



Schulte & Bruns

Nederland BV

52° 57'23" 5° 56'70"



MV MARIT MV MYRTE

MAIN PARTICULARS:

Flag	: Netherlands	
Port of registry	: Papendrecht	
Built:	: 2008, China	
Type	: Gearless single deck multipurpose dry cargo ship, strengthened for heavy cargoes, equipped for carriage of containers	
Class	: DNV GL	
Ice Class	: E3=1A Finnish-Swedish Ice Class	
Call sign	: PBLH (Marit) PBII (Myrte)	
IMO Nr.	: 9364148 (Marit) 9364136 (Myrte)	
P&I	: MS Amlin	
H+M value	: EUR 10 mio, NNAM	

GENERAL DIMENSIONS:

GT/NT	: 6046 / 2959
DWT summer sw	: 7.612 mts
DWCC summer	: abt 7.200 mts
Draft summer sw	: 7,20 m
Draft ballast fore/aft	: 3,20 m/ 4,0 m (min)
LOA	: 122,04 m
LPP	: 116,32 m
Beam	: 16,50 m
Depth moulded	: 10,0 m
Ballast airdraft	: 27,50 m
Distance wl/hc	: abt 7,35 m (ballast)

DECK STRENGTH:

Tanktop strength	: 15,0 mts / sqm
Hatchcover strength	: 2,40 mts / sqm

COMMUNICATION DETAILS:

Mobile	: +31 651456484 (Marit) +31 625428336 (Myrte)
Email	: msmarit@gmail.com msmyrte@gmail.com
Voip	: +31 788080113 (Marit) +31 788080123 (Myrte)

TANK CAPACITIES:

HFO	: 520 cbm (incl day + settling tank)
MGO	: 95 cbm (incl day + settling tank)
Fresh water	: 68 cbm
Ballast water	: 3.177 cbm

HOLD PARTICULARS:

Grain capacity	: 380.940 cbf / 10.645 cbm (b/h in hold)
Holds/hatches	: 2/2; boxshaped, openhatch
Hold No 1 / 2 (grain)	: 3.509 cbm / 7.136 cbm
Hold 1 (LxBxH)	: 12,60 x 13,50 + 14,70 x 6,70 (nar) x 11,0 m
Hold 2 (LxBxH)	: 49,45 x 13,50 x 11,0 m
Hatch 1+ 2	: 27,30 + 50,40 m x 13,50 m
Hatch covers	: hydraulic folding
Moveable bulkheads	: 1 bulkhead / 4 positions
Hold ventilation	: 6 air changes (b.e.h.)
Tanktop area	: 920 sqm
Reefer plugs	: 24, on deck only

CONTAINER DATA:

Container intake	: total 412 x 20' / 206 x 40'
	: hold 220 x 20' / 110 x 40'
	: deck 192 x 20' / 96 x 40'

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

MACHINERY:

Main engine	: MAK 8M32 - 4000 kW
Auxiliary engines	: 2 x 380 kW
Shaft generator	: 685 kW
Bow thruster	: 440 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 2/ DS 2 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 is shallow, narrow or other constraint waters.