZIL TO LAGOS, NIGERIA |
| 1.45 | Specify the security level at which the ship is currently operating (ISSC): | 1 | | |

| 2 | CERTIFICATION | Issued | Last Annual | Expires |
|-----|---|------------|-------------|------------|
| 2.1 | Safety Equipment Certificate: | 04/09/2022 | 22/08/2023 | 08/07/2027 |
| 2.2 | Safety Radio Certificate: | 04/09/2022 | 22/08/2023 | 08/07/2027 |
| 2.3 | Safety Construction Certificate: | 04/09/2022 | 22/08/2023 | 08/07/2027 |
| 2.4 | Loadline Certificate: | 04/09/2022 | 22/08/2023 | 08/07/2027 |
| 2.5 | Safety Management Certificate (SMC): | 18/02/2023 | | 15/03/2028 |
| 2.6 | Document of Compliance (DOC): D187155-071221F-MLT | 04/11/2020 | 09/10/2023 | 19/11/2025 |

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| 2.7 | Cargo Gear survey: | 04/09/2022 | 22/08/2023 | 08/07/2027 |
| 2.8 | Cargo securing manual: | 11/10/2012 | | |
| 2.9 | International Oil Pollution Prevention Certificate (IOPPC): | 04/09/2022 | 22/08/2023 | 08/07/2027 |
| 2.1 | Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate | 21/08/2023 | | 20/02/2024 |
| 2.11 | USCG COFR: | 18/10/2021 | | 18/10/2024 |
| 2.12 | International Ship Security Certificate (ISSC): | 18/02/2023 | | 15/03/2028 |

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| 3 | CREW MANAGEMENT | | | |
| 3.1 | Number of Officers: (including Master) | 12 PERSONS INCLUDING MASTER | | |
| 3.2 | Number of crew: | 11 PERSONS | | |
| 3.3 | Name and nationality of Master: | CAPT. CHALONG LABANLUANG / THAI | | |
| 3.4 | Nationality of Officers: | THAI , INDIAN | | |
| 3.5 | Nationality of crew: | THAI, 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: | 20TB-M0076SGPDOC | NK | |
| 4.3 | Safety Management (SMC) certificate number / issuing authority: | 23ZQ-M0019SMC | 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)): | COMPANY IMO 1303151 | | |

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| 5 | CARGO ARRANGEMENTS | | | |
| Holds | | | | |
| 5.1 | Number of holds: | 5 | | |
| 5.2 | Hold dimensions: L x B x H | #1/ 27.88x(f/10.7+a/23.8)x18.52, #2/28.7x23.8x18.52, #3/27.06x23.8x18.52, #5/27.06x(f/23.8+a/9.1)x18.52 | | |
| 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 | |
| | Hold #1: | 13009.86 | NA | |
| | Hold #2: | 15333.25 | NA | |
| | Hold #3: | 14553.08 | NA | |
| | Hold #4: | 15333.27 | NA | |
| | Hold #5: | 13404.64 | NA | |
| | Total: | 71634.1 | | |
| 5.5 | Is vessel strengthened for the carriage of heavy cargoes? | YES | | |
| 5.6 | If yes, state which holds may be left empty: | HOLDS 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: | #1,3,5/25MT & #2,4/20MT | | |
| 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 | | |
| | Aft bulkhead? | yes | | |
| 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) | 4.218m X 4.218m | | |
| 5.17 | Flat floor measurement of cargo holds at tank top: L x W | #1/27.88 x w/fwd 10.7 x w/aft 23.8, #2&4/ 28.7 x 23.8, #3/ 27.06 x23.8 , #5/27.06 x w/fwd 23.8 x w/aft 9.1. | | |
| 5.18 | Are vessel's holds electrically ventilated? | No | | |
| | If yes, state number of air-changes per hour basis empty holds: | NA | | |
| 5.19 | Type of hold paint: | 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 | | |
| 5.21 | Is the vessel fitted with A60 Steel Bulkhead? | yes | | |
| Deck and Hatches | | | | |
| 5.22 | Number of hatches: | 5 | | |

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| 5.23 | Make and type of hatch covers: | TTS HUAHAI - HYDRAULIC FOLDING TYPE |
| 5.24 | Hatch dimensions: (Length X Breadth) | #1/18.86 x 18.26M, #2-5/21.32 x 18.26M |
| 5.25 | Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5): | 140.62 m |
| 5.26 | Strength of hatch covers: | not allow to load on hatch cover or on deck |
| 5.27 | Number, diameter and location of cement holes | 2 Nos (port fwd and stbd aft) each hatch)dia 700 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): | 6.5 m |
| 5.29 | Distance from bow to fore of 1 st hold opening: | 16.38 m |
| 5.3 | Distance from stern to aft of last hold opening: | 32.96 m |
| 5.31 | State deck strength: 3.5 MT/M2 | 3.5 MT/M2 BUT not allow to load cargo on deck/hatch cover. |
| Ballast | | |
| 5.32 | Capacity of ballast tanks (100%): | 16314.13 M3 |
| 5.33 | Ballast holds capacity, state which hold(s): | #3 HOLD , 14553.08 M3 |
| 5.34 | Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting | 2 Pumps with 800 cbm/hr each pump capacity |
| 5.35 | | |
| 5.36 | Unpumpable quantity: | 250 MT |

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| 6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE) | | | |
| 6.1 | If geared state make and type: | MACGREGOR, GLB3628-2 | |
| 6.2 | Number/location of derricks-/ cranes: | 4-SWL 36T fitted between each hold at center line | |
| 6.3 | Maximum outreach of gear beyond ships rail | ABT 11.9M | |
| 6.4 | Maximum outreach of gear beyond ships rail with maximum cargo lift on hook: | ABT 11.9M | |
| 6.5 | If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch coaming: | NA | |
| 6.6 | Time needed for full cycle with maximum cargo lift on hook: | | |
| 6.7 | Hoisting time of gear: (Load / Metres Minutes) | Hook | |
| | | Grab | |
| 6.8 | Luffing time of gear: | 65 SEC | |
| 6.9 | Slewing time of gear: | 0.9 r/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 /MZGL 12500-6-B | |
| | Weight: | 8850 KG | |
| | Lifting Capacity: | 12.5M3, 10.0M3, 8.5M3, 7.0M3, 6.0M3 | |
| | Power source of grabs: | 44 kW | 440V-60Hz |
| | Location of power source: | each crane. | |
| 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? | No. | |
| 6.17 | Timber Loadline (if applicable) | Deadweight | Draft |
| | Summer: | N.A. | |
| | Winter: | N.A. | |
| | Winter North Atlantic: | N.A. | |
| | Fresh water: | N.A. | |
| | Tropical: | N.A. | |
| | Tropical fresh water: | N.A. | |

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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: | WARTSILA 6RT-FLEX 50 B | |
| 8.3 | BHP / RPM of main engine at MCR: | 100% | 9480KW/124 |

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| 8.4 | BHP / RPM of main engine at NCR (as % of MCR): | 85% | 7110KW/112.9 |
| 8.5 | GENERATORS : | 3 Nos. / DAIHATSU 5DK-20e | |
| Fuel | | | |
| 8.5 | What type/viscosity of fuel is used for main propulsion: | RMG 380 CST SPECS : 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 unumpables): | VLSFO/1952.87M3 | |
| 8.6 | What type/viscosity of fuel is used in the generating plant: | RMG 380 CST SPECS : 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 unumpables): | LSMGO /456.25M3 | |
| 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): <u>Vsl burns extra IFO/MDO when grabs are operating</u> | ABT | |
| 9 MISCELLANEOUS | | | |
| Communications and Electronics | | | |
| 9.1 | Call sign: | S6AF2 | |
| 9.2 | Vessel's INMARSAT – C number: | NO1.456670810, NO2.456670811 | |
| 9.3 | Vessel's telephone number: | +66 2 026 1157 | |
| 9.4 | Vessel's fax number: | +870-783-822-446, +66 2 237 7842 | |
| 9.5 | Vessel's email address: | Email: vessel@preciousshipping.com | Subject: CHAYANEE |
| 9.6 | Vessel's MMSI No. (Maritime Mobile Selective call Identity Code): | NAREE 566708000 | |
| 9.7 | Vessel's onboard electrical supply (V / Hz): | 220V / 60 Hz | |
| Constants/Fresh Water | | | |
| 9.8 | Constants excluding fresh water: | ABT 450 MT | |
| 9.9 | Daily freshwater consumption: | 7 MT/DAY | |
| 9.1 | Fresh water capacity: | 420 MT | |
| 9.11 | State daily production of evaporator: | ABT 20MT/DAY | |
| 9.12 | Normal fresh water reserve: | ABT 200 MT | |
| Insurance | | | |
| 9.13 | P & I Club - Full style: | UK P&I CLUB | |
| 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: | 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: | 10 OCT 2023 / VALPARAISO ,CHILE | |
| 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 | | | |