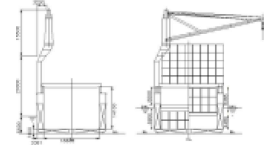
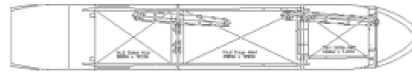
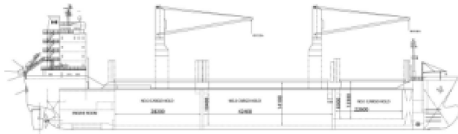




**A Class**



**Ship Basic Information**

Builders	NEW CENTURY SHIPYARD
Type	Highest Ice Class (upto 8.70m draft) Double Hull Box-shaped Multi-Purpose Tweendeck/Container Carrier
Flag	Cyprus
Port of registry	Limassol
Classification	GL + 100 A5, E3, G, General Cargo strengthened for heavy cargoes, equipped for carriage of containers, + MC E3 AUT. SOLAS II-2 Reg.54 Dangerous goods

**Vessel Specific Information**

	IMO No.	Year of Built	Summer Deadweight (mt)	Lightweight (mt)
AUGUSTA UNITY	9190080	1999	17,451	6,808
AUGUSTA MARS	9190119	2000	17,451	6,808
AUGUSTA SUN	9223904	2003	17,472	6,788

**Dimension and Main Data**

Length o. a.	143.15 m
Length b.p.	133.00 m
Breadth max.	23.13 m
Depth to maindeck	13.30 m
Deadweight winter	16,934.7 mt
Deadweight tropical	18,125.6 mt
Deadweight tropical fresh water	18,115.6 mt
Draft design/max	8.3 m / 9.72 m
Draft winter	9.524 m
Draft tropical	9.929 m
Draft tropical fresh water	10.130 m
Speed at designed draft (8.3 m)	abt 15.5 kn (Bf 2)
Speed at max draft (9.72 m):	abt 15.0 kn (Bf 2)
ST.LAWRENCE	YES
BOWTHRUSTER	YES
CEMENT HOLE FITTED	YES (900mm Diameter)
GT	12,993
NT	5,894
Crew Complement	22

**Tank Capacity**

HFO	1,533.7 cbm at 98%
MDO	145 cbm at 98%
Freshwater	335.5 cbm at 100%
Waterballast	5,809 cbm at 100%
Hatchcovers	MacGREGOR hydraulic folding
Number of holds, Hatches	3 holds, 3 hatches
Hold dimensions(LxBxH)	No. 1: 22.60 x 13.25 x 11.8 m No. 2: 42.36 x 18.60 x 13.9 m No. 3: 28.20 x 18.60 x 13.9 m
All holds mechanically ventilated : Hold #1 7 air changes per hour, Holds #2 & #3 6 air changes per	
Flush double skin sides & flush double skin bulkheads with 2 heights fixed rows of recessed lashing eyes.	
All holds with flush container sockets on tanktop and tweendeck.	
Timber stanchions	6 m high
Hatch dimensions	No. 1: 20.50 m x 13.21 m No. 2: 38.80 m x 18.60 m No. 3: 26.20 m x 18.60 m

Weatherdeck h/covers provide one even surface fm fwd no 1 to aft no 3 hold - 1600m2

Tweendeck (lift-away type) all panels stowed in front of superstructure, with 20' container on top. Vertical positioning in hold possible every 20ft (TEU) section, usable as grain and separation bulkhead. 4.7mt/m2 Payload.

Tanktop Strength	20.00 mt/sqm			
<b>Capacity (cbf)</b>		<b>Grain</b>		<b>Bale</b>
No. 1	126,232	126,232		
No. 2	384,025	384,025		
No. 3	255,999	255,999		
<b>Total</b>	<b>766,256</b>	<b>766,256</b>		
<b>Container Capacity</b>		<b>20'</b>	<b>30'</b>	<b>40'</b>
On Deck	710	237	311 (+37 TEU)	147
In Hold	408		193 (+22 TEU)	
<b>Total</b>	<b>1,118</b>	<b>237</b>	<b>504 (+59 TEU)</b>	<b>147</b>
<b>Gear</b>				
Vessel 1	Crane 1 (Holds 1&2)	SWL 57 mt x 28 m outreach		
	Crane 2 (Holds 2&3)	SWL 57 mt x 28 m outreach		
		Combinable SWL 114 mt		
Vessel 2	Crane 1 (Holds 1&2)	SWL 45 mt x 28 m outreach		
	Crane 2 (Holds 2&3)	SWL 45 mt x 28 m outreach		
		Combinable SWL 90 mt		
Vessel 3	Crane 1 (Holds 1&2)	SWL 45 mt x 28 m outreach		
	Crane 2 (Holds 2&3)	SWL 40 mt x 32 m outreach		
		Combinable SWL 85 mt		
2 Haeggglunds/Sweden hydr fast cranes combineable				
Deck Machinery: 7 low pressure autotension winches. Original Ulstein Norway.				
<b>Machinery</b>		<b>Main engine</b>		
Type	MAN B&W 7L42MC fixed pitch propeller			
Power	6,965KW/176 RPM			
Grade fuel used:	IFO 380			
	<b>Auxillary engine</b>			
Type	MAN Holeby 5L16/24			
Number	3			
Power	500KW/1,200 rpm			
Grade fuel used	IFO 380			
Generator	475 KW, 450 V, 60 Hz			
Bowthruster	Kawasaki 500 kw CPP			
<b>Fuel consumption at a speed of about 15.5 kn at design draft (Bf 2)</b>				
Ship at sea:	about 28 mt IFO 380			
	about 2.0 mt IFO 380			
Ship in port:	about 2.0 mt (idle)			
	about 4.0 mt (all cranes working)			
Boiler fuel consumption	about 1.0 mt IFO 380 in port			
<b>Navigation and communication equipment</b>				
Central aut tel station	GPS 2 x DGPS/LORAN			
Public addressor	Anemometer & Anemoscope			
Engine telegraph	Radiotelegraph, + HF/MF TLX			
Bridge wing control	VHF Radiotelephone			
Rudder angle navigator	Navtex			
Magnetic compass	INMARSAT B & C			
Gyro compass & Autopilot	Fax			
Echo sounder				
Doppler speed log				
ARPA radars(1x Xband,1xSband)				
ECDIS, and integrated Navigation System				
All details to be considered as about, given in good faith but without any guarantee.				

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