

MV TEMA

GEARED MULTI-PURPOSE BOX SHAPED
TWEEN / SINGLE DECKER



GENERAL PARTICULARS

| | | | |
|--------------------------------|-------------------|-------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| BUILT | 2007 | CLASS | NKK |
| IMO | 9428786 | SUEZ CANAL (NET) | 5506.31 |
| FLAG | Antigua & Barbuda | PANAMA CANAL (NET) | 5635 |
| PORT OF REGISTRY | St. John's | IMDG / IMSBC / GRAIN FITTED? | Yes / Yes / Yes |
| CALLSIGN | V2CR6 | MAIN ENGINE | Daihatsu 8DKM-28, 2500 kW, 750 rpm |
| DWAT (SUMMER / WINTER) | 8269 mt / 8003 mt | AUXILIARY ENGINE | 3 x MWM HND with each 273 kW |
| DRAFT (SUMMER / WINTER) | 7.00 m / 6.85 m | CARGO GEAR | 2 cranes, SWL 45 mt – combination up to 90 mt, situated portside, one spreader o/b, max slewing radius: 22 m (at 25 deg), min slewing radius 4.50 m, hoisting speed: 45 mt 7 m/min – 27 mt – 10.5 m/min – 9 mt – 21 m/min, luffing time 56s, slewing speed: 0.35 rpm |
| GT / NT | 6569 / 2872 | | |
| LOA | 116.23 m | | |
| BEAM | 18.00 m | | |
| MOULDED DEPTH | 10.40 m | | |

LOADING CAPACITIES

| | | | |
|----------------------------|-------------------------------------------------|--------------------------------|---------------------------------------------------------------------------------------------------|
| NUMBER OF HOLDS | 2 | CAPACITY (GRAIN / BALE) | No.1: 3979.6 cbm / 3968.6 cbm No.2: 7728.2 cbm / 7712.8 cbm Total 11707.8 cbm / 11681.4 cbm |
| TYPE OF HOLD(S) | box shaped | HATCH OPENINGS | No.1: 25.90 x 15.00 / 13.50 / 9.10 m No.2: 44.75 x 15.00 m |
| HATCHCOVER TYPE | pontoon | TWEEN DECKS | No.1: 27.20 x 15.00 / 13.50 / 9.10 4.38 / 2.46 No.2: 49.00 x 15.00 x 4.38 / 2.46 |
| HATCHCOVER STRENGTH | 1.75 mt / sqm | LOWER HOLDS | No.1: 27.30 x 15.00 / 11.20 / 5.40 x 5.40 No.2: 49.00 x 8.85 / 15.00 x 5.40 |
| TWEENDECK STRENGTH | 3.50 mt / sqm | | |
| TANKTOP STRENGTH | 12.5 mt / sqm | | |
| HOLD VENTILATION | mechanical, 15 airchanges per hour (empty hold) | | |
| CONTAINERS | 275 TEU at 14mt (homogeneous) | | |
| REEFER | 20 Sockets 32A on deck | | |

Stackweights tank top 96 mt for 20', hatch-cover 24 mt for 20'
Stackweights tank top 122 mt for 40', hatch-cover 30,5 mt for 40'

SPEED AND CONSUMPTION

| | |
|-----------------------------|---------------------------------------------------------------------|
| AT SEA | abt 11 kn on abt 9 mt IFO 180 + 0.8 mt MGO (max 0,5% S) |
| IN PORT WITHOUT GEAR | abt 0.8 mt + 0.3 mt for boiler MGO |
| IN PORT WITH GEAR | abt 1.6 mt + 0.3 mt for boiler MGO |
| FUEL OIL CAPACITY | total 374.51 cbm |
| DIESEL OIL CAPACITY | total 132.83 cbm |

Bunker specifications to be in accordance with ISO fuel standard 8217: 2010 or later versions, **with max 0,5% Sulphur content.**

Fuel: IFO 180 RME
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 **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.

INSURANCE

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|------------------------|-----------------------------|
| P&I CLUB | P&I CLUB Gard |
| H&M INSURER | Georg Duncker GmbH & Co. KG |
| OWNERS | MS "Wealthy" UG & Co. KG |

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.