

# MV ENDURANCE

GEARED MULTI-PURPOSE BOX SHAPED  
SINGLE DECKER



## GENERAL PARTICULARS

<b>BUILT</b>	2012	<b>SUEZ CANAL (NET)</b>	4881.53
<b>IMO</b>	9647318	<b>PANAMA CANAL (NET)</b>	4812
<b>FLAG</b>	Antigua & Barbuda	<b>IMDG / IMSBC / GRAIN FITTED?</b>	Yes / Yes / Yes
<b>PORT OF REGISTRY</b>	St. John's	<b>MAIN ENGINE</b>	MAK 6M32C, 2999 kW, CPP
<b>CALLSIGN</b>	V2GJ3	<b>AUXILIARY ENGINE</b>	2 x MAN D28 Auxillary T-2 w. each 365 kW
<b>DWAT (SUMMER / WINTER)</b>	7825 mt / 7564 mt	<b>OTHER PARTICULARS</b>	Bowthruster with 225 kW, Shaftgenerator with 360 kW, Washing water tank, cement holes
<b>DRAFT (SUMMER / WINTER)</b>	7.00 m / 6.85 m	<b>CARGO GEAR</b>	2 x McGregor Cranes, SWL 30 mt, situated portside, 360 dgr, outreach min/ max 4/26 m, speed hoist: 30 mt 25 m/min – 15 mt 40 m/min, luff time: 55 sec, slew spd: 1.0 rpm
<b>GT / NT</b>	5632 / 2883		
<b>LOA</b>	108.20 m		
<b>BEAM</b>	18.20 m		
<b>MOULDED DEPTH</b>	9.00 m		
<b>CLASS</b>	Class NK Iceclass IB		

## LOADING CAPACITIES

<b>NUMBER OF HOLDS</b>	3	<b>REEFER</b>	N/A
<b>TYPE OF HOLD(S)</b>	No 2 box shaped, No 1 and 3 narrowing	<b>CAPACITY (GRAIN / BALE)</b>	No.1: 2,772 cbm / 97,895 cbft No.2: 3,903 cbm / 137,841 cbft No.3: 3,616 cbm / 127,716 cbft Total 10,291 cbm / 363,451 cbft
<b>TPC</b>	17.87 mt/cm	<b>HATCH OPENINGS</b>	No.1: 17.5 x 15.2 m No.2: 25.9 x 15.2 m No.3: 25.2 x 15.2 m
<b>HATCHCOVER TYPE</b>	hydraulic folding type	<b>HOLDS</b>	No.1: 18.9 x 15.2 / 6.0 x 11.2 m No.2: 29.4 x 15.2 x 9.25 m No.3: 25.2 x 15.2 / 7.7 x 9.25 m
<b>HATCHCOVER STRENGTH</b>	No.1: 2.2 mt/sqm, No.2,3: 2.5 mt/sqm		
<b>TWEENDECK STRENGTH</b>	N/A		
<b>TANKTOP STRENGTH</b>	15.0 mt/sqm		
<b>HOLD VENTILATION</b>	mechanical / 6 airchanges per hour (empty hold)		
<b>CONTAINERS</b>	N/A		

## SPEED AND CONSUMPTION

<b>AT SEA</b>	abt 11 kn on abt 11mt IFO 380, no MGO ( <b>max 0,5% S</b> )
<b>IN PORT WITHOUT GEAR</b>	abt 1 mt MGO
<b>IN PORT WITH GEAR</b>	abt 2 mt MGO
<b>FUEL OIL CAPACITY</b>	total 407,7 cbm
<b>DIESEL OIL CAPACITY</b>	total 134,9 cbm

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>	PANDI MARINE INSURANCE Vermittlungs GmbH
<b>OWNERS</b>	MS "ENDURANCE" 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 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.

All details believed to be correct, given in good faith, without guarantee and subject to reconfirmation.