

## BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE

<b>1</b>	<b>General</b>	
1.1.	Vessel's name:	CELINE
1.2.	Vessel's previous name(s):	-
1.3.	Flag:	Swiss
1.4.	Month/year and where built:	January 2001
1.5.	Yard name and number:	Damen / NL 806
1.6.	Official class register number/Lloyds number:	921 41 85
1.7.	Class of vessel: LRS + 100 A1 1C LMC UMS	Lloyds Register
1.8.	Port of registry:	Basle
1.9	Owners (full style and contact numbers)	MV Celine AG
1.10.	Managers:	
1.11.	Disponent Owners for the purpose of this C/P: (if applicable)	-

<b>2.</b>	<b>Particulars of vessel</b>	
2.1.	Type of vessel:	Combi Freighter
2.2.	State following: Deadweight all told:      Draft    TPC    (Metric tons) Summer: Winter: Tropical: Fresh Water: Tropical FW:	8897      7.392      18.51 8612      7.238      18.42 9182      7.546      18.59 8897      7.557      18.60 9182      7.711      18.68
2.3.	Is vessel fitted for transit of: A) Panama Canal? yes/no B) Suez canal? yes/no C) St. Lawrence Seaway? yes/no	YES YES No
2.4.	For Panamax size vessels state deadweight (metric tons) basis tropical fresh water density 0.9954:	N/A
2.5.	Is Panama deadweight affected by vessel's bilge turn radius? yes/no	N/A
2.6.	For St. Lawrence Seaway size vessels state dead weight metric tons) basis 26' 2" fresh water:	N/A
2.7.	GT/NT: International: Suez: Panama: British:	6.382 GT / 3.418 NT  6.607 / 5.797,13 / 5.737
2.8.	Length overall (meters):	129,455 m
2.9.	Length between Perpendiculars (meters):	123,575 m
2.10.	Beam mld. / depth:	15,850 m / 10,150 m
2.11.	Distance from waterline to top of hatch coaming forw. hatch 1 and aft hatch 2 A. Fully loaded condition B. Full Ballast condition (ballast holds not flooded)	A. 4,87 / 4,87 B. 8,47 / 7,56

	C. Full ballast condition (ballast holds flooded)	C. N/A
2.12.	State vessel's deballasting time in metric tons per hour	300 mt per hour
2.13.	Vessel can accept loading rate of (metric tons per hour)	750 mt per hour
2.14.	Distance from keel to Hatch top (hatch coaming if side rolling) Highest fixed point of vessel	12,26 m 36,40 m
2.15.	State capacity of A. Ballast tanks B. Hold ballast capacity (state which hold(s))	3.661,4 cbm N/A
2.16.	Constant excluding fresh water Daily freshwater consumption Fresh water capacity State capacity and daily production of evaporators Normal fresh water reserve	150,0 mt 2,5 cbm / day 76,3 cbm 6,0 cbm / day 20,0 cbm
2.17.	Vessel is fitted with shaft generator (yes/no)	Yes
2.18.	State vessel's onboard electrical supply (330 kVA / 50 Hz) State details of alternative supply, if any	2 x 280 kW / 380V/50 Hz 1 x shaft generator: 550 kW

<b>3.</b>	<b>Cargo arrangements</b>	
3.1.	Holds:	
	A. Number of holds	Two
	B. Are vessels holds clear and free of any obstructions (yes/no)	YES
	C. Grain/bale capacity in holds excluding wing/top side tanks both in CUBM and CBFT	Hold 1: 5.225 m <sub>3</sub> / 184.519 cft. Hold 2: 7.550 m <sub>3</sub> / 266.625 cft.
	D. Grain/bale capacities by hold including hatch ways (CUBM/CBFT)	See under "C"
	E. Is vessel strengthened for the carriage of heavy cargoes (yes/no) If yes state which holds may be left empty	Yes
	F. Is tanktops steel and suitable for grab discharge (yes/no)	Yes
	G. State whether corrugations vertical or horizontal	N/A
	H. Tank top strength (metric tons per SQM)	18,0 mt
	I. Are holds CO2 fitted (yes/no)	Yes
	J. Are holds fitted with smoke detection system (yes/no)	Yes
	K. Is vessel fitted with Australian type approved hold ladders (yes/no)	No
	L. Has vessel a loadmaster computer/loadicator or other type of mechanical stowage calculator (yes/no)	Yes
	M. Are holds hopped at: Hold side Forward bulkhead Aft bulkhead Can vessel's holds be described as box shaped (yes/no)	Yes See attached sketch
	N. Measurement of any tank slopes/hoppering (height and distance from vessel's side at tank (top)	
	O. Flat floor measurement of cargo holds at tank top	No. 1 472 sqm – No. 2 656 sqm
	P. Is vessel el ventilated (yes/no) If yes state numbers of air changes per hour basis empty holds	Yes – 10 air-changes per hour
3.2.	Hatches	
	A. Number of hatches	2

	B. Make and type of hatch covers	Pontoons
	C. Hatch sizes:	No. 1: 38,90 x 13,15 m No. 2: 52,14 x 13,15 m
	D. Strength of hatch covers in metric tons per SQM	Max. 1,75 t/m
	E. Distance from ship's rail to edge of hatch covers/ coaming each side	1,35 m
	F. Distance from bow to fore of 1st hold opening	12,5 m
	G. Distance from stern to aft of last hold opening	21,6 m
	H. Is vessel fitted with cement holes (yes/no)	Yes

<b>4.</b>	<b>Speed/consumption/fuel engine</b>																			
4.1.	State vessels consumption at about 14,0 knots (up to beaufort scale force 4/doughls sea state 3) as follows:	14,0 knots																		
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4.2.	Bunker grades IFO/GO	380																		
4.3.	Permanent usable bunker capacities IFO/GO (excluding unumpables which are 30 (metric tons)	480 / 45																		
4.4.	Port consumption per 24 hours idle/working 8/24 hours	1,0 – 1,5																		
4.5.	Engine Make and type	MaK 9M32																		
4.6.	Max output BHP/RPM	M.C.R. 4320 kW at 600 rpm																		

<b>5.</b>	<b>Banking information</b>	
5.1	Full style and address of Owners bank for freight/hire remittance	
5.2.	Account number and name	See 5.1
5.3.	Sort code number	-
5.4.	ABA/SWIFT Number	See 5.1

<b>6.</b>	<b>Classification society, surveys and certificates</b>	
6.1.	Name of Classification society	Lloyds Register
6.2.	Date of last special survey	See Cert. check list (Form 41)
6.3.	Date of last annual survey	See Cert. check list (Form 41)
6.4.	A. Is vessel entered in a classification approved enhanced survey program	No
	B. Date of last inspection	See Cert. check list (Form 41)
	C. Date of next inspection	See Cert. check list (Form 41)
6.5.	Date and last place of last drydock	N/A
6.6.	Has vessel been involved in any pollution incidents in the last 12 months? if so give full details	No
6.7.	Has vessel been involved in any groundings or collision in the last 12 months? if so give full details	No
6.8.	Is vessel ISM certified (yes/no) Give date of last and next audit State recommendations made, if any	Yes, next audit January 2008

6.9.	Advise date and place of last port state control	Check with operators																																								
6.10.	Did vessel pass port state control inspection without detention or recommendations?	Yes																																								
6.11.	Is vessel's crew covered by full ITF or bone fide trade union agreement acceptable to ITF (yes/no)	Yes																																								
6.12.	If vessel has ITF agreement state number, date of issue and expiry date	VHTL White Letter No: 6257 Issued 25.02.2003, valid until 31.12.2003																																								
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6.14.	Does any recommendations appear on any of the above certificates (yes/no) If yes state full details	No																																								
6.15.	IMO registration number	921 41 85																																								
6.16.	Expiry date of FMC Certificate	See Cert. check list (Form 41)																																								

<b>7.</b>	<b>Communication</b>	
7.1.	Call Sign	HBEF
7.2.	Name of radio station which vessel currently monitoring	Xantic
7.3.	<b>Satcom C and M:</b>	
7.4.	Telex no 1 + email	426 905 710
7.5.	Telex no 2 + email	426 905 720
7.6.	Mini M	Phone 1: 763 648 257 Phone 2: 763 648 258 Fax: 763 648 259
7.7.	GSM / mobile phone	+41 79 295 76 09
7.8.	Email	<a href="mailto:426905710@c.xantic.net">426905710@c.xantic.net</a>

<b>8.</b>	<b>Insurance</b>	
8.1.	Hull and machinery insured value	23'800'000,- CHF
8.2.	Name of Owners P and I insurers	

<b>9.</b>	<b>Crew</b>	
9.1.	Number of crew	10
9.2.	Name and nationality of master	East European
9.3.	Nationality of officers	East Europeans
9.4.	Nationality of crew	East Europeans

<b>10.</b>	<b>Miscellaneous</b>	
10.1.	Has vessel called at C.I.S. (Russian) Far East pacific ports in the last 18 months (yes/no) If so when and where	No
10.2.	State last 5 (five) cargoes carried with load and discharge port(s)	To be advised from Chartering
10.3.	Is vessel fitted for carriage of grain in accordance with chapter IV 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 CBFT) with ends untrimmed? (yes/no)	Yes
10.4.	State number of holds which may be left slack without requiring bagging, strapping and securing	One section – see stability loading plan

<b>11.</b>	<b>Cargo gear (only to be completed if applicable)</b>	
11.1.	If geared state make and type	2 Liebherr cargo crane
11.2.	Number and capacity of cranes/derricks and where situated	2 x 60 ts/16m; 40 ts/26m; 30 ts/28,4m -Starboard side-
11.3.	Outreach of gear beyond ship's rail	Stbd.s. 14,5 m
11.4.	If gantry cranes/horizontal slewing cranes state minimum clearance distance crane hook to top of hatch coaming	N/A
11.5.	Time needed for full cycle with maximum cargo lift on hook	1 min 15 seconds
11.6.	Slewing/luffing/hoisting speeds	Slewing: 0 – 0,8 rev / min (60 mt)
11.7.	Is gear combinable for heavy lift (yes/no)	Yes, but to be checked with yard
11.8.	Are winches electro-hydraulic? (yes/no)	Yes
11.9.	Consumption of MDO working cranes per 8 hours and 24 hours	1,0 / 1,4
11.10.	If vessel has grabs onboard state type and capacity	No
11.11.	Is vessel fitted with sufficient lights at each hatch for night work/ (yes/no)	Yes

<b>12.</b>	<b>Container bulkers (only to be completed if applicable)</b>													
12.1.	State capacity in direct stow of TEU/FEU basis	<u>Luffing:</u> 105 sec from min to max with full load <u>Hoisting:</u> 30 mt 0-25,0 m/min 40 mt 0-20,0 m/min 60 mt 0-13,5 m/min												
	1. Empty holds	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>Hold</th> <th>Deck</th> <th></th> </tr> </thead> <tbody> <tr> <td>TEUS</td> <td>262</td> <td>+ 300</td> <td>= 562</td> </tr> <tr> <td>FEUS</td> <td>126</td> <td>+ 134</td> <td>= 260</td> </tr> </tbody> </table>		Hold	Deck		TEUS	262	+ 300	= 562	FEUS	126	+ 134	= 260
	Hold	Deck												
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	2. 14/ TEU tons homogeneous weight	Holds: 262 – Deck 27												
12.2.	Are all containers within reach of vessel's gear (yes/no) If no state self sustained capacity	Yes												

12.3.	Is vessel fitted with all permanent and loose fittings lashing materials for above number of TEU/FEU? (yes/no)	Yes												
12.4.	Is vessel fitted with recessed holes/shoes on tanktop and container shoes on weather deck at hatch covers (yes/no)	Yes												
12.5.	Advise stack load and number of tiers on/under deck	Weatherdeck hatches, max load 1,75 t/m <u>Max stackweights:</u> <table style="margin-left: 40px;"> <tr> <td></td> <td>On Hatch</td> <td>Tanktop</td> <td>TD</td> </tr> <tr> <td>TEU</td> <td>26,0</td> <td>75,0</td> <td>25</td> </tr> <tr> <td>FEU</td> <td>48,0</td> <td>90,0</td> <td>40</td> </tr> </table> <u>Number of tiers</u> Under deck: 4 On deck: Bay 01 – 15 = 3 17 – 29 = 4		On Hatch	Tanktop	TD	TEU	26,0	75,0	25	FEU	48,0	90,0	40
	On Hatch	Tanktop	TD											
TEU	26,0	75,0	25											
FEU	48,0	90,0	40											
12.6.	Has vessel a container spreader onboard?	Yes 40' / out of order												
12.7.	State number of reefer plugs	60												

<b>13.</b>	<b>Twendeckers (only to be completed if applicable)</b>	N/A
13.1.	Has vessel folding tweens? (yes/no)	
13.2.	Number of holds/hatches	
13.3.	Type of hatches	
13.4.	Hatch Sizes:	
	A. Weatherdeck	
	B. Tweendeck	
13.5.	Strengths (metric tons per SQM)	
	A. Tanktop	
	B. Tweendeck	
	C. Weatherdeck	
	D. Hatchcovers	
13.6.	Is vessel fully cargo battens fitted (yes/no)	
13.7.	Is vessel CO2 fitted/el vent (yes/no)	

<b>14.</b>	<b>Supplemental information for specific commodities</b>	
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<b>15.</b>	<b>Other information incl last port of call and agents there</b>	
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<b>16.</b>	<b>General datas of vessel</b>	
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<b>15.</b>	<b>Certificate check list no. 41</b>	
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**- Information given is subject to master's final approval -**