

MV TINOS

GEARED MULTI-PURPOSE BOX SHAPED
TWEEN / SINGLE DECKER



GENERAL PARTICULARS

BUILT	2007	CLASS	DNV GL +100 A5 E, MC AUT-Z
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	6469 / 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 11.5 kn on abt 9 mt IFO 180 + 0.8 mt MGO
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

INSURANCE

P&I CLUB	UK P&I Club
H&M INSURER	Georg Duncker GmbH & Co. KG
OWNERS	MS "Wealthy" GmbH & Co. KG

Bunker specifications to be in accordance with ISO fuel standard 8217: 2010 or later versions
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, 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.