

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

ALL DTLS ABTS N WOG N GIVEN IN GOOD FAITH

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|--------------------------------|---|---|---------------------|
| 1 GENERAL INFORMATION | | | |
| 1.1 | Date updated: | 31/12/2019 | |
| 1.2 | Vessel's name: | LANNA NAREE | |
| 1.3 | IMO number: | 9496939 | |
| 1.4 | Vessel's previous name(s) and date(s) of change: | N.A. | |
| 1.5 | Flag: | THAILAND | |
| 1.6 | Port of Registry: | BANGKOK | |
| 1.7 | Type of vessel: | BULK / LOG CARRIER | |
| 1.8 | Type of hull: | DOUBLE HULL | |
| Ownership and Operation | | | |
| 1.9 | Registered owner - Full style: | Precious Lands Limited, 7th Fl, Cathay House 8/27-28 North Sathorn Road Bangkok 10500 Thailand. Tel: +66-2- 6968900 to 8999 Fax: +66-2-2377842, +66-2-6338468 E-mail: gcship@preciousshipping.com | |
| 1.1 | Parent company/group to which the owner belongs - Full style: | Precious Shipping Public Co., Ltd 7th Fl, Cathay House 8 North Sathorn Road Bangkok 10500 Thailand Tel: +66-2- 6968900 to 8999 Fax: +66-2-2377842, +66-2-6338468 E-mail: gcship@preciousshipping.com | |
| 1.11 | Technical operator - Full style: | Great Circle Shipping Agency Limited, 10th Fl, Cathay House, 8/35 North Sathorn Road, Bangkok 10500 Thailand Tel: +66-2-6968901, +66-2-6968902 Fax: +66-2-2377842, +66-2-6338468 E-mail: gcship@preciousshipping.com | |
| 1.12 | Commercial operator - Full style: | Precious Shipping Public Company Limited 7th Fl, Cathay House 8 North Sathorn Road Bangkok 10500 Thailand Tel: +66-2- 6968812 Fax: +66-2-2377842, +66-2-6338468 E-mail: postfix@preciousshipping.com | |
| 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: | Jiangsu Yangzijiang Shipbuilding Co.,Ltd | |
| 1.18 | Date delivered (built): | 15th October 2012 | |
| Classification | | | |
| 1.19 | Classification society: | BUREAU VERITAS (BV) | |
| 1.2 | Class notation: | Class Register Number: 20440U | |
| 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: | 07-Jan-17 | Zhoushan, China |
| 1.24 | Date next dry dock is due: | 19/09/2022 | |
| 1.25 | Date of last special survey / next survey due: | 23-Jul-17 | 14-Oct-22 |
| 1.26 | Date of last annual survey / next survey due: | 04-Nov-19 | 14-Oct-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? | Yes | |
| | Has this compliance been verified by the classification society? | Yes | |
| Dimensions | | | |
| 1.29 | Length Over All (LOA): | 181.00 m. | |
| 1.3 | Length Between Perpendiculars (LBP): | 172.00 m. | |
| 1.31 | Extreme breadth (Beam): | 30.00 m. | |
| 1.32 | Moulded depth: | 14.60 m. | |
| 1.33 | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): | 45.822 m. | |
| 1.34 | Distance from waterline to top of hatch coamings or | No1. Hatch | Midships Last Hatch |

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|-----------------------------------|---|---|---|--|
| | top of hatch covers if side-rolling hatches | | | |
| | Ballast condition: (ballast holds not flooded, basis 50% bunkers) | 12.11 m. | 11.13 m. | 10.16 m. |
| | Full ballast condition: (ballast holds flooded, basis 50% bunkers) | 10.00 m. | 9.28 m. | 8.56 m. |
| | Fully laden condition: | 6.60 m. | 6.60 m. | 6.60 m. |
| 1.35 | Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches): | 16.41 m. | 16.41 m. | 16.41 m. |
| Tonnages | | | | |
| 1.36 | Gross Tonnage (GT) / Net Registered Tonnage (NRT): | | 22641 | 11230 |
| 1.37 | Suez Canal Tonnage – Gross (SCGT) / Net (SCNT): | | 23235.44 | 20053.09 |
| 1.38 | Panama Canal Net Tonnage (PCNT): | | 18868 | |
| Loadline Information | | | | |
| 1.39 | Loadline | Deadweight | Draft | TPC |
| | Summer: | 33842.623 mt. | 9.816 m. | 48.4 |
| | Winter: | 32854.788 mt. | 9.612 m. | 48.2 |
| | Winter North Atlantic: | N.A. | N.A. | N.A. |
| | Fresh water: | 33844.020 mt. | 10.037 m. | 48.5 |
| | Tropical: | 34833.473 mt. | 10.020 m. | 48.5 |
| | Tropical fresh water: | 34813.591 mt. | 10.241 m. | 48.7 |
| | Full Ballast condition: (ballast holds not flooded, basis 50% bunkers) (about) | 12902.204 mt. | 5.28 m. | 44.25 |
| | Lightship: Draft: Fwd 0.89 m/ Aft 3.95 m | Displacement : 9041.8 mt | 2.42 m. | 42.12 |
| | FWA at summer draft: | | 221 mm. | |
| | TPC on summer draft | | 48.4 | |
| 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): | | N.A. | |
| | If yes, is Panama deadweight all told affected by vessel's bilge turn radius? | | N.A. | |
| 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 | | | |
| | Voy# | Charterer | Cargo | Load-Discharge Ports |
| | Last: | ARCOCHART TRADING & SHIPPING PVT LTD, MUMBAI | HOT ROLLED COILS STEELS + COLD ROLLED STEEL COILS | Load port: MORMUGAI, INDIA Discharge port: JEBEL ALI, UAE & ABU DHABI, UAE |
| | 2nd: | Seacoast Shipping and Marine Services | ALGERIAN ROCK PHOSPHATE | Load port: Annaba, Algeria Discharge port: Dahej, India |
| | 3rd: | Daewoo Logistics Corp. | STEEL PRODUCTS | Load port: Tahara, Japan & Kaohsiung, Taiwan Discharge port: Santander & Bilbao, Spain |
| | 4th: | Lauritzen Bulkers | NEW ZEALAND LOGS | Load port: Marsden Point, New Zealand Discharge port: Taicang, China |
| | 5th: | Lauritzen Bulkers | PALM KERNEL EXPELLERS | Load port: Panjang, Indonesia Discharge port: Tauranga, New Zealand |
| 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: | 23-Oct-17 | 04-Nov-19 | 14-Oct-22 |
| 2.2 | Safety Radio Certificate: | 23-Oct-17 | 04-Nov-19 | 14-Oct-22 |
| 2.3 | Safety Construction Certificate: | 19-Jul-17 | 04-Nov-19 | 14-Oct-22 |
| 2.4 | Loadline Certificate: | 19-Jul-17 | 04-Nov-19 | 14-Oct-22 |

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| 2.5 | Safety Management Certificate (SMC): | 26-Jan-18 | | 20-Mar-23 |
| 2.6 | Document of Compliance (DOC): | 30-Oct-15 | 30-Nov-19 | 19-Nov-20 |
| 2.7 | Cargo Gear survey: | 07-Jan-17 | 04-Nov-19 | 06-Jan-22 |
| 2.8 | Cargo securing manual: | 21-Sep-12 | N.A. | N.A. |
| 2.9 | International Oil Pollution Prevention Certificate (IOPPC): | 19-Jul-17 | 04-Nov-19 | 14-Oct-22 |
| 2.1 | Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate | 06-Sep-19 | N.A. | 05-Mar-20 |
| 2.11 | USCG COFR: | 15-Oct-18 | N.A. | 15-Oct-21 |
| 2.12 | International Ship Security Certificate (ISSC): | 26-Jan-18 | | 20-Mar-23 |

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| 3 CREW MANAGEMENT | | | | |
| 3.1 | Number of Officers: (including Master) | 11 Persons | | |
| 3.2 | Number of crew: | 11 Persons | | |
| 3.3 | Name and nationality of Master: | SUPPHAKIT TRAIBHOKE / THAI | | |
| 3.4 | Nationality of Officers: | Thai | | |
| 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: | 15HO-2095THADOC | NIPPON KAIJI KYOKAI | |
| 4.3 | Safety Management (SMC) certificate number / issuing authority: | 13HO-0840SMC | NIPPON KAIJI KYOKAI | |
| | State outstanding recommendations, if any: | N.A. | | |
| 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 9001:2008 | | |

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| 5 CARGO ARRANGEMENTS | | | | |
| Holds | | | | |
| 5.1 | Number of holds: | 5 Holds | | |
| 5.2 | Hold dimensions: L x B x H | H1- L: 26.40 m. x B: (Fwd: 4.90 m, Aft: 21.70 m.) x H: 13.0 m. H2- L: 23.95 m. x B: (Fwd: 22.20 m, Aft: 23.20 m.) x H: 13.0 m. H3- L: 23.90 m. x B: (Fwd: 23.20 m, Aft: 23.20 m.) x H: 13.0 m. H4- L: 23.90 m. x B: (Fwd: 23.20 m, Aft: 23.20 m.) x H: 13.0 m. H5- L: 26.30 m. x B: (Fwd: 23.20 m, Aft: 10.00 m.) x H: 13.0 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 | Bale | |
| | Hold #1: | 8236.00 m3 | 7764.80 m3 | |
| | Hold #2: | 9803.90 m3 | 9264.90 m3 | |
| | Hold #3: | 9819.60 m3 | 9249.60 m3 | |
| | Hold #4: | 9819.60 m3 | 9267.00 m3 | |
| | Hold #5: | 9363.10 m3 | 8888.90 m3 | |
| | Total: | 47042.20 m3 | 44435.20 m3 | |
| 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 and No.4 | | |
| 5.7 | Is tanktop steel suitable for grab discharge? | Yes | | |
| 5.8 | State whether bulkhead corrugations are vertical or horizontal: | Corrugations vertical bulkhead | | |
| 5.9 | Tanktop strength: | 25.0 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: | | | |
| | Forward bulkhead? | Yes (Corrugated bulkhead in hold No. 2,3 and 4) | | |
| | Aft bulkhead? | Yes (Corrugated bulkhead in hold No. 1,2,3 and 4) | | |
| 5.15 | Can vessel's holds be described as box shaped? | N.A. | | |
| 5.16 | Measurement of any tank slopes/hopping: (height and distance from vessel's side at tank top) | DBT Ballast Water tank slopes / H: 3.20 m. / D: 3.40 m. Void space hopping Aft - BH / H: 3.20 m. / D: 3.40 m. | | |
| 5.17 | Flat floor measurement of cargo holds at tank top: L x W | H1- L: 26.40 m. x W: (Fwd: 4.90 m, Aft: 21.70 m.) H2- L: 23.95 m. x W: (Fwd: 22.20 m, Aft: 23.20 m.) H3- L: 23.90 m. x W: (Fwd: 23.20 m, Aft: 23.20 m.) H4- L: 23.90 m. x W: (Fwd: 23.20 m, Aft: 23.20 m.) H5- L: 26.30 m. x W: (Fwd: 23.20 m, Aft: 10.00 m.) | | |

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| 5.18 | Are vessel's holds electrically ventilated? | Yes |
| | If yes, state number of air-changes per hour basis empty holds: | 6 times of air change per hour |
| 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 |

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| Deck and Hatches | | |
| 5.22 | Number of hatches: | 5 Hatches |
| 5.23 | Make and type of hatch covers: | Macgregor *electro hydraulic folding type |
| 5.24 | Hatch dimensions: (Length X Breadth) | Hatch 1: 16.8 m x 15.0 m. Hatch 2: 19.2 m x 19.2 m. Hatch 3: 19.2 m. x 19.2 m. Hatch 4: 19.2 m. x 19.2 m. Hatch 5: 19.2 m. x 19.2 m. |
| 5.25 | Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5): | 122.40 m |
| 5.26 | Strength of hatch covers: | 3.0 mt/m2 |
| 5.27 | Number, diameter and location of cement holes | 4 holes per hatch, Total 20 holes Diameter: 600 mm Location 2 fwd and 2 aft each hatch |
| 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): | Distance from ship's rail to No.1 hatch coaming each side: 6.20 m. Distance from ship's rail to No.2 hatch coaming each side: 4.70 m. Distance from ship's rail to No.3 hatch coaming each side: 4.70 m. Distance from ship's rail to No.4 hatch coaming each side: 4.70 m. Distance from ship's rail to No.5 hatch coaming each side: 4.70 m. |
| 5.29 | Distance from bow to fore of 1 st hold opening: | 19.10 m. |
| 5.3 | Distance from stern to aft of last hold opening: | 38.80 m. |
| 5.31 | State deck strength: | - 4.1 mt/m2 (Outside line of hatch opening from 1/4L to FORE) - 3.5 mt/m2 (Outside line of hatch opening at the other area) - 2.5 mt/m2 (Inside line of hatch opening) |
| Ballast | | |
| 5.32 | Capacity of ballast tanks (100%): | 10848.10 m3 |
| 5.33 | Ballast holds capacity, state which hold(s): | 9819.60 m3 (Hold No.3) |
| 5.34 | Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting | - 8 hours / 690 m3/hour/pump |
| 5.35 | | - 24 hours / 600 m3/hour/pump |
| 5.36 | Unpumpable quantity: | 140 mt |

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| 6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE) | | |
| 6.1 | If geared state make and type: | Macgregor / GLB3025-2/2425gr / Electro Hydraulic |
| 6.2 | Number/location of derricks/ cranes: | 4 x deck cranes SWL: 30 mt |
| 6.3 | Maximum outreach of gear beyond ships rail | 10.0 m. when in line with each crane position |
| 6.4 | Maximum outreach of gear beyond ships rail with maximum cargo lift on hook: | 10.0 m. when in line with each crane position |
| 6.5 | If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch coaming: | Crane hook can reach to hatch coaming |
| 6.6 | Time needed for full cycle with maximum cargo lift on hook: | About 2-3 min |
| 6.7 | Hoisting time of gear: (Load / Metres Minutes) | Hook Grab Low = 25 m/min, High = 39 m/ min N.A |
| 6.8 | Luffing time of gear: | 60 sec |
| 6.9 | Slewing time of gear: | 1.0 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: | N.A. |
| | Type: | N.A. |
| | Weight: | N.A. |
| | Lifting Capacity: | N.A. |
| | Power source of grabs: | N.A. |
| | 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? | No |
| 6.14 | Is vessel fitted with sufficient lights at each hatch for night work? | Yes (Portable lights sufficient rig for each hold) |
| 6.15 | Is vessel logs fitted? | Yes |

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| | If yes, state number, type and height of stanchions/sockets, if on board: | <p>Collapsible stanchion Height 6.40 m – 12 pcs Height 6.855 m – 48 pcs Height 6.90 m – 14 pcs</p> <p>Fixed stanchion Height 6.70 m – 2 pcs Height 7.155 m – 4 pcs Height 7.20 – 6 pcs</p> | | |
| 6.16 | Is vessel log racks fitted? | No | | |
| 6.17 | Timber Loadline (if applicable) | Deadweight | Draft | TPC |
| | Summer: | 35300.7 mt | 10.116 m. | 48.7 |
| | Winter: | 33934.8 mt | 9.835 m. | 48.5 |
| | Winter North Atlantic: | N.A. | N.A. | N.A. |
| | Fresh water: | 36412.7 mt | 10.344 m. | 48.8 |
| | Tropical: | 36324.8 mt | 10.326 m. | 48.8 |
| | Tropical fresh water: | 37439.7 mt | 10.544 m. | 49 |

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| 7 | | | |
| 7.1 | Capacity in direct stow of TEU/FEU basis empty tanks: | N.A. | N.A. |
| | Capacity in direct stow of TEU/FEU basis full tanks: | N.A. | N.A. |
| 7.2 | Are all containers within reach of vessel's gear? | N.A. | |
| 7.3 | If no, state self-sustained capacity: | N.A. | |
| 7.4 | If vessel fitted with all permanent and loose fittings/lashing materials for above number of TEU/FEU? | N.A. | |
| 7.5 | Is vessel fitted with recessed holes/shoes on tanktop and container shoes on weatherdeck and hatch covers? | N.A. | |
| 7.6 | Advise stack weights and number of tiers on/under deck per TEU: | N.A. | |
| | Advise stack weights and number of tiers on/under deck per FEU: | N.A. | |
| 7.7 | Has vessel a container spreader on board? | N.A. | |
| 7.8 | Number and type of reefer plugs: | N.A. | |

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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: | HHM-MAN B&W 6S42 MC 7 | |
| 8.3 | BHP / RPM of main engine at MCR: | 100% | 6480 kw 136 RPM |
| 8.4 | BHP / RPM of main engine at NCR (as % of MCR): | 90% | 5832 kw 131.3 RPM |
| 8.5 | GENERATORS : | CME-MAN 5L23 / 30H | |
| Fuel | | | |
| 8.5 | What type/viscosity of fuel is used for main propulsion: | AS PER VSL'S DESCRIPTION CLAUSE | |
| | Capacity (100%) of main engine bunker tanks (excluding unpumpables): | IFO tank capacity (100%) 1215.2 m3. | |
| 8.6 | What type/viscosity of fuel is used in the generating plant: | AS PER VSL'S DESCRIPTION CLAUSE | |
| | Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables): | IFO tank capacity (100%) 1215.2 m3. | |
| Speed | | | |
| 8.7 | Ballast: | ABT (Full spd 13kts wog, eco 11kts wog) | AS PER VSL'S DESCRIPTION CLAUSE |
| | Laden: | ABT (Full spd 12.5kts wog, eco 10kts wog) | AS PER VSL'S DESCRIPTION CLAUSE |
| Consumptions | | | |
| 8.8 | Passage | Main | Aux |
| | Ballast: | ABT | AS PER VSL'S DESCRIPTION CLAUSE |
| | Laden: | ABT | AS PER VSL'S DESCRIPTION CLAUSE |
| 8.9 | In Port | AS PER VSL'S DESCRIPTION CLAUSE | |
| | Working: | AS PER VSL'S DESCRIPTION CLAUSE | |
| | Idle: | AS PER VSL'S DESCRIPTION CLAUSE | |
| | Other (specify): Vsl burns extra IFO/MDO when grabs are operating | ABT | AS PER VSL'S DESCRIPTION CLAUSE |

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| 9 | MISCELLANEOUS | | |
| Communications and Electronics | | | |
| 9.1 | Call sign: | HSGL | |
| 9.2 | Vessel's INMARSAT - C number: | 456 700 549 | |
| 9.3 | Vessel's telephone number: | + 870 773 203 566 | |
| 9.4 | Vessel's fax number: | + 870 783 019 539 | |
| 9.5 | Vessel's email address: | vessel@preciousshipping.com (Insert in subject column: MV Lanna Naree) | |
| 9.6 | Vessel's MMSI No. (Maritime Mobile Selective call Identity Code): | 567104000 | |
| 9.7 | Vessel's onboard electrical supply (V / Hz): | 220 Volt / 60 Hz | |
| Constants/Fresh Water | | | |
| 9.8 | Constants excluding fresh water: | 400 mt | |
| 9.9 | Daily freshwater consumption: | 6 mt | |
| 9.1 | Fresh water capacity: | 320.80 mt | |
| 9.11 | State daily production of evaporator: | 12 mt | |
| 9.12 | Normal fresh water reserve: | 150 mt | |
| Insurance | | | |
| 9.13 | P & I Club - Full style: | UK P&I Club The Managers Thomas Miller P&I(Europe) Ltd. 90 Fenchurch Street London EC3M 4ST. Tel: +44 20 7283 4646 Fax: +44 20 7621 9761 E-mail: underwriting.ukclub@thomasmiller.com | |
| 9.14 | P & I Club coverage: | US\$ | |

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| 9.15 | Where is the owners hull and machinery placed: | The Swedish Club Gullbergs Strandgata 6, P.O. Box 171, SE-401 22 Goteborg, Sweden. Tel: +46 31 638 400 Fax: +46 31 156 711 E-mail: Swedish.club@swedishclub.com |
| 9.16 | Hull & Machinery insured value: | AS PER VSL'S DESCRIPTION CLAUSE |

| Vetting | | |
|---|--|-----------------------------------|
| 9.17 | Is the vessel RIGHTSHIP approved: | N.A. |
| 9.18 | Date/Place of last RIGHTSHIP Inspection: | N.A. |
| Port State Control | | |
| 9.19 | Date and place of last Port State Control inspection: | 18th October 2019/ Sagunto, 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. | No |
| 10 SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES | | |
| 10.1 | N.A. | |