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| |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | | **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 m  No.3 L 23.75 m x B 23.75 m  No.4 L 23.75 m x B 23.75 m  No.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 -24.57  HOLD 02 -19.53  HOLD 03 – 24.35  HOLD 04 - 19.89  HOLD 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)M  HOLD 02 - L23.75M \* B 23.75M  HOLD 03 – L23.75M \* B 23.75M  HOLD 04 - L23.75M \* B 23.75M  HOLD 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 18.260M  HATCH 02 – L 22.960M \* B 18.260M  HATCH 03– L 22.960M \* B 18.260M  HATCH 04– L 22.960M \* B 18.260M  HATCH 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 | | | | | | |  | |  | | | | | | | |  | |