



M/V Olza

European Trading BOXSHAPED River/Sea going with low draft

olza ship data english ver 22 05 2012

Vessels Name:	M/V OLZA, ex Sun Leader, ex Fairdeal, ex Christopher
Flag, Home Port:	Polish, Szczecin
Owners:	Baltramp Shipping Sp. z. o. o.
Build:	1990, Detlef Hegemann GmbH & Co. Berne, Germany, Yard no. 151
Type:	General cargo, low draft, gearless, sea river, boxed hold, fixed wheelhouse, collapsable masts
Class:	PRS, KM General Cargo Ship I E ACC(36) AUT (I=200Nm; E=lowest ice class, ACC(36)=36 TEU on deck)
IMO / Call Sign:	IMO: 8919843; Call Sign: SNBJ
GT / NT:	2.292 / 1.308
LOA / Beam:	84,53m / 12,80m
DWAT / Draft:	2.783 (class certificate), draft summer 4,44m – draft winter 4,35m, fw allowance 10cm
DWCC Summer:	abt. 2.650t with 15t bunkers and 10t FW and 2t lube oil and 20t both grain bulkheads, on 4,43m
DWCC Winter:	abt. 2.575t with 15t bunkers and 10t FW and 2t lube oil and 20t both grain bulkheads, on 4,43m
Draft Ballast:	max. ballast (1.471,2 cbm, abt Fwd dr: ...m, Aft dr: ...m, with 15t bunkers and 10t FW and 2t lube oil and 20t both grain bulkheads Min. ballast (...mt, Fore peak and ...): abt Fwd dr: ...m, Aft dr: ...m

Subject bunkers and FW onboard"

Airdraft:	See additional info, fore and aft masts lowerable only
Hold:	Boxed, with very small narrow fwd, double skinned, dimensions without grain bulkheads 56,40 x 10,20 x 7,95m high total, steel floored, strengthened for heavy cargo 15mt/sqm, suitable for grab discharge, project or timber cargo: hatch covers hinges located underneath and take 15cm from hold height
Hold capacity:	Without both grain bulkheads 4.484,73 cbm at 56,40m hold length; with both grain bulkheads stored aft 4.394,83 cbm at 55,27m hold length; with bh parked 1 at + 1 fwd: 4.153,83cbm at 52,21m hold length; other positions see add. Info
Hatchway:	56,40m x 10,20x
Hatchway clear open:	55,12m (opened covers) opened covers of aft part take 1,28m off clear open, fwd covers take no clear open
Hatch covers:	Steel, multifold crocodile Macor Hatch Covers, 8 sections (4 aft + 4 fwd), strength 1,55 mt/sqm
Grain Bulkheads:	2 grain bulkheads – 35 positions available + 1 parking, both weight abt 20,0 mt, both volume 79,26 cbm brutto
Grain fitted:	Yes, 2 movable grain bulkheads Max wheat intake arr. 2.34mt, (sf arr 44, bulkhead 1 at fr 42, bulkhead 2 at 91, cargo between bulkheads arr 2.340mt) with ballast 262mt
Container fitted:	Not enough lashings on board, however room to load 105 TEU in hold and 36 TEU on deck
River traffic:	aft anchor – Yes, river radar and autopilot – yes, river certificate to be renewed
Main Engine:	Deutz type SBV 8M 628, power limited to 600 kW at 620 revs
Aux. Engine:	2 x Deutz type F10L 413 F, 135kW, at 1500 revs, air cooled 1 x Deutz type F5L 912 R, 38,5kW, at 1500 revs, air cooled
Bow thruster:	Jastram, max (3 rd stage) 160 kW, electric driven
Speed / Consump:	<u>Ballast</u> abt. 10,0 kn on abt. 3,5 mt Gas Oil (at wind up to 3B, waves 0,60m (1) as described in Nautical Almanac) <u>Laden</u> abt 9,5kn, on 3,5 mt Gas Oil (at wind up to 3B, waves 0,60m (1) as described in Nautical Almanac), (info based voyages 1 – 14/2011)
Port consumption:	Generator and boiler abt 0,39 mt G.O.

Gasoil capacity: Max 167,8 mt

Other info: aft rudder Flap type, rescue boat, fresh water 27,0 mt, max ballast capacity 1.471,2 cbm, bunkers total (including fwd diesel) 167,8 mt, lube oil total 4,87cbm

Insurance: H+M: "PZU" (Powszechny Zaklad Ubezpieczen S.A., Poland)
H+M value EUR 1.300.000,-
P+I: PZU with British Marine terms and reinsurance, limit USD 500.000.000,-

Next Special Survey: 15 Feb 2016

Next drydock: 29 Jan 2013 – 29 Jan 2014

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Radio Equipm: GMDSS A1+A2+A3