

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

Version 2

1 GENERAL INFORMATION			
1.1	Date updated:	31/Mar/2024	
1.2	Vessel's name:	APIRADEE NAREE	
1.3	IMO number:	9613410	
1.4	Vessel's previous name(s) and date(s) of change:	N.A	
1.5	Flag:	SINGAPORE	
1.6	Port of Registry:	SINGAPORE	
1.7	Type of vessel:	BULK CARRIER	
1.8	Type of hull:	STEEL	
Ownership and Operation			
1.9	Registered owner - Full style:	PRECIOUS COMFORTS PTE LTD	
1.1	Parent company/group to which the owner belongs - Full style:	PSL-PRECIOUS SHIPPING PUBLIC COMPANY LIMITED ,BANGKOK THAILAND	
1.11	Technical operator - Full style:	GREAT CIRCLE SHIPPING AGENCY LTD	
1.12	Commercial operator - Full style:	Precious Shipping Public Company Ltd. 8/27-28, North Sathorn Road, Bangkok 10500, Thailand Tel: +66 2 696 8800 Fax : +66 2 633 8460	
1.13	Disponent owner - Full style:	ULTRATECH CEMENT LTD. <sup>B</sup> WING AHURA CENTRE 3RD FLOOR MAHAKALI CAVES ROAD ANDHERI ( EAST ) MUMBAI 400093 INDIA	
1.14	Does disponent owner have vessel on time charter or bareboat:	TIME CHARTER	
1.15	Since when vessel has been under Disponent owner:	17TH OCT'2011	
1.16	Number of vessels in disponent owner's fleet:	5	
Builder			
1.17	Builder (where built) / Yard number:	YANGZHOU GUOYU SHIPYARD CHINA	GY807
1.18	Date delivered (built):	2011	
Classification			
1.19	Classification society:	BV	
1.2	Class notation:	#20724D	
1.21	If Classification society changed, name of previous society:	NA	
1.22	If Classification society changed, date of change:	NA	
1.23	Date and place of last dry dock:	16/04/2022	QINHUANGDAO, CHINA
1.24	Date next dry dock is due:	Apr-27	
1.25	Date of last special survey / next survey due:	16-Apr-22	17-Apr-27
1.26	Date of last annual survey / next survey due:	24/May/23	23/May/24
1.27	Is vessel entered in classification approved enhanced survey program?		
1.28	Does vessel comply with IACS unified requirements regarding number 1 cargo hold and double bottom tank steel structure?		
	Has this compliance been verified by the classification society?		
Dimensions			
1.29	Length Over All (LOA):	189.99M	
1.3	Length Between Perpendiculars (LBP):	185M	
1.31	Extreme breadth (Beam):	32.26M	
1.32	Moulded depth:	18.0M	
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	45.86M	
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)	15.5m	15m 13m
	Full ballast condition: (ballast holds flooded, basis 50% bunkers)	12.67m	12.47m 12.26m
	Fully laden condition:	8.53m	8.53m 8.53m

1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	20.5m		
<b>Tonnages</b>				
1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):		33032	19231
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT): ID:47118		31575.1	
1.38	Panama Canal Net Tonnage (PCNT):			
<b>Loadline Information</b>				
1.39	Loadline	Deadweight	Draft	TPC
	Summer:	56512.2	12.800	58.8
	Winter:	54941.5	12.533	58.7
	Winter North Atlantic:	N/A	N/A	N/A
	Fresh water:	56512.2	13.088	58.9
	Tropical:	58085.5	13.067	58.9
	Tropical fresh water:	58085.5	13.355	59.0
	Full Ballast condition: (ballast holds not flooded, basis 50% bunkers ) (about)	18138	6.13	53.3
	Lightship: Draft: F 0.69m / A 4.52m Displacement : 11169 mt			
	FWA at summer draft:		288 mm	
	TPC on summer draft		58.8	
<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):		47417MT	
	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	
<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:	OLDENDROFF CARRIERS	COAL IN BULK	Muara Berau -INDIA
	2 <sup>nd</sup> :	OLDENDROFF CARRIERS	IRON ORE PALLETS	New Mangalore-Guangzhou
	3 <sup>rd</sup> :	OLDENDROFF CARRIERS	COAL IN BULK	Taboneo -Tuticorin/Okha
	4 <sup>th</sup> :	EFE DENIZCILIK SAN TIC LTD STI	WHEAT IN BULK	Constanta - Phu My/Cai Mep,Vietnam
	5 <sup>th</sup> :	HYUNDAI GLOVIS	STEEL SCRAP	Tilbury , UK - Alexandria , Egypt
1.45	Specify the security level at which the ship is currently operating (ISSC):			1

2	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate:	16/Apr/2022	14/Mar/2024	17/Apr/2027
2.2	Safety Radio Certificate:	16/Apr/2022	14/Mar/2024	17/Apr/2027
2.3	Safety Construction Certificate:	16/Apr/2022	15/Mar/2024	17/Apr/2027
2.4	Loadline Certificate:	16/Apr/2022	14/Mar/2024	17/Apr/2027
2.5	Safety Management Certificate (SMC):	5/Dec/2022		17/Jan/2028
2.6	Document of Compliance (DOC):	4/Nov/2020	9/Oct/2023	19/Nov/2025
2.7	Cargo Gear survey:	16/Apr/2022	14/Mar/2024	17/Apr/2027
2.8	Cargo securing manual:	31/Jul/2012		
2.9	International Oil Pollution Prevention Certificate (IOPPC):	16/Apr/2022	14/Mar/2024	17/Apr/2027
2.1	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE)	12/Jan/2024		11/Jul/2024
2.11	USCG COFR:	10/Apr/2023		10/Apr/2026
2.12	International Ship Security Certificate (ISSC):	5/Dec/2022		17/Jan/2028

3	CREW MANAGEMENT
3.1	Number of Officers: (including Master)
	13

3.2	Number of crew:	10
3.3	Name and nationality of Master:	CAPT. AVILO ROSARIO CARDOSO
3.4	Nationality of Officers:	INDIAN / THAI
3.5	Nationality of crew:	INDIAN / THAI
3.6	What is the common working language onboard:	ENGLISH
3.7	Do officers speak and understand English?	YES

<b>4 SAFETY MANAGEMENT</b>		
4.1	Is the vessel ISM certified?	YES
4.2	Document of Compliance (DOC) certificate number / issuing authority:	20TB-M0076SGPDOC NK
4.3	Safety Management (SMC) certificate number / issuing authority:	22JK-M0106SMC NK
	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 9001:2000

<b>5 CARGO ARRANGEMENTS</b>		
<b>Holds</b>		
5.1	Number of holds:	5
5.2	Hold dimensions: L x B x H	No.1/17.88m X 32.26mX16.76m , No.2/31.16mX32.26mX16.72m, No.3/29.52mX32.26mX16.72m , No.4/31.16mX32.26mX16.72m, No.5/29.52mX32.26mX16.72m
5.3	Are vessel's holds clear and free of any obstructions?	YES ALL CLEAR
5.4	Capacity, by hold, excluding wing/topside tanks but including hatchways:	Grain Bale
	Hold #1:	13010 CB.M 12339 CB.M
	Hold #2:	15333 CB.M 14634 CB.M
	Hold #3:	14553 CB.M 13854 CB.M
	Hold #4:	15333 CB.M 14634 CB.M
	Hold #5:	13405 CB.M 12700 CB.M
	Total:	71634 68161
5.5	Is vessel strengthened for the carriage of heavy cargoes?	YES
5.6	If yes, state which holds may be left empty:	HOLDS 2,4 MAY BE 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:	No.1/25t/m2 No.2/20t/m2 No.3/25t/m2 No.4/20t/m2, No.5/25t/m2
5.1	Are holds CO2 fitted?	YES
5.11	Are holds fitted with smoke detection system?	YES
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:	ON PORT AND STARBOARD SIDES
	Forward bulkhead?	NA
	Aft bulkhead?	NA
5.15	Can vessel's holds be described as box shaped?	YES
5.16	Measurement of any tank slopes/hopping: (height and distance from vessel's side at tank top)	HOLD NO1:-F/9.2M A/3.2M HOLD NO.5:-F/3.2M A/11.2M
5.17	Flat floor measurement of cargo holds at tank top: L x W	No.1/21.86mX18.26m, No.2/29.52mX23.824m, No.3/27.06mX23.824m, No.4/28.7mX23.824m, No.5/27.06X23.824m(0.064m)
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:	CHUGOKU, BANNOH 500
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	AS PER SUMMER DWT 53700MT MAX KEEPING NO.3 HOLD SLACK
5.21	Is the vessel fitted with A60 Steel Bulkhead?	Yes
<b>Deck and Hatches</b>		
5.22	Number of hatches:	5
5.23	Make and type of hatch covers:	MAC GREGOR FOLDABLE HYDRAULIC
5.24	Hatch dimensions: (Length X Breadth)	No.1/18.86m X 18.26m No2-5/21.32m X 18.26m
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	140.22

5.26	Strength of hatch covers:	0.865 tone f/m2
5.27	Number, diameter and location of cement holes	2 CEMENT HOLES EACH HOLD DIA/0.80M
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):	7M
5.29	Distance from bow to fore of 1 <sup>st</sup> hold opening:	16.92 m
5.3	Distance from stern to aft of last hold opening:	33.38 m
5.31	State deck strength:	0.865 tonne f/m2
<b>Ballast</b>		
5.32	Capacity of ballast tanks (100%):	30867 M3
5.33	Ballast holds capacity, state which hold(s):	HOLD 3/14553 M3
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of deballasting	900 CBM/HR
5.35		
5.36	Unpumpable quantity:	200 MT

<b>6 CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)</b>			
6.1	If geared state make and type:	MC GREGOR, ELECTRO-HYDROLIC	
6.2	Number/location of derricks-/ cranes:	NO2/BETWEEN #2 AND #3 NO.3/BETWEEN #3 AND #4 NO4/BETWEEN #4 AND #5	
6.3	Maximum outreach of gear beyond ships rail	11.87 m	
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	11.0M FROM SHIPS RAIL OUTWARD	
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:	15M/MIN	
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook	36M/MIN
		Grab	23M/MIN
6.8	Luffing time of gear:	MAX-MIN RADIUS 65SEC	
6.9	Slewing time of gear:	0.9REV/MIN	
6.1	Is gear combinable for heavy lift?	NO	
6.11	Are winches electro-hydraulic?	YES	
6.12	If vessel has grabs on board - state:	MAKE :-SMAG(PEINIER MOTOR DUAL SCOOP GRAB)	
	Type:	MZGL 12500-6B	
	Weight:	8850KG	
	Lifting Capacity:	19MT/6.0-12.5CBM	
	Power source of grabs:	400/440V	50/60 Hz three phase
	Location of power source:	ON ALL FOUR CRANES	
6.13	Does vessel have enough power to run 4 cranes and 4 shore grabs (if applicable). If not pls state how many?	4 CRANES WITH GRABS	
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
	Summer:		NA
	Winter:		NA
	Winter North Atlantic:		NA
	Fresh water:		NA
	Tropical:		NA
	Tropical fresh water:		NA

<b>7</b>			
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	
<b>8 ENGINE ROOM, SPEED AND CONSUMPTION</b>			
8.1	Is vessel fitted with a shaft generator?	N.A	
<b>Engine Room</b>			
8.2	Engine make/model and type:	DIESEL WARTSILA 6RT-FLEX 50-B	
8.3	BHP / RPM of main engine at MCR:	100%	(9480Kw x max 124rpm)
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85%	7240Kw X 116RPM
8.5	GENERATORS :	DAIHATSU 5DK 20, 660Kw MAX 900RPM	
<b>Fuel</b>			
8.5	What type/viscosity of fuel is used for main propulsion:	RMG 380 CST SPECS : ISO 8217 2017 VLSFO ( Sulphur< 0.5%) + In ECA area, DMA, ISO 8217 2017, LSMGO (Sulphur < 0.1%)	
	Capacity (100%) of main engine bunker tanks (LSIFO + HSIFO; excluding unumpables):	1924CBM	
8.6	What type/viscosity of fuel is used in the generating plant:	RMG 380 CST SPECS : ISO 8217 2017 VLSFO ( Sulphur< 0.5%) + In ECA area, DMA, ISO 8217 2017, LSMGO (Sulphur < 0.1%)	
	Capacity (100%) of aux engine(s) bunker tanks (LSMGO + HSMGO; excluding unumpables):	139CBM	
<b>Speed</b>			
8.7	Ballast:	ABT	AS PER VESSEL DESCRIPTION
	Laden:	ABT	
<b>Consumptions</b>			
8.8	Passage	Main	Aux
	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	
<b>9 MISCELLANEOUS</b>			
<b>Communications and Electronics</b>			
9.1	Call sign:	9V6452	
9.2	Vessel's INMARSAT – C number:	456663110 / 456663111	
9.3	Vessel's telephone number:	00870 773203663	
9.4	Vessel's fax number:	-	
9.5	Vessel's email address:	Apiradeenaree@speedmailplus.com	
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	56631000	
9.7	Vessel's onboard electrical supply (V / Hz):	220V/440V	
<b>Constants/Fresh Water</b>			
9.8	Constants excluding fresh water:	350 MT	
9.9	Daily freshwater consumption:	8 MT	
9.1	Fresh water capacity:	465 MT	
9.11	State daily production of evaporator:	22 MT	
9.12	Normal fresh water reserve:	40 MT(EACH TANK)	
<b>Insurance</b>			
9.13	P & I Club - Full style:	SKULD SINGAPORE	
9.14	P & I Club coverage:	AS PER P&I RULES	
9.15	Where is the owners hull and machinery placed:	THE SWEDISH CLUB SWEDEN	
9.16	Hull & Machinery insured value:	AS PER VESSEL DESCRIPTION	
<b>Vetting</b>			
9.17	Is the vessel RIGHTSHIP approved:	YES ( 4 STAR )	
9.18	Date/Place of last RIGHTSHIP Inspection:		
<b>Port State Control</b>			
9.19	Date and place of last Port State Control inspection:	16-01-2024 / PHU MY	
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.	NONE	

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10	SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES
10.1	