## THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Versi	on	2
-------	----	---

1	GENERAL INFORMATION					
	Date updated:			31-Dec-23		
	Vessel's name:			M/V SARITA NAREE		
	IMO number:				26413	
1.4	Vessel's previous name(s) and date(s) of change:				N/A	
1.5	Flag:			THA	ILAND	
1.6	Port of Registry:				IGKOK	
	Type of vessel:				CARRIER	
	Type of hull:			SI	NGLE	
Ownership a	and Operation			M/S. PRECIOUS VENUS LIMIT	ED	
1.9	9 Registered owner - Full style:			7TH FLOOR, CATHAY HOUSE, 8/27-28, NORTH SATHORN ROAD, SILOM, BANGKRAK, BANGKOK – 10500 KINGDOM OF THAILAND		
1.1	Parent company/group to which the owner belongs - Full style:			N/A		
1.11	Technical operator - Full style:			GREAT CIRCLE SHIPPING AGENCY LTD 8/35 CATHAY HOUSE, NORTH SATHORN RD., SILOM BANGRAK, BANGKOK 10500 THAILAND. TEL (662) 696 8900 TO 99, FAX (662) 2377842, EMAIL gcship@preciousshipping.com		
1.12	Commercial operator - Full style:			N/A		
1.13	3 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		
Builder						
1.17	Builder (where built) / Yard number:			TAIZHOU SANFU SHIP ENGINEERING CO. LTD.,	SF130124	
1.18	Date delivered (built):			1	Oct-15	
Classificatio						
1.19	Classification society:			NKK		
	Class notation:				, GRAB(20), PSPC-WBT)	
				(ESP),(IWS), (BWTS),(PSCM), (Strangthened for		
	If Classification society changed, name of previous society:			N/A		
	If Classification society changed, date of change:			N/A		
	Date and place of last dry dock:			14/06/2023	Cosco SY, Guangzhou ac-25	
	Date next dry dock is due:			27/07/2020	26/07/2025	
	Date of last special survey / next survey due:			12/10/2023	11/10/2024	
	Date of last annual survey / next survey due: Is vessel entered in classification approved enhanced survey program?				/ES	
	Does vessel comply with IACS unified requirements regarding number 1 cargo h	old and doub	le bottom tank steel			
1.28	structure?			YES		
	Has this compliance been verified by the classification society?			١	′ES	
Dimensions				-		
	Length Over All (LOA):				9.9 M	
-	Length Between Perpendiculars (LBP):			194.85 M		
	1 Extreme breadth (Beam):			32.26 M		
	Moulded depth:			18	9.5 M	
1.33	Moulded depth: Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	1		18		
1.33 1.34	Moulded depth: Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches		No1. Hatch	18	9.5 M	
1.33 1.34	Moulded depth: Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): Distance from waterline to top of hatch coamings or		16.62 M	18 48. Midships 14.82 M	5.5 M 633 M Last Hatch 13.27 M	
1.33 1.34	Moulded depth: Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches Ballast condition: F 4.50 M, A 7.65 M (ballast holds not flooded, basis 50% bunkers)			18 48. Midships	6.5 M 633 M Last Hatch	
1.33	Moulded depth: Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches Ballast condition: F 4.50 M, A 7.65 M (ballast holds not flooded, basis 50% bunkers) Full ballast condition: F 7.85 M, A 9.65 M (ballast holds flooded, basis 50% bunkers) Fully laden condition: EK 13.3 M		16.62 M	18 48. Midships 14.82 M	5.5 M 633 M Last Hatch 13.27 M	
1.33	Moulded depth: Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches Ballast condition: F 4.50 M, A 7.65 M (ballast holds not flooded, basis 50% bunkers) Full ballast condition: F 7.85 M, A 9.65 M (ballast holds flooded, basis 50% bunkers) Fully laden condition: EK 13.3 M Distance from keel to top of hatch coamings (or top of hatch covers if side-		16.62 M 13.27 M	18 48. Midships 14.82 M 12.17 M	8.5 M 633 M Last Hatch 13.27 M 11.27 M	
1.33 1.34 	Moulded depth: Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches Ballast condition: F 4.50 M, A 7.65 M (ballast holds not flooded, basis 50% bunkers) Full ballast condition: F 7.85 M, A 9.65 M (ballast holds flooded, basis 50% bunkers) Fully laden condition: EK 13.3 M Distance from keel to no of hatch coamings (or top of hatch covers if side-		16.62 M 13.27 M 7.82 M	18 48. Midships 14.82 M 12.17 M 7.62 M	8.5 M 633 M Last Hatch 13.27 M 11.27 M 7.62 M	
1.33 1.34 1.35 Tonnages	Moulded depth: Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches Ballast condition: F 4.50 M, A 7.65 M (ballast holds not flooded, basis 50% bunkers) Full ballast condition: F 7.85 M, A 9.65 M (ballast holds flooded, basis 50% bunkers) Fully laden condition: EK 13.3 M Distance from keel to top of hatch coamings (or top of hatch covers if side- rolling hatches):		16.62 M 13.27 M 7.82 M	18 48. Midships 14.82 M 12.17 M 7.62 M 20.92 M	5.5 M 633 M Last Hatch 13.27 M 11.27 M 7.62 M 20.92 M	
1.33 1.34 1.35 1.35 Tonnages 1.36	Moulded depth: Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches Ballast condition: F 4.50 M, A 7.65 M (ballast holds not flooded, basis 50% bunkers) Full ballast condition: F 7.85 M, A 9.65 M (ballast holds flooded, basis 50% bunkers) Fully laden condition: EK 13.3 M Distance from keel to top of hatch coamings (or top of hatch covers if side- rolling hatches): Gross Tonnage (GT) / Net Registered Tonnage (NRT):		16.62 M 13.27 M 7.82 M	18 48. Midships 14.82 M 12.17 M 7.62 M 20.92 M 36416	5.5 M 633 M Last Hatch 13.27 M 11.27 M 7.62 M 20.92 M 21225	
1.33 1.34 1.35 1.35 Tonnages 1.36 1.37	Moulded depth: Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches Ballast condition: F 4.50 M, A 7.65 M (ballast holds not flooded, basis 50% bunkers) Full ballast condition: F 7.85 M, A 9.65 M (ballast holds flooded, basis 50% bunkers) Fully laden condition: EK 13.3 M Distance from keel to top of hatch coamings (or top of hatch covers if side- rolling hatches): Gross Tonnage (GT) / Net Registered Tonnage (NRT): Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):		16.62 M 13.27 M 7.82 M	18           48.           Midships           14.82 M           12.17 M           7.62 M           20.92 M           36416           36992.78	8.5 M         633 M         Last Hatch         13.27 M         11.27 M         7.62 M         20.92 M         21225         32790.71	
1.33 1.34 1.35 <b>Tonnages</b> 1.36 1.37 1.38	Moulded depth: Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches Ballast condition: F 4.50 M, A 7.65 M (ballast holds not flooded, basis 50% bunkers) Full ballast condition: F 7.85 M, A 9.65 M (ballast holds flooded, basis 50% bunkers) Fully laden condition: EK 13.3 M Distance from keel to top of hatch coamings (or top of hatch covers if side- rolling hatches): Gross Tonnage (GT) / Net Registered Tonnage (NRT): Suez Canal Tonnage – Gross (SCGT) / Net (SCNT): Panama Canal Net Tonnage (PCNT):		16.62 M 13.27 M 7.82 M	18           48.           Midships           14.82 M           12.17 M           7.62 M           20.92 M           36416           36992.78	5.5 M 633 M Last Hatch 13.27 M 11.27 M 7.62 M 20.92 M 21225	
1.33 1.34 1.35 Tonnages 1.36 1.37 1.38 Loadline Inf	Moulded depth: Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches Ballast condition: F 4.50 M, A 7.65 M (ballast holds not flooded, basis 50% bunkers) Full ballast condition: F 7.85 M, A 9.65 M (ballast holds flooded, basis 50% bunkers) Fully laden condition: EK 13.3 M Distance from keel to top of hatch coamings (or top of hatch covers if side- rolling hatches): Gross Tonnage (GT) / Net Registered Tonnage (NRT): Suez Canal Tonnage – Gross (SCGT) / Net (SCNT): Panama Canal Net Tonnage (PCNT):		16.62 M 13.27 M 7.82 M 21.12 M	18           48.           Midships           14.82 M           12.17 M           7.62 M           20.92 M           36416           36992.78	8.5 M         633 M         Last Hatch         13.27 M         11.27 M         7.62 M         20.92 M         21225         32790.71	
1.33 1.34 1.35 Tonnages 1.36 1.37 1.38 Loadline Inf	Moulded depth: Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches Ballast condition: F 4.50 M, A 7.65 M (ballast holds not flooded, basis 50% bunkers) Full ballast condition: F 7.85 M, A 9.65 M (ballast holds flooded, basis 50% bunkers) Fully laden condition: EK 13.3 M Distance from keel to top of hatch coamings (or top of hatch covers if side- rolling hatches): Gross Tonnage (GT) / Net Registered Tonnage (NRT): Suez Canal Tonnage – Gross (SCGT) / Net (SCNT): Panama Canal Net Tonnage (PCNT): formation Loadline		16.62 M 13.27 M 7.82 M	18           48.           Midships           14.82 M           12.17 M           7.62 M           20.92 M           36416           36992.78	8.5 M         633 M         Last Hatch         13.27 M         11.27 M         7.62 M         20.92 M         21225         32790.71         0147	
1.33 1.34 1.35 1.35 Tonnages 1.36 1.37 1.38 Loadline Inf	Moulded depth: Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches Ballast condition: F 4.50 M, A 7.65 M (ballast holds not flooded, basis 50% bunkers) Full ballast condition: F 7.85 M, A 9.65 M (ballast holds flooded, basis 50% bunkers) Fully laden condition: EK 13.3 M Distance from keel to top of hatch coamings (or top of hatch covers if side- rolling hatches): Gross Tonnage (GT) / Net Registered Tonnage (NRT): Suez Canal Tonnage – Gross (SCGT) / Net (SCNT): Panama Canal Net Tonnage (PCNT):		16.62 M 13.27 M 7.82 M 21.12 M Deadweight	18           48.           Midships           14.82 M           12.17 M           7.62 M           20.92 M           36416           36992.78           30           Draft (M)	8.5 M         633 M         Last Hatch         13.27 M         11.27 M         7.62 M         20.92 M         21225         32790.71         0147	
1.33 1.34 1.35 1.35 Tonnages 1.36 1.37 1.38 Loadline Inf	Moulded depth: Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches Ballast condition: F 4.50 M, A 7.65 M (ballast holds not flooded, basis 50% bunkers) Full ballast condition: F 7.85 M, A 9.65 M (ballast holds flooded, basis 50% bunkers) Fully laden condition: EK 13.3 M Distance from keel to top of hatch coamings (or top of hatch covers if side- rolling hatches): Gross Tonnage (GT) / Net Registered Tonnage (NRT): Suez Canal Tonnage – Gross (SCGT) / Net (SCNT): Panama Canal Net Tonnage (PCNT): formation Loadline Summer:		16.62 M 13.27 M 7.82 M 21.12 M Deadweight 62964.2	18           48.           Midships           14.82 M           12.17 M           7.62 M           20.92 M           36416           36992.78           Draft (M)           13.3	5.5 M     633 M     Last Hatch     13.27 M     11.27 M     7.62 M     20.92 M     21225     32790.71 )147     TPC     62.2	

i	-								
	Tropical:				645	-	13.		62.3
	Tropical free Full Ballast				645	76.2	13.	561	62.3
		condition: Is not flooded, basis 50% bunkers) (about	*)		198	349	6.	09	56.2
		, , ,	ent : 12121.63 mt				2	32	52.7
	FWA at sum		Sht . 12121.05 mit				2.62 52.7 302 MM		
	TPC on sur								2.2
vessel fit									
		anama Canal?						YE	S
		deadweight all told on 39ft 6in / 12.039m (	SG 0.9954):				53196.840 MT		
		nama deadweight all told affected by vesse	, ,					N	0
1.41	Transit of S	uez Canal?						YE	ES
1.42	Transit of St	. Lawrence Seaway?						N	/A
	lf yes, state	deadweight all told on 26ft / 7.92m fresh w	/ater:					N	/A
ecent Ope	erational His	tory							
1.43	Has vessel been involved in a pollution, arounding, serious casualty or collision incident during the past 12 months?					2 months?	Pollution: N/A Grounding: N/A Casualty: N/A Collision: N/A		
1.44	Voyage Hist	ory							
	Voy#	Charterer	Cargo					Load-Discha	arge Ports
	Last:	CARGILL OCEAN TRANSPORTATION (SINGAPORE) PTE. LTD	COAL IN BULK					TABONEO - N	IINGDE
	and	(SINGAPORE) PTE. LTD CARGILL OCEAN TRANSPORTATION						SANTOS - CH	
	2 <sup>nd</sup> :	(SINGAPORE) PTE. LTD	SUGAR IN BULK						GADING - TANJUNG PRI
	3 <sup>rd</sup> :	CARGILL OCEAN TRANSPORTATION (SINGAPORE) PTE. LTD	R UREA IN					MESAIEED - I SANTOS	RIO GRANDE - SFDS -
	4 <sup>th</sup> :	OMAN CHARTER COMPANY S.A.O.C	ALUMINA IN BULK					BUNBURY - S	CHAR
	4:	OWAN CHARTER COMPANY S.A.U.C						Souport - S	
	5 <sup>th</sup> :	FEDNAV INTERNATIONAL LTD.	BARLEY IN BULK					ROUEN + LA	PALLICE - MACHONG
1.45	Specify the	security level at which the ship is currently	operating (ISSC):						ONE
2	CERTIFICA	TION		Issue	əd		Last A	nnual	Expires
2.1	Safety Equip	oment Certificate:		27-Jul	-20		12-0	ct-23	26-Oct-25
2.2	Safety Radi			27-Jul			12-0		26-Oct-25
2.3	-	truction Certificate:		27-Jul-20		12-0		26-Oct-25	
	Loadline Ce			27-Jul-20		12-0		26-Oct-25	
2.5	Safety Mana	agement Certificate (SMC):		11-Mar-21		11-Jun-23		10-Apr-26	
2.6	Document o	f Compliance (DOC): 20TB-M0076THADOC		04-Nov-20		09-Oct-23		19-Nov-25	
2.7	Cargo Gear	survey:		27-Jul-20		14-Jun-23		13-Jun-24	
2.8	Cargo secu	ing manual:		27-Oct	-15		N/A		N/A
2.9	Internationa	I Oil Pollution Prevention Certificate (IOPP	°C):	27-Jul	-20		12-Oct-23		26-Oct-25
2.1		ion Control (SSCC) / Ship Sanitation Cont SSCE) Certificate	rol	12-Sep	o-23		N/A		12-Mar-24
2.11	USCG COF	R:		03-Nov	/-21		N/A		03-Nov-24
		Ship Security Certificate (ISSC):		11-Ma	r-21		11-Ju	in-23	10-Apr-26
22								-	
3	CREW MAN	IAGEMENT							
3.1	Number of C	Officers: (including Master)						1	3
3.2	Number of c	rew:						1	0
3.3	Name and n	ationality of Master:					CAPT.CHA	LERMPOL A	MORNPRASITTI/ TH
3.4	Nationality of	of Officers:						TH	IAI
	Nationality of						THAI		
		common working language onboard:					ENGLISH		
3.7	Do officers s	speak and understand English?						YE	S
	SAFETY M	ANAGEMENT							
		I ISM certified?						YE	-8
		f Compliance (DOC) certificate number / is	ssuing authority:					_S NKK	
		agement (SMC) certificate number / issuing							NKK
	State outstanding recommendations, if any:				NONE				
4.4	Is the vesse	I operated under a Quality Management S	ystem?				YES		
		type of system (ISO9002 or IMO Resolution					IM	O RESOLUT	ION A.741 (18)
5	CARGO AR	RANGEMENTS							
olds									
E 4	Number of h							5	
	Hold dimensions: L x B x H H1 : 29.52			114 . 20 52	x F 14.69 , A 23.824 x 19.32 M				
	Hold dimens	sions: L x B x H							
	Hold dimens	ions: L x B x H				H2 : 33.62 x 2	3.824 x 19.32 M	Л	
	Hold dimens	ions: L x B x H				H2 : 33.62 x 2 H3,4 : 31.16 x		И ? М	

5 21				
	Are vessel's holds clear and free of any obstructions?		YES	<u> </u>
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 AND 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:	H1,3,5 / 25 T	7/M2. H2,4 / 20 T/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	
	-		120	
5.14	Are holds hoppered at:			
	Forward bulkhead?		YES HOLD 3	
		YES HOLD '		
5.15	Can vessel's holds be described as box shaped?		NO	
	Measurement of any tank slopes/hoppering:	HOLD 1 : H	4.22-5.90 M x D 4.22-8.22	2 M
5.16	(height and distance from vessel's side at tank top)	HOLD 2,3,4	: H 4.22 M x D 4.22 M	
		HOLD 5 : H	4.22-9.06 M x D 4.22-11.6	5 M
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 EPOX	Y
5.2	Is vessel fitted for carriage of grain in accordance with chapter V1 of SOLAS 1974 and amendments		YES	
	without requiring bagging, strapping and securing when loading a full cargo (deadweight) of heavy grain			
	Is the vessel fitted with A60 Steel Bulkhead?		YES	
Deck and H			_	
5.22	Number of hatches:		5	
5.23	Make and type of hatch covers:		McGREGOR, ELECTRO TYI	
5.24	Hatch dimensions: (Length X Breadth)		NO.1 : 19.68 x 18.26 M	
1			NO. 2-5 : 22.96 x 18.26 N	1
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):		NO. 2-5 : 22.96 x 18.26 M 148.4	
	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5): Strength of hatch covers:		148.4 HOLD 1: 5.2-6.8 T/M2	
5.26	Strength of hatch covers:		148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2	42 M
5.26 5.27		imum width	148.4 HOLD 1: 5.2-6.8 T/M2	42 M 1, FWD & AFT
5.26 5.27 5.28	Strength of hatch covers: Number, diameter and location of cement holes Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold):	imum width	148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to far edge of c	12 M I, FWD & AFT Walkway - 4.63 m Wanning - 7 m Clear
5.26 5.27 5.28	Strength of hatch covers: Number, diameter and location of cement holes Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min	imum width	148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of	12 M 1, FWD & AFT Walkway - 4.63 m Boaming - 7 m Clear
5.26 5.27 5.28 5.29	Strength of hatch covers: Number, diameter and location of cement holes Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold):	imum width	148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to far edge of c 16.3 34.5	12 M I, FWD & AFT I walkway - 4.63 m toaming - 7 m Clear 2 M 8 M
5.26 5.27 5.28 5.29 5.3	Strength of hatch covers: Number, diameter and location of cement holes Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold): Distance from bow to fore of 1 <sup>st</sup> hold opening:	imum width	148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to far edge of c 16.3 34.5 AS PER LOADING MAN	12 M 1, FWD & AFT 1 walkway - 4.63 m coarning - 7 m Clear 2 M 8 M IUAL VSL NOT ALLOW
5.26 5.27 5.28 5.29 5.3 5.31	Strength of hatch covers: Number, diameter and location of cement holes Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold): Distance from bow to fore of 1 <sup>st</sup> hold opening: Distance from stern to aft of last hold opening:	imum width	148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to far edge of c 16.3 34.5	12 M 1, FWD & AFT 1 walkway - 4.63 m coarning - 7 m Clear 2 M 8 M IUAL VSL NOT ALLOW
5.26 5.27 5.28 5.29 5.3 5.31 Ballast	Strength of hatch covers: Number, diameter and location of cement holes Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold): Distance from bow to fore of 1 <sup>st</sup> hold opening: Distance from stern to aft of last hold opening: State deck strength:	imum width	148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to near edge of c 16.3 34.5 AS PER LOADING MAN TO LOADING CA	12 M 1, FWD & AFT F walkway - 4.63 m coaming - 7 m Clear 2 M 8 M IUAL VSL NOT ALLOW RGO ON DECK
5.26 5.27 5.28 5.29 5.3 5.31 Ballast 5.32	Strength of hatch covers: Number, diameter and location of cement holes Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold): Distance from bow to fore of 1 <sup>st</sup> hold opening: Distance from stern to aft of last hold opening: State deck strength: Capacity of ballast tanks (100%):	imum width	148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to far edge of c 16.3 34.5 AS PER LOADING MAN TO LOADING CA 18029.9	12 M 1, FWD & AFT Walkway - 4.63 m coaming - 7 m Clear 2 M 8 M UVAL VSL NOT ALLOW NGO ON DECK 5 CBM
5.26 5.27 5.28 5.29 5.31 <b>Ballast</b> 5.32 5.33	Strength of hatch covers: Number, diameter and location of cement holes Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold): Distance from bow to fore of 1 <sup>st</sup> hold opening: Distance from stern to aft of last hold opening: State deck strength:	imum width	148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to near edge of c 16.3 34.5 AS PER LOADING MAN TO LOADING CA 18029.9 15350 M3	12 M 1, FWD & AFT walkway - 4.63 m coaming - 7 m Clear 2 M 8 M IUAL VSL NOT ALLOW RGO ON DECK 5 CBM / HOLD 3
5.26 5.27 5.28 5.29 5.3 5.31 Ballast 5.32 5.33 5.34	Strength of hatch covers: Number, diameter and location of cement holes Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold): Distance from bow to fore of 1 <sup>st</sup> hold opening: Distance from stern to aft of last hold opening: State deck strength: Capacity of ballast tanks (100%): Ballast holds capacity, state which hold(s): Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	imum width	148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to near edge of Chip's rail to far edge of 16.3 34.5 AS PER LOADING MAN TO LOADING CA 18029.9 15350 M3 12 HRS / 2	12 M 1, FWD & AFT 1 walkway - 4.63 m soaming - 7 m Clear 2 M 8 M IUAL VSL NOT ALLOW RGO ON DECK 5 CBM / HOLD 3 × 720 M3 PER HR
5.26 5.27 5.28 5.29 5.3 5.31 <b>Ballast</b> 5.32 5.33 5.34 5.35	Strength of hatch covers: Number, diameter and location of cement holes Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold): Distance from bow to fore of 1 <sup>st</sup> hold opening: Distance from stern to aft of last hold opening: State deck strength: Capacity of ballast tanks (100%): Ballast holds capacity, state which hold(s): Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	imum width	148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to near edge of Cartering and the state of cartering Ship's rail to far edge of cartering Ship's rail to far edge of cartering Ship's rail to far edge of cartering Ship's rail to near ed	12 M 1, FWD & AFT walkway - 4.63 m soaming - 7 m Clear 2 M 8 M UAL VSL NOT ALLOW ARGO ON DECK 5 CBM / HOLD 3 × 720 M3 PER HR × 720 M3 PER HR
5.26 5.27 5.28 5.29 5.3 5.31 <b>Ballast</b> 5.32 5.33 5.34 5.35	Strength of hatch covers: Number, diameter and location of cement holes Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold): Distance from bow to fore of 1 <sup>st</sup> hold opening: Distance from stern to aft of last hold opening: State deck strength: Capacity of ballast tanks (100%): Ballast holds capacity, state which hold(s): Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	imum width	148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to near edge of Chip's rail to far edge of 16.3 34.5 AS PER LOADING MAN TO LOADING CA 18029.9 15350 M3 12 HRS / 2	12 M 1, FWD & AFT walkway - 4.63 m soaming - 7 m Clear 2 M 8 M UAL VSL NOT ALLOW ARGO ON DECK 5 CBM / HOLD 3 × 720 M3 PER HR × 720 M3 PER HR
5.26 5.27 5.28 5.29 5.3 5.31 <b>Ballast</b> 5.32 5.33 5.34 5.35 5.36	Strength of hatch covers: Number, diameter and location of cement holes Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold): Distance from bow to fore of 1 <sup>st</sup> hold opening: Distance from stern to aft of last hold opening: State deck strength: Capacity of ballast tanks (100%): Ballast holds capacity, state which hold(s): Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting Unpumpable quantity:	imum width	148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to near edge of Cartering and the state of cartering Ship's rail to far edge of cartering Ship's rail to far edge of cartering Ship's rail to far edge of cartering Ship's rail to near ed	12 M 1, FWD & AFT Fwalkway - 4.63 m coaming - 7 m Clear 2 M 8 M UIAL VSL NOT ALLOW ARGO ON DECK 5 CBM / HOLD 3 × 720 M3 PER HR × 720 M3 PER HR
5.26 5.27 5.28 5.29 5.3 5.31 <b>Ballast</b> 5.32 5.33 5.34 5.35 5.36 5.36 <b>6</b>	Strength of hatch covers: Number, diameter and location of cement holes Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold): Distance from bow to fore of 1 <sup>st</sup> hold opening: Distance from stern to aft of last hold opening: State deck strength: Capacity of ballast tanks (100%): Ballast holds capacity, state which hold(s): Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting Unpumpable quantity: CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)	imum width	148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to near edge of Chip's rail to far edge of Ship's rail to far edge of Ship's rail to far edge of 16.3 34.5 AS PER LOADING MA TO LOADING CA 18029.9 15350 M3 12 HRS / 2 14 HRS / 2 90 I	12 M 1, FWD & AFT walkway - 4.63 m coaming - 7 m Clear 2 M 8 M IUAL VSL NOT ALLOW RGO ON DECK 5 CBM / HOLD 3 x 720 M3 PER HR x 720 M3 PER HR M3
5.26 5.27 5.28 5.29 5.3 5.31 <b>Ballast</b> 5.32 5.33 5.34 5.35 5.36 5.36 <b>6</b>	Strength of hatch covers: Number, diameter and location of cement holes Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold): Distance from bow to fore of 1 <sup>st</sup> hold opening: Distance from stern to aft of last hold opening: State deck strength: Capacity of ballast tanks (100%): Ballast holds capacity, state which hold(s): Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting Unpumpable quantity:	imum width	148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to near edge of Cartering and the state of cartering Ship's rail to far edge of cartering far and the state of cartering Ship's rail to far edge of cartering Ship's rail to near edge of cartering Ship's rail to far edge of cartering Ship's rail to near edge of cartering Ship's rail to far edge of cartering Ship's rail to near edge of ca	12 M 1, FWD & AFT 1 walkway - 4.63 m coaming - 7 m Clear 2 M 8 M 1UAL VSL NOT ALLOW RGO ON DECK 5 CBM / HOLD 3 × 720 M3 PER HR × 720 M3 PER HR M3 ASDA-MITSUBISHI,
5.26 5.27 5.28 5.29 5.3 5.31 <b>Ballast</b> 5.32 5.33 5.34 5.35 5.36 5.36 6 6	Strength of hatch covers: Number, diameter and location of cement holes Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold): Distance from bow to fore of 1 <sup>st</sup> hold opening: Distance from stern to aft of last hold opening: State deck strength: Capacity of ballast tanks (100%): Ballast holds capacity, state which hold(s): Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting Unpumpable quantity: CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)	imum width	148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to near edge of c 16.3 34.5 AS PER LOADING MAN TO LOADING CA 18029.9 15350 M3 12 HRS / 2 14 HRS / 2 90 I	12 M 1, FWD & AFT 1 walkway - 4.63 m coaming - 7 m Clear 2 M 8 M 1UAL VSL NOT ALLOW RGO ON DECK 5 CBM / HOLD 3 × 720 M3 PER HR × 720 M3 PER HR M3 ASDA-MITSUBISHI, C, SWL 36 MT, 28 MT
5.26 5.27 5.28 5.31 5.31 <b>Ballast</b> 5.32 5.33 5.34 5.35 5.36 5.36 6 6 6.1 6.2	Strength of hatch covers: Number, diameter and location of cement holes Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold): Distance from bow to fore of 1 <sup>st</sup> hold opening: Distance from stern to aft of last hold opening: State deck strength: Capacity of ballast tanks (100%): Ballast holds capacity, state which hold(s): Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting Unpumpable quantity: CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE) If geared state make and type:	ímum width	148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of c 16.3 34.5 AS PER LOADING MAN TO LOADING CA 18029.9 15350 M3 12 HRS / 2 14 HRS / 2 90 I	42 M 1, FWD & AFT 1, Walkway - 4.63 m coaming - 7 m Clear 2 M 8 M UUAL VSL NOT ALLOW NGO ON DECK 5 CBM / HOLD 3 × 720 M3 PER HR × 720 M3 PER HR M3 ASDA-MITSUBISHI, C, SWL 36 MT, 28 MT 0 1&2, 2&3, 3&4, 4&5
5.26 5.27 5.28 5.29 5.3 5.31 <b>Ballast</b> 5.32 5.33 5.34 5.35 5.36 6 6 6.1 6.2 6.3	Strength of hatch covers: Number, diameter and location of cement holes Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold): Distance from bow to fore of 1 <sup>st</sup> hold opening: Distance from stern to aft of last hold opening: State deck strength: Capacity of ballast tanks (100%): Ballast holds capacity, state which hold(s): Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting Unpumpable quantity: CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE) If geared state make and type: Number/location of derrieks-/ cranes:	ímum width	148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to near edge of c 16.3 34.5 AS PER LOADING MAN TO LOADING CA 18029.9 15350 M3 12 HRS / 2 14 HRS / 2 90 I 4 DECK CRANES, M ELECTRO-HYDRAULII 4 NOS. BETWEEN HOLD	42 M 1, FWD & AFT walkway - 4.63 m coaming - 7 m Clear 2 M 8 M UUAL VSL NOT ALLOW NGGO ON DECK 5 CBM / HOLD 3 × 720 M3 PER HR × 720 M3 PER HR M3 ASDA-MITSUBISHI, C, SWL 36 MT, 28 MT 0 1&2, 2&3, 3&4, 4&5 0 M
5.26 5.27 5.28 5.29 5.3 5.31 <b>Ballast</b> 5.32 5.33 5.34 5.35 5.36 6 6.1 6.1 6.2 6.3 6.4	Strength of hatch covers: Number, diameter and location of cement holes Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold): Distance from bow to fore of 1 <sup>st</sup> hold opening: Distance from stern to aft of last hold opening: State deck strength: Capacity of ballast tanks (100%): Ballast holds capacity, state which hold(s): Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting Unpumpable quantity: CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE) If geared state make and type: Number/location of derrieks-/ cranes: Maximum outreach of gear beyond ships rail Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:		148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to near edge of c 16.3 34.5 AS PER LOADING MAN TO LOADING CA 18029.9 15350 M3 12 HRS / 2 14 HRS / 2 90 I 4 DECK CRANES, M ELECTRO-HYDRAULI 4 NOS. BETWEEN HOLD 13.7 13.7	12 M 1, FWD & AFT 1 walkway - 4.63 m coaming - 7 m Clear 2 M 8 M 1UAL VSL NOT ALLOW RGO ON DECK 5 CBM / HOLD 3 × 720 M3 PER HR × 720 M3 PER HR M3 ASDA-MITSUBISHI, C. SWL 36 MT, 28 MT 0 1&2, 2&3, 3&4, 4&5 0 M 0 M
5.26 5.27 5.28 5.29 5.3 5.31 <b>Ballast</b> 5.32 5.33 5.34 5.35 5.36 6 6.1 6.1 6.2 6.3 6.4 6.5	Strength of hatch covers: Number, diameter and location of cement holes Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold): Distance from bow to fore of 1 <sup>st</sup> hold opening: Distance from stern to aft of last hold opening: State deck strength: Capacity of ballast tanks (100%): Ballast holds capacity, state which hold(s): Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting Unpumpable quantity: CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE) If geared state make and type: Number/location of derrieks-/ cranes: Maximum outreach of gear beyond ships rail Maximum outreach of gear beyond ships rail with maximum cargo lift on hook: If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch co		148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to near edge of Comparison of the state of the state of the state of the state of the state of the state of the state of the Ship's rail to far edge of the state of the state of the Ship's rail to near edge of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the stat	42 M 1, FWD & AFT F walkway - 4.63 m soaming - 7 m Clear 2 M 8 M IUAL VSL NOT ALLOW RGO ON DECK 5 CBM / HOLD 3 × 720 M3 PER HR × 720 M3 PER HR × 720 M3 PER HR M3 ASDA-MITSUBISHI, C, SWL 36 MT, 28 MT 0 1&2, 2&3, 3&4, 4&5 0 M 0 M
5.26 5.27 5.28 5.29 5.3 5.31 <b>Ballast</b> 5.32 5.33 5.34 5.35 5.36 6 6.1 6.1 6.2 6.3 6.4 6.5	Strength of hatch covers: Number, diameter and location of cement holes Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold): Distance from bow to fore of 1 <sup>st</sup> hold opening: Distance from stern to aft of last hold opening: State deck strength: Capacity of ballast tanks (100%): Ballast holds capacity, state which hold(s): Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting Unpumpable quantity: CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE) If geared state make and type: Number/location of derrieks-/ cranes: Maximum outreach of gear beyond ships rail Maximum outreach of gear beyond ships rail with maximum cargo lift on hook: If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch co		148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to near edge of c 16.3 34.5 AS PER LOADING MAN TO LOADING CA 18029.9 15350 M3 12 HRS / 2 14 HRS / 2 90 I 4 DECK CRANES, M ELECTRO-HYDRAULI 4 NOS. BETWEEN HOLD 13.7 13.7	42 M 1, FWD & AFT F walkway - 4.63 m soaming - 7 m Clear 2 M 8 M IUAL VSL NOT ALLOW RGO ON DECK 5 CBM / HOLD 3 × 720 M3 PER HR × 720 M3 PER HR × 720 M3 PER HR M3 ASDA-MITSUBISHI, C, SWL 36 MT, 28 MT 0 1&2, 2&3, 3&4, 4&5 0 M 0 M
5.26 5.27 5.28 5.29 5.3 5.31 <b>Ballast</b> 5.32 5.33 5.34 5.35 5.36 6 6.1 6.1 6.2 6.3 6.4 6.5	Strength of hatch covers:         Number, diameter and location of cement holes         Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold):         Distance from bow to fore of 1 <sup>st</sup> hold opening:         Distance from stern to aft of last hold opening:         Distance from stern to aft of last hold opening:         State deck strength:         Capacity of ballast tanks (100%):         Ballast holds capacity, state which hold(s):         Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting         Unpumpable quantity:         CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)         If geared state make and type:         Number/location of derrieks-/ cranes:         Maximum outreach of gear beyond ships rail         Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:         If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch c         Time needed for full cycle with maximum cargo lift on hook:         Hoisting time of gear: (Load / Metres Minutes)		148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to near edge of Comparison of the state of the state of the state of the state of the state of the state of the state of the Ship's rail to far edge of the state of the state of the Ship's rail to near edge of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the stat	A2 M A2 M A3 M A4 M
5.26 5.27 5.28 5.29 5.3 5.31 <b>Ballast</b> 5.32 5.33 5.34 5.35 5.36 6 6.1 6.2 6.3 6.4 6.5 6.6 6.5 6.6	Strength of hatch covers:         Number, diameter and location of cement holes         Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold):         Distance from bow to fore of 1 <sup>st</sup> hold opening:         Distance from stern to aft of last hold opening:         Distance from stern to aft of last hold opening:         State deck strength:         Capacity of ballast tanks (100%):         Ballast holds capacity, state which hold(s):         Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting         Unpumpable quantity:         CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)         If geared state make and type:         Number/location of derrieks-/ cranes:         Maximum outreach of gear beyond ships rail         Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:         If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch cranes         Time needed for full cycle with maximum cargo lift on hook:         Hoisting time of gear: (Load / Metres Minutes)       Hook         Grab       Grab		148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to near edge of 34.5 AS PER LOADING MAN TO LOADING CA 18029.9 15350 M3 12 HRS / 2 14 HRS / 2 90 I 4 DECK CRANES, M ELECTRO-HYDRAULI 4 NOS. BETWEEN HOLD 13.7 13.7 13.7 120 SEC FROM BOTT LOAD 36/14/5 MT - SF	A2 M A2 M A2 M A3 M A42 M A42 M A44 M
5.26 5.27 5.28 5.29 5.3 5.31 <b>Ballast</b> 5.32 5.33 5.34 5.35 5.36 6 6.1 6.2 6.3 6.4 6.5 6.6 6.5 6.6	Strength of hatch covers:         Number, diameter and location of cement holes         Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold):         Distance from bow to fore of 1 <sup>st</sup> hold opening:         Distance from stern to aft of last hold opening:         Distance from stern to aft of last hold opening:         State deck strength:         Capacity of ballast tanks (100%):         Ballast holds capacity, state which hold(s):         Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting         Unpumpable quantity:         CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)         If geared state make and type:         Number/location of derrieks-/ cranes:         Maximum outreach of gear beyond ships rail         Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:         If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch c         Time needed for full cycle with maximum cargo lift on hook:         Hoisting time of gear: (Load / Metres Minutes)		148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to near edge of 34.5 AS PER LOADING MAN TO LOADING CA 18029.9 15350 M3 12 HRS / 2 14 HRS / 2 90 I 4 DECK CRANES, M ELECTRO-HYDRAULI 4 NOS. BETWEEN HOLD 13.7 13.7 13.7	42 M 1, FWD & AFT 1, walkway - 4.63 m coaming - 7 m Clear 2 M 8 M 1UAL VSL NOT ALLOW RGO ON DECK 5 CBM 7 HOLD 3 × 720 M3 PER HR × 720 M3 PER HR × 720 M3 PER HR M3 ASDA-MITSUBISHI, C, SWL 36 MT, 28 MT 0 1&2, 2&3, 3&4, 4&5 0 M 0 M A OM HOLD TO JETTY PEED 22/44/55 m/min
5.26 5.27 5.28 5.29 5.3 5.31 <b>Ballast</b> 5.32 5.33 5.34 5.35 5.36 6 6.1 6.2 6.3 6.4 6.5 6.6 6.5 6.6 6.7 6.8	Strength of hatch covers:         Number, diameter and location of cement holes         Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold):         Distance from bow to fore of 1 <sup>st</sup> hold opening:         Distance from stern to aft of last hold opening:         Distance from stern to aft of last hold opening:         State deck strength:         Capacity of ballast tanks (100%):         Ballast holds capacity, state which hold(s):         Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting         Unpumpable quantity:         CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)         If geared state make and type:         Number/location of derrieks-/ cranes:         Maximum outreach of gear beyond ships rail         Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:         If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch cranes         Time needed for full cycle with maximum cargo lift on hook:         Hoisting time of gear: (Load / Metres Minutes)       Hook         Grab       Grab		148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to near edge of 34.5 AS PER LOADING MAN TO LOADING CA 18029.9 15350 M3 12 HRS / 2 14 HRS / 2 90 I 4 DECK CRANES, M ELECTRO-HYDRAULI 4 NOS. BETWEEN HOLD 13.7 13.7 13.7 120 SEC FROM BOTT LOAD 36/14/5 MT - SF	42 M 1, FWD & AFT 1, Walkway - 4.63 m coaming - 7 m Clear 2 M 8 M 1UAL VSL NOT ALLOW RGO ON DECK 5 CBM 7 HOLD 3 × 720 M3 PER HR × 720 M3 PER HR × 720 M3 PER HR M3 ASDA-MITSUBISHI, C, SWL 36 MT, 28 MT 0 1&2, 2&3, 3&4, 4&5 0 M 0 M 4 COM HOLD TO JETTY PEED 22/44/55 m/min 20-80 degree
5.26 5.27 5.28 5.29 5.3 5.31 <b>Ballast</b> 5.32 5.33 5.34 5.35 5.36 6 6.1 6.2 6.3 6.4 6.5 6.6 6.5 6.6 6.7 6.8 6.9	Strength of hatch covers:         Number, diameter and location of cement holes         Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold):         Distance from bow to fore of 1 <sup>st</sup> hold opening:         Distance from stern to aft of last hold opening:         State deck strength:         Capacity of ballast tanks (100%):         Ballast holds capacity, state which hold(s):         Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting         Unpumpable quantity:         CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)         If geared state make and type:         Number/location of derrieks/ cranes:         Maximum outreach of gear beyond ships rail         Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:         If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch coc         Time needed for full cycle with maximum cargo lift on hook:         Hoisting time of gear:       Hook         Grab       Luffing time of gear:		148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to near edge of 34.5 AS PER LOADING MAN TO LOADING CA 18029.9 15350 M3 12 HRS / 2 14 HRS / 2 90 I 4 DECK CRANES, M ELECTRO-HYDRAULI 4 NOS. BETWEEN HOLD 13.7 13.7 13.7 120 SEC FROM BOTT LOAD 36/14/5 MT - SF 58 sec / From	A2 M A2 M A32 M A42 M A42 M A44
5.26 5.27 5.28 5.29 5.3 5.31 <b>Ballast</b> 5.32 5.33 5.34 5.35 5.36 6 6.1 6.2 6.3 6.4 6.5 6.6 6.5 6.6 6.7 6.8 6.9	Strength of hatch covers:         Number, diameter and location of cement holes         Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold):         Distance from bow to fore of 1 <sup>st</sup> hold opening:         Distance from stern to aft of last hold opening:         State deck strength:         Capacity of ballast tanks (100%):         Ballast holds capacity, state which hold(s):         Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting         Unpumpable quantity:         CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)         If geared state make and type:         Number/location of derricke/ cranes:         Maximum outreach of gear beyond ships rail         Maximum outreach of gear beyond ships rail         Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:         If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch cock         Time needed for full cycle with maximum cargo lift on hook:         Hoisting time of gear:         Slewing time of gear:		148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to near edge of 34.5 AS PER LOADING MAN TO LOADING CA 18029.9 15350 M3 12 HRS / 2 14 HRS / 2 90 I 4 DECK CRANES, M ELECTRO-HYDRAULI 4 NOS. BETWEEN HOLD 13.7 13.7 13.7 13.7 120 SEC FROM BOTT LOAD 36/14/5 MT - SP 58 sec / From 0.45 I	42 M 1, FWD & AFT walkway - 4.63 m coaming - 7 m Clear 2 M 8 M UAL VSL NOT ALLOW NGO ON DECK 5 CBM / HOLD 3 × 720 M3 PER HR × 720 M3 PER HR × 720 M3 PER HR M3 ASDA-MITSUBISHI, C, SWL 36 MT, 28 MT 0 1&2, 2&3, 3&4, 4&5 0 M 0 M A OM HOLD TO JETTY PEED 22/44/55 m/min 20-80 degree RPM A
5.26 5.27 5.28 5.29 5.3 5.31 <b>Ballast</b> 5.32 5.33 5.34 5.35 5.36 6 6.1 6.1 6.2 6.3 6.4 6.5 6.6 6.5 6.6 6.5 6.6 6.7 6.8 6.9 6.1 1 6.11	Strength of hatch covers:          Strength of hatch covers:         Number, diameter and location of cement holes         Distance from ship's rail to near and far edge of hatch covers/coaming near and far (Please advise the min clear of any obstruction for each hold):         Distance from bow to fore of 1 <sup>st</sup> hold opening:         Distance from stern to aft of last hold opening:         State deck strength:         Capacity of ballast tanks (100%):         Ballast holds capacity, state which hold(s):         Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting         Unpumpable quantity:         CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)         If geared state make and type:         Number/location of derrieks-/ cranes:         Maximum outreach of gear beyond ships rail         Maximum outreach of gear beyond ships rail         Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:         If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch cc         Time needed for full cycle with maximum cargo lift on hook:         Hoisting time of gear:         Luffing time of gear:         Slewing time of gear:         Is gear combinable for heavy lift?		148.4 HOLD 1: 5.2-6.8 T/M2 HOLD 2,3,4,5 : 3.5 T/M2 2 EACH HATCH, 700 MM Ship's rail to near edge of Ship's rail to near edge of 34.5 AS PER LOADING MAN TO LOADING CA 18029.9 15350 M3 12 HRS / 2 14 HRS / 2 14 HRS / 2 90 I 4 DECK CRANES, M ELECTRO-HYDRAULII 4 NOS. BETWEEN HOLD 13.7 12.0 SEC FROM BOTT LOAD 36/14/5 MT - SF 58 sec / From 0.45 I	42 M 1, FWD & AFT Fwalkway - 4.63 m coaming - 7 m Clear 2 M 8 M UVAL VSL NOT ALLOW NRGO ON DECK 5 CBM / HOLD 3 × 720 M3 PER HR × 720 M3 PER HR × 720 M3 PER HR M3 ASDA-MITSUBISHI, C, SWL 36 MT, 28 MT 0 M 0 M 0 M 0 M C, SWL 36 MT, 28 MT 0 1&2, 2&3, 3&4, 4&5 0 M 0 M 0 M C SUBISHI, C SWL 36 MT, 28 MT 0 M 0 M C SWL 36 MT, 28 MT 0 M C SWL 36 MT, 28 MT 0 M C SWL 36 MT, 28 MT 0 M 0 M 0 M C SWL 36 MT, 28 MT 0 M 0 M 0 M 0 M 0 M 0 M 0 M 0 M

		Weight	0	MT
		6/12 M3		
		Lifting Capacity: Power source of grabs:	440/110V, 60Hz 3-AC	
			RANE POST	
6.13	Does vessel have enough power to run 4 cranes and 4 shore grabs (if applicable	Y	ES	
	Is vessel fitted with sufficient lights at each hatch for night work?		YES, PORTABLE LIGHTS	
	Is vessel logs fitted?		NO	
0.15	If yes, state number, type and height of stanchions/sockets, if on board:	-	I/A	
6.16	Is vessel log racks fitted?	-	10	
	Timber Loadline (if applicable)	Deadweight	Draft	TPC
0.17	Summer:	Deadweight	N/A	N/A
	Winter:		N/A	N/A
	Winter North Atlantic:		N/A	N/A
	Fresh water:		N/A	N/A
	Tropical:		N/A	N/A
	Tropical fresh water:		N/A	N/A
7				
	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?			
	If no, state self sustained capacity:			
	If vessel fitted with all permanent and loose fittings/lashing materials for above n	umber of TEU/FEU?		
	Is vessel fitted with recessed holes/shoes on tanktop and container shoes on we			
-	Advise stack weights and number of tiers on/under deck per TEU:			
7.0	Advise stack weights and number of tiers on/under deck per FEU:			
7.7	Has vessel a container spreader on board?			
	Number and type of reefer plugs:			
8	ENGINE ROOM, SPEED AND CONSUMPTION			
	Is vessel fitted with a shaft generator?		Ν	10
Engine Roo				
-	Engine make/model and type:		MAN - B&W 5G6	0ME-C9.2(TIER II)
	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):	77.7%	8845.4 BHP	70.8 RPM
8.5	BHP / RPM of main engine at NCR (as % of MCR): GENERATORS :	77.7%		70.8 RPM 6DK-20e, 3x700Kw
8.5 Fuel	GENERATORS : What type/viscosity of fuel is used for main propulsion:	77.7%	ANQING CSSC, RMG 380CST ISO 8217 0.5%) + In ECA area, DM LSMGO (Sulphur < 0.1%	6DK-20e, 3x700Kw :2017 VLSFO (Sulphur< MA ISO 8217:2017 6)
8.5 Fuel	GENERATORS :	77.7%	ANQING CSSC, RMG 380CST ISO 8217 0.5%) + In ECA area, DM LSMGO (Sulphur < 0.1%	6DK-20e, 3x700Kw :2017 VLSFO (Sulphur< MA ISO 8217:2017
8.5 Fuel 8.5	GENERATORS : What type/viscosity of fuel is used for main propulsion:	77.7%	ANQING CSSC, 1 RMG 380CST ISO 8217 0.5%) + In ECA area, DN LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, DN LSMGO (Sulphur < 0.1%	6DK-20e, 3x700Kw :2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 3M (VLSFO ) :2017 VLSFO (Sulphur< MA ISO 8217:2017 6)
8.5 Fuel 8.5 8.6	GENERATORS : What type/viscosity of fuel is used for main propulsion: Capacity (100%) of main engine bunker tanks (excluding unpumpables):	77.7%	ANQING CSSC, I RMG 380CST ISO 8217 0.5%) + In ECA area, DN LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, DN LSMGO (Sulphur < 0.1% 745.3	6DK-20e, 3x700Kw :2017 VLSFO (Sulphur< MA ISO 8217:2017 6) SM (VLSFO ) :2017 VLSFO (Sulphur< MA ISO 8217:2017
8.5 Fuel 8.5 8.6 Speed	GENERATORS : What type/viscosity of fuel is used for main propulsion: Capacity (100%) of main engine bunker tanks (excluding unpumpables): What type/viscosity of fuel is used in the generating plant: Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):	77.7%	ANQING CSSC, I RMG 380CST ISO 8217 0.5%) + In ECA area, DN LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, DN LSMGO (Sulphur < 0.1% 745.3	6DK-20e, 3x700Kw 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) SM (VLSFO ) 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 7 CBM
8.5 Fuel 8.5 8.6 Speed	GENERATORS : What type/viscosity of fuel is used for main propulsion: Capacity (100%) of main engine bunker tanks (excluding unpumpables): What type/viscosity of fuel is used in the generating plant: Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables): Ballast: ABT	77.7%	ANQING CSSC, 1 RMG 380CST ISO 8217 0.5%) + In ECA area, DN LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, DN LSMGO (Sulphur < 0.1% 745.3 (LSMGO = 614.47 CB	6DK-20e, 3x700Kw 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) SM (VLSFO ) 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 7 CBM
8.5 Fuel 8.5 8.6 Speed 8.7	GENERATORS : What type/viscosity of fuel is used for main propulsion: Capacity (100%) of main engine bunker tanks (excluding unpumpables): What type/viscosity of fuel is used in the generating plant: Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables): Ballast: Laden: ABT	77.7%	ANQING CSSC, 1 RMG 380CST ISO 8217 0.5%) + In ECA area, DN LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, DN LSMGO (Sulphur < 0.1% 745.3 (LSMGO = 614.47 CB	6DK-20e, 3x700Kw :2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 3M (VLSFO ) :2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 7 CBM M, MDO = 130.9 CBM )
8.5 Fuel 8.5 8.6 Speed 8.7 Consumptio	GENERATORS : What type/viscosity of fuel is used for main propulsion: Capacity (100%) of main engine bunker tanks (excluding unpumpables): What type/viscosity of fuel is used in the generating plant: Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables): Ballast: ABT Laden: ABT	77.7%	ANQING CSSC, I RMG 380CST ISO 8217 0.5%) + In ECA area, DN LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, DN LSMGO (Sulphur < 0.1% 745.3 (LSMGO = 614.47 CB AS PER VESSE	6DK-20e, 3x700Kw :2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 3M (VLSFO ) :2017 VLSFO (Sulphur< MA ISO 8217:2017 6) :7 CBM M, MDO = 130.9 CBM ) :L DESCRIPTION
8.5 Fuel 8.5 8.6 Speed 8.7 Consumption	GENERATORS : What type/viscosity of fuel is used for main propulsion: Capacity (100%) of main engine bunker tanks (excluding unpumpables): What type/viscosity of fuel is used in the generating plant: Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables): Ballast: Laden: ABT Laden: ABT Passage	77.7%	ANQING CSSC, 1 RMG 380CST ISO 8217 0.5%) + In ECA area, DN LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, DN LSMGO (Sulphur < 0.1% 745.3 (LSMGO = 614.47 CB	6DK-20e, 3x700Kw :2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 3M (VLSFO ) :2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 7 CBM M, MDO = 130.9 CBM )
8.5 Fuel 8.5 8.6 Speed 8.7 Consumption	GENERATORS :         What type/viscosity of fuel is used for main propulsion:         Capacity (100%) of main engine bunker tanks (excluding unpumpables):         What type/viscosity of fuel is used in the generating plant:         Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):         Ballast:       ABT         Laden:       ABT         Passage       Ballast:         Ballast:       ABT	77.7%	ANQING CSSC, I RMG 380CST ISO 8217 0.5%) + In ECA area, DN LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, DN LSMGO (Sulphur < 0.1% 745.3 (LSMGO = 614.47 CB AS PER VESSE	6DK-20e, 3x700Kw :2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 3M (VLSFO ) :2017 VLSFO (Sulphur< MA ISO 8217:2017 6) :7 CBM M, MDO = 130.9 CBM ) :L DESCRIPTION
8.5 Fuel 8.5 8.6 Speed 8.7 Consumptic 8.8	GENERATORS :         What type/viscosity of fuel is used for main propulsion:         Capacity (100%) of main engine bunker tanks (excluding unpumpables):         What type/viscosity of fuel is used in the generating plant:         Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):         Ballast:       ABT         Laden:       ABT         Passage       Ballast:         Ballast:       ABT         Laden:       ABT         Laden:       ABT         Laden:       ABT         Laden:       ABT	77.7%	ANQING CSSC, I RMG 380CST ISO 8217 0.5%) + In ECA area, DN LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, DN LSMGO (Sulphur < 0.1% 745.3 (LSMGO = 614.47 CB AS PER VESSE	6DK-20e, 3x700Kw :2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 3M (VLSFO ) :2017 VLSFO (Sulphur< MA ISO 8217:2017 6) :7 CBM M, MDO = 130.9 CBM ) :L DESCRIPTION
8.5 Fuel 8.5 8.6 Speed 8.7 Consumptic 8.8 8.8 8.9	GENERATORS :         What type/viscosity of fuel is used for main propulsion:         Capacity (100%) of main engine bunker tanks (excluding unpumpables):         What type/viscosity of fuel is used in the generating plant:         Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):         Ballast:       ABT         Laden:       ABT         Passage       Ballast:         Ballast:       ABT         I aden:       ABT         I aden:       ABT         I aden:       ABT         I aden:       ABT	77.7%	ANQING CSSC, I RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 745.3 (LSMGO = 614.47 CB AS PER VESSE Main	6DK-20e, 3x700Kw 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 3M (VLSFO ) 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 37 CBM M, MDO = 130.9 CBM ) 31 L DESCRIPTION
8.5 Fuel 8.5 8.6 Speed 8.7 Consumptic 8.8 8.8 8.9	GENERATORS :         What type/viscosity of fuel is used for main propulsion:         Capacity (100%) of main engine bunker tanks (excluding unpumpables):         What type/viscosity of fuel is used in the generating plant:         Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):         Ballast:       ABT         Laden:       ABT         Passage       Ballast:         Ballast:       ABT         In Port       MBT	77.7%	ANQING CSSC, I RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 745.3 (LSMGO = 614.47 CB AS PER VESSE Main	6DK-20e, 3x700Kw 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 3M (VLSFO ) 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 77 CBM M, MDO = 130.9 CBM ) EL DESCRIPTION Aux
8.5 Fuel 8.5 8.6 Speed 8.7 Consumptic 8.8 8.8	GENERATORS :         What type/viscosity of fuel is used for main propulsion:         Capacity (100%) of main engine bunker tanks (excluding unpumpables):         What type/viscosity of fuel is used in the generating plant:         Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):         Ballast:       ABT         Laden:       ABT         Passage       Ballast:         Ballast:       ABT         I aden:       ABT         I laden:       ABT	77.7%	ANQING CSSC, I RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 745.3 (LSMGO = 614.47 CB AS PER VESSE Main	6DK-20e, 3x700Kw 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 3M (VLSFO ) 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 77 CBM M, MDO = 130.9 CBM ) EL DESCRIPTION Aux
8.5 Fuel 8.5 8.6 Speed 8.7 Consumptic 8.8 8.8	GENERATORS :         What type/viscosity of fuel is used for main propulsion:         Capacity (100%) of main engine bunker tanks (excluding unpumpables):         What type/viscosity of fuel is used in the generating plant:         Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):         Ballast:       ABT         Laden:       ABT         Passage       Ballast:         Ballast:       ABT         In Port       MBT	77.7%	ANQING CSSC, I RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 745.3 (LSMGO = 614.47 CB AS PER VESSE Main	6DK-20e, 3x700Kw 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 3M (VLSFO ) 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 77 CBM M, MDO = 130.9 CBM ) EL DESCRIPTION Aux
8.5 Fuel 8.5 8.6 Speed 8.7 Consumptic 8.8 8.9 8.9	GENERATORS :         What type/viscosity of fuel is used for main propulsion:         Capacity (100%) of main engine bunker tanks (excluding unpumpables):         What type/viscosity of fuel is used in the generating plant:         Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):         Ballast:       ABT         Laden:       ABT         Passage       Ballast:         Ballast:       ABT         In Port       Mathematical and the second and the secon	77.7%	ANQING CSSC, I RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 745.3 (LSMGO = 614.47 CB AS PER VESSE Main	6DK-20e, 3x700Kw 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 3M (VLSFO ) 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 77 CBM M, MDO = 130.9 CBM ) EL DESCRIPTION Aux
8.5 Fuel 8.5 8.6 Speed 8.7 Consumptic 8.8 8.9 8.9 8.9 9	GENERATORS :         What type/viscosity of fuel is used for main propulsion:         Capacity (100%) of main engine bunker tanks (excluding unpumpables):         What type/viscosity of fuel is used in the generating plant:         Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):         Ballast:       ABT         Laden:       ABT         Passage       Ballast:         Ballast:       ABT         In Port       Mathematical and the second and the secon	77.7%	ANQING CSSC, I RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 745.3 (LSMGO = 614.47 CB AS PER VESSE Main	6DK-20e, 3x700Kw 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 3M (VLSFO ) 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 77 CBM M, MDO = 130.9 CBM ) EL DESCRIPTION Aux
8.5 Fuel 8.5 8.6 Speed 8.7 Consumptic 8.8 8.9 8.9 8.9 9 Communica	GENERATORS :         What type/viscosity of fuel is used for main propulsion:         Capacity (100%) of main engine bunker tanks (excluding unpumpables):         What type/viscosity of fuel is used in the generating plant:         Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):         Ballast:       ABT         Laden:       ABT         Passage       Ballast:         Ballast:       ABT         In Port       Morking:         Idle:       Qurine extra IFO/MDO when grabs are operating       ABT         MISCELLANEOUS       ABT	77.7%	ANQING CSSC, I RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 745.3 (LSMGO = 614.47 CB AS PER VESSE Main AS PER VESSE	6DK-20e, 3x700Kw 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 3M (VLSFO ) 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 77 CBM M, MDO = 130.9 CBM ) EL DESCRIPTION Aux
8.5 Fuel 8.5 8.6 Speed 8.7 Consumptic 8.8 8.8 8.9 9 0 Communica 9.1	GENERATORS :         What type/viscosity of fuel is used for main propulsion:         Capacity (100%) of main engine bunker tanks (excluding unpumpables):         What type/viscosity of fuel is used in the generating plant:         Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):         Ballast:       ABT         Laden:       ABT         Passage       Ballast:         Ballast:       ABT         In Port       Morking:         Idle:       Other (specify): Vsl burns extra IFO/MDO when grabs are operating       ABT         MISCELLANEOUS       Tons         MISCELLANEOUS       Call sign:	77.7%	ANQING CSSC, I RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 745.3 (LSMGO = 614.47 CB AS PER VESSE Main AS PER VESSE MAIN	6DK-20e, 3x700Kw 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 3M (VLSFO ) 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 77 CBM M, MDO = 130.9 CBM ) EL DESCRIPTION Aux
8.5 Fuel 8.5 8.6 8.6 Speed 8.7 Consumptic 8.8 8.9 8.9 9 Communica 9.1 9.2	GENERATORS :         What type/viscosity of fuel is used for main propulsion:         Capacity (100%) of main engine bunker tanks (excluding unpumpables):         What type/viscosity of fuel is used in the generating plant:         Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):         Ballast:       ABT         Laden:       ABT         Dase         Passage         Ballast:       ABT         Laden:       ABT         In Port         Working:         Idle:       Other (specify): Vsl burns extra IFO/MDO when grabs are operating       ABT         MISCELLANEOUS         Miscell ANEOUS       Call sign:         Vessel's INMARSAT – C number:       Vessel's INMARSAT – C number:	77.7%	ANQING CSSC, I RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 745.3 (LSMGO = 614.47 CB AS PER VESSE Main AS PER VESSE Main 456700779, 456700780	6DK-20e, 3x700Kw 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 3M (VLSFO ) 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 77 CBM M, MDO = 130.9 CBM ) EL DESCRIPTION Aux
8.5 Fuel 8.5 8.6 8.6 8.7 Consumptic 8.8 8.9 8.9 9 Consumptic 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	GENERATORS :         What type/viscosity of fuel is used for main propulsion:         Capacity (100%) of main engine bunker tanks (excluding unpumpables):         What type/viscosity of fuel is used in the generating plant:         Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):         Ballast:       ABT         Laden:       ABT         Passage       Ballast:         Ballast:       ABT         Laden:       ABT         In Port       Morking:         Idle:       Other (specify): Vsl burns extra IFO/MDO when grabs are operating       ABT         MISCELLANEOUS       Call sign:         Vessel's INMARSAT – C number:       Vessel's telephone number:	77.7%	ANQING CSSC, I RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 745.3 (LSMGO = 614.47 CB AS PER VESSE Main AS PER VESSE Main 456700779, 456700780 66 60 002 4215	6DK-20e, 3x700Kw 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 3M (VLSFO ) 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 77 CBM M, MDO = 130.9 CBM ) EL DESCRIPTION Aux
8.5 Fuel 8.5 8.6 8.6 8.7 Consumptic 8.8 8.9 8.9 8.9 9 Communica 9 Communica 9.1 9.2 9.3 9.4	GENERATORS :         What type/viscosity of fuel is used for main propulsion:         Capacity (100%) of main engine bunker tanks (excluding unpumpables):         What type/viscosity of fuel is used in the generating plant:         Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):         Ballast:       ABT         Laden:       ABT         Dase         Passage         Ballast:       ABT         Laden:       ABT         In Port         Working:         Idle:       Other (specify): Vsl burns extra IFO/MDO when grabs are operating       ABT         MISCELLANEOUS         Miscell ANEOUS       Call sign:         Vessel's INMARSAT – C number:       Vessel's INMARSAT – C number:	77.7%	ANQING CSSC, I RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 745.3 (LSMGO = 614.47 CB AS PER VESSE Main AS PER VESSE Main 456700779, 456700780	6DK-20e, 3x700Kw 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 3M (VLSFO ) :2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 7 CBM M, MDO = 130.9 CBM ) EL DESCRIPTION Aux L DESCRIPTION
8.5 Fuel 8.5 8.6 8.6 8.7 Consumptic 8.8 8.9 8.9 8.9 8.9 9 Communica 9 Communica 9.1 9.2 9.3 9.4 9.5	GENERATORS :         What type/viscosity of fuel is used for main propulsion:         Capacity (100%) of main engine bunker tanks (excluding unpumpables):         What type/viscosity of fuel is used in the generating plant:         Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):         Ballast:       ABT         Laden:       ABT         Passage       Ballast:         Ballast:       ABT         In Port       ABT         Working:       Idle:         Other (specify): Vsl burns extra IFO/MDO when grabs are operating       ABT         MISCELLANEOUS       Call sign:         Vessel's INMARSAT – C number:       Vessel's fax number:         Vessel's email address:       Vessel's email address:	77.7%	ANQING CSSC, 1 RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 745.3 (LSMGO = 614.47 CB AS PER VESSE Main AS PER VESSE 1 Main AS PER VESSE 1 1 1 1 1 1 1 1 1 1 1 1 1	6DK-20e, 3x700Kw 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 3M (VLSFO ) :2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 7 CBM M, MDO = 130.9 CBM ) EL DESCRIPTION Aux L DESCRIPTION
8.5 Fuel 8.5 8.6 8.6 8.6 8.7 Consumptic 8.8 8.9 8.9 8.9 8.9 9 0 Communica 9.1 9.2 9.3 9.4 9.5 9.5 9.6	GENERATORS :         What type/viscosity of fuel is used for main propulsion:         Capacity (100%) of main engine bunker tanks (excluding unpumpables):         What type/viscosity of fuel is used in the generating plant:         Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):         Ballast:       ABT         Laden:       ABT         Passage       Ballast:         Ballast:       ABT         In Port       ABT         Working:       Idle:         Other (specify): Vsl burns extra IFO/MDO when grabs are operating       ABT         MISCELLANEOUS       Call sign:         Vessel's INMARSAT – C number:       Vessel's fax number:         Vessel's fax number:       Vessel's fax number:         Vessel's fax number:       Vessel's fax number:	77.7%	ANQING CSSC, I RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 745.3 (LSMGO = 614.47 CB AS PER VESSE Main AS PER VESSE 1 Main 456700779, 456700780 66 60 002 4215 870 783 988 169 saritanaree@speedma 567 017 000	6DK-20e, 3x700Kw 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 3M (VLSFO ) :2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 7 CBM M, MDO = 130.9 CBM ) EL DESCRIPTION Aux L DESCRIPTION
8.5 Fuel 8.5 8.6 8.6 Speed 8.7 Consumptic 8.8 8.9 9 9 Communica 91 92 93 9.4 9.5 9.5 9.6 9.7	GENERATORS :         What type/viscosity of fuel is used for main propulsion:         Capacity (100%) of main engine bunker tanks (excluding unpumpables):         What type/viscosity of fuel is used in the generating plant:         Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):         Ballast:       ABT         Laden:       ABT         Passage       Ballast:         Ballast:       ABT         In Port       Morking:         Idle:       Other (specify): Vsl burns extra IFO/MDO when grabs are operating       ABT         MISCELLANEOUS       Call sign:         Vessel's INMARSAT – C number:       Vessel's fax number:         Vessel's fax number:       Vessel's fax number:         Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):       Vessel's onboard electrical supply (V / Hz):		ANQING CSSC, 1 RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 745.3 (LSMGO = 614.47 CB AS PER VESSE Main AS PER VESSE 1 Main AS PER VESSE 1 1 1 1 1 1 1 1 1 1 1 1 1	6DK-20e, 3x700Kw 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 3M (VLSFO ) :2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 7 CBM M, MDO = 130.9 CBM ) EL DESCRIPTION Aux L DESCRIPTION
8.5 Fuel 8.5 8.6 8.6 Speed 8.7 Consumptic 8.8 8.9 9 9 Communica 9 1 9 Communica 91 9 9 Communica 91 9 0.1 9.1 9.2 9.3 9.4 9.5 9.5 9.6 9.7 Constants/F	GENERATORS :         What type/viscosity of fuel is used for main propulsion:         Capacity (100%) of main engine bunker tanks (excluding unpumpables):         What type/viscosity of fuel is used in the generating plant:         Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):         Ballast:       ABT         Laden:       ABT         Passage       Ballast:         Ballast:       ABT         In Port       Working:         Idle:       Other (specify): Vsl burns extra IFO/MDO when grabs are operating       ABT         MISCELLANEOUS       Call sign:         Vessel's INMARSAT – C number:       Vessel's fax number:         Vessel's fax number:       Vessel's fax number:         Vessel's fax number:       Vessel's fax number:         Vessel's onboard electrical supply (V / Hz):       Tesh Water		ANQING CSSC, 1 RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, Dh LSMGO (Sulphur < 0.1% 745.3 (LSMGO = 614.47 CB AS PER VESSE Main AS PER VESSE 1 Main 456700779, 456700780 66 60 002 4215 870 783 988 169 Saritanaree@speedma 567 017 000 220v / 60 Hz	6DK-20e, 3x700Kw 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 3M (VLSFO ) :2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 7 CBM M, MDO = 130.9 CBM ) EL DESCRIPTION Aux L DESCRIPTION
8.5 Fuel 8.5 8.6 8.6 8.6 8.7 Consumptic 8.8 8.9 8.9 8.9 9 8.9 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	GENERATORS :         What type/viscosity of fuel is used for main propulsion:         Capacity (100%) of main engine bunker tanks (excluding unpumpables):         What type/viscosity of fuel is used in the generating plant:         Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):         Ballast:       ABT         Laden:       ABT         Passage       Ballast:         Ballast:       ABT         In Port       Morking:         Idle:       Other (specify): Vsl burns extra IFO/MDO when grabs are operating       ABT         MISCELLANEOUS       Call sign:         Vessel's INMARSAT – C number:       Vessel's fax number:         Vessel's fax number:       Vessel's fax number:         Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):       Vessel's onboard electrical supply (V / Hz):		ANQING CSSC, 1 RMG 380CST ISO 8217 0.5%) + In ECA area, DN LSMGO (Sulphur < 0.1% 1505.88 CE RMG 380CST ISO 8217 0.5%) + In ECA area, DN LSMGO (Sulphur < 0.1% 745.3 (LSMGO = 614.47 CB AS PER VESSE Main AS PER VESSE 1 Main 456700779, 456700780 66 60 002 4215 870 783 988 169 Saritanaree@speedma 567 017 000 220v / 60 Hz	6DK-20e, 3x700Kw 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 3M (VLSFO ) 2017 VLSFO (Sulphur< MA ISO 8217:2017 6) 7 CBM M, MDO = 130.9 CBM ) 21 DESCRIPTION Aux 22 DESCRIPTION Aux 31 DESCRIPTION

ate daily production of evaporator: prmal fresh water reserve:	18 MT/DAY
ima nesh water reserve:	200 MT
& I Club - Full style:	Thomas Miller P&I (Europe)Ltd. 90 Frenchurch Street London
& I Club coverage:	AS PER P&I RULES
here is the owners hull and machinery placed:	The Swedish Club
II & Machinery insured value:	AS PER VESSEL DESCRIPTION
the vessel RIGHTSHIP approved:	N/A
te/Place of last RIGHTSHIP Inspection:	N/A
trol	
ate and place of last Port State Control inspection:	19/12/2023 CIGADING, INDONESIA (TOKYO MOU)
as the vessel been detained by Port State Control in the last 12 months?	NO
y outstanding deficiencies as reported by any Port State Control. If yes, provide details:	NO
y Australian Maritime Safety Authority (AMSA) detentions or noted deficiencies. If so, please advise details and ecify when/where these items were repaired.	NO
JPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES	
& ho ho that ato ato ato ato ato ato ato ato ato a	I Club coverage: ere is the owners hull and machinery placed: I & Machinery insured value: he vessel RIGHTSHIP approved: e/Place of last RIGHTSHIP Inspection: rol e and place of last Port State Control inspection: is the vessel been detained by Port State Control in the last 12 months? r outstanding deficiencies as reported by any Port State Control. If yes, provide details: r Australian Maritime Safety Authority (AMSA) detentions or noted deficiencies. If so, please advise details and

2008 (BalticExchange.com / Baltic99.com)