



<b>FLAG</b>	Antigua & Barbuda / German Management		
<b>BUILT</b>	Zhoushan Yard / China – 2003		
<b>CLASS</b>	GL +100 A5 E NAV OC Container Ship, SOLAS II-2, Reg. 19, + MC E AUT		
<b>TYPE OF VESSEL</b>	fully self-sustained container vessel, engine / bridge aft		
<b>DWAT / DRAFT</b>	abt 8.015 mtons on abt 7,22 m sfb		
<b>DIMENSIONS</b>	length over all	132,57 m	
	lpp	123,40 m	
	beam	19,20 m	
	depth	9,20 m	
	draught abt.	7,22 m summer	
	airdraft ballast	33,20 m / laden 31.90 m	
<b>GT / NT</b>	6.704 / 3.557		
<b>HOLDS / HATCHES</b>	3 holds / 3 hatch, steel hatchcovers / Macgregor		
	No. 1	: 25,20 x 16,00m / 13,24m	
	No. 2	: 25,20 x 16,00m	
	No. 3	: 25,20 x 16,00m	
	Hatch no. 1 : pontoon type / 4 panels athwartships /		
	Hatch no. 2,3 : folding type / hydraulically operated each consisting of two 40'-folding pairs which can be opened independently, one stowing to fore-end, one to aft-end giving free access to each 40'-bay underneath		
<b>CONTAINER INTAKE</b>	actual intake always subject to vessel's stability, trim, deadweight, permissible stack weights, container lashing plan and visibility regulation		
	<b>20' x 8' x 8'6"</b>	holds	228 units – 5 tiers
		deck	429 units – 5 tiers
		<b>total</b>	<b>657 units</b>
	<b>alternatively</b>		
	<b>40' x 8' x 8'6"</b>	holds	111 units plus 6
		deck	202 units plus 25
		<b>total</b>	<b>313 units plus 31</b>
			<b>20' x 8' x 8'6"</b>
		9'6"-high cube intake:	
		hold no. 1: 5 tiers of 8'6" or 4 tiers of 9'6" height	
		hold no. 2,3: 3 tiers of 8'6" or 3 tiers of 9'6" height	
	<b>alternatively</b>		
		holds:	72 x 24'6 units + 122 x 20' units
		deck:	129 x 24'6 units + 243 x 20' units
		holds:	36 x 45' units + 122 x 20' units
		deck:	147 x 45' units + 95 x 20' units
		holds:	36 x 49' units + 122 x 20' units
		deck:	47 x 49' units + 313 x 20' units
		holds:	54 x 30' units + 138 x 20' units
		deck:	38 x 30' units + 353 x 20' units
	- vessel is able to load container of 2,595 m breadth with a distance of 25 mm in all positions on deck and in hold		
	- during the passage through the panama canal the container capacity is reduced		
	-middle cell guides removable		
<b>CONTAINER STABILITY</b>	based on vcg of 45 pct according to IMO regulations: abt <b>390 units of 20ft at 14 mtons</b> homogenous (surcap 391) intakes always subject to vessel's stability, trim, deadweight/permissible stack weights and subject to regulations of visibility.		

## DAINGEROUS CARGO

vessel able to carry dangerous goods in holds and on deck in packed condition according to solas regulation ii-2, reg 19. all cargo holds equipped for carriage of dangerous goods, always in accordance with certificate of compliance. on deck no stowage above engine room.  
hold fitted for 1.4s/2.1/2.2/2.3/31./3.2/3.3/4.1/4.2/4.3/5.1/6.1/8/9 fittings: fully cellularized in holds for 40' units, alternatively 2x20' units can be stowed into each 40'-compartment. in hold no. 2 and 3 the middle holds cell-guides shiftable for one bay 45 ft units or one bay 49 ft units, able to load 2 x 24,5 ft units. in addition in hold no. 3 cell-guides shiftable to 1 x 30' and in hold no. 2 2 x 30' and 1 x 20'. vessel fully fitted with loose lashing material / fittings / stacking cones for 20'/24,5/40'/45 and 49 ft units under and on deck.

## REEFERPOINTS

116 female reefer plugs (80 on / 36 under deck) - 400 volt, 50 cycles, 11 kW, earth pin position 3 hours

## GEAR

2 cranes on portside, NMF, SWL 50/40/36 tons at 4,5-22m/2,7-28m/2,7-30 m outreach

## SPEED / CONS.

All figures are based on C.W.L. (construction water line) good weather conditions, even keel and smooth sea maximum Beaufort 2 and maximum Douglas Sea State 2 in deep and currentless water with a maximum temperature of 28 degrees centigrade with clean and smooth bottom.  
abt **17,5 knots** at an output of 5.346 kw = abt 26,8 ts ifo without shaftgenerator. no gasoil at sea provided shaftgenerator connected except if hold ventilation is used, reefers connected and in case of emergency and / or navigation in shallow waters / reduced speed etc.. charterers to provide sufficient quantity of mgo during seapassages for operating auxiliaries/generators.

## Port consumption:

-abt 1,75 mts gasoil per day excl. crane operations, reefers, and tank heating  
-abt 3,75 mts gasoil per day with cranes working but excl. reefers and tank heating vessel consuming gasoil in port for fuel oil pre-heating no gasoil at sea provided shaftgenerator is connected.

## Fuel specification:

-the fuel oil supplied to be in accordance with ISO fuel standard 8217 : 2005 RME 25 / 180 cst at 50 degrees centigrade  
-the gasoil supplied to be in accordance with ISO fuel standard 8217 : 2005 DMA, s.w. max 0,89

## MAIN ENGINE

MAK 7 M 43, 6.300 kW at 500 rpm, 1 pitch propeller lips

## AUXILIARIES

2 x Volvo Penta 370 kW / 437 kVA – 1 emergency harbour engine 370 kW / 437 kVA

## COMMUNICATION

fitted with all modern nautical aids / satellite navigation / weatherchart recorder / Inmarsat B and C / co2 fitted / E-Mail upon request from charterers, on their account

## FURTHER SPECIFICATIONS

Stability and cargo computer on board / Fitted with fully automatic anti-heeling system for smooth cargo operations whilst in port, pump capacity 500 m<sup>3</sup> per hour / Panama Canal, Suez Canal and Australia fitted / Tanktop strengthened for heavy loads and grabs discharge / vessel not to force ice, nor to follow ice breaker / no spreader on board

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

