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

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

|  |  |
| --- | --- |
| **1.**  | GENERAL INFORMATION  |
| **1.1**  | Date updated:  | 18.04.2024 |
| **1.2**  | Vessel's name:  | M.V.CEYLON PRINCESS |
| **1.3**  | IMO number:  | 9734575 |
| **1.4**  | Vessel's previous name(s) and date(s) of change:  | N/A |
| **1.5**  | Flag:  | SRI LANKA |
| **1.6**  | Port of Registry:  | COLOMBO |
| **1.7**  | Type of vessel:  | BULK CARRIER |
| **1.8**  | Type of hull:  | SINGLE HULL |
| **Ownership and Operation**  |
| **1.9**  | Registered owner - Full style:  | CEYLON SHIPPING CORPORATION LTD |
| **1.10**  | Parent company/group to which the owner belongs - Full style:  | CEYLON SHIPPING CORPORATION LTD. MICH BUILDING , No.27, SIR RAZIK FAREED MAWATHA, COLOMBO 1 , SRI LANKA |
| **1.11**  | Technical operator - Full style:  | CEYLON SHIPPINDG CORPORATION LTD |
| **1.12**  | Commercial operator - Full style:  | CEYLON SHIPPING CORPORATION LTD. |
| **1.13**  | 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:  |  |
| **1.16**  | Number of vessels in disponent owner's fleet:  | N/A |
| **Builder**  |
| **1.17**  | Builder (where built) / Yard number:  | AVIC WEIHAI HULL 399 |  |
| **1.18**  | Date delivered (built):  | JUNE 2016 |
| **Classification**  |
| **1.19**  | Classification society:  | DNV |
| **1.20**  | Class notation:  |  |
| **1.21**  | If Classification society changed, name of previous society:  | N/A |
| **1.22**  | If Classification society changed, date of change:  |  |
| **1.23**  | Date and place of last dry dock:  | 20.04.2022 | COLOMBO DOCK YARD, SRI LANKA |
| **1.24**  | Date next dry dock is due:  |  |
| **1.25**  | Date of last special survey / next survey due:  | 08.12.2021 |  |
| **1.26**  | Date of last annual survey / next survey due:  | 06.06.2023/06.06.2024 |  |
| **1.27**  | Is vessel entered in classification approved enhanced survey program?  | NO |
| **1.28**  | Does vessel comply with IACS unified requirements regarding number 1 cargo hold and double bottom tank steel structure?  | NO |
|  | Has this compliance been verified by the classification society?  | N/A |
| **Dimensions**  |
| **1.29**  | Length Over All (LOA):  | 199.813 M |
| **1.30**  | Length Between Perpendiculars (LBP):  | 194.500 M |
| **1.31**  | Extreme breadth (Beam):  | 32.260 M |
| **1.32**  | Moulded depth:  | 18.5 M |
| **1.33**  | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):  | 48.40 Metres |  |
| **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)  | 16.55 | 15.5 | 14.00 |
|  | Full ballast condition:(cargo holds flooded, basis 50% bunkers)  | 12.55 | 12.37 | 12.05 |
|  | Light condition (basis 50% bunkers):  | 17.1 | 16.3 | 15.4 |
|  | Fully laden condition:  | 7.34 | 7.31 | 7.31 |
| **1.35**  | Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):  | N/A | N/A | N/A |
| **Tonnages**  |
| **1.36**  | Gross Tonnage (GT) / Net Registered Tonnage (NRT):  | 36432 MT | 21628 MT |
| **1.37**  | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):  | GT 37440.21  | NT 33405.37 |
| **1.38**  | Panama Canal Net Tonnage (PCNT):  | GT 30221 |
| **Loadline Information**  |
| **1.39**  | Loadline | Deadweight  | Draft  | TPC  |
|  | Summer:  | 63212.5 | 13.299 m | 62.3 |
|  | Winter:  | 61485.7 | 13.022 m | 62.2 |
|  | Winter North Atlantic:  |  |  |  |
|  | Fresh water:  | 63121.5 | 13.601 m | 62.4 |
|  | Tropical:  | 64940.7 | 13.576 m | 62.4 |
|  | Tropical fresh water:  | 64940.7 | 13.878 m | 62.4 |
|  | Normal ballast condition:  |  |  |  |
|  | Lightship:  | 11977.8 |  |  |
|  | FWA at summer draft: 302 mm |  |
| **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):  | 53492.6 MT |
|  | If yes, is Panama deadweight all told affected by vessel's bilge turn radius?  | NO |
| **1.41**  | Transit of Suez Canal?  | YES |
| **1.42**  | Transit of St. Lawrence Seaway?  | NO |
|  | 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  |
|  | 1ST | SHINSUNG SHIPPING CO., LTD | COAL | LOAD-BALIKPAPAN(INDONESIA)DISCH -YEOSU(SOUTH KOREA) |
|  | 2ND | CENTURY SCOPE GROUP PVT LTD. | SAND IN BULK | LOAD - SUBIC BAY(PHILLIPINES)DISCH-SINGAPORE |
|  | 3RD | WESTERN BULK PTE LTD | COAL | LOAD-TANJUNG BUYUT(INDONESIA)DISCH-QINZHOU(CHINA) |
|  | 4TH | WESTERN BULK PTE LTD | COAL | LOAD-TABONEO(INDONESIA)DISCH-KOH SICHANG(THAILAND) |
|  | 5TH | WESTERN BULK PTE LTD | STEEL COIL | LOAD-JINGTANG(CHINA)DISCH-HAI PHONG(VIETNAM) |
|  | 6TH | COMMODITY CARE SHIPPING PTE LTD | IRON ORE FINES | LOAD-VIZAG(INDIA)DISCH-CAOFEIDIAN(CHINA) |
|  | 7TH | JAHAZ SHIPPING LINE | AGGRATTE | LOAD-FUJAIRAH(U.A.E)DISCH-CHITTAGONG(BANGALADESH) |
|  | 8TH | XIANGLONG SHIPPING PTE LTD | COAL | LOAD-MEULABOH(INDONESIA)DISCH-MAGDALLA(INDIA) |
|  | 9TH | AQUAVITA INTERNATIONAL S.A | COAL | LOAD-MUARA PANTAI (INDONESIA)DISC- CHITTAGONG (BANGALADESH) |
|  | 10TH | NORVIC SHIPPING INDIA PRIVATE LIMITED | IORN ORE PELLETS | LOAD-PARADIP(INDIA)DISC- LANQUIO(CHINA) |
| **1.45**  | Specify the security level at which the ship is currently operating (ISSC):  | LEVEL 1 |
|      |
| **2.**  | CERTIFICATION  | Issued  | Last Annual  | Expires  |  |
| **2.1**  | Safety Equipment Certificate:  | 10.01.2024 | 06.06.2023 | 23.06.2026 |  |
| **2.2**  | Safety Radio Certificate:  | 10.01.2024 | N/A | 23.06.2026 |  |
| **2.3**  | Safety Construction Certificate:  | 17.04.2022 | 06.06.2023 | 23.06.2026 |  |
| **2.4**  | Loadline Certificate:  | 08.12.2021 | 06.06.2023 | 23.06.2026 |  |
| **2.5**  | Safety Management Certificate (SMC):  | 11.11.2021 | 05.02.2024 | 21.11.2026 |  |
| **2.6**  | Document of Compliance (DOC):  | 08.06.2021 | 12.09.2023 | 14.06.2026 |  |
| **2.7**  | Gear survey:  | 17.08.2020 | 06.06.2023 | 17.04.2026 |  |
| **2.8**  | Cargo securing manual:  | 23.05.2016 |  |  |  |
| **2.9**  | International Oil Pollution Prevention Certificate (IOPPC):  | 17.04.2021 | 06.06.2023 | 23.06.2026 |  |
| **2.10**  | Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate  | 08.02.2024 | N/A | 08.08.2024 |  |
| **2.11**  | USCG COFR:  | N/A | N/A | N/A |  |
| **2.12**  | International Ship Security Certificate (ISSC):  | 11.11.2021 | 11.11.2021 | 21.11.2026 |  |
|    |
| **3.**  | CREW MANAGEMENT  |  |
| **3.1**  | Number of Officers:  | 16 |  |
| **3.2**  | Number of crew:  | 27 |  |
| **3.3**  | Name and nationality of Master:  | CAPT.K.N.P.K.PEIRIS / SRI LANKAN |  |
| **3.4**  | Nationality of Officers:  | SRI LANKAN |  |
| **3.5**  | Nationality of crew:  | SRI LANKAN |  |
| **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:  | N 1603209-wir | DNV  |  |
| **4.3**  | Safety Management (SMC) certificate number / issuing authority:  | N1665440-bzj | DNV  |  |
|  | State outstanding recommendations, if any:  | N/A |  |
| **4.4**  | Is the vessel operated under a Quality Management System?  |  |  |
|  | If Yes, what type of system (ISO9002 or IMO Resolution A.741(18)):  |  |  |
|    |
| **5.**  | CARGO ARRANGEMENTS  |  |
| **Holds**  |  |
| **5.1**  | Number of holds:  | 5 |  |
| **5.2**  | Hold dimensions:  | No.1 L 20.00 m x B 23.75 m No.2 L 23.75 m x B 23.75 mNo.3 L 23.75 m x B 23.75 mNo.4 L 23.75 m x B 23.75 mNo.5 L 18.00 m x B 23.75 m |  |
| **5.3**  | Are vessel's holds clear and free of any obstructions?  | YES |  |
| **5.4**  | Capacity, by hold, excluding wing/topside tanks but including hatchways:  | Grain  | Bale  |  |
|  | Hold #1:  | 13957.79 |  |  |
|  | Hold #2:  | 17658.3 |  |  |
|  | Hold #3:  | 15352.99 |  |  |
|  | Hold #4:  | 15839.6 |  |  |
|  | Hold #5:  | 15942.06 |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  | Total:  | 78750.75 cbm |  |  |
| **5.5**  | Is vessel strengthened for the carriage of heavy cargoes?  | YES |  |
| **5.6**  | If yes, state which holds may be left empty:  | NO : 02 & NO : 04 |  |
| **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: (Metric tons per m2 ) | HOLD 01 -24.57HOLD 02 -19.53 HOLD 03 – 24.35HOLD 04 - 19.89HOLD 05 – 24.92 |  |
| **5.10**  | Are holds CO2 fitted?  | YES |  |
| **5.11**  | Are holds fitted with smoke detection system?  | YES |  |
| **5.12**  | Is vessel fitted with Australian type approved holds ladders?  | YES |  |
| **5.13**  | Has vessel a functioning class certified loadmaster/loadicator or similar calculator?  | YES,LOADING COMPUTER |  |
| **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?  | YES |  |
| **5.16**  | Measurement of any tank slopes/hoppering:(height and distance from vessel's side at tank top)  | HOPPERING HEIGHT 4.774M/4.250M |  |
| **5.17**  | Flat floor measurement of cargo holds at tank top:  | HOLD 01 -L20.00M \* B (F-14.35 , A-23.75)MHOLD 02 - L23.75M \* B 23.75MHOLD 03 – L23.75M \* B 23.75MHOLD 04 - L23.75M \* B 23.75MHOLD 05 – L18.00M \* B (F-23.75 , A- 7.0)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:  | EPOXY PAINT(SIGMA) |  |
| **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:  | MACGREGER/FALDING TYPE |  |
| **5.24**  | Hatch dimensions:  | HATCH 01 – L 19.680M \* B 18.260MHATCH 02 – L 22.960M \* B 18.260MHATCH 03– L 22.960M \* B 18.260MHATCH 04– L 22.960M \* B 18.260MHATCH 05– L 22.960M \* B 18.260M |  |
| **5.25**  | Hatch span (distance from front of forward hatch to aft of rear hatch):  | 146m |  |
| **5.26**  | Strength of hatch covers:  | NO DECK CARGO PERMITTED |  |
| **5.27**  | Number, diameter and location of cement holes  | TWO CEMENT HOLD FOR EACH HOLD,1-FWD PORT, 2- AFT STBD , DIA- 750mm |  |
| **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 ON EACH SIDE AT ALL HATCHES |  |
| **5.29**  | Distance from bow to fore of 1st hold opening:  | 18M |  |
| **5.30**  | Distance from stern to aft of last hold opening:  | 35M |  |
| **5.31**  | State deck strength:  | NO DECK CARGO PERMITTED |  |
| **Ballast**  |  |
| **5.32**  | Capacity of ballast tanks (100%):  | 17712.12CBM / 18154 MT |  |
| **5.33**  | Ballast holds capacity, state which hold(s):  | HOLD NO 3 15352.99CBM/15736.81MT |  |
| **5.34**  | Vessel's ballasting time / rate of ballasting:  | 900CBM X 1 PER HOUR |  |  |
| **5.35**  | Vessel's de-ballasting time / rate of de-ballasting:  | 900CBM X 2 PER HOUR |  |  |
| **5.36**  | Unpumpable quantity:  | 230 MT |  |
|    |
| **6.**  | CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)  |  |
| **6.1**  | If geared state make and type:  | MACGREGER |  |
| **6.2**  | Number/location of derricks/cranes:  | 4 CRANES |  |
| **6.3**  | Maximum outreach of gear beyond ships rail  | 14 Meters |  |
| **6.4**  | Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:  | 30 MT |  |
| **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:  | APPROX 1 MINUTE |  |
| **6.7**  | Hoisting time of gear:  | 25/45 m/min |  |
| **6.8**  | Luffing time of gear:  | 65 seconds |  |
| **6.9**  | Slewing time of gear:  | 0.8 rpm |  |
| **6.10**  | Is gear combinable for heavy lift?  | NO |  |
| **6.11**  | Are winches electro-hydraulic?  | YES |  |
| **6.12**  | If vessel has grabs on board - state:  | YES |  |
|  | Type:  | 4 REMOTE OPERATE |  |
|  | Capacity:  | 12 CBM |  |
|  | Power source of grabs:  | GRAB BATTERY |  |  |
|  | Location of power source:  | BATTERY BOX OF GRAB |  |
| **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?  | NO |  |
| **6.17**  | Timber Loadline (if applicable)  | Deadweight  | Draft  | TPC  |  |
|  | Summer:  | N/A | N/A | N/A |  |
|  | Winter:  | N/A | N/A | N/A |  |
|  | Winter North Atlantic:  | N/A | N/A | N/A |  |
|  | Fresh water:  | N/A | N/A | N/A |  |
|  | Tropical:  | N/A | N/A | N/A |  |
|  | Tropical fresh water:  | N/A | N/A | N/A |  |
|    |
| **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?  | N O |  |
| **Engine Room**  |  |
| **8.2**  | Engine make/model and type:  | MAN B & W5S60ME-C8.2(Tier II) x I SET |  |
| **8.3**  | BHP / RPM of main engine at MCR:  | 100 %  | 8050 KW / 89 RPM |  |  |
| **8.4**  | BHP / RPM of main engine at NCR (as % of MCR):  | 85%  | 6500 / 84 RPM |  |  |
| **Fuel**  |  |
| **8.5**  | What type/viscosity of fuel is used for main propulsion:  | RME 180 VLSFO |  |
|  | Capacity of main engine bunker tanks (excluding un-Pumpables):  | 1900 m3 |  |
| **8.6**  | What type/viscosity of fuel is used in the generating plant:  | RME 180 VLSFO |  |
|  | Capacity of aux engine(s) bunker tanks (excluding un-pumpables):  | 1900 m3 |  |
| **Speed**  |  |
| **8.7**  | Ballast:  | 13 KT |  |
|  | Laden:  | 12 KT |  |
| **Consumptions**  |  |
| **8.8**  | Passage  | Main  | Aux  |  |
|  | Ballast:  | 24.5 MT | 2.8 MT |  |
|  | Laden:  | 27.5 MT | 2.8 MT |  |
| **8.9**  | In Port  | Main  | Aux  |  |
|  | Working:  |  | 4.6 MT |  |
|  | Idle:  |  | 2.8 MT |  |
|  | Other (specify): Boiler Tropical/Winter |  | 1.5/3.0MT |  |
|    |
| **9.**  | MISCELLANEOUS  |  |
| **Communications and Electronics**  |  |
| **9.1**  | Call sign:  | 4REB |  |
| **9.2**  | Vessel's INMARSAT number:  | FBB : 00870773150154 \(Bridge)VSAT:006531741558 (Master cabin) VSAT:00442036959002(Nav.Equp. Room) VSAT:0017576557617 (Bridge) |  |
| **9.3**  | Vessel's telex number:  | 441700087 / 441700088 |  |
| **9.4**  | Vessel's fax number:  |  |  |
| **9.5**  | Vessel's email address:  | Email:ceylonprincess@amosconnect.comSatC 1 :441700087@c12.stratosmobile.netSatC 2 :441700088@c12.stratosmobile.net |  |
| **9.6**  | Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):  | 417222410 |  |
| **9.7**  | Vessel's onboard electrical supply (V / Hz):  | 440v 220v 60hz |  |
| **Constants/Fresh Water**  |  |
| **9.8**  | Constants excluding fresh water:  | 200MT |  |
| **9.9**  | Daily freshwater consumption:  | 14 MT |  |
| **9.10**  | Fresh water capacity:  | 507.85M3 |  |
| **9.11**  | State capacity and daily production of evaporator:  | 14MT |  |  |
| **9.12**  | Normal fresh water reserve:  | 250 MT |  |
| **Insurance**  |  |
| **9.13**  | P & I Club - Full style:  | Steamship Mutual Underwriting Association Limited ,Aquatican House ,39,BellLane,LondonE17LU, England  |  |
| **9.14**  | P & I Club coverage:  | USD 50,000,000 |  |
| **9.15**  | Where is the owners hull and machinery placed:  |  |  |
| **9.16**  | Hull & Machinery insured value:  | USD 35,000,000 |  |
| **Vetting**  |  |
| **9.17**  | Is the vessel RIGHTSHIP approved:  | NO |  |
| **9.18**  | Date/Place of last RIGHTSHIP Inspection:  |  |  |
| **Port State Control**  |  |
| **9.19**  | Date and place of last Port State Control inspection:  | 30.12.2023/ JINGTANG- CHINA |  |
| **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:  | NO |  |
| **9.21**  | Any Australian Maritime Safety Authority (AMSA) detentions or noted deficiencies. If so, please advise details and specify when/where these items were repaired.  | NO |  |
|    |
| **10.**  | SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES  |  |
| **10.1**  | Number of mooring lines in use（at least 16 pcs）:12 Pcs |  |
|  |  |

 |