

# MV NOTOS

GEARLESS GENERAL CARGO BOX SHAPED  
SINGLE DECKER



## GENERAL PARTICULARS

<b>BUILT</b>	2004	<b>CLASS</b>	DNV GL +100 A5, MC AUT
<b>IMO</b>	9045728	<b>SUEZ CANAL (NET)</b>	N/A
<b>FLAG</b>	Antigua & Barbuda	<b>PANAMA CANAL (NET)</b>	N/A
<b>PORT OF REGISTRY</b>	St. John's	<b>IMDG / IMSBC / GRAIN FITTED?</b>	Yes / Yes / Yes
<b>CALLSIGN</b>	V20Y2	<b>MAIN ENGINE</b>	Wärtsilä 6R32LNE, 2460 kW, CPP
<b>DWAT (SUMMER / WINTER)</b>	8049 mt / 7786 mt	<b>AUXILIARY ENGINE</b>	2 x generators with each 264 kW Cummins NTA 855D
<b>DRAFT (SUMMER / WINTER)</b>	7.15 m / 7.04 m	<b>OTHER PARTICULARS</b>	shaft generator with 140 kW
<b>GT / NT</b>	5458 / 2858	<b>CARGO GEAR</b>	N/A
<b>LOA</b>	125.15 m		
<b>BEAM</b>	16.40 m		
<b>MOULDED DEPTH</b>	9.60 m		

## LOADING CAPACITIES

<b>NUMBER OF HOLDS</b>	3	<b>CAPACITY (GRAIN / BALE)</b>	No.1: 2345.80 / 2252.97 cbm No.2: 3996.12 / 3836.28 cbm No.3: 3996.12 / 3836.28 cbm Total abt. 10,338.04 / 9,924.53 cbm
<b>TYPE OF HOLD(S)</b>	No 2 and 3 box shaped, No 1 narrowing	<b>HATCH OPENINGS</b>	No.1: 18,52 x 10.2 m No.2: 28.12 x 13.76 m No.3: 28.12 x 13.76 m
<b>HATCHCOVER TYPE</b>	hydraulic folding type	<b>HOLDS</b>	No.1: 23.36 x 13.76 / 2.5 x 9.72 m No.2: 28.8 x 13.76 x 10.1 m No.3: 28.8 x 13.76 x 10.1 m
<b>HATCHCOVER STRENGTH</b>	1.70 mt / sqm		
<b>TWEENDECK STRENGTH</b>	N/A		
<b>TANKTOP STRENGTH</b>	10 mt / sqm		
<b>HOLD VENTILATION</b>	mechanical, 7 airchanges per hour (empty hold)		
<b>CONTAINERS</b>	N/A		
<b>REEFER</b>	N/A		

## SPEED AND CONSUMPTION

<b>AT SEA</b>	abt 11.5 kn on abt 9 mt IFO 380
<b>IN PORT</b>	abt 1.0 mt MGO DMA
<b>FUEL OIL CAPACITY</b>	total 326.8 cbm
<b>DIESEL OIL CAPACITY</b>	total 109.2 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>	Sykron GmbH & Co. KG

Bunker specifications to be in accordance with ISO fuel standard 8217:  
2010 or later versions  
Fuel: IFO 380 RMG  
MGO: DMA

## 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, 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.