

**THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)**

Version 2

|                                |   |   |            |
|--------------------------------|---|---|------------|
| <b>1 GENERAL INFORMATION</b>   |   |   |            |
| 1.1                            | Date updated:   | 30/06/2024  |            |
| 1.2                            | Vessel's name:  | M.V. CHANYA NAREE   |            |
| 1.3                            | IMO number:   | 9691797   |            |
| 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:   | OTHER CARGO SHIP (CEMENT CARRIER)   |            |
| 1.8                            | Type of hull:   | TYPE "B"  |            |
| <b>Ownership and Operation</b> |   |   |            |
| 1.9                            | Registered owner - Full style:  | ABC FOUR PTE.,LTD, 24 RAFFLES PLACE #18-00, CLIFFORD CENTRE, SINGAPORE 048621   |            |
| 1.1                            | Parent company/group to which the owner belongs - Full style:   | N.A.  |            |
| 1.11                           | Technical operator - Full style:  | GREAT CIRCLE SHIPPING AGENCY LTD. 8/35 NORTH SATHORN ROAD, BANGKOK 10500, THAILAND TEL:+66 2 696 8900, EMAIL: gcship@preciousshipping.com   |            |
| 1.12                           | Commercial operator - Full style:   | PRECIOUS SHIPPING PUBLIC COMPANY LTD. 8/27-28, NORTH SATHORN ROAD, BANGKOK 10500, THAILAND TEL: +66 2 6968800, FAX:+66 2 633 8460, EMAIL:PSL@PRECIOUSSHIPPING.COM, POSTFIX@PRECIOUSSHIPPING.COM |            |
| 1.13                           | Disponent owner - Full style:   | Head -ULTRA TECH CEMENTS LTD,MUMBAI, 2nd sub: UNITED OCEAN SHIPPING CO., LTD, TAIWAN  |            |
| 1.14                           | Does disponent owner have vessel on time charter or bareboat:   | TIME CHARTER  |            |
| 1.15                           | Since when vessel has been under Disponent owner:   | N.A.  |            |
| 1.16                           | Number of vessels in disponent owner's fleet:   | N.A.  |            |
| <b>Builder</b>                 |   |   |            |
| 1.17                           | Builder (where built) / Yard number:  | SHANHAIGUAN NEW SHIPBUILDING INDUSTRY   | CC200-03   |
| 1.18                           | Date delivered (built):   | 09/03/2014  |            |
| <b>Classification</b>          |   |   |            |
| 1.19                           | Classification society:   | NIPPON KAIJI KYOKAI   |            |
| 1.2                            | Class notation:   | NS*(PSPC-WBT) (PSCM), MNS*  |            |
| 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:  | 05/05/2019  | COLOMBO    |
| 1.24                           | Date next dry dock is due:  | 01/09/2024  |            |
| 1.25                           | Date of last special survey / next survey due:  | 13/07/2019  | 12/07/2024 |
| 1.26                           | Date of last annual survey / next survey due:   | 17/08/2023  | 16/08/2024 |
| 1.27                           | Is vessel entered in classification approved enhanced survey program?   | NO  |            |
| 1.28                           | Does vessel comply with IACS unified requirements regarding number 1 cargo hold and double bottom tank steel structure? | N.A.  |            |
|                                | Has this compliance been verified by the classification society?  | N.A.  |            |
| <b>Dimensions</b>              |   |   |            |
| 1.29                           | Length Over All (LOA):  | 157.00 M.   |            |
| 1.3                            | Length Between Perpendiculars (LBP):  | 147.418 M.  |            |
| 1.31                           | Extreme breadth (Beam):   | 25.50M.   |            |
| 1.32                           | Moulded depth:  | 13.0 M.   |            |
| 1.33                           | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):  | 41.25 M.  |            |

|      |   |            |          |            |
|------|---|------------|----------|------------|
| 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:<br>(ballast holds not flooded, basis 50% bunkers)                            | N.A        | N.A.     | N.A.       |
|      | Full ballast condition:<br>(ballast holds flooded, basis 50% bunkers)                           | N.A.       | N.A.     | N.A.       |
|      | Fully laden condition:  | N.A.       | N.A.     | N.A.       |
| 1.35 | Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):   | N.A.       | N.A.     | N.A.       |

**Tonnages**

|      |  |          |          |
|------|--|----------|----------|
| 1.36 | Gross Tonnage (GT) / Net Registered Tonnage (NRT): | 15198    | 5541     |
| 1.37 | Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):    | 16830.53 | 14244.78 |
| 1.38 | Panama Canal Net Tonnage (PCNT):                   |          |          |

**Loadline Information**

|      |  |            |       |        |
|------|--|------------|-------|--------|
| 1.39 | Loadline   | Deadweight | Draft | TPC    |
|      | Summer:  | 21113.27   | 9.2   | 35.91  |
|      | Winter:  | 20425.16   | 9.008 | 35.77  |
|      | Winter North Atlantic:   |            |       |        |
|      | Fresh water:   | 21157.66   | 9.398 | 36.07  |
|      | Tropical:  | 21804.21   | 9.392 | 36.06  |
|      | Tropical fresh water:  | 21789.37   | 9.59  | 36.22  |
|      | Full Ballast condition:<br>(ballast holds not flooded, basis 50% bunkers ) (about) | 7369.53    | 5.166 | 32.45  |
|      | Lightship: Draft: Displacement : mt  |            | 2.857 | 29.817 |
|      | FWA at summer draft:   |            |       | 198mm  |
|      | TPC on summer draft  |            |       | 35.91  |

**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):          | Net Tonnage:12736 |
|      | If yes, is Panama deadweight all told affected by vessel's bilge turn radius? |                   |
| 1.41 | Transit of Suez Canal?  | NOT YET           |
| 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<br>Grounding: NO<br>Casualty: NO<br>Collision: NO |
|------|---|---|

**1.44 Voyage History**

| Voy#              | Charterer   | Cargo  | Load-Discharge Ports           |
|-------------------|---|--|--------------------------------|
| Last:             | ULTRATECH   | CEMENT IN BULK (OPC)- Sub charterer - UNITED OCEAN SHIPPING CO., LTD | NGHI SON - KOTA KINABALU, V-11 |
| 2 <sup>nd</sup> : | ULTRATECH   | CEMENT IN BULK (OPC)- Sub charterer - UNITED OCEAN SHIPPING CO., LTD | HON GAI - KOTA KINABALU, V-10  |
| 3 <sup>rd</sup> : | ULTRATECH   | CEMENT IN BULK (OPC)- Sub charterer - UNITED OCEAN SHIPPING CO., LTD | NGHI SON - KOTA KINABALU, V-9  |
| 4 <sup>th</sup> : | ULTRATECH   | CEMENT IN BULK (OPC)- Sub charterer - UNITED OCEAN SHIPPING CO., LTD | NGHI SON - KOTA KINABALU, V-8  |
| 5 <sup>th</sup> : | ULTRATECH   | CEMENT IN BULK (OPC)- Sub charterer - UNITED OCEAN SHIPPING CO., LTD | NGHI SON - KOTA KINABALU, V-7  |
| 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:    | 13/07/2019 | 03/09/2023  | 02/09/2024 |
| 2.2 | Safety Radio Certificate:        | 13/07/2019 | 03/09/2023  | 02/09/2024 |
| 2.3 | Safety Construction Certificate: | 13/07/2019 | 03/09/2023  | 02/09/2024 |
| 2.4 | Loadline Certificate:            | 13/07/2019 | 03/09/2023  | 02/09/2024 |

|      |  |            |            |            |
|------|--|------------|------------|------------|
| 2.5  | Safety Management Certificate (SMC):   | 01/02/2020 | 04/12/2022 | 02/02/2025 |
| 2.6  | Document of Compliance (DOC):<br>D187155-071221F-MLT                                     | 04/11/2020 | 10/10/2022 | 19/11/2025 |
| 2.7  | Cargo Gear survey:   | 05/05/2019 | 17/03/2024 | 16/03/2025 |
| 2.8  | Cargo securing manual:   | N.A.       |            |            |
| 2.9  | International Oil Pollution Prevention Certificate (IOPPC):                              | 13/07/2019 | 03/09/2023 | 02/09/2024 |
| 2.1  | Ship Sanitation Control (SSCC) /<br>Ship Sanitation Control Exemption (SSCE) Certificate | 15/06/2024 | N.A.       | 14/12/2024 |
| 2.11 | USCG COFR:   | N.A.       |            |            |
| 2.12 | International Ship Security Certificate (ISSC):  | 01/02/2020 | 02/12/2022 | 02/02/2025 |

|                   |  |                              |
|-------------------|--|------------------------------|
| 3 CREW MANAGEMENT |  |                              |
| 3.1               | Number of Officers: (including Master)       | 13 PERSONS                   |
| 3.2               | Number of crew:                              | 14 PERSONS                   |
| 3.3               | Name and nationality of Master:              | CAPT. CHEEWIN RODSAMPAO/THAI |
| 3.4               | Nationality of Officers:                     | INDIAN/THAI                  |
| 3.5               | Nationality of crew:                         | INDIAN/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-M0076SGPDOCC        | BY NKK on behalf of "Republic of Singapore" |
| 4.3                 | Safety Management (SMC) certificate number / issuing authority:      | 20CX-M0004SMC            | BY NKK on behalf of "Republic of Singapore" |
|                     | State outstanding recommendations, if any:                           | NIL                      |   |
| 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)):   | IMO Resolution A.741(18) |   |

|                      |   |   |      |
|----------------------|---|---|------|
| 5 CARGO ARRANGEMENTS |   |   |      |
| Holds                |   |   |      |
| 5.1                  | Number of holds:  | 4   |      |
| 5.2                  | Hold dimensions: L x B x H  | Enclosed type cargo holds dedicated for carrying cement in bulk |      |
| 5.3                  | Are vessel's holds clear and free of any obstructions?                                |   |      |
| 5.4                  | Capacity, by hold, excluding wing/topside tanks but including hatchways:              | Grain   | Bale |
|                      | Hold #1:  | 5050.5  |      |
|                      | Hold #2:  | 5380.2  |      |
|                      | Hold #3:  | 5384.6  |      |
|                      | Hold #4:  | 5514.9  |      |
|                      | Hold #5:  |   |      |
|                      | Total:  | 21330.2   |      |
| 5.5                  | Is vessel strengthened for the carriage of heavy cargoes?                             | N.A   |      |
| 5.6                  | If yes, state which holds may be left empty:  | N.A   |      |
| 5.7                  | Is tanktop steel suitable for grab discharge?   | N.A   |      |
| 5.8                  | State whether bulkhead corrugations are vertical or horizontal:                       | N.A   |      |
| 5.9                  | Tanktop strength:   | N.A   |      |
| 5.1                  | Are holds CO2 fitted?   | NO  |      |
| 5.11                 | Are holds fitted with smoke detection system?   | NO  |      |
| 5.12                 | Is vessel fitted with Australian type approved holds ladders?                         | NO  |      |
| 5.13                 | Has vessel a functioning class certified loadmaster/loadicator or similar calculator? | YES   |      |
| 5.14                 | Are holds hoppers at:   |   |      |

|      |   |              |
|------|---|--------------|
|      | Forward bulkhead?   | N.A          |
|      | Aft bulkhead?   | N.A          |
| 5.15 | Can vessel's holds be described as box shaped?  | N.A          |
| 5.16 | Measurement of any tank slopes/hoppering:<br>(height and distance from vessel's side at tank top)   | N.A          |
| 5.17 | Flat floor measurement of cargo holds at tank top: L x W  | N.A          |
| 5.18 | Are vessel's holds electrically ventilated?   | N.A          |
|      | If yes, state number of air-changes per hour basis empty holds:   | N.A          |
| 5.19 | Type of hold paint:   | MASTIC APOXY |
| 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? | N.A          |
| 5.21 | Is the vessel fitted with A60 Steel Bulkhead?   | NO           |

#### Deck and Hatches

|      |  |     |
|------|--|-----|
| 5.22 | Number of hatches:   | N.A |
| 5.23 | Make and type of hatch covers:   | N.A |
| 5.24 | Hatch dimensions: (Length X Breadth)   | N.A |
| 5.25 | Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):  | N.A |
| 5.26 | Strength of hatch covers:  | N.A |
| 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<br>(Please advise the minimum width clear of any obstruction for each hold): | N.A |
| 5.29 | Distance from bow to fore of 1 <sup>st</sup> hold opening:   | N.A |
| 5.3  | Distance from stern to aft of last hold opening:   | N.A |
| 5.31 | State deck strength:   | N.A |

#### Ballast

|      |   |  |
|------|---|--|
| 5.32 | Capacity of ballast tanks (100%):   | 7710.50M3                                |
| 5.33 | Ballast holds capacity, state which hold(s):  | N.A                                      |
| 5.34 | Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting | 10HRS /1000CBM PER HR (MAX WITH 2 PUMPS) |
| 5.36 | Unpumpable quantity:  | 80CBM                                    |

#### 6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)

|      |   |   |
|------|---|---|
| 6.1  | If geared state make and type:  | N.A   |
| 6.2  | Number/location of derricks-/ cranes:   | Hose Handling crane at Fr.105 (p&s side) General Use Crane at Fr.8 (p. side), Davit at Fr.45 (p&s side), overhead Travelling Crane in E.R |
| 6.3  | Maximum outreach of gear beyond ships rail  | Hose Handling Crane ABT 10M(W.Radius-12.0m-2.9m)  |
| 6.4  | Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:                                       | N.A   |
| 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:   | N.A   |
| 6.7  | Hoisting time of gear: (Load / Metres Minutes)  | Hook<br>Grab  |
| 6.8  | Luffing time of gear:   | N.A   |
| 6.9  | Slewing time of gear:   | N.A   |
| 6.1  | Is gear combinable for heavy lift?  | N.A   |
| 6.11 | Are winches electro-hydraulic?  | N.A   |
| 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?       | N.A   |

|      |   |            |       |     |
|------|---|------------|-------|-----|
| 6.14 | Is vessel fitted with sufficient lights at each hatch for night work?     |            | N.A   |     |
| 6.15 | Is vessel logs fitted?  |            | N.A   |     |
|      | If yes, state number, type and height of stanchions/sockets, if on board: |            | N.A   |     |
| 6.16 | Is vessel log racks fitted?   |            | N.A   |     |
| 6.17 | Timber Loadline (if applicable)   | Deadweight | Draft | TPC |
|      | Summer:   | N.A        | N.A   | N.A |
|      | Winter:   | N.A        | N.A   | N.A |
|      | Winter North Atlantic:  | N.A        | N.A   | N.A |
|      | Fresh water:  | N.A        | N.A   | N.A |
|      | Tropical:   | N.A        | N.A   | N.A |
|      | Tropical fresh water:   | N.A        | N.A   | N.A |

|     |  |  |  |
|-----|--|--|--|
| 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:   |  |  |

|              |  |      |   |                           |
|--------------|--|------|---|---------------------------|
| 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:  |      | MAN B&W 7S35MC  |                           |
| 8.3          | BHP / RPM of main engine at MCR:                                       | 100% | 5180kW  | 173RPM                    |
| 8.4          | BHP / RPM of main engine at NCR (as % of MCR):                         | 85%  | 4662KW  | 167 RPM                   |
| 8.5          | GENERATORS :   |      | 4(2+2)/2X 1672 KW+2X538 KW                                      |                           |
| Fuel         |  |      |   |                           |
| 8.5          | What type/viscosity of fuel is used for main propulsion:               |      | IFO:Below 380 CST @50 degC &MGO:Viscosity not less than 2 CST   |                           |
|              | Capacity (100%) of main engine bunker tanks (excluding unpumpables):   |      | 1239M3/IFO&151.72 M3/MDO-(100%)U/Pumpable :36CUBMIFO/14CUBM/MDO |                           |
| 8.6          | What type/viscosity of fuel is used in the generating plant:           |      | IFO:Below 380 CST @50 degC &MGO:Viscosity not less than 2 CST   |                           |
|              | Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables): |      | 1239M3/IFO&151.72 M3/MDO-(100%)U/Pumpable :36CUBMIFO/14CUBM/MDO |                           |
| Speed        |  |      |   |                           |
| 8.7          | Ballast:   | ABT  | AS PER VESSEL DESCRIPTION                                       |                           |
|              | Laden:   | ABT  |   |                           |
| Consumptions |  |      |   |                           |
| 8.8          | Passage  |      | Main  | Aux                       |
|              | Ballast:   | ABT  | AS PER VESSEL DESCRIPTION                                       | AS PER VESSEL DESCRIPTION |
|              | Laden:   | ABT  | AS PER VESSEL DESCRIPTION                                       | AS PER VESSEL DESCRIPTION |
| 8.9          | In Port  |      |   |                           |
|              | Working:   |      |   |                           |
|              | Idle:  |      |   |                           |
|              | Other (specify): Vsl burns extra IFO/MDO when grabs are operating      | ABT  |   |                           |

|   |  |  |
|---|--|--|
| <b>9 MISCELLANEOUS</b>  |  |  |
| <b>Communications and Electronics</b>                               |  |  |
| 9.1   | Call sign:   | 9V2252   |
| 9.2   | Vessel's INMARSAT – C number:  | 456403110  |
| 9.3   | Vessel's VSAT telephone number:  | +1 202 773 5828  |
| 9.4   | Vessel's Iridium telephone number:   | +881677123410  |
| 9.5   | Vessel's email address:  | <a href="mailto:chanyanaree@shipmail.net">chanyanaree@shipmail.net</a>   |
| 9.6   | Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):  | 564031000  |
| 9.7   | Vessel's onboard electrical supply (V / Hz):   | MAIN :3PHASE 440V AC 60HZ,EMRG:220V AC 60HZ&RESERVE :24V DC  |
| <b>Constants/Fresh Water</b>  |  |  |
| 9.8   | Constants excluding fresh water:   | 450 MT   |
| 9.9   | Daily freshwater consumption:  | 3-6MT  |
| 9.1   | Fresh water capacity:  | 401.6 MT   |
| 9.11  | State daily production of evaporator:  | 11-13 MT/DAY   |
| 9.12  | Normal fresh water reserve:  | 110 MT   |
| <b>Insurance</b>  |  |  |
| 9.13  | P & I Club - Full style:   | UK P&I CLUB/The Managers,Thomas Miller P&I (Europe) LTD<br>.,90 Fenchurch Street ,London                             |
| 9.14  | P & I Club coverage:   | OIL POLLUTION :US\$1,000 MILLION,PASSENGER<br>(RULE5B/iii)-us\$2,000 million ,passenger &seamen-us\$3,000<br>million |
| 9.15  | Where is the owners hull and machinery placed:   | The Swedish Club   |
| 9.16  | Hull & Machinery insured value:  | USD 20,800,000 WHERE OF COVERED BY THE<br>ASSOCIATION USD 3,120,000  |
| <b>Vetting</b>  |  |  |
| 9.17  | Is the vessel RIGHTSHIP approved:  | N.A  |
| 9.18  | Date/Place of last RIGHTSHIP Inspection:   | N.A  |
| <b>Port State Control</b>   |  |  |
| 9.19  | Date and place of last Port State Control inspection:  | 05-MAY-2024 /NGHI SON, VIETNAM   |
| 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:   | NIL  |
| 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 SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES</b> |  |  |
| 10.1  |  |  |