



VESSEL PARTICULARS

“TIMBER NAVIGATOR”



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General information

Flag	Dutch
Port of registry	Heerenveen
Type	geared, box, tweendecker
Built	2011, Damen Shipyards Bergum
Class	Lloyds Register
Ice class	Finnish-Swedish 1a
Call sign	PCBP
IMO nr.	IMO 953 2824
Dwt summer sw	8.273 mt
Dwt winter sw	8.000 mt
Draft fully laden	7,20 m. ssw
Loa	118,14 m
Lpp	112,29 m
Beam moulded	15,90 m
Beam over all	16,13 m
Depth main deck at side	8,80 m
Building height fm base line	32,50 m
Ballast airdraft	28,50 m
Draft ballast fore	3,20 m
Draft ballast aft	4,65 m
Distance wl/hc	6,50 m
GT	5425
NT	2949
Main engine	MaK 9M25C - 2970kW
Bowthruster	Veth - 300kW
Maximum Speed	13.5
Service Speed	12.0

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Hold/hatches

Grain/bale capacity	371.155 cbft / 10.510 m ³
Holds/hatches	2/2
Hold no. 1	21,35 x 13,20 / 11,31 x 7,0 x 9,70 m
Hold no. 2	51,12 x 13,20 x 9,70 m
Hatch dim	51,12 + 32,66 x 13,20 m
Hold no. 1	136.350 cbft / 3.861 m ³
Hold no. 2	234.989 cbft / 6.654 m ³
Hatch covers	pontoon hatchcovers
Moveable bulkheads	2
Tweendeck	complete tweendeck

Tweendeck height	under td	above td
Position 1	3,82 m	5,37 m
Position 2	4,59 m	4,59 m

Ceiling	steel
Hold ventilation	10 airchanges B.E.H.

Intake is always subject vessel's stability, trim, permissible weight and is subject regulations of visibility. Container data as well as grain/bale capacity assumes tweendeck ashore.

Container data

Container intake	336 TEU of which 165 on deck
Stackloads tt	TEU 70 mts / FEU 70 mts
Stackload on hc	TEU 25 mts / FEU 48 mts <i>(Intake always subject to weight, trim and stability)</i>

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Gear

Cranes 2x electric hydraulic cargo handling cranes
40t each

Reach	3-24m	3-28 m
	40 mt	32 mt

Position portside

Combinable yes, no transverse on board

Lifting capacity of vessel's cranes is subject vessel's stability and depends on cargo/ballast on board.

Deck strength

Tanktop strength 17 mt / m²

Tweendeck strength 3 mt / m²

Hatchcover strength 1,75 mt / m²

Grain fitted yes

Communication equipment

GSM

Satcom-C

Broadband 150

V-sat

VHF

MF/HF

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Speed / consumption

12,8 knots	13 mt IFO 380 per 24h
12 knots	11 mt IFO 380 per 24h
11 knots	9,5 mt IFO 380 per 24h

Speed and consumption figures are, approximately, calculated basis maximum beaufort 2 / ds 2 and seawater temperature max 26 °C.

No gasoil 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.

Port consumption	1,00 mt GO / per 24 hrs (idle) 2,50 mt GO / per 24 hrs (working)
Fuel specifications	heavy fuel oil IFO 380, rmk35 acc – ISO8217-2005 Mgo - ISO82172005e - category iso/f – dmx or iso-f-dma

Charterers shall only supply suitable fuels as per specification to enable main propulsion and auxiliary machinery to operate efficiently and without harmful effects. Fuels to be mineral based products of stable and homogeneous nature complying with current cimac recommendations and ISO standard 8217 or any subsequent amendments thereof, and shall not contain waste lubricants, tar oil, inorganic acids, chemicals or any other harmful substances.

Tank capacities

HFO	approx 479 m ³ (incl day and settling tank)
MGO	approx 57 m ³ (incl day and settling tank)
Freshwater	approx 52 m ³
Ballastwater	approx 2.943 m ³

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Machinery

Main engine	MaK 9M25C – 2970 kW
Auxiliary engines	Caterpillar 3 x 280 kW
Shaft generator	Stamford 435 kva (348 kwe)
Bow thruster	Veth 300 kW
Propeller	Berg CPP

“All details given in good faith and believed to be true and correct however without guarantee”



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