Ship’s Basics

Type
Multi Purpose Vessel
Singledecker

Builder
Qingshan Shipyard, Wuhan, China

Classification
DNV GL + 100 A5 E G + MC E AUT equipped for carriage of containers, SOLAS II - 2 Reg. 19

Dimensions & Main Data

Tonnage GT/NT
4,454 / 2,141

Deadweight (summer)
5,560 mt (Lómur) / 5,565 mt (Blikur)

Length o.a.
100.60 m

95.90 m

Beam
18.80 m

Max. draft (summer)
6.65 m

Max. speed
16.0 knots

Service speed
15.0 knots

Consumption at sea
17.0 mt fuel per day

Consumption in port
2.0 mt fuel per day (with crane operations)

Fuel on ME
RMG 380 / RME 180 / MGO DMA / MDO DMB

Fuel on AE
MGO DMA

Tank capacities
RMG 380 / RME 180 abt. 540 cbm
MGO DMA / MDO DMB abt. 99 cbm
Ballast abt. 2,086 cbm
Freshwater abt. 66 cbm

Propulsion

Main Engine
MaK 9M 32C, 4,320 kW

Aux.-Engines
Volvo Penta, 2 x 422 kW

Propeller
Controllable pitch propeller

Hold and Hatch

Hold and Hatch
3 Holds / 3 Hatches

Hatch cover type
Folding type

Cargo hold capacity
7,177 cbm (253,452 cbft)

Floor space under deck
874 sqm (17,889 sqft)

Floor space on deck
840 sqm (20,160 sqft)

Deck strengths per sqm
10.00 mt on tanktop
1.75 mt on deck

Tweendeck
n / a

Bulkheads
n / a

Cargo Gear

Type
2 x 40 mt NMF

Combiable
80 mt

Situated
Portside

Container Capacity

Capacity
20’ or 40’ + 20’

Hold
141 / 64 + 13

Deck
364 / 170 + 19

Total
505 / 234 + 32

TEU at 14 mt
269

Reeferplugs
84 (72 at same time; 72 on deck / 12 in hold no. 2)

Stackload
20’ / 40’

Hold
72 mt / 105 mt

Twd
36 mt / 50 mt

Deck
45 mt / 65 mt

Special
Equipped for wide bodies (2.50 m), high cubes (9’6´) movable cellguides can be used for 40’ and 45’ containers

Special Equipment / Features

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

Other
Freshwater generator: 10 mt/day
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 assume 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.