

M. V. RINKENIS



TYPE OF VESSEL	fully self-sustained container vessel, type CS-1400																																		
FLAG	Antigua & Barbuda (V 2 O A 3)																																		
BUILT	Kvaerner Warnowwerft GmbH, Warnemünde / Germany-1993, April																																		
MANAGEMENT	German																																		
CLASS	GL + 100 A5 E Container Ship IW SOLAS-II-2, Reg.19, + MC E AUT																																		
IMO NO.	9004243																																		
DWAT/DRAFT	abt. 20.150 mts on abt. 9,84 m sfb																																		
DIMENSIONS	length over all: 167,24 m lpp: 156,71 m beam: 25,00 m																																		
TONNAGE	abt. GT 14.865 and abt. NT 7.642																																		
HOLD CAPACITY	6 holds all holds CO2 + fitted for transport of IMO CGO. 8 hatches of following dimensions: no. 1: 12.48 x 15.90 m / 10.70 m 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																																		
CONTAINER	actual intake always subject to vessel's stability, trim, dead-weight, permissible stack weights, container lashing plan and visibility regulation <table border="0"> <tr> <td>20' x 8' x 8'6"</td> <td>holds</td> <td>534 units - 5 tiers</td> </tr> <tr> <td></td> <td>deck</td> <td>854 units - 5 tiers</td> </tr> <tr> <td></td> <td>total</td> <td>1.388 units</td> </tr> </table> alternatively <table border="0"> <tr> <td>40' x 8' x 8'6"</td> <td>holds</td> <td>258 units plus 18 20' x 8' x 8'6" - 5 tiers</td> </tr> <tr> <td></td> <td>deck</td> <td>426 units plus 2 20' x 8' x 8'6" - 5 tiers</td> </tr> <tr> <td></td> <td>total</td> <td>684 units plus 20 20' x 8' x 8'6"</td> </tr> </table> and possible stowage in holds: 4 tiers of 8'6" each plus 1 tier of 9'6" (high cube) and possible stowage of oversize containers on deck: 233 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: abt. 1.030 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 terial/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 of <table border="0"> <tr> <td></td> <td>20' units</td> <td>40' units</td> <td>45' units</td> </tr> <tr> <td>tank top:</td> <td>120 tons</td> <td>150 tons</td> <td>nil</td> </tr> <tr> <td>main deck:</td> <td>60 tons</td> <td>75 tons</td> <td>75 tons</td> </tr> <tr> <td>foc'sle:</td> <td>45 tons</td> <td>60 tons</td> <td>60 tons</td> </tr> </table> 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	20' x 8' x 8'6"	holds	534 units - 5 tiers		deck	854 units - 5 tiers		total	1.388 units	40' x 8' x 8'6"	holds	258 units plus 18 20' x 8' x 8'6" - 5 tiers		deck	426 units plus 2 20' x 8' x 8'6" - 5 tiers		total	684 units plus 20 20' x 8' x 8'6"		20' units	40' units	45' units	tank top:	120 tons	150 tons	nil	main deck:	60 tons	75 tons	75 tons	foc'sle:	45 tons	60 tons	60 tons
20' x 8' x 8'6"	holds	534 units - 5 tiers																																	
	deck	854 units - 5 tiers																																	
	total	1.388 units																																	
40' x 8' x 8'6"	holds	258 units plus 18 20' x 8' x 8'6" - 5 tiers																																	
	deck	426 units plus 2 20' x 8' x 8'6" - 5 tiers																																	
	total	684 units plus 20 20' x 8' x 8'6"																																	
	20' units	40' units	45' units																																
tank top:	120 tons	150 tons	nil																																
main deck:	60 tons	75 tons	75 tons																																
foc'sle:	45 tons	60 tons	60 tons																																
REEFERPOINTS	150 reefer plugs - 440 volt, 60 cycles, 13.5 kW, 3 phases																																		
GEAR	3 deck cranes, NMF 1 4028-2, swl 40 tons at 28 meters outreach																																		

SPEED / CONS. All figures are based on good weather conditions and smooth sea maximum Consumption Beaufort 2 and maximum Douglas Sea State 2, on even keel in deep and currentless water with a maximum temperature of 28 degrees centigrade with clean and smooth bottom.
 Fuel consumption being based on ISO standard reference conditions with net calorific value 10.200 kcal / kg resp. 42.707 kJ / kg and 9.50 m draft: about 18,5 knots without shaft generator connected on about 42.0 metric tons
 No GO at sea, except when reefer containers carried or hold ventilation being used, in case of emergency and/or navigation with reduced speed and/or in restricted areas like approaches, shallow water, etc..
 Charterers to provide sufficient quantity of GO during sea passages for operating auxiliaries / generators in case of an emergency. Sludge removal, if any, always to be for Charterers account / time. Port consumption: about 2.5 metric tons / day when idle up to 9.0 metric tons / day depending on actual number of reefers connected plus some IFO for heating fuel oil tanks. Charterers shall supply suitable fuel to enable main propulsion and auxiliary machinery to operate efficiently, without harmful effects and without increased wear in the injection and fuel supply system. Fuels to contain no lubricants, chemicals, taroil, acid substances, polymers or sludge residues. All fuel delivered to the vessel has to be a petroleum oil product for marine use as classified in ISO 8216 - 1 (Third Edition 2005-11-01) and ISO 8216-99 (First Edition 2002-06-01) and to be of stable and homogeneity nature and not been blended on the delivering barge. Further limits for acid content = max. 3.0 mg KOH/g and max. CCAI value = 855
Fuel I oil specification:
 - IFO 380 CST as per ISO fuel standard 8217:2005 (E), Third Edition 2005- 11-01 for Fuels (class F) ISO -F- RMG - 380 Specification for marine fuels
 - 8217:2005 (E) ISO- F-DMA or DMB or DMC
 All fuel delivery must be in compliance with Marpol VI procedures and less than 4,5% sulphur content and less than 1,5% in SECA's as per present regulation. If lower sulphur contents are requested for the trading areas, charterers have to arrange for the supply of suitable fuel well in advance before calling the area in question.

MAIN ENGINE	DMR-Sulzer 7 RTA 58, 11.130 kW, MCR 127 RPM direct transmission to fixed propeller
AUXILIARIES	3 x SKL, type 8VD 26/20 A1-2,3 x 689 kW at 900 RPM directly coupled to generators, each 640 kW 1 shaft generator 800 kW, 1 bowthruster 500 kW c/p - „function not warranted“
TANKS	ballast water: abt. 5.563 cbm fresh water: abt. 140 cbm bunkers: abt. 1.365 cbm HFO abt. 207 cbm MDO cruising range: abt. 12.000 nautical miles
COMMUNICATION	via GSM, E-Mail
FURTHER SPECIFICATIONS	stability and cargo computer on board with special programs for dangerous cargo (IMDG), container lashing, optimum trim, etc.; fitted with fully automatic anti-heeling system for smooth cargo operations whilst in port; Panama Canal, Suez Canal (searchlight on board), Australia, grain fitted; modern nautical aids (i.e. Satnav, 2 radars, doppler log, etc.); engine / bridge aft

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

M.V. RINKENIS

