### Wilson Hook

**IMO NO**: 9017434  
**CALL SIGN**: LAIH8  
**BUILD**: 2004  
**FLAG**: Norway

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**Ex.**  
If not otherwise specified:  
Dist/Dim in meters  
Weights in m.tones

All details given in good faith without any guarantee.

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**Builders**: Sava Shipyard, Serbia

**Classification**: DNV GL / +100 A5 E1 G +MC E1 AUT

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**Length oa**: 89.98  
**Breadth mld**: 15.2  
**Depth mld**: 7.1  
**Draft summer**: 5.65  
**Deadweight summer draft**: 4280  
**Draft winter**: 5.53  
**Deadweight winter draft**: 4145  
**Gross tonnage**: 2993  
**Net tonnage**: 1575

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**Max permissible load on deck/hatch-cover, mt/sqm**: 1.6  
**Max permissible load on tanktop, mt/sqm**: 12  
**Max air draft - 1**: 23.35  
**Max air draft - 2**: 0  
**Water ballast capacity**: 1937  
**MGO Capacity (Cbm)**: 103  
**IFO Capacity (Cbm)**: 101  
**Service speed, knots**: 11  
**Cargo gear**: No  
**Bow thruster**: 220 kW, Yes  
**Boxed**: Yes  
**Open hatch**: Yes  
**Rhine fitted**: Yes  
**Ammonium Nitrate fitted**: Yes  
**FeSi fitted**: Yes  
**Keel to top antenna fwd/aft**: 20.5 / 27.35  
**Keel to top antenna fwd/aft - lowered mast**: 0 / 0

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**Immersion(load draft) TPC**: 11.7  
**Mean draft of ship in heavy ballast**: 3.85  
**Distance from forward end of No.1 Hatch to aft end of last hatch**: 52.55

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**Hatch**: Pontoon, Gantry Crane  
**Container (TEU) capacity Hold / Deck**: 0 / 0

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**Hold dimensions**:

<table>
<thead>
<tr>
<th>Hitch#</th>
<th>a</th>
<th>b</th>
<th>c</th>
<th>d</th>
<th>e</th>
<th>f</th>
<th>g</th>
<th>h</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>5.24</td>
<td>3.46</td>
<td>8</td>
<td>1.6</td>
<td>1.2</td>
<td>2</td>
<td>52.65 x 12.8</td>
<td>5 x 470</td>
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</tbody>
</table>

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**Bale**

<table>
<thead>
<tr>
<th>Hold #</th>
<th>cbm</th>
<th>cbft</th>
<th>cbm</th>
<th>cbft</th>
<th>Hold dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>5455</td>
<td>192642</td>
<td>5455</td>
<td>192642</td>
<td>56.85 x 12.8</td>
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**Compartments**

<table>
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<tr>
<th>Compartment</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>H</th>
<th>I</th>
<th>J</th>
<th>K</th>
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<th>N</th>
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<tbody>
<tr>
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<td>867</td>
<td>290</td>
<td>1418</td>
<td>1410</td>
<td>954</td>
<td>311</td>
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<td>0</td>
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<td>0</td>
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**Communication**

<table>
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<th>Type</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phone</td>
<td>+47 41412935</td>
</tr>
<tr>
<td>SatPhone</td>
<td>+87077184986</td>
</tr>
<tr>
<td>Email</td>
<td><a href="mailto:w-hook@wilsonfleet.no">w-hook@wilsonfleet.no</a></td>
</tr>
</tbody>
</table>

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**Remarks**:  
NB - Extreme breadth 15.46 m due to fender list.  
One cargo hold, fitted with a large Strong Beam in the middle.  
4.20 m overhang forward.  
Cargo Hold is equipped with 8 quarter-high moveable bulkheads, 5 positions.  
Bulkheads can be used as either 4 half height bulkheads or 2 full height bulkheads.  
If 2 full bulkheads used, total cubic capacity of hold reduced by approximately 87 cbm.  
The bulkhead sections are normally stored on deck. However, if stored in forward end of hold, free length on tanktop reduced to 54.35m.  
The hold is boxed up to forward movable bulkhead in position.