

THE BALTIC EXCHANGE DRY CARGO QUESTIONNAIRE (BALTIC99)



1.	GENERAL INFORMATION	
1.1	Date updated:	Oct 30, 2020
1.2	Vessel's name:	Interlink Priority
1.3	IMO number:	9721425
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable
1.5	Flag:	Marshall Islands
1.6	Port of Registry:	Majuro
1.7	Type of vessel:	Bulkcarrier
1.8	Type of hull:	Double Hull

Ownership and Operation		
1.9	Registered owner - Full style:	OCY Innuksuac 4 Limited. c/o Priority Maritime LLC Trust Company Complex, Ajeltake Road, Ajeltake Island, Majuro, Marshall Islands MH 96960
1.10	Parent company/group to which the owner belongs - Full style:	Richmond House, 12 Par-La_Ville Road, Hamilton HM 08, Bermuda Tel: +1 441 297 5000
1.11	Technical operator - Full style:	Bernhard Schulte Shipmanagement (Hong Kong) Limited Partners 2602, K Wah Centre 191 Java Road North Point Hong Kong Tel: +852-2561-8838 Fax: +852-2561-8803 Email: hk-smc-fleet@bs-shipmanagement.com
1.12	Commercial operator - Full style:	Interlink Maritime Corp. Tel: +1 441 2975000 Email: operations@interlinkmaritime.com
1.13	Disponent owner - Full style:	
1.14	Does disponent owner have vessel on time charter or bareboat:	
1.15	Since when vessel has been under Disponent owner:	Sep 29, 2015
1.16	Number of vessels in disponent owner's fleet:	

Builder		
1.17	Builder (where built) / Yard number:	Taizhou Kouan Shipbuilding Co. Ltd, No.66 South Longwo Road, TK1021
1.18	Date delivered (built):	Sep 29, 2015

Classification		
1.19	Classification society:	American Bureau of Shipping
1.20	Class notation:	
1.21	If Classification society changed, name of previous society:	Lloyds Register
1.22	If Classification society changed, date of change:	Sep 29, 2015
1.23	Date and place of last dry dock:	Sep 29, 2015 Taizhou Kouan Shipbuilding Co. Ltd,
1.24	Date next dry dock is due:	Nov 09, 2020
1.25	Date of last special survey / next survey due:	Nov 09, 2020
1.26	Date of last annual survey / next survey due:	Sep 12, 2019 Oct 28, 2020
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

1.29	Length Over All (LOA):		179.95 Metres
1.30	Length Between Perpendiculars (LBP):		177 Metres
1.31	Extreme breadth (Beam):		32.00 Metres
1.32	Moulded depth:		15.00 Metres
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	43 Metres	
1.34	Distance from waterline to top of hatch coamings or top of hatch covers if side-rolling hatches	No1. Hatch	Midships
	Normal Ballast condition: (cargo holds not flooded, basis 50% bunkers)	11.20 Metres	10.27 Metres
	Full ballast condition: (cargo holds flooded, basis 50% bunkers)	9.80 Metres	9.70 Metres
	Light condition (basis 50% bunkers):	16.13 Metres	13.93 Metres
	Fully laden condition:	6.51 Metres	6.40 Metres
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	16.90 Metres	16.90 Metres

Tonnages

1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	25,546	13,042
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	27,161.05	24,257.95
1.38	Panama Canal Net Tonnage (PCNT):		21,304

Loadline Information

1.39	Loadline	Deadweight	Draft	TPC
	Summer:	387,009.30 Metric Tonnes	10.50 Metres	53.90 Metric Tonnes
	Winter:	37,530.20 Metric Tonnes	10.281 Metres	53.90 Metric Tonnes
	Winter North Atlantic:			
	Fresh water:	38,712.90 Metric Tonnes	10.727 Metres	54 Metric Tonnes
	Tropical:	39,891.30 Metric Tonnes	10.719 Metres	54 Metric Tonnes
	Tropical fresh water:	39,868.90 Metric Tonnes	10.946 Metres	54.20 Metric Tonnes
	Normal ballast condition:	13,271.50 Metric Tonnes	5.5224 Metres	47.90 Metric Tonnes
	Lightship:	10,154 Metric Tonnes	2.268 Metres	42.60 Metric Tonnes
	FWA at summer draft:			227 Millimetres

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):	38,712 Metric Tonnes
	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 / Grounding: No / Casualty: No / Collision: No /
1.44	Voyage History	
	Voy#	Charterer
	Last:	LDC
	2nd:	LDC
	3rd:	LDC
	4th:	LDC
	5th:	LDC
	Cargo	
		Pig iron
		MOP
		Steel Slabs
		Sugar
		PG MOP
	Load-Discharge Ports	
		Vitoria/Zhuhai
		Klaipeda/Rio Grande
		St. Petersburg/Ghent
		Santos/Casablanca
		St. Petersburg Paranagua/Vitoria
1.45	Specify the security level at which the ship is currently operating (ISSC):	Level 1



2.1	Safety Equipment Certificate:	Sep 29, 2015	Sep 12, 2019	Oct 28, 2020
2.2	Safety Radio Certificate:	Aug 29, 2020	Aug 29, 2020	Sep 28, 2025
2.3	Safety Construction Certificate:	Sep 29, 2015	Sep 12, 2019	Oct 28, 2020
2.4	Loadline Certificate:	Sep 29, 2015	Sep 12, 2019	Oct 28, 2020
2.5	Safety Management Certificate (SMC):	Jan 23, 2016	Not Applicable	Jan 22, 2021
2.6	Document of Compliance (DOC):	Apr 24, 2017	Jun 10, 2015	Apr 03, 2022
2.7	Gear survey:	Sep 29, 2015	Sep 29, 2015	Permanent
2.8	Cargo securing manual:	Sep 29, 2015	Sep 29, 2015	Permanent
2.9	International Oil Pollution Prevention Certificate (IOPPC):	Sep 29, 2015	Sep 12, 2019	Oct 28, 2020
2.10	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	Oct 19, 2020		Apr 19, 2021
2.11	USCG COFR:	Not Applicable		Not Applicable
2.12	International Ship Security Certificate (ISSC):	Jan 23, 2016		Jan 22, 2021

3.	CREW MANAGEMENT		
3.1	Number of Officers:		7
3.2	Number of Ratings:		14
3.3	Name and nationality of Master:	Liu Shi Feng / Chinese	
3.4	Nationality of Officers:	Chinese, 1 Russian	
3.5	Nationality of Ratings:	Chinese	
3.6	What is the common working language onboard:	English	
3.7	Do officers speak and understand English?	Yes	

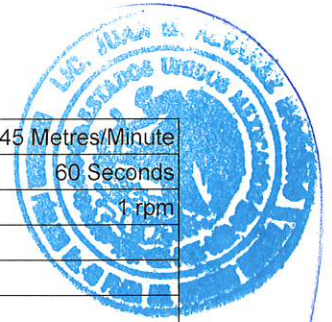
4.	SAFETY MANAGEMENT		
4.1	Is the vessel ISM certified?	Yes	
4.2	Document of Compliance (DOC) certificate number / issuing authority:	HKG1245010/C	Lloyd's Register
4.3	Safety Management (SMC) certificate number / issuing authority:	15265571-2992193-001	ABS
	State outstanding recommendations, if any:		
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)):	ISO9002	

5.	CARGO ARRANGEMENTS		
Holds			
5.1	Number of holds:	5	
5.2	Hold dimensions:	Hold #1: 4.2x12.8/16.5x16.2x12.7x13.72 Hold #2, #3, #4: 20.0 X 27.0 X 13.72 Hold #5: 4.5 X 16.2 / 9.6 X 25 X 13.72	
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:	7,719.79 Cu. Metres	
	Hold #2:	11,238.94 Cu. Metres	
	Hold #3:	10,954.51 Cu. Metres	
	Hold #4:	11,248.04 Cu. Metres	
	Hold #5:	9,735.68 Cu. Metres	
	Hold #6:		
	Hold #7:		
	Hold #8:		
	Hold #9:		
	Total:	50,896.96 Cu. Metres	0 Cu. Metres
5.5	Is vessel strengthened for the carriage of heavy cargoes?	Yes	
5.6	If yes, state which holds may be left empty:	# 2 & 4	
5.7	Is tanktop steel suitable for grab discharge?	Yes	



5.9	Tanktop strength:	25.0 MT/sqm
5.10	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:	
	Hold side?	No (Yes in holds 1 and 5)
	Forward bulkhead?	No
	Aft bulkhead?	No
5.15	Can vessel's holds be described as box shaped?	Yes (Yes in holds 2, 3 and 4)
5.16	Measurement of any tank slopes/hoppering: (height and distance from vessel's side at tank top)	Hold # 1: 28.4m (L) x 19.5m (W Aft) and 4.23 m (W Fwd) Hopper & Top wing Tanks. Hold #2 ~#4: 28.0m(L) x 27.0 m(W) Hold #5: 28.0m(L X 4.5m(W Aft and 25.0m (W Fwd)
5.17	Flat floor measurement of cargo holds at tank top:	10.5
5.18	Are vessel's holds electrically ventilated?	Yes
	If yes, state number of air-changes per hour basis empty holds:	6
5.19	Type of hold paint:	Epoxy
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:	TTS,Huati/Folding type steel hatch
5.24	Hatch dimensions:	Hatch #1: 9.6M/6.40M x 20.8 M / 16.2M-Wide Hatch #2, #3, #4, #5: 20 X 27M
5.25	Hatch span (distance from front of forward hatch to aft of rear hatch):	
5.26	Strength of hatch covers:	3.0 MT/sqm
5.27	Number, diameter and location of cement holes	nil
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):	H1 4.6m/26.6m , H2-H5 2m/30m
5.29	Distance from bow to fore of 1st hold opening:	15.60 Metres
5.30	Distance from stern to aft of last hold opening:	34.75 Metres
5.31	State deck strength:	2.50 MT/sqm
Ballast		
5.32	Capacity of ballast tanks (100%):	16,776.67 Cu. Metres
5.33	Ballast holds capacity, state which hold(s):	No.2 cargo hold can be partially ballasted with 3150 mt for panama canal transit
5.34	Vessel's ballasting time / rate of ballasting:	12.0 Hours 1,400 Cu. Metres/Hour
5.35	Vessel's deballasting time / rate of deballasting:	13.08 1,400 Cu. Metres/Hour
5.36	Unpumpable quantity:	200 Cu. Metres

6.	CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)	
6.1	If geared state make and type:	MacGREGOR, GLB3026-2/2426-2
6.2	Number/location of derricks/cranes:	x 30 Metric Tonnes Center
6.3	Maximum outreach of gear beyond ships rail	10 Metres
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:	10 Metres
6.5	If gantry cranes/horizontal slewing cranes - state minimum clearance distance crane hook to top of hatch coaming:	



6.7	Hoisting time of gear:	45 Metres/Minute		
6.8	Luffing time of gear:	60 Seconds		
6.9	Slewing time of gear:	1 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:			
	Capacity:	x		
	Power source of grabs:			
	Location of power source:			
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:			
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:			

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 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?	No		
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 5S50ME-89.3 / MARINE DIESEL ENGINE		
8.3	BHP / RPM of main engine at MCR:	100 %	8,180.233 bhp	99 rpm
8.4	BHP / RPM of main engine at NCR (as % of MCR):	75 %	6,135.175 bhp	89.90 rpm
Fuel				
8.5	What type/viscosity of fuel is used for main propulsion:	HFO 380 CST		
	Capacity of main engine bunker tanks:	996 Cu. Metres		
8.6	What type/viscosity of fuel is used in the generating plant:	HFO 380 CST		
	Capacity of aux engine(s) bunker tanks:	402.48 Cu. Metres		
Speed				
8.7	Ballast:	14.00 Knots (WSNP)		
	Laden:	14.00 Knots (WSNP)		
Consumptions				
8.8	Consumption of main engine at MCR:			
	Consumption of main engine at NCR:			
	Consumption of generating plant:			



	Laden:		
8.9	In Port	Main	Aux
	Working:		
	Idle:		
	Other (specify):	MT/Day	MT/Day

9. MISCELLANEOUS

Communications and Electronics

9.1	Call sign:	V7GE6
9.2	Vessel's INMARSAT number:	+870 773156064
9.3	Vessel's telex number:	453841890 / 453841891
9.4	Vessel's fax number:	+870 783929404
9.5	Vessel's email address:	master@interlink.priority.bsmfleet.com
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	538005701
9.7	Vessel's onboard electrical supply (V / Hz):	440V/220V/60 HZ

Constants/Fresh Water

9.8	Constants excluding fresh water:	
9.9	Daily freshwater consumption:	5 MT/Day
9.10	Fresh water capacity:	286.24 Cu. Metres
9.11	State capacity and daily production of evaporator:	15 MT/Day 15 Metric Tonnes
9.12	Normal fresh water reserve:	100 Metric Tonnes

Insurance

9.13	P & I Club - Full style:	GARD
9.14	P & I Club coverage:	
9.15	Where is the owners hull and machinery placed:	
9.16	Hull & Machinery insured value:	18,000,000 US\$

Vetting

9.17	Is the vessel RIGHTSHIP approved:	Yes
9.18	Date/Place of last RIGHTSHIP Inspection:	/

Port State Control

9.19	Date and place of last Port State Control inspection:	/
9.20	Has the vessel been detained by Port State Control in the last 12 months?	
	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.	

10. SUPPLEMENTARY INFORMATION FOR SPECIFIC COMMODITIES/TRADES

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June 2008 (BalticExchange.com / Baltic99.com)

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