

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2



1.	GENERAL INFORMATION	
1.2	Date updated:	27 JAN 2022
1.3	Vessel's name:	MV Cecilia
1.4	IMO number:	9467952
1.5	Flag:	Liberia
1.6	Port of Registry:	Monrovia
1.7	Type of vessel:	BULK CARRIER
1.8	Type of hull:	SINGLE
Ownership and Operation		
1.9	Registered owner - Full style:	CSMTCECILIA SHIPPING LTD MK Business Centre 115 A, Floor2, Valley Road Birkirkara BKR 9022 MALTA
1.10	Parent company/group to which the owner belongs - Full style:	N/A
1.11	Technical operator – Full style:	CARISBROOKE SHIPPING LTD Bridge House, 38 Medina Road, Cowes PO31 7DA, United Kingdom
1.12	Commercial operator – Full style:	SMT Shipping (Cyprus) LTD 33 Michalis Zavos Street Agios Athanasios, 4107 Limassol, Cyprus
1.13	Disponent owner – Full style:	SMT Shipping (Cyprus) LTD 33 Michalis Zavos Street Agios Athanasios, 4107 Limassol, Cyprus
1.14	Does disponent owner have vessel on time charter or bareboat:	N/A
1.15	Since when vessel has been under Disponent owner:	AUG 2020
1.16	Number of vessels in disponent owner's fleet:	N/A
Builder		
1.17	Builder (where built) / Yard number:	Orient Shipyard Co Ltd. / S.Korea SHIP NO : OSN1002
1.18	Date delivered (built):	30.11.2010
Classification		
1.19	Classification society:	NIPPON KAIJI KYOKAI
1.20	Class notation:	NS (Bulk Carrier-Type A,BC-XII,GRAB)
1.21	If Classification society changed, name of previous society:	KOREAN REGISTER OF SHIPPING
1.22	If Classification society changed, date of change:	02 Aug 2015
1.23	Date and place of last dry dock:	22.05.2021 Tuzla, Turkey

1.24	Date next dry dock is due:	2025		
1.25	Date of last special survey / next survey due:	22MAY2021	29NOV2025	
1.26	Date of last annual survey / next survey due:	22JAN2022	14JAN2023	
1.27	Is vessel entered in classification approved enhanced survey program?	YES		
1.28	Does vessel comply with IACS unified requirements regarding number 1 cargo hold and double bottom tank steel structure?	YES		
	Has this compliance been verified by the classification society?	YES		
Dimensions				
1.29	Length Over All (LOA):	178.90 M		
1.30	Length Between Perpendiculars (LBP):	171.30 M		
1.31	Extreme breadth (Beam):	28.80 M		
1.32	Moulded depth:	14.20 M		
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	41.26M	NON COLLAPSABLE	
1.34	Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches	N/A	N/A	
	Ballast condition: (ballast holds not flooded, basis 50% bunkers)	No.1# - 12.10M No.2# - 11.87M No.3# - 11.60M No.4# - 11.34M No.5# - 11.08M	NO BALLAST HOLD	
	Full ballast condition: (ballast holds flooded, basis 50% bunkers)	N/A	N/A	
	Light condition (basis 50% bunkers):	No.1# - 15.32M No.2# - 14.89M No.3# - 14.31M No.4# - 13.74M No.5# - 13.17M	Light ship condition	
	Fully laden condition:	7.18 M		
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	17.0 M		
Tonnages				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	21650	11556	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	22329.61	19657.44	
1.38	Panama Canal Net Tonnage (PCNT):	18056		
Loadline Information				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	34094.20	9.967	46.77
	Winter:	33130.40	9.760	46.61
	Winter North Atlantic:	33130.40	9.760	46.61
	Fresh water:	34097.86	10.191	46.94
	Tropical:	35063.80	10.174	46.93
	Tropical fresh water:	35045.66	10.398	47.09
	Full ballast condition:	15407.10	5.844	43.60
	Lightship:	7919.80	2.08	40.0
	FWA at summer draft:	224 Millimeters		

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):		34094.20	
	If yes, is Panama deadweight all told affected by vessel's bilge turn radius?		N/A	
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:		NO	
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
	9	Pacific Basin	Soda Ash	LD: Portland DIS: Brisbane, Port Kembla, Geelong, Adelaide
	8	Pacific Basin	Zinc Concentrates	LD: Matarani, Antofagasta, Punta Lobitos DIS: Mazanillo, Vancouver
	7	CAASA	Steel Billets	LD: ISKENDERUN, TURKEY DIS: Pisco, Peru
	6	Schnitzer Steel	Scrap	LD: Boston, MA DIS: Iskenderun, Turkey
	5	HC Trading	Cement	LD: Cannakale DIS: New York + Providence

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate:	22MAY21	25JAN22	29NOV25
2.2	Safety Radio Certificate:	27JAN21	27JAN21	29NOV25
2.3	Safety Construction Certificate:	16AUG21	14JAN22	29NOV25
2.4	Load line Certificate:	22MAY21	14JAN22	29NOV25
2.5	Safety Management Certificate (SMC):	14SEP20		13SEP25
2.6	Document of Compliance (DOC):	21MAY20		23MAR23
2.7	Gear survey:		14JAN22	
2.8	Cargo securing manual:	23 Nov 2010	14JAN22	
2.9	International Oil Pollution Prevention Certificate (IOPPC):	22MAY21	14JAN22	29NOV25
2.10	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	23DEC21		23JUN22
2.11	USCG COFR:	23OCT20		23OCT23
2.12	International Ship Security Certificate (ISSC):	14SEP20		13SEP25

3.	CREW MANAGEMENT	
3.1	Number of Officers:	8
3.2	Number of crew:	10
3.3	Name and nationality of Master:	Yuriy YERMAKOV / Ukraine
3.4	Nationality of Officers:	FILIPINO / UKRAINE / RUSSIA /LATVIA / BRITISH
3.5	Nationality of crew:	FILIPINO / UKRAINE / CABO VERDE
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:	IT-16PR- M0145LBRDOI Nippon Kaiji Kyokai
4.3	Safety Management (SMC) certificate number / issuing authority:	IT-16MS- M0032SMI Nippon Kaiji Kyokai
	State outstanding recommendations, if any:	NONE
4.4	Is the vessel operated under a Quality Management System?	YES
	If Yes, what type of system (ISO9002 or IMO Resolution A.741(18)):	ISO 9001:2008

5.	CARGO ARRANGEMENTS	
Holds		
5.1	Number of holds:	5
5.2	Hold dimensions:	NO.1 : 13.6 M X 15.4 M NO.2-5 : 20.0 M X 20.0 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:	6259.8 6009.4
	Hold #2:	9539.2 9165.9
	Hold #3:	9580.7 9197.5
	Hold #4:	9561.0 9186.8
	Hold #5:	8597.6 8253.7
5.5	Is vessel strengthened for the carriage of heavy cargoes?	YES
5.6	If yes, state which holds may be left empty:	2 & 4
5.7	Is tanktop steel suitable for grab discharge?	YES
5.8	State whether bulkhead corrugations are vertical or horizontal:	VERTICAL T type
5.9	Tanktop strength:	18.00MT/M2
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
5.14	Are holds hopped 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)	7.75M
5.17	Flat floor measurement of cargo holds at tank top:	No.1# B fwd 10.89m, B aft 25.17m X L 24M. No.2# B fwd 25.44m, B aft 26.36m X L 28.8. No.3# B 26.36m X L 28.8m, No.4# B fwd 26.33m B aft 23.80m x L 28.8. No.5 B fwd 23.45m B aft 10.20 x L 28.0m
5.18	Are vessel's holds electrically ventilated?	YES
	If yes, state number of air-changes per hour basis empty holds:	2X(NO.1#335M3/MINS, NO.2# ~ 4# 512M3/MINS, NO.5#460M3/MINS)
5.19	Type of hold paint:	CHUGOKU
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:	TSUJI END FOLDING HYD HATCH COVERS
5.24	Hatch dimensions:	NO.1 : 13.6 M X 15.4 M NO.2-5 : 20.0 M X 20.0 M
5.25	Hatch span (distance from front of forward hatch to aft of rear hatch):	130.0M
5.26	Strength of hatch covers:	3.50 MT/M2
5.27	Number, diameter and location of cement holes	TWO HOLES ON EACH HATCH COVER'S TOP. ~860 mm Dia.
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):	At No.1# - 6.054M, No.2# ~ 5# - 4.4M
5.29	Distance from bow to fore of 1st hold opening:	17.40 M
5.30	Distance from stern to aft of last hold opening:	29.60 M
5.31	State deck strength:	4.1 MT/M2
Ballast		
5.32	Capacity of ballast tanks (100%):	13264.5 M3
5.33	Ballast holds capacity, state which hold(s):	NA
5.34	Vessel's ballasting time / rate of ballasting:	20 HRS 700MT/HR
5.35	Vessel's deballasting time / rate of deballasting:	36 HRS 400MT/HR
5.36	Un-pumpable quantity:	About 175 MT

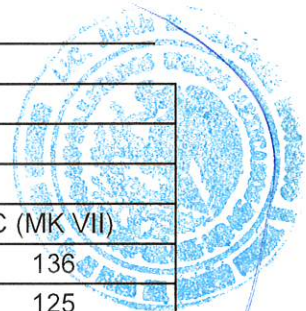


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6. CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)

6.1	If geared state make and type:	4 – CRANES. ELECTRO HYDRAULIC – TSUJI HEAVY INDUSTRIES	
6.2	Number/location of derricks/cranes:	4 CRANES LOCATED AFT OF NO.1,2,3 & 4 HOLDS TO SERVE ALL FIVE HOLDS.	
6.3	Maximum outreach of gear beyond ships rail		
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	10 m	
6.5	If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch coaming:	NA	
6.6	Time needed for full cycle with maximum cargo lift on hook:	21.0M/MINS	
6.7	Hoisting time of gear:	21.0M/MIN	
6.8	Luffing time of gear:	About 52 SEC	
6.9	Slewing time of gear:	AVE 0.75 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:	RADIO REMOTE CONTROL GRAB	
	Capacity:	12 m3	
	Power source of grabs:	R/C	R/C
	Location of power source:	NA	
6.13	Does vessel have enough power to run 4 cranes and 4 shore grabs (if applicable). If not pls state how many?	4 CRANES WITHOUT GRABS / WITH SHORE (ELECTRIC) GRABS - MAX 4 NOS	
6.14	Is vessel fitted with sufficient lights at each hatch for night work?	YES	
6.15	Is vessel logs fitted?	No collapsible stanchions are fitted. However vessel has approved Loading/Lashing plan to carry timber/lumber on main deck.	
	If yes, state number, type and height of stanchions/sockets, if on board:	N/A	
6.16	Is vessel log racks fitted?	NIL	
6.17			

7.	CONTAINER BULKERS/MULTI PURPOSE (ONLY TO BE COMPLETED IF APPLICABLE)		
7.1	Capacity in direct stow of TEU/FEU basis empty tanks:	NA	NA
	Capacity in direct stow of TEU/FEU basis full tanks:	NA	NA
7.2	Are all containers within reach of vessel's gear?	NA	
7.3	If no, state self sustained capacity:	NA	
7.4	If vessel fitted with all permanent and loose fittings/lashing materials for above number of TEU/FEU?	NA	
7.5	Is vessel fitted with recessed holes/shoes on tanktop and container shoes on weatherdeck and hatch covers?	NA	
7.6	Advise stack weights and number of tiers on/under deck per TEU:	NA	
	Advise stack weights and number of tiers on/under deck per FEU:	NA	
7.7	Has vessel a container spreader on board?	NA	
7.8	Number and type of reefer plugs:	NA	



8.	ENGINE ROOM, SPEED AND CONSUMPTION		
8.1	Is vessel fitted with a shaft generator?	NO	
Engine Room			
8.2	Engine make/model and type:	STX MAN B&W6S42MC (MK VII)	
8.3	BHP / RPM of main engine at MCR:	100 %	6480 136
8.4	BHP / RPM of main engine at NCR (as % of MCR):	90 %	5830 125
Fuel			
8.5	What type/viscosity of fuel is used for main propulsion:	IFO 380 CST	
	Capacity (100%) of main engine bunker tanks (excluding un-pumpables):	1724 M3	
8.6	What type/viscosity of fuel is used in the generating plant:	IFO 380 CST	
	Capacity (100%) of aux engine(s) bunker tanks (excluding un-pumpables):	(H F O INCLUDED ABOVE)/ D O 149M3	
Speed			
8.7	Ballast:	13.8	
	Laden:	13.4	
Consumptions			
8.8	Passage	Main	Aux
	Ballast:	24.0	1.8
	Laden:	25.1	1.8
8.9	In Port		
	Working:	NA	3.5
	Idle:	NA	1.8
	Other (specify): BOILER		1.0

9.	MISCELLANEOUS		
Communications and Electronics			
9.1	Call sign:	D5JB6	
9.2	Vessel's INMARSAT number:	+870771304160	
9.3	Vessel's telex number:	463721171 / 463721172	
9.4	Vessel's fax number:	NIL	
9.5	Vessel's email address:	Csmtcecilia@skyfile.com	
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	636017052	
9.7	Vessel's onboard electrical supply (V / Hz):	220V / 60HZ	
Constants/Fresh Water			
9.8	Constants excluding fresh water:	About 380 MT	
9.9	Daily freshwater consumption:	About 7 MT	
9.10	Fresh water capacity:	276.1MT	
9.11	State capacity and daily production of evaporator:	9 MT/DAY	
9.12	Normal fresh water reserve:	About 150 MT	
Insurance			



9.13	P & I Club - Full style:	Steamship P&I Management LLP Aquatical House, 39, Bell Lane, London E1 7LU Tel: 020 7247 5490 Website: www.steamshipmutual.com Registered No: OC376859
9.14	P & I Club coverage:	Cargo, Pollution, War risk, Wreck Removal, and Collision, etc.
9.15	Where is the owners hull and machinery placed:	Howden
9.16	Hull & Machinery insured value:	7,750,000 USD
Vetting		
9.17	Is the vessel RIGHTSHIP approved:	NA
9.18	Date/Place of last RIGHTSHIP Inspection:	NA
Port State Control		
9.19	Date and place of last Port State Control inspection:	12 JAN 2022 / ADELAIDE, AU
9.20	Has the vessel been detained by Port State Control in the last 12 months?	NIL
	Any outstanding deficiencies as reported by any Port State Control. If yes, provide details:	NIL
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.	NIL

10.	SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES
10.1	<p>Vessel burns MDO when maneuvering in ports navigating in rivers, channels, canals, estuaries, pilot on board and confined waters etc.</p> <p>Bunkering is always subject to Master's approval and fuels of different origin/supplier/port/grade to be strictly separated by vessel's tanks.</p> <p>Charterers shall only supply suitable fuels to enable main engine propulsion and auxiliary machinery to operate efficiently and without harmful effects.'</p> <p>M i n i m u m quality specification of IFO to be guaranteed by Charterers: The fuel must be proven Stable and homogeneous, not to contain chemical waste and/or used marine- and/or automotive lubricants and according to International standard ISO 8217, 2010, latest amendment, - Grade : RMG 35, max 380 cst.</p> <p>M i n i m u m quality specification of MDO to be guaranteed by Charterers : The MDO must be proven stable and homogeneous, not to contain chemical waste and/or used marine- and/or automotive lubricants and according to international standard iso 8217, 2010, latest amendment, Grade : DMB</p>