

SIEM NEWTON

VESSEL PARTICULARS

IMO NO. 9308792

TYPE: PCTC



GENERAL INFORMATION

Vessel's previous name(s)	M.V. LAKE KIVU
Date delivered / Builder:	06th Nov 2006 / Xiamen Shipbuilding Ind. Co. Ltd., China
Flag / Port of Registry:	Liberia / Monrovia
Call sign / MMSI:	D5DX4 / 636015993
Classification society:	Bureau Veritas
Class notation:	A1, Vehicle Carrier, AMS, ACCU

DIMENSIONS

Length overall (LOA):	182.80 m
Length between perpendiculars (LBP):	170.20 m
Breadth (Beam):	31.50 m
Moulded depth (main deck / upper deck):	12.80 / 31.80 m
Deadweight – design (MT / draft):	6,635 mt at 7.70 m
Deadweight – scantling (MT / draft):	12,322.8 mt at 9.00 m
Freeboard / displacement (summer):	3.816 m / 27,057.5 mt
Keel to masthead (normal / mast lowered):	48.70 / 48.70 m
Air draft (summer / mast lowered):	39.70 / 39.70 m
FWA / TPC (summer draft):	120 mm / 45.65 mt
Constant (excl. fresh water):	350
Lightship weight:	14,734.70 mt

TONNAGES

Net tonnage (NT):	14264
Gross tonnage (GT)	47168 / NA
Suez Canal tonnage – gross / net (SCGT / SCNT):	50755.3 / 45656.30
Panama Canal net tonnage (PCNT):	46600

CARGO INTAKE

Deck No.	Type of Deck	Lower (m)	Mid (m)	Upper (m)	Axle Load / No. of Wheels	Uniform Load (kN)	Car Deck Area (m ²)
11	Fixed	2	N/A	N/A	16 t / 2 wheels	3	5,043.70
10	Fixed	2	N/A	N/A	16 t / 2 wheels	3	5,187.00
9	Fixed	2	N/A	N/A	88 t / 2 wheels	20	5,191.40
8	Liftable	2	N/A	N/A	16 t / 2 wheels	3	4,828.10
7	Fixed	2.2	4.1	4.1	88 t / 2 wheels	20	4,458.90
6	Liftable	2.3	1.7	N/A	16 t / 2 wheels	3	4,775.60
5	Fixed	3	3.6	5.3	196 t / 2 wheels	20	4,628.20
4	Liftable	2.2	1.7	N/A	16 t / 2 wheels	3	2,244.70
3	Fixed	2.5	3	4.7	16 t / 2 wheels	3	2,024.80
2	Fixed	2	N/A	N/A	16 t / 2 wheels	3	1,915.50
1	Fixed	2	N/A	N/A	16 t / 2 wheels	3	1,475.70

Total Car Stowage

(Basis Car Size RT 43L: L × W × H: 4125 mm × 1550 mm × 1420 mm; Stowage distance of 300 mm fore & aft car to car and 100 mm right and left car to car)

TOTAL: 4,888 UNITS

RAMP CAPACITY

Ramp	Side	Stern
Serving deck(s)	5 & 6	5
Total ramp length	19.9 m	26.0 m
Total ramp width	5.24 m	8.6 m
Effective runway width	4.6 m	7.6 m
Hull opening size	W 4.6 m × H 5.81 m	W 7.6 m × H 5.36 m

PERMISSIBLE LOADS

	Side Ramp	Stern Ramp
Maximum gross weight	10 mt	120 mt
Maximum axle load	5 mt / 2 wheels	55 mt / 4 wheels

ENGINES

Main engine – number	11
Main engine – type	HYUNDAI MAN B&W 9S50MC-C
Main engine – MCR	14,220 kW @ 127 RPM
Main engine – NCR	12,798 kW @ 122.6 RPM
Auxiliary engines – number	3
Auxiliary engines – type	ZJMD 6L23/30 (1 unit); 8L23/30 (2 units)
Auxiliary engines – output	792 kW (1 unit); 1,056 kW (2 units)
Auxiliary engines – speed	720 RPM
Bow thruster	1 × KHI KT-130BS / 1,495 BHP
Stern thruster	None
AMP (Cold Ironing)	No
Rudder type	Standard

SCRUBBER SYSTEM & CONSUMPTION

Scrubber type / maker	Open loop / Clean Marine
Additional bunker consumption	approx. 1.0 MT/day @ 50% MCR (basis M/E & A/E)

BUNKER TANK CAPACITY

HFO capacity (90%, incl. service & settling tanks)	Approx. 3,323.60 m ³
MDO / MGO capacity (90%, incl. service & settling tanks)	Approx. 233.51 m ³
Total fuel capacity (swing tank in use)	Approx. 2,714.4 m ³
Diesel capacity (swing tank in use)	Approx. 1,030.0 m ³
No. 2 HFO Stbd swing tank	784.2 m ³ (usable for HFO or MDO/MGO with notice)
Fuel grade changeover costs	For Charterers' account

BUNKER SPECIFICATION

Fuel oil specification	ISO 8217:2017 RMG380 (biofuel blends at 2024 edition, max 30% m/m i.e. B30), MARPOL Annex VI compliant.
Fuel oil viscosity	300–380 CST @ 50°C
CCAI	Maximum 855
Diesel oil / MGO	ISO 8217:2017 DMA grade (biofuel blends at 2024 edition, max 30% m/m i.e. B30), MARPOL Annex VI compliant