

162' CREW/FSV LINDA F



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VESSEL PARTICULARS

LENGTH OVERALL	162 ft	49.37 m
LENGTH BP	143 ft	44 m
BEAM	28 ft	9 m
DEPTH	11.66 ft	3.55 m
LIGHT DRAFT	5.58 ft	1.7 m
LOADED DRAFT	9.5 ft	2.9 m
SUMMER FREEBOARD	4 ft	1 m
LIGHTSHIP	161 LT	164 MT
DEADWEIGHT	411 LT	418 MT

CAPACITIES

DRILL / POTABLE WATER	36,025 USG	136 m ³
POTABLE WATER (SHIP'S)	2,350 USG	8.9 m ³
FUEL	18,100 USG	68.5 m ³
DRY BULK	0 ft ³	0 m ³
ENGINE LUBE OIL	200 USG	0.75 m ³

CARGO DECK

TONNAGE	282 LT	287 MT
STRENGTH	540./ft ²	2.6 MT/m ²
LENGTH	91 ft	28 m
WIDTH	25 ft	8 m
CLEAR AREA	2,400 sq ft	222.63 m ²

TONNAGE

GRT	96 US Tons (Long)	325 ITC Tons (Metric)
NRT	65 US Tons (Long)	97 ITC Tons (Metric)

MACHINERY

MAIN ENGINES	5 - KTA38M2 Cummins 1350BHP Each
BRAKE HORSEPOWER	6750BHP @ 1950RPM
REDUCTION GEARS	Twin Disc 6650
GEAR RATIO	2.47:1
RUDDERS	2 - Stainless Steel
PROPELLERS	5 - 4 Blade 45"D X 47"P
AUXILIARY GENERATORS	2 - 75kW, 120/208VAC, 3 Phase, 60 Hz
BOW THRUSTER	Thrustmaster 200hp in 30" Tunnel
FUEL-OIL PURIFIER	Westfalia OTC 2, 304 USG/Hr

PERFORMANCE

MAXIMUM SPEED	26 knots	
CRUISING SPEED	24 knots	
ECONOMY SPEED	20 knots	
MAXIMUM FUEL CONSUMPTION	325 USG/Hr	30 m ³ /24 Hrs
CRUISING FUEL CONSUMPTION	250 USG/Hr	23 m ³ /24 Hrs
ECONOMY FUEL CONSUMPTION	200 USG/Hr	18.2 m ³ /24 Hrs

DISCHARGE RATES

DRILL / POTABLE WATER	600 USG/min @ 130 ft	136 m ³ /Hr @ 40 m
FUEL	90 USG/min @ 100 ft	20 m ³ /Hr @ 30 m

ACCOMMODATIONS

CABINS/BERTHS	5 / 10
OFFICERS' CABINS	2
CREW CABINS	3
VIP	0
PASSENGERS	80 Business Class
LOUNGE SEATING	0
MESS SEATING	8
BUSINESS SEATING	Equipped

ELECTRONICS & CONTROLS

DEPTH SOUNDER	Datamarine Digital
GMDSS	N/A
GPS	1 - Garmin
RADAR(S)	2 - Furuno
VHF	2
SSB	1 - SEA 222
INTERNET E-MAIL	Globe Wireless

SPECIAL EQUIPMENT

EXTERNAL FIFI	2 - 1 900 GPM, 1 2500 GPM
NUMBER OF MONITORS	2

DOCUMENTATION

CLASS	ABS: +A1 +HSC +AMS
FLAG	CD Del Carmen Mexico
SOLAS	No
USCG	USCG Subchapter T
YEAR BUILT	2001
BUILDER	Breaux Bay Craft

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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