

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

1.	GENERAL INFORMATION	
1.1	Date updated:	FEBRUARY 7 TH , 2017
1.2	Vessel's name:	ANNE
1.3	IMO number:	9593294
1.4	Vessel's previous name(s) and date(s) of change:	N/A
1.5	Flag:	SINGAPORE
1.6	Port of Registry:	SINGAPORE
1.7	Type of vessel:	CRANED SINGLE DECK SELF TRIMMING BULK CARRIER
1.8	Type of hull:	BULK CARRIER - TYPE A
Ownership and Operation		
1.9	Registered owner - Full style:	ANNE SHIPPING VENTURE PTE LTD. 10 Hoe Chiang Road #15-01 Keppel Towers Singapore 089315
1.10	Parent company/group to which the owner belongs - Full style:	N/A
1.11	Technical operator - Full style:	BYZANTINE MARITIME CORP. 8, KORYTSAS & GRAMMOU STREET KIFISIA 14561, ATHENS, GREECE PHONE: 011-30210-6281100 TELEX: 214823 & 214824 A/B BMC TELEFAX: 011-30210-6281127/6281128/6281129 EMAIL: OPERATIONS@BMC.GR ATTN: CAPT. KOULOURIS AOH 011-30210-8072468 - MOBILE 011-30694-6504737 CSO: CAPT. D. DAVARIS - AOH 011-30694-7303553
1.12	Commercial operator - Full style:	COLONIAL NAVIGATION COMPANY INC – 750, LEXINGTON AVENUE, 26 TH FLOOR (AT 59 TH STREET) NEW YORK, NEW YORK 10022 - PHONE:+1-212 319 2828 - FAX: +1-212-319 2826 Mail: bulkers@colonialnavigation.com
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:	N/A
1.16	Number of vessels in disponent owner's fleet:	N/A
Builder		
1.17	Builder (where built) / Yard number:	IHI CORPORATION AICHI WORKS, CHITA, JAPAN HULL NO. 3325
1.18	Date delivered (built):	NOVEMBER 15, 2011
Classification		
1.19	Classification society:	NKK
1.20	Class notation:	NKK NS* CSR, BC-A, BC-XII, GRAB 20 PSPC-WBT (ESP) (IWS) MNS*
1.21	If Classification society changed, name of previous society:	N/A
1.22	If Classification society changed, date of change:	N/A
1.23	Date and place of last dry dock:	SEPTEMBER 26, 2016 ZHOUSHAN
1.24	Date next dry dock is due:	SEPTEMBER 25, 2018
1.25	Date of last special survey / next survey due:	SEPTEMBER 17, 2016 NOVEMBER 15, 2021
1.26	Date of last annual survey / next survey due:	SEPTEMBER 27, 2015
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):	190.00 METERS		
1.30	Length Between Perpendiculars (LBP):	185.00 METERS		
1.31	Extreme breadth (Beam):	32.26 METERS		
1.32	Moulded depth:	18.10 METERS		
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	47.68 METERS		
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)	14.80 M	14.20 M	13.70 M
	Full ballast condition: (cargo holds flooded, basis 50% bunkers)	11.50 M	11.30 M	11.00 M
	Light condition (basis 50% bunkers):	18.00 M	17.50 M	17.00 M
	Fully laden condition:	7.20 M	7.20 M	7.20 M
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	19.66	19.66	19.66
Tonnages				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	31, 540	18,765.00	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	31,532	18,765	
1.38	Panama Canal Net Tonnage (PCNT):	26,155.00		
Loadline Information				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	56,747MT	12.735M	56.93MT
	Winter:	54,239 MT	12.47 M	56.85MT
	Winter North Atlantic:			
	Fresh water:	55,741MT	13.023M	57.02MT
	Tropical:	57,257MT	13.00M	57.00MT
	Tropical fresh water:	57,217MT	13.288M	57.08MT
	Normal ballast condition:	20,000 MT	6.00 M	51.23 MT
	Lightship:	10,131	6.00	51.23
	FWA at summer draft:	288CM		
Is vessel fitted for:				
1.40	Transit of Panama Canal?	YES		
	If yes, state deadweight all told on 39ft 6in / 12.039m (SG 0.9954):	50,079 M.T. @ 12.04M FW – SG = 0.9954		
	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:	N/A

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
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1.44 Voyage History

Voy #	Charterer	Cargo	Load-Discharge Ports
***	SEE ATTACHED***		

1.45	Specify the security level at which the ship is currently operating (ISSC):	MARSEC LEVEL 1
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2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate:	Nov 9, 2016		November 14, 2021
2.2	Safety Radio Certificate:	Nov 9, 2016		November 14, 2021
2.3	Safety Construction Certificate:	Nov 9, 2016		November 14, 2021
2.4	Loadline Certificate:	Nov 9, 2016		November 14, 2021
2.5	Safety Management Certificate (SMC):	April 27, 2012		March 8, 2017
2.6	Document of Compliance (DOC):	Jan 18, 2017		December 14, 2021
2.7	Gear survey:			Last inspected September 26, 2016
2.8	Cargo securing manual:	Oct 6, 2011		No expiration date
2.9	International Oil Pollution Prevention Certificate (IOPPC):	Nov 9, 2016		November 14, 2021
2.10	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	Dec 5, 2016		June 5, 2017
2.11	USCG COFR:	Oct 27, 2014		October 27, 2017
2.12	International Ship Security Certificate (ISSC):	April 27, 2012		March 8, 2017

3. CREW MANAGEMENT

3.1	Number of Officers:	8 (INCLUDING MASTER)
3.2	Number of crew:	11
3.3	Name and nationality of Master:	Capt. Dionisio Varrera / FILIPINO
3.4	Nationality of Officers:	FILIPINO
3.5	Nationality of crew:	FILIPINO

3.6	What is the common working language onboard:	ENGLISH	
3.7	Do officers speak and understand English?	YES	
4. SAFETY MANAGEMENT			
4.1	Is the vessel ISM certified?	YES	
4.2	Document of Compliance (DOC) certificate number / issuing authority:	17HO-0104SGPDOC	NKK
4.3	Safety Management (SMC) certificate number / issuing authority:	12HO-0920SMC	NKK
	State outstanding recommendations, if any:	NO	
4.4	Is the vessel operated under a Quality Management System?	YES	
	If Yes, what type of system (ISO9002 or IMO Resolution A.741(18)):	IMO RESOLUTION A. 741(18)	
5. CARGO ARRANGEMENTS			
Holds			
5.1	Number of holds:	5	
5.2	Hold dimensions:	H 1= 27.30 x 25.05 FORE 32.26 AFT x 16.420 METERS H 2 & 5 = 31.85 X 32.26 X 16.420 METERS H 3 & 4 = 30.03 X 32.26 X 16.420 METERS	
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:	12,060.43	11,042.22
	Hold #2:	15,706.72	14,650.88
	Hold #3:	14,777.22	13,775.41
	Hold #4:	14,770.43	13,812.35
	Hold #5:	14,747.66	13,781.41
	Hold #6:		
	Hold #7:		
	Hold #8:		
	Hold #9:		
	Total:	72,062.46 CUB.M	67,062.27 CUB M
5.5	Is vessel strengthened for the carriage of heavy cargoes?	YES	
5.6	If yes, state which holds may be left empty:	HOLD 2 AND HOLD 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:	HOLDS 1 – 5: 26.58 MT/SQM	
5.10	Are holds CO2 fitted?	YES	
5.11	Are holds fitted with smoke detection system?	NO	
5.12	Is vessel fitted with Australian type approved holds ladders?	YES	
5.13	Has vessel a functioning class certified loadmaster/loadicator or similar calculator?	YES	

5.14	Are holds hopped at:	YES	
	Hold side?	YES	
	Forward bulkhead?	NOS 2/3/4/5	
	Aft bulkhead?	NO	
5.15	Can vessel's holds be described as box shaped?	NO	
5.16	Measurement of any tank slopes/hoppering: (height and distance from vessel's side at tank top)	HOPPERING STARTING AT 4.230 M FROM SHIPS SIDE AND CONTINUES TO A HEIGHT OF 4.230M.	
5.17	Flat floor measurement of cargo holds at tank top:	NO1 - 27.30 X 11.20 FORE 21.90 MID 23.80 AFT NO.2 - 29.20 X 23.80 NO3 - 27.30 X 23.80 NO4 - 27.30 X 23.80 NO5 - 27,30 X 23.80 FORE 20.10 MID 11.00 AFT	
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:	JOTAGUARDS 630 RED	
5.20	Is vessel fitted for carriage of grain in accordance with chapter V1 of SOLAS 1974 and amendments without requiring bagging, strapping and securing when loading a full cargo (deadweight) of heavy grain in bulk (stowage factor 42 cu. feet) with ends untrimmed?	YES	
5.21	Is the vessel fitted with A60 Steel Bulkhead?	YES	
Deck and Hatches			
5.22	Number of hatches:	5	
5.23	Make and type of hatch covers:	STEEL END FOLDING TYPE DOUBLE SKIN	
5.24	Hatch dimensions:	H1-14.56 X 18.60 M H2 -5 -20.93 X 18.60 M	
5.25	Hatch span (distance from front of forward hatch to aft of rear hatch):	141.,2 M	
5.26	Strength of hatch covers:	N/A NO CARGO ON HATCH COVERS	
5.27	Number, diameter and location of cement holes	VSL HAS 2 CEMENT HOLES ON EACH H/C W/ DIA OF 700MM EACH	
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):	TO HATCH COAMING NO. 1 -4.75 FORE 6.58 AFT NOS. 2-5- 6.85 M	
5.29	Distance from bow to fore of 1st hold opening:	18.40M	
5.30	Distance from stern to aft of last hold opening:	33.30M	
5.31	State deck strength:	N/A NO CARGO ON DECK	
Ballast			
5.32	Capacity of ballast tanks (100%):	15, 823.85M3	
5.33	Ballast holds capacity, state which hold(s):	HOLD NO.3 – 14,831.75M3	
5.34	Vessel's ballasting time / rate of ballasting:	9 HOURS At light condition	1,700 M3
5.35	Vessel's deballasting time / rate of deballasting:	18 hours at heavy ballast condition	1,700 M3

5.36	Unpumpable quantity:	150 CBM		
6. CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)				
6.1	If geared state make and type:	IHI ELECTRO HYDRAULIC SINGLE JIB TYPE DECK CRANE- 35 TON HOOK / 28 TON GRAB		
6.2	Number/location of derricks/cranes:	4 CRANES- 1LOCATED AFT HOLD 1 AFT HOLD 2 AFT HOLD 3 AFT HOLD 4		
6.3	Maximum outreach of gear beyond ships rail	9.87M		
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	9.87M		
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:	120 SECONDS TO 5 METERS FROM SHIP'S SIDE		
6.7	Hoisting time of gear:	18.0 METERS/MIN		
6.8	Luffing time of gear:	60 SEC (26-4M) FROM MAX TO MIN RADIUS		
6.9	Slewing time of gear:	0.50 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:	4X14cbm. PEINER GRABS WITH ADJUSTABLE SPILL PLATES		
	Capacity:	Max density of cargo loaded in grabs to be 2. 8 MT/cbm. when with all spill plates removed and a capacity of 6.5 M3. If operating with PEINER Grabs, following restriction to apply: weight not to exceed 28 MT Including weight of grabs of about 9.32 MT. Understood vessel's Cranes/grab not to be used without Owner's prior permission.		
	Power source of grabs:	440 volts		
	Location of power source:	Deck crane machinery space		
6.13	Does vessel have enough power to run 4 cranes and 4 shore grabs (if applicable). If not pls state how many?	N/A Vessel has grabs		
6.14	Is vessel fitted with sufficient lights at each hatch for night work?	YES		
6.15	Is vessel logs fitted?	NO		
	If yes, state number, type and height of stanchions/sockets, if on board:	N/A		
6.16	Is vessel log racks fitted?	N/A		
6.17	Timber Loadline (if applicable)	Deadweight	Draft	TPC N/A
	Summer:			
	Winter:			
	Winter North Atlantic:			
	Fresh water:			
	Tropical:			
	Tropical fresh water:			
7. CONTAINER BULKERS/MULTI PURPOSE (ONLY TO BE COMPLETED IF APPLICABLE) N/A				
7.1	Capacity in direct stow of TEU/FEU basis empty tanks:	N/A		
	Capacity in direct stow of TEU/FEU basis full tanks:	N/A		

7.2	Are all containers within reach of vessel's gear?	N/A	
7.3	If no, state self sustained capacity:	N/A	
7.4	If vessel fitted with all permanent and loose fittings/lashing materials for above number of TEU/FEU?	N/A	
7.5	Is vessel fitted with recessed holes/shoes on tanktop and container shoes on weatherdeck and hatch covers?	N/A	
7.6	Advise stack weights and number of tiers on/under deck per TEU:	N/A	
	Advise stack weights and number of tiers on/under deck per FEU:	N/A	
7.7	Has vessel a container spreader on board?	N/A	
7.8	Number and type of reefer plugs:	N/A	
8. ENGINE ROOM, SPEED AND CONSUMPTION			
8.1	Is vessel fitted with a shaft generator?	NO	
Engine Room			
8.2	Engine make/model and type:	DU-SULZER 6RT-FLEX50	
8.3	BHP / RPM of main engine at MCR:	100 %	12,095 BHP 116 RPM
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	9,737 BHP 107.7 RPM
Fuel			
8.5	What type/viscosity of fuel is used for main propulsion:	IFO RMG 380 ISO 8217/2010	
	Capacity of main engine bunker tanks (excluding unpumpables):	IFO Tanks - Nine (9) tanks Total capacity 2,208.60 m3 at 100% IFO No.1 (P) - 205.56 m3 at 100% IFO No.1 (S) - 211.94 m3 at 100% IFO No.2 (P) - 213.05 m3 at 100% IFO No.2 (C) - 375.86 m3 at 100% IFO No.2 (S) - 213.05 m3 at 100% IFO No.3 (P) - 260.85 m3 at 100% IFO No.3 (S) - 260.85 m3 at 100% IFO No.4 (P) - 233.72 m3 at 100% IFO No.4 (S) - 233.72 m3 at 100%	
8.6	What type/viscosity of fuel is used in the generating plant:	IFO RMG 380 ISO 8217/2010-MGO DMA ISO 8217/2010	
	Capacity of aux engine(s) bunker tanks (excluding unpumpables):	This vessel has two tanks for ULSGO storage (maximum 0.1% sulphur). Capacities of these tanks in M3 at 100% are 117.47 and 100.20 M3 each.	
Speed			
8.7	Ballast:	14.5	
	Laden:	14.0	
Consumptions			
8.8	Passage	Main	Aux
	Ballast:	31.0 MT	INCLUDED
	Laden:	31.0 MT	INCLUDED
8.9	In Port	Main	Aux
	Working:	NIL	5.0 MT IFO PLUS 0.1 MT MGO PLUS 1.0 MT FOR BOILER
	Idle:	NIL	2.2 MT IFO PLUS 0.1 MT MGO PLUS 1.0 MT FOR BOILER
	Other (specify):		

9.	MISCELLANEOUS	
Communications and Electronics		
9.1	Call sign:	9V9092
9.2	Vessel's INMARSAT number:	456626210
9.3	Vessel's telex number:	456626210
9.4	Vessel's fax number:	870-783153633 / PHONE: 870-773231143
9.5	Vessel's email address:	mv.anne@bmc.gr
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	
9.7	Vessel's onboard electrical supply (V / Hz):	110VOLTS
Constants/Fresh Water		
9.8	Constants excluding fresh water:	500 MT
9.9	Daily freshwater consumption:	12 TONS
9.10	Fresh water capacity:	311.58 cbm
9.11	State capacity and daily production of evaporator:	20.0 TONS
9.12	Normal fresh water reserve:	120 MT
Insurance		
9.13	P & I Club - Full style:	BRITANIA
9.14	P & I Club coverage:	FEBRUARY 20, 2017 – FEBRUARY 20, 2018
9.15	Where is the owners hull and machinery placed:	90% HULL AND 80% IV ITALIAN MARKET SIAT HOLDING A CLAIMS LEAD WITH BROKERS CAMBIASO RISSO (INSURANCE BROKERS) S. r.l. plus 10% HULL AND 20%IV THRU LONDON BROKERS JLT COLBUM RENCH&KNEEN
9.16	Hull & Machinery insured value:	US \$40 MILLION
Vetting		
9.17	Is the vessel RIGHTSHIP approved:	YES
9.18	Date/Place of last RIGHTSHIP Inspection:	N/A
Port State Control		
9.19	Date and place of last Port State Control inspection:	Mina Saqr – January 5, 2017
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: 15 MOORING ROPES	

ALL DETAILS "ABOUTS" GIVEN IN GOOD FAITH