

M/V "CAECILIA SCHULTE" / M/V "SOPHIE SCHULTE"

Fully selfsustained cellular Container Vessel

Built 07/95 05/96 Szczecin, Poland - Type B183-II ext.

Single Decker - Flag: *Liberia / Gibraltar* Call Sign: *ELRU5 / ZDD06*

about 14.080 mtdwt on about 8,10 m summer draught

GT / NT International about 10.749 / 5.478

Panama about / 9.056

Suez about 10.962 / 9.090

Grain / Bale Capacity 19.215 / 18.750 cbm

LOA: abt.163,40 m/LPP: abt. 153,40 m/Beam: abt. 22,30 m/Depth to main deck: abt. 11,10m

- **Container intake:**

(always subject to vessel's stability, trim, deadweight, permissible stack weights, container lashing plan and visibility regulations)

20'x 8'x 8'6" - holds 390 units - 4 tiers
deck 772 units - 5 tiers
total **1.162** units

Alternatively

40'x 8'x 8'6" - holds 190 units plus 10 20'x 8'x 8'6" - 4 tiers
deck 373 units plus 26 20'x 8'x 8'6" - 5 tiers
total **563** units plus **36** 20'x 8'x 8'6"

* High Cube Containers: 1 tier of 9'6" high containers (100 TEU) in holds

Stability: about **730 TEU** of 14 tns homogeneously laden

- **Reefer:** 100 reefer plugs - in holds 28/on deck 72 (380 V/50Hz/16 kW/3 hours)

- **Fittings:**

Fully cellularized in holds for 40' units, alternatively 2 x 20' units can be stowed into each 40'-compartment. Vessel fully fitted with loose lashing material/fittings/stacking cones for 20', 40' units under and on deck.

- **Gear:** 3 deck cranes, Haegglund type 4528-2
SWL 40 mtns at 26,40 m outreach
combinable upto 80 mtns incl. spreader
1 provision store crane

- **Holds/Hatches:** 4 / 8 - No. 1 : 12,48 x 10,40 m
No. 2 - 8 : 12,48 x 18,00 m
1 : two transversally divided pontoon hatch covers
2 - 8 : triple longitudinally divided pontoon hatch covers

For removal of portside and starboard covers, center cover has to be removed first (hatch 1 aft cover first). Pontoons to be handled by shore cranes or vessel's gear, freeing always the same numbers of bays under deck as on deck, except in hold no. 1.

Ventilation: mechanical 6-fold/hr (No.3 15-fold/hr), based on empty holds.

All holds are fitted with CO2-Fire-Extinguishing and automatic Smoke Detecting system. Hold 1 is additionally fitted with Sprinkling Water System.

Cargo hold 1 is fitted for the transport of IMDG cargo class 1, 2, 3, 4, 5.1, 6.1, 8 as per SOLAS, Chapt. VII.

Cargo holds 2 + 3 are fitted for the transport of IMDG cargo class 2, 3, 4, 5.1, 6.1, 8 as per SOLAS, Chapt. VII.

On deck, except 40' bay in front of deck house, fitted on deck for the transport of IMDG cargo class 1, 2, 3, 4, 5.1, 5.2, 6.1, 6.2, 8 as per SOLAS, Chapt. VII.

- Permissible weights	:	tank top	weather deck	hatch covers		
	:	20' units	96 t	50 t	50 t	
	:	40' units	120 t	70 t	70 t	
Uniform distributed load	:	ontank top	:	12,90 mtns/m ²		
“	“	“	“	hatch covers	:	2,00 mtns/m ²

Distribution of container weights within a single 20'/40' stack on deck to comply with the board manual for stowage and lashing of containers approved by class.

- **Speed / Consumption:** (Main engine output 90% MCR)

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

Fuel consumption being based on ISO Standard Reference Conditions with net calorific value 10.200 kcal/kg respectively 42.707 kJ/kg.

abt. 17,0 knots at abt. 30,5 mts IFO plus abt. 2,5 mts MDO without reefers

No MDO at sea with shaftgenerator engaged – in which case speed will be reduced depending on load - except when reefer containers carried or hold ventilation being used, in case of emergency and/or navigation with reduced speed and/or in restricted areas like approaches, shallow waters, etc..

Charterers to provide sufficient quantity of MDO during seapassages for operating auxiliaries/generators in case of an emergency.

Port consumption: about 2,5 mtns/day when idle
upto 8,3 mtns/day depending on actual number of reefers connected
plus some IFO for heating fuel oil tanks

Charterers shall only supply suitable fuels as per specification to enable main propulsion and auxiliary machinery to operate efficiently and without harmful effects. Fuels to be mineral based products and shall not contain waste lubricants, chemicals or any other harmful substances.

Vessel participates in the FOBAS Fuel Quality Testing Programme. Samples are being taken during each bunkering. Costs involved in the amount of about US \$ 255,00 per sample to be equally shared between Charterers and Owners.

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

Fuel Oil specification:

Main engine: ISO 8217 - 1996(E) ISO-F-RMG 35
CCAI (Calculated Carbon Aromaticity Index) max 870 (Ignition Reality)
Sodium mg/kg max 30 % of Vanadium
Auxiliaries: ISO 8217 - 1996(E) ISO-F-DMB

- **Engine:** M.A.N. B&W (Cegielski) 6L50MC, 6.930 kW, MCR 140 Rpm
direct transmission to controlable pitch propeller

Auxiliaries: 3 x Cegielski-SULZER 6AL20D630-50, 615 kW at 1.000 Rpm each
1 Emergency generator of 145 kVA at 1.500 Rpm
1 Shaft generator 1.000 kW / 1.250 kVA - not warranted

1 Bowthruster 590 kW CPP - not warranted

- **Tank capacity:**
waterballast : about 4.600 cbm
freshwater : about 200 cbm
bunkers : about 1.340 cbm HFO
about 170 cbm MDO

Cruising range: about 15.000 nautical miles

- **Class:** G.L. + 100 A5 E "G" Containership + MC E Aut
- engine/bridge aft
- asymmetrical stern with wake-improving nozzle
- fitted for Panama Canal, Suez Canal (searchlight on board), built in accordance with WWF/Australia regulations
- fitted with all modern nautical aids (i.e. SatNav, GPS, 2 Radars, Autopilot, Doppler Log, Weather Fax, Navtex, etc)
- Fully GMDSS fitted:
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- Stability and cargo computer on board with special programs for dangerous cargo (IMDG), container lashing, optimum trim, inclining experiment, etc.

- fitted with fully automatic anti-heeling system for smooth cargo operations whilst in port
- = all details about and given in good faith but subject to reconfirmation =

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