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

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|

|  |  |
| --- | --- |
| **1.**  | GENERAL INFORMATION  |
| **1.1**  | Date updated:  | 14 APRIL 2020 |
| **1.2**  | Vessel's name:  | MV STAR ERACLE |
| **1.3**  | IMO number:  | 9499450 |
| **1.4**  | Vessel's previous name(s) and date(s) of change:  | NIL |
| **1.5**  | Flag:  | NORWAY |
| **1.6**  | Port of Registry:  | BERGEN  |
| **1.7**  | Type of vessel:  | BULK CARRIER |
| **1.8**  | Type of hull:  | DOUBLE BOTTOM |
| **Ownership and Operation**  |
| **1.9**  | Registered owner - Full style:  | GRIEGMAAS SUPRAMAX AS |
| **1.10**  | Parent company/group to which the owner belongs - Full style:  | Griegmaas Supramax ASC. Sundts Gate 175004 BergenNorway |
| **1.11**  | Technical operator - Full style:  | FLEETSHIP MANAGEMENT PTE.,LTD. |
| **1.12**  | Commercial operator - Full style:  | FLEETSHIP MANAGEMENT PTE.,LTD. |
| **1.13**  | Disponent owner - Full style:  | G2OCEAN, Bulk, OperationsTel +47 99545812Email: Ops.bulk@g2ocean.com |
| **1.14**  | Does disponent owner have vessel on time charter or bareboat:  | TIME CHARTER |
| **1.15**  | Since when vessel has been under Disponent owner:  | May 2020 |
| **1.16**  | Number of vessels in disponent owner's fleet:  | 1 |
| **Builder**  |
| **1.17**  | Builder (where built) / Yard number:  | YANGZHOU,CHINA |  |
| **1.18**  | Date delivered (built):  | 27 SEPTEMBER 2012 |
| **Classification**  |
| **1.19**  | Classification society:  | DNV-GL |
| **1.20**  | Class notation:  | Hull + Machinery CSR CPS (WBT) BC-A (Holds 2, 4 may be empty) ESP, GRAB (20) Unrestricted Navigation; VeriSTAR-HULL; +AUS-UMS; MON-SHAFT; INWATER SURVEY |
| **1.21**  | If Classification society changed, name of previous society:  | DNV |
| **1.22**  | If Classification society changed, date of change:  | 2013-09-04 |
| **1.23**  | Date and place of last dry dock:  | 2017-03-22 | China |
| **1.24**  | Date next dry dock is due:  | 2022 |
| **1.25**  | Date of last special survey / next survey due:  |  |  |
| **1.26**  | Date of last annual survey / next survey due:  | 2020-09-28 |  |
| **1.27**  | Is vessel entered in classification approved enhanced survey program?  |  |
| **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?  |  |
| **Dimensions**  |
| **1.29**  | Length Over All (LOA):  | 189.99 |
| **1.30**  | Length Between Perpendiculars (LBP):  | 185.00 |
| **1.31**  | Extreme breadth (Beam):  | 32.26 |
| **1.32**  | Moulded depth:  | 18.00 |
| **1.33**  | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):  | Metres 45.1 |  |
| **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:(cargo holds not flooded, basis 50% bunkers)  | 15.30 | 14.27 | 13.20 |
|  | Full ballast condition:(cargo holds flooded, basis 50% bunkers)  | 12.09 | 11.56 | 11.02 |
|  | Light condition (basis 50% bunkers):  | 19.6 | 17.64 | 15.62 |
|  | Fully laden condition:  | 6.822 | 6.822 | 6.822 |
| **1.35**  | Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):  | 19.75 | 19.75 | 19.75 |
| **Tonnages**  |
| **1.36**  | Gross Tonnage (GT) / Net Registered Tonnage (NRT):  | 32,839 |  |
| **1.37**  | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):  | 33,689.21 |  |
| **1.38**  | Panama Canal Net Tonnage (PCNT):  | 27,222 |
| **Loadline Information**  |
| **1.39**  | Loadline | Deadweight  | Draft  | TPC  |
|  | Summer:  | 58018 | 12.950 | 59 |
|  | Winter:  | 56419 | 12.680 |  |
|  | Winter North Atlantic:  | NIL | NIL |  |
|  | Fresh water:  | 58019 | 13.241 |  |
|  | Tropical:  | 59618 | 13.220 |  |
|  | Tropical fresh water:  | 59582 | 13.511 |  |
|  | Normal ballast condition:  | 16,924.7m3 |  |  |
|  | Lightship:  | 10,952 |  |  |
|  | FWA at summer draft:  |  |
| **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): | 50,775 |
|  | If yes, is Panama deadweight all told affected by vessel's bilge turn radius?  |  |
| **1.41**  | Transit of Suez Canal?  | YES |
| **1.42**  | Transit of St. Lawrence Seaway?  |  |
|  | 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:  | NO |
| **1.44**  | Voyage History  |
|  | Voy#  | Charterer  | Cargo  | Load-Discharge Ports  |
|  | PRESENT:  | IMC SHIPPING | COAL | Samarinda,  |
|  | 1st | NORDEN AS | COAL | Samarinda, Villanueva |
|  | 2nd:  | ALLIANCE | GYPSUM | Salalah, Tanjung Priok,Tuban |
|  | 3rd:  | SWIRE BULK | COAL | Taboneo, Mumbai |
|  | 4th:  | RIO TINO | SALT | Dampier, Merak |
| **1.45**  | Specify the security level at which the ship is currently operating (ISSC):  |  MARSEC Level 1 |
|      |
| **2.**  | CERTIFICATION  | Issued  | Last Annual  | Expires  |  |
| **2.1**  | Safety Equipment Certificate:  | 2018-09-07 | 2020-09-30 | 2022-09-26 |  |
| **2.2**  | Safety Radio Certificate:  | 2018-09-07 | 2020-09-30 | 2022-09-27 |  |
| **2.3**  | Safety Construction Certificate:  | 2018-09-07 | 2020-10-09 | 2022-09-27 |  |
| **2.4**  | Loadline Certificate:  | 2020-05-19 | 2020-10-09 | 2022-09-27 |  |
| **2.5**  | Safety Management Certificate (SMC):  | 2020-12-16 |  | 2025-12-16 |  |
| **2.6**  | Document of Compliance (DOC):  | 2021-03-22 | 2021-03-22 | 2023-02-12 |  |
| **2.7**  | Gear survey:  | 2020-09-30 | 2020-09-30 |  |  |
| **2.8**  | Cargo securing manual:  |  |  |  |  |
| **2.9**  | International Oil Pollution Prevention Certificate (IOPPC):  | 2018-09-07 | 2020-09-30 | 2022-09-27 |  |
| **2.10**  | Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate  | 2021-03-15 |  | 2021-09-14 |  |
| **2.11**  | USCG COFR:  | 2018-02-11 |  | 2021-02-11 |  |
| **2.12**  | International Ship Security Certificate (ISSC):  | 2020-12-16 |  | 2025-12-16 |  |
|    |
| **3.**  | CREW MANAGEMENT  |  |
| **3.1**  | Number of Officers:  | 8 |  |
| **3.2**  | Number of crew:  | 11 |  |
| **3.3**  | Name and nationality of Master:  | CAPTAIN KAROTTU ANTONY ANDREWS |  |
| **3.4**  | Nationality of Officers:  | INDIAN AND VIETNAMESE |  |
| **3.5**  | Nationality of crew:  | FILIPINO |  |
| **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:  | N1573939-ygv | DNV  |  |
| **4.3**  | Safety Management (SMC) certificate number / issuing authority:  | N1535796-qms | DNV-GL |  |
|  | 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:  | 5 |  |
| **5.2**  | Hold dimensions:  | CH #1: (28.1 m x 23.3m x 18.52m) / CH #2 27.2 m x 23.3m x 18.52m / CH #3 (25.6 m x 23.3m x 18.52m / CH #4 (27.2 m x 23.3m x 18.52m / CH #5 27.2m x 23.3m x 18.52 |  |
| **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:  | 13254.2 | 12922.8 |  |
|  | Hold #2:  | 14891.1 | 12922.8 |  |
|  | Hold #3:  | 14804.7 | 14434.6 |  |
|  | Hold #4:  | 14891.1 | 14518.8 |  |
|  | Hold #5:  | 13708.2 | 13365.5 |  |
|  | Hold #6:  |  |  |  |
|  | Hold #7:  |  |  |  |
|  | Hold #8:  |  |  |  |
|  | Hold #9:  |  |  |  |
|  | Total:  |  |  |  |
| **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 & 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:  | CH1: 25MT / CH 2 : 19 MT / CH 3: 25 MT / CH 4: 19 MT / CH 5 : 25 MT  |  |
| **5.10**  | 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 hoppered at:  |  |  |
|  | Hold side?  | YES |  |
|  | Forward bulkhead?  | NO |  |
|  | Aft bulkhead?  | NO |  |
| **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) | 14M |  |
| **5.17**  | Flat floor measurement of cargo holds at tank top:  | Length 27.2m x Width 23.3m |  |
| **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:  | JOTUN – HARD TOP RED |  |
| **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:  | FOLDING / MCGREGOR  |  |
| **5.24**  | Hatch dimensions:  | 20.64m x 18.64m x 18.52m |  |
| **5.25**  | Hatch span (distance from front of forward hatch to aft of rear hatch):  | 160M |  |
| **5.26**  | Strength of hatch covers:  | 1.50T/m2  |  |
| **5.27**  | Number, diameter and location of cement holes  | 2/CH = 10 ( 0.90 Meters Diameter) |  |
| **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):  | 7M |  |
| **5.29**  | Distance from bow to fore of 1st hold opening:  | 24M |  |
| **5.30**  | Distance from stern to aft of last hold opening:  | 45M |  |
| **5.31**  | State deck strength:  | 4.0 Tones/m2 |  |
| **Ballast**  |  |
| **5.32**  | Capacity of ballast tanks (100%):  | 16,924.7m3 |  |
| **5.33**  | Ballast holds capacity, state which hold(s):  | Hold No. 3 |  |
| **5.34**  | Vessel's ballasting time / rate of ballasting:  | 850 x 2 = 1700 |  |  |
| **5.35**  | Vessel's deballasting time / rate of deballasting:  | 850 x 2 = 1700 |  |  |
| **5.36**  | Unpumpable quantity:  | 150 m3 |  |
|    |
| **6.**  | CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)  |  |
| **6.1**  | If geared state make and type:  |  |  |
| **6.2**  | Number/location of derricks/cranes:  | 4 / CROSSDECK |  |
| **6.3**  | Maximum outreach of gear beyond ships rail  | 11.87 mtrs |  |
| **6.4**  | Maximum outreach of gear beyond ships rail with maximum cargo lift on hook | 11.87 mtrs |  |
| **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:  |  |  |
| **6.7**  | Hoisting time of gear:  | 23 m/min |  |
| **6.8**  | Luffing time of gear:  | 65 sec |  |
| **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:  | SMAG / 4 GRABS / ELECTRO-HYDRAULIC |  |
|  | Type:  | MZGL15000-6-B-S-KP |  |
|  | Capacity:  | 6.0 – 15.0 CBM |  |
|  | Power source of grabs:  | ELECTRIC |  |  |
|  | Location of power source:  | SHIP’S CRANE |  |
| **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:  | Metric Tonnes | Metres | Metric Tonnes |  |
|  | Winter:  | Metric Tonnes | Metres | Metric Tonnes |  |
|  | Winter North Atlantic:  | Metric Tonnes | Metres | Metric Tonnes |  |
|  | Fresh water:  | Metric Tonnes | Metres | Metric Tonnes |  |
|  | Tropical:  | Metric Tonnes | Metres | Metric Tonnes |  |
|  | Tropical fresh water:  | Metric Tonnes | Metres | Metric Tonnes |  |
|    |
| **7.**  | CONTAINER BULKERS/MULTI PURPOSE (ONLY TO BE COMPLETED IF APPLICABLE)  |  |
| **7.1**  | Capacity in direct stow of TEU/FEU basis empty tanks:  | N/A |  |  |
|  | Capacity in direct stow of TEU/FEU basis full tanks:  | 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 |  |
|    |
| **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:  |  |  |
| **8.3**  | BHP / RPM of main engine at MCR:  | 100 %  | 9,480 KW | 12,829 BHP |  |
| **8.4**  | BHP / RPM of main engine at NCR (as % of MCR):  | 85 % SMCR | 7,395 KW | 10,061 BHP |  |
| **Fuel**  |  |
| **8.5**  | What type/viscosity of fuel is used for main propulsion:  | 114.1 cst @ 50 deg.C.  |  |
|  | Capacity of main engine bunker tanks (excluding unpumpables):  | 2016 m3 |  |
| **8.6**  | What type/viscosity of fuel is used in the generating plant:  | Common w/ ME |  |
|  | Capacity of aux engine(s) bunker tanks (excluding unpumpables):  | Common w/ ME |  |
| **Speed**  |  |
| **8.7**  | Ballast:  | 13.75 MT x IFO 33 MT x MGO 0.1 MT  |  |
|  | Laden:  | 13.25 MT x IFO 33 MT x MGO 0.1 MT  |  |
| **Consumptions**  |  |
| **8.8**  | Passage  | Main  | Aux  |  |
|  | Ballast:  | 21.0 MT |  |  |
|  | Laden:  | 21.0 MT | 0.1 MT |  |
| **8.9**  | In Port  | Main  | Aux  |  |
|  | Working:  | 5.0 MT | 0.2 MT |  |
|  | Idle:  | 3.0 MT | 0.2 MT |  |
|  | Other (specify):  |  |  |  |
|    |
| **9.**  | MISCELLANEOUS  |  |
| **Communications and Electronics**  |  |
| **9.1**  | Call sign:  | LAPA7 |  |
| **9.2**  | Vessel's INMARSAT number:  | + 425791610 / +425791611 |  |
| **9.3**  | Vessel's telex number:  | +47 2367 8656 / +47 2367 8657 |  |
| **9.4**  | Vessel's fax number:  | NIL |  |
| **9.5**  | Vessel's email address:  | Stareracle@SkyFile.com |  |
| **9.6**  | Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):  | 257916000 |  |
| **9.7**  | Vessel's onboard electrical supply (V / Hz):  | 220V / 110 V |  |
| **Constants/Fresh Water**  |  |
| **9.8**  | Constants excluding fresh water: | 380T |  |
| **9.9**  | Daily freshwater consumption:  | 8 – 10 TONS |  |
| **9.10**  | Fresh water capacity:  | 397.8m3 |  |
| **9.11**  | State capacity and daily production of evaporator:  | 13m3 |  |  |
| **9.12**  | Normal fresh water reserve: | 200m3  |  |
| **Insurance**  |  |
| **9.13**  | P & I Club - Full style:  | SKULD |  |
| **9.14**  | P & I Club coverage:  | HULL MACHINERY  |  |
| **9.15**  | Where is the owners hull and machinery placed:  | AON NORWAY AS |  |
| **9.16**  | Hull & Machinery insured value:  | 12,400,000 |  |
| **Vetting**  |  |
| **9.17**  | Is the vessel RIGHTSHIP approved:  | YES / 3 STARS |  |
| **9.18**  | Date/Place of last RIGHTSHIP Inspection:  |  |  |
| **Port State Control**  |  |
| **9.19**  | Date and place of last Port State Control inspection:  | 3/22/2021.VILLANUEVA,PHILIPPINES |  |
| **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**  | Number of mooring lines in use（at least 16 pcs）:16 PCS |  |
|  |  |

 |