### Ship's Basics

**Type**
- Premium Project Carrier Vessel
- Tweendecker

**Builder**
- Jiangzhou Union, China

**Classification**
- GL + 100 A5 E3 BC G IW BWM (D2)
- DG DBC LC EP-D, strengthened for heavy cargo, equipped for the carriage of containers + MC E3 AUT

### Dimensions & Main Data

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Tonnage GT/NT</strong></td>
<td>11,492 / 4,474</td>
</tr>
<tr>
<td><strong>Deadweight (summer)</strong></td>
<td>12,500 mt</td>
</tr>
<tr>
<td><strong>Length o.a.</strong></td>
<td>147.01 m</td>
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<tr>
<td><strong>Length p.p.</strong></td>
<td>139.98 m</td>
</tr>
<tr>
<td><strong>Beam</strong></td>
<td>22.80 m</td>
</tr>
<tr>
<td><strong>Max. draft (summer)</strong></td>
<td>8.18 m</td>
</tr>
<tr>
<td><strong>Max. speed</strong></td>
<td>16.0 knots</td>
</tr>
<tr>
<td><strong>Service speed</strong></td>
<td>14.1 knots</td>
</tr>
<tr>
<td><strong>Consumption at sea</strong></td>
<td>11.5 knots</td>
</tr>
<tr>
<td><strong>Eco speed</strong></td>
<td>12.7 knots</td>
</tr>
<tr>
<td><strong>Consumption eco speed</strong></td>
<td>9.3 mt fuel per day</td>
</tr>
<tr>
<td><strong>Consumption in port</strong></td>
<td>1.4 mt fuel per day (without crane operations)</td>
</tr>
<tr>
<td><strong>Fuel on ME</strong></td>
<td>RMG 380 / RME 180 / MGO DMA / MDO DMB</td>
</tr>
<tr>
<td><strong>Fuel on AE</strong></td>
<td>MGO DMA</td>
</tr>
<tr>
<td><strong>Tank capacities</strong></td>
<td>RMG 380 / RME 180 abt. 735 cbm</td>
</tr>
<tr>
<td></td>
<td>MGO DMA / MDO DMB abt. 185 cbm</td>
</tr>
<tr>
<td></td>
<td>Ballast abt. 5,825 cbm</td>
</tr>
<tr>
<td></td>
<td>Freshwater abt. 150 cbm</td>
</tr>
</tbody>
</table>

### Propulsion

- **Main Engine**
  - MAN B&W 5G45ME-C9.5 Tier II, 4,800 kW
- **Aux.-Engines**
  - MAN, 3 x 500 kW
- **Propeller**
  - Fixed pitch propeller

### Hold and Hatch

- **Hold and Hatch**
  - 2 Holds / 2 Hatches
- **Hatch cover type**
  - Folding type + 2 electrical driven pontoons
  - for hold No. 2
- **Cargo hold capacity**
  - 17,600 cbm (624,537 cuft)
- **Floor space under deck**
  - 2,940 sqm (31,646 sqft)
- **Floor space on deck**
  - 1,796 sqm (19,332 sqft)
- **Deck strengths per sqm**
  - On tanktop: 18.00 mt uniform load
  - 25.00 mt in special areas
  - Hold No. 1: 2.50 mt on tweendeck
  - Hold No. 2: 4.00 mt on tweendeck
  - 4.00 mt on folding hatchcovers and bridging panel
  - 5.00 mt on top of engine room dome
  - 8.00 mt on pontoon hatchcovers
- **Tweendeck**
  - Hold 1: 1 height
  - Hold 2: 2 heights
- **Bulkheads**
  - 4 bh / 4 positions

### Cargo Gear

- **Type**
  - 2 x 250 mt Liebherr cranes
- **Combainable**
  - 500 mt
- **Situated**
  - Portside

### Container Capacity

- **Capacity**
  - 20’ or 40’ + 20’
- **Hold**
  - 320 / 141 / 30
- **Deck**
  - 522 / 244 / 0
- **Total**
  - 842 / 385 / 30
- **TEU at 14 mt**
  - 543
- **Reeferplugs**
  - 50 on deck
- **Stackload**
  - 20’ / 40’
- **Hold**
  - 50 mt / 60 mt
- **Hatchcover**
  - 70 mt / 100 mt
- **Tweendeck**
  - 40 mt / 60 mt
- **Specials**
  - Equipped for wide bodies (2.60 m), high cubes (9’6”) and 45’ containers
Max. speed is calculated basis 85% MCR, ballast condition, no-deck cargo, maximum Beaufort 2, no swell, no adverse currents, clean hull and even keel. Service Speed and consumption at sea is calculated basis 75% MCR, laden condition, no-deck cargo, maximum Beaufort 2, no swell, no adverse currents, clean hull and even keel. Eco speed is the minimum continuous speed in laden condition. Consumption data assumes reefer plugs and shaft generator disconnected but including AE if no shaft generator is installed. Vessel is burning fuel according to ISO 8217. Intake is always subject to vessel's stability, trim, permissible weights and is subject to regulations of visibility. Lifting capacity of vessel's cranes is subject to vessel's stability and can depend on cargo or ballast on board. Container data as well as bale capacity assumes tweendeck ashore. All details including speed and consumption are given in good faith and are "about" and are given without guarantee. They must not be used as basis for charterparties or contracts without owner's explicit written authority.

**Special Equipment / Features**

**IMO classes**
Fitted for carriage of dangerous goods of all IMO classes

**Other**
Fitted for trading Great Lakes and Australia;
Bow thruster; Shaft generator; Ballast water treatment system, 5ppm oily water separator