

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)

Version 2

| 1 GENERAL INFORMATION | |
|---|--|
| 1.1 Date updated: | 31-Aug-21 |
| 1.2 Vessel's name: | NALINEE NAREE |
| 1.3 IMO number: | 9302906 |
| 1.4 Vessel's previous name(s) and date(s) of change: | M.V.OCEAN TWINS |
| 1.5 Flag: | THAI |
| 1.6 Port of Registry: | BANGKOK, THAILAND |
| 1.7 Type of vessel: | Log / Bulk Carrier |
| 1.8 Type of hull: | Double Hull |
| Ownership and Operation | |
| 1.9 Registered owner - Full style: | PRECIOUS WISHES LIMITED, CATHAY HOUSE 8/27-28 NORTH SATHORN Rd., SILOM,BANGLAK,BANGKOK 10500 THAILAND , Tel: 662 696 8900 to 8999, Fax: 662 2377842,6338468 Tlx : 82616 GCSHIP TH E-mail: GCSHIP@PRECIUSSHIPPING.COM |
| 1.1 Parent company/group to which the owner belongs - Full style: | |
| 1.1 Technical operator - Full style: | GREAT CIRCLE SHIPPING AGENCY, CATHAY HOUSE 8/35 10th NORTH SATHORN Rd., SILOM,BANGLAK,BANGKOK 10500 THAILAND, Tel: 662 696 8900 to 8999, Fax: 662 2377842,6338468, Tlx : 82616 GCSHIP TH, E-mail: GCSHIP@PRECIUSSHIPPING.COM |
| 1.1 Commercial operator - Full style: | |
| 1.1 Disponent owner - Full style: | HELENA CHARTERING INC.; 3721 Douglas BLVD; Suite 375; Roseville; CA 95861; USA. |
| 1.1 Does disponent owner have vessel on time charter or bareboat: | Time Charter |
| 1.2 Since when vessel has been under Disponent owner: | 30th Aug 2011 |
| 1.2 Number of vessels in disponent owner's fleet: | |
| Builder | |
| 1.2 Builder (where built) / Yard number: | SAIKI / JAPAN SH - 1135 |
| 1.2 Date delivered (built): | 5th Febbruary 2005 |
| Classification | |
| 1.2 Classification society: | NIPPON KAIJI KYOKAI |
| 1.2 Class notation: | 505438 |
| 1.2 If Classification society changed, name of previous society: | NA |
| 1.2 If Classification society changed, date of change: | NA |
| 1.2 Date and place of last dry dock: | 17th January 2020 SHANHAIGUAN / CHINA |
| 1.2 Date next dry dock is due: | February 2023 |
| 1.3 Date of last special survey / next survey due: | 17th January 2020 4th February 2025 |
| 1.3 Date of last annual survey / next survey due: | 17th January 2020 4th February 2021 |
| 1.3 Is vessel entered in classification approved enhanced survey program? | NA |
| 1.3 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 | |
| 1.3 Length Over All (LOA): | 171.59 Mtrs |
| 1.3 Length Between Perpendiculars (LBP): | 163.60 Mtrs |
| 1.3 Extreme breadth (Beam): | 27.0 Mtrs |
| 1.3 Moulded depth: | 14.8 Mtrs |

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|-----------------------------------|---|------------------------|---|--|
| 1.3 | Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): | | 42.87 Mtrs | |
| 1.3 | Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches | No1. Hatch | Midships | Last Hatch |
| | Ballast condition: F 4.8 A 6.07 (ballast holds not flooded, basis 50% bunkers) | 11.80 Mtrs | 10.9 Mtrs | 10.10.7 Mtrs |
| | Full ballast condition: (ballast holds flooded, basis 50% bunkers) | NA | NA | NA |
| | Fully laden condition: 10.418 Even keel | 6.5 Mtrs | 6.3 Mtrs | 6.4 Mtrs |
| 1.4 | Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches): | 16.6 Mtrs | 16.4 Mtrs | 16.5 Mtrs |
| Tonnages | | | | |
| 1.4 | Gross Tonnage (GT) / Net Registered Tonnage (NRT): | | 19799 | 10378 |
| 1.4 | Suez Canal Tonnage – Gross (SCGT) / Net (SCNT): | | 20143.02 | 17884.89 |
| 1.4 | Panama Canal Net Tonnage (PCNT): | | 16531 | |
| Loadline Information | | | | |
| 1.4 | Loadline | Deadweight | Draft | TPC |
| | Summer: | 31,699 | 10.418 | 41.03 |
| | Winter: | 30,080 | 10.201 | 40.94 |
| | Winter North Atlantic: | NA | NA | NA |
| | Fresh water: | 31,697 | 10.655 | 41.13 |
| | Tropical: | 32,591 | 10.635 | 41.12 |
| | Tropical fresh water: | 32,570 | 10.872 | 41.21 |
| | Full Ballast condition: (ballast holds not flooded, basis 50% bunkers) (about) | 13497 | 5.87 | 38.26 |
| | Lightship: Draft: F 0.85 Mtrs A 3.80 Mtrs | Displacement : 7335 mt | 2.33 | 35.63 |
| | FWA at summer draft: | 237 mm | | |
| | TPC on summer draft | 41.03 | | |
| Is vessel fitted for: | | | | |
| 1.4 | Transit of Panama Canal? | | Yes | |
| | If yes, state deadweight all told on 39ft 6in / 12.039m (SG 0.9954): | | NA | |
| | If yes, is Panama deadweight all told affected by vessel's bilge turn radius? | | NA | |
| 1.4 | Transit of Suez Canal? | | Yes | |
| 1.4 | Transit of St. Lawrence Seaway? | | NA | |
| | If yes, state deadweight all told on 26ft / 7.92m fresh water: | | NA | |
| Recent Operational History | | | | |
| 1.4 | Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, give details: | | Pollution: | No |
| | | | Grounding: | No |
| | | | Casualty: | No |
| | | | Collision: | No |
| 1.4 | Voyage History | | | |
| | Voy# | Charterer | Cargo | Load-Discharge Ports |
| | Last: | OMEGA MARITIME PTE LTD | ROUND LOGS | PANSONG MANIS,MIKI,PANSONG MANIS,BINTULU,MALAYSIA TO KANDLA, INDIA |
| | 2 nd : | PACIFIC BASIN | COPPER CONCENTRATES CONCENTRATES IN BULK AND WOOD BELLETS IN BULK | VANCOUVER, CANADA TO TOKUYAMA, JAPAN & NIIHAMA, JAPAN |
| | 3 rd : | PACIFIC BASIN | ZINC CONCENTRATES IN BULK | CALLAO PERU, ARICA & ANTOFAGASTA , CHILE, MANZAMILLO, MEXICO to |
| | 4 th : | THE RICE COMPAN | LONG GRAIN ROUGH RICE IN BULK | NEW ORLEANS, USA to CORINTO, NICARAGUA |
| | 5 th : | THE RICE COMPAN | LONG GRAIN ROUGH RICE IN BULK | NEW ORLEANS, USA to VERACRUZ, MX |

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| 1.5 | Specify the security level at which the ship is currently operating (ISSC): | Level One |
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| 2 | CERTIFICATION | Issued | Last Annual | Expires |
|-----|---|--------------------|--------------------|---------------------|
| 2.1 | Safety Equipment Certificate: | 17th January 2020 | 27th November 2020 | 04th February 2025 |
| 2.2 | Safety Radio Certificate: | 17th January 2020 | 27th November 2020 | 04th February 2025 |
| 2.3 | Safety Construction Certificate: | 17th January 2020 | 27th November 2020 | 04th February 2025 |
| 2.4 | Loadline Certificate: | 17th January 2020 | 27th November 2020 | 04th February 2025 |
| 2.5 | Safety Management Certificate (SMC): | 15th July 2020 | | 07th September 2025 |
| 2.6 | Document of Compliance (DOC): 15HO-2095THADOC | 04th November 2020 | | 19th November 2025 |
| 2.7 | Cargo Gear survey: | 17th January 2020 | 13th August 2021 | 17th January 2025 |
| 2.8 | Cargo securing manual: | 28th December 2015 | | |
| 2.9 | International Oil Pollution Prevention Certificate (IOPPC): | 22nd December 2017 | 13th August 2021 | 04th February 2022 |
| 2.1 | Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate | 05th May 2021 | NA | 05th November 2021 |
| 2.1 | USCG COFR: | 27th April 2019 | NA | 27th April 2022 |
| 2.1 | International Ship Security Certificate (ISSC): | 15th July 2020 | | 07th September 2025 |

| 3 | CREW MANAGE | |
|-----|--|------------------------------|
| 3.1 | Number of Officers: (including Master) | 12 Persons |
| 3.2 | Number of crew: | 10 Persons |
| 3.3 | Name and nationality of Master: | Capt.Weerayut Tawilruk/ Thai |
| 3.4 | Nationality of Officers: | Thai, Indian |
| 3.5 | Nationality of crew: | Thai, Indian |
| 3.6 | What is the common working language onboard: | English |
| 3.7 | Do officers speak and understand English? | Yes |

| 4 | SAFETY MANAGE | | |
|-----|--|--------------------------|-----|
| 4.1 | Is the vessel ISM certified? | Yes | |
| 4.2 | Document of Compliance (DOC) certificate number / issuing authority: | 20TB-M0076THADOC | NKK |
| 4.3 | Safety Management (SMC) certificate number / issuing authority: | 20NY-M0040SMC | 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: L x B x H (13.13) | No. 1, 22.12x(F 6.6 / A 17.0)x13.13 No. 2, 27.65x23.0x13.13 No. 3, 27.65x23.0x13.13 No. 4, 27.65x23.0x13.13 No. 5, 27.65x(F 23 / A 8.2)x13.13 | |
| 5.3 | Are vessel's holds clear and free of any obstructions? | No ,Vessel's vertical/AUS ladders and no.1& lower hopper tank. | |
| 5.4 | Capacity, by hold, excluding wing/topside tanks but including hatchways: | Grain(cuM) | Bale(cuM) |
| | Hold #1: | 5061.18 | 4963.09 |
| | Hold #2: | 8966.7 | 8904.56 |

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|-------------------------|---|---|----------|
| | Hold #3: | 8965.19 | 8889.16 |
| | Hold #4: | 8965.19 | 8903.51 |
| | Hold #5: | 8364.83 | 8179.04 |
| | Total: | 40323.09 | 39839.36 |
| 5.5 | Is vessel strengthened for the carriage of heavy cargoes? | Yes | |
| 5.6 | If yes, state which holds may be left empty: | No, If Full load | |
| 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: | 20 MT/sqM | |
| 5.1 | Are holds CO2 fitted? | Yes | |
| 5.1 | Are holds fitted with smoke detection system? | No | |
| 5.1 | Is vessel fitted with Australian type approved holds ladders? | Yes | |
| 5.1 | Has vessel a functioning class certified loadmaster/loadicator or similar calculator? | Yes, Loadicator | |
| 5.1 | Are holds hopped at: | | |
| | Forward bulkhead? | No | |
| | Aft bulkhead? | No | |
| 5.2 | Can vessel's holds be described as box shaped? | Yes | |
| 5.2 | Measurement of any tank slopes/hopping: (height and distance from vessel's side at tank top) | NA | |
| 5.2 | Flat floor measurement of cargo holds at tank top: L x W | No. 1, 22.12x(F 6.6 / A 17.0) No. 2, 26.86x23.0 No. 3, 26.86x23.0 No. 4, 26.86x23.0 No. 5, 26.86x(F 23 / A 8.2) | |
| 5.2 | Are vessel's holds electrically ventilated? | Yes, Mechanical Ventilation Fan | |
| | If yes, state number of air-changes per hour basis empty holds: | 6 Hours | |
| 5.2 | Type of hold paint: | International Paint Interbond | |
| 5.2 | 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 | |
| 5.2 | Is the vessel fitted with A60 Steel Bulkhead? | Yes | |
| Deck and Hatches | | | |
| 5.2 | Number of hatches: | 5 | |
| 5.2 | Make and type of hatch covers: | End folding type (Weathertight) Operated by Hydraulic Cylinders | |
| 5.2 | Hatch dimensions: (Length X Breadth) | No.1/ 13.43x17.00, No. 2-3-4/ 20.54x22.86, No.5/ 19.75x22.86 | |
| 5.3 | Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5): | 122.52 Mtrs | |
| 5.3 | Strength of hatch covers: | 3.5 MT/sqM | |
| 5.3 | Number, diameter and location of cement holes | No | |
| 5.3 | 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): | No.1/ 1.56 Mtrs, No.2-3-4/ 1.32 Mtrs, No.5/ 1.32 Mtrs | |
| 5.3 | Distance from bow to fore of 1 st hold opening: | 15.8 Mtrs | |
| 5.3 | Distance from stern to aft of last hold opening: | 29.2 Mtrs | |
| 5.3 | State deck strength: | 4 Mt/sqM | |
| Ballast | | | |
| 5.3 | Capacity of ballast tanks (100%): | 11943.16 cuM | |
| 5.3 | Ballast holds capacity, state which hold(s): | NA | |

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| 5.3 | Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting | 700 cuM/Hour |
| 5.4 | Unpumpable quantity: | 50-80cuM |

| 6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE) | | | |
|---|---|--|--------|
| 6.1 | If geared state make and type: | Mitsubishi / Hydraulic Deck Crane | |
| 6.2 | Number/location of derricks-/ cranes: | 4 nos between htach cover on center line of the vessel | |
| 6.3 | Maximum outreach of gear beyond ships rail | 10.5 Mtrs | |
| 6.4 | Maximum outreach of gear beyond ships rail with maximum cargo lift on hook: | 10.5 Mtrs at 30 MT | |
| 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: | Depend on ship draft and many factors concerned. | |
| 6.7 | Hoisting time of gear: (Load / Metres Minutes) Hook Grab | 5 x 63 M/MIN | |
| 6.8 | Luffing time of gear: | | |
| 6.9 | Slewing time of gear: | 0.7 RPM / 44 sec (Woking Radius 24-4.5 Mtrs | |
| 6.1 | Is gear combinable for heavy lift? | NA | |
| 6.1 | Are winches electro-hydraulic? | Yes | |
| 6.1 | If vessel has grabs on board - state: | No | |
| | Type: | NA | |
| | Weight: | NA | |
| | Lifting Capacity: | NA | |
| | Power source of grabs: | NA | |
| | Location of power source: | NA | |
| 6.1 | Does vessel have enough power to run 4 cranes and 4 shore grabs (if applicable). If not pls state how many? | Yes | |
| 6.1 | Is vessel fitted with sufficient lights at each hatch for night work? | Yes, Portable cargo light | |
| 6.2 | Is vessel logs fitted? | Yes | |
| | If yes, state number, type and height of stanchions/sockets, if on board: | No.1/ 7.35 Mtrs No.2,3,4&5/ 8.35 Mtrs | |
| 6.2 | Is vessel log racks fitted? | Yes | |
| 6.2 | Timber Loadline (if applicable) | Deadweight | Draft |
| | Summer: | 32,929 | 10.717 |
| | Winter: | 31,707 | 10.42 |
| | Winter North Atlantic: | 30,808 | 10.201 |
| | Fresh water: | 32,928 | 10.961 |
| | Tropical: | 33,848 | 10.94 |
| | Tropical fresh water: | 33,828 | 11.184 |
| | | | TPC |
| | | | 41.15 |
| | | | 41.03 |
| | | | 40.94 |
| | | | 41.25 |
| | | | 41.24 |
| | | | 41.34 |

| 7 | | | |
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| 7.1 | Capacity in direct stow of TEU/FEU basis empty tanks: | NA | |
| | Capacity in direct stow of TEU/FEU basis full tanks: | NA | |
| 7.2 | Are all containers within reach of vessel's gear? | NA | |
| 7.3 | If no, state self | 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 | |

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| | 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 |

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| 8 | ENGINE ROOM, SPEED AND CONSUMPTION | |
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| 8.1 | Is vessel fitted with a shaft generator? | No |
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| Engine Room | | |
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| 8.2 | Engine make/model and type: | MITSUBISHI 6UEC52LA, MCR 7080 x 133 rpm, CSR 6372 x 128rpm | |
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| 8.3 | BHP / RPM of main engine at MCR: | 100% | 7080 | 133 |
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| 8.4 | BHP / RPM of main engine at NCR (as % of MCR): | 85% | 6372 | 128 |
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| 8.5 | GENERATORS : | YANMAR 6N18AL-UV 400 Kw x 720 rpm x 2Sets | | |
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| Fuel | | |
|-------------|--|--|

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| 8.5 | What type/viscosity of fuel is used for main propulsion: | RMG 380CST ISO 8217:2017 VLSFO (Sulphur< 0.5%) + In ECA area, DMA ISO 8217:2017 LSMGO (Sulphur < 0.1%) | | |
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| | Capacity (100%) of main engine bunker tanks (excluding unpumpables): | 1021.01 CUM. | | |
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| 8.6 | What type/viscosity of fuel is used in the generating plant: | RMG 380CST ISO 8217:2017 VLSFO (Sulphur< 0.5%) + In ECA area, DMA ISO 8217:2017 LSMGO (Sulphur < 0.1%) | | |
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| | Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables): | 745.01 CUM. | | |
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| Speed | | |
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| 8.7 | Ballast: | ABT | AS PER VESSEL DESCRIPTION | |
| | Laden: | ABT | | |

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| Consumptions | | |
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| 8.8 | Passage | Main | Aux |
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| | Ballast: ABT | AS PER VESSEL DESCRIPTION | |
| | Laden: ABT | | |
| 8.9 | In Port | | |
| | Working: | | |
| | Idle: | | |
| | Other (specify): Vsl burns extra IFO/MDO when grabs are operating ABT | | |

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| 9 | MISCELLANEOUS | |
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| Communications and Electronics | | |
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| 9.1 | Call sign: | HSRN |
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| 9.2 | Vessel's INMARSAT – C number: | 456700339 |
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| 9.3 | Vessel's telephone number: VSAT / FBB | .+6628449502 / +870773261469 |
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| 9.4 | Vessel's fax number: | N/A |
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| 9.5 | Vessel's email address: | Vessel @ preciousshipping.com, In subject Pls enter vessels name : M.V. NALINEE NAREE |
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| 9.6 | Vessel's MMSI No. (Maritime Mobile Selective call Identity Code): | 567053000 |
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| 9.7 | Vessel's onboard electrical supply (V / Hz): | 110V 60 Hz |
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| Constants/Fresh Water | | |
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| 9.8 | Constants excluding fresh water: | 250-300 MT |
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| 9.9 | Daily freshwater consumption: | 8 MT |
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| 9.1 | Fresh water capacity: | 213.9 MT |
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| 9.1 | State daily production of evaporator: | 14 MT |
| 9.1 | Normal fresh water reserve: | 150 MT |
| Insurance | | |
| 9.1 | P & I Club - Full style: | SKULD, Assuranceforeningen Skuld (Gjensidig) Skuld Singapore Branch Office #37-01, 6 Battery Road, Singapore 049909 ,Singapore |
| 9.1 | P & I Club coverage: | AS PER P&I RULES |
| 9.2 | Where is the owners hull and machinery placed: | The Swedish, Gullbergs Strandgata 6, P.O. Box 171, SE-401 22 Goteborg, Sweeden. Tel +46 31 638 400, Fax + 46 31 156 711 Email Swedish.club@swedishclub.com |
| 9.2 | Hull & Machinery insured value: | AS PER VESSEL DESCRIPTION |
| Vetting | | |
| 9.2 | Is the vessel RIGHTSHIP approved: | Yes |
| 9.2 | Date/Place of last RIGHTSHIP Inspection: | 16 MAR 2021 / PANAMA CITY, USA |
| Port State Control | | |
| 9.2 | Date and place of last Port State Control inspection: | 28 AUG 2021 / TANJUNG MANIS, MALAYSIA |
| 9.2 | 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 |
| 9.2 | 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 | | |