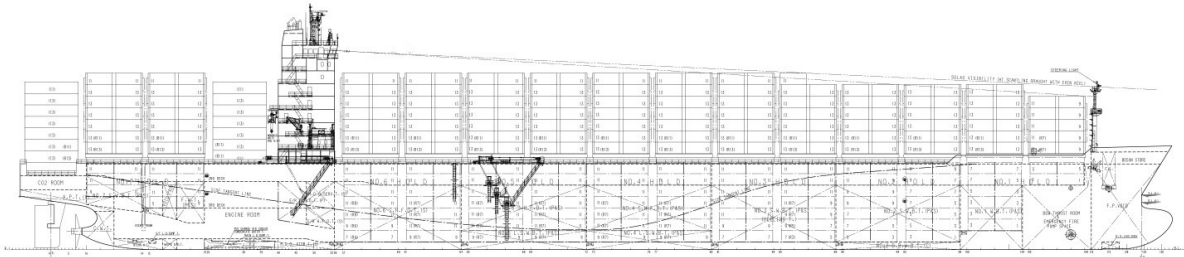


MV ,MERKUR ARCHIPELAGO‘



Gearless Container Carrier 4.400 TEU

General description

- Cellular Container Vessel
- Built 11/09 Hyundai Samho Heavy Industries (HSI), South Korea
- Liberian Flag / Official Number 91883 / IMO-No. 9456977 / GL-No. 114245 / Call sign A8UC5
- Abt. 51.519 t deadweight on abt. 12,5 m summer draft
- GT / NT International: abt. 41.331 / 23.882
- Panama UMS: abt. 34.153
- Suez Gross/Net: abt. 42.553 / 34.879
- LOA: abt. 262,07 m
- LPP: abt. 248,00 m
- Breadth moulded: 32,20 m
- Depth to Main deck: 19,50 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"**

Total	4.431 units	(whereof in Bay 50 & 62 only 40' Cont. can be loaded)
Holds	1.566 units	
Deck	2.865 units	

- **Stowage of oversize containers:**

45 ft (45' x 8' x 9') container can be stowed on hatch no. 1A, 2F, 2A, 3F, 3A, 4F, 4A, 5F, 5A, 6F and 6A from 3rd tier of 40ft container. 49 ft (49' x (8'6" + 5/32") x 8'6") container can be stowed on hatch cover no. 2F, 3F, 4F, 5F, and 6F from 3 rd tier of 40 ft container on every 2nd row of each bay (6 rows per bay).
Vessel can load 5 tiers of 8'6" height containers plus 2 tier of 9'6" height containers in cargo holds.

- **Panama Intake:**

A maximum of 4.002 empty 20' containers (height of 8' 6") can be carried.
(Actual intake depends on vessel's loading conditions in order to meet the minimum visibility regulations)

Stability

Abt. 2.793 TEU of 14t homogeneously laden at scantling draught (12,5m).

Reefer

Reefer Sockets:	Total	560
	On deck	372
	Under deck	188 in holds for 40ft units

Refrigerating container sockets of A.C. 440V, 60 Hz, 32A (3h), CEE type with mechanical interlock so that the plug cannot be withdrawn unless the switch or circuit breaker is open.
All reefer slots can be used with high cube containers of 9'6".

Carriage of hazardous cargo

Cargo holds 1, 2 & 3 are to be suitable for carrying dangerous goods of classes 1.4s/2/3/4/5.1/6.1/8 of Chapter II-2, Reg. 19 of SOLAS and amendments thereto, except hydrogen, hydrogen mixture, acetylene, ethyl nitrite, ethyl nitrate and carbon disulphide.

However, simultaneous loading of reefer container and dangerous cargoes not to be considered for No. 3 hold.
All holds are fitted with CO₂ fire extinguishing and automatic smoke detecting system.

Fittings

Fully cellularized in holds for 40' units, alternatively 2x20' units can be stowed into each 40' compartment. Vessel is fully fitted with loose lashing material/fittings/stacking cones for a regular mix of 20' and 40' units under and on deck respectively. Vessel fully fitted with semiautomatic loose lashing material according to OSHA rules in holds and on deck.

Hold/Hatches

7 holds / 14 hatches:	No. 1 F	12,64 m x 12,86 m	2 panels
	No. 1 A	12,64 m x 22,76 m / 17,90 m	3 panels
	No. 2 F	12,64 m x 28,20 m / 23,34 m	3 panels
	No. 2 A - 3 F	12,64 m x 28,20 m	3 panels each
	No. 3 A - 6 A	12,63 m x 28,20 m	3 panels each
	No. 2 A - 7 A	12,64 m x 28,20 m	3 panels each

Non-sequential and non-interchangeable.

Permissible Weights

Subject to weight distribution according to vessel's class approved Cargo Securing Manual.

	<u>TEU</u>	<u>FEU</u>
Tank top:	24 mt/unit	30,5 mt/unit
Hatch cover:	90 mt	120 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 at 10,8 m design draft: ab. 23,3 knots at abt. 124,8 mts/d IFO
 ab. 18,0 knots at abt. 67,0 mts/d IFO

Aux Consumption: at sea w/o reefers: ab. 6,2 mts/d
 in port w/o reefers: ab. 3,3 mts/d

When carrying reefer containers consumption increases by abt. 0,5 mt / day per 10 FEU".

Charterers to provide sufficient quantity of MDO during sea passage for operating auxiliaries/generators in case of an emergency, but normally vessel burns no MDO at sea.

Fuel oil specification

IFO 380 as per ISO 8217 (2010) RMG 380 only. However, Al + Si to be limited to max. 50 ppm only!
MDO as per ISO 8217 (2010) 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!

Charterers agree to supply fuels which will be suitable for use in the vessel's engines. All products delivered to the vessel have to derive from petroleum crude oil only and have to be free of inorganic acids, chlorinated hydrocarbons and polypropylene. They shall neither contain any chemical waste or abrasive materials nor blending components derived from coal and shale distillation processes.

Vessel participates in the VISWA LAB CORPORATION, Houston/U.S.A. fuel quality testing programme, samples are being taken during each bunkering. Charterers to participate with USD 300,00 per months in such service. Test methods as per International Standard ISO 8217 (2005) shall apply. Charterers to advise their bunker suppliers about this. Sludge removal, if any, to be always for Charterers account and time.

Main Engine

Hyundai-Wärtsila 8RTA82C rating 36.160 kW at 102 rpm
The engine is driving one fixed pitch propeller.
Vessel is equipped with MGO coolers for continuous MGO operation in SECA zones.

Auxiliaries

2 x Himsen 6H25/33 a 1800 kW
2 x Himsen 6H25/33 a 2400 kW

One emergency diesel Stamford UC.M274H1 161 kW

Class

DNV-GL 100 A5 with freeboard 4,314 m
IW NAV-O BWM SOLAS II 2, Reg. 19
MC AUT

Next special survey: November 2019

Total insured value

USD 81.340.000

Various

- 1 x Bow thruster KTE-NAKASHIMA 1500 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: 773 239 071
 - Fax: 783 154 058
 - E-Mail: master.Marc@vinnen.amosconnect.com
- Satcom C:
 - Tlx: 463706450@c12.stratosmobile.net
 - Tlx: 463706451@c12.stratosmobile.net
- 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.

04th April 2019