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BUILT 09 / 1990 AT HYUNDAI HEAVY INDUSTRIES / KOREA

FULL GEARLESS / CELLULAR CONTAINER VESSEL

CONTAINER CAPACITY: 2.206 TEU OF 20' X 8' X 8'6" BASIS UP TO 6 TIERS ON DECK
1.800 TEU OF 14 MTS HOMOGENEOUS LOAD BASIS 4 TIERS ON DECK

MAIN DIMENSIONS:

LENGTH OVERALL	181,0 M
LENGTH BETWEEN PERPENDICULARS	172,0 M
BREADTH MOULDED	31,4 M
GROSS TONNAGE	24.344
NET TONNAGE	10.311

ABT. 31.551 MTS DWAT ON ABT. 10,30 M DRAFT

REEFER PLUGS: 100 REEFER PLUGS 440 V/60HZ

CLASS: G.L. + 100 A 5 with freeboard 2,712 + MC AUT, SOLAS II-2, REG 19

VESSEL'S FLAG: ANTIGUA & BARBUDA

STOWAGE HOLD: 928 TEU

STOWAGE DECK: 1278 TEU

FITTINGS:

- VESSEL FULLY CELLULARIZED IN HOLDS WITH 40' CELL GUIDES. 2X20' CONTAINERS CAN BE LOADED INSIDE CELLS WITH PARTLY USING LOOSE FITTINGS IN EACH CELL GUIDE.
- VESSEL TAKES 6 TIERS UNDER DECK. VESSEL IS FULLY FITTED WITH CERTIFIED LASHING MATERIAL/DEVICES INCLUDING FULL SET OF LOOSE FITTINGS/LASHINGS FOR FOLLOWING ALTERNATIVES:
 - FITTED ACCORDING TO OSHA RULES ON DECK AND IN HOLDS
 - NO 'CAPPING' WITH 40' CONTAINERS NECESSARY

STACK WEIGHTS: ON HATCHCOVERS/DECK: 60/ 90 MTS PER 20'/40' STACK
IN HOLDS : 150/180 MTS PER 20'/40' STACK
STACKWEIGHTS ALWAYS IN ACCORDANCE WITH VESSEL'S ACTUAL GM AND VESSEL'S CARGO SECURING MANUAL

HOLDS / HATCHES:

4 HOLDS / 9 HATCHES, SIZES:

NO. 1 A : 12.800 M X 10.400 M/ 5.400 M

NO. 1 B : 12.800 M X 13.200 M/10.400 M

NO. 1 C : 12.800 M X 13.200 M

NO. 2 A : 12.800 M X 13.200 M

NO. 2 B : 12.800 M X 13.200 M

NO. 3 A : 12.800 M X 13.200 M

NO. 3 B : 12.800 M X 13.200 M

NO. 4 A : 12.800 M X 13.200 M

NO. 4 B : 12.800 M X 13.200 M

DOUBLE STEEL PONTOON TYPE HATCHCOVERS, FLAT AND FLUSH TYPE, QUICK ACTING CLEAT, SUITABLE FOR 40' SPREADER HANDLING, ALL HATCHCOVERS PONTOONS CAN BE OPENED INDEPENDENTLY WITH CONTAINERS (20'/40') STOWED ON ADJACENT PONTOONS (HATCHCOVERS TO BE OPENED/CLOSED BY SHORE GEAR)

ALL CARGO HOLDS ARE FITTED FOR IMO CARGO CLASS 2-6 AND 8/9

MAIN ENGINE:

MAIN ENGINE HYUNDAI BW7S60MC

SINGLE ACTING, TWO STROKE, CROSSHEAD, TURBO CHARGED, REVERSIBLE, MARINE DIESEL ENGINE, 7 CYLINDERS, MCR 17.850 AT 102 RPM, SERVICE RATING 15.500 BHP AT 97,3 RPM

SPEED /

CONSUMPTION:

ABT. 18 KNOTS ON ABT. 50,0 MTS IFO BASED ON SPEED AT 9,15 METERS DESIGN DRAFT AT THE CONDITION OF CLEAN BOTTOM AND IN CALM AND DEEP SEA WITH MAIN ENGINE DEVELOPING AN NCR OF 11.513 KW WITH FIFTEEN PERCENT (15 %) SEA MARGIN AND EVEN KEEL

ABOVE FIGURES BASED ON GOOD WEATHER CONDITIONS OF MAX 3 BFT OR DOUGLAS SEA STATE 2 ON CLEAN AND SMOOTH BOTTOM, CURRENTLESS, CALM AND DEEP SEA

AUXILIARIES:

- 2 SSANGYONG 6 L 23/30; 780 KW
- 1 SSANGYONG 5 L 23/30; 537 KW
- 1 MAN D 0226 MLE; 109 KW

AUXILIARIES

CONSUMPTION:

ABT 2,5 MT DMB/MDO WITHOUT REEFER CONTAINERS CONNECTED PLUS ABT 0,4 MTS DMB/MDO FOR BOILER
ADDITIONAL CONSUMPTION FOR REEFER CONTAINERS ABT 4,0 MTS DMB/MDO; EXCLUDING BOILER

FUELS:

CHARTERERS SHALL SUPPLY SUITABLE FUELS TO ENABLE MAIN PROPULSION AND AUXILIARY MACHINERY TO OPERATE EFFICIENTLY AND WITHOUT HARMFUL AFFECTS. THE FUEL OIL AND MDO SUPPLIED

TO BE IN ACCORDANCE WITH ISO 8217:1996;RMG 35 AND FOR MDO DMB

REMOVAL OF SLUDGE ALWAYS TO BE FOR CHARTERERS ACCOUNT

SAMPLING:

IN ORDER TO MAKE QUITE SURE THAT A REPRESENTATIV SAMPLE IS ALWAYS AVAILABLE, DRAWN FROM THE BARGE OR WHEN THE FUEL IS PASSING THE PIPELINE BETWEEN SUPPLIERS BARGE AND SEAGOING VESSEL SAMPLES HAVE TO BE TAKEN. SAMPLES HAVE TO BE SEALED AND LABELLED AND SHALL BE LEGALLY BINDING FOR ALL PARTIES INVOLVED. THE AFOREMENTIONED SAMPLES WILL BE USED FOR ANALYSIS BY MESSRS. FOBAS. COSTS FOR ANALYSING WILL BE SHARED EQUALLY.

TANK CAPACITIES:

HFO ABT. 2.100 CBM
MDO ABT. 240 CBM (INCLUDING SETTING & SERVICE TANKS)
FW ABT. 240 CBM
BALLAST ABT. 11.800 CBM (INCLUDING PEAK TANKS), FRESH WATER
EVAPORATOR (ABT. 20 MTS/DAY)

OWNERS UNDERTAKE VESSEL CAN MAKE BALLAST VOYAGE WITHOUT
REQUIRING SOLID BALLAST

PANAMA-/SUEZ CANAL FITTED, AUTOMATIC HEELING TANK, CO2 FITTED

**NAUTICAL AIDS /
COMMUNICATION:**

FITTED WITH ALL MODERN NAUTICAL AIDS: GYRO, ARPA, SAT NAVIGATION,
WEATHER FAX, SAT COM INCLUDING TELEX, SPEED LOG; LOADING
COMPUTER

ISM-CODE:

VESSEL FULFILS REQUIREMENTS OF ISPS / ISM-CODE AND ISO 9001

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DETAILS ARE ALL ABOUT