4,525 DWT / gearless

Vessel name  Built  IMO no.  Flag
Cimbris  09/2003  9281786  Gibraltar
Ditzum  11/2005  9323651  Gibraltar

Vessel name  Built  IMO no.  Flag
Nordersand  11/2004  9289790  Gibraltar
Randzel  08/2006  9323651  Gibraltar

Ship’s Basics
Type  General Cargo Vessel
Builder  Rousse Shipyard, Bulgaria
Classification  GL + 100 A5 E3 G + MC E3 AUT

equipped for carriage of containers,
strengthened for heavy cargoes,
SOLAS II - 2 Reg. 54

Dimensions & Main Data
Tonnage GT/NT  3,173 / 1,725
Deadweight (summer)  4,525 mt
Length o.a.  98.90 m
Length p.p.  92.50 m
Beam  13.80 m
Max. draft (summer)  5.74 m
Max. speed  13.9 knots
Service speed  12.2 knots
Consumption at sea  10.4 mt fuel per day
Consumption in port  0.7 mt fuel per day
Fuel on ME  RME 180 / MGO DMA / MDO DMB
Fuel on AE  MGO DMA
Tank capacities  RME 180 abt. 275 cbm
MGO DMA / MDO DMB abt. 65 cbm
Ballast abt. 1,865 cbm
Freshwater abt. 42 cbm

Propulsion
Main Engine  MaK 6M32C, 2,880 kW
Aux.-Engines  Caterpillar (Ditzum), 2 x 260 kW
Caterpillar (Nordersand), 2 x 215 kW
Caterpillar (Randzel), 2 x 280 kW
Caterpillar (Cimbris), 2 x 160 kW
Propeller  Controllable pitch propeller

Hold and Hatch
Hold and Hatch  1 Hold / 1 Hatch
Hatch cover type  Pontoon type
Cargo hold capacity  5,720 cbm (202,000 cbft)
Floor space under deck  1,490 sqm (16,038 sqft)
Floor space on deck  790 sqm (8,503 sqft)
Deck strengths per sqm  15.00 mt on tanktop
2.50 mt on tweendeck
1.68 mt on deck
1 height
Bulkheads  2 bh / 9 positions

Container Capacity
Capacity  20’ or 40’ + 20’
Hold  120 / 48 / 24
Deck  162 / 75 / 12
Total  282 / 123 / 36
TEU at 14 mt  152
Reeferplugs  20 on deck
Stackload  20’ / 40’
Tanktop  72 mt / 91.5 mt
Deck  25 mt / 35 mt

Special Equipment / Features
IMO classes  Fitted for carriage of dangerous goods of all IMO classes
Other  Fitted for grain, timber, solid bulks
Bow thruster; Shaft Generator
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.