

MV JUNO

GEARED MULTI-PURPOSE BOX SHAPED
SINGLE DECKER



GENERAL PARTICULARS

BUILT	2009	SUEZ CANAL (NET)	4873.10
IMO	9421154	PANAMA CANAL (NET)	4789
FLAG	Antigua & Barbuda	IMDG / IMSBC / GRAIN FITTED?	Yes / Yes / Yes
PORT OF REGISTRY	St. John's	MAIN ENGINE	MAK 6M32C, 3000 kW, CPP
CALLSIGN	V2HF3	AUXILIARY ENGINE	2 x MAN D28 Auxillary T-2 w. each 365 kW
DWT (SUMMER / WINTER)	8265 mt / 7968 mt	OTHER PARTICULARS	Bowthruster with 280 kW, Shaftgenerator with 360 kW, Washing water tank, cement holes
DRAFT (SUMMER / WINTER)	7.27 m / 7.12 m	CARGO GEAR	2 x McGregor Cranes, SWL 36 mt, situated portside, 360 dgr, outreach min/ max 4/26 m, speed hoist: 36 mt 25 m/min – 15 mt 40 m/min, luff time: 55 sec, slew spd: 1.0 rpm
GT / NT	5630 / 2883		
LOA	108.20 m		
BEAM	18.20 m		
MOULDED DEPTH	9.00 m		
CLASS	RINA C+ AUT-UMS ICECLASS 1B gen cgo, double side-skin, heavycargo; unrestricted navigation		

LOADING CAPACITIES

NUMBER OF HOLDS	3	REEFER	N/A
TYPE OF HOLD(S)	No 2 box shaped, No 1 and 3 narrowing 17.87 mt/cm	CAPACITY (GRAIN / BALE)	No.1: 2772.0 cbm No.2: 3903.1 cbm No.3: 3616.4 cbm Total 10291.5 cbm
TPC	hydraulic folding type	HATCH OPENINGS	No.1: 17.5 x 15.2 m No.2: 25.9 x 15.2 m No.3: 25.2 x 15.2 m
HATCHCOVER TYPE	No.1: 2.2 mt/sqm, No.2,3: 2.5 mt/sqm	HOLDS	No.1: 18.9 x 15.2 / 6.0 x 11.2 m No.2: 29.4 x 15.2 x 9.25 m No.3: 25.2 x 15.2 / 7.7 x 9.25 m
HATCHCOVER STRENGTH	N/A		
TWEENDECK STRENGTH	15.0 mt/sqm		
TANKTOP STRENGTH	mechanical / 6 airchanges per hour (empty hold)		
HOLD VENTILATION			
CONTAINERS	N/A		

SPEED AND CONSUMPTION

AT SEA	abt 11 kn on abt 11 mt IFO 380, no MGO (max 0,5% S)
IN PORT WITHOUT GEAR	abt 1 mt MGO
IN PORT WITH GEAR	abt 2 mt MGO
FUEL OIL CAPACITY	total 359 cbm
DIESEL OIL CAPACITY	total 124 cbm

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 "JUNO" 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 1999/32/EC 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.

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