

Instructions: Please fill out all the white and yellow textboxes in this questionnaire. A date must be entered in the yellow textboxes. Once the questionnaire is complete please email it to support@Baltic99.com and we will load the data into the database.

1 GENERAL INFORMATION	
1,1	Date updated: 09-Jun-23
1,2	Vessel's name: ECO BUSHFIRE
1,3	IMO number: 9561344
1,4	Vessel's previous name(s) and date(s) of change:
	Ex-name Date of Change
	Last: VASILIS / 01 JUNE 2021
	2nd: MARATHA PARAMOUNT
	3rd:
	4th:
1,5	Flag: Marshall Island
1,6	Port of Registry: MAJURO
1,7	Type of vessel: BULK CARRIER
1,8	Type of hull: DOUBLE HULL
Ownership and Operation	
1,9	Registered owner - Full style: Company: DRY BULK INTERNATIONAL TRADING AND SHIPPING INC.
	Address: Trust Company Complex Ajeltake Road, Ajeltake Island MH96960, Majuro, Marshall Islands
	Tel: 2106252849
	Telex: n/a
	Fax: 2106252817
	Email: maritime@brave.gr
1,10	Parent company/group to which the owner belongs - Full style: Company: n/a
	Address: n/a
	Tel: n/a
	Telex: n/a
	Fax: n/a
	Email: n/a
1,11	Technical operator - Full style: Company: Brave Maritime Corp. Inc.
	Address: 331, Kifissias Avenue, 145 61 Kifissia, Athens, Greece
	Tel: 2106252849
	Telex: n/a
	Fax: 2106252817
	Email: safety@brave.gr
1,12	Commercial operator - Full style: Company: Brave Maritime Corp. Inc.
	Address: 331, Kifissias Avenue, 145 61 Kifissia, Athens, Greece
	Tel: 2106252849
	Telex: n/a
	Fax: 2106252817

		Email: safety@brave.gr		
1,13	Disponent owner - Full style:	Company:		
		Address:		
		Tel:		
		Telex:		
		Fax:		
		Email:		
1,14	Does disponent owner have vessel on time charter or bareboat:			
1,15	Since when vessel has been under Disponent owner:			
1,16	Number of vessels in disponent owner's fleet:			
Builder				
1,17	Builder (where built) / Yard number:	HAKODATE DOCK Co.,Ltd, JAPAN	852	
1,18	Date delivered (built):	27-Apr-11		
Classification				
1,19	Classification society:	Lloyds Register		
1,20	Class notation:	100A1, ShipRight ACS (B), *IWS, LI, LMC,		
1,21	If Classification society changed, name of previous society:	Nipon Kaiji Kyokai		
1,22	If Classification society changed, date of change:			
1,23	Date and place of last dry dock:	16-Feb-22	ZHOUSHAN	
1,24	Date next dry dock is due:	26-Apr-26		
1,25	Date of last special survey / next survey due:	27-Apr-21	26-Apr-26	
1,26	Date of last annual survey / next survey due:	23-Feb-23	27-Apr-24	
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):	175,53 meters		
1,30	Length Between Perpendiculars (LBP):	167,0 meters		
1,31	Extreme breadth (Beam):	29,4 meters		
1,32	Moulded depth:	13,7 meters		
1,33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	40,4 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 (ballast holds not flooded, basis 50% bunkers):	10,03 meters	9,82 meters	9,57 meters
	Full ballast condition (ballast holds flooded, basis 50% bunkers):			
	Light condition (basis 50% bunkers):	15,1 meters	13,17 meters	11,4 meters
	Fully laden condition:	5,96 meters	5,96 meters	5,96 meters
1,35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):			
Tonnages				
1,36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	19785	10395	
1,37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	20201	18263	
1,38	Panama Canal Net Tonnage (PCNT):	16.518		
Loadline Information				
1,39	Loadline	Deadweight	Draft	TPC
	Summer:	32081,0 MT	9,64 meters	45,21

Winter:	31179,0 MT	9,44 meters	45,04 MT
Winter North Atlantic:			
Fresh water:	32080,0 MT	9,858 meters	45,4 MT
Tropical:	32987,0 MT	9,84 meters	45,39 MT
Tropical fresh water:			
Full ballast condition:			
Lightship:	7469,0 MT	3,44 meters	39,9 MT
FWA at summer draft:			218,0 millimeters

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):	DWT AT 9.64M (SG 0.9954 = 30939 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:	Pollution: No Detail: Grounding: No Detail: Casualty: No Detail: Collision: No Detail:
1,44	Voyage History	Medasia/ Freight Force/ Compass Rose ALUMINUM PRODUCTS/ NUTCOKE IN BULK/ PHOSPHATE Samalaju - Rotterdam Barranquilla - Samalaju Tampa - Barranquilla
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:	19-Feb-22	23-Feb-23	26-Apr-26
2,2	Safety Radio Certificate:	25-Aug-21	23-Feb-23	26-Apr-26
2,3	Safety Construction Certificate:	19-Feb-22	23-Feb-23	26-Apr-26
2,4	Loadline Certificate:	19-Feb-22	23-Feb-23	26-Apr-26
2,5	Safety Management Certificate (SMC):	11-Dec-21		10-Dec-26
2,6	Document of Compliance (DOC):	8-Nov-21	11-Oct-22	21-Jul-26
2,7	Gear survey:	1-Jun-21		
2,8	Cargo securing manual:	11-Apr-11		
2,9	International Oil Pollution Prevention Certificate (IOPPC):	19-Feb-22	23-Feb-23	26-Apr-26
2,10	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate:	12-May-23		11-Nov-23
2,11	USCG COFR:	14-Oct-22		30-Sep-23

2,12	International Ship Security Certificate (ISSC):	11-Dec-21		10-Dec-26
3 CREW MANAGEMENT				
3,1	Number of Officers:	9		
3,2	Number of crew:	11		
3,3	Name and nationality of Master:	RODAVIA MARIO C	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:	PIR2111891/MAI	LLOYDS REGISTER	
4,3	Safety Management (SMC) certificate number / issuing authority:	2135936	LLOYDS REGISTER	
	State outstanding recommendations, if any:	NONE		
4,4	Is the vessel operated under a Quality Management System?	N/A		
	If Yes, what type of system (ISO9002 or IMO Resolution A.741(18)):			
5 CARGO ARRANGEMENTS				
Holds				
5,1	Number of holds:	5		
5,2	Hold dimensions:			
	Hold #1:	L=25.25, F=6.8, A=25.5, H=12.66 M		
	Hold #2:	L=27.05M, W=25.5M, H=12.66 M		
	Hold #3:	L=27.05M, W=25.5M, H=12.66 M		
	Hold #4:	L=27.05M, W=25.5M, H=12.66 M		
	Hold #5:	L=25.5, F=25.5, A=10, H=12.66M		
	Hold #6:			
	Hold #7:			
	Hold #8:			
	Hold #9:			
	Hold #10:			
	Hold #11:			
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:	5492,79 cu. m	5415,67 cu. m	
	Hold #2:	9077,99 cu. m	8774,61 cu. m	
	Hold #3:	9077,99 cu. m	8777,84 cu. m	
	Hold #4:	8961,51 cu. m	8490,67 cu. m	
	Hold #5:	7883,23 cu. m	7811,03 cu. m	
	Hold #6:			
	Hold #7:			
	Hold #8:			
	Hold #9:			
	Total:	40493,51 cu. m	39269,82 cu. m	
5,5	Is vessel strengthened for the carriage of heavy cargoes?	No		
5,6	If yes, state which holds may be left empty:			
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 (uniform load):			

	Hold #1:	20,0 sq. m
	Hold #2:	20,0 sq. m
	Hold #3:	20,0 sq. m
	Hold #4:	20,0 sq. m
	Hold #5:	20,0 sq. m
	Hold #6:	
	Hold #7:	
	Hold #8:	
	Hold #9:	
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
5,13	Has vessel a functioning class certified loadmaster/loadicator or similar calculator?	Yes
5,14	Are holds hopped at:	
	Hold side?	Yes
	Forward bulkhead?	No
	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):	LOWER DB HOPPER HEIGHT FM TANK TOP = 4 MTR, DIST FM VESSEL SIDE ON TANK TOP,
5,17	Flat floor measurement of cargo holds at tank top:	
	Hold #1:	F= 06.80 M / A = 25.50 M / L = 25.25 M
	Hold #2:	F= 25.50 M / A = 25.50 M / L = 27.05 M
	Hold #3:	F= 25.50 M / A = 25.50 M / L = 27.05 M
	Hold #4:	F= 25.50 M / A = 25.50 M / L = 26.05 M
	Hold #5:	F= 25.50 M / A = 10.00 M / L = 25.50 M
	Hold #6:	
	Hold #7:	
	Hold #8:	
	Hold #9:	
5,18	Are vessel's holds electrically ventilated?	No
	If yes, state number of air-changes per hour basis empty holds:	
5,19	Type of hold paint:	Pure Epoxy based Anti-corrosive paint
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?	No
Deck and Hatches		
5,22	Number of hatches:	5
5,23	Make and type of hatch covers:	5 HO HA McGregor hydraulic end folding type
5,24	Hatch dimensions:	
	Hatch #1:	12.75 x 13.60
	Hatch #2:	19.55 x 19.60
	Hatch #3:	19.55 x 19.60
	Hatch #4:	19.55 x 19.60
	Hatch #5:	19.55 x 19.60
	Hatch #6:	
	Hatch #7:	
	Hatch #8:	
	Hatch #9:	
5,25	Hatch span (distance from front of forward hatch to aft of rear hatch):	126,0 meters
5,26	Strength of hatch covers:	
	Hatch #1:	Vertical Sea Load: 46.5-41.5kn/m2 Horizontal Sea Load: 175kn/m2

	Hatch #2:	Vertical Sea Load: 36.1-34.3kn/m2 Horizontal Sea Load: 175kn/m2
	Hatch #3:	Vertical Sea Load: 34.3kn/m2 Horizontal Sea Load: 175kn/m2
	Hatch #4:	Vertical Sea Load: 34.3kn/m2 Horizontal Sea Load: 175kn/m2
	Hatch #5:	Vertical Sea Load: 34.3kn/m2 Horizontal Sea Load: 175kn/m2
	Hatch #6:	
	Hatch #7:	
	Hatch #8:	
	Hatch #9:	
5,27	Number, diameter and location of cement holes:	# / Diameter Location
	Hatch #1:	40 cm F:PORT A:STBD
	Hatch #2:	40 cm F:PORT A:STBD
	Hatch #3:	40 cm F:PORT A:STBD
	Hatch #4:	40 cm F:PORT A:STBD
	Hatch #5:	40 cm F:PORT A:STBD
	Hatch #6:	
	Hatch #7:	
	Hatch #8:	
	Hatch #9:	
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):	NO 1 = 7.0 M / 20.60 M, NO 2 = 5.0 M / 24.60 M, NO 3 = 5.0 M / 24.60 M, NO 4 = 5.0 M / 24.60 M, NO 5 = 5.0 M / 24.60 M
5,29	Distance from bow to fore of 1st hold opening:	18,2 meters
5,30	Distance from stern to aft of last hold opening:	31,3 meters
5,31	State deck strength:	3,93 sq. m
Ballast		
5,32	Capacity of ballast tanks (100%):	
	Tank #1:	1356,51 1356,51
	Tank #2:	1380,72 1380,72
	Tank #3:	1419,15 1419,15
	Tank #4:	1114,98 1114,98
	Tank #5:	1161,27 1161,27
	Tank #6:	AFT 751.89
	Tank #7:	FPT 220.73
	Tank #8:	
	Tank #9:	
	Tank #10:	
	Tank #11:	
	Tank #12:	
	Tank #13:	
	Total:	6432,63 cu. m 6432,63 cu. m
5,33	Ballast holds capacity, state which hold(s):	N/A
5,34	Vessel's ballasting time:	20,0 hours
	Vessel's rate of ballasting:	1300,0 cu. m per hour
5,35	Vessel's deballasting time:	24,0 hours
	Vessel's rate of deballasting:	1300,0 cu. m per hour
5,36	Unpumpable quantity:	150,0 cu. meters
6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)		
6,1	If geared state make and type:	MITSUBISHI ELECTRO HYDRAULIC
6,2	Number of derricks:	
	SWL of derricks:	
	Number of cranes:	4

	SWL of cranes:	30,0 MT		
	Location of derricks/cranes:	between hatch cover 1-2, 2-3, 3-4, 4-5		
6,3	Maximum outreach of gear beyond ships rail:	9,3 meters		
6,4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	9,3 meters		
6,5	If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch coaming:			
6,6	Time needed for full cycle with maximum cargo lift on hook:	240,0 seconds		
6,7	Hoisting time of gear:	18,5 meters per minute		
6,8	Luffing time of gear:	48,0 seconds		
6,9	Slewing time of gear:	0,7 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:			
	Type:	SMAG RADIO CONTROL		
	Capacity:	12,0 Metric Tonnes		
	Power source of grabs:	500,0 Amps	12,0 Volts	
	Location of power source:	INSIDE GRAB		
6,13	Does vessel have enough power to run 4 cranes and 4 shore grabs (if applicable). If not pls state how many?	YES for vessel's gear only		
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:			
6,16	Is vessel log racks fitted?	No		
6,17	Timber Loadline (if applicable)	Deadweight	Draft	TPC
	Summer:	33,275 MT	9.64 mtr	45.4
	Winter:	32,034 MT	9.611 mtr	45.1
	Winter North Atlantic:	31,263 MT	9.440 mtr	45.0
	Fresh water:	33,274 MT	9.858 mtr	45.4
	Tropical:	34,213 MT	9.84 mtr	45.6
	Tropical fresh water:	34,192 MT	10.058 mtr	45.6
7	CONTAINER BULKERS/MULTI PURPOSE (ONLY TO BE COMPLETED IF APPLICABLE)			
7,1	Capacity in direct stow of TEU/FEU basis empty tanks:			
	Capacity in direct stow of TEU/FEU basis full tanks:			
7,2	Are all containers within reach of vessel's gear?			
7,3	If no, state self sustained capacity:			
7,4	If vessel fitted with all permanent and loose fittings/lashing materials for			
7,5	Is vessel fitted with recessed holes/shoes on tanktop and container shoes on weatherdeck and hatch covers?			
7,6	Advise stack weights and number of tiers on/under deck per TEU:			
	Advise stack weights and number of tiers on/under deck per FEU:			
7,7	Has vessel a container spreader on board?			
7,8	Number and type of reefer plugs:			
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:	MITSUBISHI	6UEC45LSE	
8,3	BHP / RPM of main engine at MCR:	100%	9300,0 bhp	129,0 rpm
8,4	BHP / RPM of main engine at NCR (as % of MCR):	85,00%	7905,0 bhp	122,2 rpm
	Fuel			
8,5	What type/viscosity of fuel is used for main propulsion:	VLSFO		

	Capacity (100%) of main engine bunker tanks (excluding unpumpables):		
	Tank #1:	293,24 cu. meters	
	Tank #2:	294,56 cu. meters	
	Tank #3:	222,61 cu. meters	
	Tank #4:	293,32 cu. meters	
	Tank #5:		
	Tank #6:		
	Tank #7:		
	Total:		1103,73 cu. meters
8,6	What type/viscosity of fuel is used in the generating plant:	VLSFO	
	Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):		
	Tank #1:		55,8 cu. meters
	Tank #2:		23,96 cu. meters
	Tank #3:		198,67 cu. meters
	Tank #4:		
	Tank #5:		
	Tank #6:		
	Tank #7:		
	Total:		278,43 cu. meters
Speed			
8,7	Ballast:		
	Laden:		
Consumptions			
8,8	Passage	Main/day	Aux/day
	Ballast:		
	Laden:		
8,9	In Port	Main/day	Aux/day
	Working:		
	Idle:		
	Other (specify):		
9 MISCELLANEOUS			
Communications and Electronics			
9,1	Call sign:	V7SE4	
9,2	Vessel's INMARSAT number:	453849149	
9,3	Vessel's telex number:	453836456	
9,4	Vessel's fax number:		
9,5	Vessel's email address:	ecobushfire@brave.gr	
9,6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	538003632	
9,7	Vessel's onboard electrical supply (V / Hz):	110v/60Hz - 440V/60Hz	
Constants/Fresh Water			
9,8	Constants excluding fresh water:		250,0 Metric Tonnes
9,9	Daily freshwater consumption:		4,0 MT per day
9,10	Fresh water capacity:		200,0 cu. meters
9,11	State capacity of evaporator:		15,0 cu. meters
	State daily production of evaporator:		8,0 cu. meters
9,12	Normal fresh water reserve:		150,0 Metric Tonnes
Insurance			
9,13	P & I Club - Full style:	Company:	NORTH OF ENGLAND P&I
		Address:	Regus house, Harcourt Centre, Block 4, Harcourt Road, Dublin 2, D02 HW77, Ireland
		Tel:	353 (0)1 477 3051
		Telex:	
		Fax:	

		Email:	nepia.com	
9,14	P & I Club coverage:		1000000000	
9,15	Where is the owners hull and machinery placed:		Genova	
9,16	Hull & Machinery insured value:	US\$:		19.500.000
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:		23-May-23	Samalaju
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				