

M.V. KAPPELN



TYPE OF VESSEL	fully self-sustained container vessel, engine / bridge aft
FLAG	Antigua & Barbuda / German Management
BUILT	Zhoushan Yard / China – 2004
CLASS	GL +100 A5 E NAV OC Container Ship, SOLAS II-2, Reg. 19, + MC E AUT
IMO NO.	9298612
DWAT/DRAFT	abt. 8.015 mtons on abt. 7,22 m sfb
DIMENSIONS	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
TONNAGE	GT 6.704 and NT 3.557
HOLD CAPACITY	3 holds / 3 hatch, steel hatchcovers / Macgregor no. 1 : 25,20 x 16,00 m / 13,24 m no. 2 : 25,20 x 16,00 m no. 3 : 25,20 x 16,00 m 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
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 228 units – 5 tiers deck 429 units – 5 tiers total 657 units alternatively 40' x 8' x 8'6" holds 111 units plus 6 20' x 8' x 8'6" – 5 tiers deck 202 units plus 25 20' x 8' x 8'6" – 5 tiers total 313 units plus 31 20' x 8' x 8'6" 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 alternatively 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
CONTAINER STABILITY	based on vcg of 45 pct according to IMO regulations: abt. 390 units of 20 ft at 14 mtons homogenous (surcap 391) intakes always subject to vessel's stability, trim, deadweight/permissible stack weights and subject to regulations of visibility

DANGEROUS 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 2 x 20' 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 4,5–22 m/2,7–28 m/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 = 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 180 / DMA
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 cbm 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, given in good faith but without guarantee.

