

# MV ENDURANCE

GEARED MULTI-PURPOSE BOX SHAPED  
SINGLE DECKER



## GENERAL PARTICULARS

BUILT	2012	SUEZ CANAL (NET)	4881.53
IMO	9647318	PANAMA CANAL (NET)	4812
FLAG	Antigua & Barbuda	IMDG / IMSBC / GRAIN FITTED?	Yes / Yes / Yes
PORT OF REGISTRY	St. John's	MAIN ENGINE	MAK 6M32C, 2999 kW, CPP
CALLSIGN	V2GJ3	AUXILIARY ENGINE	2 x MAN D28 Auxillary T-2 w. each 365 kW
DWAT (SUMMER / WINTER)	7825 mt / 7564 mt	OTHER PARTICULARS	Bowthruster with 225 kW, Shaftgenerator with 360 kW, Washing water tank, cement holes
DRAFT (SUMMER / WINTER)	7.00 m / 6.85 m	CARGO GEAR	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
GT / NT	5632 / 2883		
LOA	108.20 m		
BEAM	18.20 m		
MOULDED DEPTH	9.00 m		
CLASS	Class NK Icelass IB		

## LOADING CAPACITIES

NUMBER OF HOLDS	3
TYPE OF HOLD(S)	No 2 box shaped, No 1 and 3 narrowing
TPC	17.87 mt/cm
HATCHCOVER TYPE	hydraulic folding type
HATCHCOVER STRENGTH	No.1: 2.2 mt/sqm, No.2,3: 2.5 mt/sqm
TWEENDECK STRENGTH	N/A
TANKTOP STRENGTH	15.0 mt/sqm
HOLD VENTILATION	mechanical / 6 airchanges per hour (empty hold)
CONTAINERS	N/A

REEFER	N/A
CAPACITY (GRAIN / BALE)	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
HATCH OPENINGS	No.1: 17.5 x 15.2 m No.2: 25.9 x 15.2 m No.3: 25.2 x 15.2 m
HOLDS	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

## SPEED AND CONSUMPTION

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

## INSURANCE

P&I CLUB	Gard
H&M INSURER	PANDI MARINE INSURANCE Vermittlungs GmbH
OWNERS	MS "ENDURANCE" GmbH & Co. KG

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

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.

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.