

# MV ENDURANCE

GEARED MULTI-PURPOSE BOX SHAPED  
SINGLE DECKER



## GENERAL PARTICULARS

|                                |                   |                                     |   |
|--------------------------------|-------------------|-------------------------------------|---|
| <b>BUILT</b>                   | 2012              | <b>CLASS</b>                        | DNV GL +100 A5 E2, G BWM DBC DG   |
| <b>IMO</b>                     | 9647318           | <b>SUEZ CANAL (NET)</b>             | 4881.53   |
| <b>FLAG</b>                    | Antigua & Barbuda | <b>PANAMA CANAL (NET)</b>           | 4812  |
| <b>PORT OF REGISTRY</b>        | St. John's        | <b>IMDG / IMSBC / GRAIN FITTED?</b> | Yes / Yes / Yes   |
| <b>CALLSIGN</b>                | V2GJ3             | <b>MAIN ENGINE</b>                  | MAK 6M32C, 2999 kW, CPP   |
| <b>DWAT</b>                    | 7825 mt           | <b>AUXILIARY ENGINE</b>             | 2 x MAN D28 Auxillary T-2 w. each 365 kW  |
| <b>DRAFT (SUMMER / WINTER)</b> | 7.01 m / 6.86 m   | <b>OTHER PARTICULARS</b>            | Bowthruster with 255 kW, Shaftgenerator with 360 kW, Washing water tank, cement holes   |
| <b>GT / NT</b>                 | 5632 / 2883       | <b>CARGO GEAR</b>                   | 2 x McGregor Cranes, SWL 30 mt, situated portside, 360 dgr, outreach min/max 4/26 m, speed hoist: 30 mt 25 m/min – 15 mt 40 m/min, luff time: 55 sec, slew spd: 1.0 rpm |
| <b>LOA</b>                     | 108.20 m          |                                     |   |
| <b>BEAM</b>                    | 18.20 m           |                                     |   |
| <b>MOULDED DEPTH</b>           | 9.00 m            |                                     |   |

## LOADING CAPACITIES

|                            |  |                                |  |
|----------------------------|--|--------------------------------|--|
| <b>NUMBER OF HOLDS</b>     | 3  | <b>CAPACITY (GRAIN / BALE)</b> | No.1: 2772.0 cbm<br>No.2: 3903.1 cbm<br>No.3: 3616.4 cbm<br>Total 10291.5 cbm                            |
| <b>TYPE OF HOLD(S)</b>     | No 2 box shaped,<br>No 1 and 3 narrowing | <b>HATCH OPENINGS</b>          | No.1: 17.5 x 15.2 m<br>No.2: 25.9 x 15.2 m<br>No.3: 25.9 x 15.2 m  |
| <b>TPC</b>                 | 17.87 mt/cm                              | <b>LOWER HOLDS</b>             | No.1: 4.2 x 15.2 + 14.7 x 15.2 x 6.0 m<br>No.2: 29.4 x 15.2 m<br>No.3: 16.9 x 15.2 + 10.4 x 15.2 x 7.7 m |
| <b>HATCHCOVER TYPE</b>     | hydraulic folding type                   |                                |  |
| <b>HATCHCOVER STRENGTH</b> | No.1: 2.2 mt/sqm,<br>No.2,3: 2.5 mt/sqm  |                                |  |
| <b>TWEENDECK STRENGTH</b>  | N/A                                      |                                |  |
| <b>TANKTOP STRENGTH</b>    | 15.0 mt/sqm                              |                                |  |
| <b>HOLD VENTILATION</b>    | mechanical / 6 airchanges per hour       |                                |  |
| <b>CONTAINERS</b>          | N/A                                      |                                |  |
| <b>REEFER</b>              | N/A                                      |                                |  |

## SPEED AND CONSUMPTION

|                             |  |
|-----------------------------|--|
| <b>AT SEA</b>               | abt 11.5 / 11.0 kn<br>on abt 11 mt IFO 380, no MGO |
| <b>IN PORT WITHOUT GEAR</b> | abt 1 mt MGO                                       |
| <b>IN PORT WITH GEAR</b>    | abt 2 mt MGO                                       |
| <b>FUEL OIL CAPACITY</b>    | total 418 cbm                                      |
| <b>DIESEL OIL CAPACITY</b>  | total 135 cbm                                      |

## INSURANCE

|                        |                              |
|------------------------|------------------------------|
| <b>P&amp;I CLUB</b>    | UK P&I Club                  |
| <b>H&amp;M INSURER</b> | Georg Duncker GmbH & Co. KG  |
| <b>OWNERS</b>          | MS "Endurance" GmbH & Co. KG |

## BUNKERS

Speed and consumption figures are based on good weather conditions upto BF 3 and Douglas sea state 3 with no adverse current and no negative influence of swell, trim and water temperatures.

Bunker specifications to be in accordance with ISO fuel standard 8217: 2010

Fuel: IFO 380 RMG

MGO: DMA

Fuel/MGO must be proven stable and homogenous, not to contain chemical waste and/or used marine and/or automotive lubricants, comply with MARPOL ANNEX VI requirements in force since May 19th 2005 including all further SECA's, comply with EU directive 1999/327EC as amended Bunkering is always subject to Master's approval and fuels of different supplier/port/grade always to be separated by vessel's tanks.

The fuel shall be homogeneous blends of hydrocarbons derived from petroleum refining. The fuel shall be free from inorganic acids and used lubricating oils. The fuel should not include any added substance or chemical waste which jeopardizes the safety of the plant, or adversely affects the performance of the machinery, or is harmful to personnel, or contributes overall to additional air pollution.

The vessel to have liberty of using MGO for generators when entering/leaving port, maneuvering in shallow/narrow waters, canals, rivers and at other limited occasions, also if the shaft generator cannot be used due to bad weather.