

**Memorandum to USEPA
Commonwealth of Massachusetts
February 26, 2013
Request for Increase of Channel Width
New Bedford Marine Commerce Terminal (NBMCT)**

Introduction

The Commonwealth stipulated within its January 18, 2012 submission to EPA that a 175 foot wide channel would be sufficient to accommodate the design vessel anticipated by the Commonwealth at that time. However, the Commonwealth within its June 18, 2012 submission to EPA indicated that it may be possible that the width of the channel may need to be further expanded if a future vessel's dimensions varied significantly from that of the design vessel. As a result, the Commonwealth requested to add an additional 50 feet of width to the channel associated with the New Bedford Marine Commerce Terminal (NBMCT).

EPA indicated within its Final Determination (issued November 18, 2012) that it did not authorize the proposed expansion of the channel, but that it would consider new or additional information subsequent to its issuance of the Final Determination.

Additional research conducted by the Commonwealth indicates that the dimensions of future vessels may indeed vary from what the Commonwealth had initially anticipated (as further outlined below), which will require the additional 50 foot width in the channel for the NBMCT. This memorandum outlines the rationale and analysis supporting expansion of the width of the channel and then outlines the Commonwealth's commitment to funding the expansion, should EPA approve the work. The Commonwealth requests for EPA approval of this modification prior to the commencement of project construction.

Data Supporting Expansion of the Width of the Channel for the Facility

The channel for the facility must be sufficiently wide to accommodate offshore renewable energy international vessels, in order to keep the utilization of the facility at its maximum.

The Commonwealth previously estimated the appropriate width of the channel to be 175 feet; however, that estimate was based upon the beam and draft of the design vessel, which was assumed to represent a wide class of international vessels that would be bringing components to the new facility. The beam of the proposed design vessel (BBC Mississippi) is 23 meters (75.46 feet). The width of the channel was determined to be sufficient to accommodate the design vessel only because the design vessel at maximum draft (-23.6 MLLW) was significantly

shallower in depth than the proposed full design depth of the channel (-30 MLLW), and could therefore take advantage of the effective width of the channel at that depth (which would include the extra width created by the 1 Vertical: 3 Horizontal side-slopes of the channel at shallower depths). A deeper draft vessel, however, could not take advantage of these side-slope areas and would need to remain within the official boundaries of the channel.

The Commonwealth has conducted research into newer international vessels that are likely to be utilized to implement current and future offshore renewable energy projects at the Terminal. These vessels are capable of transporting renewable energy components and share a similar length and beam with the design vessel, but the vessels have a deeper draft than the design vessel. The following is a list of these vessels:

Vessel	Length**	Beam**	Max Draft (meters)**	Max Draft (feet)**
BBC Mississippi	143 meters	23 meters	7.2 meters	23.6 feet
BBC Quebec	138 meters	21 meters	8.5 meters	27.9 feet
BBC Oder	143 meters	22 meters	9.5 meters	31.2 feet
BBC Maine	138 meters	21 meters	7.8 meters	25.6 feet
Kaptan Ergun	148 meters	22 meters	8.0 meters	26.2 feet
Big Lift Tra-Type	100 meters	20.4 meters	8.2 meters	26.9 feet
Big Lift Happy R-Type	138 meters	22.9 meters	9.5 meters	31.2 feet
Nagoya Bay	149 meters	23 meters	7.6 meters	24.9 feet

** As noted on www.marinetraffic.com, or otherwise included within **Attachment A**.

Please note that some of the vessels listed above are operated by the same shipping company as the design vessel (all BBC vessels), which further indicates their likelihood to be utilized to transport offshore renewable components to the Terminal. Other vessels, such as the Big Lift category of vessels, have been utilized for offshore wind component transfer for other international installations and therefore may also be utilized in the future.

As can be seen from the chart above, the vessels range in beam from 20.4 meters (66.9 feet) to 23 meters (75.46 feet), which are both very similar to the beam of the design vessel; however, the drafts range from 7.6 meters (24.9 feet) to 9.5 meters (31.2 feet), which are all deeper than the draft of the design vessel of 7.2 meters (23.6 feet). It is the depth of these vessels that is driving the Commonwealth's request for the increased channel width.

The Commonwealth's request to increase the channel width to 225 feet (from the existing approved 175 feet) is based on the following information:

- The USACE Coastal Engineering Manual (EM-1110-2-110 (Part V)), dated August 1, 2008, Table V-5-10, recommends a design width of an interior channel (trench-type), with low currents, expressed as a multiplier of the design ship beam at 2.75 (as noted in the table below – noted as “trench” type channel).

EM 1110-2-1100 (Part V)
1 Aug 08 (Change 2)

Table V-5-10
One-Way Ship Traffic Channel Width Design Criteria¹

Channel Cross Section	Maximum Current		
	0.0 to 0.3 m/sec (0.0 to 0.5 knots)	0.3 to 0.8 m/sec (0.5 to 1.5 knots)	0.8 to 1.5 m/sec (1.5 to 3.0 knots)
Constant Cross Section, Best Aids to Navigation			
Shallow	3.0	4.0	5.0
Canal	2.5	3.0	3.5
Trench	2.75	3.25	4.0
Variable Cross Section, Average Aids to Navigation			
Shallow	3.5	4.5	5.5
Canal	3.0	3.5	4.0
Trench	3.5	4.0	5.0

¹ Criteria expressed as multipliers of the design ship beam; i.e., $W = (\text{factor from table}) \times B$

- Based on this criteria, the beam to channel width ratio for the vessels listed above would range from 2.3 (175/75.46) to 2.6 (175/66.9), all of which would be below the USACE criteria.

The Commonwealth must consider the full range of vessels that are anticipated to transit the channel. The anticipated use of these deeper-draft vessels requires the widening of the channel to be able to safely transit the vessels, in accordance with USACE guidelines. An extra 50 feet in width (to 225 feet) would extend the vessel beam to channel width ratio to above 2.75 for even the deepest draft of these vessels.

Although the terminal will be constructed within New Bedford Harbor, which is significantly protected from major sea currents, the full range of weather and sea conditions will also affect the ability of vessels to maneuver within the Harbor. In particular, windy conditions will require additional channel width in order to safely control vessels. Weather conditions can vary dramatically and can have a significant effect on how a vessel handles.

While we fully appreciate the benefits of minimizing the environmental impact of the construction of the proposed channel, we ask for the EPA to also consider operational issues such as the safety, security, and the potential environmental impacts if, in a worst case

scenario, an accident were to occur. We believe the consideration of navigational safety receive equal, if not higher, consideration by the EPA when evaluating the Commonwealth's request for a wider channel. In light of the foregoing, the Commonwealth believes that it is crucial to the success of the project to increase the width of the channel by 50 feet. Therefore, the Commonwealth requests that EPA increase the width of the proposed channel, as it believes that the added width is very important for vessel transit and navigational safety.

Commonwealth Commitment to Fund the Increased Channel Width

The Commonwealth is committed to funding and constructing the proposed expansion. The expansion of the channel is not specifically listed as an Optional Bid Item or a Base Bid Item within the plans and specifications promulgated by the Commonwealth dated December 5, 2012. However, upon EPA approval, the Commonwealth is prepared to issue a no-cost change order to the Awarded Contractor for the New Bedford Marine Commerce Terminal for the channel expansion. The expansion of the channel will not result in a significant change to the Commonwealth's unit costs due to the authority granted the Commonwealth via Article 2.07 of the General Conditions, which stipulates that no adjustment in the Contract Unit Prices will be made unless the quantities vary from those estimated in the Bid Form by greater or less than 25 percent. The expansion will result in changes to the estimated quantities of Base Bid Item Nos. 5 and 12 and Optional Bid Item No. 1; however, these changes will not be greater than 25% of the estimated value listed within the Bid Form.

The Commonwealth has already committed to increased mitigation to compensate for the impacts associated with a wider channel. Additionally, the expansion of the channel will result in the removal of additional sediment impacted by PCBs that would not otherwise be addressed by EPA.

The Commonwealth has carefully considered the benefit in providing the funding for the proposed expansion of the width of the channel and has determined that it is an important and sound investment. Expansion of the channel width for the new terminal will help to allow the New Bedford Marine Commerce Terminal to be as advanced and flexible as possible for the offshore wind industry.

Attachment A

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Vessel's Details

Ship Type: Cargo

Year Built: 2007

Length x Breadth: 143 m X 23 m

DeadWeight: 14000 t

Speed recorded (Max / Average): 15.5 / 14 knots

Flag: Antigua Barbuda [AG] 

Call Sign: V2CG5

IMO: 9347061, MMSI: 304164000

Last Position Received

Area: Indian Ocean

Latitude / Longitude: [-28.74346° / 32.51878° \(Map\)](#)

Currently in Port:

Last Known Port: [DURBAN](#)

Info Received: 18d 10h 6min ago

Not Currently in Range

[Itineraries History](#)

Voyage Related Info (Last Received)

Draught: 6.6 m

Destination: DURBAN

ETA: 2011-11-01 07:00

Info Received: 2011-11-03 01:14 (18d, 15h 25min ago)

Recent Port Calls:

No Records Found

Ex Names History

No Records Found

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Vessel's Wiki

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Ship Type: DRY CARGO

Owner: [Briese Schifffahrts GmbH & Co. KG](#)

Manager: [Briese Schiffahrts GmbH & Co. KG](#)

Built (Year/Month): 2007

Builder:

Hull Number:

Class:

Service Status:

Year scrapped/lost:

Tonnage & Dimensions

GT (Gross Tonnage):

NT (Net Tonnage):

DWT (Deadweight): 14000

Displacement:

LOA (Length Overall): 143

Beam: 23

Draft (max): 7.2

Depth:

Height:

Ship's Communication numbers

Sat Telex:

Sat Phone:

Sat Fax:

Mobile:

Capacity

Holds/Tanks:

Hatches:

Gear:

Bale:

Grain:

TEU:

PAX:

Cars:

Trucks:

RoRo Lanes Length:

Liquid Capacity:

Liquid Gas Capacity:

Oil Capacity:

Number of Pumps:

Pumps Capacity:

Engines

Number of Main Engine(s):

Main Engine builder:

Main Model:

Main RPM:

Main power: /

Main Fuel:

Main Consumption:

Number of Auxiliary Engine(s):

Aux Engine builder:

Aux Model:

Aux RPM:

Aux power: /

Aux Fuel:

Aux Consumption:

Bowthruster:

Propeller(s):

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BBC QUEBEC

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Vessel's Details

Ship Type: Heavy load carrier

Year Built: 2007

Length x Breadth: 138 m X 21 m

Gross Tonnage: 9611, DeadWeight: 12744 t

Speed recorded (Max / Average): 12.9 / 10.6 knots

Flag: Antigua Barbuda [AG] 

Call Sign: V2CQ2

IMO: 9402031, MMSI: 305077000

Last Position Received

Area: Australia

Latitude / Longitude: [-23.3465° / 151.3523° \(Map\)](#)

Currently in Port:

Last Known Port: [GLADSTONE](#)

Info Received: 0d 3h 59min ago

Not Currently in Range

[Itineraries History](#)

Voyage Related Info (Last Received)

Draught: 6.3 m

Destination: MACKAY

ETA: 2012-11-03 13:00

Info Received: 2012-11-02 17:17 (0d, 4h 58min ago)

Recent Port Calls:

No Records Found

Ex Names History

No Records Found

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Ship Type: DRY CARGO

Owner:

Manager:

Built (Year/Month): 0

Builder:

Hull Number:

Class:

Service Status:

Year scrapped/lost:

Tonnage & Dimensions

GT (Gross Tonnage): 9611

NT (Net Tonnage):

DWT (Deadweight):

Displacement:

LOA (Length Overall): 138

Beam: 21

Draft (max): 8.5

Depth:

Height:

Ship's Communication numbers

Sat Telex:

Sat Phone:

Sat Fax:

Mobile:

Capacity

Holds/Tanks:

Hatches:

Gear:

Bale:

Grain:

TEU:

PAX:

Cars:

Trucks:

RoRo Lanes Length:

Liquid Capacity:

Liquid Gas Capacity:

Oil Capacity:

Number of Pumps:

Pumps Capacity:

Engines

Number of Main Engine(s):

Main Engine builder:

Main Model:

Main RPM:

Main power: /

Main Fuel:

Main Consumption:

Number of Auxiliary Engine(s):

Aux Engine builder:

Aux Model:

Aux RPM:

Aux power: /

Aux Fuel:

Aux Consumption:

Bowthruster:

Propeller(s):



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Vessel's Details

Ship Type: Cargo

Year Built: 2010

Length x Breadth: 143 m X 22 m

Gross Tonnage: 12974, DeadWeight: 16953 t

Speed recorded (Max / Average): 16.4 / 15 knots

Flag: Antigua Barbuda [AG] 

Call Sign: V2EX5

IMO: 9508316, MMSI: 305589000

Last Position Received

Area:

Latitude / Longitude: [29.73808° / 32.51813° \(Map\)](#)

Currently in Port:

Last Known Port: [HOUSTON](#)

Info Received: 23d 0h 57min ago

Not Currently in Range

[Itineraries History](#)

Voyage Related Info (Last Received)

Draught: 9.5 m

Destination: YANBU

ETA: 2012-10-10 12:00

Info Received: 2012-10-06 13:48 (27d, 8h 29min ago)

Recent Port Calls:

No Records Found

Ex Names History

No Records Found

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Ship Type:
Owner:
Manager:
Built (Year/Month): /
Builder:
Hull Number:
Class:
Service Status:
Year scrapped/lost:

Tonnage & Dimensions

GT (Gross Tonnage): 12936
NT (Net Tonnage):
DWT (Deadweight):
Displacement:

LOA (Length Overall): 160

Beam: 19

Draft (max): 0

Depth:

Height:

Ship's Communication numbers

Sat Telex:

Sat Phone:

Sat Fax:

Mobile:

Capacity

Holds/Tanks:

Hatches:

Gear:

Bale:

Grain:

TEU:

PAX:

Cars:

Trucks:

RoRo Lanes Length:

Liquid Capacity:

Liquid Gas Capacity:

Oil Capacity:

Number of Pumps:

Pumps Capacity:

Engines

Number of Main Engine(s):

Main Engine builder:

Main Model:

Main RPM:

Main power: /

Main Fuel:

Main Consumption:

Number of Auxiliary Engine(s):

Aux Engine builder:

Aux Model:

Aux RPM:

Aux power: /

Aux Fuel:

Aux Consumption:

Bowthruster:

Propeller(s):


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Vessel's Details

Ship Type: Cargo

Year Built: 2007

Length x Breadth: 138 m X 21 m

Gross Tonnage: 9625, DeadWeight: 12793 t

Speed recorded (Max / Average): 15.3 / 13.6 knots

Flag: Antigua Barbuda [AG] 

Call Sign: V2CN8

IMO: 9357200, MMSI: 305056000

Last Position Received

Area: Atlantic North

Latitude / Longitude: [43.60592° / -9.71315° \(Map\)](#)

Currently in Port:

Last Known Port: [LAS PALMAS](#)

Info Received: 0d 0h 5min ago



[Current Vessel's Track](#)



Wind: 28 knots, 249°, 16°C

Itineraries History

Voyage Related Info (Last Received)

Draught: 6.5 m

Destination: TO ORDER ANTWERP

ETA: 2012-05-11 20:00

Info Received: 2012-11-02 18:01 (0d, 4h 13min ago)

Recent Port Calls:

Port	Arrival (LT)	Departure (LT)
LAS PALMAS		2012-10-29 13:47
LAS PALMAS	2012-10-29 08:27	

[More...](#)

Ex Names History

No Records Found

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Vessel's Wiki

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Ship Type: DRY CARGO

Owner:

Manager:

Built (Year/Month): 2007/

Builder:

Hull Number:

Class:

Service Status:

Year scrapped/lost:

Tonnage & Dimensions

GT (Gross Tonnage): 9625

NT (Net Tonnage):

DWT (Deadweight): 12000

Displacement:

LOA (Length Overall): 139

Beam: 21

Draft (max): 7.8

Depth:

Height:

Ship's Communication numbers

Sat Telex:

Sat Phone:

Sat Fax:

Mobile:

Capacity

Holds/Tanks:

Hatches:

Gear:

Bale:

Grain:

TEU:

PAX:

Cars:

Trucks:

RoRo Lanes Length:

Liquid Capacity:

Liquid Gas Capacity:

Oil Capacity:

Number of Pumps:

Pumps Capacity:

Engines

Number of Main Engine(s):

Main Engine builder:

Main Model:

Main RPM:

Main power: /

Main Fuel:

Main Consumption:

Number of Auxiliary Engine(s):

Aux Engine builder:

Aux Model:

Aux RPM:

Aux power: /

Aux Fuel:

Aux Consumption:

Bowthruster:

Propeller(s):

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KAPTAN ERGUN

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Vessel's Details

Ship Type: Cargo - Hazard A (Major)

Year Built: 2007

Length x Breadth: 148 m X 22 m

DeadWeight: 12500 t

Speed recorded (Max / Average): 17.6 / 11.6 knots

Flag: Marshall Is [MH] 

Call Sign: V70Q6

IMO: 9366445, MMSI: 538090343

Last Position Received

Area: Atlantic North

Latitude / Longitude: [31.9892° / -80.64172° \(Map\)](#)

Currently in Port:

Last Known Port: [NORFOLK](#)

Info Received: 0d 0h 0min ago

[Current Vessel's Track](#)

Wind: 1 knots, 216°, 22°C

Itineraries History

Voyage Related Info (Last Received)

Draught: 6.5 m

Destination: SAVANNAH

ETA: 2011-11-21 16:30

Info Received: 2011-11-21 17:27 (0d, 0h 52min ago)

Recent Port Calls:

No Records Found

Ex Names History

Vessel's Name	Flag	Call Sign	Last Reported
KAPTAN ERGUN	Marshall Is	V70Q6	2011-11-20 13:36
KAPTAN ERGUN	Turkey	TCSN4	2011-02-13 16:21

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Vessel's Wiki

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Ship Type: DRY CARGO

Owner:

Manager:
Built (Year/Month): 2007/
Builder:
Hull Number:
Class:
Service Status:
Year scrapped/lost:

Tonnage & Dimensions

GT (Gross Tonnage):
NT (Net Tonnage):
DWT (Deadweight): 12500
Displacement:
LOA (Length Overall): 150
Beam: 22
Draft (max): 8
Depth:
Height:

Ship's Communication numbers

Sat Telex:
Sat Phone:
Sat Fax:
Mobile:

Capacity

Holds/Tanks:
Hatches:
Gear:
Bale:
Grain:
TEU:
PAX:
Cars:
Trucks:
RoRo Lanes Length:
Liquid Capacity:
Liquid Gas Capacity:
Oil Capacity:
Number of Pumps:
Pumps Capacity:

Engines

Number of Main Engine(s):
Main Engine builder:
Main Model:
Main RPM:
Main power: /
Main Fuel:

Main Consumption:

Number of Auxiliary Engine(s):

Aux Engine builder:

Aux Model:

Aux RPM:

Aux power: /

Aux Fuel:

Aux Consumption:

Bowthruster:

Propeller(s):

TRA-TYPE

CLASS		BV 1 3/3 E General Cargo Carrier, Container Carrier Ice Class IC, E0, W1-0C, Grain, LCS (SIG), DG-P, DG-B, Great lakes fitted.			
Principal Dimensions	Length overall	100.50	m		
	Length p.p.	96.50	m		
	Breadth moulded	20.40	m		
	Summer draft	8.20	m		
Deadweight	Summer (sea water)	8,600	mton	at T=8.2 m	
Tonnage		International	Panama		
	GT	6,714	23,362 cbm		
	NT	2,893	pc/ums 6,108		
Capacity	Grain	10,530	m ³	tween deck not installed	
	Bale	9,720	m ³	tween deck not installed	
Floor space	Weather deck	1,330	m ²		
	Tween deck	974	m ²		
	Tank top	850	m ²		
Hatch openings	Weather deck	64.4 x 15.3	m		
	Tween deck	64.4 x 15.3	m		
Heights in hold	most tween deck covers adjustable in height.				
	Total height	11.75	m	tween deck not installed	
Allowable loads	Weather deck hatch covers	3.0	t/m ²		
	Tween deck hatch covers	3.0	t/m ²		
	Tank top	15.0	t/m ²		
Cranes	Combinable	to 500	mt	SWL	
	Forward crane on starboard side	275	mt	SWL	
	Aft crane on port side	275	mt	SWL	
	both fitted with auxiliary hoist				
	auxiliary hoist	6.0	mt	SWL	
Main engine	Wärtsilä 8L46B	7800	kW		
	Bowthruster	500	kW		
	Service speed	16.0	kn		
Container Capacity		621	TEU		

TRA-TYPES

Tramper	Amsterdam	The Netherlands	1999
Tracer	Amsterdam	The Netherlands	1999
Transporter	Amsterdam	The Netherlands	1999
Traveller	Amsterdam	The Netherlands	2000

These particulars are believed to be correct, but without guarantee, and they must not be used as basis for Charter Parties or contracts without Owners' explicit written authority.



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1042 AA Amsterdam	⋮	1000 CN Amsterdam	⋮	f. +31 (0) 20 - 448 83 33	⋮	www.bigliftshipping.com

HAPPY R-TYPE

CLASS		Lloyd's X100 A1 X LMC-UMS LA LNC AA Ice class Finnish/Swedish 1A Great lakes fitted.			
Principal Dimensions	Length overall	138.00	m		
	Length p.p.	127.90	m		
	Breadth moulded	22.88	m		
	Summer draft	9.50	m		
Deadweight	Summer (sea water)	15,634	mt		
Tonnage	International		Panama		
	GT	10,990	-		
	NT	5,041	9,255		
Capacity	Grain = bale	17,863	m ³	if tweendeck installed, 16,338 m ³	
Floor space	Weather deck	2,450	m ²		
	Tween deck	1,525	m ²		
	Tank top	1,386	m ²		
Hatch openings	Weather deck	91.0 x 17.7	m		
	Tween deck	87.5 x 17.6	m		
Heights	heights adjustable in 13 steps of 50 cm. minimum lower hold	3.425	m	maximum 8.925 m	
Allowable loads	Weather deck hatch covers	4.0	t/m ²		
	with pillars	12.5	t/m ²		
	Tween deck hatch covers	3.5	t/m ²		
	with pillars	10.5	t/m ²		
	Tank top	20.0	t/m ²		
Cranes	Combinable	800	mt	SWL	
	Situated on starboard side	2 x 400	mt	SWL	
	Fitted with trolley				
	Trolley capacity	25.0	mt	SWL	
Main engine	Wärtsilä 9L46B	8775	kW		
	Bowthruster	850	kW		
	Service speed	16.4	kn	at draft 7.00 m	
Container capacity		1039	TEU		

HAPPY R-TYPES

Happy Ranger	Amsterdam	The Netherlands	1998
Happy River	Amsterdam	The Netherlands	1997
Happy Rover	Amsterdam	The Netherlands	1997

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NAGOYA BAY

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Vessel's Details

Ship Type: Cargo

Year Built: 1983

Length x Breadth: 149 m X 23 m

DeadWeight: 12181 t

Speed recorded (Max / Average): 13.4 / 12.4 knots

Flag: Panama [PA] 

Call Sign: 3EDJ4

IMO: 8217611, MMSI: 371588000

Last Position Received

Area: Mexico Gulf

Latitude / Longitude: [29.35523° / -89.51545° \(Map\)](#)

Currently in Port:

Last Known Port: [NEW ORLEANS](#)

Info Received: 0d 0h 45min ago

[Current Vessel's Track](#)

Wind: 7 knots, 140°, 25°C

[Itineraries History](#)

Voyage Related Info (Last Received)

Draught: 8.8 m

Destination: AO LAD

ETA: 2011-12-11 20:00

Info Received: 2011-11-21 17:26 (0d, 0h 42min ago)

Recent Port Calls:

No Records Found

Ex Names History

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[Ship Photos: 17](#)

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Vessel's Wiki

[Edit this vessel](#) [Vessel for Sale?](#) [History of changes](#)

Ship Type: DRY CARGO

Owner:

Manager:
Built (Year/Month): 1983/
Builder:
Hull Number:
Class:
Service Status:
Year scrapped/lost:

Tonnage & Dimensions

GT (Gross Tonnage):
NT (Net Tonnage):
DWT (Deadweight): 12181
Displacement:
LOA (Length Overall): 149
Beam: 23
Draft (max): 7.6
Depth:
Height:

Ship's Communication numbers

Sat Telex:
Sat Phone:
Sat Fax:
Mobile:

Capacity

Holds/Tanks:
Hatches:
Gear:
Bale:
Grain:
TEU:
PAX:
Cars:
Trucks:
RoRo Lanes Length:
Liquid Capacity:
Liquid Gas Capacity:
Oil Capacity:
Number of Pumps:
Pumps Capacity:

Engines

Number of Main Engine(s):
Main Engine builder:
Main Model:
Main RPM:
Main power: /
Main Fuel:

Main Consumption:

Number of Auxiliary Engine(s):

Aux Engine builder:

Aux Model:

Aux RPM:

Aux power: /

Aux Fuel:

Aux Consumption:

Bowthruster:

Propeller(s):
