



THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99) Version 2

1.	GENERAL INFORMATION	
1.1	Date updated:	01.03.2024
1.2	Vessel's name:	M.V.S'HAIL AL RAYAN
1.3	IMO number:	9381172
1.4	Vessel's previous name(s) and date(s) of change:	M.V.CHRIS
1.5	Flag:	QATAR
1.6	Port of Registry:	DOHA, STATE OF QATAR
1.7	Type of vessel:	BULK CARRIER-PANAMAX-GEARLESS-SELF TRIMMING CARGO HOLDS, Only for free-flowing grain cargo
1.8	Type of hull:	SINGLE HULL
Ownership and Operation		
1.9	Registered owner - Full style:	S'HAIL SHIPPING AND MARITIME SERVICES,P.O.BOX 8960,DOHA,QATAR
1.10	Parent company/group to which the owner belongs - Full style:	
1.11	Technical operator - Full style:	ARKA GLOBAL MARITIME SERVICES,DUBAI,+97142668740/+971426 68741/ info@arkamarine.com
1.12	Commercial operator - Full style:	
1.13	Disponent owner - Full style:	OWNERS S'HAIL SHIPPING AND MARITIME SERVICES P.O.BOX 8960 DOHA,QATAR

		(+971)4429 7444 FAX-(+974)44297450 ops@shailship.com		
1.14	Does disponent owner have vessel on time charter or bareboat:		NA	
1.15	Since when vessel has been under Disponent owner:		NA	
1.16	Number of vessels in disponent owner's fleet:			
Builder				
1.17	Builder (where built) / Yard number:		IMABARI SHIP BUILDING,JAPAN	S-1368
1.18	Date delivered (built):		11/2006	
Classification				
1.19	Classification society:		ABS	
1.20	Class notation:		A1,BULK CARRIER,ESP,AMS,ACCU,BWE,CRC(1)	
1.21	If Classification society changed, name of previous society:			
1.22	If Classification society changed, date of change:			
1.23	Date and place of last dry dock:		24 JAN 2022/DALIAN, CHINA	DALIAN COSCO SHIPYARD
1.24	Date next dry dock is due:		23 RD JAN 2025	
1.25	Date of last special survey / next survey due:		24 JAN 2022/DALIAN, CHINA	14-Nov-2026
1.26	Date of last annual survey / next survey due:		21.SEP.2023 SHANWEI, CHINA	20.SEP.2024
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?		The requirements of IACS UR S18/20 are complied with.	
	Has this compliance been verified by the classification society?		YES	
Dimensions				
1.29	Length Over All (LOA):		224.94M	
1.30	Length Between Perpendiculars (LBP):		217.00M	
1.31	Extreme breadth (Beam):		32.26M	
1.32	Moulded depth:		19.50M	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		48.1M	
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: Draft: F: 3.60m / A 7.68m (ballast holds not flooded, basis 50% bunkers)	18.70M	17.07M	15.63M
	Full ballast condition: Draft: F: 7.23m / A 9.00m (ballast holds flooded, basis 50% bunkers)	15.32M	14.50M	13.87M
	Fully laden condition: Draft: F: 14.139m / M14.139m / A 14.139m	8.68M	8.44M	8.40M
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	23.06M	22.50M	22.50M
Tonnages				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):		39736 MT	25754 MT
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):		41218.21 MT	38391.97 MT
1.38	Panama Canal Net Tonnage (PCNT):		NRT 32849 MT	
Loadline Information				
1.39	Load line	Deadweight	Draft	TPC

	Summer:	76,629	14.139 M	66.6
	Winter:	74,678	13.845 M	66.5
	Winter North Atlantic:	74,678	13.845 M	66.5
	Fresh water:	76,632	14.465 M	66.7
	Tropical:	78,589	14.433 M	66.8
	Tropical fresh water:	78,547	14,759 M	66.9
	Full Ballast condition: Draft: F: 3.60m / A: 7.68m (ballast holds not flooded, basis 50% bunkers) (about)	21,436	5.64M	60.6
	Lightship:	Lightship as per ABS letter T2164869 (after BWTS modifications): 10214.61MT		
	FWA at summer draft:	326 mm		
	TPC on summer draft	66.6 MT		
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):		NET – 32849 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: see attached voyage memo			
	Voy#	Charterer	Cargo	Load-Discharge Ports
	48	Guo Yuan Hai Limited	COAL	Taboneo, Indonesia / Putian or Kemen, China (Present .voayge)
	47	Sea Kudos Shipping Pte. Ltd	COAL	Abbot Point, Australia / Dongguan, China
	46	ITG Shipping / Sea Kudos	MAGNESITE	Bayuquan, China / Bahodopi, Indonesia
	45	Sea Kudos Shipping Pte. Ltd	COAL	Pualo Laut, Indonesia / Caofedian, China
	44	Century scope Group	COAL	New Castle, Australia / Nansha, China
	43	Pan Ocean	COAL	Muara Berau, Indonesia / Boryeong, S,Korea
	42	Sea Kudos Shipping Pte. Ltd	COAL	Abbot Point, Australia / Shanwei, China
	41	Sea Kudos Shipping Pte. Ltd	COAL	Taboneo, Indonesia / Kemen, China
	40	Tongli Shipping Pte. Ltd	COAL	Bontang, Indonesia / Putian, China
	39	Tongli Shipping Pte. Ltd	COAL	Tanjung Bara, Indonesia / Putian, China
	38	Tongli Shipping Pte. Ltd	COAL	Taboneo, Indonesia / Taishan, China
	37	Tongli Shipping Pte. Ltd	COAL	Muara Berau, Indonesia / Huilai, China
	36	Tongli Shipping Pte. Ltd	COAL	Muara Berau, Indonesia / Quanzhou, China
	35		COAL	Gladstone,AUS / Gwangyang, S.Korea
	34		COAL	MUARA BERAU, IND/ XINSHA, CHINA
	33		COAL	Newcastle , AUS / Niihama, Japan
	32		COAL	Taboneo,Indonesia / Yuhuan,China
	31		COAL	Newcastle, AUS / a)Taichung,Taiwan b)Kaohsiung,Taiwan
	30		COAL	Newcastle , AUS / Nanao, Japan
	29		GRAIN	Vancouver, Canada / Higashi Harima, Japan
	28		Dry dock	LONGVIEW, USA / TOMAKOMAI, JAPAN
			COAL	Dalian Ship Yard
	27		COAL	MATOLA/QINGDAO CHINA
	26		COAL	YANTAI /VISAKHAPATNAM,INDIA

	25		COAL	TABONEO /JINZHOU,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:	24-01-2022	21-09-2023	14-11-2026
2.2	Safety Radio Certificate:	10-09-2021	21-09-2023	14-11-2026
2.3	Safety Construction Certificate:	24-01-2022	21-09-2023	14-11-2026
2.4	Load line Certificate:	24-01-2022	21-09-2023	14-11-2026
2.5	Safety Management Certificate (SMC):	11-11-2019	14-07-2022	10-11-2024
2.6	Document of Compliance (DOC):	28-11-2019	03-02-2023	06-12-2024
2.7	Cargo Gear survey: NA			
2.8	Cargo securing manual:	16.06.2019		
2.9	International Oil Pollution Prevention Certificate (IOPPC):	14-07-2022	21-09-2023	14-11-2026
2.10	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	16-11-2023		16-05-2024
2.11	USCG COFR:	23-09-2020		23-09-2023
2.12	International Ship Security Certificate (ISSC):	11-11-2019	14-07-2022	10-11-2024

3.	CREW MANAGEMENT	
3.1	Number of Officers: (including Master)	9
3.2	Number of crew:	13
3.3	Name and nationality of Master:	CAPT.OLEKSANDR KHOLODENKO/ UKRAINE
3.4	Nationality of Officers:	INDIAN / PAKISTAN
3.5	Nationality of crew:	INDIAN
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:	DBAO/ATE/20191127213216	BUREAU VERITAS
4.3	Safety Management (SMC) certificate number / issuing authority:	06280236-3756737-001	ABS
	State outstanding recommendations, if any:	NONE	
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:		7
5.2	Hold dimensions: L x B x H	NO-1	FWD 8.4m x AFT 23.5m x 19.80m (coaming)
		NO-2	23.085m x 23.5m x 19.80m (coaming)
		NO-3	23.085m x 23.5m x 19.80m (coaming)
		NO-4	23.085m x 23.5m x 19.80m (coaming)
		NO-5	23.085m x 23.5m x 19.80m (coaming)
		NO-6	23.085m x 23.5m x 19.80m (coaming)
		NO-7	FWD 7.8m x AFT 23.5m x 19.80m (coaming)

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-CBM Bale-CBM
	NO- 1	11,538.66 m3
	NO- 2	13,384.49 m3
	NO- 3	13,296.96 m3
	NO- 4	13,326.76 m3
	NO- 5	13,404.69 m3
	NO- 6	13,391.69 m3
	NO- 7	12,397.10m3
	Total:	90740.35 m3
5.5	Is vessel strengthened for the carriage of heavy cargoes?	YES
5.6	If yes, state which holds may be left empty:	HOLD NO. 2, 4, 6 HOLDS MAY BE LEFT EMPTY(But as per SOLAS Chapter XII and regulation 14 States that vessel more than 10years of age – will not be allowed to load alternate hold)
5.7	Is tanktop steel suitable for grab discharge?	YES
5.8	State whether bulkhead corrugations are vertical or horizontal:	VERTICAL CORRUGATED BULKHEADS
5.9	Tanktop strength:	#1-29.32 MT/M2 #3,5&7-28.53 MT/M2 #2-15.92 MT/M2 #4,6- 15.83 MT/M2
5.10	Are holds CO2 fitted?	NO
5.11	Are holds fitted with smoke detection system?	NO
5.12	Is vessel fitted with Australian type approved holds ladders?	YES.AFT OF EACH CH 1-6.FWD IN CH7
5.13	Has vessel a functioning class certified loadmaster/loadicator or similar calculator?	YES
5.14	Are holds hopped at:	ALL 7 HOLDS ARE HOPPERED
	Forward bulkhead?	EXCEPT HOLD NO.1 ALL ARE HOPPERED
	Aft bulkhead?	EXCEPT HOLD NO.7,ALL ARE HOPPERED
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)	6 M X 4.4 M
5.17	Flat floor measurement of cargo holds at tank top: L x W	NO 1,FWD-8.4 M,AFT23.5 M NO 2,3,4,5,6, 23.085X 23.5 M NO.7,FWD -23.5 M, AFT-7.8 M
5.18	Are vessel's holds electrically ventilated?	NO, NATURAL VENTILATORS 2 FWD/2 AFT PORT &STBD
	If yes, state number of air-changes per hour basis empty holds:	
5.19	Type of hold paint:	JOTAGUARD 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?	Vessel complies with International Grain Code (Res.MSC.23 (59)) Dispensation for trimming of ends of fully filled holds is granted under A 10.3 of International Grain Code.
5.21	Is the vessel fitted with A60 Steel Bulkhead?	YES
Deck and Hatches		
5.22	Number of hatches:	7
5.23	Make and type of hatch covers:	IMABARI SHIP BUILDING /SIDE ROLLING HATCH COVERS
5.24	Hatch dimensions: (Length X Breadth)	CH NO 1=L17.10 M X B 12.80 M CH NO.2,3,4,5,6&7=L17.1 M X B 15.60 M
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#7):	171M

5.26	Strength of hatch covers:	#1- 2.08MT/m2 #2,3,4,5,6&7-1.75 MT/m2
5.27	Number, diameter and location of cement holes	NA
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):	NEAR = 7.8 M FAR = 16 M
5.29	Distance from bow to fore of 1 st hold opening:	17.8 M
5.30	Distance from stern to aft of last hold opening:	34.8 M
5.31	State deck strength:	10.6 MT/m2
Ballast		
5.32	Capacity of ballast tanks (100%):	21041.13 m3
5.33	Ballast holds capacity, state which hold(s):	13330.89 M3 / CH-4
5.34 5.35	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	21 HRS / 1100 m³PH
5.36	Unpumpable quantity:	1)250 MT-(WOG) - May increase if fast loading port and if any trim restriction imposed by Port regulations during loading. 2)If vessel is required to Ballast in fresh water area/port then additional 500 t ballast required to operate the Ballast water treatment Plant.

6.	CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)	
6.1	If geared state make and type:	N.A
6.2	Number/location of derricks cranes:	N.A
6.3	Maximum outreach of gear beyond ships rail	N.A
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	N.A
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:	N.A
6.7	Hoisting time of gear: (Load / Metres Minutes) Hook Grab	N.A
6.8	Luffing time of gear:	N.A
6.9	Slewing time of gear:	N.A
6.10	Is gear combinable for heavy lift?	N.A
6.11	Are winches electro-hydraulic?	N.A
6.12	If vessel has grabs on board - state:	N.A
	Type:	N.A
	Weight:	N.A
	Lifting Capacity:	N.A
	Power source of grabs:	N.A
	Location of power source:	N.A
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
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

	Summer:	NA		
	Winter:	NA		
	Winter North Atlantic:	NA		
	Fresh water:	NA		
	Tropical:	NA		
	Tropical fresh water:	NA		

7.				
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:			MITSUI M A N B&W 6S60MC MARK VI
8.3	BHP / RPM of main engine at MCR:		10320KW X 89 RPM	
8.4	BHP / RPM of main engine at NCR (as % of MCR):		8770KW X 84.3 RPM	
8.5	GENERATORS :		3	
Fuel				
8.5	What type/viscosity of fuel is used for main propulsion:			LSFO
	Capacity (100%) of main engine bunker tanks (excluding unpumpables):			2580.00 MT
8.6	What type/viscosity of fuel is used in the generating plant:			LSMGO
	Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):			680.00 MT
Speed				
8.7	Ballast:		Full ballast-14 Knots on 31.5 Mtons IFO + 0.1 Mt MGO. ECO ballast -12.9 Knots on 23.5 Mtons IFO + 0.1 Mt MGO.	
	Laden:		Full Laden -14 Knots on 35 Mtons IFO + 0.1 Mt MGO ECO Laden-12.0 Knots on 23.5 Mtons IFO + 0.1 Mt MGO	

Consumptions			
8.8	Passage	ABOUT METRIC TONS (MAIN ENGINE)	ABOUT METRIC TONS (AUXILIARIES)
	Ballast:	29.7 MT	1.8
	Laden:	33.2 MT	1.8
8.9	In Port	IFO	MGO
	Working:	4.8 MT	0.1 MT MGO
	Idle:	2.8 MT	0.1 MT MGO
	Other (specify):		

9.	MISCELLANEOUS	
Communications and Electronics		
9.1	Call sign:	A7HF
9.2	Vessel's INMARSAT – C number:	446621910
9.3	Vessel's telephone number:	+15057964102
9.4	Vessel's fax number:	
9.5	Vessel's email address:	master.shailalrayan@gtmailplus.com
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	466219000
9.7	Vessel's onboard electrical supply (V / Hz):	440V, 60HZ. 110V, 60HZ.
Constants/Fresh Water		
9.8	Constants excluding fresh water:	350 MT
9.9	Daily freshwater consumption:	ABT 8 MT
9.10	Fresh water capacity:	347.24 MT
9.11	State daily production of evaporator:	10 MT
9.12	Normal fresh water reserve:	150 MT
Insurance		
9.13	P & I Club - Full style:	STEAMSHIP MUTUAL
9.14	P & I Club coverage:	USD 10,000,000
9.15	Where is the owners hull and machinery placed:	LCH LOCKTON PTE.LTD.SINGAPORE
9.16	Hull & Machinery insured value:	USD 10,000,000
Vetting		
9.17	Is the vessel RIGHTSHIP approved:	YES
9.18	Date/Place of last RIGHTSHIP Inspection:	07-08-2023 / KEMEN, CHINA
Port State Control		
9.19	Date and place of last Port State Control inspection:	16.11.23 / AMSA, Australia
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 OUTSTANDING DEFICIENCY

10.	SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES		
10.1			