

# MV “AURIGA”

**Cubic Feet: 265,770    SQM: 3,235**



## Type of Vessel: Refrigerated Cargo Vessel

Call Sign : LYBT Year Built : 1992 Flag : Lithuania Registry : Klaipeda Class : DNV Ice Class : None	IMO no. : 8920983 DNV no. : 16941 Shipyard : Kleven Mek Versted A/S Ulsteinvik, Norway P&I : West of England
GRT : 5084      NRT : 3163 PGRT : 5571      PNRT: 4678 SGRT : 5504.67    SNRT : 4454.16 DWT : 6088 MT (Summer) Draft : 7.413 M (Summer) LOA : 109.00M Beam : 18.00M M. Depth : 9.80M	Holds/Hatches : 4/4 Compartments : 16 Cooling Sections: 8 Cargo Gear : Cranes x 4 SWL : 6.0 MT (3.5 MT in U/P) Temperatures : +12C / -25C Grating Strength: 5 MT (Forklift + Cargo)

Side Port : 8, 4 each side Container : 108 TEU or 48 FEU	Plugs : 20 Banana Hatch : None Lashings : None Cars Last Done: None
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**Deck Height in Meters [Min / Max]:**

Deck	1	2	3	4
A	2.20 / 2.50	2.21 / 2.50	2.20 / 2.52	2.21 / 2.50
B	2.20 / 2.28	2.20 / 2.40	2.21 / 2.29	2.20 / 2.30
C	2.24 / 2.33	2.24 / 2.40	2.21 / 2.39	2.23 / 2.35
D	2.20 / 2.31	2.20 / 2.37	2.20 / 2.35	2.20 / 2.30

**Vessel Cooling Sections:**

1	2	3	4
A(Trunk)/B	A(Trunk)/B	A(Trunk)/B	A(Trunk)/B
C/D	C/D	C/D	C/D

The air cannot circulate between decks C & D.

Decks C & D have no insulation – only one steel list/plate is there.

Temperatures have to be very close (same-same) in compartments C & D.

It is possible to separately carry out different kinds of cargo with one temperature.

**Hold Capacities (In Cubic Feet & Square Meters):**

<b>HOLD</b>	<b>1</b>		<b>2</b>		<b>3</b>		<b>4</b>	
	<b>CuFt</b>	<b>SqM</b>	<b>CuFt</b>	<b>SqM</b>	<b>CuFt</b>	<b>SqM</b>	<b>CuFt</b>	<b>SqM</b>
<b>A(Trunk)</b>	13,247	159	11,008	130	10,447	122	10,845	128
<b>B</b>	18,819	228	21,130	263	20,613	254	20,386	251
<b>C</b>	15,023	188	21,377	256	21,117	256	18,482	228
<b>D</b>	8,665	106	19,838	238	20,454	249	14,319	179
<b>Total</b>	55,754	681	73,353	887	72,631	881	64,032	786
<b>Grand Total</b>							<b>265,770</b>	<b>3,235</b>

**Hatch Opening in Meters:**

<b>Deck</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>Trunk Deck</b>	9.8 x 8.5	9.8 x 8.5	9.8 x 8.5	9.8 x 8.5
<b>Weather Deck</b>	9.8 x 8.0	9.8 x 8.0	9.8 x 8.0	9.8 x 8.0
<b>Upper Tween Deck</b>	8.4 x 8.0	9.8 x 8.0	9.8 x 8.0	9.8 x 8.0
<b>Lower Tween Deck</b>	6.3 x 7.97	9.8 x 7.97	9.8 x 7.97	9.8 x 7.97

**Type of Hatches:**

Trunk Deck & Lower Tween Deck : Hydraulic Operated

Weather Deck & Upper Tween Deck : Wire Operated

**SPEED AND CONSUMPTION:**With Shaft Generator Connected

Ballast :	Abt 15.50Kts on abt 13.00MT IFO 380 CST
Banana Laden :	Abt 15.00Kts on abt 16.00MT IFO 380 CST
Fully Laden :	Abt 14.50Kts on abt 15.00MT IFO 380 CST
Port Consumption :	Idle: 1.00mts MGO Working: 2.50mts MGO

**Shaft Generator not working :** Aux/E consumption would be 1.5mt MGO in ballast and 3.5mt MGO in Laden Condition.

Minor MGO consumption when stand-by and maneuvering during arrival/departure ports except in heavy weather conditions.

Speed and Consumption figures based on good weather conditions and smooth sea Max Beaufort 3 and Douglas Sea State 3, on even keel in deep water, max cooling water temperature 25 Degrees Celsius and excluding reefer containers on board.

**Fuel quality:**

Charterers to supply fuel fit for consumption by the vessel's main engine and auxiliary engines and which complies with ISO 8217:2017 RMG380, 380Cst at 50 degrees Celsius standard for main engine and ISO 8217:2017 DMA standard for auxiliary engines. Fuel must be of stable and homogenous nature and be free from waste lubricants, chemicals or other harmful substances. Fuel sulphur content at all times to meet the requirements of any zone regulated by regional and/or national authorities when the vessel is trading within that zone.

Charterers not to comingle different bunker stems in one and the same storage tank, Master will be instructed accordingly.

**Bunker Capacity:**

IFO 380 CST : 740 CBM

MGO : 126 CBM

FW : 111 CBM

Technical FW : 100 CBM

Ballast : 1283 CBM

All particulars are believed to be correct but not guaranteed.