

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

Version2

|                                |   |   |
|--------------------------------|---|---|
| <b>1 GENERAL INFORMATION</b>   |   |   |
| 1.1                            | Date updated:   | 31/Aug/2021   |
| 1.2                            | Vessel's name:  | CHARANA NAREE   |
| 1.3                            | IMO number:   | 9296303   |
| 1.4                            | Vessel's previous name(s) and date(s) of change:  | STX QUEENSLAND /2012/02/22  |
| 1.5                            | Flag:   | THAILAND  |
| 1.6                            | Port of Registry:   | BANGKOK   |
| 1.7                            | Type of vessel:   | LOG / BULK CARRIER  |
| 1.8                            | Type of hull:   | DOUBLE HULL   |
| <b>Ownership and Operation</b> |   |   |
| 1.9                            | Registered owner - Full style:  | PRECIOUS VENTURES LTD., 8/35, NORTH SATHORN ROAD, BANGKOK 10500, THAILAND |
| 1.1                            | Parent company/group to which the owner belongs - Full style:   | PRECIOUS SHIPPING PUBLIC LTD; 8/35 NORTH SATHORN ROAD, BANGKOK-10500.     |
| 1.11                           | Technical operator - Full style:  | GREAT CIRCLE SHIPPING PVT; LTD. 8/35 NORTH SATHORN ROAD, BANGKOK-10500    |
| 1.12                           | Commercial operator - Full style:   | PRECIOUS SHIPPING PUBLIC LTD; 8/35 NORTH SATHORN ROAD, BANGKOK-10500.     |
| 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   |
| <b>Builder</b>                 |   |   |
| 1.17                           | Builder (where built) / Yard number:  | SHIN KOCHIYUKO CO. LTD, KOCHI, JAPAN                                      |
| 1.18                           | Date delivered (built):   | 07/09/2005  |
| <b>Classification</b>          |   |   |
| 1.19                           | Classification society:   | NKK   |
| 1.2                            | Class notation:   | NS MNS (BULK CARRIER) (ESP)   |
| 1.21                           | If Classification society changed, name of previous society:  | KOREAN REGISTER   |
| 1.22                           | If Classification society changed, date of change:  |   |
| 1.23                           | Date and place of last dry dock:  | 14/Aug/2020      UNITHAI SHIPYARD, THAILAND                               |
| 1.24                           | Date next dry dock is due:  | 13/Aug/2023   |
| 1.25                           | Date of last special survey / next survey due:  | 14/Aug/2020      6/Sep/2025   |
| 1.26                           | Date of last annual survey / next survey due:   | 14/Aug/2020      06 June 2021-06 Dec 2021                                 |
| 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   |
| <b>Dimensions</b>              |   |   |
| 1.29                           | Length Over All (LOA):  | 176.83  |
| 1.3                            | Length Between Perpendiculars (LBP):  | 169.5   |

|                                   |   |                                     |                         |  |
|-----------------------------------|---|-------------------------------------|-------------------------|--|
| 1.31                              | Extreme breadth (Beam):   |                                     | 28.8                    |  |
| 1.32                              | Moulded depth:  |                                     | 14.2                    |  |
| 1.33                              | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):  |                                     | 44.19                   |  |
| 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)  | 10.739                              | 10.739                  | 10.739   |
|                                   | Full ballast condition:<br>(ballast holds flooded, basis 50% bunkers)   | N/A                                 | N/A                     | N/A  |
|                                   | Fully laden condition:  | 6.307                               | 6.307                   | 6.307  |
| 1.35                              | Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):   | 16.06                               |                         |  |
| <b>Tonnages</b>                   |   |                                     |                         |  |
| 1.36                              | Gross Tonnage (GT) / Net Registered Tonnage (NRT):  |                                     | 21093                   | 10816  |
| 1.37                              | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):   |                                     | 21591.62                | 19553.77   |
| 1.38                              | Panama Canal Net Tonnage (PCNT):  |                                     | 17597                   |  |
| <b>Loadline Information</b>       |   |                                     |                         |  |
| 1.39                              | Loadline  | Deadweight                          | Draft                   | TPC  |
|                                   | Summer:   | 33720                               | 9.823                   | 45.06  |
|                                   | Winter:   | 32802                               | 9.619                   | 44.94  |
|                                   | Winter North Atlantic:  |                                     |                         |  |
|                                   | Fresh water:  | 33722                               | 10.051                  | 45.15  |
|                                   | Tropical:   | 34640                               | 10.027                  | 45.14  |
|                                   | Tropical fresh water:   | 34621                               | 10.255                  | 45.21  |
|                                   | Full Ballast condition:<br>(ballast holds not flooded, basis 50% bunkers ) (about)  | 18901                               | 5.685                   | 42.92  |
|                                   | Lightship: Draft:                      Displacement :    mt   |                                     | 2.07                    | 7321   |
|                                   | FWA at summer draft:  |                                     | 228                     |  |
|                                   | TPC on summer draft   |                                     | 45.06                   |  |
| <b>Is vessel fitted for:</b>      |   |                                     |                         |  |
| 1.4                               | Transit of Panama Canal?  |                                     | YES                     |  |
|                                   | If yes, state deadweight all told on 39ft 6in / 12.039m (SG 0.9954):  |                                     |                         |  |
|                                   | If yes, is Panama deadweight all told affected by vessel's bilge turn radius?   |                                     | NO                      |  |
| 1.41                              | Transit of Suez Canal?  |                                     | YES(PROJECTOR REQUIRED) |  |
| 1.42                              | Transit of St. Lawrence Seaway?   |                                     | N/A                     |  |
|                                   | If yes, state deadweight all told on 26ft / 7.92m fresh water:  |                                     |                         |  |
| <b>Recent Operational History</b> |   |                                     |                         |  |
| 1.43                              | Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, give details: |                                     | NO<br>NO<br>NO<br>NO    |  |
| 1.44                              | Voyage History  |                                     |                         |  |
|                                   | Voy#  | Charterer                           | Cargo                   | Load-Discharge Ports   |
|                                   | Last:   | INDEPENDENT<br>BULK CARRIERS<br>A/S | UREA IN BULK            | DAMIETTA, EGYPT TO SAN NICOLAS AND<br>SAN LORENZO, ARGENTINA |

|                   |   |   |  |
|-------------------|---|---|--|
| 2 <sup>nd</sup> : | FALCON<br>NAVIGATION A/S  | SOYA BEANS IN BULK  | ITACOATIARA, BRAZIL TO BIZERTE,<br>TUNISIA                               |
| 3 <sup>rd</sup> : | SWISS SINGAPORE<br>OVERSEAS<br>ENTERPRISES PTE<br>LTD                       | BAGGED RICE   | KAKINADA, INDIA TO MONROVIA,<br>LIBERIA                                  |
| 4 <sup>th</sup> : | CHUN AN<br>CHARTERING CO.,<br>LIMITED                                       | STEEL COILS, ANGLE STEEL, STEEL PILE, VEHICLE, STEEL PLATE,<br>MELAMINE, MAGNESIUM SULFATE, EQUIPMENT, STEEL PIPE, COKE IN BAG,<br>SODIUM SULFATE, ALUMINUM IN TON BAG, ALBITE IN TON BAG, CERAMIC<br>MELTING BLOCK, H-BEAM, STEEL WIRE, GREEN VITRIOL, AMMONIUM<br>SULFATE, STRUCTURE, CORN STARCH IN TON BAG. | TIANJIN, CHINA TO PORT KELANG,<br>MALAYSIA AND CHATTOGRAM,<br>BANGLADESH |
| 5 <sup>th</sup> : | TRAFIGURA<br>MARITIME<br>LOGISTICS PTE<br>LTD                               | COPPER CONCENTRATES, ZINC CONCENTRATES AND LEAD CONCENTRATES  | CALLAO, PERU TO ONSAN, SOUTH KOREA<br>AND JINZHOU, CHINA                 |
| 1.45              | Specify the security level at which the ship is currently operating (ISSC): |   | <b>LEVEL 1</b>   |

| 2    | CERTIFICATION   | Issued    | Last Annual | Expires   |
|------|---|-----------|-------------|-----------|
| 2.1  | Safety Equipment Certificate:   | 14-Aug-20 | 14-Aug-20   | 6-Sep-25  |
| 2.2  | Safety Radio Certificate:   | 14-Aug-20 | 5-Aug-21    | 6-Sep-25  |
| 2.3  | Safety Construction Certificate:  | 14-Aug-20 | 14-Aug-20   | 6-Sep-25  |
| 2.4  | Loadline Certificate:   | 14-Aug-20 | 14-Aug-20   | 6-Sep-25  |
| 2.5  | Safety Management Certificate (SMC):  | 20-Jul-17 | 25-May-20   | 3-Jul-22  |
| 2.6  | Document of Compliance (DOC):   | 4-Nov-20  | 4-Nov-20    | 19-Nov-25 |
| 2.7  | Cargo Gear survey:  | 14-Aug-20 | 5-Aug-21    | 14-Aug-25 |
| 2.8  | Cargo securing manual:  | 13-Jan-12 |             |           |
| 2.9  | International Oil Pollution Prevention Certificate (IOPPC):                           | 14-Dec-17 | 14-Aug-20   | 14-Aug-22 |
| 2.1  | Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate | 9-Jun-21  |             | 8-Dec-21  |
| 2.11 | USCG COFR:  | 20-Dec-20 |             | 20-Dec-23 |
| 2.12 | International Ship Security Certificate (ISSC):                                       | 21-Jul-17 | 25-May-20   | 3-Jul-22  |

| 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. APISIT PUNKONGWATTHANA / THAI |
| 3.4 | Nationality of Officers:                     | THAI                                |
| 3.5 | Nationality of crew:                         | THAI AND INDIAN                     |
| 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 | N.K.K. |
| 4.3 | Safety Management (SMC) certificate number / issuing authority:      | 17HO-1400SMC     | N.K.K. |
|     | State outstanding recommendations, if any:                           | NO               |        |

|     |  |         |
|-----|--|---------|
|     | 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)): | ISO9002 |

**5 CARGO ARRANGEMENTS**

| Holds            |   |  |              |
|------------------|---|--|--------------|
| 5.1              | Number of holds:  | 5  |              |
| 5.2              | Hold dimensions: L x B x H  | HOLD NO.1 : 23.6 x 10.9 / 25.2 x 14.34M  |              |
|                  |   | HOLD NO.2 : 28 x 25.2 / 26.3 x 14.34M  |              |
|                  |   | HOLD NO.3 : 28 x 26.3 x 14.34 M  |              |
|                  |   | HOLD NO.4 : 28 x 26.3 / 23.8 x 14.34 M   |              |
|                  |   | HOLD NO.5 : 27.2 x 23.8 / 9.40 x 14.34 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:  | 6117.13 CBM  | 6067.20 CBM  |
|                  | Hold #2:  | 9506.32 CBM  | 9270.24 CBM  |
|                  | Hold #3:  | 9539.31 CBM  | 9283.24 CBM  |
|                  | Hold #4:  | 9534.68 CBM  | 9279.70 CBM  |
|                  | Hold #5:  | 8484.28 CBM  | 8225.58 CBM  |
|                  | Total:  | 43241.72 CBM   | 42125.96 CBM |
| 5.5              | Is vessel strengthened for the carriage of heavy cargoes?   | IF VSL LOAD TO FULL DWT CAPACITY WITH HIGH DENSITY CARGOES (STOWING LESS THAN 35 CBFT/MT, THEN VSL TO BE LOADED HOMOGENEOUSLY) |              |
| 5.6              | If yes, state which holds may be left empty:  | N/A  |              |
| 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:   | 18 MT / SQM  |              |
| 5.1              | Are holds CO2 fitted?   | YES  |              |
| 5.11             | Are holds fitted with smoke detection system?   | NO   |              |
| 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?   | NO   |              |
|                  | Aft bulkhead?   | NO   |              |
| 5.15             | Can vessel's holds be described as box shaped?  | YES (HOLD NO. 2, 3, 4 BOX SHAPED)  |              |
| 5.16             | Measurement of any tank slopes/hoppering:<br>(height and distance from vessel's side at tank top)   | NO. 1 = 1.1 X 0.52 M, NO. 5 = 4.2 X 2.1 M  |              |
| 5.17             | Flat floor measurement of cargo holds at tank top: L x W  |  |              |
| 5.18             | Are vessel's holds electrically ventilated?   | YES  |              |
|                  | If yes, state number of air-changes per hour basis empty holds:   | NO. 1 = 6.8, NO. 2, 3, 4, 5 = 6.3  |              |
| 5.19             | Type of hold paint:   | UMEGUARD SX 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  |              |
| 5.21             | Is the vessel fitted with A60 Steel Bulkhead?   | YES  |              |
| Deck and Hatches |   |  |              |
| 5.22             | Number of hatches:  | 5  |              |
| 5.23             | Measurement of any tank slopes/hoppering:   | NO. 1 = 1.1 X 0.52 M, NO. 5 = 4.2 X 2.1 M  |              |
| 5.24             | Hatch dimensions: (Length X Breadth)  | NO. 1: 13.6M X 15.4M, NO. 2, 3, 4 & 5: 20M X 20M   |              |

|                |   |                              |
|----------------|---|------------------------------|
| 5.25           | Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):   | 138.4                        |
| 5.26           | Strength of hatch covers:   | 3.1 MT/SQM                   |
| 5.27           | Number, diameter and location of cement holes   | NO                           |
| 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): | NO. 1 = 5.6 M, NO 2-5 = 4.4M |
| 5.29           | Distance from bow to fore of 1 <sup>st</sup> hold opening:  | 17.2 M                       |
| 5.3            | Distance from stern to aft of last hold opening:  | 29.6 M                       |
| 5.31           | State deck strength:  | 4.1 TONNS/ SQ.MT             |
| <b>Ballast</b> |   |                              |
| 5.32           | Capacity of ballast tanks (100%):   | 13,449.30 CUB.M              |
| 5.33           | Ballast holds capacity, state which hold(s):  | -                            |
| 5.34           | Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of  | 400 MT / HR                  |
| 5.35           | deballasting  |                              |
| 5.36           | Unpumpable quantity:  | 100 MT                       |

|  |   |                                     |              |
|--|---|-------------------------------------|--------------|
| <b>6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)</b> |   |                                     |              |
| 6.1  | If geared state make and type:  | CRANE MAKE MITSUBISHI / ELECTRO HYD |              |
| 6.2  | Number/location of derricks/ cranes:  | 4 CRANES / BETWEEN HOLDS            |              |
| 6.3  | Maximum outreach of gear beyond ships rail  | 9.60 M                              |              |
| 6.4  | Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:                                       | 9.60 M                              |              |
| 6.5  | If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch coaming: | 8.2 M                               |              |
| 6.6  | Time needed for full cycle with maximum cargo lift on hook:   | 213 SEC                             |              |
| 6.7  | Hoisting time of gear: (Load / Metres Minutes)  | Hook                                | 18.5 M / Min |
|  |   | Grab                                |              |
| 6.8  | Luffing time of gear:   | 48 Sec at working radius 24-4.5 M   |              |
| 6.9  | Slewing time of gear:   | 0.7 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(cargo clusters)                 |              |
| 6.15   | Is vessel logs fitted?  | YES                                 |              |
|  | If yes, state number, type and height of stanchions/sockets, if on board:   | Stanchion No.1 : 6 M, No.2-5 : 8 M. |              |
| 6.16   | Is vessel log racks fitted?   | NO                                  |              |
| 6.17   | Timber Loadline (if applicable)   | Deadweight                          | Draft        |
|  | Summer:   | 34893                               | 10.083       |
|  | Winter:   | 33634                               | 9.804        |
|  | Winter North Atlantic:  |                                     |              |
|  | Fresh water:  |                                     |              |
|  | Tropical:   | 35842                               | 10.293       |
|  | Tropical fresh water:   |                                     |              |
|  |   | TPC                                 |              |
|  |   |                                     | 45.16        |
|  |   |                                     | 45.05        |
|  |   |                                     |              |
|  |   |                                     | 45.23        |
|  |   |                                     |              |

|          |   |  |  |
|----------|---|--|--|
| <b>7</b> |   |  |  |
| 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:   |  |  |

|   |   |  |               |
|---|---|--|---------------|
| <b>8 ENGINE ROOM, SPEED AND CONSUMPTION</b> |   |  |               |
| 8.1   | Is vessel fitted with a shaft generator?                                    | NO   |               |
| <b>Engine Room</b>                          |   |  |               |
| 8.2   | Engine make/model and type:   | MITSUBISHI 6UEC52LA  |               |
| 8.3   | BHP / RPM of main engine at MCR:  | 100%   | 8882      130 |
| 8.4   | BHP / RPM of main engine at NCR (as % of MCR):                              | 85%  | 7543      123 |
| 8.5   | GENERATORS :  | 2NOS( YANMAR)  |               |
| <b>Fuel</b>                                 |   |  |               |
| 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 unpumpables):        | 1430.60 CBM / ( 1402 MT) @ 90%   |               |
| 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 unpumpables)(MGO): | 431.37CBM / ( 364.86 MT) @ 90%   |               |
| 8.7   | Ballast: ABT  | AS PER VESSEL DESCRIPTION  |               |
|   | Laden: ABT  |  |               |
| <b>Consumptions</b>                         |   |  |               |
| 8.8   | Passage   | Main   | Aux           |
|   | Ballast: ABT  | AS PER VESSEL DESCRIPTION  |               |
|   | Laden: ABT  |  |               |
| 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:  | HSCH   |  |
| 9.2                                   | Vessel's INMARSAT - C number:                                     | 456700719 / 456700470  |  |
| 9.3                                   | Vessel's telephone number:  | 870-773203632  |  |
| 9.4                                   | Vessel's fax number:  | 870-783019606  |  |
| 9.5                                   | Vessel's email address:   | <a href="mailto:VESSEL@PRECIUSSHIPPING.COM">VESSEL@PRECIUSSHIPPING.COM</a> |  |
| 9.6                                   | Vessel's MMSI No. (Maritime Mobile Selective call Identity Code): | 567444000  |  |
| 9.7                                   | Vessel's onboard electrical supply (V / Hz):                      | 220V/60 HZ   |  |

| <b>Constants/Fresh Water</b>  |  |                                |
|---|--|--------------------------------|
| 9.8   | Constants excluding fresh water:   | 350 MT                         |
| 9.9   | Daily freshwater consumption:  | 8 MT                           |
| 9.1   | Fresh water capacity:  | 298.08 MT                      |
| 9.11  | State daily production of evaporator:  | 12 MT / DAY                    |
| 9.12  | Normal fresh water reserve:  | 200 MT                         |
| <b>Insurance</b>  |  |                                |
| 9.13  | P & I Club - Full style:   | SKULD SINGAPORE BRANCH         |
| 9.14  | P & I Club coverage:   | AS PER P&I RULES               |
| 9.15  | Where is the owners hull and machinery placed:   | SWEDISH CLUB(SWEDEN)           |
| 9.16  | Hull & Machinery insured value:  | AS PER VESSEL DESCRIPTION      |
| <b>Vetting</b>  |  |                                |
| 9.17  | Is the vessel RIGHTSHIP approved:  | YES                            |
| 9.18  | Date/Place of last RIGHTSHIP Inspection:   | 06-MAR-2021/KAKINADA, INDIA    |
| <b>Port State Control</b>   |  |                                |
| 9.19  | Date and place of last Port State Control inspection:  | 22-JULY-2021 /BIZERTE, TUNISIA |
| 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. | 2 DEFICIENCIES / RECTIFIED     |
| <b>10 SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES</b> |  |                                |
| 10.1  |  |                                |