

**THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)**

Version 2

<b>1 GENERAL INFORMATION</b>			
1.1	Date updated:	30.06.2024	
1.2	Vessel's name:	M.V. APINYA NAREE	
1.3	IMO number:	9680944	
1.4	Vessel's previous name(s) and date(s) of change:	NOT APPLICABLE	
1.5	Flag:	SINGAPORE	
1.6	Port of Registry:	SINGAPORE	
1.7	Type of vessel:	CEMENT CARRIER	
1.8	Type of hull:	DOUBLE	
<b>Ownership and Operation</b>			
1.9	Registered owner - Full style:	ABC TWO PTE. LTD. , 20 MCCALLUM STREET, #19-01 TOKIO MARINE CENTRE, SINGAPORE 069046	
1.1	Parent company/group to which the owner belongs - Full style:	PRECIOUS SHIPPING CO PVT LTD	
1.11	Technical operator - Full style:	GREAT CIRCLE SHIPPING AGENCY LTD. 8/35 NORTH SATHORN ROAD, BANGKOK 10500 , THAILAND	
1.12	Commercial operator - Full style:	ULTRATECH CEMENT LTD., B-WING, 2ND FLOOR, AHURA CENTRE, ANDHERI-EAST. MUMBAI 4500093	
1.13	Disponent owner - Full style:	SAME AS ABOVE	
1.14	Does disponent owner have vessel on time charter or bareboat:	TIME CHARTER	
1.15	Since when vessel has been under Disponent owner:	Apr-14	
1.16	Number of vessels in disponent owner's fleet:	5	
<b>Builder</b>			
1.17	Builder (where built) / Yard number:	SHANHAIGUAN	(CC200-01)
1.18	Date delivered (built):	25-Mar-14	
<b>Classification</b>			
1.19	Classification society:	NIPON KAIJI KYOKAI	
1.2	Class notation:	NS* (PSPC-WBT)(PSCM)(IWS)MNS*	
1.21	If Classification society changed, name of previous society:	NO	
1.22	If Classification society changed, date of change:	NO	
1.23	Date and place of last dry dock:	10-04-2024	COLOMBO
1.24	Date next dry dock is due:	24-03-2027	
1.25	Date of last special survey / next survey due:	10-04-2024	24-03-2029
1.26	Date of last annual survey / next survey due:	01.04.2023	24.03.2025
1.27	Is vessel entered in classification approved enhanced survey program?	NO	
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	
<b>Dimensions</b>			
1.29	Length Over All (LOA):	157.0 M	
1.3	Length Between Perpendiculars (LBP):	147.418	
1.31	Extreme breadth (Beam):	25.50 M	
1.32	Moulded depth:	13.00 M	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	43.37MTRS	
1.34	Distance from waterline to top of "CENTRE LOADING POINT" top of hatch covers if side-rolling hatches	No1. Hatch	Midships Last Hatch
	Ballast condition: (ballast holds not flooded, basis 50% bunkers)		12.90MTRS

	Full ballast condition: (ballast holds flooded, basis 50% bunkers)		NA			
	Fully laden condition:		8.50MTRS			
1.35	Distance from keel to top of "centre loading point"		17.90MTRS			
<b>Tonnages</b>						
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):		15198	5541		
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):		16830.53	16005.65		
1.38	Panama Canal Net Tonnage (PCNT):		12736			
<b>Loadline Information</b>						
1.39	Loadline	Deadweight	Draft	TPC		
	Summer:	21135.50	9.20	35.91		
	Winter:	20447.50	9.008	35.7664		
	Winter North Atlantic:	20447.5	9.008	35.7664		
	Fresh water:	21134.598	9.398	36.0684		
	Tropical:	21826.488	9.392	36.0636		
	Tropical fresh water:	21811.648	9.59	36.222		
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers ) (about)	14530	5.08	31.9		
	Lightship: Draft: Displacement :		2.777	7406.222		
	FWA at summer draft:		0.1987M			
	TPC on summer draft		35.91			
<b>Is vessel fitted for:</b>						
1.4	Transit of Panama Canal?		YES			
	If yes, state deadweight all told on 39ft 6in / 12.039m (SG 0.9954):		N/A			
	If yes, is Panama deadweight all told affected by vessel's bilge turn radius?		N/A			
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:					
<b>Recent Operational History</b>						
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	<b>Voyage History</b>					
	Voy#	Charterer	Cargo	Load-Discharge Ports		
	Last:	ULTRATECH	CEMENT IN BULK	PIPAVAV- COCHIN		
	2 <sup>nd</sup> :	ULTRATECH	CEMENT IN BULK	PIPAVAV- COCHIN		
	3 <sup>rd</sup> :	ULTRATECH	BALLAST	PIPAVAV- COCHIN		
	4 <sup>th</sup> :	ULTRATECH	BALLAST	PIPAVAV- COCHIN		
	5 <sup>th</sup> :	ULTRATECH	CEMENT IN BULK	COLOMBO-PIPAVAV		
1.45	Specify the security level at which the ship is currently operating (ISSC):			ONE		

2	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate:	10.04.2024		24.03.2029
2.2	Safety Radio Certificate:	10.04.2024		24.03.2029
2.3	Safety Construction Certificate:	10.04.2024		24.03.2029
2.4	Loadline Certificate:	10.04.2024		24.03.2029
2.5	Safety Management Certificate (SMC):	01/07/2024		09/08/2029
2.6	Document of Compliance (DOC): D187155-071221F-MLT	04-11-2020	09.10.2023	19-11-2025
2.7	Cargo Gear survey:	10.04.2024		24.03.2029
2.8	Cargo securing manual:	NA	NA	NA
2.9	International Oil Pollution Prevention Certificate (IOPPC):	10.04.2024		24-03-2029

2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	03.03.2024		02.09.2024
2.11	USCG COFR:		N/A	
2.12	International Ship Security Certificate (ISSC):	01/07/2024		09/08/2029

<b>3 CREW MANAGEMENT</b>				
3.1	Number of Officers: (including Master)	13		
3.2	Number of crew:	13		
3.3	Name and nationality of Master:	CAPT. AVILO ROSARIO CARDOSO / INDIAN		
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:	20TB-M0076SGPDO	NIPON KAIJI KYOKAI
4.3	Safety Management (SMC) certificate number / issuing authority:	19BY-M0068SMC	NIPON KAIJI KYOKAI
	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)):	ISO 14001:2004	

5 CARGO ARRANGEMENTS			
Holds			
5.1	Number of holds:	4 NOS	
5.2	Hold dimensions: L x B x H	24.75X18.1X12 /NO 2,3// NO 1 25.5X16.5X12// NO4/25.5X18.02X12	
5.3	Are vessel's holds clear and free of any obstructions?	N.A.	
5.4	Capacity, by hold, excluding wing/topside tanks but including hatchways:	100% CEMENT	98%
	Hold #1:	5050.50	4949.20
	Hold #2:	5380.20	5272.50
	Hold #3:	5384.60	5276.10
	Hold #4:	5514.90	5403.90
	Hold #5:		
	Total:	21330.20	20901.70
5.5	Is vessel strengthened for the carriage of heavy cargoes?	NO	
5.6	If yes, state which holds may be left empty:	NA	
5.7	Is tanktop steel suitable for grab discharge?	N.A.	
5.8	State whether bulkhead corrugations are vertical or horizontal:	VERTICAL	
5.9	Tanktop strength:	NA	
5.1	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?	NO	
5.13	Has vessel a functioning class certified loadmaster/loadicator or similar calculator?	YES	
5.14	Are holds hopped at:		
	Forward bulkhead?	YES	
	Aft bulkhead?	YES	
5.15	Can vessel's holds be described as box shaped?	YES	
5.16	Measurement of any tank slopes/hoppering: (height and distance from vessel's side at tank top)	NA	
5.17	Flat floor measurement of cargo holds at tank top: L x W	NA	
5.18	Are vessel's holds electrically ventilated?	NA	
	If yes, state number of air-changes per hour basis empty holds:	N/A	

5.19	Type of hold paint:	EPOXY
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?	NA
5.21	Is the vessel fitted with A60 Steel Bulkhead?	YES
<b>Deck and Hatches</b>		
5.22	Number of hatches:	4 ENCLOSED HOLD
5.23	Make and type of hatch covers:	N.A.
5.24	Hatch dimensions: (Length X Breadth)	MANHOLES
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	105.75 MTR
5.26	Strength of hatch covers:	N/A
5.27	Number, diameter and location of cement holes	N/A
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):	N/A
5.29	Distance from bow to fore of 1 <sup>st</sup> hold opening:	38.775 MTR
5.3	Distance from stern to aft of last hold opening:	61.125 MTR
5.31	State deck strength:	N/A
<b>Ballast</b>		
5.32	Capacity of ballast tanks (100%):	7770.4
5.33	Ballast holds capacity, state which hold(s):	N.A.
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	15.42 HRS/ 500 CU MTR PER PUMP BOTH BALLASTING AND DEBALLASTING
5.35		
5.36	Unpumpable quantity:	50 MT

<b>6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)</b>				
6.1	If geared state make and type:		MAKE TTS / ELECTRO- HYDRAULIC	
6.2	Number/location of derricks-/ cranes:		2x 12T(SWL) MIDSHIPS, PROV CRANE 2T PORT AFT	
6.3	Maximum outreach of gear beyond ships rail		*****	
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:		NA	
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	10 MTRS/ MIN WITHOUT LOAD	
6.8	Luffing time of gear:		70 SECS	
6.9	Slewing time of gear:		PER MIN / 1 REVOLUTION	
6.1	Is gear combinable for heavy lift?		N/A	
6.11	Are winches electro-hydraulic?		YES	
6.12	If vessel has grabs on board - state:		NO	
	Type:		N/A	
	Weight:		N.A.	
	Lifting Capacity:		N/A	
	Power source of grabs:		N/A	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?		N/A	
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?		NO	
6.17	Timber Loadline (if applicable)	Deadweight	Draft	TPC
	Summer:			
	Winter:			
	Winter North Atlantic:			
	Fresh water:			
	Tropical:			

	Tropical fresh water:			
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7			
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 above number of TEU/FEU?		
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:		YMD MAN B&W 7S35MC7.1	
8.3	BHP / RPM of main engine at MCR:	100%	5180 KW	173 RPM
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	4403 KW	160 RPM
8.5	GENERATORS :		2x1672kw + 2 x 538kw	
Fuel				
8.5	What type/viscosity of fuel is used for main propulsion:		HFO viscosity below 380cSt at 50°C & MGO	
	Capacity (100%) of main engine bunker tanks (excluding unpumpables):		HFO :1035 MT + MGO :81MT	
8.6	What type/viscosity of fuel is used in the generating plant:		HFO viscosity below 380cSt at 50°C & MGO (HFHSD)VISCOCITY AT 40 C - 2.0 TO 5.0 CST	
	Capacity (100%) of aux engine(s) bunker tanks (excluding unpumpables):		HFO 1035 + MGO 81 MT	
Speed				
8.7	Ballast:	ABT	13.00KTS	
	Laden:	ABT	13.00KTS	
Consumptions				
8.8	Passage		Main	Aux
	Ballast:	ABT	14.1 Mt	2.4 Mt
	Laden:	ABT	14.6 Mt	2.4 Mt
8.9	In Port			
	Working:		nil	Ldg mech, pneum/4.2 mt, Dischg mech/ 6.5 mt pne/17.5 mt
	Idle:		nil	small :2.3,Big : 3.2 mt
	Other (specify): Vsl burns extra IFO/MDO when grabs are operating	ABT	NA	NA

9	MISCELLANEOUS	
Communications and Electronics		
9.1	Call sign:	9V2250
9.2	Vessel's INMARSAT – C number:	456402411
9.3	Vessel's telephone number:	+870773222780
9.4	Vessel's fax number:	NA
9.5	Vessel's email address:	<a href="mailto:vessel@preciousshopping.com">vessel@preciousshopping.com</a>
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	564023000
9.7	Vessel's onboard electrical supply (V / Hz):	3ph- 440 Vac 60 Hz ,2ph- 220V, Sph -24 VDC
Constants/Fresh Water		
9.8	Constants excluding fresh water:	495 mt
9.9	Daily freshwater consumption:	8 TONS
9.1	Fresh water capacity:	393 mt

9.11	State daily production of evaporator:	12 mt
9.12	Normal fresh water reserve:	50 MT
<b>Insurance</b>		
9.13	P & I Club - Full style:	SKULD
9.14	P & I Club coverage:	USD 1 billion for oil pollution/ USD 3 billion for claim for passengers, crew, and all other persons any one event any one vsl
9.15	Where is the owners hull and machinery placed:	THE SWEDISH CLUB
9.16	Hull & Machinery insured value:	US\$ 19,200,000
<b>Vetting</b>		
9.17	Is the vessel RIGHTSHIP approved:	NO
9.18	Date/Place of last RIGHTSHIP Inspection:	NA
<b>Port State Control</b>		
9.19	Date and place of last Port State Control inspection:	29/06/2023 AT PIPAVAV
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:	NONE
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
<b>10 SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES</b>		
10.1		