

# MV ELBA

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



## GENERAL PARTICULARS

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

<b>SUEZ CANAL (NET)</b>	7154,51
<b>PANAMA CANAL (NET)</b>	6912
<b>IMDG / IMSBC / GRAIN FITTED?</b>	Yes / Yes / Yes
<b>MAIN ENGINE</b>	MAK 9M32C, 4320 KW, 600 rpm
<b>AUXILIARY ENGINE</b>	3 Caterpillar with 350 KW each
<b>CARGO GEAR</b>	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
<b>OTHER PARTICULARS</b>	Bowthruuster with 650 KW Shaftgenerator with 650 KW 1 moveable bulkheads (17 poss positions) COP Propeller

## LOADING CAPACITIES

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

<b>CAPACITY (GRAIN / BALE)</b>	No.1: 5409 cbm No.2: 9468 cbm Total 14877 cbm
<b>HATCH OPENINGS</b>	No.1: 38.95 x 13.15 m No.2: 65.41 x 13.15 m
<b>CARGO HOLDS</b>	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
<b>TWEEN DECKS / BULKHEADS</b>	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

<b>AT SEA</b>	abt 13 kn on abt 17 mt IFO 380 <b>(max 0,5% S)</b>
<b>IN PORT WITHOUT GEAR</b>	abt 1.5 mt MGO
<b>IN PORT WITH GEAR</b>	abt 2.5/3.5 mt MGO
<b>FUEL OIL CAPACITY</b>	total 480 cbm – 100%
<b>ME DIESEL OIL CAPACITY</b>	total 101 cbm – 100%
<b>AE DIESEL OIL CAPACITY</b>	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

<b>P&amp;I CLUB</b>	Gard
<b>H&amp;M INSURER</b>	Gard
<b>OWNERS</b>	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.