



SYMPHONY SEA SYMPHONY SKY SYMPHONY STAR
SYMPHONY SUN SYMPHONY SPACE SYMPHONY SPIRIT

Main particulars

Flag	Netherlands
Port of registry	Rotterdam
Built	2015-2017, Ferus Smit, Germany
Type	General cargo ship –occasional dry bulk cargo; container ship; unrestricted navigation; geared; tween deck; allowed to steam with open hatches
Class	Bureau Veritas
Ice Class	1A Finnish-Swedish Ice Class
IMO Nr.:	9721657 (Symphony Sea) 9721633 (Symphony Sky) 9721645 (Symphony Star) 9721669 (Symphony Sun) 9735232 (Symphony Space) 9735220 (Symphony Spirit)
P&I	NNPC

General dimensions

GT/NT	abt 6749 / 3408
DWT summer sw	10.546,5 mts / 7120 mts bss open top
DWT winter	10.228,6 mts
DWCC	abt 9800 / 6600 bss open top
Draft fully laden sw/winter	7,818 m / 7,655 m ; 6,013 m open top
LOA	122,50 m
LPP	119,58 m
Beam moulded	17,00 m
Depth moulded	10,70 m
Ballast airdraft (from base)	42,51 m / 37,49 m, antenna lowered
Distance wl/hc	abt 11,25 m minus actual draft
TPC	19,50
SUEZ GT / NT	7056,91 / 5990,77
PANAMA NT	6093

Gears

Cranes (portside)	2 x 85 mts, combinable, with spreader
Outreach, capacity	85 mts at R 18 m; 65 mts at R 22m; 50 mts at R 28 m

Container data

Container intake	436 TEU / 196 FEU total
Deck	271 TEU /121 FEU
Hold	165 TEU / 75 FEU
Stack loads tanktop	hold TEU / FEU 50/50 twd no stack position deck TEU 35 ts/ FEU 54 ts

Hold particulars

Grain capacity	429.110 cbf (12.151,728 cbm) –w/o twd 734,467 cbm deductible for twd
Holds/hatches	1/1; box shaped, open hatch, open top
Hold (LxBxH)	LH 79,04/ TD 90,74 x 13,50 x 10,70 m
Hatch	90,74 m x 13,50 m
Hatch covers	pontoon, (14x)
Bulkheads	2 bulkheads
El. ventilation	6 air changes/hr b.e.h.

Tweendeck

Tween deck	complete twd ;15 panels
Panels LxBxH	Panels 1-10 & A+B(x2): 5,29 x 13,45 x 0,70 m Panel C: 4,53 x 13,40 x 0,70 m
Height under td/above td	Pos 1: 6,90/3,10 m
Pos 2	5,36/4,64 m
Pos 3	3,10/6,90 m

Area available

Tank top	1.067 m2
Tween deck	1.226 m2
Weather Deck	1.413 m2
Total	3.706 m2

Deck strength

Tank top strength	20 t/m2 non-uniform; 15 t/m2 uniform
Tween deck strength	3,50 t/m2
Hatch cover strength	2,40 t/m2

Machinery

Main engine	MAK 6M32 – 2.999 kW at 600 r.p.m.
Bow thruster	573 kW, tunnel type
Propeller	CPP in nozzle 3,95 m
Speed/consumption	abt 13 kn on abt 12,50 ts IFO380 per day
Port consumption per day	1,5-2 mt GO (idle) / 2,5 mt GO (working)
Heavy fuel oil	IFOR380, RMG380 - ISO8217-2010
MGO - ISO8217	: 2005E - Category ISO/F - DMA.
Speed and consumption figures are "about" and calculated basis sailing even keel on max Beaufort 2/ D5 2 and seawater temperature max 28 C.	
No GO 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.	

Tank capacities

HFO	abt 581 cbm (incl day + settling tank)
MGO	abt 203 cbm (incl day + settling tank)
Fresh water	abt 51 cbm
Ballast water	abt 4.488 cbm

All details are 'about', given in good faith and believed to be true & correct but without guarantee.

