



## M/V Giuseppe Sa



**Ro-Ro Pax ferry Vessel**

### **PRINCIPAL DATES & DIMENSIONS**

Italian flag, built in Norway 1975, lengthened in Germany 1981, converted into Ro-Pax 1991

Date keel laid: 01 Jan 1974

Date of build: 01 Jan 1975

Date of Delivery: 01 Jan 1975

Builder: ANKERLOKKEN GROUP - FLORO

Place: FLORO

Hull No. 100

Port of registry Cagliari, matr. N° 35

LOA: 167.55 m,

LBP: 155.60 m,

Beam: 21.00 m

Depth to main deck: 14.4 m

GT 12804 / NT 3841

### **CLASSIFICATION**

RINA Class : 100 - A - 1.1 - Nav IL; Tr (ro-ro) -TP

With additional class notation: IAQ 1

RINA number: 67821

Call sign: IBHT

IMO number: 7382378

Consumption:

Service speed: 17.5 knots

About 17,5 knots on about 32 t/24h ifo 180 at passengers draft + 3 t/24h diesel oil

|  |                                      |
|--|--------------------------------------|
| Navigation                                     | "B" Class of EU Directive 2010-36-EU |
| Max number of person on board (as Ro-Pax Ship) | 399                                  |
| Passenger                                      | 376                                  |
| Crew   | 23                                   |

## STABILITY

### AS RO-RO PAX SHIP

Lightship: 5566.0 t

Stability Criteria: SOLAS '90, 1 floodable compartment and Stockholm Agreement with Hs = 3.1 m

Maximum Draft: 4.842 m

Deadweight: 4120 t

RoRo Cargo 2472 t (103 trailers, 30 t each to 1.50 t/lm (16 m trailers)

N° pax < 400

### AS CARGO SHIP

Maximum Draft: 7.005 m

Deadweight: 9962 t

“INTACT STABILITY – INSTRUCTIONS TO SHIPMASTER

Loading Conditions in Conformity with

Stockholm Agreement (Hs = 3.1 m)” approved by RINA N°. CDS6544 16/11/2006

## PLANTS

Main engines:

2 / 6000 BHP each PIELSTICK 12PC 2V – Toral Power.:8826 kW

2 c.p. propellers ;

2 rudders

GG.EE.:

3/588 kW Doosan 4AD222TIS 600 kVA

+ 1/673 kW POYAUD UD25 V12 5SD 800 KVA

450 Volt – 60 Hz

1/204 HP VOLVO PENTA TD100 AM 150 kVA (emergency)

Bowtruster: n.1 of 735 kW

## CAPACITIES

Capacities:

IFO ab. 853 m<sup>3</sup>,

diesel oil ab.150 m<sup>3</sup>,

luboil ab.93 m<sup>3</sup>,

fresh water ab. 321 m<sup>3</sup>,

ballast ab. 3725 m<sup>3</sup>

miscellaneous ab. 103 m<sup>3</sup>

### ACCOMODATION AND FACILITIES

| Space           | Location                                    | n°            | Seats |
|-----------------|---|---------------|-------|
| Passenger cabin | Deck 5 & 6 (n.6 cabin with private toilets) | 35 (140 beds) | -     |
| Officier cabin  | Deck 6                                      | 8             | -     |
| Crew cabin      | Deck 4 & 5                                  | 21            | -     |
| Self service    | Deck 4                                      | -             | 200   |
| External Seats  | Deck 7                                      | -             | 135   |

### GARAGE CAPACITIES

|              | Lane [LM]             | Scantling load  |
|--------------|-----------------------|---|
| Tank top     | 307                   | max weight 50 t, axle load 45 t; 1.5 t/m <sup>2</sup> |
| Main deck    | 780                   | max weight 55 t, axle load 45 t; 3.0 t/m <sup>2</sup> |
| Weather deck | 530 + 43 (fixed ramp) | max weight 50 t, axle load 40 t; 1.5 t/m <sup>2</sup> |
| Total        | 1660 LM (2.9 m wide)  |   |

|  |                                     |
|--|-------------------------------------|
| Free height lower hold : 4.70 m            |                                     |
| Free height maindeck : 6.20 m              |                                     |
| Free height weatherdeck : 4.70 m           |                                     |
| Stern door starboard (to main deck)        | B x H: 7.25 x 6.3 m                 |
| Stern door port (to weather deck)          | B x H: 3.45 x 4.8 m                 |
| Stern ramp starboard (to main deck)        | L x W: 14.7 x 7.2 m                 |
| Stern ramp port (to weather deck)          | L x W: 17.5 x 3.5 m                 |
| Fixed ramp from stern ramp to weather deck | L x W: 42.5 x 3.5 m                 |
| Lift to lower hold                         | L x W : 18.3 x 3.8 m; capacity 48 t |

## HISTORY

- 01 Jan 1974: Date keel laid
- 01 Jan 1975: Date of Build
- 1980: lengthened with new mid-body 30.600 m
- 01 oct 1987: Date of entry into RINA Class
- 1992: Renewal Working Date - New passengers cabins dk 5-6 (SOLAS 74 (83))
- Aug 2003: The ship complies with the Reg. II-2/15.2.9, Reg.II-2/15.2.10 and Reg.II-2/15.2.11 of Solas as amended. Compliance with Reg. II-2/10.5.6. of Solas '74 as amended by res. MSC.99(73)(2002 Solas Amendment.2nd set) verified.
- Sep 2005: As declaration N° 2001/GE/228/NA, the ship complies with requirements of Reg. II-2-41-2 par.6.1-6.2-6.3-6.5 - SOLAS ' 74 as amended (IMO Res. MSC 24(60)). Sprinkler system: the ship complies with requirements of Reg.II-2/41-1 e 41-2.5 della SOLAS ' 74 as amended from Resolution MSC.24(60).Declaration N°2001/GE/228/NA dated 12/10/2001
- Sep 2005: Installation of Local Application System in engines rooms in Compliance with Reg. II-2/10.5.6. of solas '74 as amended
- Sep 2006 New division ballast tanks 6A fwd/aft and 8/8A for compliance with Stockolm agreement (Hs = 3.1 m) see capacity plan dwg N°. J0161 by NAOS
- Mar 2007 Aux. D/G n° 4 replaced with a new diesel generator D/G WARTSILA POYAUD UD25 V12 5SD W12V 673 kW sn 21551 – 800 KVA – year 2005 T.F. RINA N°. PRMT0000008516 16/04/2012 – EIAPP RINA N°. MAC083312CS/001 16/04/2012
- Apr 2007: Change of ship's name from "ISOLA DELLE PERLE" (ex company Lloyd Sardegna) to "GIUSEPPE SA"
- Apr 2011 The ship is in compliance for class B vessel subdivision requirements contained in Low Decree 45/2000 as one compartment ship for 399 person. The ship is provided with Certificate of Stability n°CDST/201100204/SBL Dated 07/04/2011.
- Aug 2011: Adjustments in Compliance with Art. 4.4 b) - D.L. 4/02/2000, n. 45 (Reg. II-2/B/5– D.L. 291/2002 ( new isolation in original crew/passengers area & cabins and wheel house in compliance to dwg approved RINA N° PSST 8395 - 08/04/2011
- Feb 2012 The BNWAS system has been installed on board as per IMO Resolution MSC.128(75), A694(17), IEC 60945 (2002), IEC 62616 (2010), IEC 61162 series. All functional and safety tests have been carried out with good results. The system has been interfaced with VDR system. \*
- Apr 2012: renewed Safety Passenger DL 45