



## ST PINOT

Type	Bulk Carrier
IMO	number 9596179
Call Sign	V7YK3
Registered Owner	One Ship Limited
Flag	Marshall Islands
Built	26 Sept 2013
Yard	Tsuneishi, Cebu, Phillipines
Technical Manager	Seaquest Shipmanagement DOO



### Hull Dimensions & Tonnage

Length	overall 189.99 m
L.B.P	185.60 m
Beam	32.26 m
Deadweight Summer	57,949 MT
Draught Summer	12.826 m
TPC	57.46
GT / NT	32, 311 / 19,548
SCGT/SCNT	33,121.99/30,816.19
Moulded Depth	18.0 m
KTM	47.85 m

### Hull and Class

Classification Society	Nippon Kaiji Kyokay (NKK)
P&I Club	West of England
Ice Class	No
Class Notation	A1 Bulk Carrier, BC-A (Holds 2 & 4 may be empty) ESP, AMS, ACCU, CPS, CSR
Main Engine Engine Make	mitsui-MAN B&W 6S50MC-C

Bunker Tank Capacity	1749 m3 (100%) RMG 380 ISO 8217:2012 639 m3 (100%) DMZ ISO 8217:2012 Max 0.1 % sulphur
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### Speed and Consumption

Speed	abt 13.5 knots Laden / abt 14.0 Ballast
Consumption (inc Aux)	abt 32mt IFO and abt 0.2 LS-MGO (aux)
Eco Speed	abt 12 knots Laden / abt 12.5 Ballast
Eco Consumption (inc Aux)	abt 24mt IFO + abt 0.2 LS-MGO (aux)
In Port (Idle)	abt 3.3 mt IFO + abt 0.2 mt LS-MGO
In Port (working)	abt 5.1 mt IFO + abt 1.6 mt LS-MGO

Charterers to allow for vessel to comply with ECA area restrictions and follow procedures introduced to prevent LOP (loss of propulsion) problems when changing over between IFO/MGO, whilst entering or departing from any ECA (emission control zone) area as recommended by engine maker and allow for a 6 hours window for vessel to perform safe changeover in order to comply with ECA regulations. Vessel consumes MGO in the engines while changing ballast water, ballasting/de-ballasting, cleaning vessel's holds, surveys, maintenance, entering and leaving ports/canals and when manoeuvring in hazardous or confined waters.

Speed / consumption under good weather conditions not exceeding Beaufort Force 4 (16 knots maximum) and Douglas sea state 3 (max. wave height 1.25 m) with no adverse current and no negative influence of swell. Abt means - 0.5 knots for speed and + 5% for consumption

The final decision as to the route selection and navigation of the vessel will be the Master's. Evidence of weather conditions will be taken from the vessel's deck logs and independent weather bureau reports. In the event of any discrepancy between the deck logs and the independent weather bureau reports, the deck logs are to prevail. All Details given are about, without guarantee

**Hatch Dimensions**

No.1	17.16 x 17.00 m
No. 2, 3, 4 & 5	21.06 x 18.60 m

**Hold Dimensions (L x B x H)**

No. 1	27.4m x 24m x 13.8m
No. 2	28.2m x 24m
No. 3	27.4m x 24m
No. 4	27.4m x 24m
No. 5	27.4m x 24m x 10.8m

<b>Capacity (m3)</b>	<b>Grain</b>	<b>Bale</b>
No. 1	12,720.40	12,092.20
No. 2	15,378.00	14,853.40
No. 3	15,320.40	14,848.60
No. 4	15,384.80	14,878.10
No. 5	13,886.10	13,450.00
<b>Total (100%)</b>	<b>72,679.70 m3</b>	<b>70,122.30 m3</b>

**Tank top design loading:**

Hold no. 1:	25.20 t/m3
Hold no. 2:	18.30 t/m3
Hold no. 3:	25.20 t/m3
Hold no. 4:	18.30 t/m3
Hold no. 5:	25.20 t/m3

**Hot rolled coil load:**

One and a half (1.5) tiers of 25 mt rolled steel coils on four (4) rows of wooden dunnages per line (1) hot rolled coil. (length 1.5m x 1.83 DIA)

**Cargo Handling**

<b>Hatch cover type</b>	Hydraulic end folding (steel)
<b>Cargo Gear</b>	4 x 30 mt (hook) - 4 x 24 mt (grab) IHI Electric / Hydraulic
<b>Outreach beyond rail</b>	9.87 m
<b>Grabs</b>	12m3 at a cargo of 1.25t/m3