



**4,325 DWT / 2 x 60 mt**



| Vessel name | Built   | IMO no. | Flag      |
|-------------|---------|---------|-----------|
| Geise       | 05/2006 | 9266322 | Gibraltar |

### Ship's Basics

|                       |  |
|-----------------------|--|
| <b>Type</b>           | Project Carrier Vessel<br>Tweendecker  |
| <b>Builder</b>        | Rousse Shipyard, Bulgaria  |
| <b>Classification</b> | GL + 100 A5 E3 G + MC E3 AUT<br>equipped for carriage of containers, strengthened<br>for heavy cargoes, SOLAS II - 2 Reg. 54 |

### Dimensions & Main Data

|                            |   |
|----------------------------|---|
| <b>Tonnage GT/NT</b>       | 3,198 / 1,725   |
| <b>Deadweight (summer)</b> | 4,325 mt  |
| <b>Length o.a.</b>         | 98.90 m   |
| <b>Length p.p.</b>         | 92.75 m   |
| <b>Beam</b>                | 13.80 m   |
| <b>Max. draft (summer)</b> | 5.74 m  |
| <b>Max. speed</b>          | 13.9 knots  |
| <b>Service speed</b>       | 12.2 knots  |
| <b>Consumption at sea</b>  | 10.4 mt fuel per day  |
| <b>Consumption in port</b> | 1.2 mt fuel per day (with crane operations)<br>0.7 mt fuel per day (without crane operations)             |
| <b>Fuel on ME</b>          | RME 180 / MGO DMA / MDO DMB   |
| <b>Fuel on AE</b>          | MGO DMA   |
| <b>Tank capacities</b>     | RME 180 abt. 275 cbm<br>MGO DMA / MDO DMB abt. 65 cbm<br>Ballast abt. 1,865 cbm<br>Freshwater abt. 42 cbm |

### Propulsion

|                     |                              |
|---------------------|------------------------------|
| <b>Main Engine</b>  | MaK 6M32C, 2880 kW           |
| <b>Aux.-Engines</b> | Caterpillar, 2 x 260 kW      |
| <b>Propeller</b>    | Controllable pitch propeller |

### Hold and Hatch

|                               |  |
|-------------------------------|--|
| <b>Hold and Hatch</b>         | 1 Hold / 1 Hatch   |
| <b>Hatch cover type</b>       | Pontoon type   |
| <b>Cargo hold capacity</b>    | 6,374 cbm (225,095 cbft)                                       |
| <b>Floor space under deck</b> | 1,490 sqm (16,038 sqft)  |
| <b>Floor space on deck</b>    | 790 sqm (8,503 sqft)   |
| <b>Deck strengths per sqm</b> | 15.00 mt on tanktop<br>2.50 mt on tweendeck<br>1.65 mt on deck |
| <b>Tweendeck</b>              | 1 height   |
| <b>Bulkheads</b>              | 2 bh / 9 positions   |

### Cargo Gear

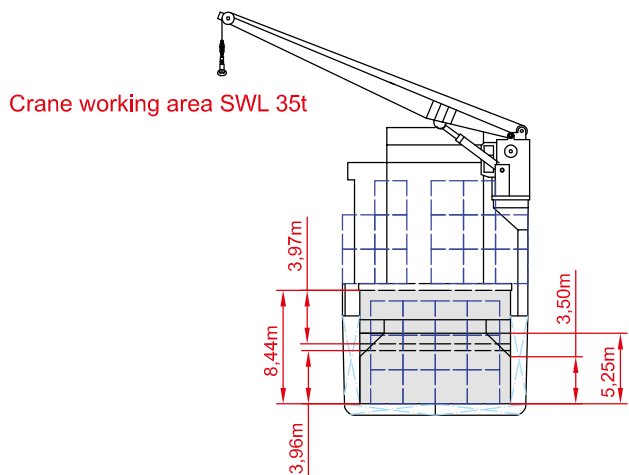
|                   |           |
|-------------------|-----------|
| <b>Type</b>       | 2 x 60 mt |
| <b>Combinable</b> | 120 mt    |
| <b>Situated</b>   | Portside  |

### Container Capacity

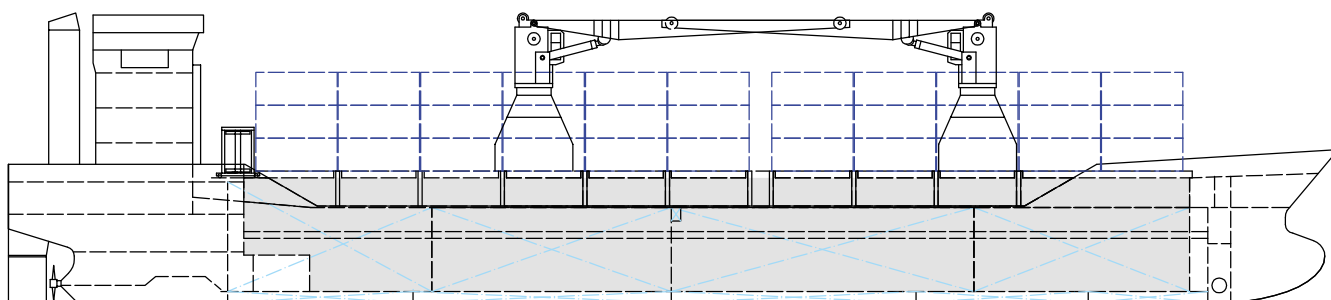
|                     |                  |
|---------------------|------------------|
| <b>Capacity</b>     | 20' or 40' + 20' |
| <b>Hold</b>         | 120 / 48 / 24    |
| <b>Deck</b>         | 154 / 67 / 18    |
| <b>Total</b>        | 274 / 115 / 42   |
| <b>TEU at 14 mt</b> | 152              |
| <b>Reeferplugs</b>  | 20 on deck       |
| <b>Stackload</b>    | 20' / 40'        |
| <b>Hold</b>         | 72 mt / 90.5 mt  |
| <b>Deck</b>         | 25 mt / 32 mt    |

### Special Equipment / Features

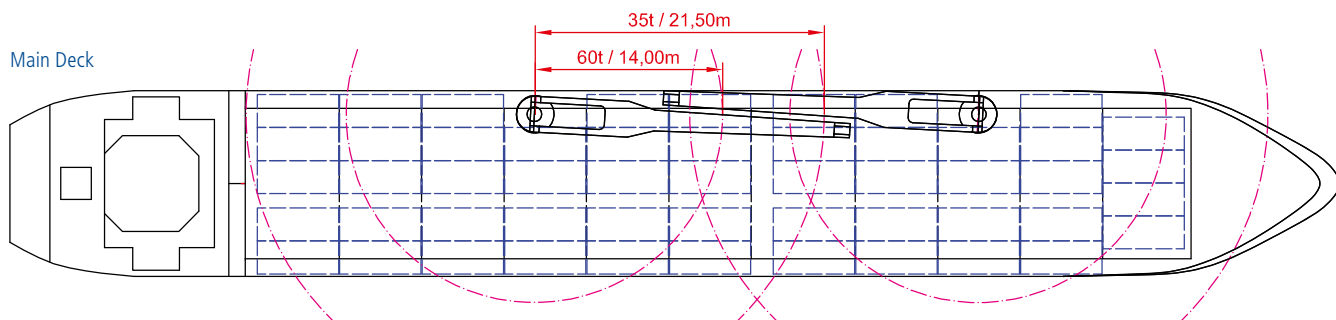
|                    |  |
|--------------------|--|
| <b>IMO classes</b> | Fitted for carriage of dangerous goods of<br>all IMO classes |
| <b>Other</b>       | Grain and timber fitted<br>Bow thruster; Shaft generator     |



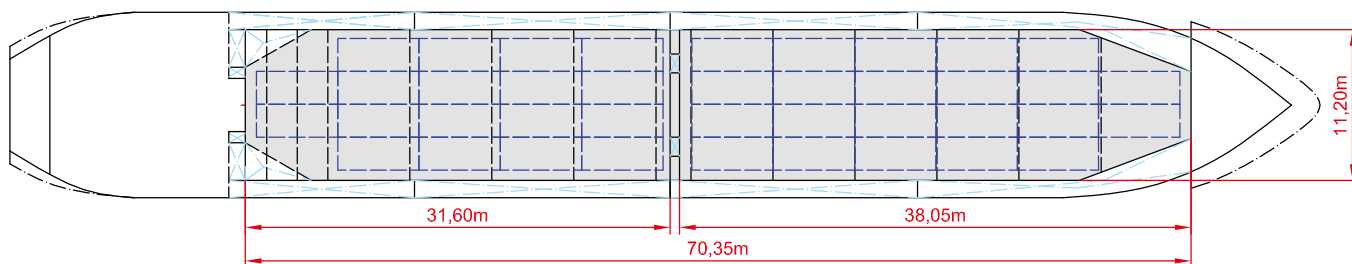
Side View



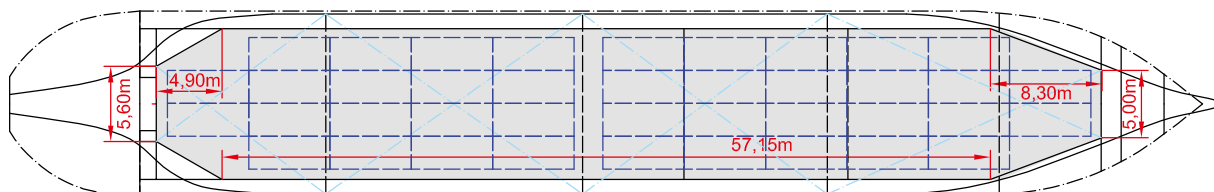
Main Deck



Tweendeck



Holds & Double Bottom



Max. speed is calculated basis 85% MCR, ballast condition, no deck cargo, maximum Beaufort 2, no swell, no adverse currents, clean hull and even keel. Service Speed and consumption at sea is calculated basis 75% MCR, laden condition, no deck cargo, maximum Beaufort 2, no swell, no adverse currents, clean hull and even keel. Eco speed is the minimum continuous speed in laden condition. Consumption data assumes reefer plugs and shaft generator disconnected but including AE if no shaft generator is installed. Vessel is burning fuel according to ISO 8217. Intake is always subject to vessel's stability, trim, permissible weights and is subject to regulations of visibility. Lifting capacity of vessel's cranes is subject to vessel's stability and can depend on cargo/ ballast on board. Container data as well as bale capacity assumes tweendeck ashore. All details including speed and consumption are given in good faith and are "about" and are given without guarantee. They must not be used as basis for charterparties or contracts without owner's explicit written authority.