



Schulte & Bruns

Nederland BV

52° 57' 23" 5° 56' 70"



MV ILSE D

MAIN PARTICULARS:

Flag	: Liberia	
Port of registry	: Monrovia	
Built:	: 2001, Damen Shipyards	
Type	: MPP tweendeck ship strengthened for heavy cargoes	
Class	: GL	
IMO nr	: 9239288	
P&I	: The Swedish Club	

GENERAL DIMENSIONS:

GT/NT	: 7.406 / 3.859
DWT summer sw	: 10.604 mts
DWT winter sw	: 10.259 mts
Draft fully laden ssw	: 7,33 m
Draft ballast fore/aft	: 4,40 m / 5,50 m
LOA	: 142,68 m
LPP	: 136,12 m
Beam	: 18,25 m
Depth moulded	: 10,15 m
Ballast airdraft	: 31 m
Distance wl/hc	: 7,40 m (ballast)

GEARS:

Cranes (starboard)	: 2 x 60 mts, combinable
Reach, capacity	: 60 mt (3,5-16 m); 40 mt (2-26m) 30 mt (2-28,4 m)

Vessel has a spreader on board.

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

DECK STRENGTH:

Tanktop strength	: 20 mts / m2
Tweendeck strength	: 3 mts / m2
Hatchcover strength	: 1,75 mts / m2

TANK CAPACITIES:

HFO	: 344 cbm (excl day+settling tank)
MGO	: 218 cbm (excl day+settling tank)
Fresh water	: 75 cbm
Ballast water	: 5.350 cbm

AREA AVAILABLE:

Tanktop	: 1.327 m2
Tweendeck	: 1.218 m2
Deck	: 1.408 m2
Total	: 3.953 m2

HOLD PARTICULARS:

Grain capacity	: 518.900 cbft (14.693 cbm) – w/o twd in hold 490.400 cbft (13.672 cbm) – with twd in hold
Holds/hatches	: 2/2; boxshaped, openhatch
Hold No 1 / 2 (w/o twd)	: 187.205 / 331.695 cbft (5301 / 9392 cbm)
Hold 1 (LxBxH)	: 38,96 x 13,15 x 11,05 m (narrowing fore)
Hold 2 (LxBxH)	: 65,42 x 13,15 x 11,05 m (narrowing aft)
Hatch 1+ 2	: 39,05 + 65,50 m x 13,50 m
Hatch covers	: pontoon
Moveable bulkheads	: 2 bulkheads (17 positions)
Hold ventilation	: 6 air changes per hour B.E.H.

TWEENDECK:

Tweendeck	: complete twd (except narrowing in hold 1)
Panels LxBxH	: 5,47 x 13,15 x 0,66 m (17 panels)
Height under td/above td	: 4,53 m / 5,86 m

CONTAINER DATA:

Container intake	: 679 TEU; of which 377 TEU on deck
Stack loads tanktop	: hold TEU 100 mts FEU 120 mts deck TEU 28 mts FEU 52 mts
Reefer plugs	: 60, on deck only

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

MACHINERY:

Main engine	: MAK 9M32C – 4.320 kw
Auxiliary engines	: 3 x 350 kw
Shaft generator	: 500 kw
Bow thruster	: 400 kw
Propeller	: CPP
Speed/consumption	: 12 kn on 14,5 mts RMG 380 per day
Port consumption per day	: 1,5 mt MGO (idle) / 2,5 mt MGO (working)

HFO – ISO8217:2010e – Category ISO/F – RMG380

MGO – ISO8217:2005e – Category ISO/F – DMA

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 is shallow, narrow or other constraint waters.