



mv MIDAS

Finnish flag, built by J.J. Sietas Schiffswerft GmbH, Germany 1990
 DNV GL +100 A5 E3 "Ro-Ro-ship" "Suitable for carriage of dangerous goods" MC E3 aut
 Finnish/Swedish ice class 1A, Call sign OIZZ, IMO no. 9002659

Principal dimensions

Lenght over all	108,35 m
Breadth moulded	17,00 m
Draft summer	5,97 m

Tonnages

DWT summer on 5,97 m draft	4.491
GT London rules 1969	5.873
NT London rules 1969	1.762

Tank capacities

Fuel oil	360 m ³
MGO	67 m ³
Water ballast	1.837 m ³

Roro capacity

	Area	Lane meter	Max load
Weather deck	1.040 m ²	365 m	2,5 t/m ²
Main deck	1.257 m ²	429 m	4,0 t/m ²
Lower hold	731 m ²	238 m	8,0 t/m ²
Total	3.028 m ²	1.032 m	

	Volume	Deck height
Main deck	7.897 m ³	6,20 m
Lower hold	2.706 m ³	4,09 m
Total	10.603 m ³	

Container capacity

120 TEU or 60 FEU on deck
 Stack load on deck 30/40 t per 20'/40' stack
 24 reefer plugs on main deck and weather deck
 Reefer plugs 4 pole, 380/440 V, 50/60 Hz, 32 A

Cargo handling equipment

Stern ramp 12,50 x 9,25 m (L x B), total load 180 t
 Trailer lift 18,6 x 3,4 m, lifting capacity 60 t,
 serving lower hold/main deck/weather deck
 Speed loaded/empty 9/18 m per minute

Accommodation

Accommodation for 4 drivers in 2 cabins

Machinery

Main engine Wärtsilä Vasa 9R32E, 3.645 kW
 Aux. engines 3 x 318 kW
 Shaft generator 540 kW
 Bow thruster 450 kW
 Anti-heeling system

Speed and consumption per day

Service speed abt 14 knots on abt 14 t fuel oil
 Outside ECA vessel consuming IF-60, inside ECA vessel consuming
 MGO/MDO
 Harbour consumption abt 1 t MDO without trailer lift

Typical cargo cases

Paper: 1.500 mt paper in lower hold + 2.600 mt paper on main deck + 200 mt bunker

Paper + containers: 1.750 mt paper in lower hold + 2.100 mt paper on main deck + 250 mt containers on weather deck (abt 18 pcs) + 200 mt bunker

Paper + trailers + containers: 1.750 mt paper in lower hold + 650 mt trailers on main deck (abt 26 pcs) + 1.000 mt containers on weather deck (abt 70 pcs) + 200 mt bunker

Please note that above cases are given as examples only. Actual maximum cargo for a specific voyage is always subject to exact cargo specification, vessel's trim and stability, port restrictions etc.

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