

**MV Sven-D**

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| **GENERAL DIMENSIONS** |  |
| - flag | : The Netherlands |
|  - call sign | : PBTF |
|  - built | : 11/2005 |
|  - imo nr. | : 9302243 |
|  - gl reg nr. | : 110955 |
|  - mmsi | : 244850970  |
|  - dwat | : abt. 9,600 mt, sfb- draft 7.30m |
|  - ice class | : E-3 / 1-A |
|  - loa | : 141.65 m |
|  - lbp | : 132.42 m |
|  - breadt moulded | : 20.60 m |
|  - depth to maindeck | : 9.50 m |
|  - draft | : 7.30 m |
|  - airdraft from keel | : abt. 38 m |
|  - class  | : gl +100 a5 e3 ''containership'' ''solas ii/2 reg. 19'' + mc e3 aut |
|  - GT/NT | : 7.713 gt / 3.785 nt |



**FULL SCANTLING GEARLESS CELLULAR CONTAINER FEEDER WITH ENGINE, BRIDGE AFT.**

**THE VESSEL IS FITTED WITH SWEDISH/FINNISH ICE CLASS 1-A**

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**CONTAINER INTAKE**

- vessel able to load 20', 30', 40', 45', 48', 49'-units

 (within ISO vissibility line of 2 times vessels length, and according to CSM)

**TEU INTAKE:**

 in hold 1 76 teu (10/18/24/24)

 in hold 2 84 teu (28/28/28)

 in hold 3 78 teu (22/28/28)

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 in hold ttl 238 teu (60/74/80/24)

 on deck 571 teu (12/85/119/119/119/85/32) 1st/7th tier

 incl 25x20' thwardships

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 total 809 teu (units 20/8/8'6")

**FEU INTAKE alternatively**:

 in hold 116 feu + 6 teu (28/36/40/12) (1st-4th tier)

 on deck 264 feu + 43 teu (6/40/54/54/54/40/16) (1st-7th tier)

 1st-7th tier incl 25x20' thwardships

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 total 380 feu (units 40/8/8'6") + 49 teu (units 20/8/8'6'')

**HIGH CUBE-INTAKE**:

- hold 1 : 1st-3rd tier 9'6''+ 4th tier 8'6''

- hold 2/3 : 3 tiers 9'6'' (all)

**30' UNIT INTAKE (30'/8/8'6'')**

- in hold 116 units + 0 feu + 6 teu

 - on deck 198 units + 56 feu + 43 teu

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 total 314 units (30/8/8'6") + 56 feu + 49 teu (units 20/8/8'6'')

**45' UNIT INTAKE (45'/8/9'6'')**

- in hold 38 units + 82 feu + 6 teu (with cell guides removed hold no 1 : 47units +48 feu+6 teu)

- on deck 222 units + 0 feu + 18 teu

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 total 260 units (45/8/9'6") + 82 feu + 24 teu

- Cell guides in hold:

 fully cellularized in holds 1 and 2 and 3 for 40' units,

 alternatively 2x20' units can be stowed into each 40' compartment.

 cell guides in holds are capable to accommodate 2.438mm/2.500mm wide boxes.

 cellguide-system in hold 2/3 can be partly placed in 45' position.

- On deck all positions are capable to accommodate 2.438mm/2.500mm and even upto 2.595mm wide

 boxes can be stowed.

- Vessel is fully fitted with loose lashing material/fittings.

- Containers on deck are lashed with stacking cones/twistlocks/ automatic twistlocks and lashing bars.

- Container intake always subject to vessel's stability, trim, strength, regulations of visibility, permissible

 weights and at Master's discretion.

**REEFERS:**

 200 reefer points female 3 o'clock 380 v/60 c.p.s./3 phases

 whereof 122 on deck and 78 in holds

 hold no.1 36 r/p

 hold no.2 21 r/p

 hold no.3 21 r/p

**STACKWEIGHTS - POINTLOADS:**

- in hold 1 90 ts per 20' stack

 120 ts per 30'/40'/45' stack

- in hold 2/3 75 ts per 20' stack

 105 ts per 30'/40'/45' stack

- on forecastle 60 ts per 20' stack

- on hatch 1 50 ts per 20' stack

 80 ts per 30'/40'/45' stack

 - on hatches 2/3 60 ts per 20' stack

 100 ts per 30'/40'/45' stack

 in front of bridge 60 ts per 20' stack

 100 ts per 30' stack

 100 ts per 40'/45' stack

distribution of container weights within a single 20'/30'/40'/45' stack on deck to comply with the board manual for stowage and lashing of containers by 'germanischer lloyd' (gl).

max. permissible distributed load:

tank top : 8 ts/m2

hatch covers : 1,75 ts/m2

**MV Spirit**





**SPEED AND CONSUMPTION:**

speed / consumption on design draught 7,30 m - loaded on even keel - based on good weather conditions max. bft.2 and max. sea temperature 20 degr.c., air temp.35 degr.c.

 abt. 14,0 knots abt. 19,0 mt/day / if-380

 abt. 15,0 knots abt. 22,5 mt/day / if-380

 abt. 16,0 knots abt. 26 mt/day / if-380

 abt. 17,0 knots abt. 29,5 mt/day / if-380

 - no gasoil at sea except when shaftgenerator disconnected and auxs. in use like in cases of emergency

 and/or navigation with reduced speed and/or in restricted areas like approaches, shallow waters, etc.

 - port consumption of generators sets :

 abt. 0.6 mtons mgo (dma) per 24 hours when idle per gen.-set

 up to 3.7 mtons mgo (dma) when full load per gen.-set

 - port consumption of oil fired boiler :

 up to 2.4 mtons mgo (dma) when full load in winter

 - Charterers to provide sufficient quantity of gasoil during sea passages for operating

 auxiliaries/generators in case of an emergency.

 - Charterers shall supply suitable fuels to enable main propulsion and auxiliary machinery to operate

 efficiently and without harmful affetcs.

 - Charterers to supply bunkers from 1a-bunker suppliers in accordance with:

 ISO fuel Standard 8217 Dis 2005 RMG-380 for IF-380 and

 ISO fuel Standard 8217 Dis 2005 DMA for gasoil

 as well as MARPOL 73/78 Annex VI and subsequent revisions and European Union Directive

 1999/32/EC and subsequent revisions

 - sludge removal, if any, always to be for Charterers account/time.

 - vessel participate in the DNV fuel quality testing programm.

 Cost involved to be equally shared between Charterers and Owners.

**TANKCAPACITIES:**

 - waterballast : abt. 3.800 mtons

 - freshwater : abt. 111 mtons

 - bunkers : abt. 950 mtons ifo

 : abt. 300 mtons mgo (incl day & settling tanks)

**ENGINE/AUXILIARIES/TECHNICAL EQUIPEMENT:**

 - Wartsila Type 8L46D, output 9.240KW at 500rpm (HFO)

 - 2 diesel generators of 725 KW 906 KVA 60 Hz

 - 1 emergency-/harbour generator set, 150KW, 60Hz

 - 1 controllable pitchpropeller

 - 1 shaft generator of 1500KW, 60 Hz

 - 1 bowthruster 750KW

 - 1 exhaust gasboiler (thermal oil)

 - 1 oil fired boiler (thermal oil) (mdo dma)

**STABILITY:**

acc. to calculations/imo regulations vsl able to load:

 abt. 573 teu each 12 to.

 abt. 529 teu each 14 to.

 abt. 474 teu each 16 to.

 abt. 448 teu each 18 to.

 abt. 406 teu each 20 to.

- vessel able to carry dangerous goods in holds and on deck in packed condition according to SOLAS

 Regulations ii-2/19. on deck the stowage of all imo-classes of dangerous goods is permissible, except the

 area between hatch 3 and deckhouse.

- in holds the stowage of imo-classes 1.4s, 2, 3, 4, 5.1, 6.1, 8 and 9 of dangerous goods is permissible. in

 case of homogeneous container loading the stowage of all imo-classes of dangerous goods is

 permissible also in front of the forward engine room bulkhead.

- dangerous goods of IMO-Classes 1, except class 1.4s, in containers must have a minimum horizontal

 distance of 3.00m to engine room bulkhead.

**HOLDS/HATCHES:**

- 3 holds / 3 hatches

 hatch 1 : abt. 25.44 m x 17.91/13.20 m

 hatch 2: abt. 27.03 m x 17.91 m

 hatch 3: abt. 27.03 m x 17.91 m

 - mac gregor hydr. operated folding steel hatch-covers

 - all 40'-sections can be handled separately / independently.

 - CO2 fire fighting system in engine room and cargo holds

 - Vessel's holds are electrically ventilated:

 19-air changes/h basis empty holds.

 - cargo capacity grain: abt. 440,000 cuft

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*All details ''about'' and given in good faith but without guarantee.*