



# BOA



- Hull design for improved towing speed and consumption
- Breakwater forward for protection of cargo
- Complete flush deck
- Heavy cargo up to 11,000 t
- Voluminous cargo up to 2,600 m<sup>3</sup>
- Deck strength of 25t/m<sup>2</sup>
- Bilge keels

## **BOABARGE 43/44**

Heavy deck cargo barge



# BOABARGE 43/44

## General Information

Vessel's Name	BOABARGE 43 BOABARGE 44
Flag	Norwegian, NOR
Port of Registry	Trondheim
Call Sign	BB43: LG7539, BB44: LG7540
Class Society	DnV
Class Notations	DnV 1A1
Year built	2013
Builder	Nanjing Wujiazui Shipbuilding Co. Ltd.
Place built	Nanjing, China
Owner	Boa Barges AS
Manager	Boa Management AS

## Dimensions

Length, Overall	91.44 m
Breadth, moulded	30.48 m
Depth, moulded	6.096 m
Draught, fully loaded	4.891 m
Deck space	~2,620 m <sup>2</sup>
WEB Frame Spacing	2.286 m
Long. Stiffener Spacing	0.686 m
Gross tonnage	4,479
Net tonnage	1,343

## Cargo Capacities

Deadweight (T = 4,891 m)	10,866 t
Deck strength	25 t/m <sup>2</sup>

## Navigational Lights & Safety Equipment

Navigational lights are powered by the vessel's electrical system and by solar cells as set forth by governing laws within country of registry (flag). Properly maintained and serviced safety equipment is always kept onboard.

## Ballast System

Ballast Pumps (Diesel driven)	1 x 750 m <sup>3</sup> /hr at 1.6 bar Engine : Nogva/Deere 4045TFM50
Ballast Pumps (Electrical driven)	1 x 500 m <sup>3</sup> /hr at 1.7 bar Pump type : Behrens VRF 8/320G
Bilge pump (Electrical powered)	1 x 30 m <sup>3</sup> /hour at 2.0 bar Pump type: SPX/ Johnson, Fres 50-125
Ballast water treatment system (BWMS)	1 x type Headway Oceanguard, HMT-600 Nominal capacity : 600 m <sup>3</sup> /hr
Tank sounding system	Kongsberg Maritime, type K-gauge GL-300 Tank sounding in all ballast tanks, incl. draught, trim and list.

## Power Supply

Generator	Stamford UCM274F1, 3 x 440V, 60Hz, 125 KVA (100 Kw)
Engine	Nogva/Deere 6068TFM50, Rated power 115Kw
Transformer	1 x 440/230V 50 KVA (40Kw)
Deck distribution	440V, 100A (61 Kw), 2pc. sockets, 3-125A, 3-63A 230V, 100A (32 Kw), 2pc. sockets, 3-125A, 3-63A
Shore connection	400V direct connection 100A (55 Kw) 230V direct connection 100A (32 Kw)
Sockets	230V/ 1-phase 16 A in deckhouse and engine room

## Anchor & Mooring Equipment

Anchor winch	1 x Combined anchor winch type AW15T-4
Anchor	Type AC-14 HHP, weight 1,845 kg
Anchor wire	Diam. 40mm galv. IWRC, length 180m, MBL 114MT
Chain and swivel connected to anchor	Length 3.2 m, diam. 44 mm K3 chain
Bollards	6 x double bollards, located one in each aft recess and two each corner fwd 6 x cleats, located three on each side recessed in the deck at the deck edge

The cleats have a length of 1200 mm with a max mooring capacity of 440 kN. The double bollards are according to NS 2584 (Norwegian Standard) Ø 400 and have the following capacities:

When mooring	280 kN
When towing	740 kN

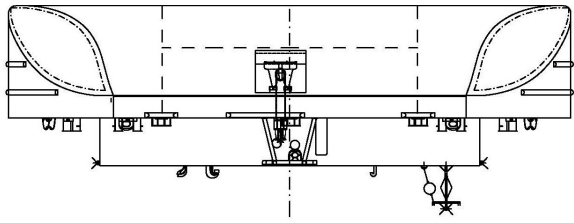
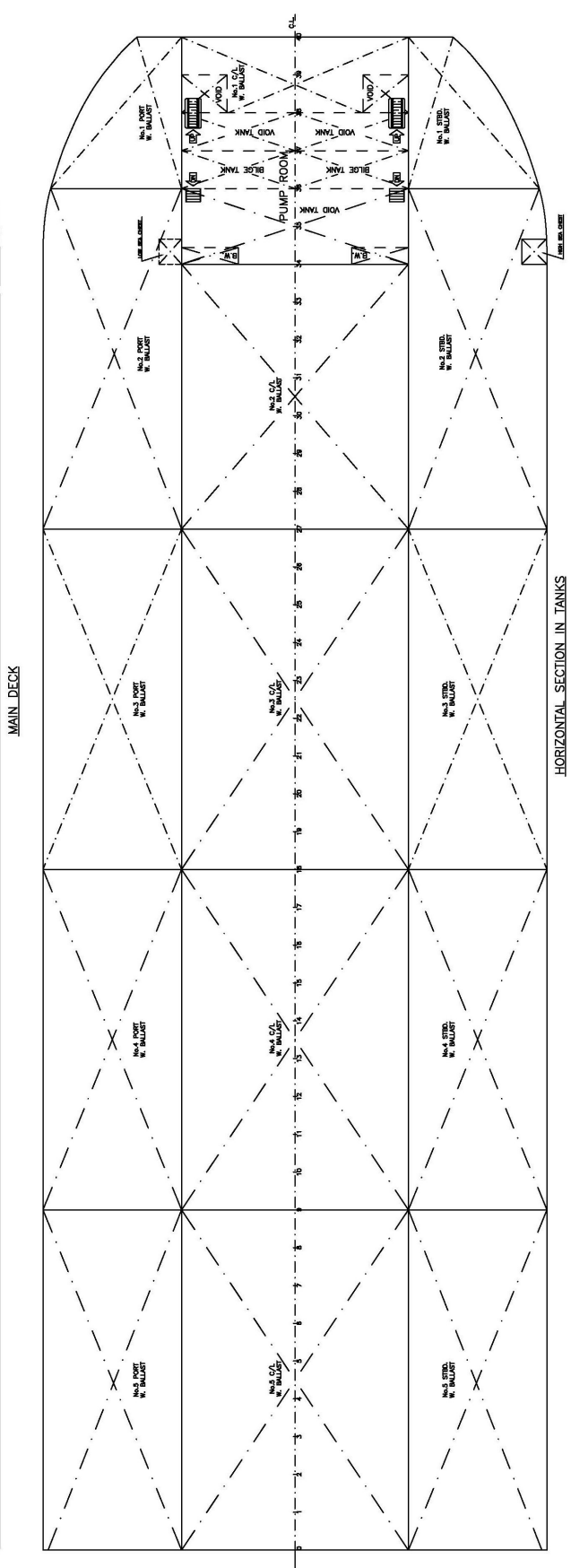
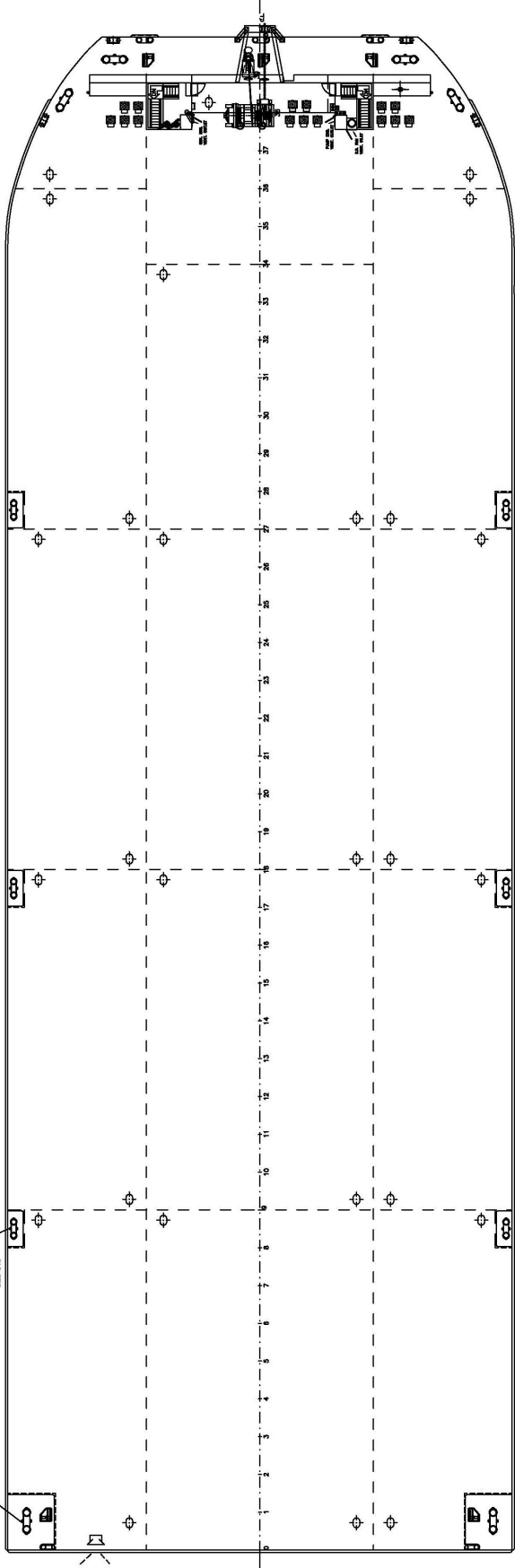
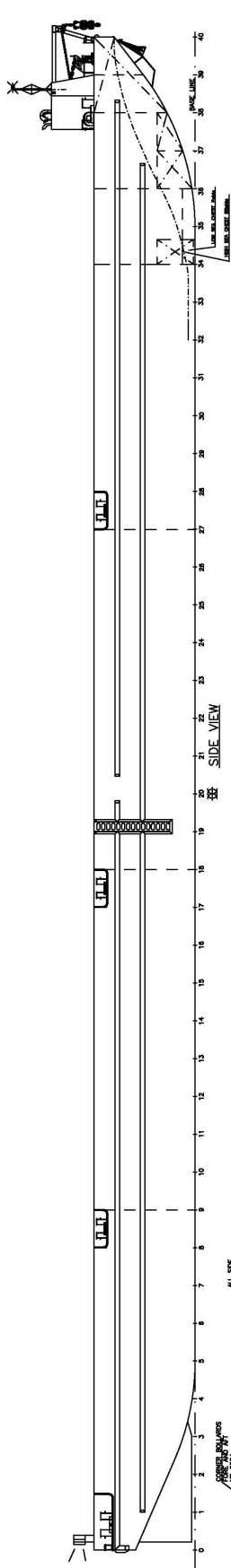
## Towing Equipment

Smit Brackets	- 2 x one on each recess aft. SWL 115 t - 2 x located at main deck level fwd, SB and Port side approx. 6.8 m from CL
Towing Bridle	- 2 x type 54 mm X3 chainlegs of approx. 19.5 m length each - 1 x triangular (delta) plate - 1 x type 54mm X3 chain fore runner of approx. 6.6 m length - Complete with shackles and endlinks.

The delta plate, fore runner and bridle legs can be hoisted up at main deck level by the retrieval and anchor winch and the A-frame located at the bow in CL.

Emergency Towing	- 1 x Smit Bracket NBL 330 t located at the main deck in CL fwd - Chain of length approx. 4 m connecting the emergency towing wire to the Smit Bracket - Wire of length approx. 100 m, Ø 100 mm, secured to port side of the barge, and with a spelter socket located at the recess aft
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Capacities	The main towing equipment has a MBL of 2270 kN. I.e. according to the typical class rules, tugs with a bollard pull up to 105 tonnes can be used without restrictions on the towing force.
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#### **CORPORATE HEADQUARTERS**

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