

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

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|--------------------------------|---|--|--------------------------------------|
| 1 GENERAL INFORMATION | | | |
| 1.1 | Date updated: | 31 December 2023 | |
| 1.2 | Vessel's name: | M.V. MOOKDA NAREE | |
| 1.3 | IMO number: | 9354741 | |
| 1.4 | Vessel's previous name(s) and date(s) of change: | GOOD PILGRIMS changed on 15/02/2012 | |
| 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 PEARLS LIMITED 8/27-28, 7th Floor, Cathay House, North Sathorn Road, Silom, Bangrak, Bangkok, 10500 Thailand | |
| 1.1 | Parent company/group to which the owner belongs - Full style: | PRECIOUS PEARLS LIMITED 8/27-28, 7th Floor, Cathay House, North Sathorn Road, Silom, Bangrak, Bangkok, 10500 Thailand | |
| 1.11 | Technical operator - Full style: | GREAT CIRCLE SHIPPING AGENCY LTD. 8/27-28, 10th Floor, Cathay House, North Sathorn Road, Silom, Bangrak, Bangkok, 10500 Thailand | |
| 1.12 | Commercial operator - Full style: | PRECIOUS SHIPPING PCL , BANGKOK PIC : RAJU JOSEPH KARKAPALLY 8/27-28, 8th Floor, Cathay House, North Sathorn Road, Silom, Bangrak, Bangkok, 10500 Thailand. TEL. 0066-2- 696 8809 | |
| 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: | HINDUSTAN SHIPYARD LTD., | VISAKHAPATNAM (INDIA) Yard No. 11118 |
| 1.18 | Date delivered (built): | AUGUST 2009 | |
| Classification | | | |
| 1.19 | Classification society: | ABS | |
| 1.2 | Class notation: | +A1 - Bulk Carrier BC- A Hold No. 2 & 4 May be Empty | |
| 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: | 1/Oct/22 | Shanhaiguan shipyard |
| 1.24 | Date next dry dock is due: | 30/Aug/24 | |
| 1.25 | Date of last special survey / next survey due: | 1/Sep/19 | 30/Aug/24 |
| 1.26 | Date of last annual survey / next survey due: | 24/Sep/23 | 30/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): | 178.70 m. | |
| 1.3 | Length Between Perpendiculars (LBP): | 170.00 m. | |
| 1.31 | Extreme breadth (Beam): | 28.00 m. | |
| 1.32 | Moulded depth: | 14.00 m. | |
| 1.33 | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): | ABT 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: (ballast holds not flooded, basis 50% bunkers) | 11.00 m. | 10.00 m. | 9.00 m. |
| | Full ballast condition: (ballast holds flooded, basis 50% bunkers) | 8.30 m. | 8.10 m. | 7.90 m. |
| | Fully laden condition: | 6.27 m. | 6.27 m. | 6.27 m. |
| 1.35 | Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches): | 16.00 m. | 16.00 m. | 16.00 m. |
| Tonnages | | | | |
| 1.36 | Gross Tonnage (GT) / Net Registered Tonnage (NRT): | 19,891 | 10,297 | |
| 1.37 | Suez Canal Tonnage – Gross (SCGT) / Net (SCNT): | 20,646.11 | 18,299.12 | |
| 1.38 | Panama Canal Net Tonnage (PCNT): | 16,608 | | |
| Loadline Information | | | | |
| 1.39 | Loadline | Deadweight | Draft | TPC |
| | Summer: | 30,162.5 | 9.7235 m. | 43.4 |
| | Winter: | 29,289.2 | 9.5215 m. | 43.2 |
| | Winter North Atlantic: | | | |
| | Fresh water: | 30,164.7 | 9.9380 m. | 43.6 |
| | Tropical: | 31,033.8 | 9.9255 m. | 43.6 |
| | Tropical fresh water: | 31,914.5 | 10.1415 m. | 43.8 |
| | Full Ballast condition: (ballast holds not flooded, basis 50% bunkers) (about) | 12,842.0 | 5.6000 m. | 40.1 |
| | Lightship: Draft: Displacement : mt | | 2.3040 m. | 7995.0 |
| | FWA at summer draft: | | 214 mm | |
| | TPC on summer draft | | 43.4 | |
| 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): | 16,608 | | |
| | If yes, is Panama deadweight all told affected by vessel's bilge turn radius? | 3012147 | | |
| 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 | | | | |
| 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 | | | |
| | | Charterer | Cargo | Load-Discharge Ports |
| | Last: | DAMPSKIBSSELSKABE T NORDEN A/S | SALT IN BULK | DAMPIER (AUSTRALIA) TO TAICHUNG & TAIPEI (TAIWAN) |
| | 2 nd : | DAMPSKIBSSELSKABE T NORDEN A/S | SUGAR IN BULK | LUCINDA (AUSTRALIA) TO WAINGAPU (INDONESIA) |
| | 3 rd : | DE CHENG MARITIME PTE LTD | SLAG POWDER (GGBFS) IN BULK | JINGTANG (CHINA) TO JURONG PORT (SINGAPORE) |
| | 4 th : | TRAFIGURA MARITIME LOGISTICS PTE LTD | COPPER CONCENTRATES IN BULK | COQUIMBO (CHILE) TO QINGDAO (CHINA), YANTAI (CHINA) & JINZHOU (CHINA) |

| | | | | |
|------|---|---------------------------|---------------------------|---|
| | 5 th : | CLIPPER BULK SHIPPING LTD | BULK HARMLESS FERTILIZERS | TAMPA (USA) TO PUERTO CORTES (HONDURAS) & BUENAVENTURA (COLOMBIA) |
| 1.45 | Specify the security level at which the ship is currently operating (ISSC): | | | LEVEL (1) |

| 2 | CERTIFICATION | Issued | Last Annual | Expires |
|------|---|-----------|-------------|-----------|
| 2.1 | Safety Equipment Certificate: | 01-Sep-19 | 24-Sep-23 | 09-Aug-24 |
| 2.2 | Safety Radio Certificate: | 01-Sep-19 | 24-Sep-23 | 09-Aug-24 |
| 2.3 | Safety Construction Certificate: | 01-Sep-19 | 24-Sep-23 | 09-Aug-24 |
| 2.4 | Loadline Certificate: | 01-Sep-19 | 24-Sep-23 | 09-Aug-24 |
| 2.5 | Safety Management Certificate (SMC): Interim | 19-May-22 | N/A | 11-Jul-27 |
| 2.6 | Document of Compliance (DOC): D187155-071221F-MLT | 04-Nov-20 | 9-Oct-23 | 19-Nov-25 |
| 2.7 | Cargo Gear survey: | 01-Sep-19 | 01-Aug-23 | 1-Sep-24 |
| 2.8 | Cargo securing manual: | 19-Feb-09 | N/A | UNLIMITED |
| 2.9 | International Oil Pollution Prevention Certificate (IOPPC): | 18-May-22 | 24-Sep-23 | 05-Jun-27 |
| 2.1 | Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate | 21-Aug-23 | N/A | 21/Feb/24 |
| 2.11 | USCG COFR: | 01-Feb-21 | N/A | 01-Feb-24 |
| 2.12 | International Ship Security Certificate (ISSC): Interim | 19-May-22 | N/A | 11-Jul-27 |

| 3 | CREW MANAGEMENT | |
|-----|--|-----------------------------|
| 3.1 | Number of Officers: (including Master) | 14 |
| 3.2 | Number of crew: | 10 |
| 3.3 | Name and nationality of Master: | CAPT. PICHET CHANTAKAM/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 | NIPPON KAIJI KYOKAI |
| 4.3 | Safety Management (SMC) certificate number / issuing authority: | 22RJ-M00055SMC | NIPPON KAIJI KYOKAI |
| | 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)): | ISO 9002 (GREAT CIRCLE SHIPPING) | |

| 5 | CARGO ARRANGEMENTS | | |
|--------------|--|---|------|
| Holds | | | |
| 5.1 | Number of holds: | (5) Holds | |
| 5.2 | Hold dimensions: L x B x H | Cargo hold no.1 : 16.6 x 15.0 x 14.0 MTRS Cargo hold no.2 : 20.8 x 21.0 x 14.0 MTRS Cargo hold no.3 : 20.8 x 21.0 x 14.0 MTRS Cargo hold no.4 : 20.8 x 21.0 x 14.0 MTRS Cargo hold no.5 : 20.8 x 21.0 x 14.0 MTRS | |
| 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: | 6064.4 | 5605 |
| | Hold #2: | 8,665.90 | 8,265.00 |
| | Hold #3: | 9,189.70 | 8,455.00 |
| | Hold #4: | 8,944.10 | 8,075.00 |
| | Hold #5: | 8,110.80 | 7,600.00 |
| | Total: | 40,974.90 | 38,000.00 |
| 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 & Hold No.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: | 20.0 MT/SQM | |
| 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? | NONE | |
| | Aft bulkhead? | NONE | |
| 5.15 | Can vessel's holds be described as box shaped? | YES | |
| 5.16 | Measurement of any tank slopes/hoppering: (height and distance from vessel's side at tank top) | Hold 1: H: Fwd 5.679M, Aft 2.679M x W: 1.4M Hold 2: H: Fwd 2.679M, Aft 1.50M x W: 1.4M Hold 3 & 4: H: 1.50M x W: 1.4M Hold 5: H: Fwd 1.5M, Aft 9.161M x W: 1.4M | |
| 5.17 | Flat floor measurement of cargo holds at tank top: L x W | | |
| | | Hold 1 : W = (FWD 4.3 m , AFT 19.60 m) X L = 26.40 m | |
| | | Hold 2 : W = (FWD 19.60 m , AFT 22.40 m) X L = 25.60 m | |
| | | Hold 3 : W = (FWD 22.40 m , AFT 22.40 m) X L = 27.20 m | |
| | | Hold 4 : W = (FWD 22.40 m , AFT 22.40 m) X L = 26.40 m | |
| | | Hold 5 : W = (FWD 22.40 m , AFT 6.40 m) X L = 27.20 m | |
| 5.18 | Are vessel's holds electrically ventilated? | Yes,(1,2,4 & 5 : NATURAL, NO.3 : ELECTRICAL) | |
| | If yes, state number of air-changes per hour basis empty holds: | 18,800 cbm / hour | |
| 5.19 | Type of hold paint: | EPOXY (Inter Bond Red) | |
| 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 (As per Approved Grain Loading Manual) | |
| 5.21 | Is the vessel fitted with A60 Steel Bulkhead? | YES | |
| Deck and Hatches | | | |
| 5.22 | Number of hatches: | (5) Hatches | |
| 5.23 | Make and type of hatch covers: | SEOHAE MARINE SYSTEM. | |
| 5.24 | Hatch dimensions: (Length X Breadth) | | |
| | | Hatch 1 : L = 16.60 m X B = 15.00 m | |
| | | Hatch 2 : L = 20.80 m X B = 21.00 m | |
| | | Hatch 3 : L = 20.80 m X B = 21.00 m | |
| | | Hatch 4 : L = 20.80 m X B = 21.00 m | |
| | | Hatch 5 : L = 20.80 m X B = 21.00 m | |
| 5.25 | Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5): | 128.00 m. | |
| 5.26 | Strength of hatch covers: | Hatch 1 : 4.76 MT/SQM | |
| | | Hatch 2 : 3.6 MT/SQM | |
| | | Hatch 3 : 3.5 MT/SQM | |
| | | Hatch 4 : 3.5 MT/SQM | |
| | | Hatch 5 : 3.5 MT/SQM | |
| 5.27 | Number, diameter and location of cement holes | N/A | |
| 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): | See Attached Diagram | |
| 5.29 | Distance from bow to fore of 1 st hold opening: | 17.50 m. | |
| 5.3 | Distance from stern to aft of last hold opening: | 32.80 m. | |
| 5.31 | State deck strength: | Outside Line of Hatch : 4.10 MT/SQM | |
| | | Inside Line of Hatch : 2.50 MT/SQM | |
| Ballast | | | |
| 5.32 | Capacity of ballast tanks (100%): | 11,329.20 cbm | |

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| 5.33 | Ballast holds capacity, state which hold(s): | 9,189.70 cbm (Hold No.3) |
| 5.34 | Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting | About 850 cbm / hour |
| 5.35 | | About 850 cbm / hour |
| 5.36 | Unpumpable quantity: | About 100 cbm |

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| 6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE) | | | |
| 6.1 | If geared state make and type: | TSUJI* ELECTRO HYDRAULIC, TYPE-MDSS 3026 | |
| 6.2 | Number/location of derricks-/ cranes: | (4) x Cranes SWL = 30.0 T | |
| | | Crane No.1 : Between Hatch No.1 & No.2 | |
| | | Crane No.2 : Between Hatch No.2 & No.3 | |
| | | Crane No.3 : Between Hatch No.3 & No.4 | |
| | | Crane No.4 : Between Hatch No.4 & No.5 | |
| 6.3 | Maximum outreach of gear beyond ships rail | About 12.00 m. | |
| 6.4 | Maximum outreach of gear beyond ships rail with maximum cargo lift on hook: | About 10.80 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, distance from the hold , Type of operation etc. | |
| 6.7 | Hoisting time of gear: (Load / Metres Minutes) | Hook | About 21.0 MT/Metres Minutes |
| | | Grab | |
| 6.8 | Luffing time of gear: | About 55 SEC. | |
| 6.9 | Slewing time of gear: | About 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: | NO | |
| | Type: | | |
| | Weight: | | |
| | Lifting Capacity: | | |
| | Power source of grabs: | | |
| | Location of power source: | | |
| 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: | 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% | 8,476 130.8 |

| | | | | |
|---|--|---|-----------------------------------|-------|
| 8.4 | BHP / RPM of main engine at NCR (as % of MCR): | 85% | 7,204.60 | 123.9 |
| 8.5 | GENERATORS : | | (3) UNITS X YANMAR TYPE-6N 18L-EV | |
| 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 un pumpables): | About 1,624.5 CBM | | |
| 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 un pumpables): | About 150 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: Ship's gear with (4) Cranes & Grabs | | | |
| | Idle: | | | |
| | Other (specify): | | N/A | |
| 9 MISCELLANEOUS | | | | |
| Communications and Electronics | | | | |
| 9.1 | Call sign: | H S I M | | |
| 9.2 | Vessel's INMARSAT - C number: | 456700478 and 456700541 | | |
| 9.3 | Vessel's telephone number: | 6625660017 | | |
| 9.4 | Vessel's fax number: | N/A | | |
| 9.5 | Vessel's email address: | mookdanaree@shipmail.net | | |
| | | Max 10 MB per msg | | |
| 9.6 | Vessel's MMSI No. (Maritime Mobile Selective call Identity Code): | '567097000 | | |
| 9.7 | Vessel's onboard electrical supply (V / Hz): | 220 Volt. 60 Hz. & 440 Volt. 60 Hz. | | |
| Constants/Fresh Water | | | | |
| 9.8 | Constants excluding fresh water: | About 350 MT. | | |
| 9.9 | Daily freshwater consumption: | About 10 MT PER DAY | | |
| 9.1 | Fresh water capacity: | 217.00 MT | | |
| 9.11 | State daily production of evaporator: | 14.0 MT PER DAY | | |
| 9.12 | Normal fresh water reserve: | 150 - 220MT. | | |
| Insurance | | | | |
| 9.13 | P & I Club - Full style: | SKULD | | |
| 9.14 | P & I Club coverage: | AS PER P N I RULES | | |
| 9.15 | Where is the owners hull and machinery placed: | Swedish Club | | |
| 9.16 | Hull & Machinery insured value: | USD: 16.25 MILLION | | |
| Vetting | | | | |
| 9.17 | Is the vessel RIGHTSHIP approved: | YES | | |
| 9.18 | Date/Place of last RIGHTSHIP Inspection: | 16 JUNE 2023 / ALTAMIRA (MEXICO) | | |
| Port State Control | | | | |
| 9.19 | Date and place of last Port State Control inspection: | 3 AUGUST 2023/ COQUIMBO (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 | | | | |

