

DESCRIPTION OF MV CMA CGM L'ETOILE

FULLY SELF-SUSTAINED CELLULAR CONTAINER VESSEL

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SHIPYARD HYUNDAI HEAVY INDUSTRIES CO. LTD., KOREA
KEEL LAID / DELIVERED 10/2005
FLAG MALTA
CALL SIGN 9HA3184
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CLASS DNVGL
Class Notation: +100 A5 Container Ship SOLAS-II-2,
Reg.19 IW, MC AUT

P+I CLUB The Swedish Club
ENGINE/BRIDGE Aft/Semi-aft

MAIN PARTICULARS

L.O.A		210,07 m
L.B.P		199,00 m
Breadth	(moulded)	30,20 m
Depth	(moulded)	16.7 m
Design Load Draught		11,50 m
Scantling Draught	(moulded)	11.50 m
Summer Load Draught (moulded)		11.50 m
Air Draught (keel to top mast)		51.98 m

Tonnages	Register	Suez	Panama UMS
Gross	26,836	27,607.25	23,856
Net	12,743	22,883.08	

	Draught (m)	Displacement (mt)	Deadweight (mt)
Design Load Draught	11.50 M	45747 MT	34251.7 MT
Winter Load Draught	M	MT	MT

"All particulars contained in this document are on an about basis".

Summer Load Draught	11.52 M	45747MT	34251.7MT
Fresh Water Draught	M	MT	MT
Tropical F.W. Draught	M	MT	MT
Light Ship		11457.7 MT	

TANK CAPACITY

	Volume 100% (m³)	S.G	% Full	Weight (mt)
Fuel Oil	3617.7	0.98	100	3576.1.
Diesel Oil	727.4	0.87	100	632.8
L/O & Other	246,3	0.91	100	193.0
Ballast Water	9456.9	1.025	100	9693.3
Fresh Water	265.4	1.0	100	265.4

CARGO STOWAGE

Max Containers Intake: 2,556 TEU, (base on metacentric height GM less or equal to 1.00 m)

Total **672 TEUS** (plus 136 FEUs) can be loaded under deck.

Total **1,612 TEUS** can be loaded on deck.

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Alternative (a) Maximum number of 20' containers are preferentially loaded

Stowage 2284 x 20' x 8' x 8' 6" plus 136 x 40' x 8' x 8' 6"
Holds 672 x 20' x 8' x 8' 6" plus 136 x 40' x 8' x 8' 6"
Deck 1612 x 20' x 8' x 8' 6"

Alternative (b) Maximum number of 40' containers are preferentially loaded and 20' containers are loaded in the remaining space

Stowage 1240 x 40' x 8' x 8' 6" plus 65 x 20' x 8' x 8' 6"
Holds 454 x 40' x 8' x 8' 6" plus 36 x 20' x 8' x 8' 6"
Deck 786 x 40' x 8' x 8' 6" plus 28 x 20' x 8' x 8' 6"

● **FEU Distribution :**

Deck lay out are made for TEU and or FEU distribution.

Holds No.1, 2, 3, 4 and 5 are laid out for 20ft and or 40ft containers, there are several slots in Holds 1, 2, and 5 to be occupy by 20 ft. container before loading 40ft on top.

● **High cube intake :**

2 layers of high cube containers (9'6) can be loaded under deck (except on hatch no. 01 Fwd) without losing slots from nominal intake.

-Oversize containers: a maximum of 442 units of 45" x 8.6" or 45" x 9.6" with lashing hole at lower corner can be carried on deck. 45" containers must be suitable (strength wise) for the class approved stowage system.

Holds and Hatches:

5 Holds/10 hatches - pontoon type hatch covers with the following particulars:

NO. 1F	2 panels (24.5mt each)	12.60m X 15.36m /10.32m
NO. 1A	3 panels (P&S x 18.5mt, Cx33mt)	12.60m X 20.40m /15.36m
NO. 2F	3 panels (P&S x 24mt, Cx33mt)	12.60m X 25.72 m /20.40m
NO. 2A – 5A	3 panels each (P&S x 32.5mt, Cx32.5mt)	12.60m X 25.72 m

The panels are not interchangeable but can be operated in a non-sequential order. Total of 29 panels.

Fittings:

Holds

Fully cellularized in holds for 40' units, alternatively 2x20 units can be stowed into each 40' compartment, (mixed stowage as per vessel's Cargo Securing Manual), vessel fully fitted with loose lashing materials, guide fittings and stacking cones for 20' and 40' container's under deck.

Deck

Vessel is fitted with loose lashing materials, fully automatic twist locks and base manual twist locks on top of hatch cover (fwd and aft), plus lashing bars and turnbuckles.

Stack weights:

Weather Deck / Hatch Covers

80 MT / 20' container/stack

100 MT / 40' container/stack

Hold / Tank-top

100 MT / 20' containers

180 MT / 40' containers

Reefer Plugs:

- Specifications of Sockets: 440 Volts / 60 Hz, 32 ampere (3h) CEE type
- Maker: Daeyang Electric Co. Ltd, Korea
- Reefer plugs number: The vessel is fitted and can supply 600 FEU reefer plugs on deck 350 and 250 in the hold.

Calculations regarding containers intake and stack weights are always subject to vessel's stability/trim and permissible weights, and compliance with the provisions of "Cargo Securing Manual", stress and stability limitations.

STABILITY

1850 teu of 14 mt each
homogeneously laden

VCG container:45% / BW
abt. 6800 mt / HFO abt. 1900 /
MDO abt. 40 mt / lub oil. Abt.
40mt

DANGEROUS GOODS

The vessel is suitable to carry hazardous cargo in containers in compliance with her Certificate of Compliance for the Carriage of Dangerous Good.

On deck: all classes except above engine room

Cargo holds are fitted for transport of IMDG cargo classes 1.4s, 2.1 – 2.3, 3, 4.1 – 4.3, 5.1, 6.1, 8 and 9. (Please observed special remarks made in captioned certificate)

MACHINERY:

Main Engine	Hyundai-Sulzer 7RTA 72U-B
Output	21560KW@MCR at 99RPM
Generators	MAN B&W Hyundai 8L28/32 - Four (4) sets
Output	Each Unit 1600 KW @ 720RPM
Output	4 x 1600 KWT
EDG	SISU DIESEL 645 DSBAG
Output	200KW/1800RPM

Fuel Specifications:

Main Engine	IFO 380 RMG ISO 8217:2010 alternatively MGO DMA ISO 8217:2010
Generators	IFO 380 RMG ISO 8217:2010 alternatively MGO DMA 8217:2010

The product(s) to be delivered must meet ISO 8217:2010 International Standard and any subsequent revision thereof and must not contain waste lubricating oil, chemical waste, or any other substances which are not inherent to bunkers. Charterers to supply fuels which will be suitable for use in the vessel's engines.

The following figures are based on clean and smooth bottom, design draft (11,50m), even keel, deep and currentless water with a water temperature of max 28°C, wind max beaufort 2, max douglas sea state 2.

Speed/Consumption:

Speed abt 20 kn =	abt 74.0 mt/day
Speed abt 19 kn =	abt 67.0 mt/day
Speed abt 18 kn =	abt 58.5 mt/day
Speed abt 17 kn =	abt 51.5 mt/day
Speed abt 16 kn =	abt 44.0 mt/day
Speed abt 15 kn =	abt 37.0 mt/day
Speed abt 14 kn =	abt 31.5 mt/day
Speed abt 13 kn =	abt 27.0 mt/day

At sea:

AE about 5.0 mt HFO per day without reefer containers connected, but not including the Aux. Boiler consumption during slow steaming.

Port consumption

About 7.0 mt HFO per day without reefer containers connected and without the cargo gear in operation, but including the Aux. Boiler consumption.

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

SUNDRY:

- Cranes: 4 x 40mts SWL lift each, electro-hydraulic deck cranes: Maker: Liebherr, mounted midships between hold 1/2, 3/4, 4/5 and behind accommodation. maximum outreach is 29.5m
- Bow thruster Electric one set, Output 1000KW
- Engine aft / Bridge semi-aft
- Fitted for Panama Canal and Suez Canal
- Fitted with all modern nautical aids (i.e Satnav, 2 Radars, log, GPS, Autopilot, weather fax, Navtex, Electronic sea Charts, AIS, VDR).
- Fully GMDSS fitted with FLEET 77, FBB 250 and Satcom C
- SEACOS / MACS 3 loading computer including enhanced features, DG segregation, lashing checked and use of baplie files.
- Fitted with Reefer monitoring System
- Fully automatic anti-heeling system fitted for smooth cargo operation while in port.
- Vessel not to force ice nor to follow ice breaker.

****All figures about**