

**Response to USEPA Questions
Commonwealth of Massachusetts
November 8, 2012
New Bedford Marine Commerce Terminal (NBMCT)**

Introduction

Thank you for this opportunity to provide USEPA with additional information related to the development of the NBMCT. Development of this facility represents an important opportunity to deliver lasting environmental benefits to the New Bedford region, as well as accelerate economic development throughout the region.

This document provides responses to some of the USEPA's comments submitted via e-mail dated November 2, 2012. The format of the document will follow a comment-and-response outline, where each of the USEPA Comments will be listed in the order in which they were presented in the USEPA's Memoranda with the Commonwealth's Response to each Comment presented immediately thereafter.

On November 2, 2012, EPA provided information regarding its position on the inclusion of expansion items that the Commonwealth had originally proposed within its June 18, 2012 submission to EPA. The Commonwealth's proposed expansions include:

- Proposed expansion of the deep-draft dredge area of the terminal 200 feet to the north.
- Proposed expansion of the deep-draft dredge area of the terminal 100 feet to the south.
- Proposed expansion of the channel for the facility by 50 feet in width, for a total channel width of 225 feet.
- Proposed Federal Channel maintenance dredging.
- Proposed expansion of CAD Cell #3.

EPA has indicated that it does not plan to authorize the proposed expansions in its Final Determination. Although EPA did not mention whether it plans to approve Federal Channel maintenance dredging, the Commonwealth is including within this request approval of such dredging.

The Commonwealth believes strongly that the expansions are necessary for the following reasons:

Proposed Expansion of the Deep-Draft Dredge Area of the Terminal 200 feet to the North or 100 Feet to the South

Response: The Commonwealth re-iterates its request that the deep-draft area should be sufficiently long enough to accommodate all offshore renewable energy international vessels as well as future cargo vessels, in order to keep the utilization of the facility at its maximum.

The method utilized for determining an appropriate berthing length is promulgated by the United States Defense Department, and is included within the Unified Facilities Criteria document Design of Piers and Wharves (UFC-4-152, see excerpt included within **Attachment A**). This document highlights that vessel berths should include 50 feet between the ends of the vessel and the end of the pier, to allow for sufficient room for vessels to dock. The document recommends utilizing the largest possible vessel for making this determination.

Although the design vessel for the facility (BBC Mississippi, 143 meters or 469 feet in length) would be accommodated in such a situation (as a 600 foot berth would allow for 50 feet on either end), other, longer vessels are anticipated to be accommodated at the new terminal, as discussed within previous submissions to EPA, and outlined below.

The following table outlines general cargo vessels that can be utilized for international cargo to the new terminal. The vessels have the same beam as the design vessel for the facility, but are between 500 and 600 feet in length.

Vessel	Length (Meters)**	Length (Feet)	Beam (Meters)**	Draft (Meters)**
BBC Mississippi	143	469	23	7.2
Kapitan Sviridov	181	594	23	6.5
Sandpiper	161	528	23	8.6
Ocean	157	515	24	8.5
Transosprey	174	571	22	8.3
Emotion	169	554	24	8.8
Margaret SW	159	521	23	7.5
Hornbay	154	505	23	8.8
CSL Atlantic	160	524	24	9.1
Tor Botnia	162	531	20	5.8
Fenella	159	522	23	9.6
Transreel	166	545	22	7.2

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

Utilizing the UFC berthing criteria, to accommodate these cargo vessels, the berth should be approximately 700 feet in length (600 foot long vessel that accommodates an additional 50 feet on either side).

In addition, future cargo vessels are anticipated to be larger. Some of the newer vessels are already greater than 700 feet in length. The attached table outlines five vessels that are no wider than the proposed design vessel, but are over 700 feet in length.

Vessel	Length (Meters)**	Length (Feet)**	Beam (Meters)**	Draft (Meters)**
BBC Mississippi	143	469	23	7.2
Baie St. Paul	225	738	24	7.7
Salarium	222	728	22	7.4
Frontenac	223	732	23	7.1
Birchglen	222	728	23	8
Richelieu	222	728	23	6.8

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

To accommodate these vessels, a berth of up to 850 feet would be required, in accordance with the UFC berthing criteria (750 foot long vessel that accommodates an additional 50 feet on either side).

A 600 foot long deep-draft berth will not accommodate the full range of vessels (both renewable energy vessels and future cargo vessels) that can enter and maneuver within New Bedford Harbor, as outlined above, which will limit the utility of the future terminal, an unfortunate occurrence due to the resources being invested by the Commonwealth to construct the terminal, and the environmental impact associated with the terminal's construction. The Commonwealth believes that the available data on cargo vessels that are anticipated to be utilized at the new facility indicate that it is important for the Commonwealth to retain the option of increasing the length of the bulkhead either 100 feet to the south, or 200 feet to the north, or both, should the funds to complete such an increase become available.

Proposed Expansion of the Channel for the Facility by 50 feet in Width

Within EPA's draft responses to comments (forwarded to the Commonwealth in draft format November 2, 2012), EPA stated the following:

"Based on this information, EPA does not believe that additional dredging to widen the channel beyond 175 feet has been adequately justified to support approval at this time. The Commonwealth does not currently intend to conduct the additional dredging, and it is not clear whether, if at all, it will ever become necessary."

Response: The Commonwealth directs EPA to the Commonwealth's June 18, 2012 submission, within which the Commonwealth outlined that a 175 foot wide channel was specific to the Commonwealth's design vessel at the time. However, the Commonwealth also clearly expressed the possibility that the width of the channel may need to be further expanded if a future vessel's dimensions vary significantly from what is currently anticipated. The Commonwealth accordingly proposed to add an additional 50 feet of width to expand the channel to 225 feet in width. Comensurate with this proposed expansion, the Commonwealth also proposed a mitigation package that included these expanded areas. More importantly,

Page 6 of EPA’s Draft Determination clearly indicates that EPA included this additional work as part of its evaluation, and requires the Commonwealth to implement the enhanced mitigation package based on the additional work proposed by the Commonwealth. In light of the foregoing, the Commonwealth continues to believe that it is crucial to the success of the project to have the option to increase the width of the channel by up to 50 feet for the following reasons:

- In accordance with the USACE Coastal Engineering Manual (EM-1110-2-110 (Part V)), dated August 1, 2008, Table V-5-10, the recommended design width of an interior channel (trench-type), with low currents, expressed as a multiplier of the design ship beam is 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., $W = (\text{factor from table}) \times B$

- The beam of the proposed design vessel (BBC Mississippi) is 23 meters (75.46 feet). The current width of the channel is sufficient to accommodate the design vessel because the design vessel at maximum draft (-23.6 MLLW) is significantly shallower in depth than the proposed full depth of the channel (-30 MLLW), and can therefore take advantage of the effective width of the channel (which includes the extra width created by the 1 Vertical: 3 Horizontal side-slopes of the channel at shallower depths).
- As can be seen from the previous section, many of the future cargo vessels that will need to access the New Bedford Marine Commerce Terminal (if the facility is to realize its full potential) will draft more than the proposed design vessel (cargo vessel maximum draft ranged from 6.5 meters or 21.3 feet to 9.6 meters or 31.5 feet).
- In addition, many vessels associated with transportation of renewable energy components, with similar length and similar beam, also have deeper drafts than that of

the proposed design vessel and may also be utilized to transport components to the facility. A chart comparing the design vessel to other similar vessels, with deeper drafts is attached:

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 C**.

- Please note that some of the vessels included above are operated by the same shipping company as the design vessel (all BBC vessels); therefore, even if the design vessel is the vessel utilized at the facility, it is very likely that the other BBC vessels will be utilized either in concert, or as a replacement to the design vessel. Other vessels, such as the Big Lift category of vessels, have been utilized for offshore wind component transfer for other international installations.
- A deeper draft vessel, such as the ones outlined above, would be confined to the limits of the 175 foot wide channel. 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). Therefore, the beam to channel width ratio would range from 2.3 (175/75.46) to 2.6 (175/66.9), all of which would be below the USACE criteria.

These vessels with deeper drafts are of concern to the Commonwealth; the use of such vessels may require 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. Therefore, the Commonwealth requests the flexibility to increase the width of the proposed channel, as it believes that the added width is very important for vessel transit.

Proposed Federal Channel Maintenance Dredging

EPA did not discuss the proposed Federal Channel maintenance dredging within its draft responses to comments; nevertheless, Federal Channel maintenance dredging is another potential expansion that the Commonwealth wishes to have included in the Final Determination.

Response: As the Commonwealth has communicated to EPA in its previous submissions, the existing federal turning basin has not been dredged in some time, and therefore has accumulated a significant amount of material that has decreased the effective approved draft from -30 MLLW to approximately -25 MLLW (in some locations, see **Attachment D**). If the design vessel is utilized to transport components to the New Bedford Marine Commerce Terminal, it would likely (at a maximum draft of 23.6 feet) be able to transit these shallow areas with little or no dredging; however, if any of the other proposed vessels listed in the previous sections (also see **Attachments B and C**) were utilized, maintenance dredging of the Federal Turning Basin would be required before these other vessels could transit to the New Bedford Marine Commerce Terminal. Dredging up to -30 MLLW may be required for some vessels. Therefore, the Commonwealth requests that EPA allow the Federal Channel Maintenance Dredging to be included in the Final Determination.

Proposed Expansion of CAD Cell #3

Within EPA's draft responses to comments (forwarded to the Commonwealth in draft format November 2, 2012), EPA stated the following:

"The Commonwealth's June 18, 2012 submittal included dredging for an 8.76 acre CAD cell, sized to accommodate disposal of excavated material associated with the additional dredging discussed above. Given that EPA is not approving the additional dredging, it is similarly not approving the additional CAD cell excavation. Therefore, the size of the CAD cell authorized under EPA's final determination 6.3 acres. "

Response: As stated earlier, the Commonwealth believes that it has very justifiable reasons for requesting the inclusion of both the increased length of the deep-draft berth, the Federal Channel dredging and the potential increased width of the channel. As noted within the Commonwealth's revised Appendix S to the Draft Determination (see **Attachment E**), the Commonwealth has estimated that it requires approximately 70,000 cubic yards of additional storage capacity within CAD Cell #3 (59,000 cubic yards of which are associated with the Federal Channel dredging and 8,500 cubic yards of which are associated with the increase in channel width), and an increase in the area of impact from 6.3 acres to 8.76 acres in order to accommodate the additional volume of contaminated dredge material that will be generated when implementing the two expansions. The Federal Channel dredging and the expanded width of the facility channel are both tied to the increase in size of the CAD Cell; without a larger CAD Cell, the extra dredging cannot be completed.

Additionally, the Commonwealth reminds EPA that once the CAD Cell is constructed and filling of the CAD Cell has begun (the first two tasks in completion of the New Bedford Marine Commerce Terminal) the CAD Cell cannot be re-constructed or expanded. Its volume will be fixed and an additional CAD Cell will need to be constructed if additional contaminated material is generated. A new CAD Cell would have larger environmental impacts than expansion of CAD Cell #3 alone. Therefore, the Commonwealth encourages EPA not to delay its CAD Cell decision to a later date, as this delay may incur further environmental damage, once the Commonwealth has satisfied the EPA of the need for these potential expansions and subsequent CAD Cell storage.

For EPA's information, the proposed implementation of expansions will have the following effect on CAD Cell #3:

- If Federal Channel dredging is included, the Commonwealth anticipates that the size of the CAD Cell will increase from 6.3 acres to 8.54 acres.
- If both the Federal Channel dredging and the increase in the width of the channel are included, the CAD Cell will increase from 6.3 acres to 8.69 acres.
- If EPA includes all of the proposed expansions (Federal Channel, increase in width and extensions of the deep draft dredge area), the CAD Cell will increase from 6.3 acres to 8.76 acres.

Attachment A

- i. Do not permit pier interferences such as utilities and deck appurtenances in the zone of elevators for CVN (#1, #2, and #3), LHA, or LHD. At times these ships may have to move off of their normal berth bridge mark, i.e. move CVN offshore for ordnance load or move LHA/LHD toward bulkhead for stern gate ramp placement. Objective is to keep edge of pier free of obstructions.
- j. Provide parking for ship's government and privately owned vehicles in proximity to entrance to the pier or wharf.
- k. Provide sufficient security for ships on the pier. Consider minimally manned ships. See also paragraph 2-6.
- l. Provide safety equipment.

2-3.2 **Pier and Wharf Length.**

2-3.2.1 **Single Berth.**

The length of pier or wharf should equal the overall length of the largest ship to be accommodated, plus an allowance of 50 ft (15.2 m) at each end of the ship. For aircraft carriers, increase the allowance at each end of the vessel to 100 ft (30.5 m.) Refer to Figure 2-3. Single berths are used by LHA, LHD (amphibious assault ships); T-AKE, T-AO, T-AOE, (auxiliary); and CVNs.

2-3.2.2 **Multiple Berths.**

The length of a pier or wharf should equal the total overall length of the largest ships simultaneously accommodated, plus clear distance allowances of 100 ft (30.5 m) between ships and 50 ft (15.2 m) beyond outermost moored ships. Refer to Figure 2-3. Multiple berths are used by DD 963, CG 47, DDG 51, FFG 7 (surface combatants) and SSN, SSBN submarines.

2-3.2.3 **Container and RO/RO Berths.**

The length of berths used for container or RO/RO berths should account for the requirements of the container cranes or special ramps. Where shipboard ramps are used, provide adequate berth length to allow for efficient vehicle maneuvering.

2-3.2.4 **Submarine Berths.**

For most classes of submarines, a 50-ft (15.2-m) end distance to a quaywall or bulkhead is adequate. The nose-to-tail spacing for multiple berthing should also be a minimum of 50 ft (15.2 m.) However, large submarines such as the Ohio class (Trident) require 150 ft (45.7 m) or more nose-to-tail spacing and clearance to bulkhead or quay wall. Where explosive safety distance considerations

Attachment B

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BBC MISSISSIPPI

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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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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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English ▼

BAIE ST.PAUL

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Vessel's Details

Ship Type: Bulk carrier

Year Built: 2012

Length x Breadth: 225 m X 24 m

Gross Tonnage: 24430, DeadWeight: 37690 t

Speed recorded (Max / Average): 13.3 / 13 knots

Flag: Canada [CA]

Call Sign: CFN6120

IMO: 9601027, MMSI: 316022391

Last Position Received

Area:

Latitude / Longitude: [6.114218° / 126.5775° \(Map\)](#)

Currently in Port:

Last Known Port: [SHANGHAI](#)

Info Received: 20d 4h 31min ago

Not Currently in Range

[Itineraries History](#)

Voyage Related Info (Last Received)

Draught: 7.7 m

Destination: BALBOA PANAMA

ETA: 2012-11-18 04:00

Info Received: 2012-11-06 20:50 (0d, 5h 34min ago)

Recent Port Calls:

No Records Found

Ex Names History

No Records Found



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Ship Type: BULK CARRIER

Owner:

Manager:

Built (Year/Month): 2012/6

Builder:

Hull Number:

Class: Lloyds Register

Service Status:

Year scrapped/lost:

Tonnage & Dimensions

GT (Gross Tonnage): 32000

NT (Net Tonnage):

DWT (Deadweight): 56000

Displacement:

LOA (Length Overall):

Beam:

Draft (max):

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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BIRCHGLEN

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Vessel's Details

Ship Type: Bulk carrier

Year Built: 1983

Length x Breadth: 222 m X 23 m

Gross Tonnage: 22388, DeadWeight: 36249 t

Speed recorded (Max / Average): 13.6 / 11.3 knots

Flag: Canada [CA] 

Call Sign: VOTT

IMO: 8119273, MMSI: 316004880

Last Position Received

Area: Atlantic North

Latitude / Longitude: [42.9088° / -82.45782° \(Map\)](#)

Currently in Port:

Last Known Port: [ALGONAC](#)

Info Received: 0d 0h 0min ago

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Voyage Related Info (Last Received)

Draught: 7.1 m

Destination: THUNDER BAY

ETA: 2012-11-09 08:00

Info Received: 2012-11-07 21:25 (0d, 4h 1min ago)

Recent Port Calls:

No Records Found

Ex Names History

Vessel's Name	Flag	Call Sign	Last Reported
BIRCHGLEN	Canada	VOTT	2012-11-07 23:01
ALGOSOO	Canada	VGJD	2010-08-17 21:51
MACKENZIE			2003-03-30 00:00
MACKENZIE			2002-12-23 00:00
FEDERAL MACKENZIE			2001-06-05 00:00
FEDERAL RICHELIEU			1991-07-29 00:00
CANADA MARQUIS			1991-01-21 00:00

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Ship Type: DRY CARGO

Owner:

Manager:

Built (Year/Month): 1983/

Builder:

Hull Number:

Class:

Service Status:

Year scrapped/lost:

Tonnage & Dimensions

GT (Gross Tonnage): 22388

NT (Net Tonnage):

DWT (Deadweight): 36249

Displacement:

LOA (Length Overall): 222

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:

Beam: 23
Draft (max): 8
Depth:
Height:

Main RPM:
Main power: /
Main Fuel:
Main Consumption:

Ship's Communication numbers

Sat Telex:
Sat Phone:
Sat Fax:
Mobile:

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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CSL ATLANTIC

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Vessel's Details

Ship Type: Bulk carrier

Year Built: 1981

Length x Breadth: 160 m X 24 m

Gross Tonnage: 14454, DeadWeight: 23683 t

Speed recorded (Max / Average): 13.8 / 13.3 knots

Flag: Malta [MT]

Call Sign: 9HGB8

IMO: 8103171, MMSI: 215946000

Last Position Received

Area: Australia

Latitude / Longitude: [-38.35215° / 144.5471° \(Map\)](#)

Currently in Port:

Last Known Port: [THEVENARD](#)

Info Received: 0d 0h 1min ago



[Current Vessel's Track](#)



Wind: 3 knots, 245°, 15°C

[Itineraries History](#)

Voyage Related Info (Last Received)

Draught: 8.9 m

Destination: MELBOURNE

ETA: 2012-11-08 03:00

Info Received: 2012-11-07 21:45 (0d, 2h 44min ago)

Recent Port Calls:

No Records Found

Ex Names History

Vessel's Name	Flag	Call Sign	Last Reported
CAPO NOLI			2007-07-16 00:00
TIMPE			1995-11-01 00:00
CYNTHIA NO.4			1988-07-21 00:00
GREAT TEMPO			1986-07-30 00:00
WORLD TEMPO			1985-04-26 00:00



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Vessel's Wiki

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Ship Type: DRY CARGO
 Owner:
 Manager:
 Built (Year/Month): 1981/
 Builder:
 Hull Number:
 Class:
 Service Status:
 Year scrapped/lost:

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:

Tonnage & Dimensions

GT (Gross Tonnage): 14454
NT (Net Tonnage):
DWT (Deadweight): 23683
Displacement:
LOA (Length Overall): 160
Beam: 24
Draft (max): 9.1
Depth:
Height:

Ship's Communication numbers

Sat Telex:
Sat Phone:
Sat Fax:
Mobile:

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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EMOTION

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Vessel's Details

Ship Type: Container ship

Year Built: 2008

Length x Breadth: 169 m X 24 m

Gross Tonnage: 15924, DeadWeight: 20082 t

Speed recorded (Max / Average): 18 / 14.6 knots

Flag: Netherlands [NL]

Call Sign: PBKY

IMO: 9359258, MMSI: 244874000

Last Position Received

Area: Gulf of Finland

Latitude / Longitude: [60.1368° / 27.5442° \(Map\)](#)

Currently in Port:

Last Known Port: [KRONSHADT](#)

Info Received: 0d 0h 1min ago

[Current Vessel's Track](#)

Wind: 26 knots, 290°, 4°C

Itineraries History

Voyage Related Info (Last Received)

Draught: 7.9 m

Destination: HELSINKI

ETA: 2012-11-08 08:00

Info Received: 2012-11-07 20:09 (0d, 4h 34min ago)

Recent Port Calls:

Port	Arrival (LT)	Departure (LT)
KRONSHADT		2012-11-08 00:06
ST PETERSBURG		2012-11-07 21:22
ST PETERSBURG	2012-11-06 17:00	
GDYNIA		2012-11-05 04:12
GDYNIA	2012-11-04 19:51	

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Ex Names History

No Records Found

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Ship Photos: 195

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Vessel's Wiki

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Ship Type: DRY CARGO
 Owner:
 Manager:
 Built (Year/Month): 2007
 Builder: [Peene-Werft](#)
 Hull Number:
 Class:
 Service Status:
 Year scrapped/lost:

Tonnage & Dimensions

GT (Gross Tonnage): 15924
 NT (Net Tonnage):
 DWT (Deadweight): 18000
 Displacement:
 LOA (Length Overall): 171

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:

Beam: 26
Draft (max): 8.8
Depth:
Height:

Main RPM:
Main power: /
Main Fuel:
Main Consumption:

Ship's Communication numbers

Sat Telex:
Sat Phone:
Sat Fax:
Mobile:

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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FENELLA

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Vessel's Details

Ship Type: Cargo

Year Built: 1986

Length x Breadth: 159 m X 23 m

Gross Tonnage: 13567, DeadWeight: 22969 t

Speed recorded (Max / Average): 15.5 / 13.9 knots

Flag: Liberia [LR]

Call Sign: A8YX7

IMO: 8501581, MMSI: 636092234

Last Position Received

Area: California

Latitude / Longitude: [31.3564° / -118.7966° \(Map\)](#)

Currently in Port:

Last Known Port: [PANAMA ANCH PACIFIC](#)

Info Received: 0d 0h 5min ago

[Current Vessel's Track](#)

Wind: 13 knots, 308°, 18°C

Itineraries History

Voyage Related Info (Last Received)

Draught: 5.7 m

Destination: BALBOA-PANAMA

ETA: 2012-11-17 22:00

Info Received: 2012-11-07 22:01 (0d, 2h 21min ago)

Recent Port Calls:

No Records Found

Ex Names History

Vessel's Name	Flag	Call Sign	Last Reported
FENELLA	Liberia	A8YX7	2012-11-07 23:01
FENELLA	Bahamas	C6RL3	2011-04-15 23:29
VIRGINIA RAINBOW			1993-05-01 00:00

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Ship Type: DRY CARGO

Owner:

Manager: [MST](#)

Built (Year/Month): 1986/

Builder: [Ishikawajima-Harima Heavy Industries Co Ltd \(IHI\) - Aioi](#)

[HG](#)

Hull Number:

Class:

Service Status: In Service

Year scrapped/lost:

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:

Tonnage & Dimensions

GT (Gross Tonnage): 13567
NT (Net Tonnage):
DWT (Deadweight): 22969
Displacement:
LOA (Length Overall): 159
Beam: 23
Draft (max): 9.6
Depth:
Height:

Ship's Communication numbers

Sat Telex:
Sat Phone:
Sat Fax:
Mobile:

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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FRONTENAC

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Vessel's Details

Ship Type: Bulk carrier

Year Built: 1968

Length x Breadth: 223 m X 23 m

Gross Tonnage: 17808, DeadWeight: 26365 t

Speed recorded (Max / Average): 12.9 / 10.3 knots

Flag: Canada [CA] 

Call Sign: VGNB

IMO: 6804848, MMSI: 316001834

Last Position Received

Area: Atlantic North

Latitude / Longitude: [47.40359° / -89.04331° \(Map\)](#)

Currently in Port:

Last Known Port: [SAULT STE. MARIE](#)

Info Received: 0d 0h 1min ago

[Current Vessel's Track](#)

Wind: 10 knots, 244°, 5°C

[Itineraries History](#)

Voyage Related Info (Last Received)

Draught: 7.1 m

Destination: DULUTH

ETA: 2012-11-08 13:30

Info Received: 2012-11-07 22:07 (0d, 3h 17min ago)

Recent Port Calls:

No Records Found

Ex Names History

No Records Found

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Ship Photos: 29

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Ship Type: DRY CARGO
 Owner:
 Manager:
 Built (Year/Month): 1968/
 Builder:
 Hull Number:
 Class:
 Service Status:
 Year scrapped/lost:

Tonnage & Dimensions

GT (Gross Tonnage): 17808
 NT (Net Tonnage):
 DWT (Deadweight): 26326
 Displacement:

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:

LOA (Length Overall): 222
Beam: 24
Draft (max): 7
Depth:
Height:

Main RPM:
Main power: /
Main Fuel:
Main Consumption:

Ship's Communication numbers

Sat Telex:
Sat Phone:
Sat Fax:
Mobile:

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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HORNBY

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Vessel's Details

Ship Type: Ro-ro/container carrier

Year Built: 1990

Length x Breadth: 154 m X 23 m

Gross Tonnage: 12887, DeadWeight: 9096 t

Speed recorded (Max / Average): 10.3 / 8.5 knots

Flag: Liberia [LR] 

Call Sign: ELML7

IMO: 8802002, MMSI: 636009174

Last Position Received

Area: California

Latitude / Longitude: [27.77859° / -115.5044° \(Map\)](#)

Currently in Port:

Last Known Port: [PUERTO BOLIVAR](#)

Info Received: 0d 0h 1min ago

[Current Vessel's Track](#)

Wind: 14 knots, 328°, 21°C

[Itineraries History](#)

Voyage Related Info (Last Received)

Draught: 8.5 m

Destination: PTO.BOLIVAR

ETA: 2012-11-14 18:00

Info Received: 2012-11-07 22:01 (0d, 2h 23min 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): 1990/

Builder:

Hull Number:

Class:

Service Status:

Year scrapped/lost:

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:

Tonnage & Dimensions

GT (Gross Tonnage): 12887
NT (Net Tonnage):
DWT (Deadweight): 9096
Displacement:
LOA (Length Overall): 153
Beam: 23
Draft (max): 8.8
Depth:
Height:

Ship's Communication numbers

Sat Telex:
Sat Phone:
Sat Fax:
Mobile:

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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KAPITAN SVIRIDOV

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Vessel's Details

Ship Type: Bulk carrier

Year Built: 1982

Length x Breadth: 181 m X 23 m

Gross Tonnage: 16253, DeadWeight: 23357 t

Speed recorded (Max / Average): 13.4 / 9.8 knots

Flag: Russia [RU] 

Call Sign: UCKD

IMO: 8218706, MMSI: 273132500

Last Position Received

Area: North Sea

Latitude / Longitude: [61.49361° / 2.985033° \(Map\)](#)

Currently in Port:

Last Known Port: [LEITH](#)

Info Received: 0d 0h 0min ago

[Current Vessel's Track](#)

Wind: 15 knots, 69°, 7°C

Itineraries History

Voyage Related Info (Last Received)

Draught: 6.5 m

Destination: KANDALAKSHA

ETA: 2012-11-14 12:00

Info Received: 2012-11-07 20:21 (0d, 4h 16min ago)

Recent Port Calls:

Port	Arrival (LT)	Departure (LT)
LEITH		2012-11-06 04:27

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Ex Names History

No Records Found

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Ship Type: DRY CARGO

Owner:

Manager:

Built (Year/Month): 1982/

Builder:

Hull Number:

Class:

Service Status:

Year scrapped/lost:

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:

Tonnage & Dimensions

GT (Gross Tonnage): 16253
NT (Net Tonnage):
DWT (Deadweight): 19240
Displacement:
LOA (Length Overall): 181
Beam: 23
Draft (max): 6.2
Depth:
Height:

Ship's Communication numbers

Sat Telex:
Sat Phone:
Sat Fax:
Mobile:

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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MARGARET SW

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Vessel's Details

Ship Type: Cargo

Year Built: 2012

Length x Breadth: 159 m X 23 m

Gross Tonnage: 15861, DeadWeight: 25010 t

Speed recorded (Max / Average): 11.1 / 8.8 knots

Call Sign: 3EYE3

IMO: 9495583, MMSI: 373139000

Last Position Received

Area: Bothnia Gulf

Latitude / Longitude: [63.69654° / 20.34478° \(Map\)](#)

Currently in Port: [HOLMSUND](#)

Last Known Port: [HOLMSUND](#)

Info Received: 0d 0h 2min ago


[Current Vessel's Track](#)


Wind: 13 knots, 291°, 1°C

Itineraries History

Voyage Related Info (Last Received)

Draught: 7.5 m

Destination: UMEA

ETA: 2012-11-02 06:20

Info Received: 2012-11-07 22:14 (0d, 2h 33min ago)

Recent Port Calls:

Port	Arrival (LT)	Departure (LT)
HOLMSUND	2012-11-02 07:11	
PORI		2012-11-01 17:13

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Ex Names History

No Records Found

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Ship Type:
Owner:
Manager:
Built (Year/Month): 0/
Builder:
Hull Number:
Class:
Service Status:
Year scrapped/lost:

Tonnage & Dimensions

GT (Gross Tonnage): 15800
NT (Net Tonnage):
DWT (Deadweight): 24000
Displacement:
LOA (Length Overall):

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:

Beam:
Draft (max):
Depth:
Height:

Main RPM:
Main power: /
Main Fuel:
Main Consumption:

Ship's Communication numbers

Sat Telex:
Sat Phone:
Sat Fax:
Mobile:

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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OCEAN

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Vessel's Details

Ship Type: Container ship

Year Built: 1996

Length x Breadth: 157 m X 24 m

Gross Tonnage: 12029, DeadWeight: 14587 t

Speed recorded (Max / Average): 18.9 / 13.4 knots

Flag: Antigua Barbuda [AG]

Call Sign: V2FN

IMO: 9127021, MMSI: 304210000

Last Position Received

Area: Mexico Gulf

Latitude / Longitude: [28.6616° / -80.23206° \(Map\)](#)

Currently in Port:

Last Known Port: [JACKSONVILLE](#)

Info Received: 0d 0h 1min ago



[Current Vessel's Track](#)



Wind: 19 knots, 312°, 18°C

[Itineraries History](#)

Voyage Related Info (Last Received)

Draught: 7.6 m

Destination: PORT EVERGLADES

ETA: 2012-11-08 10:00

Info Received: 2012-11-07 17:04 (0d, 7h 13min ago)

Recent Port Calls:

No Records Found

Ex Names History

Vessel's Name	Flag	Call Sign	Last Reported
CALA PROVIDENCIA			2004-01-03 00:00
URUNDI			2001-10-19 00:00
ANKARA			1998-05-07 00:00

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Ship Photos: 17

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Vessel's Wiki

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Ship Type: DRY CARGO

Owner:

Manager:

Built (Year/Month): 1996/

Builder:

Hull Number:

Class:

Service Status:

Year scrapped/lost:

Tonnage & Dimensions

GT (Gross Tonnage): 12029

NT (Net Tonnage):

DWT (Deadweight): 14587

Displacement:

LOA (Length Overall): 157

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:

Beam: 24
Draft (max): 8.5
Depth:
Height:

Main RPM:
Main power: /
Main Fuel:
Main Consumption:

Ship's Communication numbers

Sat Telex:
Sat Phone:
Sat Fax:
Mobile:

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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RICHELIEU

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Vessel's Details

Ship Type: Bulk carrier

Year Built: 1980

Length x Breadth: 222 m X 23 m

Gross Tonnage: 22734, DeadWeight: 28595 t

Speed recorded (Max / Average): 10.5 / 9.6 knots

Flag: Canada [CA]

Call Sign: XJAE

IMO: 7901150, MMSI: 316013860

Last Position Received

Area: Atlantic North

Latitude / Longitude: [45.55903° / -73.52201° \(Map\)](#)

Currently in Port:

Last Known Port: [MONTREAL](#)

Info Received: 1d 1h 1min ago

Not Currently in Range

[Itineraries History](#)

Voyage Related Info (Last Received)

Draught: 6.4 m

Destination: MONTREAL

ETA: 2012-09-27 06:00

Info Received: 2012-11-07 00:22 (1d, 1h 5min ago)

Recent Port Calls:

No Records Found

Ex Names History

Vessel's Name	Flag	Call Sign	Last Reported
RICHELIEU	Canada	XJAE	2012-11-07 00:22
RICHELIEU	Marshall Is	V7TA6	2010-06-15 18:20
LAKE ERIE	Marshall Is	V7AL2	2009-07-04 22:28
FEDERAL OTTAWA			1995-03-22 00:00



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Ship Photos: 33

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Vessel's Wiki

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Ship Type: DRY CARGO
 Owner:
 Manager:
 Built (Year/Month): 1980/
 Builder:
 Hull Number:
 Class:
 Service Status:
 Year scrapped/lost:

Tonnage & Dimensions

GT (Gross Tonnage): 22734
 NT (Net Tonnage):
 DWT (Deadweight): 35630
 Displacement:
 LOA (Length Overall): 222

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:

Beam: 23
Draft (max): 6.8
Depth:
Height:

Main RPM:
Main power: /
Main Fuel:
Main Consumption:

Ship's Communication numbers

Sat Telex:
Sat Phone:
Sat Fax:
Mobile:

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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SALARIMUM

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Vessel's Details

Ship Type: Bulk carrier

Year Built: 1980

Length x Breadth: 222 m X 22 m

Gross Tonnage: 21870, DeadWeight: 35686 t

Speed recorded (Max / Average): 11.7 / 9.6 knots

Flag: Canada [CA] 

Call Sign: VCQL

IMO: 7902233, MMSI: 316043000

Last Position Received

Area: Atlantic North

Latitude / Longitude: [47.22989° / -52.6378° \(Map\)](#)

Currently in Port:

Last Known Port: [QUEBEC](#)

Info Received: 0d 17h 1min ago

Not Currently in Range

[Itineraries History](#)

Voyage Related Info (Last Received)

Draught: 7.4 m

Destination: MAGDALEN ISLANDS

ETA: 2012-11-08 18:26

Info Received: 2012-11-07 07:52 (0d, 17h 33min 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:
Manager:
Built (Year/Month): 1980/
Builder:
Hull Number:
Class:
Service Status:
Year scrapped/lost:

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:

Tonnage & Dimensions

GT (Gross Tonnage): 22706
NT (Net Tonnage):
DWT (Deadweight): 35686
Displacement:
LOA (Length Overall): 222
Beam: 79
Draft (max): 7
Depth:
Height:

Ship's Communication numbers

Sat Telex:
Sat Phone:
Sat Fax:
Mobile:

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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SANDPIPER

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Vessel's Details

Ship Type: Bulk carrier

Year Built: 1971

Length x Breadth: 161 m X 23 m

Gross Tonnage: 14116, DeadWeight: 20366 t

Speed recorded (Max / Average): 13.2 / 10.1 knots

Flag: Panama [PA]

Call Sign: 3ERG6

IMO: 7039414, MMSI: 370042000

Last Position Received

Area: North Sea

Latitude / Longitude: [59.37379° / 6.031718° \(Map\)](#)

Currently in Port:

Last Known Port: [SULLOM VOE](#)

Info Received: 0d 0h 2min ago


[Current Vessel's Track](#)


Wind: 14 knots, 253°, 9°C

Itineraries History

Voyage Related Info (Last Received)

Draught: 7.2 m

Destination: JELSA

ETA: 2012-11-08 02:00

Info Received: 2012-11-07 22:01 (0d, 2h 39min ago)

Recent Port Calls:

No Records Found

Ex Names History

Vessel's Name	Flag	Call Sign	Last Reported
SEAWAY SANDPIPER			1990-09-22 00:00
TEMPLE HALL			1978-01-10 00:00

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Vessel's Wiki

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Ship Type: DRY CARGO
Owner:
Manager:
Built (Year/Month): 1971/
Builder:
Hull Number:
Class:
Service Status:
Year scrapped/lost:

Tonnage & Dimensions

GT (Gross Tonnage): 14116
NT (Net Tonnage):
DWT (Deadweight): 20366
Displacement:

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:

LOA (Length Overall): 157
Beam: 23
Draft (max): 8.6
Depth:
Height:

Main RPM:
Main power: /
Main Fuel:
Main Consumption:

Ship's Communication numbers

Sat Telex:
Sat Phone:
Sat Fax:
Mobile:

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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TOR BOTNIA

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Vessel's Details

Ship Type: Ro-ro cargo

Year Built: 2000

Length x Breadth: 162 m X 20 m

Gross Tonnage: 11530, DeadWeight: 8000 t

Speed recorded (Max / Average): 16 / 10.7 knots

Flag: Lithuania [LT] 

Call Sign: LYTB

IMO: 9192129, MMSI: 277399000

Last Position Received

Area: Baltic Sea

Latitude / Longitude: [57.26048° / 18.96628° \(Map\)](#)

Currently in Port:

Last Known Port: [KRONSHADT](#)

Info Received: 0d 0h 2min ago

[Current Vessel's Track](#)

Wind: 15 knots, 244°, 7°C

Itineraries History

Voyage Related Info (Last Received)

Draught: 5.8 m

Destination: KARLSHAMN

ETA: 2012-11-08 12:00

Info Received: 2012-11-07 22:03 (0d, 2h 50min ago)

Recent Port Calls:

Port	Arrival (LT)	Departure (LT)
ST PETERSBURG		2012-11-06 23:30
ST PETERSBURG	2012-11-06 04:55	
KIEL		2012-11-03 19:32
KIEL	2012-11-02 22:16	
COPENHAGEN		2012-11-02 11:23

[More...](#)

Ex Names History

Vessel's Name	Flag	Call Sign	Last Reported
TOR BOTNIA	Lithuania	LYTB	2012-11-07 22:57
FINNMASTER	United Kingdom	MZCY9	2009-01-20 13:47



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Ship Type: DRY CARGO

Owner:

Manager:

Built (Year/Month): 2000/

Builder:

Hull Number:

Class:

Service Status:

Year scrapped/lost:

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:

Tonnage & Dimensions

GT (Gross Tonnage): 11530
NT (Net Tonnage):
DWT (Deadweight): 8000
Displacement:
LOA (Length Overall): 162
Beam: 20
Draft (max): 5.3
Depth:
Height:

Ship's Communication numbers

Sat Telex:
Sat Phone:
Sat Fax:
Mobile:

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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TRANSOSPREY

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Vessel's Details

Ship Type: Cargo

Year Built: 2003

Length x Breadth: 174 m X 22 m

Gross Tonnage: 16037, DeadWeight: 20396 t

Speed recorded (Max / Average): 14.6 / 12.7 knots

Flag: Gibraltar [GI]

Call Sign: ZDKB4

IMO: 9213090, MMSI: 236586000

Last Position Received

Area: Bothnia Gulf

Latitude / Longitude: [65.11964° / 25.03011° \(Map\)](#)

Currently in Port:

Last Known Port: [OULU](#)

Info Received: 0d 0h 2min ago

[Current Vessel's Track](#)

Wind: 15 knots, 256°, 3°C

Itineraries History

Voyage Related Info (Last Received)

Draught: 6.1 m

Destination: OULU

ETA: 2012-11-02 04:30

Info Received: 2012-11-02 03:31 (5d, 21h 13min ago)

Recent Port Calls:

Port	Arrival (LT)	Departure (LT)
OULU	2012-11-02 09:47	

[More...](#)

Ex Names History

Vessel's Name	Flag	Call Sign	Last Reported
TRANSOSPREY	Gibraltar	ZDKB4	2012-11-02 03:31
PRINSENBORG	Netherlands	PBJF	2010-11-05 09:13

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Vessel's Wiki

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Ship Type: DRY CARGO
 Owner:
 Manager:
 Built (Year/Month): 2003/
 Builder:
 Hull Number:
 Class:
 Service Status:
 Year scrapped/lost:

Tonnage & Dimensions

GT (Gross Tonnage): 16037
 NT (Net Tonnage):
 DWT (Deadweight): 16740
 Displacement:

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:

LOA (Length Overall): 174
Beam: 22
Draft (max): 8.3
Depth:
Height:

Ship's Communication numbers

Sat Telex:
Sat Phone:
Sat Fax:
Mobile:

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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TRANSREEL

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Vessel's Details

Ship Type: Ro-ro cargo

Year Built: 1987

Length x Breadth: 166 m X 22 m

Gross Tonnage: 18773, DeadWeight: 11396 t

Speed recorded (Max / Average): 15.2 / 12.1 knots

Flag: Sweden [SE]

Call Sign: SLRP

IMO: 8515893, MMSI: 265150000

Last Position Received

Area: Baltic Sea

Latitude / Longitude: [54.22369° / 11.47379° \(Map\)](#)

Currently in Port:

Last Known Port: [IGGESUND](#)

Info Received: 0d 0h 2min ago

[Current Vessel's Track](#)

Wind: 27 knots, 246°, 7°C

Itineraries History

Voyage Related Info (Last Received)

Draught: 7.2 m

Destination: LUBECK

ETA: 2012-11-07 16:00

Info Received: 2012-11-07 22:03 (0d, 2h 54min ago)

Recent Port Calls:

Port	Arrival (LT)	Departure (LT)
IGGESUND		2012-11-05 19:45
SUNDSVALL		2012-11-05 09:21
SUNDSVALL	2012-11-05 06:02	
HUSUM		2012-11-04 20:47
HOLMSUND		2012-11-04 09:53

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Ex Names History

No Records Found

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Ship Type: DRY CARGO
 Owner:
 Manager:
 Built (Year/Month): 1987/
 Builder:
 Hull Number:
 Class:
 Service Status:
 Year scrapped/lost:

Tonnage & Dimensions

GT (Gross Tonnage): 18773
 NT (Net Tonnage):
 DWT (Deadweight): 11396
 Displacement:
 LOA (Length Overall): 166

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:

Beam: 22
Draft (max): 4.9
Depth:
Height:

Main RPM:
Main power: /
Main Fuel:
Main Consumption:

Ship's Communication numbers

Sat Telex:
Sat Phone:
Sat Fax:
Mobile:

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: 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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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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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	

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Ex Names History

No Records Found

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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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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.



Radarweg 36	⋮	P.O. Box 2599	⋮	t. +31 (0) 20 - 448 83 00	⋮	info@bigliftshipping.com
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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English ▼

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

No Records Found

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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: /

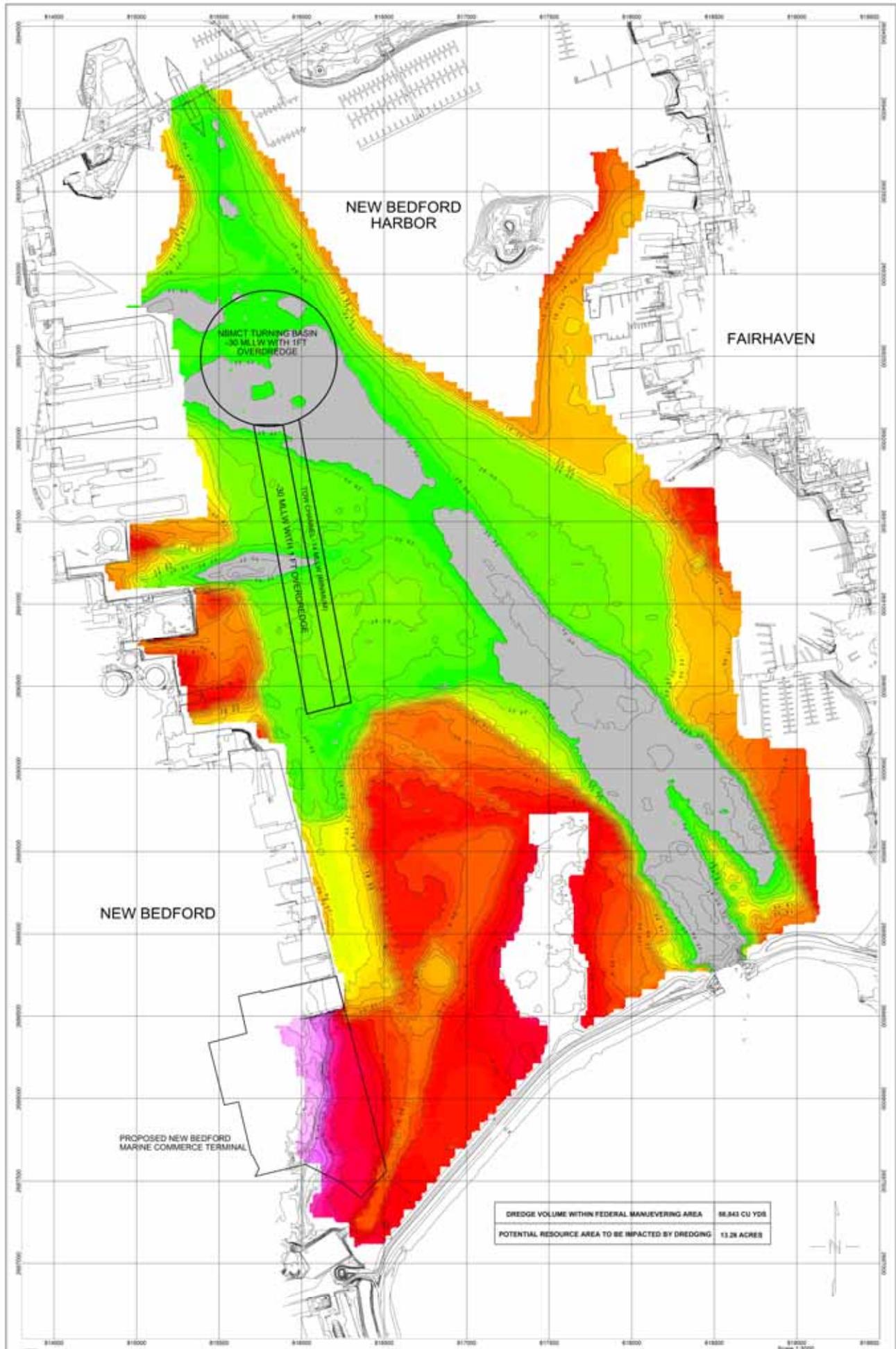
Aux Fuel:

Aux Consumption:

Bowthruster:

Propeller(s):

Attachment D



NEW BEDFORD HARBOR

FAIRHAVEN

NEW BEDFORD

PROPOSED NEW BEDFORD MARINE COMMERCE TERMINAL

IMPACT TURNING BASIN
NO MLLW WITH 1 FT
OVEREDGE

100' CHANNEL WITH 1 FT OVEREDGE
TOTAL CHANNEL: 1.1 MI. W. OF HARBOR

DREDGE VOLUME WITHIN FEDERAL MANEUVERING AREA 98,843 CU YDS
POTENTIAL RESOURCE AREA TO BE IMPACTED BY DREDGING 13.28 ACRES

DEPTH IN FEET
BELOW MLLW



NOTES:
1. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STATE OF MASSACHUSETTS REGULATIONS AND THE FEDERAL NAVIGATION CHANNELS ACT.
2. THIS MAP IS FOR INFORMATIONAL PURPOSES ONLY AND DOES NOT CONSTITUTE A GUARANTEE OF ACCURACY OR COMPLETENESS. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE DATA AND INFORMATION SHOWN ON THIS MAP.
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MASSACHUSETTS CLEAN ENERGY CENTER
NEW BEDFORD MARINE COMMERCE TERMINAL
POTENTIAL FEDERAL MANEUVERING
AREA DREDGING
8-4-2012
APEX COMPANIES, LLC

Attachment E

Destination of Dredged Material	Material to be Dredged														Totals
	Mooring Northern Mitigation	Mooring Southern Mitigation	Gifford Street Channel Relocation	Top of Dredge	Federal Channel Dredge	Deep Draft Extension to South	Deep Draft Extension to North	Increase Channel Width	Intermediate Dredge	Bottom of Dredge	Top of CAD #3	Top of CAD #3 Expansion	Bottom of CAD #3	Bottom of CAD #3 Expansion	
OU-3 Hot-Spot Capping Mitigation Area:	-	-	-	-	-	-	-	-	-	92,500	-	-	-	-	92,500
Disposal Offshore at CCDS/RISDS:	-	-	-	-	-	-	-	-	-	-	-	-	90,000	90,000	180,000
Winter Flounder Mitigation Area:	-	-	-	-	-	-	-	-	12,000	2,000	-	-	146,500	-	160,500
New Bedford Marine Commerce Terminal:	-	-	-	-	-	16,500	8,000	13,500	-	134,000	-	-	-	-	172,000
Former Dartmouth Finishing Site:	-	-	-	-	-	-	-	-	-	45,800	-	-	-	-	45,800
Capping of CAD Cell #1:	-	-	-	-	-	-	-	-	27,500	-	-	-	-	-	27,500
Disposal at CAD Cell #2:	-	-	-	-	-	-	-	-	-	-	27,000	8,000	-	-	35,000
Disposal at CAD Cell #3:	8,600	10,500	2,000	118,500	59,000	-	2,500	8,500	-	-	-	-	-	-	209,600
Capping of Borrow Pit CAD Cell:	-	-	-	-	-	-	-	-	25,500	-	-	-	-	-	25,500
Totals:	8,600	10,500	2,000	118,500	59,000	16,500	10,500	22,000	65,000	274,300	27,000	8,000	236,500	90,000	948,400