



**Vessel Name**  
Zehrah 1

**Built**  
2012

**IMO No.**  
9652442

**Flag**  
UAE

## MAIN DATA

<b>Vessel Type</b>	Multipurpose (General Cargo – container ship)
<b>Classification</b>	Bureau Veritas General Cargo ship, equipped for carriage of containers, Unrestricted navigation, AUT-UMS, MON-SHAFT
<b>GT / NT</b>	3477 / 1063
<b>Deadweight (Summer)</b>	3000 MT
<b>Max. Draft (summer)</b>	5.30 m
<b>Length Over All</b>	91.30 m
<b>Length BP</b>	84.47 m
<b>Breadth Moulded</b>	15.80 m
<b>Depth to main Deck</b>	8.20 m
<b>Height Above Keel</b>	35.0 m

## HOLDS / HATCHES / CRANES

<b>Cargo Hold Capacity</b>	Hold #1 – 100 Cum / 3530 Cuft L x B = 3.0m x 6.3m Hold #2 – 4700 Cum / 165,910 Cuft L x B = 49.5m x 11.1m
<b>Floor space under deck</b>	Tank Top Floor Space – 516 Sqm Tween Deck Floor Space – 550 Sqm
<b>Floor space on deck</b>	Weather Deck Floor Space – 572 Sqm
<b>Cranes</b>	2 x Liebherr WLL 60 mt Both Cranes on Port side
<b>Crane Load Outreach</b>	60 mt in 2.8 – 12.0 m  40 mt in 2.1 – 17.0 m 36 mt in 2.1 – 21.0 m
<b>Container Intake</b>	Hold Capacity – 1+82 TEU Deck Capacity - 145 TEU Reefer plugs on deck – 24

\*\* ALL DETAILS ABOUT

\*\* ALL DETAILS ARE BELIEVED TO BE CORRECT, BUT WITHOUT GUARANTEE

Speed and consumption figures are calculated basis maximum Beaufort 2, no swell and no adverse currents. Consumption data assumes shaft generator and reefer plugs disconnected. Vessel is burning fuels according to ISO 8217-2005. 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 KFS's explicit written authority.



## SPEED & CONSUMPTION

	Loaded	Ballast
Max Speed	10.0 kts	12.0 kts
Fuel Cons LSFO	12.0 MT/day	10.0 MT/day
Fuel Cons MDO	1.0 MT/day	1.0 MT/day
Economical Speed	6.0 kts	8.0 kts
Fuel Cons LSFO	6.0 MT/day	5.0 MT/day
Fuel Cons MDO	1.0 MT/day	1.0 MT/day
Idle/Standby		
Fuel Cons LSFO	NIL	
Fuel Cons MDO	1.0 MT	

Anchor/Port	Crane in use	Crane not in use
Fuel Cons LSFO	NIL	NIL
Fuel Cons MDO	2.5 MT	1.0 MT

**Bunker Capacity**  
 HFO – 317.2 Cum  
 MGO – 100.5 Cum  
 LO – 14.2 Cum  
 Fresh Water – 65.7 Cum

## Stack Weight (TEU/FEU)

Tank Top – 60/90 mt  
 Tween deck – 30/35 mt  
 Hatch Covers – 45/65 mt

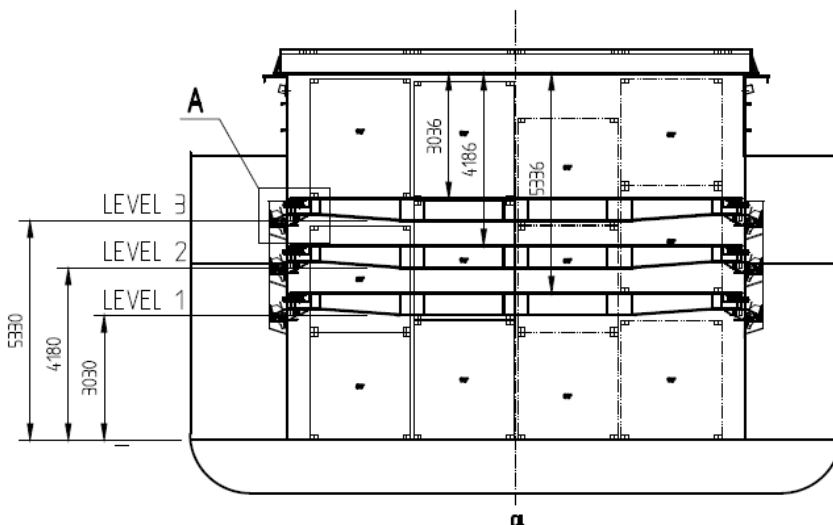
## Deck Strength per Sqm

Tank Top – 10 mt/sqm  
 Tween Deck Pontoons – 5 mt/sqm  
 Hatch Covers – 4.0 mt/sqm

## MACHINERY

Main Engine	Man B&W
Aux Engine	Cummins KTA 19-D(M)/ STAMFORD Diesel
Shaft Generator	LEROY SOMER LSA M49.1M75 C 6S/4 №208508/1
Bow Thruster	440 KW

## SPECIAL EQUIPMENT/FEATURES



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