

M.V. GLUECKSBURG



TYPE OF VESSEL	self-sustained cellular container vessel, type 1700TEU(GWS)-B-01
FLAG	Liberia (A8PU2)
BUILT	2008 Guangzhou Wenchong Shipyard Co. Ltd., China
MANAGEMENT	German
CLASS	GL +100 A5 E, IW, NAV-O, WBM-F, SOLAS II-2, Reg. 19, NAV-0, EP + MC E AUT

IMO NO.	9406960
DWT / DRAFT	abt. 23,300 mt at abt. 10.90 m scantling draft

DIMENSIONS	LOA: abt. 176.91 m LBP: abt. 166.41 m beam: abt. 27.40 m depth to main deck: abt. 14.30 m
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TONNAGE	abt. GT 18.485 and abt. NT 10.282
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HOLD CAPACITY	5 holds all CO2 + fitted for transport of IMDG Cargoes
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HATCH	8 hatches covers, pontoon type hatch covers each divided into two panels with split at longitudinal centreline, which can be opened in unconstrained sequence. hold no.1: no.1 hatch abt. 12680x10167 mm (p/s), 28.0 mt/piece no.2 hatch abt. 12840x12625 mm (p/s), 37.0 mt/piece hold no.2: no.3 hatch abt. 12840x12625 mm (p/s), 37.0 mt/piece hold no.3: no.4 hatch abt. 12930x12625 mm (p/s), 36.0 mt/piece no.5 hatch abt. 12930x12625 mm (p/s), 36.0 mt/piece hold no.4: no.6 hatch abt. 12930x12625 mm (p/s), 36.0 mt/piece no.7 hatch abt. 13090x12625 mm (p/s), 36.0 mt/piece hold no.5: no.8 hatch abt. 12930x12625 mm (p/s), 36.0 mt/piece
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CONTAINER INTAKE	all containers intakes are always subjected to vessel's stability, trim, deadweight, permissible weights, permissible lashing gear break loads, container lashing plan, ranges of visibility, Panama Canal regulations and OSHA rules in which case intakes and stack weights can be considerably reduced
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in holds	692 TEU	alt. 332 FEU + 28 TEU
on deck		
main deck	18 TEU	alt. 9 FEU
1st tier	132 TEU	alt. 66 FEU
2nd tier	132 TEU	alt. 66 FEU
3rd tier	194 TEU	alt. 97 FEU
4th tier	194 TEU	alt. 97 FEU
5th tier	172 TEU + 11 FEU	alt. 97 FEU
6th tier	154 TEU + 11 FEU	alt. 88 FEU
total	996 TEU + 22 FEU	alt. 520 FEU

total holds and deck	1,688 TEU + 22 FEU	alt. 852 FEU + 28 TEU
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homogeneous intake basis 14 mts: abt. 1,287 TEU

overlength: up to 136 units of 45' length may be stowed on deck High cubes in holds: 308 TEU in holds (only top two tiers allowed for 9'6" high cubes) High cubes on deck: 930 TEU on deck (subjected to IMO navigation visibility requirement)

container fully cellularized in holds for 20'/40' units; on deck fitted with fittings for loose lashings for 20'/40'/45' units

stack loads:	20' units	40' units	45' units	48' units
tanktop:	125 t	150 t	-	-
main deck:	65 t	95 t	-	-
hatches 1+2:	54 t	90 t	-	-
hatches 3-8:	65 t	95 t	-	-

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

REEFERPOINTS	345 reefer plugs (3 phase/440 V/60 Hz, 3P+E, ISO1496/2, CEE 17,32Ax3h) connections: under deck 120 (60 each in hold 3+4) on deck 200 max. reefers: basis 70 frozen/30 chilled/8.5 kW, 220FEU
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GEAR	2 x 45 tons single cranes, electro-hydraulic driven, outreach 28 m
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SPEED / CONSUMPTION	abt. 20.5 knots on abt. 60 mt IFO for main engine, without reefers at design draft of 9.50m basis clean/smooth bottom, even keel, deep and currentless water/sea with a temperature of max. 28 degrees Celsius, wind max Bft 2, sea not exceeding Douglas sea state 2. Normal consumption for auxiliary engines is abt. 5 mt IFO; charterers to provide sufficient quantity of MDO during sea passages for operating the auxiliary engines under emergency situation
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PORT CONSUMPTION	abt. 3.0 mts daily when idle, abt. 5.5 mts daily when working cranes, always excluding reefers and ventilation, plus some IFO for heating fuel oil tanks
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ECO-SPEED	following ship speed and main engine HFO fuel consumption for reference only (given in good face and believed to be correct, all about, without guarantee and not be form of C/P): design draft 9.5 m scantling draft 10.5 m
	20.6 kn / 60.0 mt per day 19.0 kn / 44.0 mt per day 18.0 kn / 36.0 mt per day 17.0 kn / 28.0 mt per day 16.0 kn / 24.0 mt per day 15.0 kn / 20.0 mt per day
	scantling draft 10.5 m 19.0 kn / 55.0 mt per day 18.0 kn / 45.0 mt per day 17.0 kn / 35.0 mt per day 16.0 kn / 30.0 mt per day 15.0 kn / 24.0 mt per day

MAIN ENGINE	MAN/B&W 7S60MC-C of 16,660 kW at 105 rpm
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AUXILIARIES	3 x 1,520 kW auxiliary engines
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TANKS	IFO: abt. 1,945 cbm MDO: abt. 220 cbm ballast water: abt. 8,100 cbm fresh water: abt. 109 cbm
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ENDURANCE	abt. 13,400 nm (at design draft without reefers)
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COMMUNICATION	via GSM, E-Mail
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FURTHER SPECIFICATIONS	Suez- Panama Canal fitted, bowthruster 900 kW, satellite communication (phone/telex/fax) capable of carrying IMDG cargo under deck: cargo hold no.1: IMDG code 1.1., 1.2., 2.1., 2.2., 2.3., 3, 4.1., 4.2., 5.1, 6.1. & 8. cargo holds no.2 & no.3: IMDG code 2.1., 2.2., 2.3., 3, 4.1., 4.2., 5.1, 6.1. & 8. modern nautical aids
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All details believed to be correct, given in good faith but without guarantee.

BRISE Schiffahrt Hamburg

