



FLAG	Cyprus / German Management
BUILT	Warnowwerft GmbH, Warnemünde / Germany - 1991, October
CLASS	GL +100 A5 E Container Ship + MC E AUT
TYPE OF VESSEL	fully selfsustained container vessel - Type CS-1200
DWAT / DRAFT	abt 17,520 mtons on abt 10.00 m sfb

DIMENSIONS	length over all	151.64 m
	lpp	142.25 m
	beam	25.00 m

GT / NT	12,997 / 6,826
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HOLD	5 holds All holds fitted with CO2-fire-extinguishing and automatic smoke detection system, cargo holds no.1-4 fitted for transport of dangerous cargo (IMDG)
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HATCH	7 hatches of following dimensions: No.1 : 12.48 x 15.90 / 10.70 m One single pontoon hatchcover No.2 : 12.48 x 15.90 m Two longitudinally divided pontoon hatchcovers No.3 - 7 : 12.48 x 21.08 m Triple longitudinally divided pontoon hatchcovers For removal of centre covers, port and starboard covers need to be removed first
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CONTAINER INTAKE	actual intake always subject to vessel's stability, trim, deadweight, permissible stack weights, container lashing plan and visibility regulation		
	20' x 8' x 8'6"	holds 454 deck 754	units- 5 tiers units - 5 tiers
	total	1.208	units

alternatively

40' x 8' x 8'6"	holds 218 deck 376	units plus 18 20' x 8' x 8'6"-5 tiers units plus 2 20' x 8' x 8'6"-5 tiers
total	594	units plus 20 20' x 8' x 8'6"

possible stowage in holds:
4 tiers of 8'6" each plus 1 tier of 9'6" (high cube)

possible stowage of oversize containers on deck:
174 units 45' containers can be stowed, out of which 30 units 45' containers can have an overwidth of 8'6"
60 units 40' containers with overwidth of 8'6"

stability : **about 866 TEU of 14 tons** homogeneously laden

Fully celled in holds for 40', alternatively 2 x 20' can be stowed into each 40' compartment.
Vessel fully fitted with loose lashing material / fittings / stacking cones for 20', 40' and 45' units under and on deck. Due to special longitudinal stacking fixture devices for 20' units stowed in 40' cellguides, each 40' stack in cargo hold can be stowed (loaded/discharged) separately / independently

Permissible stack weights:

	20' units	40' units	45' units
tank top:	120 t	150 t	---
main deck:	50 t	75 t	75 t
foc'sle:	45 t	60 t	60 t

Distribution of container weights within a single 20'/40' stack on deck to comply with the board manual for stowage and lashing of containers approved by class.

REEFERPOINTS	75 reefer plugs - 440 volt, 60 cycles, 13.5 kW, 3 phases
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GEAR	2 deck cranes, Haegglund type I 4028-2, swl 40 tons at 28 meters outreach
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SPEED / CONS.	about 17,5 knots without shaft generator connected on about 37.0 mtons HFO 380
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No MDO at sea, except when reefer containers carried port consumption idle: about 2.5 metric tons /day

MAIN ENGINE	Sulzer 6 RTA 58, 9,540 kW, MCR 127 RPM direct transmission to fixed propeller
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TANK CAPACITY	waterballast:	about 4.401	cbm
	freshwater:	about 148	cbm
	bunkers:	about 1.187	cbm HFO
		about 210	cbm MDO
	cruising range:	about 12.000	nautical miles

COMMUNICATION	Iridium / Telex via Inmarsat C / E-Mail via Globewireless
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FURTHER SPECIFICATIONS	Stability and cargo computer on board with special programs for dangerous cargo (IMDG), container lashing, optimum trim, etc.
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Fitted with fully automatic anti-heeling system for smooth cargo operations whilst in port.
Panama Canal, Suez Canal (searchlight on board), Modern nautical aids (i.e. Satnav, 2 radars, doppler log, etc.)
Engine / bridge aft

All details believed to be correct, but given without guarantee.

