

1.	GENERAL INFORMATION		
1.1	Date updated:	11 AUGUST 2017	
1.2	Vessel's name:	M.V. ST PINOT	
1.3	IMO number:	959671	
1.4	Vessel's previous name(s) and date(s) of change:	OCEAN HEAVEN	
1.5	Flag:	MARSHALL ISLANDS	
1.6	Port of Registry:	MAJURO	
1.7	Type of vessel:	FLUSH DECK TYPE w/ F'cle	
1.8	Type of hull:	STEEL	
Ownership and Operation			
1.9	Registered owner - Full style:	ONE SHIP LIMITED Trust Company Complex, Ajeltake road, Ajeltake Island, MH96960 Majuro, Marshall Islands	
1.10	Parent company/group to which the owner belongs - Full style:		
1.11	Technical operator - Full style:	SEAQUEST SHIPMANAGEMENT DOO Strossmayerova 8 – 51000 – Rijeka Croatia TEL: +38551232123 FAX: +38551323093 EMAIL: shamrock@sqships.com	
1.12	Commercial operator - Full style:	C TRANSPORT MARITIME S.A.M PHONE: +37797985668 FAX: +37797982306 MOBILE: +33611070076 EMAIL:operations@ctmmc.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:		
1.16	Number of vessels in disponent owner's fleet:		
Builder			
1.17	Builder (where built) / Yard number:	TSUNEISHI SHIPYARD, CEBU, PHILIPPINES	SC 196
1.18	Date delivered (built):	SEPTEMBER 26, 2013	
Classification			
1.19	Classification society:	NKK	
1.20	Class notation:	CLASS NO. 134130	
1.21	If Classification society changed, name of previous society:		
1.22	If Classification society changed, date of change:		
1.23	Date and place of last dry dock:	NIL	NIL
1.24	Date next dry dock is due:	SEPTEMBER 25, 2018	
1.25	Date of last special survey / next survey due:	NIL	25 SEPTEMBER 2018
1.26	Date of last annual survey / next survey due:	11.08.2017	SEPT 25, 2018
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 MTRS	
1.30	Length Between Perpendiculars (LBP):	185.60 MTRS	
1.31	Extreme breadth (Beam):	32.26 MTRS	

1.32	Moulded depth:	18.00 MTRS		
1.33	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	47.546 MTRS		
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: F3.64m / A 6.97m / M 5.31m (ballast holds not flooded, basis 50% bunkers & fw)	16.10 M	15.10 M	14.00M
	Full ballastcondition:Draft: F 8.25m /A 8.98 m /M 8.62m (ballast holds flooded, basis 50% bunkers & fw)	11.90 M	11.70 M	11.40M
	Fully laden condition: Draft: F: 12.83 m / M 12.83m / A 12.83 m	7.40 M	7.40 M	7.40 M
1.35	Distance from keel to top of hatch coamings (or top of hatch covers if side-rolling hatches):	20.05 M	20.05 M	20.05 M

Tonnages

1.36	Gross Tonnage (GT) / Net Registered Tonnage (NRT):	32,311 TONS	19,458 TONS
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):	33,121.99 TONS	30,816.19 TONS
1.38	Panama Canal Net Tonnage (PCNT):	26,790 TONS	

Loadline Information

1.39	Loadline	Deadweight	Draft	TPC
	Summer:	57,949 MT	12.826 M	57.46 MTS
	Winter:	56,415 MT	12.599 M	57.42 MTS
	Winter North Atlantic:	56,425 MT	12.559 M	57.42 MTS
	Fresh water:	57,944 MT	13.120 M	57.52 MTS
	Tropical:	59,483 MT	13.093 M	57.51 MTS
	Tropical fresh water:	59,433 MT	13.387 M	57.57 MTS
	Full Ballast condition: Draft: F3.64m / A6.97m (ballast holds not flooded, basis 50% bunkers & fw) (abt)	16,471 MT	5.31 M	52.03 MT
	Lightship: Draft: F0.84m / A3.60m	Displacement : 9843 mt		
	FWA at summer draft:	294mm		
	TPC on summer draft	57.46 MTS		

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):	51,620 MT
	If yes, is Panama deadweight all told affected by vessel's bilge turn radius?	
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:	NYK
	2 nd :	HSS in Bulk
	3 rd :	HSS in Bulk
	4 th :	Cement
	5 th :	Gypsum
		Steel Coils
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:	Sept 26, 2013		Sept 25, 2018
2.2	Safety Radio Certificate:	Sept 26, 2013		Sept 25, 2018
2.3	Safety Construction Certificate:	Sept 26, 2013		Sep 25, 2018

2.4	Loadline Certificate:	Sep 26, 2013		Sept 25, 2018
2.5	Safety Management Certificate (SMC):	Aug 11 ,2017		Feb 10, 2018
2.6	Document of Compliance (DOC): 5485097-V009-2	May 2, 2016		Mar 14, 2019
2.7	Cargo Gear survey:	Sept 26, 2013		
2.8	Cargo securing manual:	Sept 26, 2013		
2.9	International Oil Pollution Prevention Certificate (IOPPC):	Aug 11, 2017		January 10, 2018
2.10	Ship Sanitation Control (SSCC) / Ship Sanitation Control Exemption (SSCE) Certificate	Aug 11 ,2017		Jan 10, 2018
2.11	USCG COFR:	Aug 9, 2017		Dec 31,2017
2.12	International Ship Security Certificate (ISSC):	Aug 11 ,2017		Feb 10, 2018

3.	CREW MANAGEMENT			
3.1	Number of Officers: (including Master)	8 Officers		
3.2	Number of crew:	19 crew including Master		
3.3	Name and nationality of Master:	PAVLIC MARIJAN – SLOVENIAN		
3.4	Nationality of Officers:	CROATIAN,MONTENEGRO,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:	5727289-R007-3	RINA	
4.3	Safety Management (SMC) certificate number / issuing authority:	IT-17PS-M0124SMI	Marshall Isl.	
	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)):			

5.	CARGO ARRANGEMENTS			
Holds				
5.1	Number of holds:	5		
5.2	Hold dimensions: L x B x H	H1= L: 28m B: 30m H: 18.2m / H2,3 &4= L:31.2m B: 32.26m H: 18.2m / H5= 30.4m B: 32.20m H: 18.2m		
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:	12,720.4 M3	12,092.2 M3	
	Hold #2:	15,378.0 M3	14,853.4 M3	
	Hold #3:	15,320.4 M3	14,848.6 M3	
	Hold #4:	15,384.8 M3	14,878.1 M3	
	Hold #5:	13,886.1 M3	13,450.0 M3	
	Hold #6:			
	Hold #7:			
	Hold #8:			
	Hold #9:			
	Total:	72,689.7 M3	70,122.3 M3	
5.5	Is vessel strengthened for the carriage of heavy cargoes?	YES		
5.6	If yes, state which holds may be left empty:	Hold nos. 2 and 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	Tank top strength:	H1= 25.2 t/m2 / H2=18.3 t/m2 / H3=25.2 t/m2 /		

		H4=18.3 t/m2 / H5= 25.2 t/m2
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?	NO (Spiral ladder)
5.13	Has vessel a functioning class certified loadmaster/loadicator or similar calculator?	YES
5.14	Are holds hopped at:	PORT AND STARBOARD
	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)	H1= HT: AFT: 5.8 – FWD: 5.7M DIST: FWD: 4.6M AFT: 4.13M H2= H: 5.87M DIST: 4.13M H3= H: 5.87M DIST: 4.13M H4= H: 5.87M DIST: 4.13M H5= H: AFT: 12.9M FWD: 5.8M DIST: AFT: 10.2M FWD: 4.13M
5.17	Flat floor measurement of cargo holds at tank top: L x W	H1= L: 27.2M TANK TOP: FWD: 13.6M / AFT: 24M H2= L: 28.2M TANK TOP: FWD: 24M / AFT: 24M H3= L: 27.4M TANK TOP: FWD: 24M / AFT: 24M H4= L: 28.2M TANK TOP: FWD: 24M / AFT: 24M H5= L: 27.4M TANK TOP: FWD: 24M / AFT: 10.8M
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 PAINT/ RED BROWN
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:	FOLDING TYPE
5.24	Hatch dimensions: (Length X Breadth)	H1=L: 17.16M B: 17.0M / H2,3,4 & 5: L: 21.06M W: 18.60M
5.25	Hatch span (distance from front of forward hatch#1 to aft of rear hatch#5):	141.4 MTRS
5.26	Strength of hatch covers:	Hatch Cover 1: 47.44 kN/m2 All the other Hatch Cover: 34.3 kN/m2
5.27	Number, diameter and location of cement holes	2 holes in each hold, one in fwd stb and one in aft port, Diameter: 70cm
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):	6.83 mtrs
5.29	Distance from bow to fore of 1 st hold opening:	18.6 mtrs
5.30	Distance from stern to aft of last hold opening:	30 mtrs
5.31	State deck strength:	3.5 mt/m2
Ballast		
5.32	Capacity of ballast tanks (100%):	Light Ballast: 16,437.6 m3 Heavy Ballast: 31,828.6 m3
5.33	Ballast holds capacity, state which hold(s):	Hold no. 3: 15,391.0 m3
5.34	Vessel's ballasting time / rate of ballasting / Vessel's deballasting time / rate of	Two pump by 950 M3 each
5.35	deballasting	
5.36	Unpumpable quantity:	50 mt
6.	CARGO GEAR (ONLY TO BE COMPLETED IF APPLICABLE)	

6.1	If geared state make and type:			
6.2	Number/location of derricks / cranes:		4 cranes / Location: Crane 1: between H 1 & 2. Crane 2: between H 2 & 3, Crane 3, between H 3 & 4 / Crane 4, between H 4 & 5.	
6.3	Maximum outreach of gear beyond ships rail		9.87 meters	
6.4	Maximum outreach of gear beyond ships rail with maximum cargo lift on hook:		36.21 meters	
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:		0.55 r.p.m.	
6.7	Hoisting time of gear: (Load / Metres Minutes)	Hook Grab	30.5 mts / 18.5 mtrs/ min.	
6.8	Luffing time of gear:		52 secs.	
6.9	Slewing time of gear:		0.55 r.p.m.	
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, 4 GRABS	
	Type:		Hook-on / Radio Controlled Opening single rope.	
	Weight:		9.0 mts	
	Lifting Capacity:		15.0 mts	
	Power source of grabs:		BATTERY OPERATED	
	Location of power source:		Battery receiver attached to the Grabs	
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?		N/A	
6.17	Timber Loadline (if applicable)	Deadweight	N/A	N/A
	Summer:		N/A	N/A
	Winter:		N/A	N/A
	Winter North Atlantic:		N/A	N/A
	Fresh water:		N/A	N/A
	Tropical:		N/A	N/A
	Tropical fresh water:		N/A	N/A

7.			
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:	NA	
	Advise stack weights and number of tiers on/under deck per FEU:	NA	
7.7	Has vessel a container spreader on board?	NA	
7.8	Number and type of reefer plugs:	NA	

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	
8.3	BHP / RPM of main engine at MCR:	100 %	8400 kw 113
8.4	BHP / RPM of main engine at NCR (as % of MCR):	85 %	7,140 kw 107
8.5	GENERATORS :	3 Generators	
Fuel			
8.5	What type/viscosity of fuel is used for main propulsion:	380 cst / Heavy fuel	
	Capacity (100%) of main engine bunker tanks (excluding unumpables):	FO: 1 PORT: 368.2 m3 (100%) FO; 1 STBD: 368.2 m3 (100%) FO: 2 PORT: 391.0 m3 (100%) FO: 2 STBD: 391.0 m3 (100%) FO: 3 PORT: 475.1 m3 (100%) FO: 3 STBD: 174.6 m3 (100%) Settling Tk: 19.9 m3 (100%) FO Serv Tk : 18.1 m3 (100%) FO Serv Tk : 18.6 m3 (100%) No.1 DO Tk : 87.5 m3 (100%) No.2 DO Tk : 53.4 m3 (100%) DO Serv Tk : 23.3 m3 (100%)	
8.6	What type/viscosity of fuel is used in the generating plant:	380 CST/ Heavy Fuel	
	Capacity (100%) of aux engine(s) bunker tanks (excluding unumpables):	Same as above	
Speed			
8.7	Ballast:	ABT	AS PER CP
	Laden:	ABT	AS PER CP
Consumptions			
8.8	Passage		Main Aux
	Ballast:	ABT	AS PER CP AS PER CP
	Laden:	ABT	AS PER CP AS PER CP
8.9	In Port		
	Working:	ABT	AS PER CP
	Idle:	ABT	AS PER CP
	Other (specify): Vsl burns extra IFO/MDO when grabs are operating	ABT	NO
9. MISCELLANEOUS			
Communications and Electronics			
9.1	Call sign:	V7YK3	
9.2	Vessel's INMARSAT – C number:	453 844 595	
9.3	Vessel's telephone number:	870 773 412 090	
9.4	Vessel's fax number:	870 783 939 303	
9.5	Vessel's email address:	stpinol@amosconnect.com	
9.6	Vessel's MMSI No. (Maritime Mobile Selective call Identity Code):	538007639	
9.7	Vessel's onboard electrical supply (V / Hz):	220/ volts / 60 Hz	
Constants/Fresh Water			
9.8	Constants excluding fresh water:	245 mts	
9.9	Daily freshwater consumption:	8 mts / per day	
9.10	Fresh water capacity:	Drinking Water TNK: 156.8 mts Fresh Water TNK: 156.8 mts	
9.11	State daily production of evaporator:	20 mt per day at sea	
9.12	Normal fresh water reserve:	200 mts	
Insurance			
9.13	P & I Club - Full style:	WEST OF ENGLAND Tower Bridge Court,226 Tower Bridge Rd, LONDON SE1 2UP , tel.+44 20 77166000 fax.+44 20 77166100	
9.14	P & I Club coverage:	As per rules	
9.15	Where is the owners hull and machinery placed:	Norwegian Hull Club/>Generali	

9.16	Hull & Machinery insured value:	US\$ 20,000,000
Vetting		
9.17	Is the vessel RIGHTSHIP approved:	
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?	NO
	Any outstanding deficiencies as reported by any Port State Control. If yes, provide details:	NIL
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		

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