



mv LINK STAR

Finnish flag, built by J.J. Sietas Schiffswerft GmbH, Germany 1989
 DNV GL +100 A5 E3 G "Ro-Ro-ship" "Equipped for carriage of containers" MC E3 aut
 Finnish/Swedish ice class 1A, Call sign LAPA8, IMO no. 8805602

Principal dimensions

Length over all	107,45 m
Breadth moulded	17,00 m
Draught summer	6,07 m

Tonnages

DWT on 6,07 m draft	4,453
GT London rules 1969	5,627
LT London rules 1969	1,877

Tank capabilities

Fuel oil	354 m ³
MGO	67 m ³
Water ballast	1,787 m ³

Roro capacity

	Area	Lane meter	Max load
Main deck	1216,0 m ²	405 m	4 t/m ²
Lower hold	735,0 m ²		8 t/m ²
Total	1951,0 m ²		

	Volume	Deck heights
Main deck	6687 m ³	5,50 m
Lower hold	3079 m ³	4,19 m
Total	9766 m ³	

Hatch dimensions (L x B)

Hatch 1	25,50 x 14,50 m
Hatch 2	12,60 x 10,10 m
Hatch 3	25,50 x 14,50 m

Container capacity

180 TEU or 90 FEU on deck
 Stack load on deck 40/50 t per 20'/40' stack
 20 reefer plugs on main deck and weather deck
 Reefer plugs 4 pole, 380/440 V, 50/60 Hz, 32 A

Cargo handling equipment

Stern ramp 12,0 x 9,25 m (L x B), total load 180t
 Side loader with 2 lift platforms, 3,20 x 1,60 m each
 Lifting capacity 12t per platform
 Air drying plant for cargo holds

Accommodation

No accommodation for drivers

Machinery

Main engine Wärtsilä Vasa 8R32E, 3.240 kW
 Aux. Engines 3 x 318 kW
 Shaft generator 540 kW
 Bow thruster 350 kW

Speed and consumption per day

Service speed abt 13 knots on abt 13t fuel oil
 Outside ECA vessel consuming IF-60 summer / IF-30 winter, inside
 ECA vessel consuming MGO/MDO
 Harbour consumption abt 1t MDO without side loaders

Typical cargo cases

Paper:
 1.500 mt paper in lower hold + 2.550 mt paper on main deck + 200 mt bunker

Paper + containers:
 1.500 mt paper in lower hold + 2.150 mt paper on main deck + 250 mt containers on weather deck (abt 18 pcs) + 200 mt bunker

Paper + trailers + containers:
 1.500 mt paper in lower hold + 650 mt trailers on main deck (abt 26 pcs) + 1.000 mt containers on weather deck (abt 70 pcs) + 200 mt bunker

Please note that above cases are given as examples only. Actual maximum cargo for a specific voyage is always subject to exact cargo specification, vessel's trim and stability, port restrictions etc.

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