

# KEY TO THE REGISTER OF SHIPS 2008-2009

## 1 registration

### LR/IMO NUMBER

A unique seven digit number printed in **bold type** which is used for data processing purposes, and which remains unchanged during the life of the ship.

The IMO (International Maritime Organization) identification number was adopted on 19<sup>th</sup> November 1987 in IMO Resolution A.600(15) and remains constant in the event of rebuilding or shiptype conversion. This unique number is assigned to the total or greater portion of the hull enclosing the machinery space and is the determining factor should additional hull sections be added. The LR/IMO Number is never reassigned to another vessel. This number is also utilised in respect of SOLAS XI 1/3 and 1/5.

**Lloyd's Register - Fairplay Ltd is the sole authority for identifying and assigning an LR/IMO number.**

### IMO Resolution A.600(15)

IMO Resolution A.600(15) applies to seagoing ships of 100 Gross Tonnage and above, with the exception of the following:-

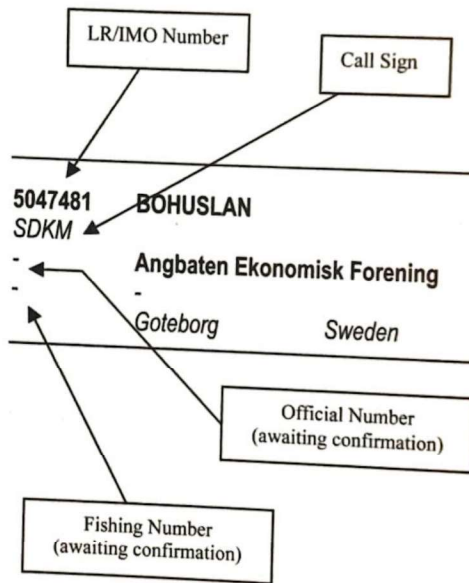
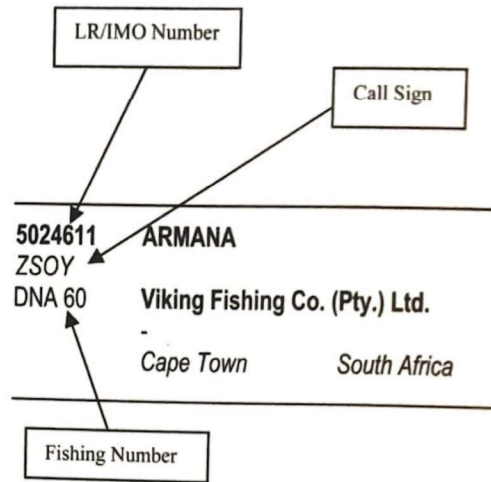
- Vessels solely engaged in fishing;
- Ships without mechanical means of propulsion;
- Pleasure yachts;
- Ships engaged on special service (e.g. light-ships, floating radio stations, search & rescue vessels);
- Hopper barges;
- Hydrofoils, hovercraft;
- Floating docks and structures classified in a similar manner;
- Ships of war and troop ships;
- Wooden ships in general.

### CALL SIGN

Signal letters or radio call sign assigned by the relevant national authority. This is shown in *italics*. A dash (-) will be displayed where confirmation is awaited.

### FISHING NUMBER

The identification number assigned by the relevant national authority to ships engaged in the fishing industry. The number is displayed, on the vessel's hull, for permanent identification. A dash (-) will be displayed for ships other than fishing vessels or where the information is awaiting confirmation.



### RADIO COMMUNICATIONS & SAFETY OF NAVIGATION

Subscribers seeking information should in the first instance refer to SOLAS chapters IV and V. Chapter IV was revised in 1988 to incorporate amendments to introduce the Global Maritime Distress and Safety System (GMDSS) and details requirements for all passenger ships and all cargo ships of 300GT and upwards engaged on international voyages to carry equipment such as Satellite Emergency Positioning Indicating Radio Beacons (EPIRBs) and Search and Rescue Transponders (SARTs).

Chapter V references, inter alia, the carriage of Voyage Data Recorders (VDRs) and Automatic Ship Identification Systems (AIS) for certain ships.

## 2 names & owners

### SHIP'S NAME

The current ship's name is displayed in **bold type**. Ships are listed in the Register in alphabetical order, with numeric entries appearing after the end of the letter 'Z'.

### FORMER NAMES

The figures following the former name of a ship indicate the year, where known, in which the change of name occurred and are listed in chronological order. The year of change is displayed in italics and is preceded by a dash (-). Where a name changes prior to the ship being commissioned, a 'Launched as' or 'Completed as' entry will be displayed. (In the absence of date changes being advised, an estimated date has been included)

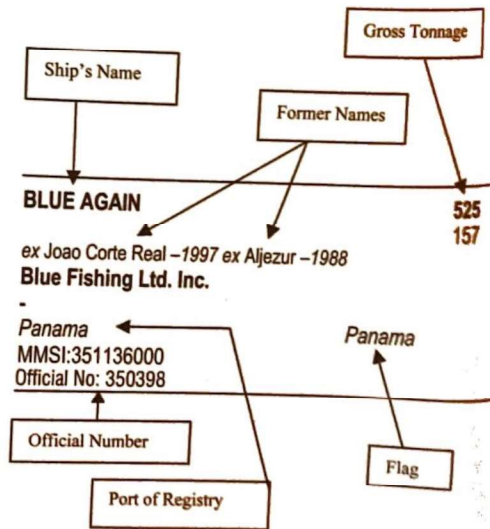
### OWNERS

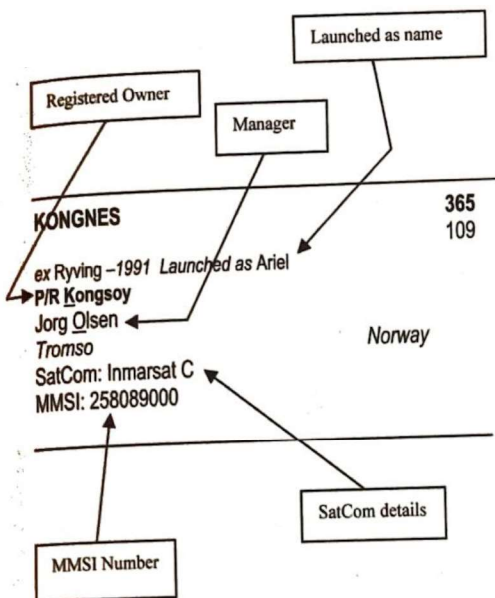
The registered owners are recorded in **bold type**. The underlined letter in each owner's name indicates the sort letter under which the entry appears in the *List of Shipowners*. A dash (-) will be displayed where confirmation of registered owners is awaited.

This field represents the legal owner of the ship and the name that appears on the ship's papers. It may be an owner/manager or a wholly-owned subsidiary in a larger shipping group or a company created on paper to legally own a ship or ships and limit liability for the real owners. This may be a legal requirement of the flag state with which it is registered.

### MANAGERS

The managers are recorded in normal type. The underlined letter in each manager's name indicates the letter under which the entry appears in the *List of Shipowners*.





A dash (-) will be displayed where confirmation of the manager is awaited or is not applicable.

The company is responsible for the commercial decisions concerning the operation of a ship.

**PORT OF REGISTRY**

The port of registry shown is that which is displayed on the ship and is published in *italics*.

**FLAG**

This indicates the flag registry under which the ship normally operates and is displayed in *italics*.

A considerable number of ships now operate under Parallel Registry, which can result in confused identification of a ship. Lloyd's Register - Fairplay's policy is to publish the Registry (flag and port), following verification, which is painted on the ship's stern.

**SATELLITE COMMUNICATION DATA**

Details of the service provider and the types of receiver are listed. The various types are as follows:-

- Inmarsat-A (Analogue system, supports voice, telex, fax and data)
- Inmarsat-B (Digital system, supports voice, fax, data & telex)
- Inmarsat-M (Digital system, capable of voice, fax & data)
- Inmarsat-Mini-M (Digital system, supports voice, fax, data and email)
- Inmarsat-C (Store & forward data, telex system)

**MMSI NUMBER**

The Maritime Mobile Service Identity (MMSI) is displayed where known. These identifiers are supplied by National Authorities under the auspices of the International Telecommunications Union (ITU), which is based in Geneva.

The ITU is an international organisation within the United Nations System, where governments and the private sector co-ordinate global telecommunication networks and services. (web site address [www.itu.org](http://www.itu.org))

Each number is unique and used to identify an individual vessel (or shore-based) radio installation. It is used within GMDSS as a vessel code.

**OFFICIAL NUMBER**

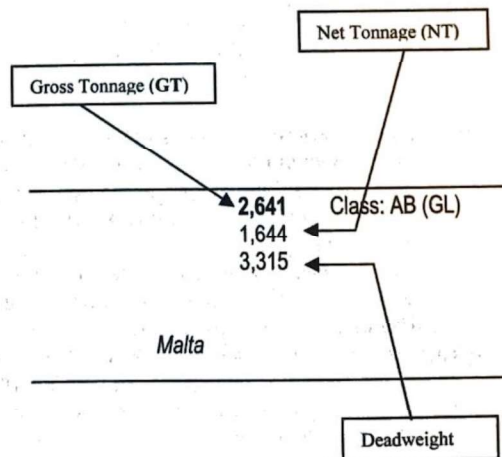
The identification number assigned by the national registration authority. A dash (-) will be displayed where the information is awaiting confirmation.

**3 tonnage**

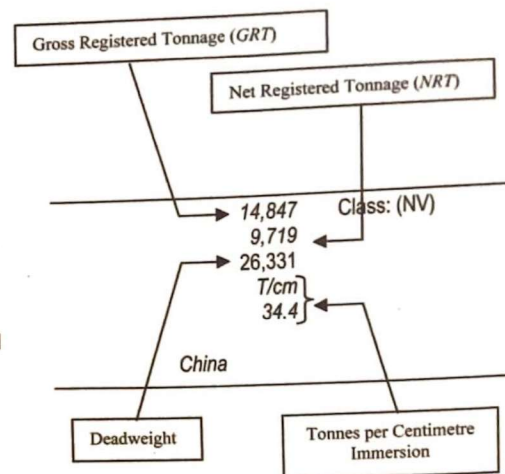
**GROSS TONNAGE**

The Gross Tonnage printed in **bold type** indicates that the ship has been measured in accordance with the requirements of the 1969 International Convention on Tonnage Measurement of Ships. The Gross Tonnage generally comprises the moulded volume of all enclosed spaces of the ship, to which a formula is then applied in accordance with the Convention requirements. Accordingly, no unit of measurement is assigned and the figure attained is simply referred to as the ship's "Gross Tonnage" (GT). A dash (-) will be displayed where confirmation of the gross tonnage is awaited.

The Gross Tonnage printed in *italic type* indicates that the ship has been measured in accordance with tonnage regulations adopted prior to the 18<sup>th</sup> July 1982, when the 1969 Convention came into force. This tonnage is referred to as "Gross Registered Tonnage" (GRT).



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**NET TONNAGE**

The Net Tonnage in normal type is derived in accordance with the requirements of the 1969 International Convention on Tonnage Measurement of Ships. The Net Tonnage generally comprises the moulded volume of all cargo spaces on board, to which a formula is then applied in accordance with the Convention requirements. The formula for Net Tonnage also takes account of the varying factors such as ships depth, draught, number of passengers but notwithstanding the above, will never be less than GT x 0.3. Accordingly, no unit of measurement is assigned and the figure attained is simply referred to as the ship's "Net Tonnage" (NT).

The Net Tonnage printed in *italic type* indicates that the ship has been measured in accordance with tonnage regulations adopted prior to the 18<sup>th</sup> July 1982, when the 1969 Convention came into force. This tonnage is referred to as "Net Registered Tonnage" (NRT).

The Net Registered Tonnage is derived by deducting spaces used for the accommodation of the master, officers, crew, navigation, and propelling machinery.

A dash (-) will be displayed where confirmation of the net tonnage is awaited.

**DEADWEIGHT**

The Deadweight is the weight in tonnes (1,000 kg) of cargo, stores, fuel, passengers and crew carried by the ship when loaded to the maximum summer loadline. In the case of vessels with more than 1 load line measurement, LRF record the higher deadweight and corresponding draught only.

A dash (-) will be displayed where confirmation of the deadweight is awaited.

**TONNES PER CENTIMETRE IMMERSION**

The Tonnes per Centimetre Immersion (T/cm), displayed in *italic type*, is the weight in tonnes (1,000 kg) required to immerse the hull of the

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ship by one centimetre at a particular draught. The value shown is that corresponding to the maximum summer draught.

# 4 classification

## GENERAL CLASS DETAILS

If a ship is currently classed, the initial letters of the Society are recorded. In the event that a ship is disclassified the initial letters of the Society will be recorded in parentheses. Previous class history is recorded in sequence order.

Where a ship has applied for class which has not been confirmed '(Class Contemplated)' will be displayed immediately after the initials of the Society.

## LLOYD'S REGISTER – CLASS SYMBOLS (HULL & EQUIPMENT)

In the event that a ship is currently classed with Lloyd's Register (LR) then the following hull and equipment symbols may be displayed.

✕ The Maltese Cross denotes that the ship was constructed under LR's Special Survey in compliance with their Rules. This will be displayed in **bold** if applicable.

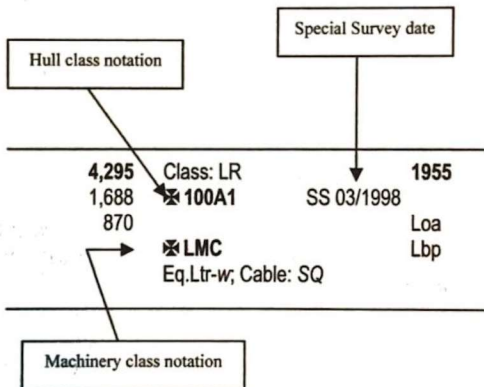
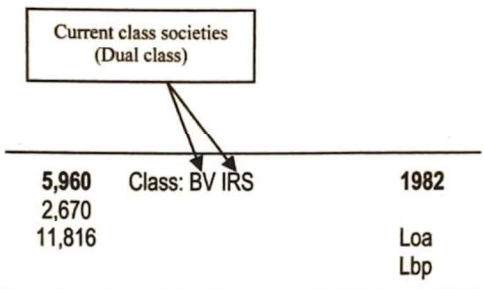
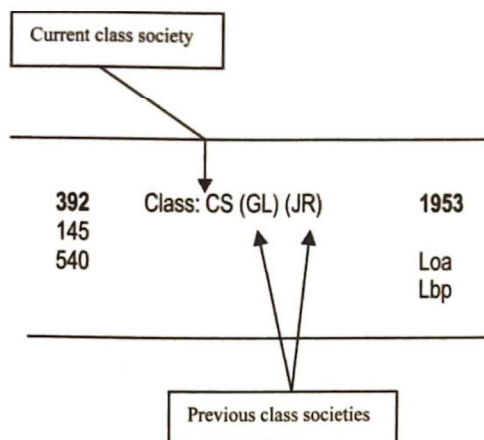
100 This character figure is assigned to ships considered suitable for sea-going service. This will be displayed in **bold** if applicable. (Prior to 1948 this figure was not included in the class notation of ships intended for limited sea-going service.

A The character letter is assigned to ships which have been constructed or accepted into class in accordance with LR's Rules and Regulations and which are maintained in good and efficient condition. This will be displayed in **bold** if applicable.

1 This character figure is assigned to:-  
(a) Ships having on board, in good and efficient condition, anchoring and/or mooring equipment in accordance with the Rules.  
(b) Ships classed for special service, for which no specific anchoring and mooring Rules have been published, having on board, in good and efficient condition, anchoring and/or mooring equipment considered suitable and sufficient by LR for the particular service.

This will be displayed in **bold** if applicable.

This character symbol, in the position usually occupied by the figure 1, is assigned to ships when the anchoring and mooring equipment is not in accordance with the requirements of the Rules, but is considered to be acceptable for the particular service. This symbol is no longer assigned.



N This character letter is assigned to ships on which anchoring and mooring equipment need not be fitted in view of their particular service. This will be displayed in **bold** if applicable.

T This character letter is assigned to ships which are intended to perform their primary designed service function only while they are anchored, moored, towed or linked and which have in good and efficient condition, adequately attached anchoring, mooring, towing or linking equipment which has been approved as suitable and sufficient for the intended service. This will be displayed in **bold** if applicable.

OU/OI These character letters are assigned to offshore units classed with LR and can be assigned to self-propelled or non-propelled offshore units other than ships. This will be displayed in **bold** if applicable.

\* Denotes that the ship was built under the supervision of the surveyors in accordance with the Rules of the British Corporation (BS).

BS Denotes that the hull and equipment of iron and steel ships classed in accordance to British Corporation Rules.

## LLOYD'S REGISTER – CLASS NOTATIONS (SERVICE RESTRICTIONS)

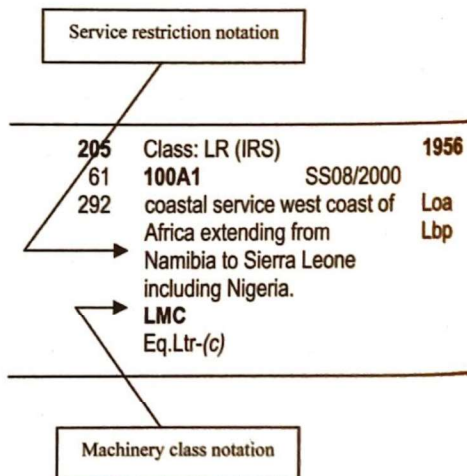
Service restriction notations will generally be assigned in one of the following forms but this does not preclude special consideration for other forms in unusual cases.

*Protected Waters Service* – Service in sheltered water adjacent to sand banks, reefs, breakwaters or other coastal features, and in sheltered water between islands.

*Extended Protected Waters Service* – Service in protected waters and also for distances (generally less than 15 nautical miles) beyond protected waters in reasonable weather. Reasonable weather is defined as Wind strengths of force 6 or less in the Beaufort scale, associated with sea states sufficiently moderate to ensure that green water is taken on board the ship's deck at infrequent intervals only or not at all.

**'Fetch', 'sheltered water' and 'reasonable weather' are defined in LR's Rules and Regulations**

*Specified Coastal Service* – Service along a coast, and for a distance out to sea not exceeding 21 nautical miles, unless some other distance is specified for "coastal service" by the Administration with which the ship is



registered, or by the Administration of the coast off which it is operating, as applicable.

**Specified Route Service** – This notation means that the ship is intended for service between two or more ports, or other geographical features which are indicated.

**Specified Operating Area Service** – This notation means that the ship is intended for service within one or more geographical areas as indicated.

**Short International Voyage** – This expression means an international voyage in the course of which a ship is not more than 200 nautical miles from a port or place in which the passengers and crew could be placed in safety, and which does not exceed 600 nautical miles in length between the last port of call in the country in which the voyage begins and the final port of destination. This notation is no longer assigned.

**LLOYD'S REGISTER – CLASS NOTATIONS (HULL STRENGTHENING)**

**Heavy Cargoes** – When the scantlings and arrangements have been approved for the carriage of such cargoes a class notation 'Strengthened for heavy cargoes' is assigned.

As from January 1978 this notation is assigned to general cargo ships and bulk carriers, where applicable, but in the case of ore or oil carriers the class notation 'ore carrier' or 'ore or oil carrier' will be assigned.

'Strengthened for regular discharge by heavy grabs' is assigned at the owner's option where cargoes are regularly discharged by heavy grabs, and the thickness of the plating of the hold inner bottom, hopper and transverse bulkhead bottom stool is increased in accordance with the requirements of the Rules.

**Ice Strengthening** – Ice classification notations and degrees of strengthening for navigation in ice are displayed within the class notation. Where a ship was previously assigned ice classification by the British Corporation this will be displayed as 'Ice strengthening'

The abbreviations and their descriptions can be found in the section 'Abbreviations used in the Register'

**LLOYD'S REGISTER – SHIPRIGHT NOTATION**  
Structural Design Assessment (SDA), Fatigue Design Assessment (FDA) and Construction Monitoring (CM) are notations assigned where a ship complies with the procedure for the Design, Construction and Lifetime Care of Ships.

The abbreviations and their descriptions can be found in the section 'Abbreviations used in the Register'

**LLOYD'S REGISTER – CLASS NOTATIONS (SPECIAL SURVEYS)**

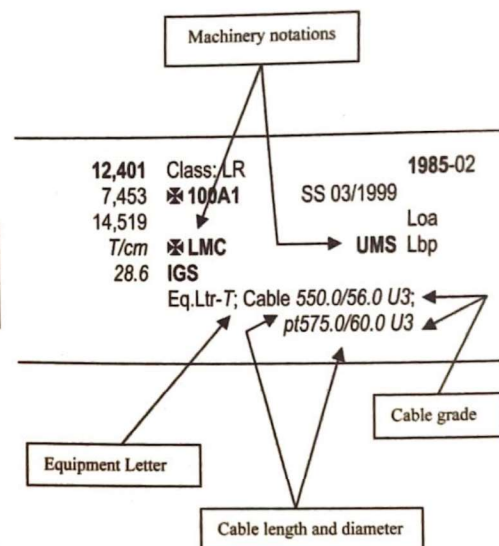
SS-with date Special Survey.  
CS-with date Continuous Survey of the hull  
Lake SS Periodical Survey of ship classed for Great Lakes service.

**LLOYD'S REGISTER – CLASS NOTATIONS (MACHINERY)**

✳️ LMC Notation assigned when the propelling and essential auxiliary machinery has been constructed, installed and tested under LR's Special Survey and in accordance with the requirements of the Rules.

✳️ LMC Notation assigned when the propelling and essential auxiliary machinery has been constructed under the survey of a recognised authority in accordance with the Rules and Regulations equivalent to those of LR and, in addition, the whole of the

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machinery has been installed and tested under LR's Special Survey in accordance with LR's Rules.

**LMC** Notation assigned when the propelling and essential auxiliary machinery has neither been constructed nor installed under LR's Special Survey but the existing machinery, its installation and arrangement, have been tested and found to be acceptable by LR.

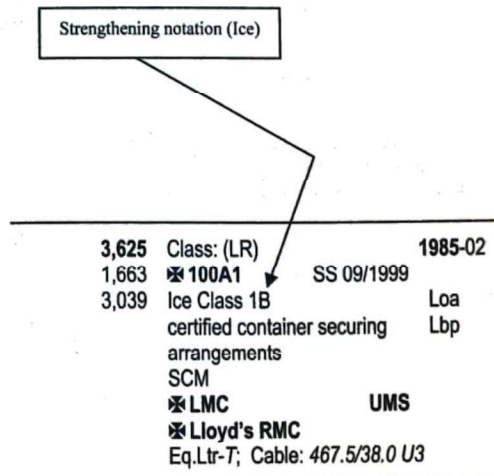
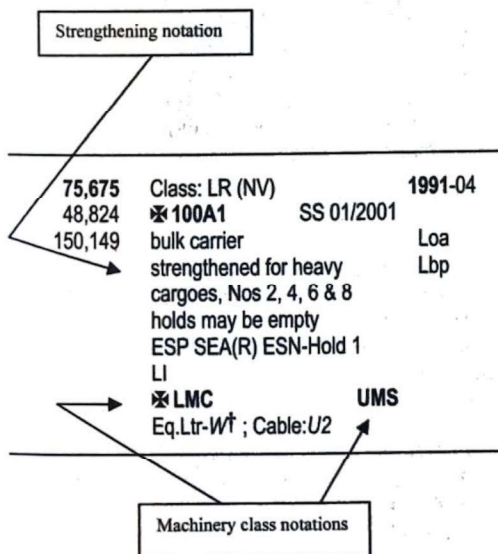
✳️ OMC Notation

**OMC MBS\*** Denotes that the machinery was built and installed under the supervision of the surveyors to the Rules of the British Corporation or of LR respectively.

**UMS** This notation may be assigned to a ship classed with LR which can be operated with the machinery spaces unattended and that the control equipment has been arranged, installed and tested in accordance with LR's Rules.

**CCS** This notation may be assigned to a ship classed with LR which can be operated with the machinery spaces under continuous supervision from a centralised control station and that the control engineering equipment has been arranged, installed and tested in accordance with LR's Rules.

✳️ Lloyd's RMC Denotes that the refrigerated cargo installation of a ship classed with LR and has been constructed, installed and tested under LR's Special Survey in accordance with the relevant requirements of the Rules.



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**Lloyd's RMC** Denotes that the refrigerated cargo installation of a ship is classed with LR and that the installation has been found to be equivalent to the requirements of the Rules and has been tested in accordance with the relevant requirements of the Rules.

**⊗ Lloyd's RMC (LG)** This notation is assigned to a liquefied gas carrier or tanker classed with LR in which reliquefaction or refrigeration equipment is approved and fitted for cargo temperature and pressure control, where the equipment has been constructed, installed and tested in accordance with the relevant requirements of the Rules.

**Lloyd's RMC (LG)** This notation is assigned to a liquefied gas carrier or tanker classed with LR in which reliquefaction or refrigeration equipment is fitted for cargo temperature and pressure control, where the equipment has been found to be equivalent to the requirements of the Rules and tested in accordance with the relevant requirements of the Rules.

**IGS** This notation will be assigned to a ship classed with LR when the ships is intended for the carriage of oil in bulk, or for the carriage of liquid chemicals in bulk and is fitted with an approved system for producing gas and for inerting the cargo tanks in accordance with the requirements of LR's Rules.

In all instances where the notation is shown in parentheses it denotes that the class has been temporarily suspended

**LLOYD'S REGISTER – CLASS NOTATIONS (EQUIPMENT LETTER, CABLE DETAILS)**

The Equipment Letter (A, A†, B\*, etc.), determined by LR's Rules, is displayed in *italics* prefixed by 'Eq.Ltr'. This is followed by the length (metres) and diameter (millimetres) of the chain cable, prefixed by 'Cable' and then the grade of chain cable. The dimensions and grade of cable are also displayed in *italics*. If the chain cable is made up of more than one part the dimension sets are displayed with a 'pt' separator.

When shown in parentheses the Equipment Letter denotes that the actual equipment number permitted by the Rules differs from the calculated equipment number.

The character symbols U1, U2, U3 and U4 denote the grades of chain cable (other than wrought iron or mild steel fire-welded) as defined in LR's Rules.

**LLOYD'S REGISTER – CLASS WITHDRAWAL**

When a ship becomes disclassified, either at owner's request or withdrawn by LR, the general class field will display LR in parentheses. All LR class related details will be deleted and in their place the notation '⊗ Classed LR until –date' or 'Classed LR until –date' will be displayed.

561	Class: (LR) (AB)	1955-06
177	⊗ Classed LR until 10/63	
787		Loa Lbp

LR disclass notation

**5 hull**

**DATE OF BUILD**

The date of build is displayed in **bold** and reflects the actual completion date or an estimate in the absence of confirmed data. (In the absence of date changes being advised, an estimated date has been included).

In the event that there has been a significant interval between the launching and the completion and/or commissioning of the ship, dates may be recorded in parentheses after the shipbuilder prefixed by one of the following; 'launched', 'completed', 'commissioned', 'lengthened & completed', 'reassembled' 're-erected', 'assembled' or 're-built'.

**SHIPBUILDER**

The shipbuilder and place of build are displayed in **bold** type after the date of build. The underlined letter in each shipbuilder's name indicates the sort letter under which the entry appears in the Shipbuilder and Existing Ships Index. This normally records where the hull of the ship was built. Where a ship has major hull sections constructed

1983-03	<b>Anderlommen Verft Forde AS - Forde</b>	<b>Yd No: 20</b>
.oa 81.97	Br ex	Dght 4.925
.bp 76.21	Br md 8.01	Dpth 7.12
Welded, 2 dks		

Yard number

by other builders, the date of build, shipbuilder and place of build, hull section, construction date detail and yard number are recorded.

**IACS Procedural Requirements 1996 – No.11** It should be noted that where modifications, possibly extensive, have been carried out, the original 'Date of Build' shall remain assigned to the ship. Where a complete replacement or addition of a major portion of the ship (e.g. forward section, after section, main cargo section) is involved then the 'Date of Build' associated with each major portion of the ship shall be indicated.

When the shipbuilder is unknown '...' is displayed. In the event that only the place, region

Multiple builder details	
1976	<b>B.V. Scheepswerf en Machinefabriek "Vahall" - Gendt (Aft section) Yd No: 730</b>
1976	<b>B.V. Scheepswerf v/h H.H. Bodewes - Millingen a/d Rijn (Fwd section)</b>
Loa 120.00	Br ex 19.03 Dght 4.500
Lbp 112.00	Br md 19.00 Dpth 6.00
Welded, 2 dks	

or country is known this will be displayed prefixed by either 'in', 'at' or 'on'.

**YARD NUMBER**

The Shipbuilder's number, known as yard or hull number, is displayed for the hull section, prefixed by 'Yd No:'. Where construction may involve more than one hull section or builder each shipbuilder's number is recorded.

**CONVERSIONS**

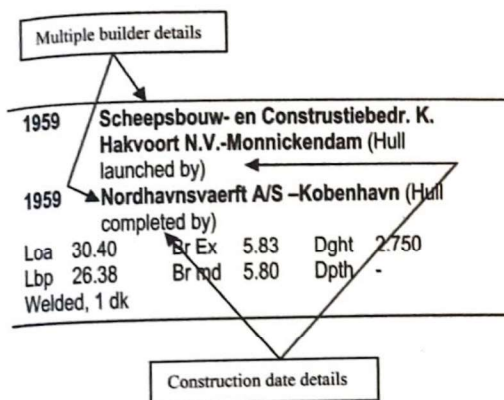
Details of ship conversions are recorded, listing the previous shiptype and date, prefixed by 'Converted from:'. Where a ship has been converted more than once the conversions will be recorded in reverse chronological order. (In the absence of date changes being advised, an estimated date has been included).

**ALTERATIONS**

Details of alterations (lengthened etc.) are recorded, listing the type of alteration and date. Where more than one alteration takes place at the same time these will be grouped together. (In the absence of date changes being advised, an estimated date has been included).

**LENGTH OVERALL / REGISTERED LENGTH**

The extreme length of the ship, recorded in metres to two decimal places, is displayed, prefixed by 'Loa'. A dash (-) will be displayed where confirmation of the length overall is



awaited. Where the overall length is followed by the notation 'BB' this indicates that the ship has a bulbous bow. In these instance the recorded measurement includes any protrusion of that bow.

If the length overall is not available, the registered length, as given on the ship's certificates, may be recorded, prefixed by 'L reg'.

**LENGTH BETWEEN PERPENDICULARS**

The length between perpendiculars, recorded in metres to two decimal places, is displayed, prefixed by 'Lbp'. A dash (-) will be displayed where confirmation of the length between perpendiculars is awaited. This is the distance on the summer load waterline from the fore side of the stem to the after side of the rudder post, or to the centre of the rudder stock if there is no rudder post.

**EXTREME BREADTH**

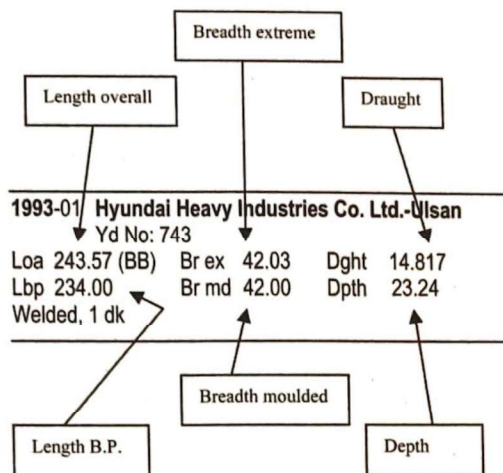
The extreme breadth, recorded in metres to two decimal places, is displayed, prefixed by 'Br ex'. A dash (-) will be displayed where confirmation of the extreme breadth is awaited. This is the maximum breadth to the outside of the ship's structure.

**MOULDED BREADTH**

The moulded breadth, recorded in metres to two decimal places, is displayed, prefixed by 'Br md'. A dash (-) will be displayed where confirmation of the moulded breadth is awaited. This is the greatest breadth at amidships from heel of frame to heel of frame

**MAXIMUM DRAUGHT**

The maximum draught, recorded in metres to three decimal places, is displayed, prefixed by 'Dght'. A dash (-) will be displayed where confirmation of the maximum draught is awaited. In most cases this is the maximum draught amidships, but in some ships of special construction the maximum draught is measured at the deepest point of the hull or any fixed appendages, and this measurement is recorded, where defined.

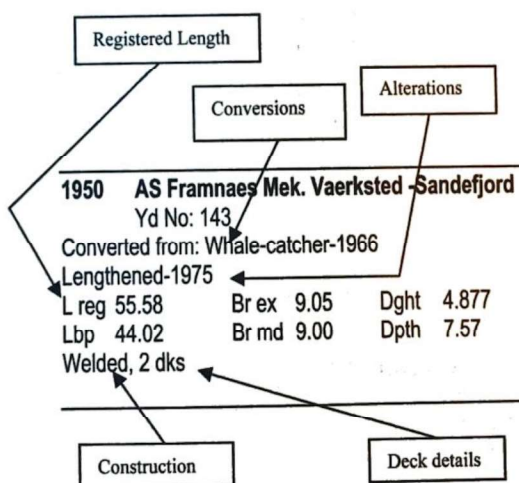


**MOULDED DEPTH**

The moulded depth, recorded in metres to two decimal places, is displayed, prefixed by 'Dpth'. A dash (-) will be displayed where confirmation of the moulded depth is awaited. This is the vertical distance at amidships from the top of the keel to the top of the upper deck beam at side.

**CONSTRUCTION**

The construction of the ship is displayed and is recorded as one of the following:-  
Welded  
Riveted  
Riveted/Welded  
Bonded



**DECKS**

Details on the number and type of decks are displayed after the construction information.

The abbreviations and their descriptions can be found in the section 'Abbreviations used in the Register'

**6** shiptype / cargo facilities

**SHIPTYPE**

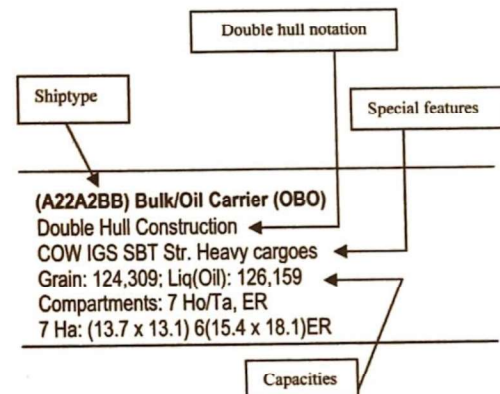
The description of the ship is displayed in bold type and indicates the basic type of the ship (i.e. tanker, tug, general cargo ship). It should be noted that these are not classification notations. (for further information on shiptypes please visit www.lrfairplay.com)

**HULL MATERIAL**

Hull material is displayed, prefixed by 'Hull material', when a ship is constructed from a material other than steel. Unless otherwise stated, ships are of steel construction.

**HULL TYPE**

Details of specialised hull types are recorded where applicable. For instance 'Triple Hull' 'Split Hull'.



**SHIP SUBTYPES**

The ship subtypes are displayed, where applicable, and indicate in more detail the known specific function of the ship.

**DOUBLE HULL**

Where ships have been constructed with double skin sides and double bottoms, the description 'Double Hull' will be displayed. For tankers where it is known that these comply with the requirements of IMO Regulation 13F the description 'Double Hull (13F)' will be displayed

**SPECIAL FEATURES**

Special feature notations are displayed for ships with specific shiptype facilities or strengthening. For example 'F-S Ice Rules Notation', 'pt higher tensile steel', 'Str. Heavy cargoes', 'DB' (Double bottom), 'SBT' (Segregated ballast tanks), etc.

In addition Lloyd's Register ShipRight notations are displayed where a ship complies on

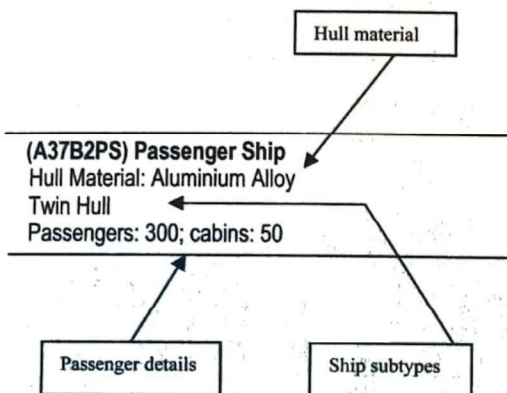
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a voluntary basis with the applicable requirements of the Procedures for the Design, Construction and Lifetime Care of Ships.

The abbreviations and their descriptions can be found in the section 'Abbreviations used in the Register'

**PASSENGERS**

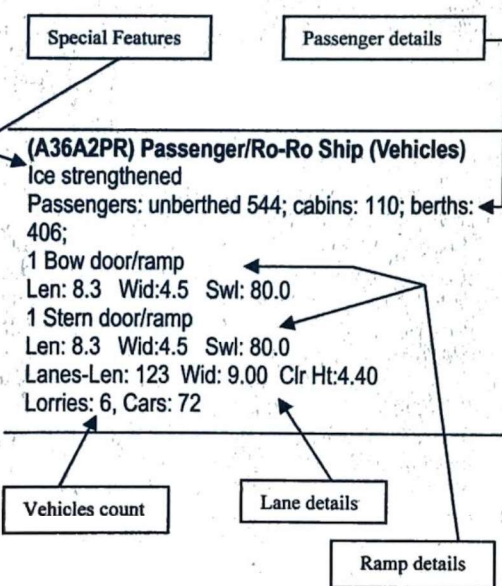
Details of the number of passengers a ship is licensed to carry are recorded, prefixed by 'Passengers:' and are defined by 'deck', 'unberthed', 'berths' and 'driver berths'. Where confirmation of individual categories is awaited the total number of passengers is given.



**RO/RO FACILITIES**

Details of ramps, lanes, vehicle counts are recorded for ships with Ro/Ro facilities.

**Ramps** – The number and type of ramps, position, length, width and safe working load are displayed where known. The dimensions for length, width



and safe working load are prefixed with 'Len', 'Wid' and 'Swl' respectively. In the event that a ship has ramps with different dimensions these will be displayed sequentially.

**Lanes** – The total maximum linear lane length, the maximum width of ro-ro lane and the maximum deck head clearance between adjacent fixed or movable decks are displayed, in metres, where known. The dimensions for length, width and clear height are prefixed with 'Len', 'Wid' and 'Clr Ht' respectively

**Vehicle Counts** – The details of vehicle counts are displayed, prefixed by the types of vehicle. For example 'Cars', 'Lorries', 'Trailers', 'Rail wagons' etc.

**CAPACITIES**

Details of cargo capacities are recorded, prefixed by the appropriate types. The key definitions are as follows:-

**Grain:** The capacity of cargo spaces, measured to outside of frames, to top of ceiling and to top of beams, including hatchways. This does not include insulated spaces or spaces allocated to containers. Grain capacity is measured in cubic metres.

**Bale:** The capacity of cargo spaces, measure to inside of cargo battens, to top of ceiling and to underside of beams, including hatchways. This does not include spaces allocated to containers. Bale capacity is measured in cubic metres.

For insulated (Ins), liquid (Liq), liquid gas (Liq(Gas)), liquid oil (Liq(Oil)), asphalt (asphalt), ore (ore) and hopper (hopper) the capacities are also measured in cubic metres. Imperial equivalents are given to reflect industry standards, where appropriate.

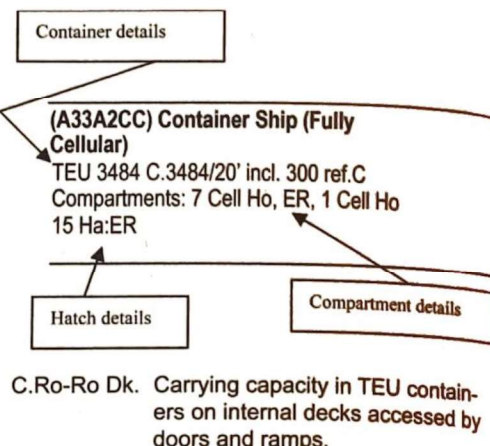
Liquid and liquid oil capacities are recorded, where known as 98% of the total volume of the cargo carrying capacity, allowing 2% for expansion.

Where known information on cargo heating coils is recorded.

**CONTAINER DETAILS**

For a container ship (fully cellular) or part container ship container details expressed in TEU (twenty foot equivalent units), are displayed as follows:-

- C. Total carrying capacity in TEU. This information is only recorded when the separate number of laden containers carried in holds and those on deck is awaited. Carrying capacity in TEU on weather deck.
- C.Dk. Carrying capacity in TEU on weather deck.
- C.Ho. Carrying capacity in TEU in holds.
- Cell.Ho. Holds fitted with fixed cellguides for the carriage of laden containers.



C.Ro-Ro Dk. Carrying capacity in TEU containers on internal decks accessed by doors and ramps.

In all instances the values are inclusive of any refrigerated units.

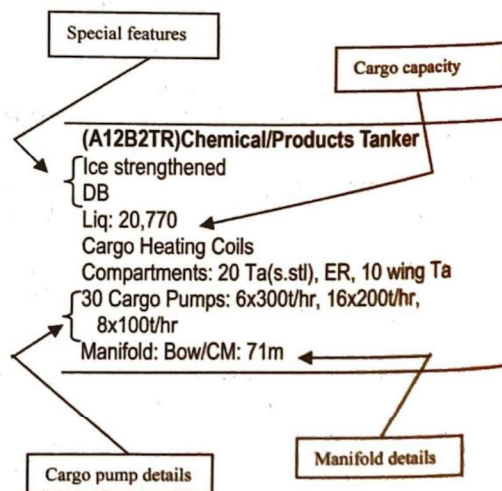
**COMPARTMENTS (HOLDS)**

Details of the number and types of compartment are recorded, together with specific material where appropriate. Within the sequence of hold information 'ER' indicates the position of the engine room. Hold information is displayed prefixed by 'Compartment'.

The abbreviations and their descriptions can be found in the section 'Abbreviations used in the Register'

**COMPARTMENTS (TANKS)**

Details of the number, type, design, material, shape and alignment are recorded. Within the sequence of tank information 'ER' indicates the position of the engine room. Tank information is displayed prefixed by 'Compartment'.



The abbreviations and their descriptions can be found in the section 'Abbreviations used in the Register'

**HATCHES**

Details of the number, position and dimensions of hatches are recorded. The hatches are given in order, commencing at No.1 from forward and are grouped by centreline (Ha) and wing (Wing Ha) and dimensions.

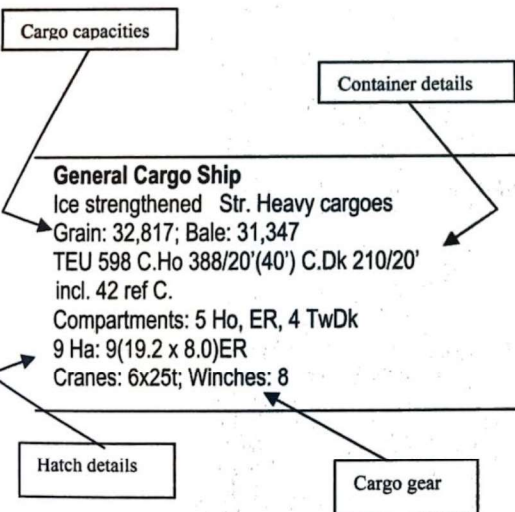
For tapered hatchways only the narrower breadth is recorded. Hatch dimensions are not recorded under 2 metres. For partial measurements the dimension under 2 metres is represented by '-'. Within the sequence of hatch information 'ER' indicates the position of the engine room

**CARGO GEAR**

Details of the number and lifting capacity (SWL) of a ship's cargo gear are displayed, prefixed by the type (i.e cranes, derricks, etc.). The number of winches is also displayed.

**CARGO PUMPS**

Details of the number and output of a ship's cargo pumps are displayed, grouped by output and prefixed by 'Cargo Pumps'. The output is recorded either in tonnes per hour 't/hr' or 'm³/hr'.



**MANIFOLD**

The distance between the bow and the centre manifold is recorded in metres, prefixed by 'Manifold: Bow/CM'.

# 7 machinery

**SUMMARY**

A summary, listing the number and prime mover type (in **bold**), gearing information, number of shafts and the number and propeller type, is displayed. For diesel electric installations the number of main generators and electric motors are recorded. Main generator output for each unit is displayed in kilowatts (kW). The total electric motor output is displayed in shaft horsepower (shp) and kilowatts (kW).

**TOTAL PRIME MOVER POWER**

The total output of the prime movers is displayed in kilowatts (kW) and horsepower (hp), prefixed by 'Total Power'.

**SPEED**

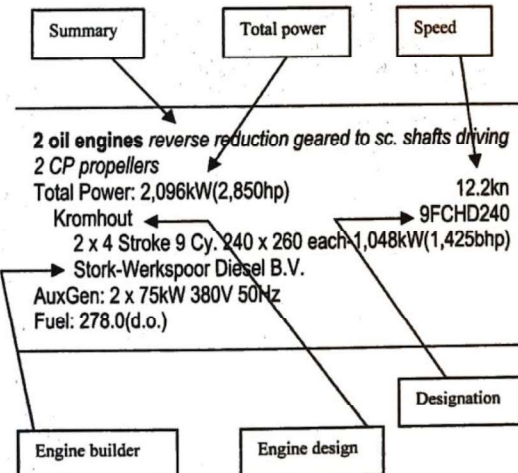
The ship's service speed is displayed to the right of the total power and is defined as the speed that the ship is capable of maintaining at sea in normal weather and at normal service draught.

**PRIME MOVER DESIGN**

The design of each prime mover is displayed. Ships with more than one prime mover of the same design and designation will be grouped together, unless manufactured or fitted at different times. Where a ship has prime movers of different designs these will be recorded individually.

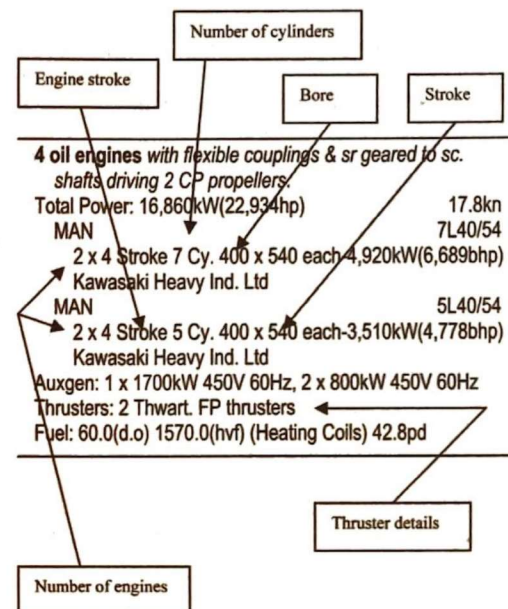
**PRIME MOVER DESIGNATION**

The designation of the prime mover is displayed to the right of the main engine design.



**PRIME MOVER DETAILS**

**Oil Engines** – For each main engine group the number, configuration (if vee), stroke cycle, number of cylinders, bore and stroke dimensions, are displayed. In the event that the engine was manufactured significantly earlier than the ship then the date of manufacture is recorded. Similarly if the engine is replaced or re-conditioned dates of manufacture and fitting are recorded, where known. (In the absence of date changes being advised, an estimated date has been included) The output of each engine is recorded in kilowatts (kW) and brake horsepower (bhp).



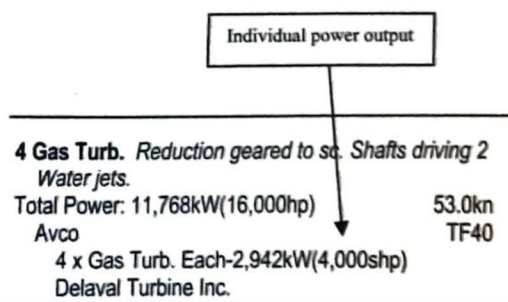
**Gas Turbines** – The number of gas turbines and relative outputs, recorded in kilowatts (kW) and shaft horsepower (shp), are displayed. In the event that the gas turbine was manufactured significantly earlier than the ship then the date of manufacture is recorded. Similarly if the gas turbine is replaced or re-conditioned dates of manufacture and fitting are recorded, where known. (In the absence of date changes being advised, an estimated date has been included).

**Steam Turbines** – The number of steam turbines and relative outputs, recorded in kilowatts (kW) and shaft horsepower (shp), are displayed. In the event that the steam turbine was manufactured significantly earlier than the ship then the date of manufacture is recorded. Similarly if the steam turbine is replaced or re-conditioned dates of manufacture and fitting are recorded, where known. (In the absence of date changes being advised, an estimated date has been included).

**Steam Reciprocating Engines** - For each steam reciprocating engine group the number, type, configuration, number of cylinders, bore of each cylinder (High, Intermediate and Low



KEY TO THE REGISTER OF SHIPS 2008-2009



**AUXILIARY GENERATORS**

The number, rated power output and voltage for each auxiliary generator group is displayed. For 'a.c.' installations the frequency is recorded in hertz (Hz). Auxiliary generator details are prefixed by 'AuxGen:'. Emergency sources of power and sets used solely for harbour purposes are not recorded.

**BOILERS**

Information on boilers is only recorded for vessels currently classed with Lloyd's Register and details are prefixed by 'Boilers:' For each boiler group

the number, type, firing type, receiver (rcv) and heater (htr) details, pressures, superheater temperature and pressure details, and heating surface area (m<sup>2</sup>) are recorded. In the event that the boiler was manufactured significantly earlier than the ship then the date of manufacture is recorded. Similarly if the boiler is replaced or reconditioned dates of manufacture and fitting are recorded.

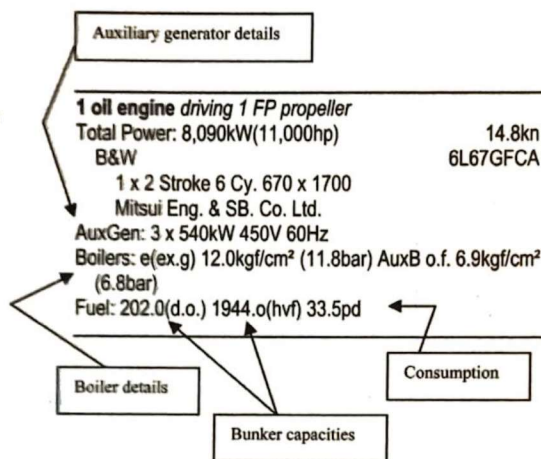
Where details of boilers are recorded in parentheses this indicates that the boiler is temporarily out of use.

Pressure) and stroke dimension, are displayed. In the event that the engine was manufactured significantly earlier than the ship then the date of manufacture is recorded. Similarly if the engine is replaced or re-conditioned dates of manufacture and fitting are recorded, where known. (In the absence of date changes being advised, an estimated date has been included).

The output of each engine is recorded in kilowatts (kW) and indicated horsepower (ihp)

**ENGINE MANUFACTURER**

The manufacturer of each engine group is displayed.



The abbreviations and their descriptions can be found in the section 'Abbreviations used in the Register'

**THRUSTERS**

Details of special positioning units are recorded prefixed by 'Thrusters:'. For each type the number, type and position are displayed.

**BUNKERS**

Bunker capacities, together with the daily fuel consumption, are recorded in tonnes, prefixed by 'Fuel'. Where a ship has heating coils fitted for bunker fuel these will be recorded after the fuel type.

**NORTH STAR**

**Register of Ships 2008-2009**

7429695 YGQR	<b>NORTH STAR</b> ex North Shine -1994 ex Manila Shine -1993 ex Mindanao 1 -1989 PT Santa Bahtera Jakarta Indonesia	3,884 1,529 5,112	Class: (K) (BV) (NK)	1975-04 Kishigami Zosen K.K. — Akitsu (Hull) Yd No: 435 1975-04 Kurushima Dock Co. Ltd. — Japan Yd No: 871 Loa 93.22 Br ex 15.24 Dght 6.724 Lbp 86.00 Br md 15.20 Dpth 7.00 Welded, 2 dks	(A31A2GX) General Cargo Ship Grain: 8,893; Bale: 8,357 Compartments: 2 Ho, ER 2 Ha: (14.0 x 7.1) (30.7 x 7.1) ER Derricks: 3x15t	1 oil engine driving 1 FP propeller Total Power: 2,060kW(2,800hp) Hanshin 1 x 4 Stroke 6 Cy. 400 x 640 Hanshin Nainenki Kogyo -Kobe Fuel: 59.0(d.o.) 426.5(hv) 9.0pd	11.5kn 6LJBA0
7119551 WZZ3807	<b>NORTH STAR</b> ex Pello Seahorse -1984 ex Rio Haina -1980 Cross Sound Ferry Services Inc New London, CT United States of America Official No: 515290	238 162	Class: (AB)	1968 Halter Marine, Inc. — Moss Point, Ms Yd No: 193 Converted from: Crewboat-1984 Loa 50.30 Br ex 11.59 Dght 3.074 Lbp 47.17 Br md Dpth 3.66 Welded, 1 dk	(A36A2PR) Passenger/Ro-Ro Ship (Vehicles)	2 oil engines reverse reduction geared to sc. shaft driving 1 FP propeller Total Power: 1,214kW(1,650hp) Caterpillar 2 x Vee 4 Stroke 12 Cy. 159 x 203 each-607kW(825hp) (new engine 1982) Caterpillar Tractor Co. -Peoria, Illinois AuxGen: 2 x 75kW 220V 60Hz Fuel: 177.0(d.o.)	11.5kn D396CAC each-607kW(825hp)
7529897 J6VE2	<b>NORTH STAR</b> ex Capitaine Glatre II -1997 ex Mojenn -1984 William Calder Ltd p/f Thor Kingstown St Vincent & The Grenadines MMSI: 375138000 Official No: 7856	303 90 52	Class: BV	1975-10 Soc. Concarnoise d'Entretien Nav. — Concarneau Yd No: 198 Converted from: Stern Trawler-1996 Loa 32.80 Br ex 7.80 Dght 3.690 Lbp 27.82 Br md 7.79 Dpth 6.99 Welded, 1 dk	(B22G2OY) Standby Safety Vessel Grain: 100 Compartments: 1 Ho, ER 2 Ha: 2(- x 3.5) ER Cranes: 1x1.5t	1 oil engine driving 1 CP propeller Total Power: 633kW(860hp) Baudouin 1 x Vee 4 Stroke 12 Cy. 150 x 150 (new engine 1994) Soc. des Moteurs Baudouin -Marseille Fuel: 61.0(d.o.)	10.5kn
7916454 Y47K	<b>NORTH STAR</b> ex Wallis -1980 North Star Marine Ltd Sigma Grains Ltd Basseterre St Kitts & Nevis MMSI: 341503000 Official No: SKN 1001503	3,801 4,300	Class: BV	1980-08 Miho Zosenso K.K. — Shimizu Yd No: 1152 Loa 91.39 Br ex 15.83 Dght 5.501 Lbp 83.90 Br md 15.80 Dpth 6.58 Welded, 1 dk	(A34A2GR) Refrigerated Cargo Ship Ins.: 6,088	1 oil engine driving 1 FP propeller Total Power: 2,824kW(3,840hp) Hanshin 1 x 4 Stroke 6 Cy. 460 x 740 Hanshin Nainenki Kogyo -Kobe	15.3kn 6LUS46
8312784 YRAB4	<b>NORTH STAR</b> ex Aghia Sophia -2004 Orient Marine Ltd Stellar Shipping LLC Hong Kong Hong Kong MMSI: 477400300 Official No: HK-1328	24,524 14,812 42,219 37.7	Class: LR 100A1 SS 09/2004 bulk carrier strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty ESP ESN-Hold 1 LI *LMC UMS Eq.Ltr: K T Cable: 632.5/68.0 U3	1985-03 Mitsui Eng. & SB. Co. Ltd., Chiba Works — Ichihara Yd No: 1294 Loa 182.81 (BB) Br ex 30.54 Dght 11.235 Lbp 174.00 Br md 30.51 Dpth 15.75 Welded, 1 dk	(A21A2BC) Bulk Carrier Grain: 54,660; Bale: 49,472 TEU 600 Compartments: 5 Ho, ER 5 Ha: (14.4 x 15.6) 3(16.8 x 15.6) (16.0 x 15.6) ER Cranes: 5x25t	1 oil engine driving 1 FP propeller Total Power: 6,193kW(8,420hp) B&W 1 x 2 Stroke 6 Cy. 600 x 1,944 Mitsui Eng. & SB. Co. Ltd. -Tamano AuxGen: 3 x 500kW 450V 60Hz Boilers: AuxB (Comp) 5.9kgf/cm <sup>2</sup> (5.8bar) Fuel: 183.5(d.o.) 1792.5(hv)	13.5kn 6L60MCE
8718500 HSB2984	<b>NORTH STAR</b> ex Ariake -2005 Chemstar Shipping Co Ltd MMSI: 567041100	499 1,257 5.1	Class: AB	1988-05 K.K. Miura Zosenso — Saiki Yd No: 815 Loa 58.68 (BB) Br ex 10.04 Dght 4.060 Lbp 57.99 Br md 10.00 Dpth 4.50 Welded, 1 dk	(B34E2SW) Waste Disposal Vessel Sludge Tanker Liq: 1,000	1 oil engine driving 1 FP propeller Total Power: 1,214kW(1,650hp) Niigata 1 x 4 Stroke 6 Cy. 320 x 360 Niigata Eng. Co. Ltd. -Niigata	6MG32CX
9114593 SVDS	<b>NORTH STAR</b> Dromon Special Maritime Enterprise (ENE) Nereus Shipping SA Piraeus Greece MMSI: 239632000 Official No: 10651	79,832 45,131 148,561 111.1	Class: AB	1996-03 Mitsui Eng. & SB. Co. Ltd., Chiba Works — Ichihara Yd No: 1420 Loa 269.00 (BB) Br ex 46.05 Dght 16.840 Lbp 258.00 Br md 46.00 Dpth 23.90 Welded, 1 dk	(A13A2TW) Crude/Oil Products Tanker Double Hull Liq: 167,816; Liq(Oil): 167,816 Cargo Heating Coils Compartments: 12 wing Ta 3 Cargo Pumps: 3x4000m <sup>3</sup> /hr Manifold: Bow/CM: 131.05m	1 oil engine driving 1 FP propeller Total Power: 16,859kW(22,920hp) B&W 1 x 2 Stroke 6 Cy. 700 x 2,674 Mitsui Eng. & SB. Co. Ltd. -Tamano	15.1kn 6S70MC
9232280 KIYI	<b>NORTH STAR</b> Totem Ocean Trailer Express Inc (TOTE) Interocean American Shipping Corp Falling Waters, WV United States of America MMSI: 369285000 Official No: 1139532	65,314 28,348 22,437	Class: AB	2003-08 National Steel & Shipbuilding Co. (NASSCO) — San Diego, Ca Yd No: 491 Loa 255.72 (BB) Br ex Dght 8.990 Lbp 241.50 Br md 35.96 Dpth 27.40 Welded, 5 dks	(A35A2RR) Ro-Ro Cargo Ship 3 Side door/ramp (s) 3 Side door/ramp (p) Lanes-Len: 7200 Cars: 220, Trailers: 600 Grain: 10,194	6 diesel electric oil engines driving 6 gen. each 6,600V connected to 2 elec.motors each 26,850shp (19,750kW) driving 2 FP propellers Total Power: 52,200kW(70,966hp) Alpha 2 x 4 Stroke 9 Cy. 270 x 380 each-2,700kW(3,671hp) MAN B&W Diesel AG -Germany MAN 4 x 4 Stroke 9 Cy. 580 x 640 each- 11,699kW(15,906bhp) MAN B&W Diesel AG -Germany Fuel: 188.0(d.o.) 3253.0(hv)	24.0kn 9L27/38 9L58/64
8972223	<b>NORTH STAR 8</b> ex Dong Gun No. 22 -2002 All Venture Trading Ltd Micronesia	184 55	Class: AB	1982-11 Sungjin Shipyard Co Ltd — Jinhae Loa 32.64 Br ex Dght 2.500 Lbp 31.00 Br md 8.00 Dpth 3.00 Welded, 1 dk	(B11B2FV) Fishing Vessel	1 oil engine driving 1 FP propeller Total Power: 441kW(600hp) Niigata 1 x 4 Stroke Niigata Eng. Co. Ltd. -Japan	6M18CX
8972235	<b>NORTH STAR 9</b> ex Dong Gun No. 26 -2002 All Venture Trading Ltd Micronesia	185 57	Class: AB	1984-06 Sungjin Shipyard Co Ltd — Jinhae Loa 34.32 Br ex Dght 2.500 Lbp 32.00 Br md 6.00 Dpth 3.00 Welded, 1 dk	(B11B2FV) Fishing Vessel	1 oil engine driving 1 FP propeller Total Power: 441kW(600hp) Niigata 1 x 4 Stroke Niigata Eng. Co. Ltd. -Japan	6M18CX
7641358 KPXT	<b>NORTH STAR III</b> ex Emory Victory Government of The United States of America (Department of Transportation - Maritime Administration) (MarAd) Seattle, WA United States of America Official No: 248818	7,633 4,634 10,370	Class: AB	1945 Bethlehem-Fairfield — Baltimore, Md Yd No: 2468 Loa 138.77 Br ex 18.90 Dght 8.675 Lbp 133.05 Br md 18.85 Dpth 11.59 Welded, 3 dks	(A31A2GX) General Cargo Ship Bale: 12,912 Compartments: 3 Ho, ER, 2 Ho 5 Ha: ER Derricks: 1x50t, 1x30t, 14x5t	1 oil engine driving 1 FP propeller Total Power: 4,303kW(5,850hp) Nordberg 1 x 4 Stroke 9 Cy. 737 x 1,016 Nordberg Manufacturing Co. -Saint Louis, Mo AuxGen: 2 x 800kW a.c.	15.5kn TSM-389
9158678 LAFF	<b>NORTH STREAM</b> ex Stream Truck -2003 GulfMark Rederi AS Gulf Offshore Norge AS Sandnes Norway MMSI: 259547000	3,106 1,478 4,320	Class: NV	1998-12 Santierul Naval Tulcea S.A. — Tulcea (Hull) Yd No: 295 1998 Soviknes Verft AS — Sovik Yd No: 114 Loa 84.00 Br ex Dght 6.200 Lbp 76.20 Br md 18.80 Dpth 7.60 Welded, 1 dk	(B21A2OS) Platform Supply Ship Standby Safety	2 oil engines with clutches, flexible couplings & sr geared to sc. shafts driving 2 CP propellers Total Power: 7,060kW(9,598hp) Normo 2 x 4 Stroke 8 Cy. 320 x 360 each-3,530kW(4,799bhp) Ustein Bergen AS -Bergen AuxGen: 2 x 1,800kW 220/440V 60Hz, 2 x 300kW 220/440V 60Hz Thrusters: 2 Thwart. CP thrusters (f) and 2 aft Fuel: 898.0(d.o.)	16.8kn BPM-3

## MIDNIGHT COAST

## Register of Ships 2008-2009

7303918 HO2443	MIDNIGHT COAST ex Southern Endeavor -2005 ex Endeavor -2000 ex Black River ex Midnight Coast -1990 ex Deep Sea Explorer -1984 ex Midnight Coast -1974 Ez Shipping Ltd  Panama MMSI: 371194000 Official No: 31255-06	633 813	Class: (AB)	1973 American Marine Corp. — New Orleans, La Yd No: 1101 Loa - Br ex - Dght 3.379 Lbp 50.70 Br md 11.59 Dpth 3.97 Welded, 1 dk	(B21A20S) Platform Supply Ship	2 oil engines reverse reduction geared to sc. shafts driving 2 FP propellers Total Power: 1,250kW(1,700hp) 12.0kn Caterpillar D398SCAC 2 x Vee 4 Stroke 12 Cy. 159 x 203 each-625kW(850bhp) Caterpillar Tractor Co. -Peoria, Illinois AuxGen: 2 x 100kW 220V 60Hz Fuel: 235.5(d.o.)
8934790 3FGY9	MIDNIGHT GAMBLER ex Celebration ex Singapore Princess ex Golden Swan Mayan Cruises Ltd  Panama Official No: 28009-PEXT4	372 137		1985-05 Precision Marine Holding Pty Ltd — Fremantle WA Yd No: 638 Loa 33.00 Br ex 8.78 Dght 2.266 Lbp 28.25 Br md 8.72 Dpth 3.95 Welded, 1 dk	(A37B2PS) Passenger Ship Passengers: unberthed: 275	2 oil engines driving 2 FP propellers Total Power: 664kW(902hp) 14.0kn Scania DSI14 2 x Vee 4 Stroke 8 Cy. 127 x 140 each-332kW(451bhp) Saab Scania AB -Soderstalje
7643526 WYM2361	MIDNIGHT MADNESS ex Esperanza Cruz La Ultima Vez Inc  Brownsville, TX United States of America Official No: 572236	121 82		1976 Marine Mart, Inc. — Port Isabel, Tx L reg 19.39 Br ex 6.13 Dght - Lbp - Br md - Dpth 3.92 Welded, 1 dk	(B11B2FV) Fishing Vessel	1 oil engine driving 1 FP propeller Total Power: 268kW(365hp) 3408PCTA Caterpillar 1 x Vee 4 Stroke 8 Cy. 137 x 152 Caterpillar Tractor Co. -Peoria, Illinois
793995 WDC4698	MIDNIGHT PROWLER Trung V Tran  Lafitte, LA United States of America MMSI: 367029070 Official No: 612584	135 92		1979-11 Master Marine, Inc. — Bayou La Batre, Al L reg 23.57 Br ex 6.71 Dght - Lbp - Br md - Dpth 3.38 Welded, 1 dk	(B11A2FT) Trawler Shrimp	1 oil engine driving 1 FP propeller Total Power: 382kW(520hp) 3412TA Caterpillar 1 x Vee 4 Stroke 12 Cy. 137 x 152 Caterpillar Tractor Co. -Peoria, Illinois
7202463 WY2159	MIDNIGHT RIDER ex Beira Litoral -2005 ex Cape Cod -1978 ex Josette Marie -1974 Eltazar Fishing Inc  New Bedford, MA United States of America Official No: 510969	135 92		1967-01 Master Marine, Inc. — Bayou La Batre, Al L reg 21.86 Br ex 6.71 Dght - Lbp - Br md 6.77 Dpth 3.51 Welded, 1 dk	(B11B2FV) Fishing Vessel	1 oil engine driving 1 FP propeller Total Power: 279kW(380hp) 458P Unspecified Design in the United States of America
7732731 WBO3610	MIDNIGHT RIDER Thanh Duc Pham  Houston, TX United States of America Official No: 583780	142 96		1977 Marine Builders, Inc. — Mobile, Al Yd No: 101 L reg 23.47 Br ex - Dght - Lbp - Br md 6.81 Dpth 3.38 Welded, 1 dk	(B11B2FV) Fishing Vessel	1 oil engine driving 1 FP propeller Total Power: 257kW(350hp) 12V-71-N General Motors 1 x Vee 2 Stroke 12 Cy. 108 x 127 General Motors Corp. -Detroit Diesel Allison Div.-U.S.A.
7215927 HP7855	MIDNIGHT STAR ex Midnight Star of Tortola -1994 ex Midnight Star -1989 ex Midnight Sun -1979 Kenneth Chalwell  Panama Official No: 23426-PEXT1	230 68		1965 Mangone Shipbuilding Co. — Houston, Tx Yd No: 67 Loa - Br ex - Dght 3.150 Lbp 35.13 Br md 8.54 Dpth 3.66 Welded, 1 dk	(B21A20S) Platform Supply Ship	2 oil engines driving 2 FP propellers Total Power: 1,250kW(1,700hp) D398B Caterpillar 2 x Vee 4 Stroke 12 Cy. 153 x 203 each-625kW(850bhp) Caterpillar Tractor Co. -Peoria, Illinois
7395636 YJXM9	MIDNIGHT STAR ex Neptuno del Golfo -1997 ex Champion Service -1985 ex Bayford -1980 ex Bruteford -1978 ex Sea Brute -1978 Helix Energy Solutions Group Inc  Port Vila Vanuatu MMSI: 576209000 Official No: 398	1,114 334 1,477	Class: AB	1975-09 Mangone Shipbuilding Co. — Houston, Tx Yd No: 116 Loa 66.83 Br ex 12.83 Dght 4.925 Lbp 59.97 Br md 12.79 Dpth 5.82 Welded, 1 dk	(B21B20T) Offshore Tug/Supply Ship	2 oil engines sr geared to sc. shafts driving 2 CP propellers Total Power: 5,296kW(7,200hp) 15.0kn General Motors 20-645-E5 2 x Vee 2 Stroke 20 Cy. 230 x 254 each-2,648kW(3,600bhp) General Motors Corp. Electro Motive Div.-La Grange AuxGen: 2 x 160kW 440V 60Hz Thrusters: 1 Thwart. FP thruster (f) Fuel: 564.0(d.o.)
7307110 WY9334	MIDNIGHT SUN ex Miss Rik Le Thi Tran  Houston, TX United States of America Official No: 500347	126 85		1965 Capell Marine, Inc. — Freeport, Tx L reg 21.92 Br ex 7.04 Dght - Lbp - Br md - Dpth 3.18 Welded, 1 dk	(B21A20C) Crew/Supply Vessel Supply	1 oil engine driving 1 FP propeller Total Power: 368kW(500hp) General Motors 1 x Vee 2 Stroke 8 Cy. 108 x 127 General Motors Corp. -Detroit Diesel Allison Div.-U.S.A.
8501294	MIDNIGHT SUN   Nigeria	139 89		1984-12 Quality Shipyards, LLC — Houma, La Yd No: 173 Loa 27.16 Br ex - Dght - Lbp - Br md - Dpth - Welded, 1 dk	(B11A2FT) Trawler Beam Trawler	1 oil engine driving 1 FP propeller Total Power: 460kW(625hp) 3412PCTA Caterpillar 1 x Vee 4 Stroke 12 Cy. 137 x 152 Caterpillar Tractor Co. -Peoria, Illinois
9145853 3FCT7	MIDNIGHT SUN Fresco Shipping SA MOL Tankship Management (Europe) Ltd Panama MMSI: 355239000 Official No: 23885-97B	27,915 11,956 45,219 T/cm 49.9	Class: NK	1997-03 MInami-Nippon Zosen K.K. — Usuki Yd No: 645 Loa 179.80 (BB) Br ex 32.20 Dght 12.116 Lbp 171.00 Br md 32.20 Dpth 18.80 Welded, 1 dk	(A12B2TR) Chemical/Products Tanker Double Hull (13F) Liq: 51,362; Liq(Oil): 51,362 Compartments: 18 wing Ta, 2 wing Slop Ta 20 Cargo Pumps: 20x380m³/hr Manifold: Bow/CM: 89.9m	1 oil engine driving 1 FP propeller Total Power: 9,989kW(13,580hp) 7550MC B&W 1 x 2 Stroke 7 Cy. 500 x 1,910 Mitsui Eng. & SB. Co. Ltd. -Tamano Fuel: 132.8(d.o.) 2337.6pd
9232278 WAHG	MIDNIGHT SUN Totem Ocean Trailer Express Inc (TOTE) Intercean American Shipping Corp Felling Waters, WV United States of America MMSI: 369701000 Official No: 1128203	65,314 28,348 22,437	Class: AB	2003-04 National Steel & Shipbuilding Co. (NASSCO) — San Diego, Ca Yd No: 490 Loa 255.72 (BB) Br ex - Dght 8.990 Lbp 241.40 Br md 35.96 Dpth 27.40 Welded, 5 dks	(A35A2RR) Ro-Ro Cargo Ship 3 Side door/ramp (s) 3 Side door/ramp (p) Lanes-Len: 7200 Cars: 220, Trailers: 600 Grain: 10,194	6 diesel electric oil engines driving 4 gen. each 6,600V connected to 2 elec. motors each 26,850hp (19,750kW) driving 2 FP propellers Total Power: 52,200kW(70,966hp) 24.0kn Alpha 9L2738 2 x 4 Stroke 9 Cy. 270 x 380 each-2,700kW(3,671bhp) MAN B&W Diesel AG -Germany MAN 9L5864 4 x 4 Stroke 9 Cy. 580 x 640 each-11,699kW(15,906bhp) MAN B&W Diesel AG -Germany Fuel: 188.0(d.o.) 3253.0(hv)