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

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| |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **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 AS  C. Sundts Gate 17  5004 Bergen  Norway | | | **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, Operations  Tel +47 99545812  Email: 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 | | | | |  | |  | | | | | |  | |