

MV TEMA

GEARED MULTI-PURPOSE BOX SHAPED
TWEEN / SINGLE DECKER



GENERAL PARTICULARS

BUILT	2007
IMO	9428786
FLAG	Antigua & Barbuda
PORT OF REGISTRY	St. John's
CALLSIGN	V2CR6
DWAT (SUMMER / WINTER)	8269 mt / 8003 mt
DRAFT (SUMMER / WINTER)	7.00 m / 6.85 m
GT / NT	6569 / 2872
LOA	116.23 m
BEAM	18.00 m
MOULDED DEPTH	10.40 m
CLASS	Class NK Iceclass ID

SUEZ CANAL (NET)	5506.31
PANAMA CANAL (NET)	5635
IMDG / IMSBC / GRAIN FITTED?	Yes / Yes / Yes
MAIN ENGINE	Daihatsu 8DKM-28, 2500 kW, 750 rpm
AUXILIARY ENGINE	3 x MWM HND with each 273 kW
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

LOADING CAPACITIES

NUMBER OF HOLDS	2
TYPE OF HOLD(S)	box shaped
HATCHCOVER TYPE	pontoon
HATCHCOVER STRENGTH	1.75 mt / sqm
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'

CAPACITY (GRAIN / BALE)	No.1 140.544 cbft / 140.155 cbft No.2 272.929 cbft / 272.385 cbft Total 413.473 cbft / 412.540 cbft
HATCH OPENINGS	No.1: 25.90 x 15.00 / 13.50 / 9.10 m No.2: 44.75 x 15.00 m
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
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

SPEED AND CONSUMPTION

AT SEA	abt 11 kn on abt 9 mt LSMGO (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: no fuel, MGO only
MGO: DMA

INSURANCE

P&I CLUB	Gard
H&M INSURER	PANDI MARINE INSURANCE Vermittlungs GmbH
OWNERS	MS "Tema" 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 main engine when entering/leaving port, engine starting/stopping maneuvering in shallow/narrow waters, canals, rivers and at other limited occasions.