

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)
Version 2

1.	GENERAL INFORMATION	
1.1	Date updated:	11 th OCTOBER 2023
1.2	Vessel's name:	TRISTAR PROSPERITY
1.3	IMO number:	9503287
1.4	Vessel's previous name(s) and date(s) of change:	CONTI FUCHSIT,(01 OCT 2016) MV GH PHAR LAP (31 SEP 2018) ESHIPS PROSPERITY(24 MAR 2021)
1.5	Flag:	MARSHALL ISLANDS
1.6	Port of Registry:	MAJURO
1.7	Type of vessel:	Bulk Carrier
1.8	Type of hull:	Single hull, steel
Ownership and Operation		
1.9	Registered owner - Full style:	MTM Trading LLC , TRUST COMPANY COMPLEX AJELTAKE ROAD, AJELTAKE ISLAND MAJURO, MARSHALL ISLANDS MH96960
1.10	Parent company/group to which the owner belongs - Full style:	Emirates Ship Investment Company LLC Office 902, AA1 Mazaya Business Avenue, Jumeirah Lakes Tower, PO Box 336637, Dubai, UAE Email – shailesh@eships.ae Off:- +971-4510 3503
1.11	Technical operator - Full style:	MTM SHIP MANAGEMENT PTE, 78 SHENTON WAY, #3-01, SINGAPORE 079120
1.12	Commercial operator - Full style:	Emirates Ship Investment Company LLC Office 902, AA1 Mazaya Business Avenue, Jumeirah Lakes Tower, PO Box 336637, Dubai, UAE Email- shailesh@eships.ae Off:- +971-4510 3503
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:	Cosco (Guandong) Shipyard, China
1.18	Date delivered (built):	15.06.2012
Classification		
1.19	Classification society:	Bureau Veritas
1.20	Class notation:	I*HULL*MACH Bulk carrier CSR BC-A (Maximum cargo density 25.00 t/m3; holds

		2, 4 may be empty) GRAB ESP Unrestricted navigation * veriSTAR-HULL, * AUT-UMS, MON-SHAFT, INWATERSURVEY		
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:	21 Mar 2021 to 03 Apr 2021	COSCO SHIPPING YARD, Guangzhou, China	
1.24	Date next dry dock is due:	06.2027		
1.25	Date of last special survey / next survey due:	N/a	N/a	
1.26	Date of last annual survey / next survey due:	24 Aug 2023	14 Jun 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?	Yes		
	Has this compliance been verified by the classification society?	Yes		
Dimensions				
1.29	Length Over All (LOA):	189.99 m		
1.30	Length Between Perpendiculars (LBP):	185.00 m		
1.31	Extreme breadth (Beam):	32.26 m		
1.32	Moulded depth:	18.00 m		
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	45.86 Metres		
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: F4.80m / A 6.07m (cargo holds not flooded, basis 50% bunkers)	16.20 m	14.57 m	13.93 m
	Full ballast condition: Draft: F 7.83m / A 8.24m (cargo holds flooded, basis 50% bunkers)	13.17 m	11.96m	11.76 m
	Light condition (basis 50% bunkers):			
	Fully laden condition: F11.97m / M11.97m / A11.97m	9.03 m	8.03 m	8.03 m

1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	21.0 m	20.0 m	20.0 m
Tonnages				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):		33044	19231
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		33919.94	31284.96
1.38	Panama Canal Net Tonnage (PCNT):		27449	
Loadline Information				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	56823.6	12.800	58.8
	Winter:	55253	12.533	58.7
	Winter North Atlantic:	n/a	n/a	n/a
	Fresh water:	56823.6	13.088	58.9
	Tropical:	58397.1	13.067	58.9
	Tropical fresh water:	58397.1	13.355	59.0
	Normal ballast condition:	16685	5.665	52.9
	Lightship:		2.52	49.1
	FWA at summer draft:		288 mm	
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):		50321.879	
	If yes, is Panama deadweight all told affected by vessel's bilge turn radius?		Yes	
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:	Pollution: No Grounding: No Casualty: No Collision: No		

1.44	Voyage History			
	Voy#	Charterer	Cargo	Load-Discharge Ports
	Last	NORVIC SHIPPING MIDDLE EAST DMCC.	LIMESTONE IN BULK	Load Port : Mina Saqr ,UAE Discharge Port – Chittagong,Bangladesh
	2nd:	LOUIS DREYFUS COMPANY FREIGHT ASIA PTE LTD	COAL IN BULK	Load Port : Meulaboh,indonesia Discharge Port – Navlakhi,India
	3rd:	OCEAN TRADE SHIPPING	AGGREGATE IN BULK	Load Port – FUJAIRAH, UAE Discharge Port – Chittagong
	4rd:	TMC MIDDLE EAST	COAL IN BULK	Load Port – MEULABOH, INDONESIA Discharge Port –BHAVNAGAR, INDIA INDIA
	5th:	OCEAN TRADE SHIPPING	LIMESTONE IN BULK	Load Port – MINA SAQR, UAE Discharge Port – Chittagong
	6th:	Propel Shipping Pte Ltd	Dolomite in Bulk	Load Port – Duqm,Oman Discharge Port – Mumbai, India
	7th:	XO Middle East DMCC	Aggregate In Bulk	Load Port – Fujairah (UAE) Discharge Port – Male(Maldives)
	8th:	MUR shipping Pte ltd.	Indonesian Steam Coal	Load Port – Meulaboh (Indonesia) Discharge Port – Hazira
	9th:	Ocean Trade shipping Pte Ltd.	Gypsum in Bulk.	Load Port – Salalah (Oman) Discharge Port – Chittagong(Bangladesh)
	10th:	Panbulk – LLC (Dubai)	Aggregate In Bulk	Load Port – Fujairah (UAE) Discharge Port – Chittagong(Bangladesh)
1.45	Specify the security level at which the ship is currently operating (ISSC):			SECURITY LEVEL 1
2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate:	07-Aug-2023	07-AUG-2023	14-June-2027
2.2	Safety Radio Certificate:	21-Jun-2022	07-AUG-2023	14-Jun-2027

2.3	Safety Construction Certificate:	21-Jun-2022	24-AUG-2023	14-Jun-2027
2.4	Loadline Certificate:	21-Jun-2022	24-AUG-2023	14-Jun-2027
2.5	Safety Management Certificate (SMC):	03-May-2023		02-Nov-2023
2.6	Document of Compliance (DOC):	03-Sept-2021	27-Sept-2023	16-Sept-2026
2.7	Gear survey:	03-Apr-2021	14-Apr-2023	n/a
2.8	Cargo securing manual:	17-Jun-2016		n/a
2.9	International Oil Pollution Prevention Certificate (IOPPC):	21-Jun-2022	07-AUG-2023	14-Jun-2027
2.10	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	18-06-2023		17-12-2023
2.11	USCG COFR:	06-Jul-2021		06-Jul-2024
2.12	International Ship Security Certificate (ISSC):	03-May-2023		02-Nov-2023

3.	CREW MANAGEMENT			
3.1	Number of Officers:	9 Officers including Master		
3.2	Number of crew:	13 Crew		
3.3	Name and nationality of Master:	Capt. SYED RAZA HAIDER RIZVI		
3.4	Nationality of Officers:	Indian		
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:	n1584154-skp	DNV	
4.3	Safety Management (SMC) certificate number / issuing authority:	DBA0/SPD/20211223135412	BV	
	State outstanding recommendations, if any:	Nil		

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 9002	
5.			
CARGO ARRANGEMENTS			
Holds			
5.1	Number of holds:	5	
5.2	Hold dimensions:	1 - 27.88x32.25x16.49, 2 - 31.16x32.25x16.49, 3 - 29.52x32.25x16.49, 4 - 31.16x32.25x16.49, 5 - 29.52x32.25x16.49.	
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:	13009.86	12401
	Hold #2:	15333.25	14708
	Hold #3:	14553.08	13924
	Hold #4:	15333.27	14708
	Hold #5:	13404.64	12764
	Total:	71634.1	68505
5.5	Is vessel strengthened for the carriage of heavy cargoes?	Yes	
5.6	If yes, state which holds may be left empty:	2 and 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:	1-25 t/m, 2- 20 t/m, 3- 25 t/m, 4- 20 t/m, 5- 25 t/m.	
5.10	Are holds CO2 fitted?	Yes, all holds fitted	
5.11	Are holds fitted with smoke detection system?	Yes, all holds fitted	
5.12	Is vessel fitted with Australian type approved holds ladders?	Yes, all holds fitted	
5.13	Has vessel a functioning class certified loadmaster/loadicator or similar calculator?	Yes,	
5.14	Are holds hopped at:	All holds hopped	
	Hold side?	BOTH SIDE	
	Forward bulkhead?	Forward bulkhead without hopper	
	Aft bulkhead?	Aft bulkhead without hopper.	
5.15	Can vessel's holds be described as box	No	

	shaped?	
5.16	Measurement of any tank slopes/hoppering: (height and distance from vessel's side at tank top)	4.60 m, 7.00 m
5.17	Flat floor measurement of cargo holds at tank top:	1 - 27.88m x (10.74m +23.82m), 2 - 28.70m x 23.82m, 3 - 27.06m x 23.82m, 4 - 28.70m x 23.82m, 5 - 27.06m x (23.82+9.06m).
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:	Epoxy Paint "Hempadur mastic"
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:	Weather-tight double skin folding type with flat top and out-placed hydraulic cylinders. TSS makers
5.24	Hatch dimensions:	1 – 18.86m x 18.26m, 2, 3, 4 & 5 – 21.32m x 18.26m
5.25	Hatch span (distance from front of forward hatch to aft of rear hatch):	140.0 m
5.26	Strength of hatch covers:	Not strengthened for additional load
5.27	Number, diameter and location of cement holes	2 per hatch cover, diameter = 750 mm
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):	Hold 1: 3.0 m, Hold 2: 4.0m Hold 3: 4.0 m Hold 4: 4.0 m Hold 5: 4.0 m
5.29	Distance from bow to fore of 1st hold opening:	16.40 m
5.30	Distance from stern to aft of last hold opening:	32.80 m
5.31	State deck strength:	cargo on deck not allowed
Ballast		
5.32	Capacity of ballast tanks (100%):	16333.35 cbm
5.33	Ballast holds capacity, state which hold(s):	14553.08 cbm
5.34	Vessel's ballasting time / rate of ballasting:	24 hrs 800 cbm/hrs

5.35	Vessel's deballasting time / rate of deballasting:	24 hrs	800 cbm/hrs +12 hours stripping
5.36	Unpumpable quantity:	About 350 mt	
6. CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)			
6.1	If geared state make and type:	Electro hydraulic driven jib type fixed single deck crane of 30mt SWL, ss300200-280b x 4 sets/ship, IHI WMMP	
6.2	Number/location of derricks/cranes:	4 pcs/ between 1 and 2, between 2 and 3, between 3 and 4, between 4 and 5 cargo holds.	
6.3	Maximum outreach of gear beyond ships rail	12.0 m	
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	12.0 m	
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:	<p>Loading: About 2.5 min, (Pick cargo from jetty 2 meter below ship's hand rail, 45 degree slew, drop in middle of cargo hold just below the height of hatch coaming and</p> <p>45 degree slew back open grab to pick cargo 2 meter below ship's hand rail from jetty.</p> <p>Discharging : About 2,5 min (Pick cargo from middle of cargo hold just below the height of hatch coaming, 45 degree slew, drop on jetty 2 meter below ship's hand rail</p> <p>& 45 degree slew bring back open grab to pick cargo from middle of cargo hold just below the height of hatch coaming)</p>	
6.7	Hoisting time of gear:	Hook Hook: 30mt x 20m/min, 18 mt x 30m/min, Grab 6mt x abt 60m/min. Grab: 24 mt x 20m/min	
6.8	Luffing time of gear:	71 sec @ angle 20 ~ 80 deg	
6.9	Slewing time of gear:	0.4 RPM ~ 150 Seconds @ 0 deg Angle	
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:	<p>MZGL 12500-6-B,12.5CBM(3 grabs), 12000-6-B-S,12.0CBM (1 grab) & RBC 25-2.5,1.0-6,12 (Remote control grab 6-12m3) (1 grab) SWL 25 t (cargo particle size grabs are designed -1 – 50 mm)</p>	

	Capacity:	5.5 – 12.5 cbm(3 grabs)//6-12 cbm(1 grab) / 6-12 cbm (1 remote control grab)		
	Power source of grabs:	440 volt", 60 Hz		
	Location of power source:	Each end of jib		
6.13	Does vessel have enough power to run 4 cranes and 4 shore grabs (if applicable). If not pls state how many?	Yes		
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:	No		
6.16	Is vessel log racks fitted?	No		
6.17	Timber Loadline (if applicable)	Deadweight	Draft	TPC
	Summer:	Metric Tonnes	n/a	n/a
	Winter:	Metric Tonnes	n/a	n/a
	Winter North Atlantic:	Metric Tonnes	n/a	n/a
	Fresh water:	Metric Tonnes	n/a	n/a
	Tropical:	Metric Tonnes	n/a	n/a
	Tropical fresh water:	Metric Tonnes	n/a	n/a
7.	CONTAINER BULKERS/MULTI PURPOSE (ONLY TO BE COMPLETED IF APPLICABLE)			
7.1	Capacity in direct stow of TEU/FEU basis empty tanks:	n/a		n/a
	Capacity in direct stow of TEU/FEU basis full tanks:	n/a		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-MAN B&W 6S50MC-C, maker MITSUI ENGINEERING & SHIPBUILDING CO.LTD		
8.3	BHP / RPM of main engine at MCR:	100 %	MCR power 9480 KW	at 127 rpm
8.4	BHP / RPM of main engine at NCR (as % of MCR):	90% from MCR %	NCR power 8532 KW	at 122.6 rpm 90% from MCR
Fuel				
8.5	What type/viscosity of fuel is used for main propulsion:	VLSFO-380 cst + LSMGO		
	Capacity of main engine bunker tanks (excluding unumpables):	VLSFO-1914 cbm + LSMGO-285 cbm		
8.6	What type/viscosity of fuel is used in the generating plant:	VLSFO-380 cst + LSMGO		
	Capacity of aux engine(s) bunker tanks (excluding unumpables):	VLSFO-1914 cbm + LSMGO-285 cbm		
Speed				
8.7	Ballast:	abt. 12.0 kn on abt. 22.5 mt/d VLSFO380Cst + 0.1 MT LSMGO		
	Laden:	abt. 12.0 kn on abt. 25.5 mt/d VLSFO 380CST + ab0.1 MT LSMGO		
Consumptions				
8.8	Passage	Main	Aux	
	Ballast:	25.5 / 12.0	2.5	
	Laden:	25.5 / 12.0	2.5	
8.9	In Port	Main	Aux	
	Working:		5.50 mt IFO	
	Idle:		4.5 mt/d IFO_incl. Boiler consumption	
	Other (specify):	In port gear working IFO gear working 24 hours: 5.5 mt IFO. Consumption at sea/in port: abt 0.1 mt/d MDO MDO/MGO vessel may consume additional MDO when entering/leaving ports during maneuvering and sailing in shallow waters, rivers, canals, heavy weather, restricted visibility etc.		

9.	MISCELLANEOUS	
Communications and Electronics		
9.1	Call sign:	V7OQ9
9.2	Vessel's INMARSAT number:	453843230 / 453843231
9.3	Vessel's telex number:	+852 58082685 // +881 677105359
9.4	Vessel's fax number:	
9.5	Vessel's email address:	master@tristarprosperity.tristar.commbox.com
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	538007142
9.7	Vessel's onboard electrical supply (V / Hz):	440 Volt / 60 hz, secondary supply: 220 Volt / 60 hz.
Constants/Fresh Water		
9.8	Constants excluding fresh water:	650 mt about
9.9	Daily freshwater consumption:	About About 7-8 Mt Mt
9.10	Fresh water capacity:	433 Mt
9.11	State capacity and daily production of evaporator:	Abt 17 mt/day
9.12	Normal fresh water reserve:	250 mt
Insurance		
9.13	P & I Club - Full style:	West of England Ship Owners Mutual Insurance Association (Luxembourg) RCS
9.14	P & I Club coverage:	Luxembourg B8963, 31 Grand Rue, L-1661 Luxembourg, G.D. Luxembourg
9.15	Where is the owners hull and machinery placed:	Gallagher,London
9.16	Hull & Machinery insured value:	12700000 USD
Vetting		
9.17	Is the vessel RIGHTSHIP approved:	Yes
9.18	Date/Place of last RIGHTSHIP Inspection:	26 SEPT 2023/ Mina Saqr,UAE
Port State Control		
9.19	Date and place of last Port State Control inspection:	25-Sept-2023 / Mina Saqr, UAE
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:	04 Nos. Deficiencies
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

Number of mooring lines in use (at least 16 pcs) :