

## REEFER, HEAVY LIFT, WARSHIPS, GENERAL CARGO and SPECIALISED SHIPS

Trimmed level and ready to load, 'Altair' is a very high-quality ship

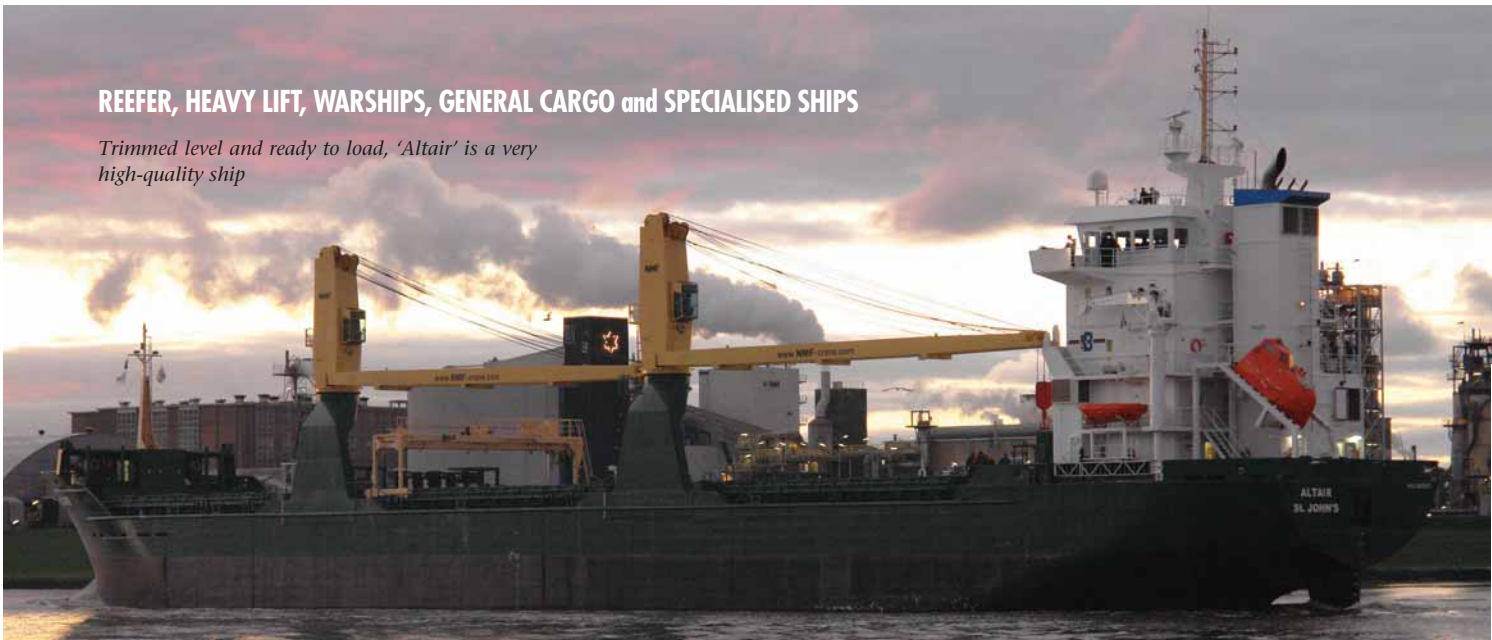


Photo: Henk Zuur

# 'Altair'

A geared multi-purpose cargo vessel from Bodewes Shipyard

As is normal at Holland's renowned Bodewes Shipyard, 'Altair' was launched sideways into what looks like an impossibly narrow canal.

Bodewes Shipyards have a 200-year history but, apart from that, are ultra-modern in every respect. They have an international reputation for producing ships of the highest quality. Their latest launching, the 7,750DWT multi-purpose ship 'Altair' maintains that reputation.

Bodewes builds its hulls in Romania, the Ukraine and Poland but all are outfitted and finished at the company's Hoogezand shipyard. The yard specialises in 3,400, 4,400 and 7,800DWT general purpose vessels but it can also build pure container vessels, Ro-Ros and tankers.

'Altair' is one of a series of ships designated the "Trader 7000/8000". Because of its great flexibility and high quality it has become a very popular design. The Trader can carry containers, bulk goods and dangerous goods. It has two holds and is eminently flexible.

There are flexible, moveable bulkheads and hold ventilation is especially good. This makes the ships ideal for carrying dangerous goods.

The whole ship is highly refined. The engine room is simple and spacious. The MaK 3,840kW engine can be run on both IFO 180 or 380. Propeller is controllable pitch for maximum flexibility.

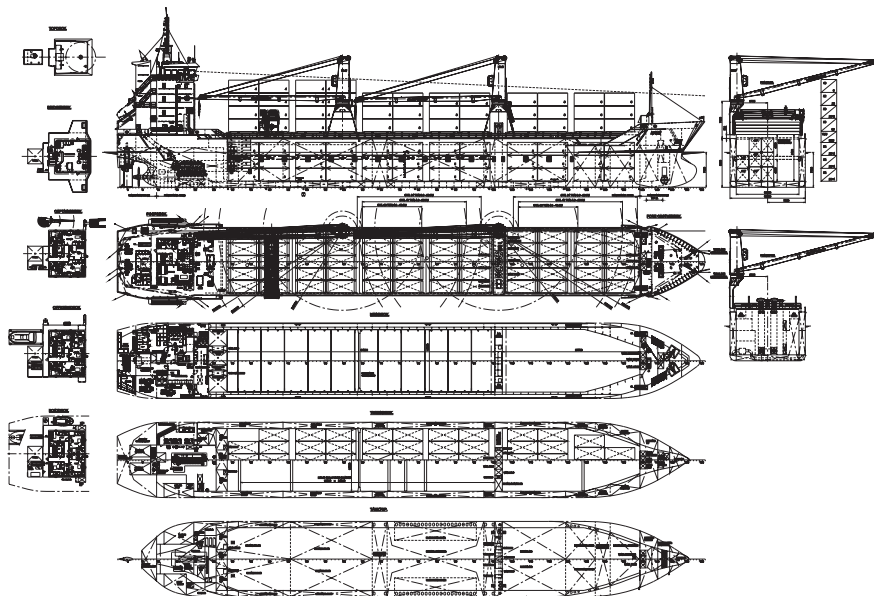
The ship can be safely handled by a crew of eight. Each of them is housed in a single cabin with private bathroom at a level of comfort that leads to greater efficiency.

A fine and highly refined ship.  
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*'Altair' was launched sideways into a very narrow canal in the standard Bodewes Shipyards fashion*



Photo: Groot-Obbink



### 'Altair'

#### SPECIFICATIONS

<b>Owner:</b>	Deederei Herman's Buss, Germany
<b>Designer:</b>	Bodewes Shipyard, the Netherlands
<b>Builder:</b>	Bodewes Shipyard, the Netherlands
<b>Length overall:</b>	119.98 metres
<b>Length bp:</b>	113.35 metres
<b>Breadth mld:</b>	15.20 metres
<b>Depth mld:</b>	8.45 metres
<b>Design draught:</b>	7.05 metres
<b>Deadweight:</b>	7,750 tonnes
<b>Tonnage:</b>	5,000GT
<b>Speed:</b>	14.7 knots
<b>Yard number:</b>	688
<b>Grain capacity:</b>	9,515m <sup>3</sup>
<b>Tank top load:</b>	15 tonne/m <sup>2</sup>
<b>Depth of cargo hold:</b>	9.45 metres
<b>Width of cargo hold:</b>	12.65 metres
<b>Tank top area:</b>	1,000m <sup>2</sup>
<b>Container Capacities:</b>	In hold 174TEU; on deck 199TEU; total 373TEU 14 tonne v.c.g. 45% 235
<b>Gas oil:</b>	81m <sup>3</sup>
<b>IFO 180 or 380:</b>	480m <sup>3</sup>
<b>Potable water:</b>	48m <sup>3</sup>
<b>Ballast water:</b>	3,369m <sup>3</sup>
<b>Deck Cranes:</b>	2 x deck cranes: SWL 40 t, outreach 25 m make NMF or Liebherr
<b>Classification:</b>	Lloyd's Register of Shipping: 100A1 Strengthened for heavy cargoes with Ice class 1A (Finnish-Swedish) Equipped for carriage of containers. LMC, UMS, SCM Tanktop suitable for regular discharge by grabs. Equipped for carriage of dangerous goods. Unrestricted area
<b>Main engine:</b>	MaK 8M32
<b>Output:</b>	3,840kW
<b>Gearbox:</b>	Renk
<b>Tacke:</b>	HSU 800
<b>CPP:</b>	Wärtsilä/Berg
<b>Rudder:</b>	Barke or Benes flaptype
<b>Equipment:</b>	3 x Diesel generator sets 290kW; Shaft generator 442kW; Emergency gen. 90kW; Bowthruuster 400kW
<b>Accommodation:</b>	10 persons
<b>Hatches:</b>	Cargo holds are provided with pontoon hatch covers. Cargo hold is equipped with one separation bulkhead or complete tweendeck