

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

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|--------------------------------|---|--|-----------------|
| 1 GENERAL INFORMATION | | | |
| 1.1 | Date updated: | 31-Mar-24 | |
| 1.2 | Vessel's name: | SAVITREE NAREE | |
| 1.3 | IMO number: | 9751224 | |
| 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: | BULK CARRIER | |
| 1.8 | Type of hull: | SINGLE | |
| Ownership and Operation | | | |
| 1.9 | Registered owner - Full style: | PRECIOUS TIDES PTE. LTD 20 MCCALLUM STREET #19-01 TOKIO MARINE CENTRE SINGAPORE 069046. | |
| 1.1 | Parent company/group to which the owner belongs - Full style: | | |
| 1.11 | Technical operator - Full style: | GREAT CIRCLE SHIPPING AGENCY LTD. Cathay House, 8/35 10th Floor, North Sathorn Rd. Silom, Bangrak, Bangkok -10500, Thailand Tel: (662) 696 8900 to 99, Fax: (662) 237 7842, 633 8468 Email: gcship@preciousshipping.com | |
| 1.12 | Commercial operator - Full style: | PSL Post Fixture Team Cathay House , 8/35 North Sathorn Road Bangkok 10500 Thailand E-Mail : postfix@preciousshipping.com | |
| 1.13 | Disponent owner - Full style: | Pan Ocean Co., Ltd (03157) Tower8, 7, Jong-ro 5-gil, Jongno-gu, Seoul, Korea Tel : +82.2.316.5399 Mobile : +82.10.2519.9152 E-mail : jy.shin@panocean.com (PIC) shoh@panocean.com (TEAM LEADER) | |
| 1.14 | Does disponent owner have vessel on time charter or bareboat: | TIME CHARTERER : PAN OCEAN CO., LTD | |
| 1.15 | Since when vessel has been under Disponent owner: | Since 01 MARCH 2024 PERIOD OF ABT 5-7 MONTHS | |
| 1.16 | Number of vessels in disponent owner's fleet: | N.A. | |
| Builder | | | |
| 1.17 | Builder (where built) / Yard number: | TAIZHOU SANFU SHIPYARD, CHINA | SF130128 |
| 1.18 | Date delivered (built): | 21/04/2016 | |
| Classification | | | |
| 1.19 | Classification society: | NIPPON KAIJI KYOKAI | |
| 1.2 | Class notation: | NS* (CSR, BC-A, BC-XII, GRAB [20], PSPC-WBT), (ESP), (IWS), (BWTS), (PSCM), (Strengthened for heavy cargo loading where holds no.2 & 4 may be empty), MNS*(MO) | |
| 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: | 18-Feb-24 | GUANGZHOU CHINA |
| 1.24 | Date next dry dock is due: | Mar-26 | |
| 1.25 | Date of last special survey / next survey due: | 24-Mar-21 | Mar-26 |
| 1.26 | Date of last annual survey / next survey due: | 24-Feb-24 | Feb-25 |
| 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): | 199.90 M | |
| 1.3 | Length Between Perpendiculars (LBP): | 194.5 M | |
| 1.31 | Extreme breadth (Beam): | 32.26 M | |
| 1.32 | Moulded depth: | 18.50 M | |
| 1.33 | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): | 48.633 M | |

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|-----------------------------------|---|-------------------------|-----------------|--|
| 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) | 16.32 | 15.01 | 14.01 |
| | Full ballast condition: (ballast holds flooded, basis 50% bunkers) | 13.34 | 12.43 | 11.82 |
| | Fully laden condition: | 7.95 | 7.65 | 7.64 |
| 1.35 | Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches): | 21.109 M | 20.800 M | 20.803 M |
| Tonnages | | | | |
| 1.36 | Gross Tonnage (GT) / Net Registered Tonnage (NRT): | 36416 | 21225 | |
| 1.37 | Suez Canal Tonnage – Gross (SCGT) / Net (SCNT): | 36992.78 | 32344.12 | |
| 1.38 | Panama Canal Net Tonnage (PCNT): | 30147 | | |
| Loadline Information | | | | |
| 1.39 | Loadline | Deadweight | Draft | TPC |
| | Summer: | 63016.24 | 13.300 | 62.2 |
| | Winter: | 61293.84 | 13.023 | 62.1 |
| | Winter North Atlantic: | 61293.84 | 13.023 | 62.1 |
| | Fresh water: | 63016.24 | 13.602 | 62.3 |
| | Tropical: | 64740.34 | 13.577 | 62.3 |
| | Tropical fresh water: | 64740.34 | 13.879 | 62.3 |
| | Full Ballast condition: (ballast holds not flooded, basis 50% bunkers) (about) | 18785.69 | 5.910 | 55.900 |
| | Lightship: Draft: F- 0.471 M/ A- 4.749 M Displacement : 12069.56 mt | 2.610 | 52.700 | |
| | FWA at summer draft: | 302 MM | | |
| | TPC on summer draft | 62.2 | | |
| 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): | 53196.840 MT | | |
| | 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? | N/A | | |
| | 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: | PAN OCEAN CO.,LTD | STEEL PRODUCTS | LOAD PORT 1.HALONG 2.QUI NHON 3.PHU MY, VIETNAM DISCH PORT 1.TAMPA 2.NEW ORLEANS 3.HOUSTON, USA 4.ALTAMIRA, MEXICO |
| | 2 nd : | AQUATRADE LTD | SORGHUM IN BULK | CORPUS CHRISTI, USA - SHEKOU, CHINA |
| | 3 rd : | NORSE MARITIME A/S | STEEL PRODUCTS | ANTWERP, BELGIUM - ALTAMIRA & HOUSTON |
| | 4 th : | AMDL SHIP MAAGEMENT LTD | COAL IN BULK | MOBILE, USA - GIJON,SPAIN & GHENT,BELGIUM |
| | 5 th : | AMDL SHIP MAAGEMENT LTD | STEEL SLABS | LAZARO CARDENAS,MEXICO - MOBILE,USA |
| 1.45 | Specify the security level at which the ship is currently operating (ISSC): | | | LEVEL 1 (ONE) |

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| 2 | CERTIFICATION | Issued | Last Annual | Expires |
| 2.1 | Safety Equipment Certificate: | 24/03/2021 | 26/02/2024 | 20/04/2026 |
| 2.2 | Safety Radio Certificate: | 24/03/2021 | 26/02/2024 | 20/04/2026 |
| 2.3 | Safety Construction Certificate: | 24/03/2021 | 26/02/2024 | 20/04/2026 |
| 2.4 | Loadline Certificate: | 24/03/2021 | 26/02/2024 | 20/04/2026 |
| 2.5 | Safety Management Certificate (SMC): | 20/09/2021 | 25/02/2024 | 25/08/2026 |
| 2.6 | Document of Compliance (DOC): | 04/11/2020 | 09/10/2023 | 19/11/2025 |
| 2.7 | Cargo Gear survey: | 24/03/2021 | 10/12/2023 | 23/03/2026 |
| 2.8 | Cargo securing manual: | 30/12/2015 | N/A | N/A |
| 2.9 | International Oil Pollution Prevention Certificate (IOPPC): | 24/03/2021 | 26/02/2024 | 23/03/2026 |

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| 2.1 | Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCEC) Certificate | 17/11/2023 | N/A | 15/05/2024 |
| 2.11 | USCG COFR: | 30/03/2022 | N/A | 30/03/2025 |
| 2.12 | International Ship Security Certificate (ISSC): | 21/09/2021 | 26/02/2024 | 25/08/2026 |

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| 3 | CREW MANAGEMENT | | | |
| 3.1 | Number of Officers: (including Master) | 11 | | |
| 3.2 | Number of crew: | 12 | | |
| 3.3 | Name and nationality of Master: | CAPT.NATTAPOL MONGKOL | | |
| 3.4 | Nationality of Officers: | Thai and Indian | | |
| 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 | | |

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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 | NKK |
| 4.3 | Safety Management (SMC) certificate number / issuing authority: | 21JK-M0058SMC | NKK |
| | 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) | |

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| 5 | CARGO ARRANGEMENTS | | |
| Holds | | | |
| 5.1 | Number of holds: | 5 | |
| 5.2 | Hold dimensions: L x B x H | HOLD 1: 29.52 x (F 14.69 A 23.824) x 19.32 M HOLD 2: 33.62 x 23.824 x 19.32 M HOLD 3: 31.16 x 23.824 x 19.02 M HOLD 4: 31.16 x 23.824 x 19.02 M HOLD 5: 29.52 x (F 23.824 A 8.966) x 19.02 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: | 13956.54 | 13200 |
| | Hold #2: | 17682.44 | 16650 |
| | Hold #3: | 15350.47 | 14080 |
| | Hold #4: | 15850.41 | 15000 |
| | Hold #5: | 14944.79 | 14500 |
| | Total: | 77,784.65 | 73430 |
| 5.5 | Is vessel strengthened for the carriage of heavy cargoes? | YES | |
| 5.6 | If yes, state which holds may be left empty: | 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: | HOLDS 1, 3 & 5 – 25T/M2 , HOLDS 2 & 4 – 20T/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 HOLD 3 | |
| | Aft bulkhead? | YES HOLDS 1,3,4 | |
| 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) | HOLD 1: H 4.22~5.90M x D 4.22~8.22M; HOLD 2: H 4.22M x D 4.22M HOLD 3: H 4.22M x D 4.22M HOLD 4: H 4.22M x D 4.22M HOLD 5: H 4.22~9.06M x D 4.22~11.65M | |
| 5.17 | Flat floor measurement of cargo holds at tank top: L x W | HOLD 1: 27.06 x 14.69~23.824 M HOLD 2: 33.62 x 23.824 M HOLD 3: 26.24 x 23.824 M HOLD 4: 28.70 x 23.824 M HOLD 5: 29.52 x 8.966~23.824 M | |
| 5.18 | Are vessel's holds electrically ventilated? | NO | |
| | If yes, state number of air-changes per hour basis empty holds: | N/A | |
| 5.19 | Type of hold paint: | CURED EPOXY | |

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| 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 | Make and type of hatch covers: | MACGREGOR, ELECTRO-HYDRAULIC, FOLDING TYPE |
| 5.24 | Hatch dimensions: (Length X Breadth) | NO.1: 19.68 M X 18.26 M NO. 2-5: 22.96 M X 18.26 M |
| 5.25 | Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5): | 148.50 M |
| 5.26 | Strength of hatch covers: | HOLD 1: 5.1~6.8 T/M2 HOLD 2,3,4 & 5: 3.5 T/M2 |
| 5.27 | Number, diameter and location of cement holes | 2 PER HOLD, LOCATED ON FWD AND AFT PONTOON, DIA 860MM |
| 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): | Ship's rail to near edge of walkway - 4.63m Ship's rail to far edge of coaming - 7m Clear distance: Hold1 - 1.80m, Hold2 - 3.90m, Hold3 - 3.10m, Hold4 - No clear space, Hold5 - 2.08m |
| 5.29 | Distance from bow to fore of 1 st hold opening: | 16.20 M |
| 5.3 | Distance from stern to aft of last hold opening: | 35.20 M |
| 5.31 | State deck strength: | Not allow to load any cargo on deck. |
| Ballast | | |
| 5.32 | Capacity of ballast tanks (100%): | 18399.45 M3 |
| 5.33 | Ballast holds capacity, state which hold(s): | NO.3 HOLD - 15350 M3 |
| 5.34 5.35 | Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting | 12.3 HRS / 2x750M3 per HR / 14HRS / 2x650 M3 per HR |
| 5.36 | Unpumpable quantity: | 100 M ³ |

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| 6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE) | | | |
| 6.1 | If geared state make and type: | 4 DECK CRANES. MASADA-MITSUBISHI, ELECTRO-HYDRAULIC, SWL 36MT HOOK, 28MT WITH GRAB | |
| 6.2 | Number/location of derricks/ cranes: | 4 NOS. / BETWEEN HOLDS 1&2, 2&3, 3&4, 4&5 | |
| 6.3 | Maximum outreach of gear beyond ships rail | 13.87 M | |
| 6.4 | Maximum outreach of gear beyond ships rail with maximum cargo lift on hook: | 13.87 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: | 120 sec | |
| 6.7 | Hoisting time of gear: (Load / Metres Minutes) | Hook Grab | LOAD 367/142/5 KN - SPEED 22/44/55 m/min |
| 6.8 | Luffing time of gear: | 58sec / FROM 20° TO 80° | |
| 6.9 | Slewing time of gear: | 0.45 RPM | |
| 6.1 | Is gear combinable for heavy lift? | N/A | |
| 6.11 | Are winches electro-hydraulic? | YES | |
| 6.12 | If vessel has grabs on board - state: | YES, 4 NOS | |
| | Type: | TOBU-ELECTRO/HYDRAULIC | |
| | Weight: | 9 MT | |
| | Lifting Capacity: | 6/12M3 | |
| | Power source of grabs: | 440/110V, 60HZ | 3-AC |
| | Location of power source: | INSIDE CRANE POST | |
| 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, PORTABLE LIGHTS | |
| 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? | N/A | |
| 6.17 | Timber Loadline (if applicable) | Deadweight | Draft TPC |
| | Summer: | | |
| | Winter: | | |
| | Winter North Atlantic: | | |
| | Fresh water: | N/A | |
| | 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: | | MAN-B&W 5G60ME-C9.2(Tier II) | |
| 8.3 | BHP / RPM of main engine at MCR: | 100% | 11398.7 BHP | 77.0 RPM |
| 8.4 | BHP / RPM of main engine at NCR (as % of MCR): | 77% | 8845.4 BHP | 70.8 RPM |
| 8.5 | GENERATORS : | | ANQING CSSC, 6DK-20e, 3x700kW | |
| Fuel | | | | |
| 8.5 | What type/viscosity of fuel is used for main propulsion: | | RMG 380CST 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 (LSIFO + HSIFO; excluding unpumpables): | | LSMGO 710 CBM. | LSFO 1430 CBM. |
| 8.6 | What type/viscosity of fuel is used in the generating plant: | | RMG 380CST 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 (LSMGO + HSMGO; excluding unpumpables): | | INCLUDED IN M/E TANKS | |
| 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): | | | |

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| 9 | MISCELLANEOUS | |
| Communications and Electronics | | |
| 9.1 | Call sign: | 9V3873 |
| 9.2 | Vessel's INMARSAT – C number: | 456390712, 456390713 |
| 9.3 | Vessel's telephone number: | +88 1677105340 |
| 9.4 | Vessel's fax number: | - |
| 9.5 | Vessel's email address: | savitreenaree@speedmailplus.com |
| 9.6 | Vessel's MMSI No. (Maritime Mobile Selective call Identity Code): | 563 907 000 |
| 9.7 | Vessel's onboard electrical supply (V / Hz): | 220V / 60Hz |
| Constants/Fresh Water | | |
| 9.8 | Constants excluding fresh water: | 525 MT |
| 9.9 | Daily freshwater consumption: | 10 MT |
| 9.1 | Fresh water capacity: | 301 MT |
| 9.11 | State daily production of evaporator: | 14 MT/DAY |
| 9.12 | Normal fresh water reserve: | 200 MT |
| Insurance | | |
| 9.13 | P & I Club - Full style: | UK P&I Club, Thomas Miller P&I (Europe) Ltd. Address: 90 Fenchurch Street, London EC3M 4ST |
| 9.14 | P & I Club coverage (US \$): | AS PER P&I RULES |

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| 9.15 | Where is the owners hull and machinery placed: | Sveriges Angfartygs Assurans Forening Club The Swedish Club |
| 9.16 | Hull & Machinery insured value (US \$): | 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: | 06 FEB 2024 AT SHEKOU, CHINA |
| 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 | NONE | |