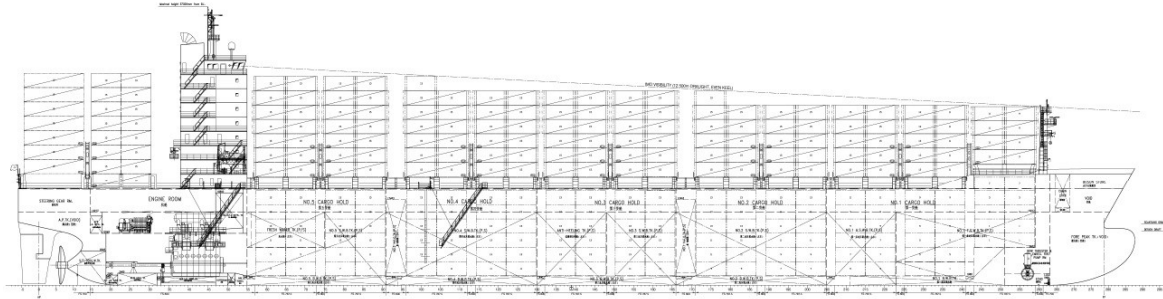


# MV ,MERKUR OCEAN‘



## Wide Beam Container Carrier 3.900 TEU

### General description

- Cellular Container Vessel
- Built 11/13 Shanghai Shipyards, Shanghai / P.R. of China
- Maltese Flag / Official and IMO-No. 9620619 / GL-No. 116884 / Call sign 9HA3417
- Abt. 59.133 t deadweight on summer draft
- GT / NT International: abt. 42.564 / 20.101
- 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
- Summer Draft: 13,50 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"**

<b>Total</b>	<b>3.868 units</b>
Holds	1.552 units
Deck	2.263 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. 3.250 TEU of 14t homogeneously laden at scantling draft (subject to calculation with revised loading computer software).

### **Reefer**

<b>Reefer Sockets:</b>	<b>Total</b>	<b>540</b>
	On deck	524
	Under deck	16

Stowage of either 514 FEU and 26 TEU (in bays 29 and 31) or alternatively 527 FEU.  
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".

### **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.

### **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. Vessel fully fitted with semiautomatic loose lashing material acc to OSHA rules in holds and on deck.

### **Holds/Hatches**

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

	<b>20' unit</b>	<b>40' units</b>	
<b>Tank top strength:</b>	27 mt/unit	30,5 mt/unit	
	<b>20' ISO Gap</b>	<b>20' lashing gap</b>	<b>40'/45' units</b>
<b>Hatch cover No. 1 F:</b>	60 mt	60 mt	90 mt
<b>Other hatch covers:</b>	72 mt	80 mt	130 mt

### **Speed / Consumption**

The fuel consumption is being based on ISO standard reference conditions.

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, max DSS 2 and 15 percent sea margin.

**Service Speed on design draft:**    abt. 20 knots at abt. 73 mts/d IFO  
   abt. 14 knots at abt. 31 mts/d IFO  
   plus abt. 5,0 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 has to be free of waste lubricants or chemicals.

Vessel participates in the *VERITAS PETROLEUM SERVICES* 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.

### **Main Engine**

MAN B&W 7S70ME-C (MK8) TII rating 22.890 kW at 91 rpm.

The engine is driving one fixed pitch propeller.

Vessel is equipped with MGO coolers for continuous MGO operation in SECA zones.

### **Auxiliaries**

1 x MAN B&W 5 L 27/38:                    Engine output: 1500 kW                    Generator Output: 1420 kW

3 x MAN B&W 6 L 27/38:                    Engine output: 1980 kW                    Generator Output: 1880 kW

One emergency diesel:

Zhenjiang Chian Marine Xiandai Gen. Co., Ltd (Comings & Stanford), 1 x FJ 200 E, Power: 200 KW

**Class**

DNV-GL 100 A5 CONTAINERSHIP, DG, IW, BWM, RSD, LC, RSCS  
MC AUT

Next special survey: November 2023

**Total insured value**

USD 53.900.000

**Various**

- 1 x Bow thruster Scana 1 x CPT 2.3, Power 3 x 3.300 V / 60 Hz, 1.500 kW
- Modern nautical aids (ECDIS, Navtex receiver, Echo sounder, Speed log, GPS navigator, 2 radars, Gyro compass, Autopilot etc)
- Radio equipment in accordance with GMDSS rules A3
  - FLEET Broadband: Tel: 773 911 843
  - Fax: 783 996 466
  - E-Mail: master.Moce@Skyfile.com
- Satcom C:
  - Tlx: Moce-C1@Skyfile-C.com
  - Tlx: Moce-C2@Skyfile-C.com
- Stability and cargo computer on board
- Fully automatic anti-heeling system fitted for smooth cargo operations whilst in port
- Reefer monitoring system
- Vessel not to force ice nor to follow icebreaker

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

04<sup>th</sup> April 2019