

135' CREW/FSV BEVERLY F



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VESSEL PARTICULARS

LENGTH OVERALL	135 ft	41 m
LENGTH BP	125 ft	38.1 m
BEAM	27 ft	8.2 m
DEPTH	11.7 ft	3.6 m
LIGHT DRAFT	7 ft	2.1 m
LOADED DRAFT	10 ft	3 m
SUMMER FREEBOARD	6 ft	1.8 m
LIGHTSHIP	104 LT	106 MT
DEADWEIGHT	180 LT	183 MT

CAPACITIES

DRILL / POTABLE WATER	19,899 USG	75 m ³
POTABLE WATER (SHIP'S)	1,500 USG	5.6 m ³
FUEL	10,303 USG	39 m ³
DRY BULK	0 ft ³	0 m ³
ENGINE LUBE OIL	100 USG	0.38 m ³

CARGO DECK

TONNAGE	120 LT	122 MT
STRENGTH	540 LB/ft ²	2.6 MT/m ²
LENGTH	72 ft	21.9 m
WIDTH	20 ft	6 m
CLEAR AREA	1,440 ft ²	134 m ²

TONNAGE

GRT	77 US Tons (Long)	205 ITC Tons (Metric)
NRT	52 US Tons (Long)	61 ITC Tons (Metric)

MACHINERY

MAIN ENGINES	4 - KTA19M3 Cummins 680BHP Each	
BRAKE HORSEPOWER	2720	
REDUCTION GEARS	Twin Disc 518	
GEAR RATIO	2.5:1	
RUDDERS	2 - Spade Type	
PROPELLERS	4 - 38" P x 36" D	
AUXILIARY GENERATORS	2 - 40kW, 120/208VAC, 3 Phase, 60 Hz	
BOW THRUSTER	N/A	
FUEL-OIL PURIFIER	N/A	

PERFORMANCE

MAXIMUM SPEED	24 knots	
CRUISING SPEED	22 knots	
ECONOMY SPEED	18 knots	
MAXIMUM FUEL CONSUMPTION	165 USG/Hr	15 m ³ /24 Hrs
CRUISING FUEL CONSUMPTION	119 USG/Hr	11 m ³ /24 Hrs
ECONOMY FUEL CONSUMPTION	115 USG/Hr	10.4 m ³ /24 Hrs

DISCHARGE RATES

DRILL / POTABLE WATER	200 USG/min @ 150 ft	45 m ³ /Hr @ 46 m
FUEL	200 USG/min @ 150 ft	45 m ³ /Hr @ 46 m

ACCOMMODATIONS

CABINS/BERTHS	4 / 8
OFFICER'S CABINS	2 - 2 Man
CREW CABINS	2 - 2 Man
VIP	0
PASSENGERS	70 Bench Class
LOUNGE SEATING	N/A
MESS SEATING	8

ELECTRONICS & CONTROLS

DEPTH SOUNDER	Furuno
GMDSS	N/A
GPS	1 - Furuno
RADAR(S)	2 - 1 JRC, 1 Furuno
VHF	2 - Icom
SSB	1 - SEA 225
INTERNET E-MAIL	Globe Wireless
WEATHER RADIO	XM

SPECIAL EQUIPMENT

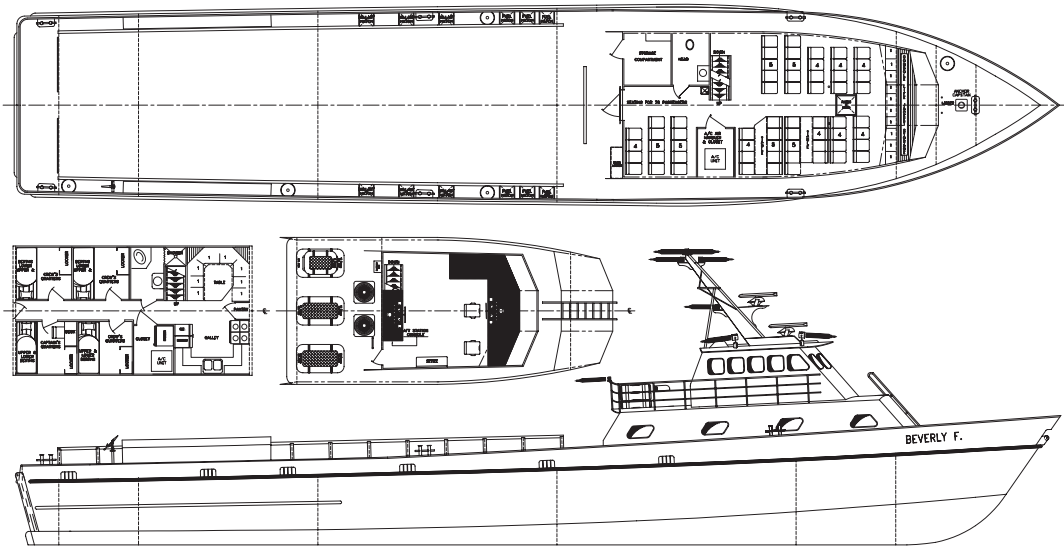
EXTERNAL FIFI	900 GPM
NUMBER OF MONITORS	1 - Mounted on Stern

DOCUMENTATION

CLASS	ABS: Not Classed
FLAG	United States
SOLAS	No
USCG	USCG Subchapter T
YEAR BUILT	1993
BUILDER	Gulf Craft Inc

This specification is preliminary and subject to change without notice. Exact tank capacities, deadweight, deck cargo capacity and other figures that have been calculated may change when the actual vessel is delivered.

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