Ship’s Basics

Type
General Cargo Vessel

Builder
Damen Shipyards Bergum, Netherlands

Classification
Lloyds Register +100 A1, +LMC,
UMS Ice Class 1D, strengthened for Heavy Cargoes,
equipped for carriage of dangerous goods
according to SOLAS II-2, Reg. 19

Dimensions & Main Data

Tonnage GT/NT
2,545 / 1,460

Deadweight (summer)
3,817 mt

Length o.a.
88.60 m

84.99 m

Beam
12.67 m

Max. draft (summer)
5.42 m

Max. speed
11.5 knots

Service speed
10.5 knots

Consumption at sea
5.4 mt fuel per day

Consumption in port
0.5 mt fuel per day

Fuel on ME
RME 180 / MGO DMA / MDO DMB

Fuel on AE
MGO DMA

Tank capacities
RME 180 abt. 142 cbm
MGO abt. 44 cbm
Ballast abt. 1,384 cbm
Freshwater abt. 55 cbm

Hold and Hatch

Hold and Hatch
1 Hold / 1 Hatches

Hatch cover type
Pontoon type

Cargo hold capacity
5,248 cbm (185,331 cbft)

Floor space under deck
1,613 sqm (16,590 sqft)

Floor space on deck
651 sqm (6,998 sqft)

Deck strengths per sqm
15.00 mt on tanktop
1.60 mt on deck

Tweendeck
n / a

Bulkheads
2 bh / 8 positions

Container Capacity

Capacity
20’ or 40’ + 20’

Hold
108 / 45 / 15

Deck
80 / 40 / 0

Total
188 / 85 / 15

TEU at 14 mt
-

Reeferplugs
0

Stackload
20’ / 40’

Tanktop
60 mt / 75 mt

Deck
20 mt / 30 mt

Special Equipment / Features

IMO classes
Fitted for carriage of dangerous goods of all IMO classes

Other
Bow thruster
Max. speed is calculated basis 85% MCR, ballast condition, no deck cargo, maximum Beaufort 2, no swell, no adverse currents, clean hull and even keel. Service speed and consumption at sea is calculated basis 75% MCR, laden condition, no deck cargo, maximum Beaufort 2, no swell, no adverse currents, clean hull and even keel. Eco speed is the minimum continuous speed in laden condition. Consumption data assumes reefer plugs and shaft generator disconnected but including AE if no shaft generator is installed. Vessel is burning fuel according to ISO 8217. Intake is always subject to vessel's stability, trim, permissible weights and is subject to regulations of visibility. Lifting capacity of vessel's cranes is subject to vessel's stability and can depend on cargo/ballast on board. Container data as well as bale capacity assumes tweendeck ashore. All details including speed and consumption are given in good faith and are about and are given without guarantee. They must not be used as basis for charterparties or contracts without owner's explicit written authority.