

Vessel : KINATSI	ex-name : Not.appl.	Call sign : DYPH	IMO nr. : 9354052
Flag : Philippine	Port of Registry : Manlla	Inmarsat C :454875410	MMSI : 372354000
Type	Single deck Bulkcarrier	Speed/Consumption	IFO 380 cst MDO
Summer dwat	18,901 mts on 8.44m sw	laden	abt 13.5 knots on abt 21 ml abt 0.2 mt
Winter dwat	18,367 mts on 8.26m sw	Port idle	abt 2.0 mt abt 0.5 mt
Tropical dwat	19,454 mts on 8.62m sw	Port www	abt 3.5 mt abt 0.5 mt
Built	2007	Vessel consumes mdo when manoeuvring and sailing in narrow waterways/canals	
Class	NK	Speed/Cons figures upto Windforce BF 4 / Douglas sea state 3	
L.o.a.	139.92 m	Bunker specifications IFO ISO 8217 : 2010 (E) RMG 380	
Beam	25.0 m	and MDO: ISO 8217 : 2010 (E) DMB	
Depth	11.536 m	However sulphur specs and each delivery and burning of specific types/grades	
Moulded depth	11.50 m	of bunkers always to comply with Marpol regulations a/o EU directives	
GVNt	11,697/6,377	a/o USA a/o any other national regulations including latest amendments.	
Suez Gross/Nett	12028.11/10626.50	No mixing of new bunkers with bunkers already on board.	
Panama	9839 Nett	Vessel is only allowed to work single hook on a single hold	
Holds/hatches	4/4	Constants could be affected due to vst retaining on board	
Type hatchcover	MacGregor hydraulic folding type	hold cleaning water as per MARPOL regulations.	
Gear	3 cranes 30 mts x 15.5 M/min	Bunker tank capacities could be affected due to vessel having to keep	
Gear outreach	cr.1&2 - 9.50 m , cr.3 - 11.50 m	different IFO and MGO grades separated as consequence of compliance	
Grabs	2*10 cbm remote controlled grabs	with Marpol regulations a/o EU directives a/o USA a/o any other national	
Tpc (full cargo sswd)	30.78	regulations including latest amendments.	
Capacities		in case of heavy cargoes to be loaded the max quantity to be in	
I.F.O.	898 m ³ (=80 %)	accordance with vessel's loading manual	
D.O.	50 m ³ (=80 %)		
F.W. + D.W.	334 m ³ (=100%)		
Ballast	6854 m ³ (=100%)		
Constants	150 mts		
F.W. evaporator	10 mts daily production		

Hold	Grain (cft)	Bale (cft)	Hatch size (m)	Holds at tank top: l x b fwd x b aft x h (top hatchcoam.)
no 1:	196,228	191,375	no 1 17.5 x 15 m	23.09 x (12.00/21.98) x 12.08
no 2:	211,616	205,991	no 2 17.5 x 15 m	23.08 x (22.00) x 12.08
no 3:	217,366	211,329	no 3 17.5 x 15 m	23.75 x (21.94) x 12.08
no 4:	192,697	188,111	no 4 17.5 x 15 m	23.00 x (21.95/11.80) x 12.08
Total	817,907	796,806		

Type tanktop	: Steel	Ventilation	: Electrical 6 Airchanges/hr
Tank top strength	: 17 mt/m ²	Suitable grab disch	: yes
H/C strength	: 3,0 mt/m ²	Wing/Hopper tank	: yes
Deck strength	: 4,1 mt/m ²		
Steel Coil	: 15,0mt/unit (1.5x1.5) x 2 tiers (3 layers dunnage)	Draft ft / (m)	DWT/salt (mts)
W/L hatch coaming Summerdraft midship	: abt. 5.06m	27'8" / (8.44)	18,909
W/L hatch coaming Ballast Midship	: abt. 9.06m basis minimum bunkers	27'0" / (8,229)	18,247
Distance Keel - Top hatchcoaming	: abt. 13.50m	26'0" / (7,924)	17,315
W/L topmast	: abt. 29.60m	25'0" / (7,620)	16,395
		24'0" / (7,315)	15,479
		23'0" / (7,010)	14,568
ITF fitted	: National flag		
Lakes fitted	: NO		
Logs fitted	: NO		
Aus h/l fitted	: YES		
Suez/Pan fitted	: YES		
Co2 fitted	: YES		

This vessel is member of an independent fuel testing system (Lintec). Charterers or their representatives are always at liberty to witness the sampling during any bunkering of the vessel under the charter and any discrepancies found between suppliers sample and Lintec sample then the Lintec sample to be final and binding. As long as the lintec test of the HSFO on board has not been completed and the results approved vessel may have to use LSFO or MDO/MGO instead

All details "about" given in good faith
without guarantee

10.04.2013