

MV ELBA

GEARED MULTI-PURPOSE BOX SHAPED
TWEEN / SINGLE DECKER STRENGTHENED FOR HEAVY CARGO



GENERAL PARTICULARS

BUILT	2004
IMO	9290074
FLAG	Antigua & Barbuda
PORT OF REGISTRY	St. John's
CALLSIGN	V2BQ5
DWAT (SUMMER / WINTER)	10533 mt / 10178 mt
DRAFT (SUMMER / WINTER)	7.35 m / 7.19 m
GT / NT	7767 / 3856
LOA	145.63 m
BEAM	18.25 m
MOULDED DEPTH	10.30 m
CLASS	NKK
ICECLASS	1A/E3

SUEZ CANAL (NET)	7154,51
PANAMA CANAL (NET)	6912
IMDG / IMSBC / GRAIN FITTED?	Yes / Yes / Yes
MAIN ENGINE	MAK 9M32C, 4320 KW, 600 rpm
AUXILIARY ENGINE	3 Caterpillar with 350 KW each
CARGO GEAR	2 Liebherr cargo cranes with 60 mts SWL on starboard side / max outreach 31 m at 30 mts SWL / combination possible within the specific limits of the cranes and depending on the dims of the cargo
OTHER PARTICULARS	Bowthruster with 650 KW Shaftgenerator with 650 KW 1 moveable bulkheads (17 poss positions) CPP Propeller

LOADING CAPACITIES

NUMBER OF HOLDS	2
TYPE OF HOLD(S)	box shaped
HATCHCOVER TYPE	pontoon system with gantry crane
HATCHCOVER STRENGTH	1.75 mt / sqm
TWEEDECK STRENGTH	3.50 mt / sqm
TANKTOP STRENGTH	18.00 mt / sqm
HOLD VENTILATION	mechanical, 6 airchanges per hour (empty hold)
CONTAINERS	nom 672 TEU ; 421 TEU at 14mt (homogeneous)
REEFER	60 Sockets on deck

Stackweights tank top 100 mt for 20', hatch-cover 28 mt for 20'
Stackweights tank top 120 mt for 40', hatch-cover 52 mt for 40'

CAPACITY (GRAIN / BALE)	No.1: 5409 cbm No.2: 9468 cbm Total 14877 cbm
HATCH OPENINGS	No.1: 38.95 x 13.15 m No.2: 65.41 x 13.15 m
CARGO HOLDS	No.1: 38.95 x 13.15 x 11.05 m - narrowing fwd No.2: 65.41 x 13.15 x 11.05 m - narrowings aft
TWEEN DECKS / BULKHEADS	17 Pontoons each abt 5.45 x 13.15 x 0.66 m / 2 possible heights; clearance under TD 5.25 m or 3.01 m / of which 4 can be used to built 2 movable bulkheads

SPEED AND CONSUMPTION

AT SEA	abt 13 kn on abt 15 mt IFO 380 (max 0.5% S)
IN PORT WITHOUT GEAR	abt 1.5 mt MGO
IN PORT WITH GEAR	abt 2.5/3.5 mt MGO
FUEL OIL CAPACITY	total 480 cbm – 100%
ME DIESEL OIL CAPACITY	total 101 cbm – 100%
AE DIESEL OIL CAPACITY	total 53 cbm – 100%

Bunker specifications to be in accordance with ISO fuel standard 8217: 2010 or later versions, **with max 0.5% Sulphur content.**
Fuel: IFO 380 RMG
MGO: DMA

INSURANCE

P&I CLUB	Gard
H&M INSURER	PANDI MARINE INSURANCE Vermittlungs GmbH
OWNERS	MS "ELBA" 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.

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 **and including the 0.50% Sulphur limit applicable as of 01 January 2020**, 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 main engine when entering/leaving port, engine starting/stopping maneuvering in shallow/narrow waters, canals, rivers and at other limited occasions.

All details believed to be correct, given in good faith, without guarantee and subject to reconfirmation.