

**Wide Beam Container Carrier 3.900 TEU**  
**MS ‚MERKUR FJORD‘**

Managing Owners :  
**F. A. Vinnen & Co. (GmbH & Co.KG)**  
Altenwall 21 , 28195 Bremen / P.O.Box 10 06 49 , 28006 Bremen / Germany  
Tel.: +49-421-33500-0 / Fax.: +49-421-33500-40  
E-Mail: chartering@vinnen.com

**General description**

- Cellular container vessel
- built 09/13 Shanghai Shipyards, Shanghai / P.R. of China
- Maltese Flag / Official and IMO-No. 9620607 / GL-No. 116883 / Call sign 9HA3340
- abt. 52.068 t deadweight on scantling draft
- GT / NT International : abt. 42.564 / 17.234
- Suez Gross/Net : abt. 44.176,06 / 42.515,55
- LOA : abt. 228,00 m
- LPP : abt. 217,50 m
- Breadth moulded : 37,30 m
- Depth to main deck : 19,60 m
- Design Draft : 11,00 m
- Scantling Draft : 12,50 m
- Airdraft (base line to radar mast top) : 57,30 m

**Container intake**

(Always subject to vessel's stability, trim, deadweight, permissible stack weights, cargo securing manual, class approved container lashing manual and visibility regulations )

- **20'x8'x8'6"** Holds 1.552 units  
Deck 2.263 units  
-----  
**Total 3.868 units**

- **Stowage of oversize containers** : total 392 x 45 ft containers can be stowed from the 4<sup>th</sup> tier in front of superstructures and can be stowed from the 3<sup>rd</sup> tier in Bay 02.

**Stability**

- abt. 3.173 TEU of 14t homogeneously laden at scantling draft

**Reefer**

Total 500 reefer sockets on deck only, whereof 474 FEU and 26 TEU (in bays 29 and 31). 2 x reefer TEU slots can also be used for 1 x 40' reefer.

Refrigerating container sockets of A.C. 440V, 60 Hz, 32A (3h) with mechanical interlock. All reefer slots can be used with high cube containers of 9'6".

**Fittings**

Cell guide in holds for 40 ft units, alternatively 2 x 20 ft units can be stowed into each 40 ft compartment. Vessel fully fitted with loose lashing material/fittings/stacking cones for 20 ft, 40 ft, 45 ft units under and on deck. Vessel fully fitted as per OSHA rules.

**Holds/Hatches**

5 holds	No.1F	12,60 m x 13,00 m	2 panels
	No.1M	12,64 m x 23,08 m	3 panels
	No. 1 A	12,60 m x 28,12 m	3 panels
	No.2F, 2A, 3F, 3A, 4F, 4A, 5F and 5A	12,60 m x 33,20 m	3 panels

Non-sequential and non interchangeable

**Permissible weights**

(subject to weight distribution according to vessel's class approved Cargo Securing Manual)

Tank top strength	<u>20' units</u>	<u>40' units</u>	
	27 mt/unit	30,5 mt/unit	
Hatch covers no. 1F	<u>20' ISO Gap</u>	<u>20' lashing gap</u>	<u>40'/45'</u>
	60 mt	60 mt	90 mt
Other hatch covers	72 mt	80 mt	100 mt

**Carriage of hazardous cargo**

Cargo holds 1, 2, 3 and 4 are to be suitable for carrying dangerous goods in accordance with vessel's Document of Compliance for the Carriage of Dangerous Goods.

All holds are fitted with CO<sub>2</sub> fire extinguishing and automatic smoke detecting system.

**Speed / Consumption**

The following figures are based on a clean and smooth bottom, even keel, deep and currentless water with a temperature of max. 28 degrees Celsius, wind max Beaufort 2 and 15 percent sea margin.

Fuel consumption being based on ISO standard reference conditions.

Service Speed about 20,5 knots on design draft at about 85 mts/d IFO plus abt. 4,5 mt for auxiliary engines, basis no reefers connected.

Vessel uses very small amounts of MDO for main engine and aux. boiler in port. Charterers to provide sufficient quantity of MDO during sea passage for operating auxiliaries in case of emergency.

**Fuel oil specification**

IFO 380 as per ISO 8217 (2010 and any subsequent amendments thereto) RMG 380 only  
MDO as per ISO 8217 (2010 and any subsequent amendments thereto) DMB only

BIMCO Bunker Fuel Sulphur Content Clause for Time Charter Parties 2005 and emission limits and requirements as per California Air Resource Board Carb. (California Air Emission Regulations) including latest amendments to apply !

All fuel to be mineral oil product and shall not contain tar oil and/or inorganic acid substances and to be of stable and homogeneous nature. Fuel have to be free of waste lubricants or chemicals.

Vessel participates in the VISWA LAB CORPORATION, Houston/U.S.A. fuel quality testing programme, samples are being taken during each bunkering. Test methods as per International Standard ISO 8217 (2010) shall apply. Charterers to advise their bunker suppliers about this.

Sludge removal, if any, to be always for Charterers account and time.

