



m/v FWN MERCHANT

MAIN PARTICULARS:

Flag	: Dutch	
Port of registry	: Groningen	
Built	: Peters Shipyards, The Netherlands	
	2013	
Type	: Multipurpose geared	
	Tweendecker, strengthened for heavy cargoes, equipped for carriage of containers	
Class	: Lloyds Register	
IMO	: 9534470	
P&I	: MS Amlin Marine	

GENERAL DIMENSIONS:

GT/NT	: 6.693 / 3.441
DWT summer sw	: 10.029 mts
Draft fully laden sw	: 7,82 m
LOA	: 116,26 m
LPP	: 112,76 m
Beam	: 17,80 m
Depth moulded	: 10,50 m
Ballast air draft	: 30,52 m (-/- ballast draft)
Distance wl/hc	: abt 9 m (-/- ballast draft)
TPC	: 19,06

GEARS:

Cranes (portside)	: 2 x 80 mts, combinable
Outreach, capacity	: 80 mt (3-14 m); 55 mt (3-20m)
	40 mt (2,5-24 m)

No spreader on board, lifting capacity is subject vessel's stability and depends on cargo/ballast on board.

DECK STRENGTH:

Tanktop strength	: 18,0 mt/sqm
Tweendeck strength	: 3,5 mt/sqm
Hatchcover strength	: 2,6 mt/sqm

CONTAINER DATA:

Container intake	: 404 TEU total
	172 TEU (deck) + 232 TEU (hold)
Stack loads tanktop	: hold TEU 96 mts / FEU 122 mts
	deck TEU 21 mts / FEU 42 mts

Intake is always subject vessel's stability, trim, permissible weight and is subject to regulations of visibility.

TANK CAPACITIES (basis 100% filling):

HFO	: 485 cbm (incl day + settling tank)
MGO	: 151 cbm (incl day + settling tank)
Fresh water	: 95 cbm
Ballast water	: 3.984 cbm

HOLD PARTICULARS:

Grain capacity	: 436.000 cbft (12.358 cbm) - w/o twd
	: 408.500 cbft (11.568 cbm) - with twd in hold
Holds/hatches	: 1/1; boxshaped, openhatch
Hold (LxBxH)	: 61,47 x 15,20 + 9,00 x 12,64 m x 11,79 m
Hatch	: 70,48 x 17,20 m
Hatch covers	: pontoon, 8 pcs
Moveable bulkheads	: 4 bulkheads (6 positions)
Hold ventilation	: 6 air changes per hour
Reefer plugs	: 8, of which 4 on deck

TWEENDECK:

Tweendeck	: complete twd
Panels	: 12 pcs
Height under td/above td	: 6,15 m / 4,88 m – full length
	3,23 m / 7,80 m – partly

CAPACITY AREA:

Tanktop	: 1.045 sqm
Tweendeck	: 1.045 sqm
Deck	: 1.200 sqm
Total	: 3.290 sqm

MACHINERY:

Main engine	: MAK 8M32C – 4.000 kW at 600 r.p.m.
Auxiliary engines	: Scania DI62 - 2 x 377 kW
Shaft generator	: 563 kW
Bow thruster	: 450 kW
Propeller	: CPP

Main engine outside Seca: HFO – ISO8217:2010e – Category ISO/F – RMG 380
Main engine inside Seca: MGO – ISO8217:2010e – Category ISO/F – DMA
Aux engines: MGO – ISO8217:2010e – Category ISO/F – DMA dens max 0.86

Vessel is not equipped with an EGCS. For trading in any SECA the fuel oil to meet the requirements as per MARPOL Annex VI, Regulation 14 and regulation 18.3.

Bunkers shall not be comingled to avoid compatibility problems. Owners are participating in Fuel Quality Testing Services, any new delivered fuel shall only be used when the analysis is at hand. Bunkers to be planned accordingly.

Speed and consumption figures are "about" and calculated basis sailing even keel on max Beaufort 3 / DS 3 and seawater temperature max 26 C.

No MGO at sea provided shaft generator connected except if hold ventilation is used, reefers connected and in case of emergency and/or maneuvering in/out of ports and when navigation in shallow, narrow or other constraint waters.