MV SPIRIT

Full scantling gearless cellular container feeder with engine, bridge aft.

The vessel is fitted with Swedish/Finnish ice class 1-A

GENERAL DIMENSIONS:

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- flag : The Netherlands

- call sign : PBQC

- built : 11/2005

- imo nr. : 9302255

- gl reg nr. : 110955

- mmsi : 212644000

- dwat : abt. 9,600 mt, sfb- draft 7.30m

- ice class : E-3 / 1-A

- loa : 141.65 m

- lbp : 132.42 m

- breadt moulded : 20.60 m

- depth to maindeck : 9.50 m

- draft : 7.30 m

- airdraft from keel : abt. 38 m

- class : gl +100 a5 e3 ''containership'' ''solas ii/2 reg. 19'' + mc e3 aut

- GT/NT : 7.713 gt / 3.785 nt

CONTAINER INTAKE

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- vessel able to load 20', 30', 40', 45', 48', 49'-units

(within ISO vissibility line of 2 times vessels length, and according to CSM)

TEU INTAKE:

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in hold 1 76 teu (10/18/24/24)

in hold 2 84 teu (28/28/28)

in hold 3 78 teu (22/28/28)

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in hold ttl 238 teu (60/74/80/24)

on deck 571 teu (12/85/119/119/119/85/32) 1st/7th tier

incl 25x20' thwardships

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total 809 teu (units 20/8/8'6")

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FEU INTAKE alternatively:

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in hold 116 feu + 6 teu (28/36/40/12) (1st-4th tier)

on deck 264 feu + 43 teu (6/40/54/54/54/40/16) (1st-7th tier)

1st-7th tier incl 25x20' thwardships

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total 380 feu (units 40/8/8'6") + 49 teu (units 20/8/8'6'')

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HIGH CUBE-INTAKE:

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- hold 1 : 1st-3rd tier 9'6''+ 4th tier 8'6''

- hold 2/3 : 3 tiers 9'6'' (all)

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30' UNIT INTAKE (30'/8/8'6'')

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- in hold 116 units + 0 feu + 6 teu

- on deck 198 units + 56 feu + 43 teu

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total 314 units (30/8/8'6") + 56 feu + 49 teu (units 20/8/8'6'')

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45' UNIT INTAKE (45'/8/9'6'')

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- in hold 38 units + 82 feu + 6 teu (with cell guides removed hold no 1 : 47units +48 feu+6 teu)

- on deck 222 units + 0 feu + 18 teu

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total 260 units (45/8/9'6") + 82 feu + 24 teu

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- Cell guides in hold:

fully cellularized in holds 1 and 2 and 3 for 40' units,

alternatively 2x20' units can be stowed into each 40' compartment.

cell guides in holds are capable to accommodate 2.438mm/2.500mm wide boxes.

cellguide-system in hold 2/3 can be partly placed in 45' position.

- On deck all positions are capable to accommodate 2.438mm/2.500mm and even upto 2.595mm wide

boxes can be stowed.

- Vessel is fully fitted with loose lashing material/fittings.

- Containers on deck are lashed with stacking cones/twistlocks/ automatic twistlocks and lashing bars.

- Container intake always subject to vessel's stability, trim, strength, regulations of visibility, permissible

weights and at Master's discretion.

REEFERS:

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200 reefer points female 3 o'clock 380 v/60 c.p.s./3 phases

whereof 122 on deck and 78 in holds

hold no.1 36 r/p

hold no.2 21 r/p

hold no.3 21 r/p

STACKWEIGHTS - POINTLOADS:

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- in hold 1 90 ts per 20' stack

120 ts per 30'/40'/45' stack

- in hold 2/3 75 ts per 20' stack

105 ts per 30'/40'/45' stack

- on forecastle 60 ts per 20' stack

- on hatch 1 50 ts per 20' stack

80 ts per 30'/40'/45' stack

- on hatches 2/3 60 ts per 20' stack

100 ts per 30'/40'/45' stack

in front of bridge 60 ts per 20' stack

100 ts per 30' stack

100 ts per 40'/45' stack

distribution of container weights within a single 20'/30'/40'/45' stack on deck to comply with the board manual for stowage and lashing of containers by 'germanischer lloyd' (gl).

max. permissible distributed load:

tank top : 8 ts/m2

hatch covers : 1,75 ts/m2

STABILITY:

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acc. to calculations/imo regulations vsl able to load:

abt. 573 teu each 12 to.

abt. 529 teu each 14 to.

abt. 474 teu each 16 to.

abt. 448 teu each 18 to.

abt. 406 teu each 20 to.

- vessel able to carry dangerous goods in holds and on deck in packed condition according to SOLAS

Regulations ii-2/19. on deck the stowage of all imo-classes of dangerous goods is permissible, except the

area between hatch 3 and deckhouse.

- in holds the stowage of imo-classes 1.4s, 2, 3, 4, 5.1, 6.1, 8 and 9 of dangerous goods is permissible. in

case of homogeneous container loading the stowage of all imo-classes of dangerous goods is

permissible also in front of the forward engine room bulkhead.

- dangerous goods of IMO-Classes 1, except class 1.4s, in containers must have a minimum horizontal

distance of 3.00m to engine room bulkhead.

HOLDS/HATCHES:

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- 3 holds / 3 hatches

hatch 1 : abt. 25.44 m x 17.91/13.20 m

hatch 2: abt. 27.03 m x 17.91 m

hatch 3: abt. 27.03 m x 17.91 m

- mac gregor hydr. operated folding steel hatch-covers

- all 40'-sections can be handled separately / independently.

- CO2 fire fighting system in engine room and cargo holds

- Vessel's holds are electrically ventilated:

19-air changes/h basis empty holds.

- cargo capacity grain: abt. 440,000 cuft

SPEED AND CONSUMPTION:

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speed / consumption on design draught 7,30 m - loaded on even keel - based on good weather conditions max. bft.2 and max. sea temperature 20 degr.c., air temp.35 degr.c.

abt. 14,0 knots abt. 19,0 mt/day / if-380

abt. 15,0 knots abt. 22,5 mt/day / if-380

abt. 16,0 knots abt. 26 mt/day / if-380

abt. 17,0 knots abt. 29,5 mt/day / if-380

- no gasoil at sea except when shaftgenerator disconnected and auxs. in use like in cases of emergency

and/or navigation with reduced speed and/or in restricted areas like approaches, shallow waters, etc.

- port consumption of generators sets :

abt. 0.6 mtons mgo (dma) per 24 hours when idle per gen.-set

up to 3.7 mtons mgo (dma) when full load per gen.-set

- port consumption of oil fired boiler :

up to 2.4 mtons mgo (dma) when full load in winter

- Charterers to provide sufficient quantity of gasoil during sea passages for operating

auxiliaries/generators in case of an emergency.

- Charterers shall supply suitable fuels to enable main propulsion and auxiliary machinery to operate

efficiently and without harmful affetcs.

- Charterers to supply bunkers from 1a-bunker suppliers in accordance with:

ISO fuel Standard 8217 Dis 2005 RMG-380 for IF-380 a n d

ISO fuel Standard 8217 Dis 2005 DMA for gasoil

as well as MARPOL 73/78 Annex VI and subsequent revisions and European Union Directive

1999/32/EC and subsequent revisions

- sludge removal, if any, always to be for Charterers account/time.

- vessel participate in the DNV fuel quality testing programm.

Cost involved to be equally shared between Charterers and Owners.

TANKCAPACITIES:

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- waterballast : abt. 3.800 mtons

- freshwater : abt. 111 mtons

- bunkers : abt. 950 mtons ifo

: abt. 300 mtons mgo (incl day & settling tanks)

ENGINE/AUXILIARIES/TECHNICAL EQUIPEMENT:

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- Wartsila Type 8L46D, output 9.240KW at 500rpm (HFO)

- 2 diesel generators of 725 KW 906 KVA 60 Hz

- 1 emergency-/harbour generator set, 150KW, 60Hz

- 1 controllable pitchpropeller

- 1 shaft generator of 1500KW, 60 Hz

- 1 bowthruster 750KW

- 1 exhaust gasboiler (thermal oil)

- 1 oil fired boiler (thermal oil) (mdo dma)

All details ''about'' and given in good faith but without guarantee.

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