**THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99) Version 2**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **1.** | **GENERAL INFORMATION** | | | | | | |
| 1.1 | Date updated: | | | | | 12th MARCH 2021 | |
| 1.2 | Vessel’s name: | | | | | NILLO | |
| 1.3 | IMO number: | | | | |  | |
| 1.4 | Vessel’s previous name(s) and date(s) of change: | | | | | NILLO- 03rd April 2018, NORD MAN - 11th November 2016  EX - 20TH September, 2016 | |
| 1.5 | Flag: | | | | | MARSHALL ISLANDS | |
| 1.6 | Port of Registry: | | | | | MAJURO | |
| 1.7 | Type of vessel: | | | | | BULKER | |
| 1.8 | Type of hull: | | | | | SINGLE SKIN | |
| **Ownership and Operation** | | | | | | | |
| 1.9 | Registered owner - Full style: | | | | | BSL NILLO SHIPPING LIMITED | |
| 1.10 | Parent company/group to which the owner belongs - Full style: | | | | | SHIPPING MANAGEMENT LTD | |
| 1.11 | Technical operator - Full style: | | | | | I MARINE SERVICES (GERMANY) & Co. | |
| 1.12 | Commercial operator - Full style: | | | | | MARINE SERVICES | |
| 1.13 | Disponent owner - Full style: | | | | |  | |
| 1.14 | Does disponent owner have vessel on time charter or bareboat: | | | | | Time charter | |
| 1.15 | Since when vessel has been under Disponent owner: | | | | |  | |
| 1.16 | Number of vessels in disponent owner’s fleet: | | | | |  | |
| **Builder** | | | | | | | |
| 1.17 | Builder (where built) / Yard number: | | | | | Shipbuilding Co. LTD, |  |
| 1.18 | Date delivered (built): | | | | | 31 AUG.2010 | |
| **Classification** | | | | | | | |
| 1.19 | Classification society: | | | | | Lloyd’s Register | |
| 1.20 | Class notation: | | | | | NS(CSR, BC-A, BC-XII,GRAB20),(ESP),  (IWS), MNS, holds 2 & 4 may be empty | |
| 1.21 | If Classification society changed, name of previous society: | | | | | NKK | |
| 1.22 | If Classification society changed, date of change: | | | | | 11th November 2016 | |
| 1.23 | Date and place of last dry dock: | | | | | September 2020 | Shanghai, China |
| 1.24 | Date next dry dock is due: | | | | | Sept 2023 | |
| 1.25 | Date of last special survey / next survey due: | | | | | SEPT.2020 | SEPT .2023 |
| 1.26 | Date of last annual survey / next survey due: | | | | | SEPT. 2020 | SEPT.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 | |
| **Dimensions** | | | | | | | |
| 1.29 | Length Over All (LOA): | | | | | 180 | |
| 1.30 | Length Between Perpendiculars (LBP): | | | | | 172 | |
| 1.31 | Extreme breadth (Beam): | | | | | 30 | |
| 1.32 | Moulded depth: | | | | | 14.7 | |
| 1.33 | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): | | | | | 42.84 |  |
| 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) | | | | 13.20 | 12.35 | 11.35 |
|  | Full ballast condition:  (ballast holds flooded, basis 50% bunkers) | | | | 10.50 | 9.96 | 8.79 |
|  | Light condition (basis 50% bunkers): | | | | 14.23 | 14.23 | 14.23 |
|  | Fully laden condition: | | | | 7.74 | 7.74 | 7.74 |
| 1.35 | Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches): | | | | 17.56 | 17.56 | 17.56 |
| **Tonnages** | | | | | | | |
| 1.36 | Gross Tonnage (GT) / Net Registered Tonnage (NRT): | | | | | 23456 | 11522 |
| 1.37 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | | | | | 24261.29 | 20883.72 |
| 1.38 | Panama Canal Net Tonnage (PCNT): | | | | | 19537 | |
| Loadline Information | | | | | | | |
| 1.39 | Loadline | | | | Deadweight | Draft | TPC |
|  | Summer: | | | | 34426.1 | 9.917 | 48.9 |
|  | Winter: | | | | 33420 | 9.711 | 48.8 |
|  | Winter North Atlantic: | | | | N/A | N/A | N/A |
|  | Fresh water: | | | | 34401 | 10.14 | 47.9 |
|  | Tropical: | | | | 35408 | 10.123 | 49.1 |
|  | Tropical fresh water: | | | | 35389 | 10.346 | 48 |
|  | Full ballast condition: | | | | 22790 | 7.48 | 46.5 |
|  | Lightship: | | | | 9206 | 2.46 | 42.0 |
|  | FWA at summer draft: | | | | | 223mm | |
| Is vessel fitted for: | | | | | | | |
| 1.40 | 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: Casualty: NO  Collision: NO | |
| 1.44 | Voyage History | | | | | | |
|  | Voy# | Charterer | Cargo | | | Load-Discharge Ports | |
|  | 37 | ISLAND VIEW SHIPPING | PIG IRON,GRANITE,FERRO CHROME,CHROME ORE | | | RICHARDS BAY &SALDANHA BAY-MARGHERA ITALY,KOPER SLOVENIA,EFESAN TURKEY | |
|  | 36 | OCEANA BULK SA C/O SUISSE ATLANTIQUE SA | VARIOUS GRAINS | | | LA PALLICE FRANCE-LA REUNION | |
|  | 35 | FALCON MARITIME A/S | SOYA BEAN | | | THREE RIVERS CANADA-AMSTERDAM | |
|  | 34 | HANWIN SHIPPING LTD | STEEL COIL, AMMONIUM SULFATE | | | CAOFEIDIAN, CHINA-NEW ORLEANS USA ,NEW JERSEY USA,BECANCOUR CANADA | |
|  | 33 | CENTURION BULK PTE LTD | IRON ORE | | | ALTAMIRA, MEXICO – DAFENG, CHINA | |
|  | 32 | CENTURION BULK PTE LTD | FERTILIZER | | | UST LUGA, RUSSIA / KLAIPEDA, LITHUANIA – RIO HAINA, DOMINICAN REPUBLIC / BARRANQUILLA, COLOMBIA / CRISTOBAL,PANAMA | |
|  | 31 | CENTURION BULK PTE LTD | METALLURGICAL COKE | | | BARRANQUILLA,COLOMBIA – IMMINGHAM,UK | |
|  | 30 | CENTURION BULK PTE LTD | RICE | | | DARROW, USA - BARRANQUILLA,COLOMBIA | |
|  | 29 | CENTURION BULK PTE LTD | STEEL SLABS | | | LAZARO CARDENAS, MEXICO – MOBILE,USA | |
|  | 28 | CENTURION BULK PTE LTD | BULK CEMENT | | | VISSAI, VIETNAM – STOCKTON / SACRAMENTO USA | |
|  | 27 | CENTURION BULK PTE LTD | IRON ORE PELLETS | | | DHAMRA, INDIA – PENANG, MALAYSIA | |
|  | 26 | CENTURION BULK PTE LTD | NUT COKE | | | BARRANQUILLA,COLOMBIA – PARADIP,INDIA | |
| 1.45 | Specify the security level at which the ship is currently operating (ISSC): | | | | | MARSEC ONE | |
|  | | | | | | | | |
| **2.** | **CERTIFICATION** | | | **Issued** | | **Last Annual** | **Expires** |
| 2.1 | Safety Equipment Certificate: | | | 25/09/2020 | |  | 30/08/2025 |
| 2.2 | Safety Radio Certificate: | | | 25/09/2020 | |  | 30/08/2025 |
| 2.3 | Safety Construction Certificate: | | | 25/09/2020 | |  | 30/08/2025 |
| 2.4 | Loadline Certificate: | | | 25/09/2020 | |  | 30/08/2025 |
| 2.5 | Safety Management Certificate (SMC): | | | 23/04/2018 | | 31/10/2019 | 17/02/2022 |
| 2.6 | Document of Compliance (DOC): | | | 25/02/2021 | |  | 06/03/2026 |
| 2.7 | Gear survey: | | | 25/09/2020 | | 25/09/2020 | 25/09/2025 |
| 2.8 | Cargo securing manual: | | | 24/08/2010 | |  |  |
| 2.9 | International Oil Pollution Prevention Certificate (IOPPC): | | | 30/10/2019 | | 30/10/2019 | 02/07/2022 |
| 2.10 | Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate | | | 02/12/2020 | | N/A | 02/06/2021 |
| 2.11 | USCG COFR: | | | 04/04/2018 | |  | 04/04/2021 |
| 2.12 | International Ship Security Certificate (ISSC): | | | 23/04/2018 | | 31/10/2019 | 17/02/2022 |
|  | | | | | | | | |
| **3.** | **CREW MANAGEMENT** | | | | | | |
| 3.1 | Number of Officers: | | | | | 8 | |
| 3.2 | Number of crew: | | | | | 19 (INCLUDING MASTER) | |
| 3.3 | Name and nationality of Master: | | | | |  | |
| 3.4 | Nationality of Officers: | | | | | FILIPINO / UKRAINE / POLAND | |
| 3.5 | Nationality of crew: | | | | | FILIPINO / UKRAINE | |
| 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: | | | | | HAM 2112006/ MAI | LLOYD’S REGISTER |
| 4.3 | Safety Management (SMC) certificate number / issuing authority: | | | | | RIO 1700110/A1 | LLOYD’S REGISTER |
|  | 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 14001 | |
|  | | | | | | | | |
| **5.** | **CARGO ARRANGEMENTS** | | | | | | |
| **Holds** | | | | | | | |
| 5.1 | Number of holds: | | | | | 5 | |
| 5.2 | Hold dimensions: | | | | | ##1,2,3,4 – L27.2m x W30.0m x H 13.15m  # 5 - L25.6m x W30.0m x H 13.15m | |
| 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: | | | | | 8370.1 | 8035.3m3 |
|  | Hold #2: | | | | | 10263.1 | 9852.58m3 |
|  | Hold #3: | | | | | 10294.1 | 9882.82m3 |
|  | Hold #4: | | | | | 10306 | 9883.76m3 |
|  | Hold #5: | | | | | 9532 | 9150.72m3 |
|  | Hold #6: | | | | | n/a |  |
|  | Hold #7: | | | | | n/a |  |
|  | Hold #8: | | | | | n/a |  |
|  | Hold #9: | | | | | n/a |  |
|  | Total: | | | | | 48765.8 | 46815.18m3 |
| 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: | | | | | 20 MT/M2 | |
| 5.10 | 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 hoppered at: | | | | |  | |
|  | Hold side? | | | | | YES, ALL | |
|  | Forward bulkhead? | | | | | NO | |
|  | Aft bulkhead? | | | | | ## 1, 2, 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) | | | | | 3.80m / 4.00m | |
| 5.17 | Flat floor measurement of cargo holds at tank top: | | | | | #1 – L25.0m x W8.6m(fore) / 19.6m(aft)  #2 – L25.0m x W20.2m(fore) /22.0m(aft)  #3 & 4 – L25.0m x W 22.0m  #5 – L25.6m x W22.0m(fore) / 13.0m(aft) | |
| 5.18 | Are vessel’s holds electrically ventilated? | | | | | YES | |
|  | If yes, state number of air-changes per hour basis empty holds: | | | | | 6 | |
| 5.19 | Type of hold paint: | | | | | CMP/Bannoh 500Red CS 511  CMP/Bannoh 500 Grey CS 614 | |
| 5.20 | 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: | | | | | Mk Gregor, cylinder folding type | |
| 5.24 | Hatch dimensions: | | | | | #1 – 16.00m x 18.40m/13.70m,  ##2,3,4,5 – 19.20m x 20.20m | |
| 5.25 | Hatch span (distance from front of forward hatch to aft of rear hatch): | | | | | #1 – 16.00m, ##2,3,4,5 - 19.20m | |
| 5.26 | Strength of hatch covers: | | | | | 2.45mt/m2 | |
| 5.27 | Number, diameter and location of cement holes | | | | | 10 x 7500mm, fwd hole on stbd side, aft hole on port side of each hatch cover | |
| 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): | | | | | 4.80m / 4.50m  2.50m | |
| 5.29 | Distance from bow to fore of 1st hold opening: | | | | | 18.60m | |
| 5.30 | Distance from stern to aft of last hold opening: | | | | | 36.80m | |
| 5.31 | State deck strength: | | | | | 4 MT/M2 | |
| **Ballast** | | | | | | | |
| 5.32 | Capacity of ballast tanks (100%): | | | | | 11480.6 | |
| 5.33 | Ballast holds capacity, state which hold(s): | | | | | #3 – 10294.6 | |
| 5.34 | Vessel’s ballasting time / rate of ballasting: | | | | | 12Hrs | 1000m3/Hr |
| 5.35 | Vessel’s deballasting time / rate of deballasting: | | | | | 16Hrs (with stripping) | 1000m3/Hr |
| 5.36 | Unpumpable quantity: | | | | | 200 | |
|  | | | | | | | | |
| **6.** | **CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)** | | | | | | |
| 6.1 | If geared state make and type: | | | | | Mac GREGOR GLB 3526-2/2826gr | |
| 6.2 | Number/location of derricks/cranes: | | | | | 4 pc, between cargo holds 1 & 2, 2 & 3,  3 & 4, 4 & 5 on the CL | |
| 6.3 | Maximum outreach of gear beyond ships rail | | | | | 13m | |
| 6.4 | Maximum outreach of gear beyond ships rail with maximum cargo lift on hook: | | | | | 11m | |
| 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: | | | | | 60sec | |
| 6.7 | Hoisting time of gear: | | | | | 45sec | |
| 6.8 | Luffing time of gear: | | | | | 60sec | |
| 6.9 | Slewing time of gear: | | | | | 0.8 rev/min | |
| 6.10 | Is gear combinable for heavy lift? | | | | | NO | |
| 6.11 | Are winches electro-hydraulic? | | | | | YES | |
| 6.12 | If vessel has grabs on board - state: | | | | | YES | |
|  | Type: | | | | | Peiner Motor Dual Scoop Grabs,  type MZGL 12000-6-B, 4pc | |
|  | Capacity: | | | | | 19mt | |
|  | Power source of grabs: | | | | | Power cable |  |
|  | Location of power source: | | | | | Crane Circuit Board | |
| 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? | | | | | N/A | |
| 6.17 | Timber Loadline (if applicable) | | | | Deadweight | Draft | TPC |
|  | Summer: | | | | 34426.1mt | 9.917m | 48.9mt |
|  | Winter: | | | | 33420mt | 9.711m | 48.8mt |
|  | Winter North Atlantic: | | | | Not required | Not required |  |
|  | Fresh water: | | | | 34401mt | 10.14m | 47.9mt |
|  | Tropical: | | | | 35408mt | 10.123m | 49.1mt |
|  | Tropical fresh water: | | | | 35389mt | 10.346m | 48mt |
|  | | | | | | | | |
| **7.** | **CONTAINER BULKERS/MULTI PURPOSE (ONLY TO BE COMPLETED IF APPLICABLE)** | | | | | | |
| 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: | | | | | Doosan MAN B&W 5S50MC-C(Mk7) | |
| 8.3 | BHP / RPM of main engine at MCR: | | | | 100 % | 10750 | 127.0 |
| 8.4 | BHP / RPM of main engine at NCR (as % of MCR): | | | | 85 % | 9138 | 120.3 |
| **Fuel** | | | | | | | |
| 8.5 | What type/viscosity of fuel is used for main propulsion: | | | | | IFO RMG 380/0.98 & LSMGO DMA/0.84 | |
|  | Capacity of main engine bunker tanks (excluding unpumpables): | | | | | IFO / 1294.1 MGO / 445.8 | |
| 8.6 | What type/viscosity of fuel is used in the generating plant: | | | | | IFO RMG 380/0.98 & LSMGO DMA/0.84 | |
|  | Capacity of aux engine(s) bunker tanks (excluding unpumpables): | | | | | As above | |
| **Speed** | | | | | | | |
| 8.7 | Ballast: | | | | | 14.5 | |
|  | Laden: | | | | | 14.0 | |
| **Consumptions** | | | | | | | |
| 8.8 | Passage | | | | | Main | Aux |
|  | Ballast: | | | | | 25.1 | 2.4 |
|  | Laden: | | | | | 26.1 | 2.4 |
| 8.9 | In Port | | | | | Main | Aux |
|  | Working: | | | | |  | 4.5 |
|  | Idle: | | | | |  | 3.2 |
|  | Other (specify): | | | | |  |  |
|  | | | | | | | | |
| **9.** | **MISCELLANEOUS** | | | | | | |
| **Communications and Electronics** | | | | | | | |
| 9.1 | Call sign: | | | | | V7SN8 | |
| 9.2 | Vessel’s INMARSAT number: | | | | | 453843297 / 453843298 | |
| 9.3 | Vessel’s telex number: | | | | | N /A | |
| 9.4 | Vessel’s fax number: | | | | | N / A | |
| 9.5 | Vessel’s email address: | | | | |  | |
| 9.6 | Vessel’s MMSI No. (Maritime Mobile Selective call Identity Code): | | | | |  | |
| 9.7 | Vessel’s onboard electrical supply (V / Hz): | | | | | 220/ 60 - 440V / 60Hz | |
| Constants/Fresh Water | | | | | | | |
| 9.8 | Constants excluding fresh water: | | | | | 120mt | |
| 9.9 | Daily freshwater consumption: | | | | | 5 mt | |
| 9.10 | Fresh water capacity: | | | | | 326.4 | |
| 9.11 | State capacity and daily production of evaporator: | | | | | 18m3 |  |
| 9.12 | Normal fresh water reserve: | | | | | 200mt | |
| **Insurance** | | | | | | | |
| 9.13 | P & I Club - Full style: | | | | |  | |
| 9.14 | P & I Club coverage: | | | | | USD 1 Billion | |
| 9.15 | Where is the owners hull and machinery placed: | | | | | MARINE | |
| 9.16 | Hull & Machinery insured value: | | | | | USD 11,335,000 | |
| **Vetting** | | | | | | | |
| 9.17 | Is the vessel RIGHTSHIP approved: | | | | | unknown | |
| 9.18 | Date/Place of last RIGHTSHIP Inspection: | | | | | unknown | |
| **Port State Control** | | | | | | | |
| 9.19 | Date and place of last Port State Control inspection: | | | | | LITHUANIA | |
| 9.20 | 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: | | | | | NONE | |
| 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 | Intended Cargoes: Coal, Iron Ore, Grain, Steel Coils, Cement, Dangerous Bulk Cargoes except those is needed separate bilge system. Trades - WORL WIDE | | | | | | |
| June 2008 ([BalticExchange.com](http://www.BalticExchange.com) / [Baltic99.com](http://www.BalticExchange.com/web_ad.asp?ad=Baltic99-V2)) | | | | | | | |