

# STH Chiba

Builder & Yard	Mitsui Engineering & Shipbuilding, Chiba, Japan
Flag	Marshall Islands
Port of Registry	Majuro
Classification	NK
Last Special Survey	Not applicable
Last Dry-docking	Not applicable
Owner's P&I Club	The Steamship Mutual Underwriting Association (Bermuda) Limited
Number & Nationality of the crew	19; Filipino
ISO/ISM Approved	Yes; DNV-GL
ITF	Yes
IMO Number	9738337
Call Sign	-

## Dimensional Particulars (metric tons; meters)

LOA	199.99
LBP	193.00
Moulded Breadth	32.26
Scantling Deadweight	60,456
Scantling Draft	12.948
Registered GRT	34,551
Registered NRT	19,663
Lightship	10,801
Suez GRT	34,757
Suez NRT	32,073
Panama NRT	28,620
Constants	250 (excluding fresh water)
TPC	60

## Hold Capacities

	Grain Cubic Meters	Bale Cubic Meters
No 1	13,716	13,056
No 2	15,697	14,996
No 3	15,842	15,044
No 4	15,656	14,945
No 5	15,210	14,766
<b>Totals</b>	<b>76,121</b>	<b>76,121</b>

## Flat Tank Top Dimensions (meters) \*

	Length	Breadth (fore/aft)
No 1	29.50	24.30/11.03
No 2	28.80	24.30/24.30
No 3	29.20	24.30/24.30
No 4	28.80	24.30/24.30
No 5	28.80	24.34/11.40

\* outside of corrugations; frames; hopper trimming plates

## Hatch Covers

Type	Electric-hydraulic folding, box construction with manual cleats; no loading of any cargo on deck and/or hatch covers	
Hatch Opening Dimensions (meters)	Length	Breadth
No 1	16.63	18.92
No 2	21.88	18.92
No 3	21.88	18.92
No 4	21.88	18.92
No 5	21.88	18.92

## Distance from Ship's Rail to Hatch Covers/coamings (meters)

No 1	6.20
No 2	6.70
No 3	6.70
No 4	6.70
No 5	6.70

## Cranes

Description	4 x 30mt electric hydraulic driven single jib cranes
Capacity	Safe working load with grabs: 24mt
Max slewing radius	26 meters (at 25°)
Outreach from ship's rail	9.8 meters
Hoisting speed	with grab use 18.5m/min

## Grabs

Manufacturer	Tobu Jukogyo Co. Ltd; Japan
Description	Radio-controlled grab buckets
Size	12/6 cubic meters
No	4

## Air Draft Dimensions (meters)

Keel to top of Mast		48.34
Waterline to top of Mast	<i>In full ballast condition</i>	39.55
	<i>In light ballast condition</i>	41.83
	<i>In fully laden condition</i>	35.392
Waterline to top of Hatch Coaming at Midships basis 50% bunkers	<i>In full ballast condition</i>	13.15
	<i>In light ballast condition</i>	17.33
	<i>In fully laden condition</i>	8.69
Height of hatch above weather deck		2.075

## Engine Equipment

Main Engine	Mitsui-Man B&W 6S50ME-B9 Mark 9
-------------	---------------------------------

## Speed and Consumption

All "about" basis good weather conditions up to and including Beaufort Force 4, no adverse current, no negative swell, with significant wave height up to 1.25 meters; with a clean bottom and clean vertical sides and clean propeller in an open, deep sea condition with sea water temperature maximum 25C and minimum 3C. Consumption figures are based on fuel with a Low Calorific Value of 40,600kj/kg.	
"About" means: 0.5 knot allowance to be applied for speed; 5% allowance to be applied to bunker consumption	
	14k on 27mt HFO + 2mt HFO for auxiliary (laden)
	14k on 22mt HFO + 2mt HFO for auxiliary (in ballast)
	13k on 23mt HFO + 2mt HFO for auxiliary (laden)
	13k on 18mt HFO + 2mt HFO for auxiliary (in ballast)
	12k on 18mt HFO + 2mt HFO for auxiliary (laden)
	12k on 15mt HFO + 2mt HFO for auxiliary (in ballast)
Plus	Additional 2.5mt HFO/day when exchanging ballast due to operation of 2nd auxiliary engine; or when operating in cold climate
Port Consumption (including boiler but excluding maneuvering)	
Idle	3.5mt HFO per day
Working	6mt HFO per day
MDO Consumption	2.5mt per month

## Grades of Fuel

Type of Fuel	Residual fuel in accordance with ISO 8217: 2010 RMG 380 with Sulphur content not exceeding 0.5% m/m
	Distillate fuel in accordance with ISO 8217: 2010 DMA with Sulphur content not exceeding 0.1% m/m

## Fuel Tank Capacities

	Metric Tons	Cubic Meters	Basis Percentage
HFO (incl. settling & service)	1,671	1,760	90%
Diesel Oil (incl. settling & service)	316	358	90%

## Environmental Attributes

NoX Tier II	Yes
Long Range operation with Low Sulphur Diesel Oil	Yes; 250mt in DO tanks
Low GHG (CO2) Emissions	Yes
Ballast Water Treatment System	Yes <i>TECHROSS ECS-300A</i>
Hydrodynamic Hull Form Energy Saving Device	Yes
A60 Bulkhead between Hold # 5 & Engine Room	Yes

## Additional Vessel Characteristics

Suez Canal Fitted	Yes
Panama Canal Fitted	Yes
CO2 Equipped	Yes; all holds and engine room
Loading Alternate Holds	Yes
Fresh Water Evaporator	Yes; 20mt per day
Australian Hold Ladder Fitted	Yes

Please note that the information about all vessels on this document, including without limitation any vessel descriptions, is for information purposes only. Any risk arising from the use of the information shall rest with the recipient and nothing herein shall be construed as constituting any kind of warranty.